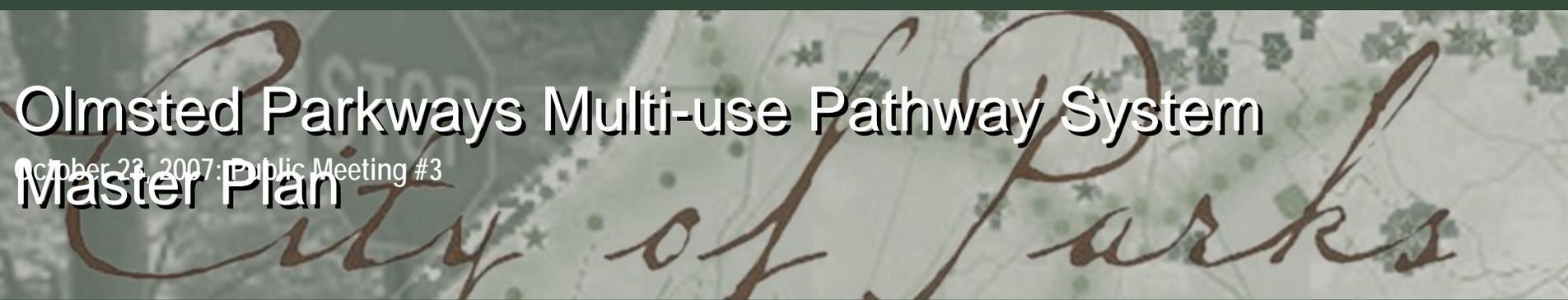




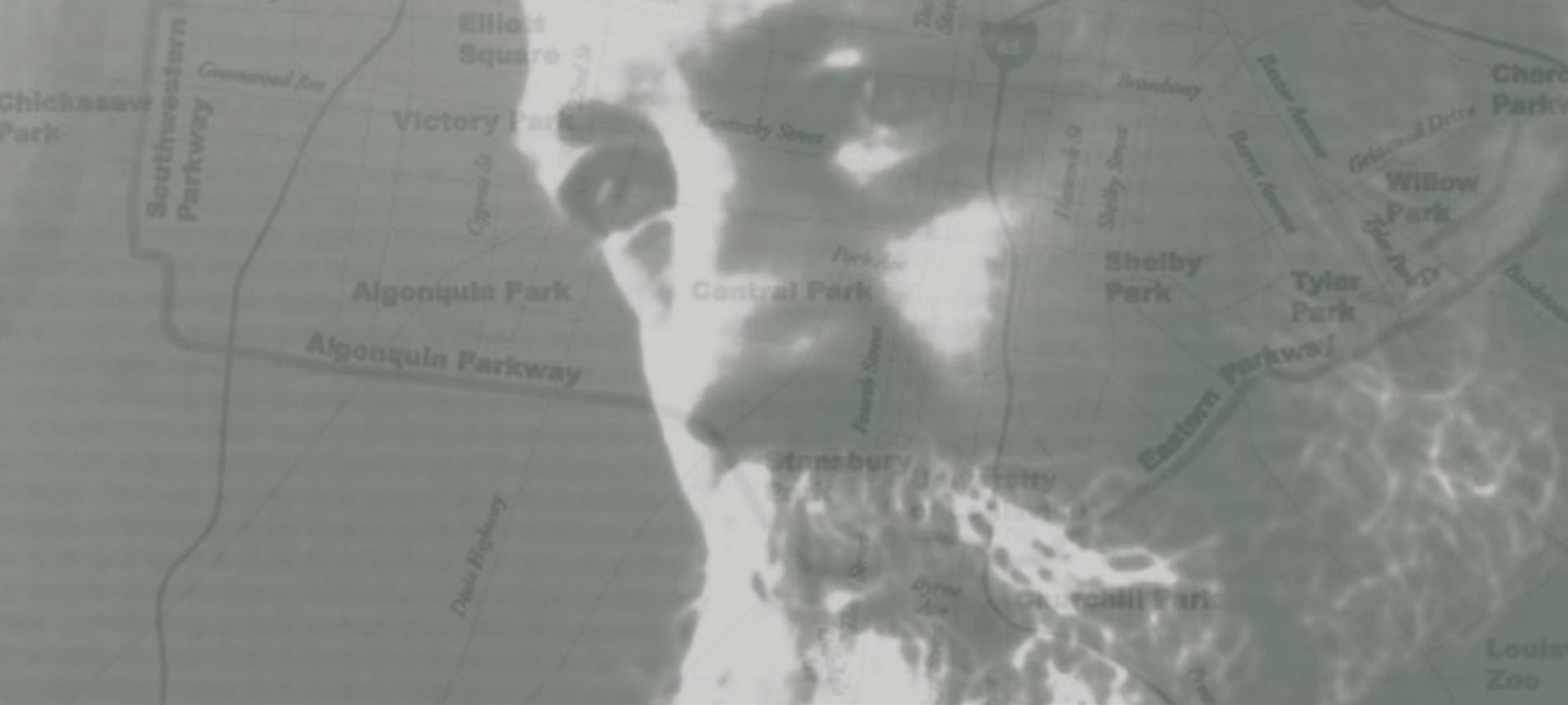
Olmsted Parkways Multi-use Pathway System

October 23, 2007: Public Meeting #3
Master Plan



AGENDA

- Welcome & Introduction
- Overview of project process
- Summary of CAG tour and meeting
- Review of existing conditions
- Opportunities & Constraints
- Case studies
- Guiding principles for project
- Project design criteria
- Parkway recommendations
- Next steps



WELCOME & INTRODUCTIONS



CITY OF PARKS INITIATIVE

OLMSTED PARKWAYS MULTI-USE PATHWAY
 SYSTEM MASTER PLAN 2007

City of Parks

Portland Wharf Park Archaeological Interpretation
 K&I Bridge-Pedestrian Access
 Big Four Bridge-Pedestrian Access

Metro Loop Parkway Connector

Ohio River Levee Trail Expansion

Riverview Park Expansion

Jefferson Memorial Forest Continued Expansion

Source: LOJIC



★ Funded capital projects

Waterfront Park-Phase III Expansion

River Road Recreation Corridor

Metro Loop Path

Floyds Fork Corridor Acquisition for Future Development

Jerry E. Abramson, Mayor
Louisville Metro Council

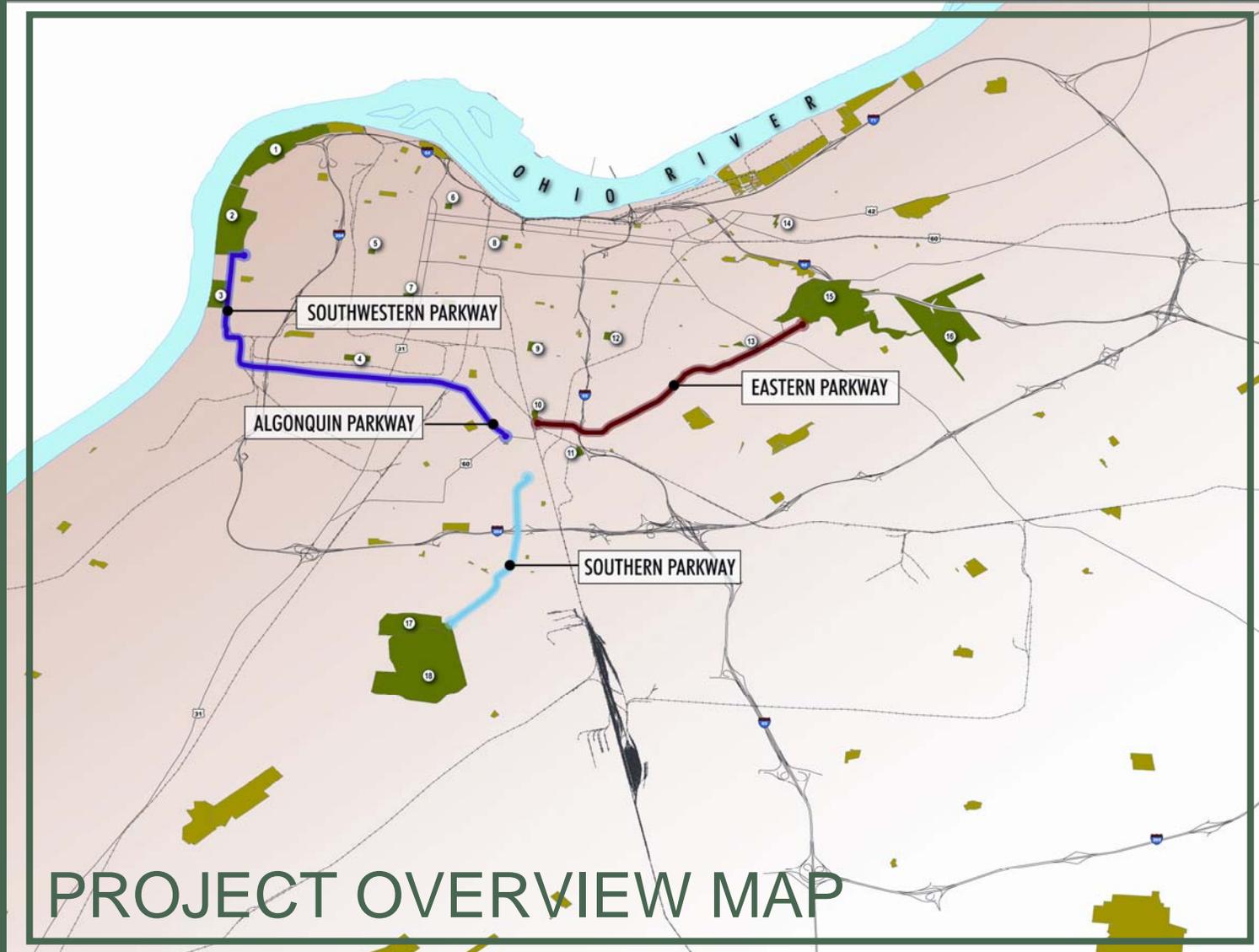


METRO Parks



PROJECT OVERVIEW

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



PROJECT OVERVIEW MAP

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PROJECT OVERVIEW



HNTB Corporation- Louisville, KY
Wallace, Roberts & Todd (WRT)- Philadelphia, PA
Gresham, Smith & Partners (GSP)- Louisville, KY
TY Lin International- Chicago, IL
Heritage Landscapes- Norwalk, CT
John Milner Associates- Louisville, KY
Quadrant, Inc- Jeffersonville, IN
Swope Design Group- Louisville, KY

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



PROJECT OVERVIEW

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN R007



PROJECT PURPOSE:

Incorporate a multi-use pedestrian pathway system into the historic context of the Olmsted parkways.



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PROJECT OVERVIEW

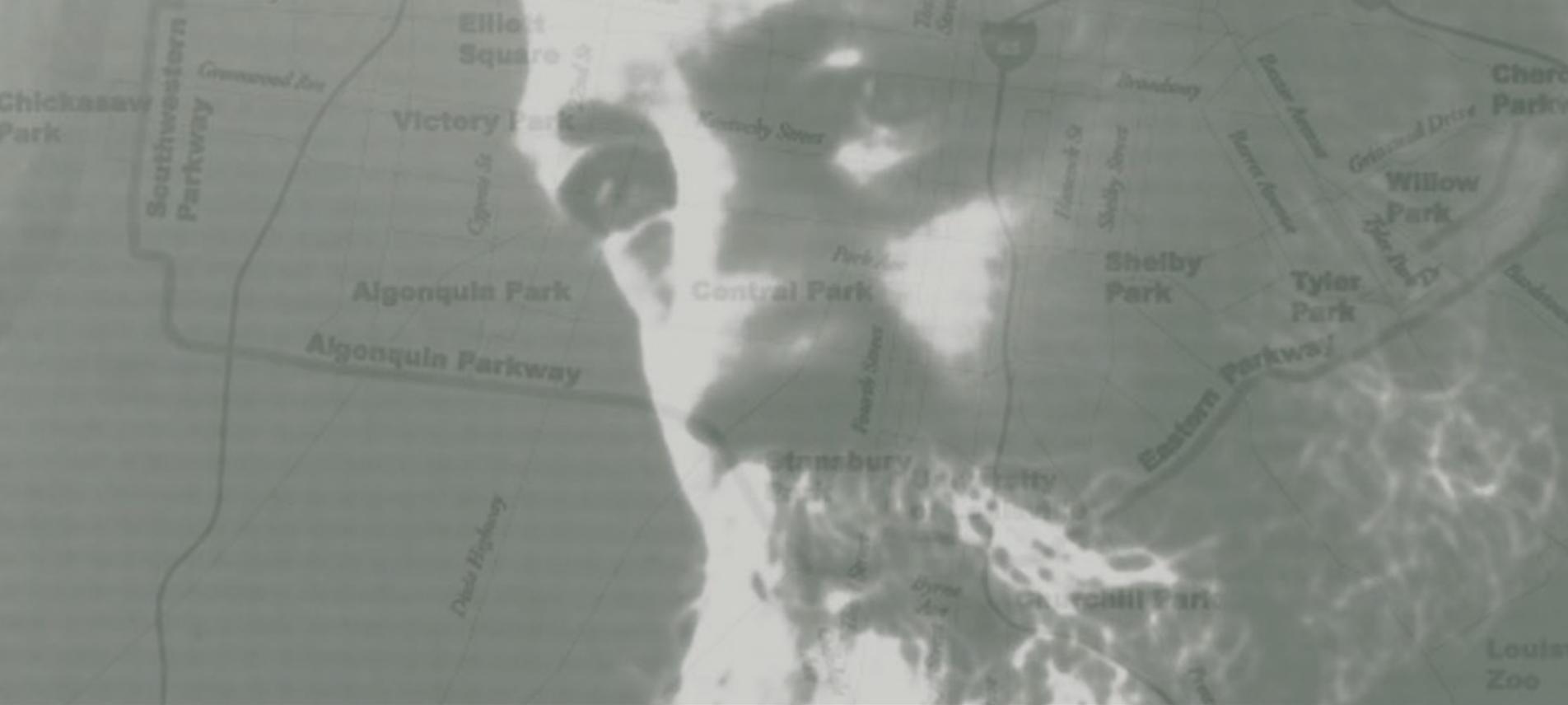
Two Significant Project

- **Challenges:** Incorporation of contemporary bike and pedestrian features and concerns (sustainability) into the Parkways without degrading their historic significance.
- Building a consensus among all of the stakeholders.

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SYSTEM MASTER PLAN 2007

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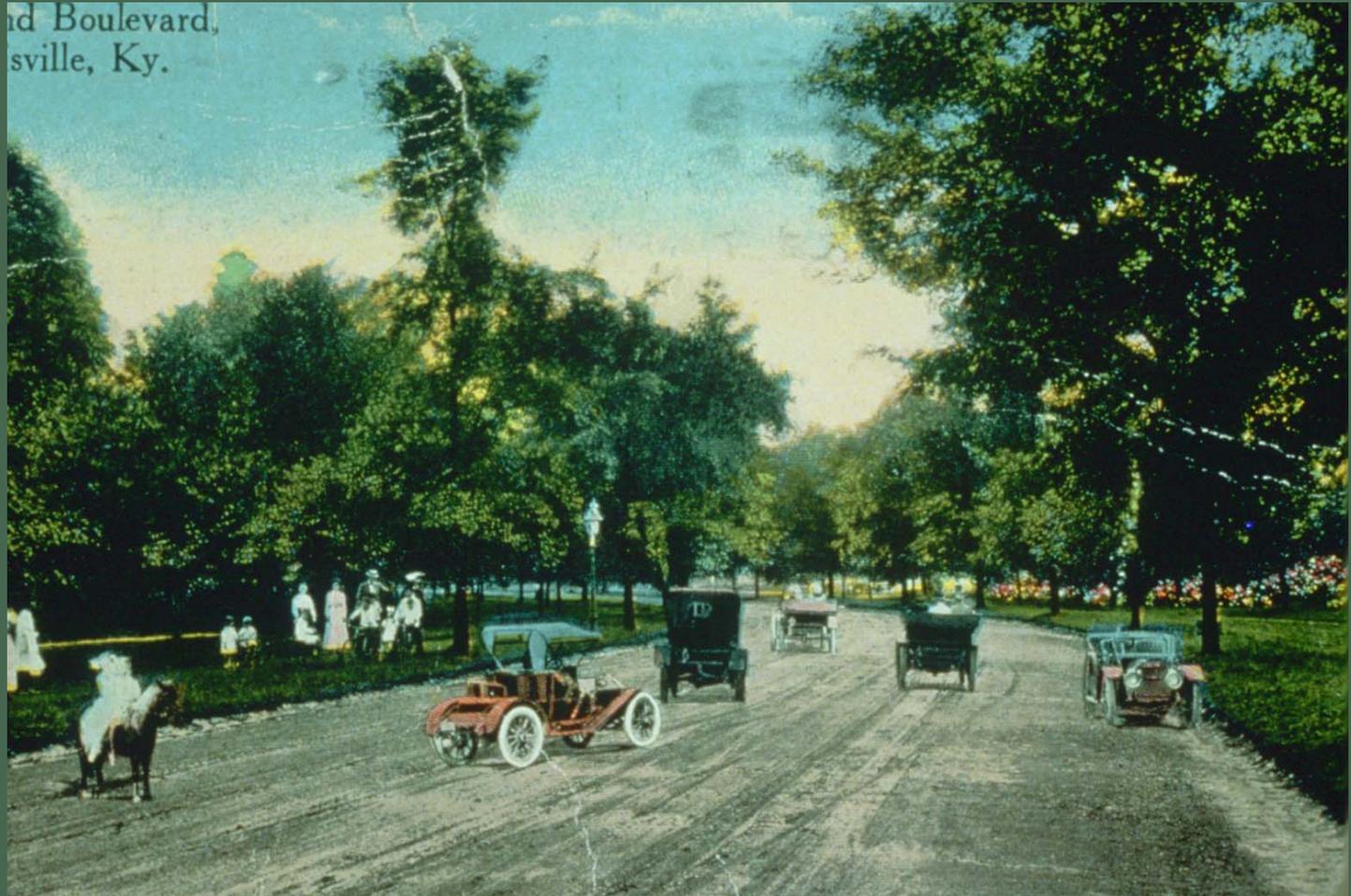
PROJECT CONTEXT



THE OLMSTED LEGACY

OLMSTED'S GRAND BOULEVARD

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



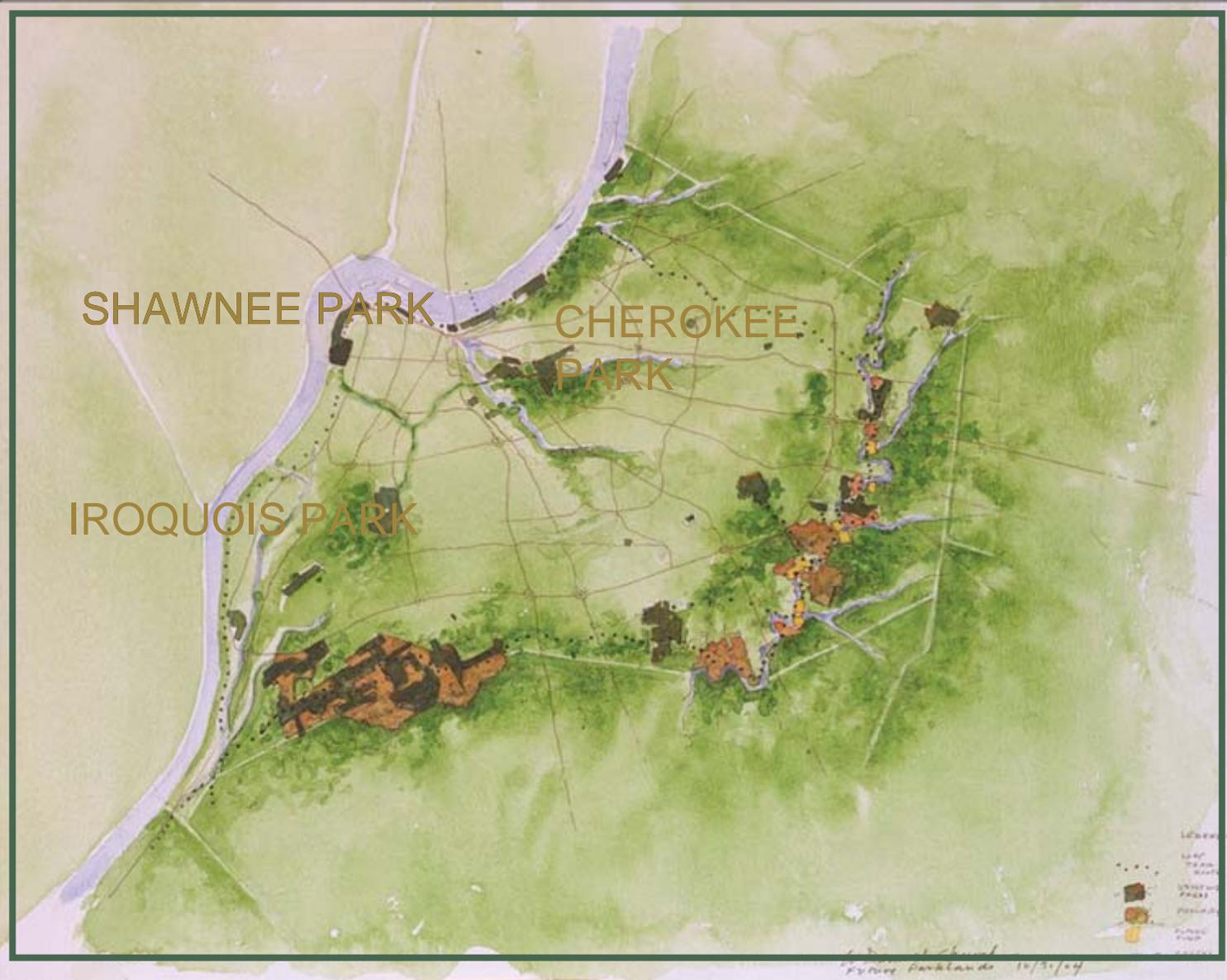
Grand Boulevard,
Louisville, Ky.

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THE LOUISVILLE LEGACY: Planning in River City

OLMSTED PARKWAYS MULTI-USE PATHWAY
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THE OLMSTED LEGACY

LOUISVILLE PARKWAYS ARE A CULTURAL LANDSCAPE

A geographic area associated with a historic event, activity, or person, a master work, or exhibiting other cultural or aesthetic values.

At the most basic level, a landscape influenced by humanity. We preserve those where the combined work of nature and humanity have value.

National Park Service defines four general types:

- historic sites
- **historic designed landscapes**
- historic vernacular landscapes
 - ethnographic landscapes

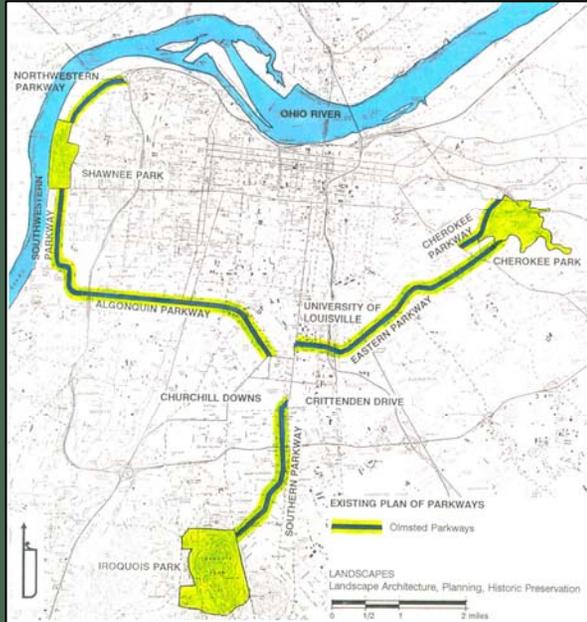
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SIGNIFICANCE:

The meaning or value ascribed to a cultural landscape based on the National Register criteria. Stems from association and integrity.

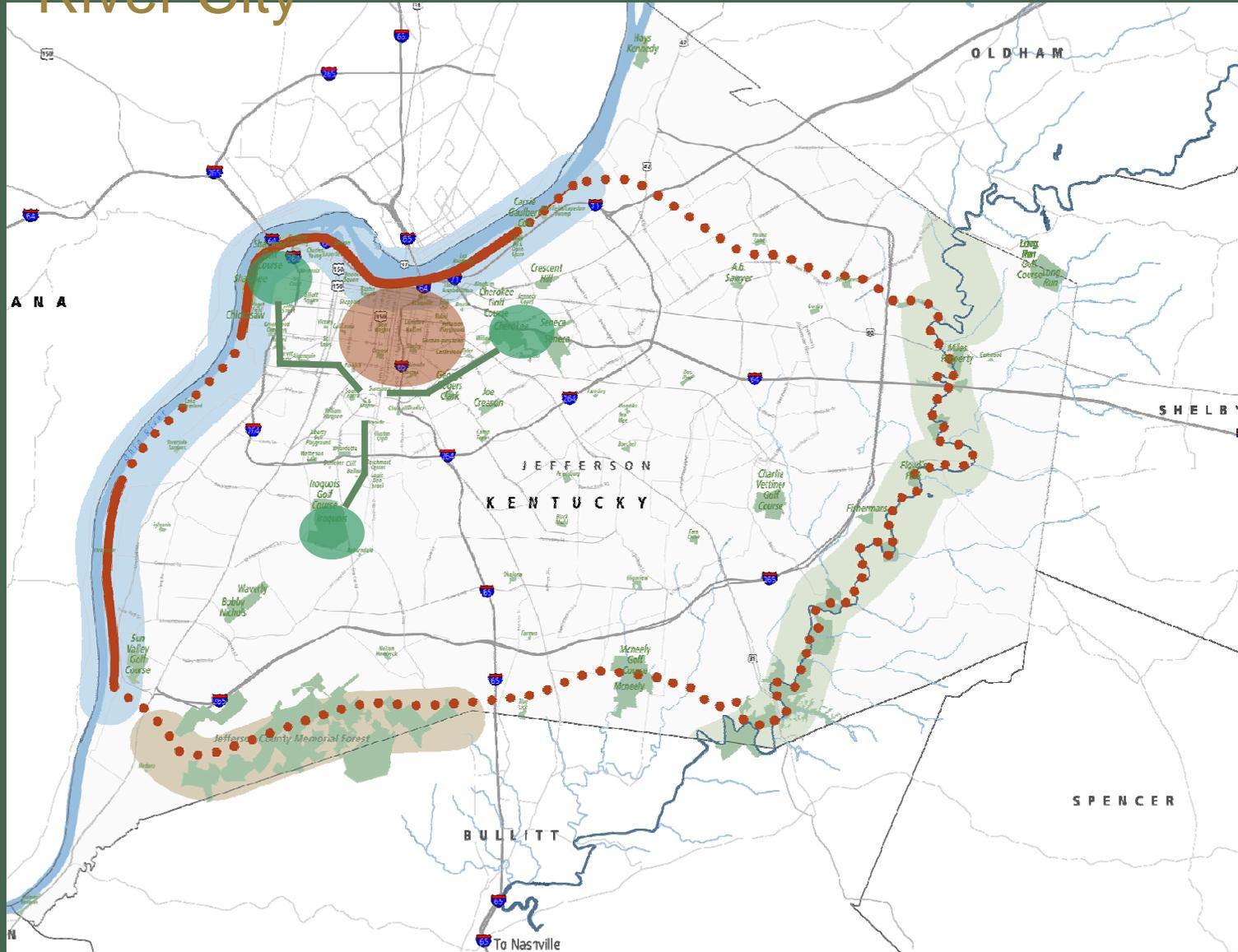
Louisville's Olmsted Park System is listed on the National Register as the work of recognized masters, Olmsted firm 1891 to 1930s.

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THE OLMSTED LEGACY

OLMSTED PARKWAYS MULTI-USE PATHWAY
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SOUTHERN PARKWAY FROM IROQUOIS PARK OVERLOOK

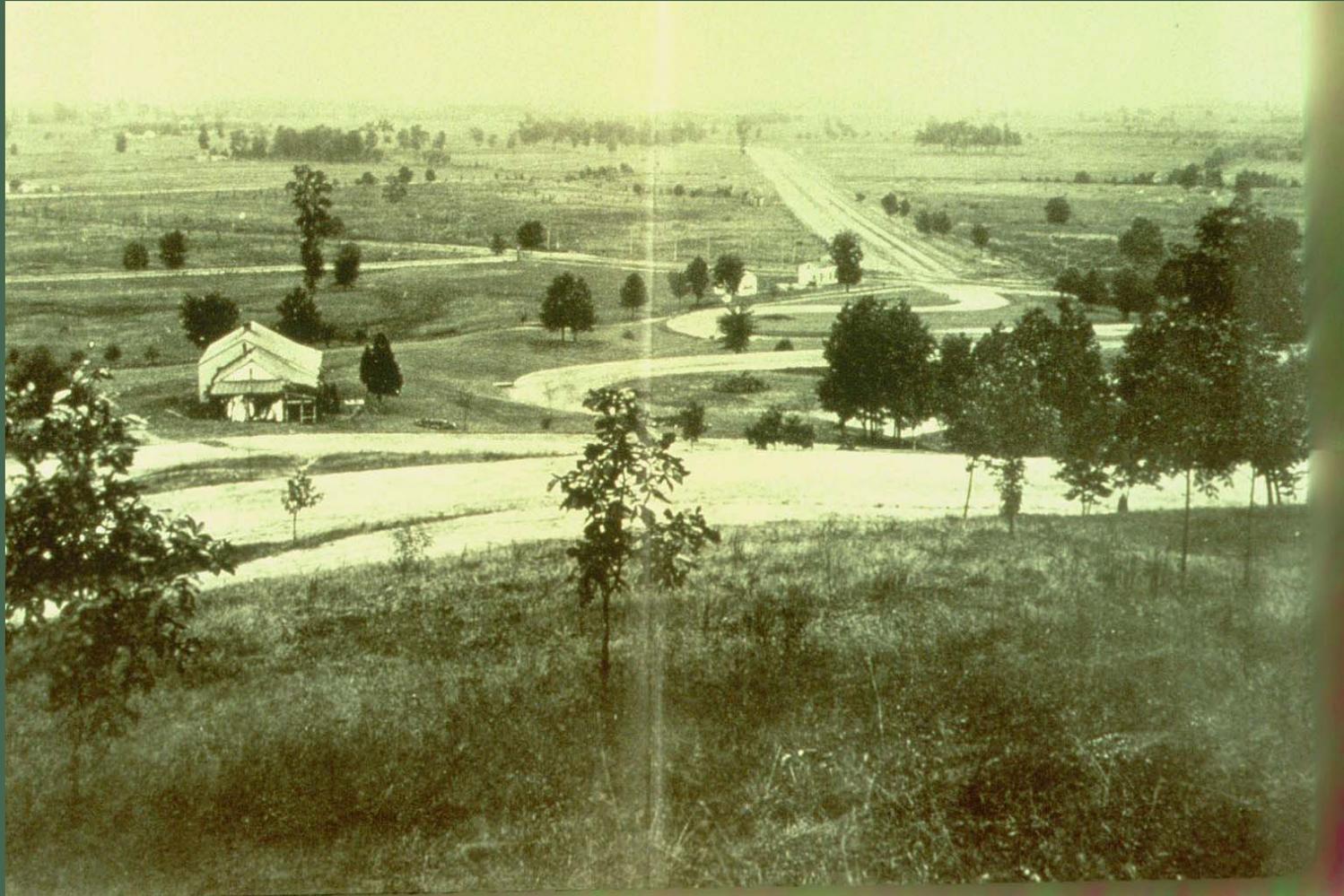
Photo courtesy of Andropogon Associates & Heritage Landscapes

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SOUTHERN PARKWAY

Photo courtesy of Andropogon Associates & Heritage Landscapes

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SOUTHERN PARKWAY

Photo courtesy of Andropogon Associates & Heritage Landscapes

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OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



SOUTHERN PARKWAY TODAY

THE OLMSTED LEGACY

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



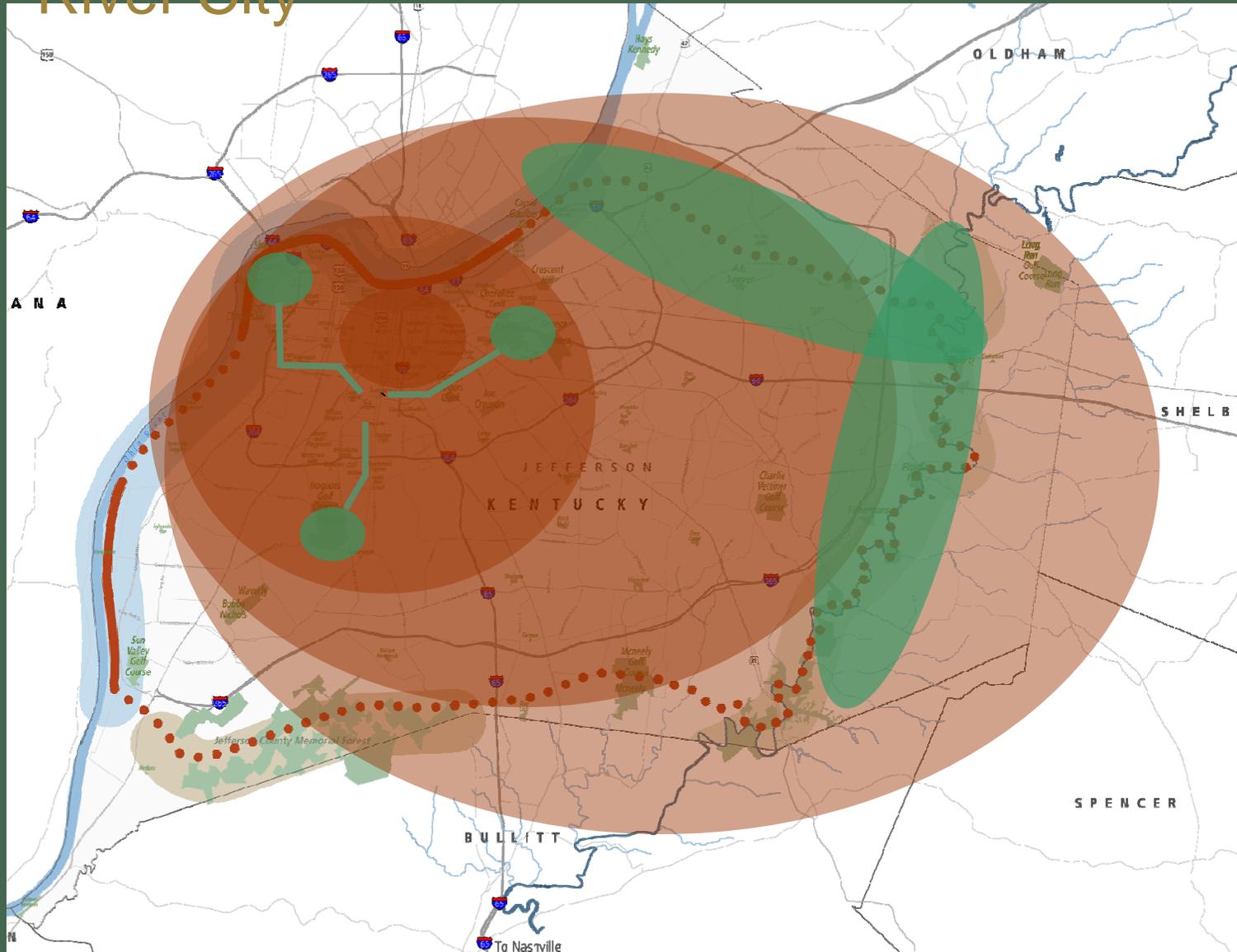
ALGONQUIN
PARKWAY TODAY



EASTERN
PARKWAY TODAY

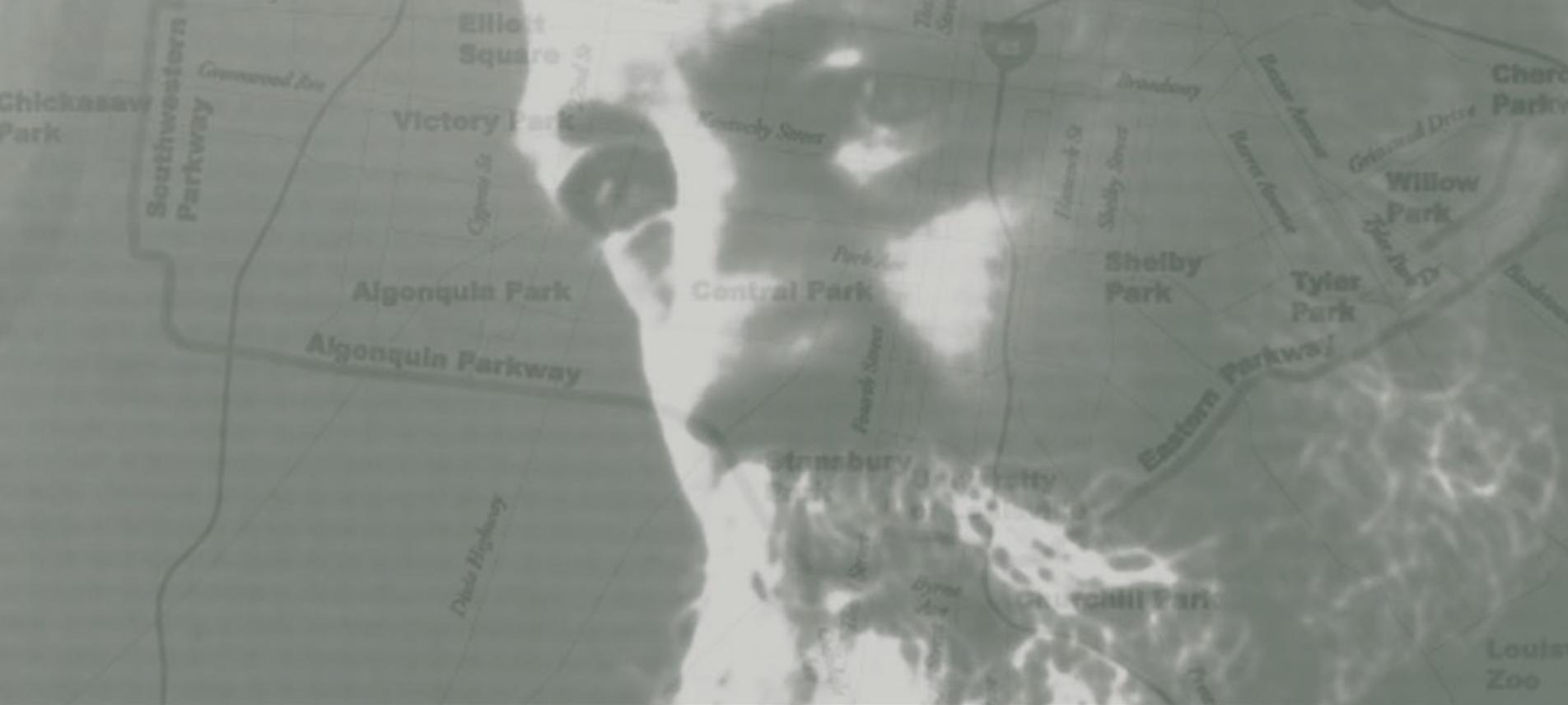
THE LOUISVILLE LEGACY: Planning in River City

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SYSTEM MASTER PLAN 2007



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DESIGN PROCESS



PROJECT OVERVIEW

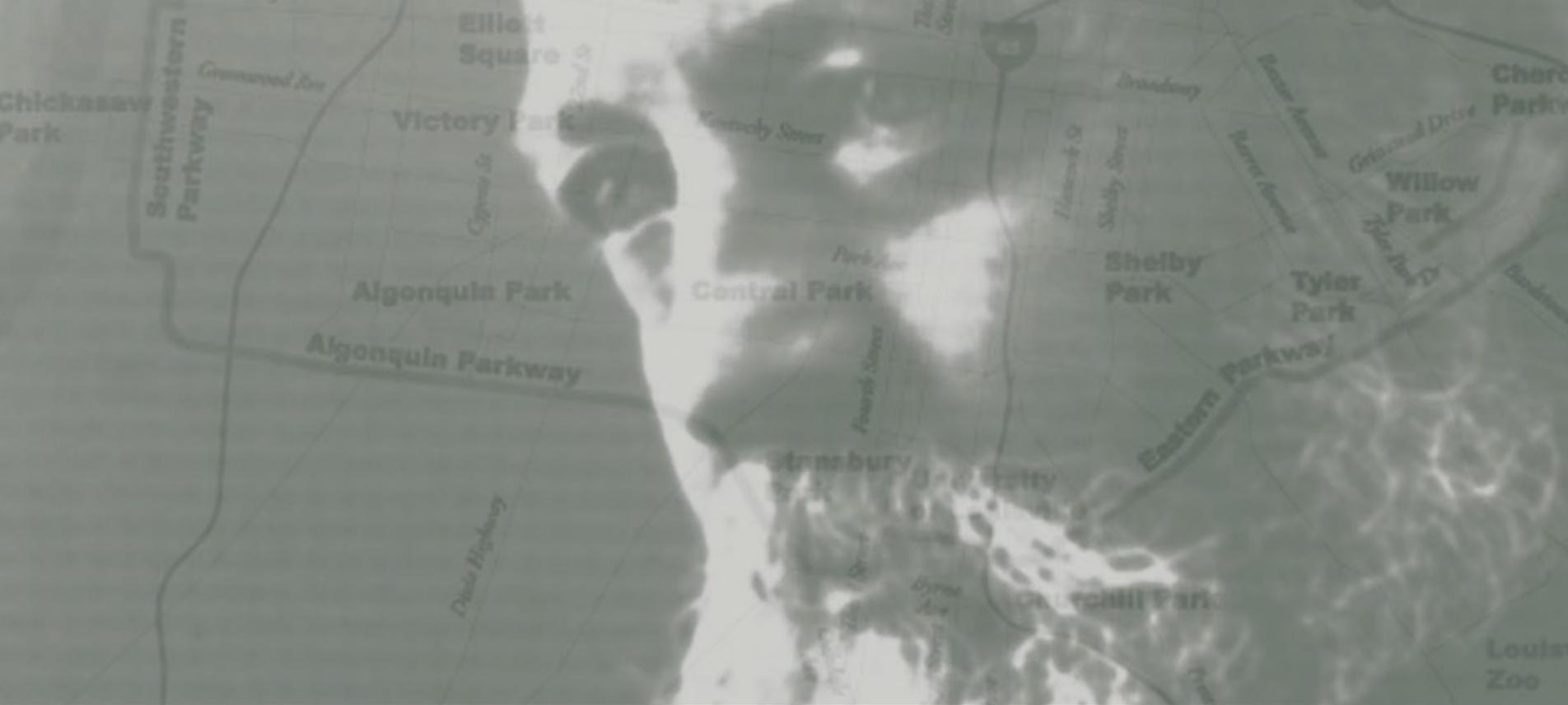
DESIGN PROCESS:

- Existing Conditions Analysis
- Historic research, tree inventory, urban design character
- Stakeholder & Public Input process
- Opportunities & Constraints
- Identification of critical project issues
- Case Study Solutions
- Design Alternatives- including preliminary routes and amenities design
- Preferred Alternative
- Magnitude of Costs
- Action Plan/Priority Schedule

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SUBMIT MASTER PLAN 2007

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PUBLIC INFORMATION PROCESS



SUMMARY OF CAG TOUR

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



CAG MEETING & TOUR:

- May 30, 2007, 4:00-8:30 pm
- Toured each parkway
- Specific stops at Olmsted parks along the way to discuss parkway design issues
- Specific exhibits highlighting issues to use in evaluating each parkway
- Opportunities and issues exercises completed along the way.
- Follow up at each stop about the parkway just toured

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SUMMARY OF CAG TOUR

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



CAG MEETING & TOUR:

- Mysterious exhibits with legs
- A territorial pit bull that wasn't happy that we invaded his area at Shawnee Park.
- A scrambling "advance" team racing the bus to stay ahead of the tour and beat the bus to the next location.
- A great bus driver named "Daisy" who handled her bus and maneuvered it in and out of some tough spaces better than most of us could do with a car.

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SUMMARY OF CAG TOUR

OLMSTED PARKWAYS MULTI-USE PATHWAY
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TOUR EXERCISE Segment 1: Eastern Parkway

Welcome to the Olmsted Parkways Tour! As you travel along the corridors during the tour, please review the questions below, and provide your responses in the space provided. Thank you for your participation!

NAME _____ REPRESENTING _____

1. What is your general impression of Eastern Parkway?

Segment 2: Algonquin Parkway (page 2)

3. Please review and provide your thoughts regarding these "character issues" along Algonquin Parkway:

- On-street parking
- Encroachment (parking) in the right-of-way
- Tree canopy / Gaps in tree canopy
- Delineation between parkway and private property
- I-264 / Rail line crossings
- Bus stops
- Traffic speeds
- Lane widths / cross section
- Intersection treatments
- Signage
- Lighting
- Pedestrian facilities / amenities
- Traffic signal standards
- Sidewalk standards

4. Overall, I would rate the existing quality of Algonquin Parkway (check one):
 Very High High Moderate Low Very Low

Olmsted Parkways Multi-use Pathway System Master
Plan

FEEDBACK & INPUT EXERCISES:

- General impressions of each parkway
- How do adjacent land uses support or conflict with the parkways
- How is Olmsted's vision best represented along the parkways
- Evaluate character issues along parkways
 - On-street parking
 - Encroachment
 - Tree canopy
 - Delineation of parkway edge
 - Street/rail crossings
 - Traffic and signage

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SUMMARY OF CAG TOUR

SO WHAT DID WE LEARN?



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SUMMARY OF CAG TOUR

SO WHAT DID WE LEARN? *OVERALL IMPRESSIONS*

- Portions of the original parkways vision can still be experienced in portions of all of the parkways.
- Southern Parkway is perceived to be the most intact, followed by Eastern and Southwestern. Algonquin was rated the lowest by the CAG.
- Tree canopy and continuity of pedestrian facilities are important priorities on all of the parkways.
- Traffic issues are important on the Parkway, especially on Eastern (volume of traffic) and Algonquin (industrial uses and truck route)

SUMMARY OF CAG TOUR

SO WHAT DID WE LEARN?



- One of the more attractive parkways.
- Good tree canopy in most of the corridor, but there are gaps.
- Curb standard is a problem.
- Very heavy traffic flows.
- Topography presents challenge for incorporating multi-use path into parkway.
- On-street parking is a problem.
- Commercial development in conflict with original vision.
- **OVERALL RATING: "MODERATE"**

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SUMMARY OF CAG TOUR

SO WHAT DID WE LEARN?



- Adjacent land uses are issues along this corridor. Industrial properties should be screened.
- Truck route designation and is not consistent with the character of the other parkways or Olmsted vision.
- Beautiful in spots, neglected in other areas.
- Commercial areas also defeat vision of parkway.
- Encroachment an issue in several areas.
- Reduced traffic volumes make this a fabulous experience
- Consistent pedestrian network is needed.
- **OVERALL RATING: "LOW"**

SUMMARY OF CAG TOUR

SO WHAT DID WE LEARN?



- Much like Eastern- beautiful with good tree canopy.
- Generally good preservation of parkway in this area.
- Well kept and more traditional experience.
- Incompatible with industrial uses to the south.
- Positive experience except for lack of continuous walks.
- Startling lack of vehicular traffic on this parkway.
- **OVERALL RATING: "MODERATE"**

SUMMARY OF CAG TOUR

SO WHAT DID WE LEARN? *SOUTHERN*



- Best preserved of all of the parkways.
- Good tree canopy for the most part.
- Better connection needed at northern end.
- Good parking with access drives.
- Seems to be the best functioning of all of the parkways.
- Some pedestrian connections already in place.
- **OVERALL RATING: "HIGH"**

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SYSTEM MASTER PLAN 2007

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SUMMARY OF CAG MEETINGS :



CAG MEETINGS :

- June- September 2007
- Discussed design team findings in relation to opportunities and constraints, design alternatives, material selection and final design recommendations
- At each meeting CAG participants were asked to comment on the presented materials
- These comments were then incorporated into the final design recommendations that are presented here tonight



SUMMARY OF PUBLIC MEETING



PUBLIC MEETINGS:

- June 14, 2007 & July 11, 2007, 4:00-8:30 pm
- Presented project introduction and set up to the public
- Asked participants to visit each station and express their thoughts and concerns regarding the 4 project areas.
- Valuable information was obtained from these meetings and has been incorporated into the preliminary alignment alternatives

PROJECT OVERVIEW

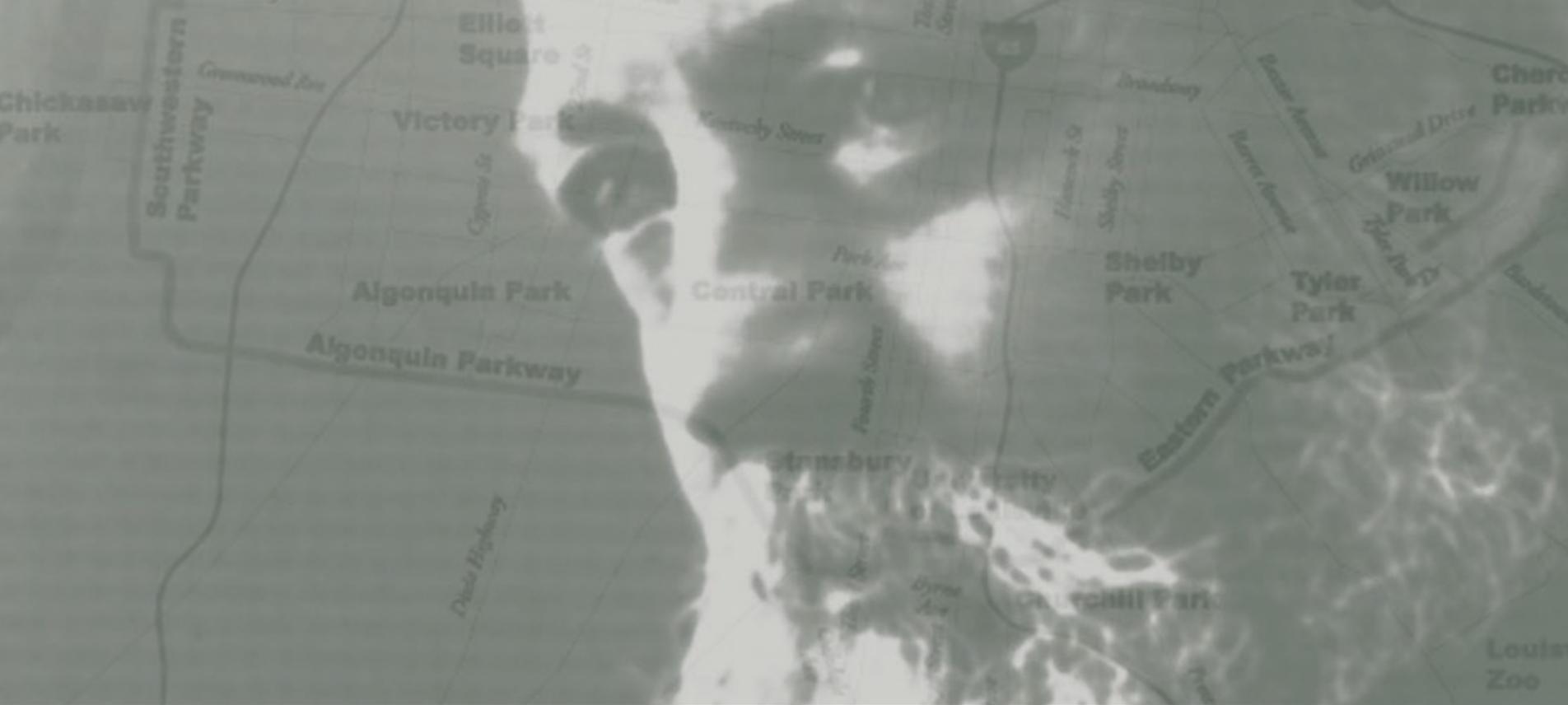


COMMUNITY INPUT PROCESS:

- Community Advisory Group (CAG)
 - Bus Tour of Parkways
 - 4 meetings
- Technical Advisory Committee
 - Specific Issues
- Key Stakeholder Interviews
- Public Official Briefings
- Media Interviews
- Park Staff Working Sessions
- Public Meetings (2)

PUBLIC INPUT PROCESS

This increased level of public input allowed us to identify critical project issues, opportunities and constraints right from the beginning of the project.



EXISTING CONDITIONS ALONG THE PARKWAYS



EXISTING CONDITIONS



EXISTING CONDITIONS EXERCISE:

- Design team underwent an intensive inventory and analysis process
- Parkway were examined at both a micro and macro scale
 - Cultural resources
 - Surrounding land use
 - City-wide connectivity plans
 - General parkway character
 - Local parkway connections
 - Parkway transportation
 - Parkway utilities

EXISTING CONDITIONS



CULTURAL RESOURCES:

- The Olmsted Louisville Parks and Parkways are listed on the National Register of Historic Places and collectively create a cultural landscape
- Each parkway is an attempt to create a formal green corridor through the city with links to larger parks
- The overall historic character of the parkways remains today, although somewhat degraded and inconsistent

EXISTING CONDITIONS

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2012-2030



CULTURAL RESOURCES:

- The individual parkways are a cultural asset in and of themselves, they also weave together a rich network of universities, recreational facilities and community buildings
 - Bellarmine University
 - Churchill Downs
 - Fair and Exposition Center
 - The Louisville Zoo
 - University of Louisville
 - Neighborhood schools

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EXISTING CONDITIONS



SOUTHWESTERN:

- Shawnee Park to Chickasaw Park: flanked by residences on both sides
- Residential lots continue to Chickasaw Park
- South of Chickasaw park: residential lots transition to industrial uses
 - Area defined by a pattern of large lots and lack of any defining building setbacks

EXISTING CONDITIONS



ALGONQUIN:

- Majority of the parkway is residential with some areas being large apartment complexes
- Land uses transitions to commercial at main intersections along Parkway
 - Wilson Avenue
 - Dixie Highway
 - South 7th Street
 - Winkler Avenue

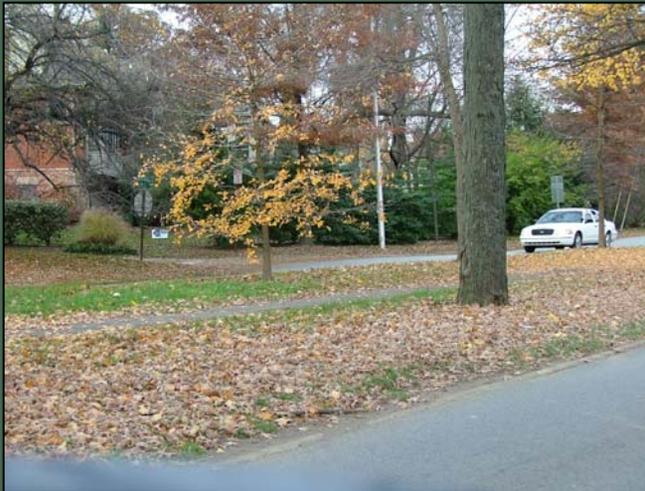
EXISTING CONDITIONS



SOUTHERN:

- Is the parkway which most closely typifies Olmsted's original vision
- Residential lots frame both sides
 - Most lots are small and narrow
 - Some larger lots that accommodate larger houses or apartment buildings
- Small scale commercial uses, offices and schools also exist

EXISTING CONDITIONS



EASTERN:

- Unlike the other parkways in that it has the most diverse parkway character
- Land use is primarily residential with some commercial nodes
- Many of the commercial properties have parking lots which extend up to the parkway line
- This area is also filled with larger residential lots containing apartment buildings and student housing for the University

EXISTING CONDITIONS



THE HUB:

- Large scale, mixed use node characterized by residential, industrial, recreational, institutional and commercial properties
- Residential neighborhoods are located west of 3rd Street from Industry Road to Central Avenue
- The University of Louisville is located at the western end of Eastern parkway next to Stansbury Park

EXISTING CONDITIONS



POINTS OF CONFLICT:

- Numerous at grade railroad crossings
- Many lines are still active
- Overhead crossings are also problematic
- Existing widths will not provide for safe environments for pedestrians or cyclists

EXISTING CONDITIONS



TRAFFIC ANALYSIS:

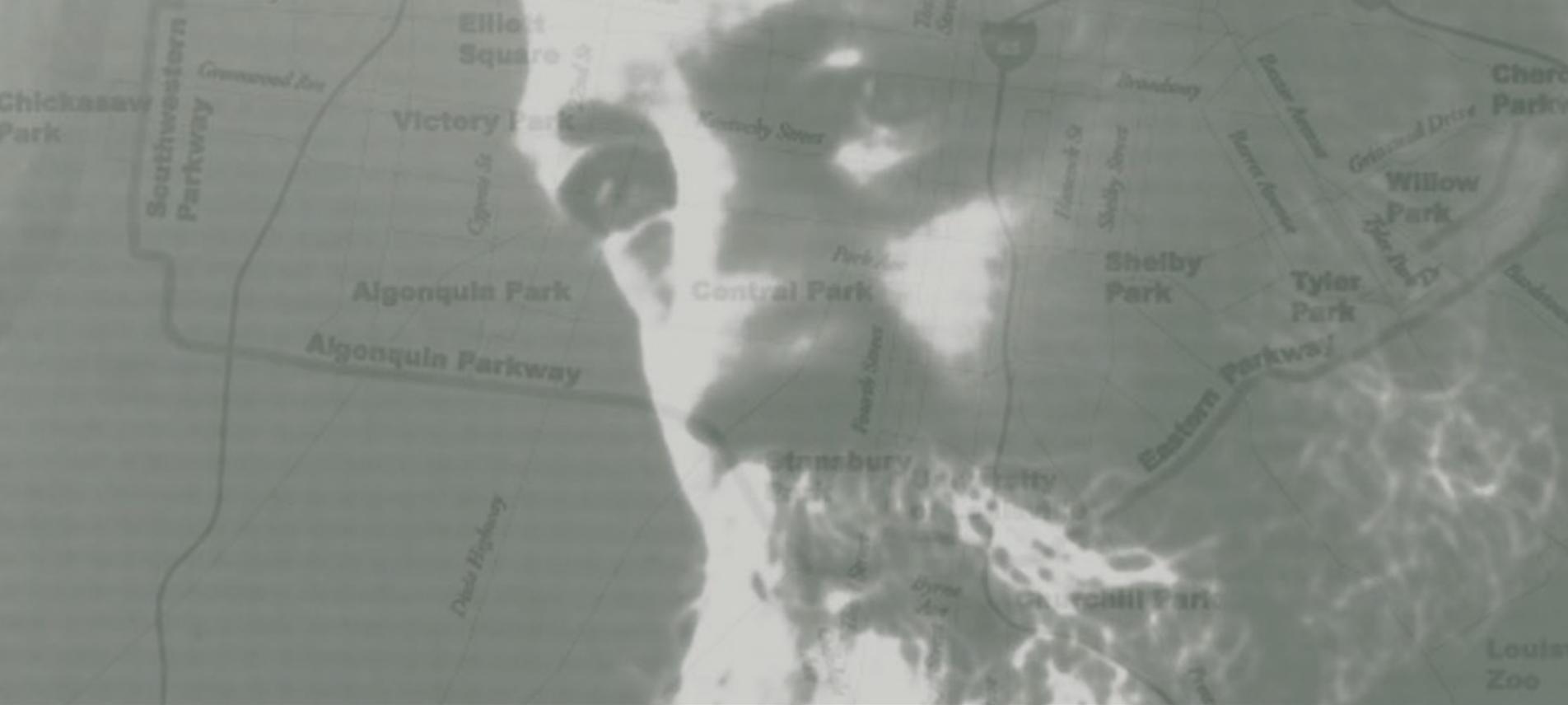
- Major impediments to efficient and comfortable bicycle and pedestrian movements:
 - Narrow lanes
 - High speed traffic
 - Free flow entry and exit ramps
- Current roadway configurations should be reviewed to determine if a lane reconfiguration could be accommodated

EXISTING CONDITIONS



ENCROACHMENTS:

- Private encroachments onto the public parkway right-of-way have detracted from the parkways by reducing the green ribbon and interrupting the visual character
- Encroachments include
 - Parking
 - Unauthorized paving
 - Extra curb cuts
 - Structures
 - Excess signage
 - Private plantings



OPPORTUNITIES & CONSTRAINTS

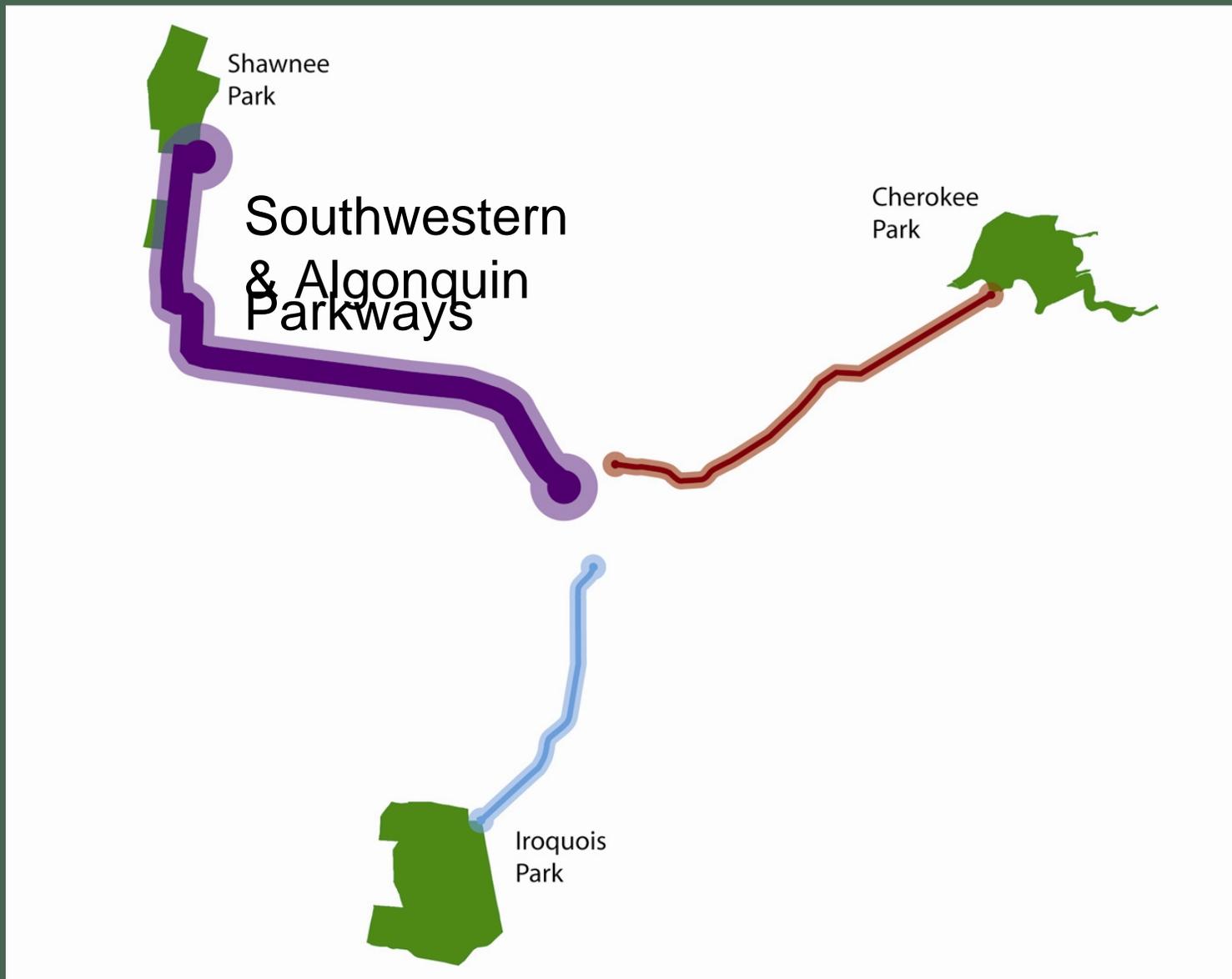


OPPORTUNITIES AND CONSTRAINTS

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SYSTEM MASTER PLAN 2007

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PARKWAY CHARACTER



PARKWAY CONNECTIONS



PARKWAY TRANSPORTATION

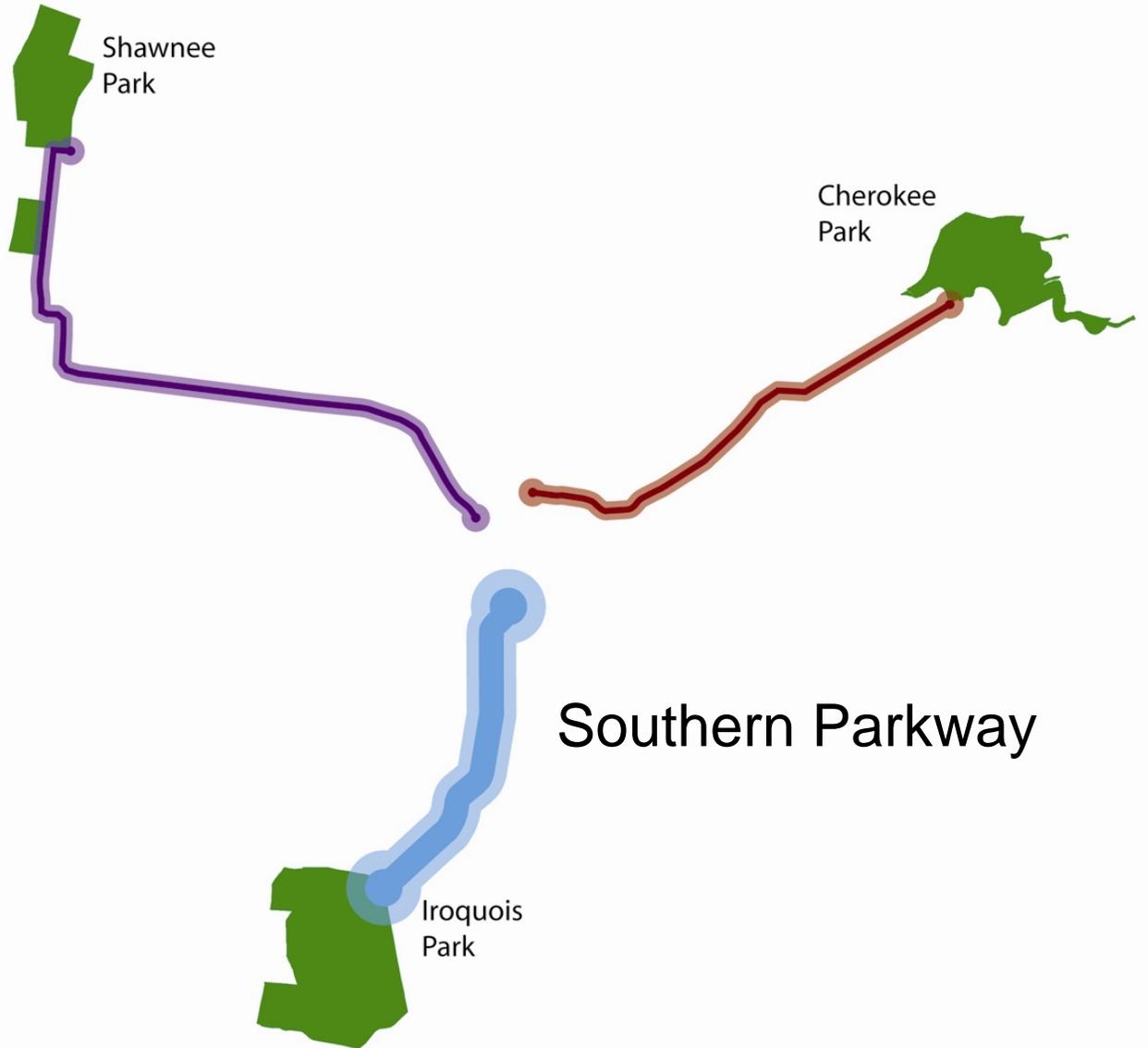


PARKWAY UTILITIES



OPPORTUNITIES AND CONSTRAINTS

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PARKWAY CHARACTER



SOUTH LOUISVILLE

CHURCH DOWNS

ANDOTTE

HAZELWOOD

ASHLAND

IROQUOIS

IROQUOIS PARK

WINKLER

PAPA JOHN'S STADIUM

FAIRGROUNDS

KENTUCKY FAIR AND EXPOSITION CENTER

UNIVERSITY

WILDER PARK

DENMARK

FAIRMONT

HIGHLAND PARK

SOUTHSIDE

LOUISVILLE INTERNATIONAL AIRPORT

PARKWAY CONNECTION



PARKWAY TRANSPORTATION



PARKWAY UTILITIES

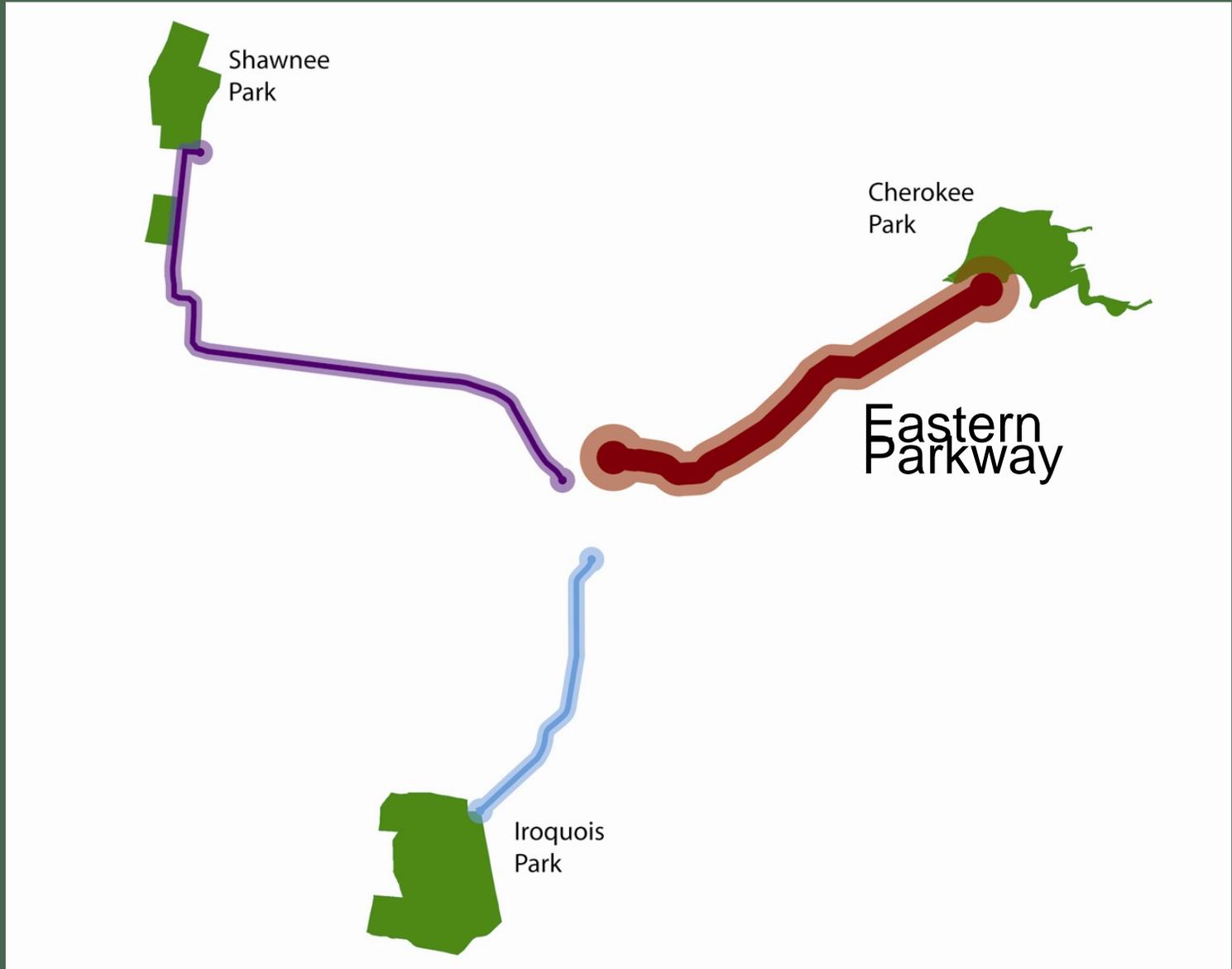


OPPORTUNITIES AND CONSTRAINTS

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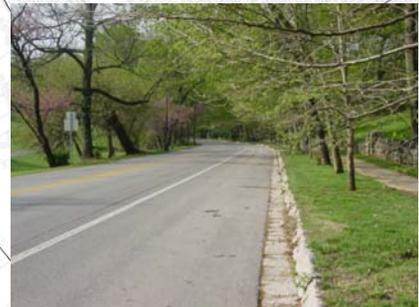
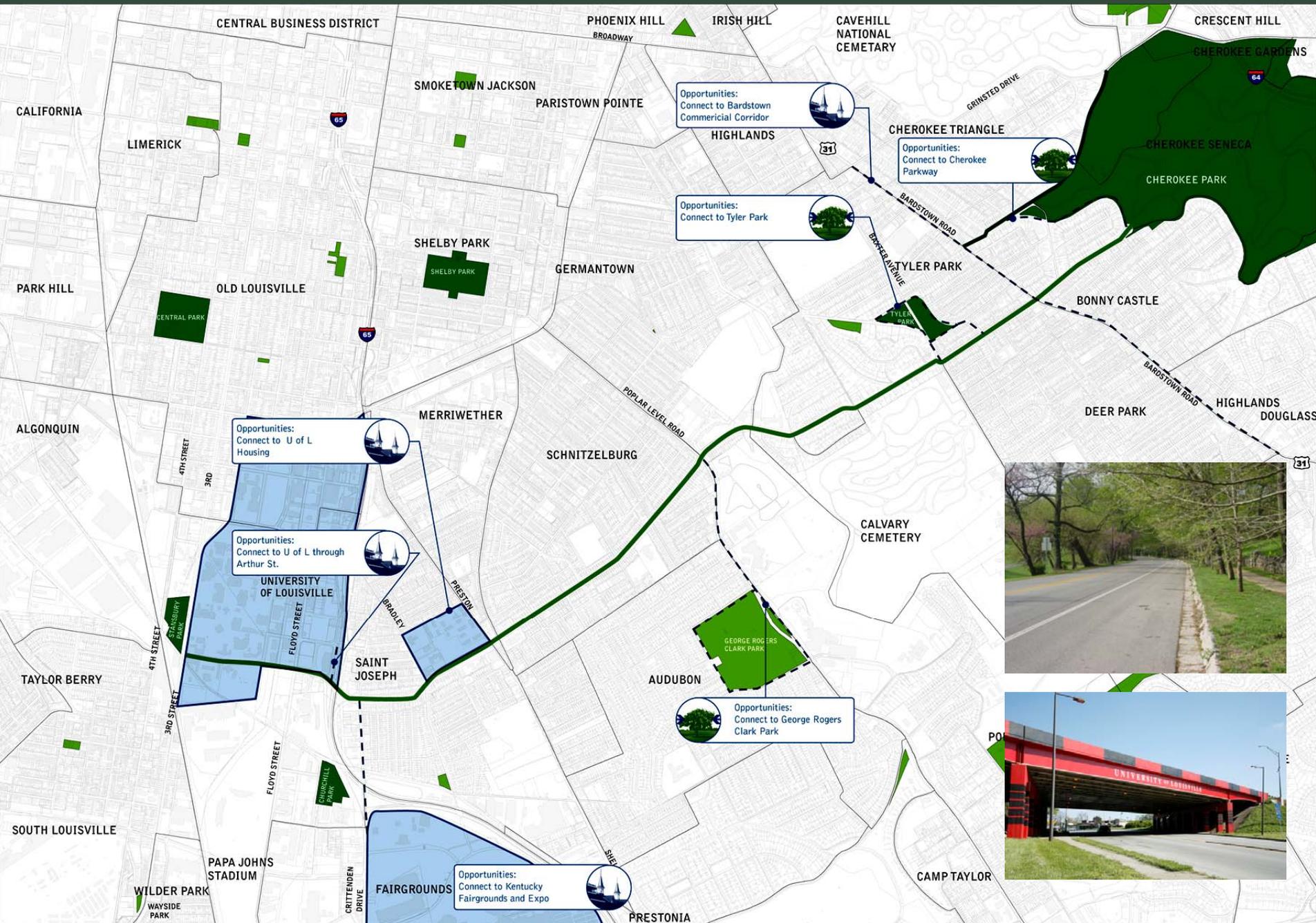
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PARKWAY CHARACTER



PARKWAY CONNECTIONS



PARKWAY TRANSPORTATION



Opportunities:
Potential to Reduce Roadway and Traffic Lane Widths Throughout Parkway

Constraints:
On Street Parking

Opportunities:
Utilize Central Median for Multi-use Trail

Constraints:
Poor Pedestrian Crossing and Excessive Traffic Lanes

Opportunities:
Potential Reduce Roadway and Traffic Lane Widths Improve Pedestrian/Bicycle Crossing

Opportunities:
Activate Alleys to Reduce Curb Cuts

Constraints:
Poor Pedestrian Crossing and Signalization at Intersection, High Vehicle Volume

Opportunities:
Improve Pedestrian/Bicycle Crossing



Opportunities:
Improve Pedestrian/Bicycle Crossing to Stansbury Park

Opportunities:
Potential to Reduce Roadway and Traffic Lane Widths

Opportunities:
Potential to Reduce Roadway and Traffic Lane Widths

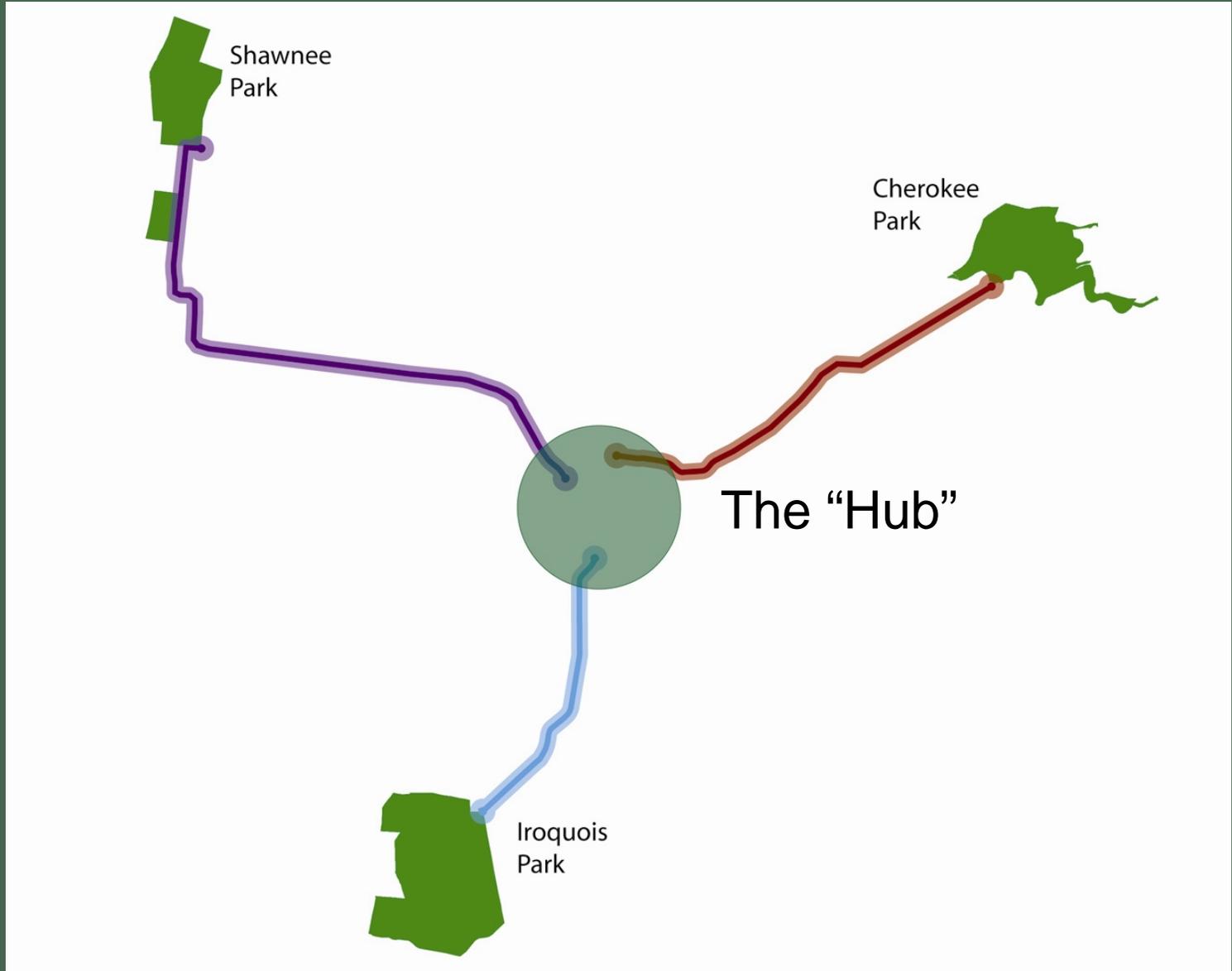
Opportunities:
Potential to Reduce Roadway and Traffic Lane Widths

OPPORTUNITIES AND CONSTRAINTS

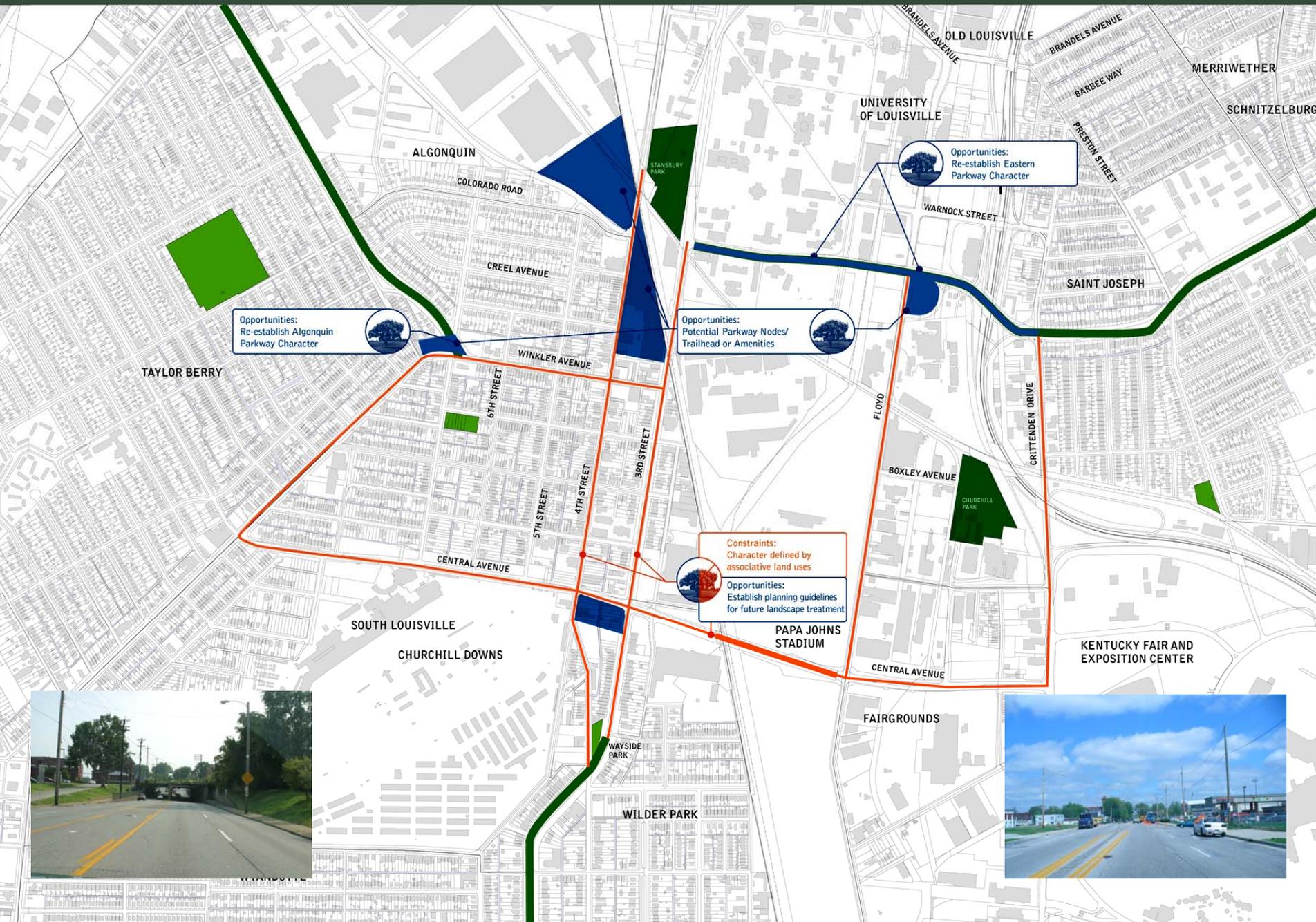
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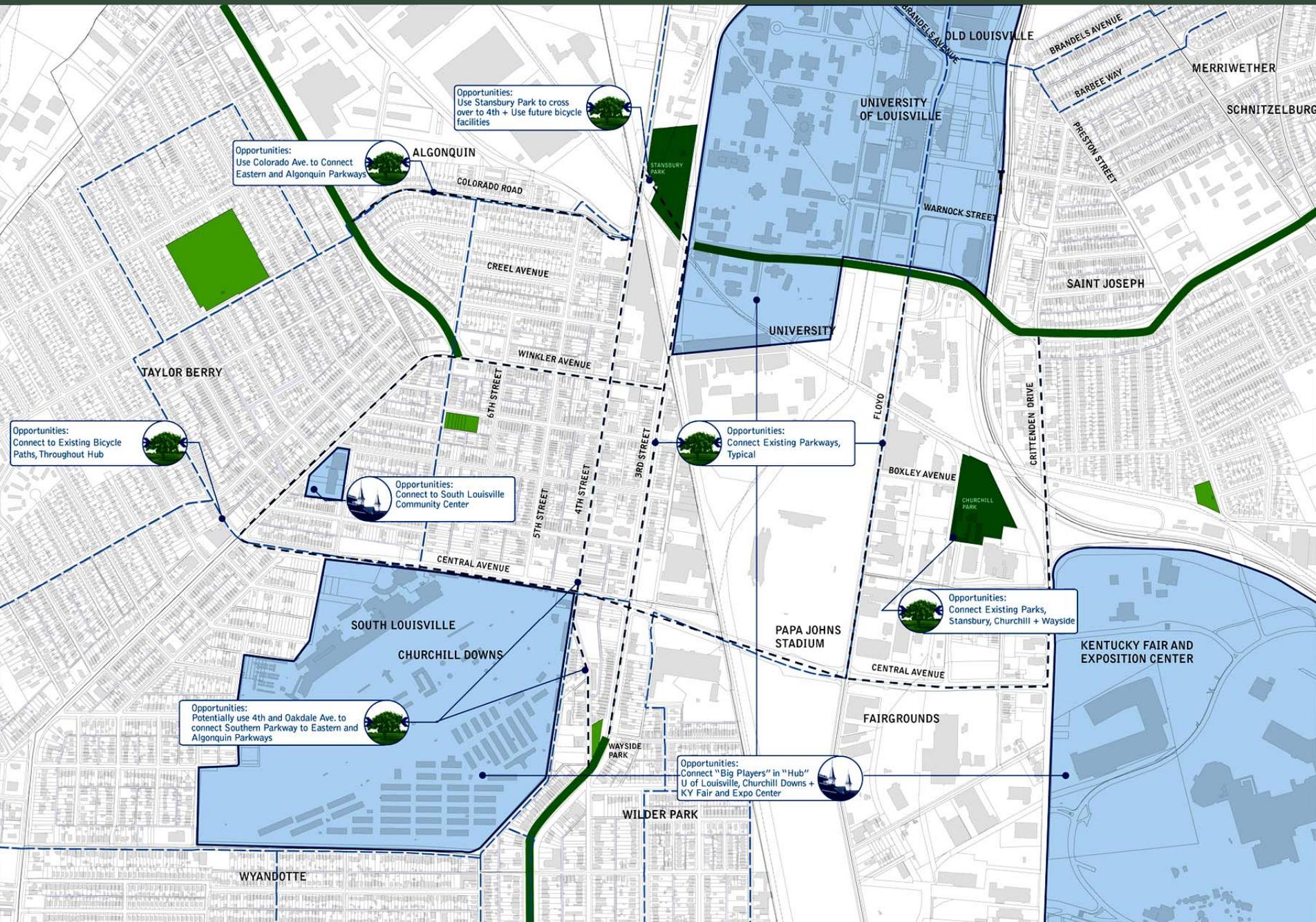
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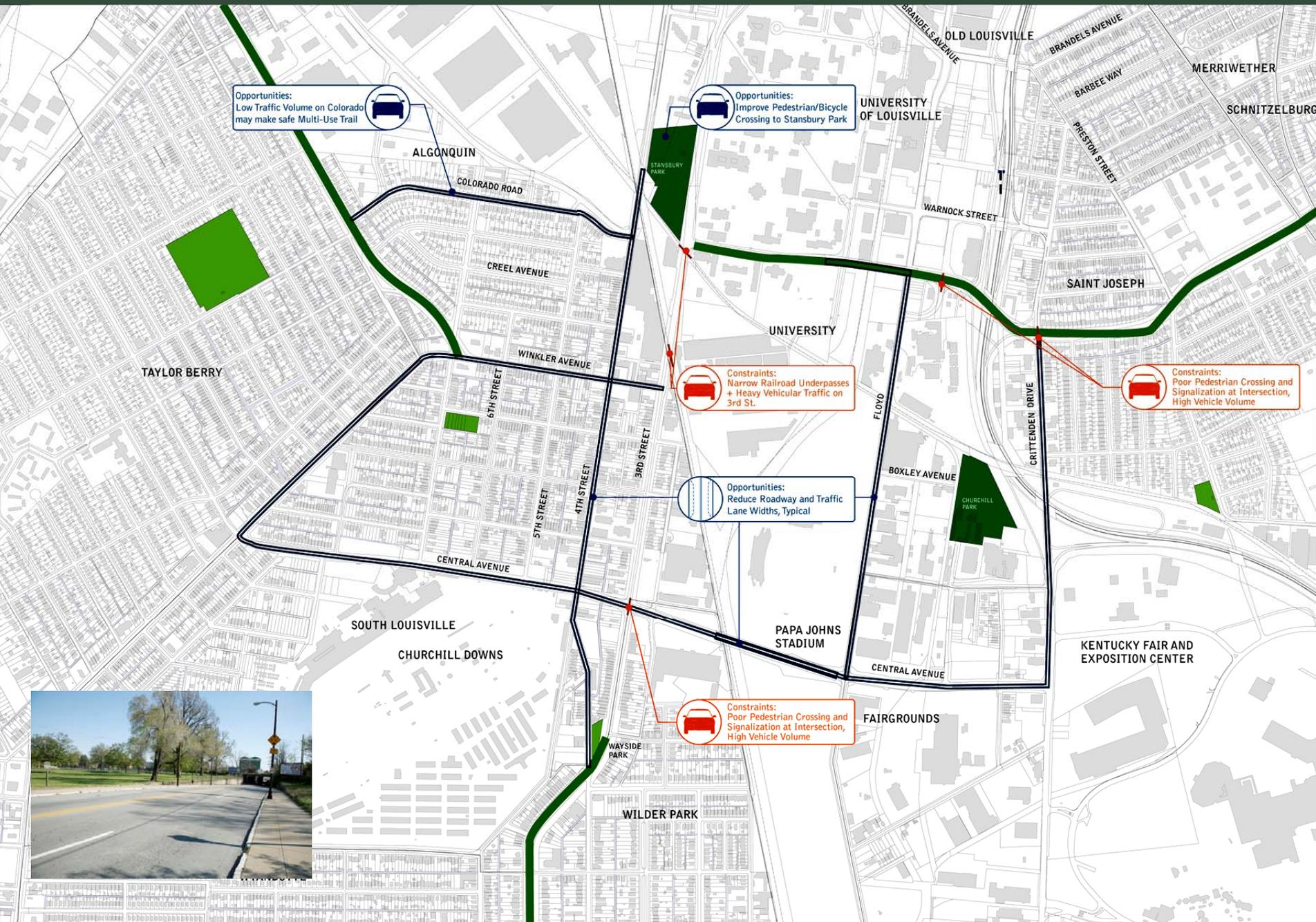
"HUB" CHARACTER



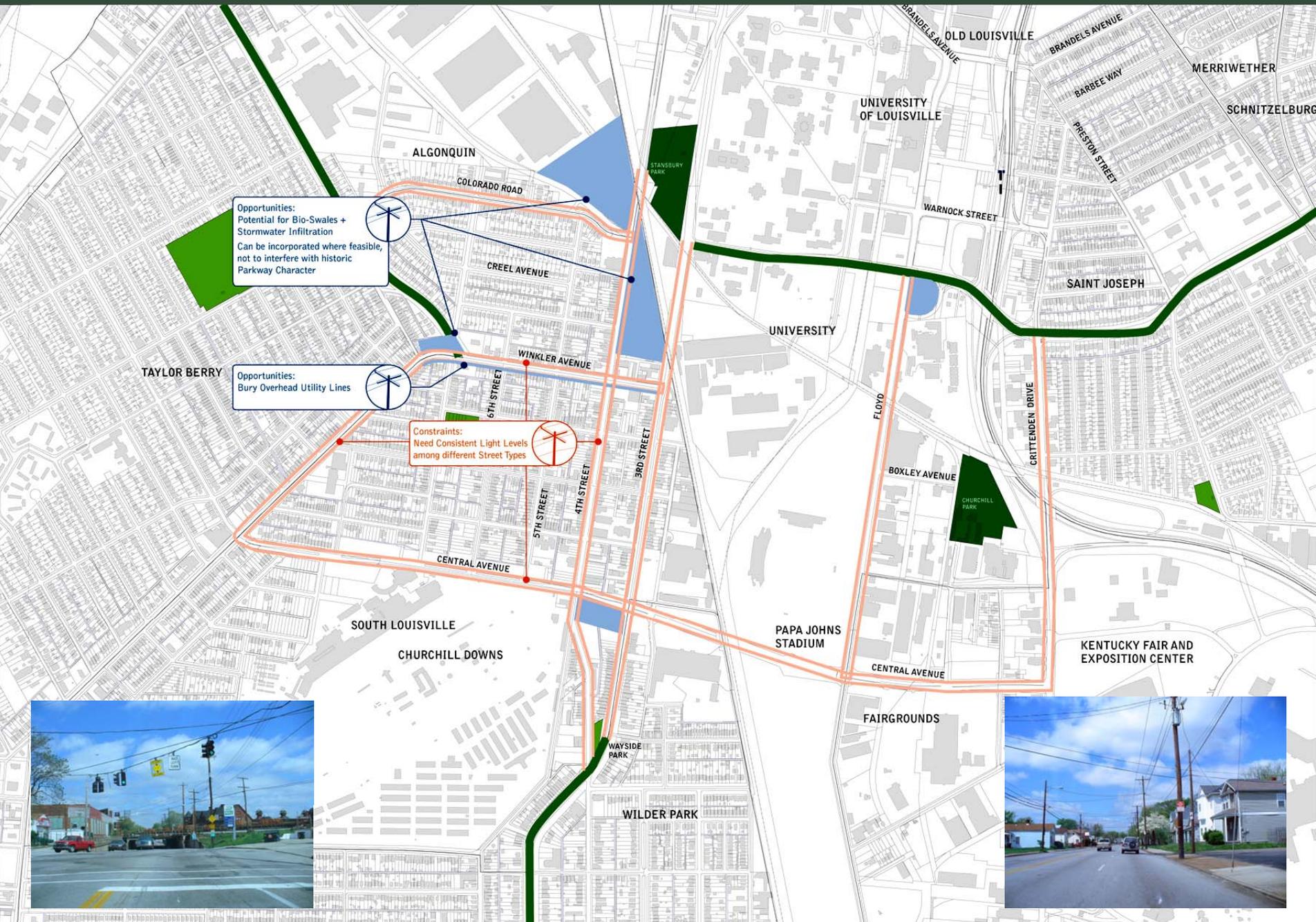
"HUB" CONNECTIONS

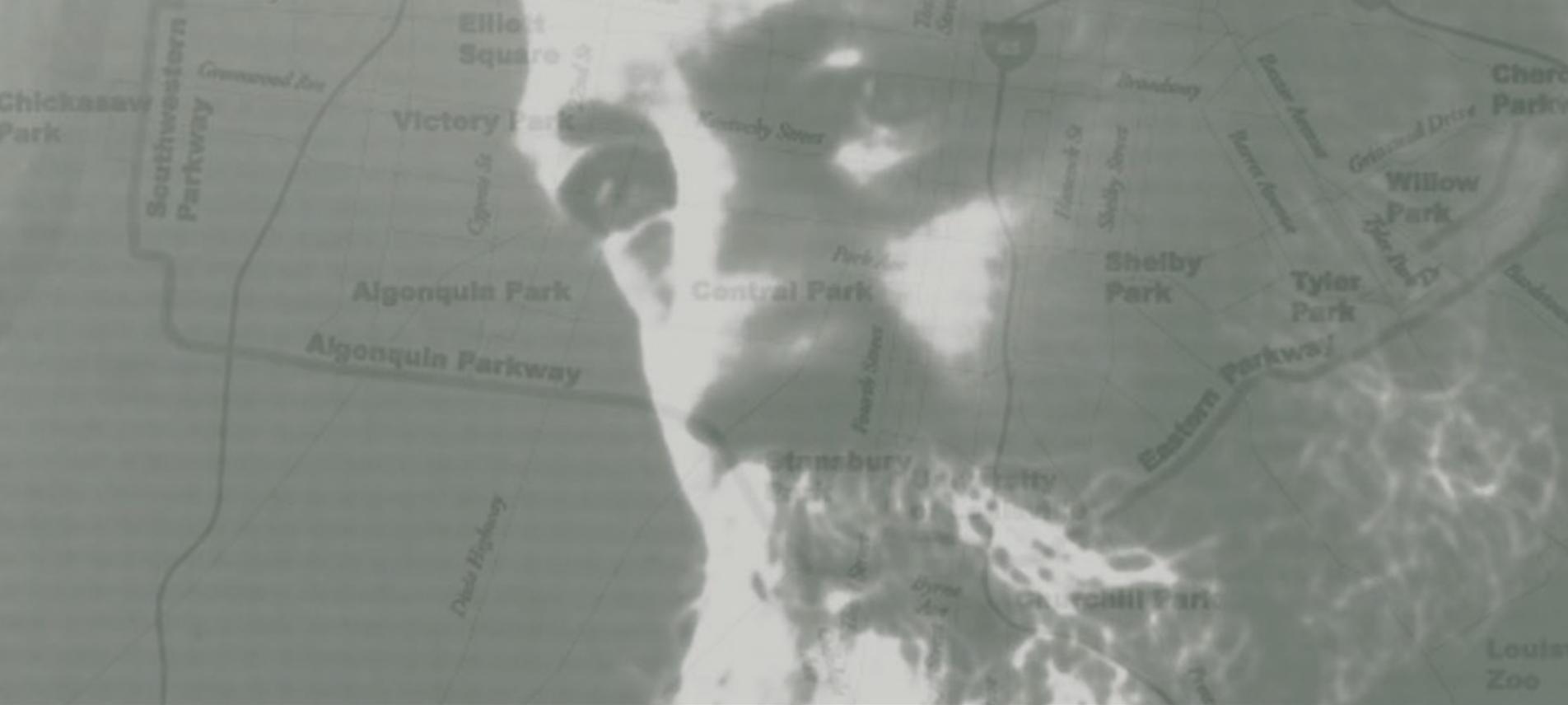


"HUB" TRANSPORTATION



"HUB" UTILITIES





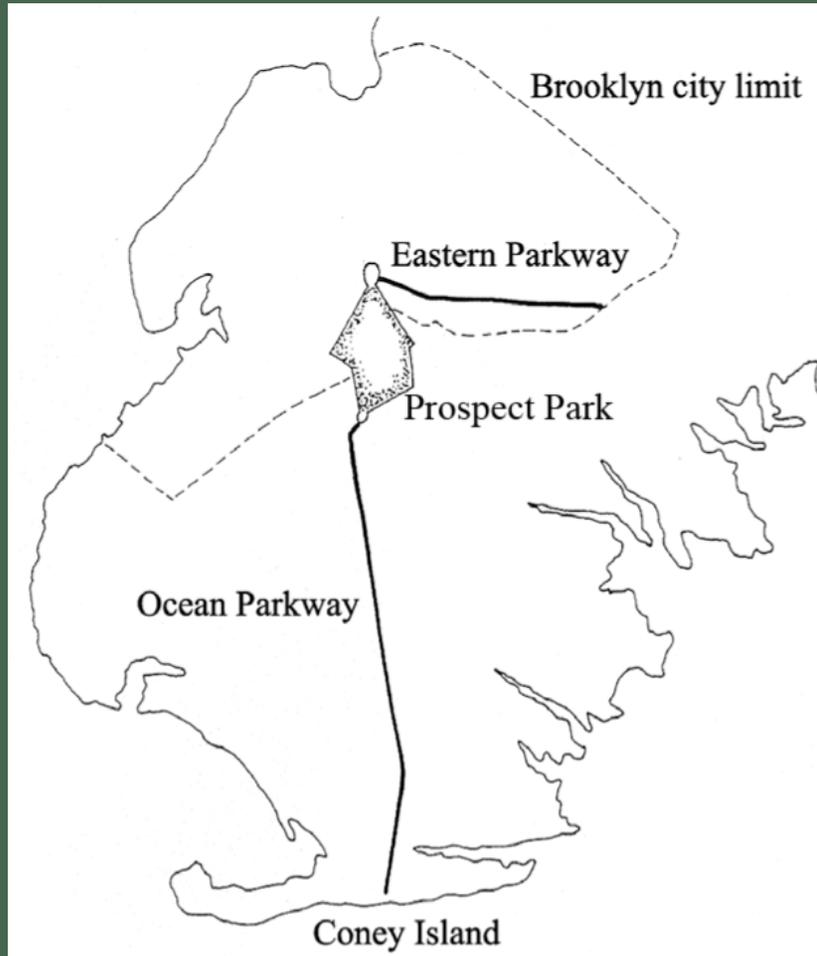
CASE STUDIES



MULTI-USE TRAILS IN HISTORIC LANDSCAPES

Eastern & Ocean Parkways – Brooklyn N.Y.

Frederick Law Olmsted



Source: Journal of Planning History 2005; 4; 295, "Suburban Vision to Urban Reality", Elizabeth McDonald



"The New Bicycle Path", Ocean Parkway 1894
Source: www.nycgovparks.org



Eastern Parkway at Utica Ave.
Source: www.nymtc.org

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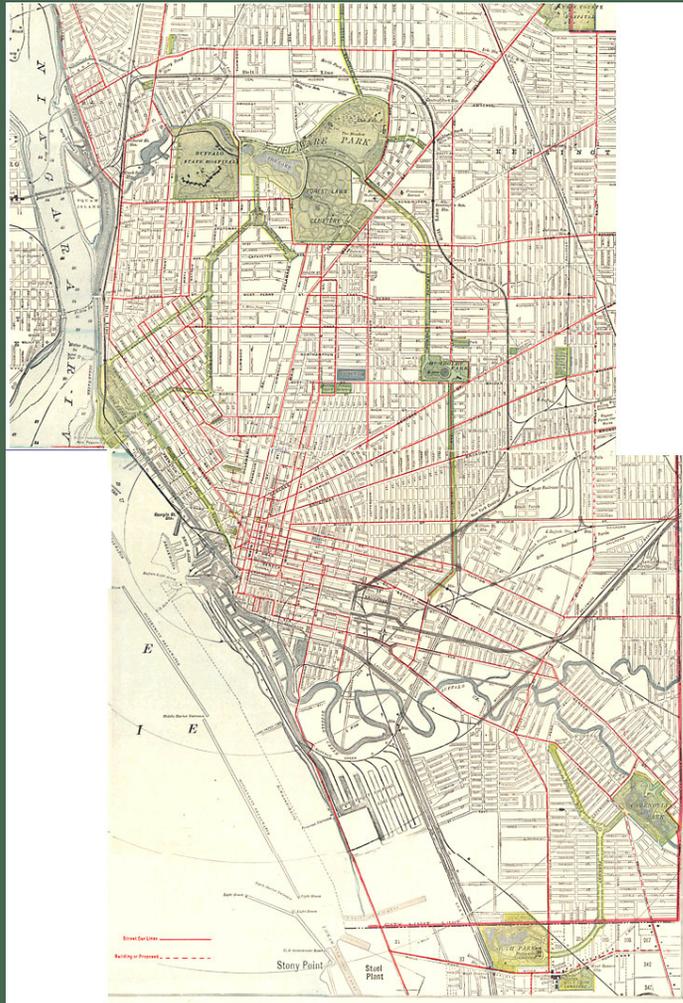
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MULTI-USE TRAILS IN HISTORIC LANDSCAPES

Buffalo Olmsted Parks & Parkways

Frederick Law Olmsted

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Buffalo Olmsted Parks
Ublib.buffalo.edu/library



Lincoln Parkway View of Cycle Path, circa 1905
Source: Stanton M. Broderick



Cazenovia Park Path System, 1999
Source: Stanton M. Broderick

MULTI-USE TRAILS IN HISTORIC LANDSCAPES

The bicycle networks in Brooklyn and Buffalo offer the following lessons which can be applied to other historic landscapes today:

- Parkway design should preserve and enhance the existing and historic character of the landscape
- Bicycle facilities should be developed / constructed so that they eliminate gaps in the existing system
- A combination of bicycle facility types should be utilized throughout the parkway system
- Points of conflict between motor vehicles and non-motorized users should be addressed in system improvements
- Successful bicycle planning should allow for accessibility, connectivity, directness, continuity, safety, and feasibility
- Signage throughout the parkway system should be uniform and conform to community needs

MULTI-USE TRAIL CONNECTIVITY TO NEIGHBORHOODS

Circle Heights Bicycle Network - Cleveland

OLMSTED PARKWAYS MULTI-USE PATHWAY
 SUBSYSTEM MASTER PLAN 2007



Source: www.ecocityleveland.org



Slow Routes
 Source: www.ecocityleveland.org



**Circle • Heights
 Bicycle Network**

Coventry	↻ 1.0
Shaker Square	↻ 1.5
University Circle	↑ 2.0

Wayfinding Sign Details
 Source: www.ecocityleveland.org

MULTI-USE TRAIL CONNECTIVITY TO NEIGHBORHOODS

Oak Leaf Trail - Milwaukee

OLMSTED PARKWAYS MULTI-USE PATHWAY
 SYSTEM MASTER PLAN 2007



Source: www.ecocitycleveland.org



Oak Leaf Trail, Milwaukee
 Source: www.county.milwaukee.gov



Oaks Leaf Trail sign in Lake Park
 Source: Copyright 2006 Sulfur

MULTI-USE TRAIL CONNECTIVITY TO NEIGHBORHOODS

The following concepts can be applied to other bicycle systems in order to create an efficient, comfortable, and useful network of facilities:

- Community involvement is a key component of addressing bicycle facility needs
- Links to local and regional destinations should be considered
- Facilities can be built in phases to allow for linkages between existing and proposed improvements
- Bicycle systems can be designed to make use of existing facilities and materials
- Bicycle facilities within a community should link major activity centers with safe routes for bicycling
- Traffic calming can be an essential tool to providing comfortable facilities for non-motorized transportation users

TREE PRESERVATION, PLANTING & SELECTION

Ben Franklin Parkway - Philadelphia

OLDEST PARKWAYS MULTI-USE PATHWAY
 SYSTEM MASTER PLAN 2007



Ben Franklin Parkway - view of Center City
 Source: www.gophila.com



Existing Conditions - late 1980's
www.cr.nps.gov/HPS/hli/currents/franklinpark/exconditions.htm



2 years after planting
www.cr.nps.gov/HPS/hli/currents/franklinpark/manage.htm



Winter view of promenade from Art Museum
 Photo: Mark Lentz



Planting design today
 Photo: WRT

TREE PRESERVATION, PLANTING & SELECTION

Independence Square - Philadelphia

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



Independence Hall & Independence Square
Photo: WRT



Air spading behind historic retaining wall
Photo: WRT



Air spading safely removes soil from tree roots
Photo: WRT



New bluestone paving
Photo: WRT

TREE PRESERVATION, PLANTING & SELECTION

Lessons from the tree case studies in Philadelphia suggest the following conclusions about preserving the integrity historic landscapes:

- Diversity of tree species allows for an ecologically sustainable tree planting process
- New technology should be utilized to assist the growth of new trees – air spading, structural soil, continuous trenches, etc...
- Small trees may be used in place of large trees to ensure proper growth, even though they will take longer to achieve the desired effect
- Public education is an important part of any landscape preservation project where replacement is an issue
- Maintenance programs should be created at the start of the tree-planting process in order to ensure their survival

PARKWAY ENCROACHMENT ISSUES

Cheasty Boulevard – Seattle

John Charles Olmsted

OLMSTED PARKWAYS MULTI-USE PATHWAY SYSTEM MASTER PLAN 2007



Southeast Quadrant of the Olmsted Bike Tour Map
 Source: www.seattle.gov/friendsofolmstedparks/



Pedestrian Path & Signage
 Source: www.seattle.gov/parks



Pedestrian Path
 Source: www.seattle.gov/parks

PARKWAY ENCROACHMENT ISSUES

Cheasty Boulevard – Seattle

John Charles Olmsted

OLMSTED PARKWAYS MULTI-USE PATHWAY
SUBMIT MASTER PLAN 07

The screenshot shows a Microsoft Internet Explorer browser window displaying the Seattle Parks and Recreation website. The address bar shows the URL: http://www.seattle.gov/parks/news_and_publications/neighbor.htm. The website header includes the Seattle.gov logo, Mayor Greg Nickels' name, and navigation links for City Services, Departments, and Staff Directory. The main content area features the title "Be a good neighbor to your neighborhood parks" and a section for "General Parks Information" with a contact number (206)684-4075 and a "Contact Us" link. Below this, there is a section titled "PLEASE BE A GOOD NEIGHBOR TO YOUR NEIGHBORHOOD PARKS..." which includes a paragraph of text and a red maple leaf icon. A "COMMONLY ASKED QUESTIONS AND ANSWERS:" section follows, with a "Click to skip down to:" link and three bullet points: "Where are the boundaries?", "What is an encroachment?", and "What about driveway access along park boulevards?". A sidebar on the left lists various projects and planning documents under the heading "PROJECTS & PLANNING".

"Be a good neighbor to your neighborhood parks" website
Source: www.seattle.gov/parks/news_and_publications/neighbor.htm

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PARKWAY ENCROACHMENT ISSUES

As shown in Seattle, the following suggestions for addressing encroachment issues can lead to a successful integration of public and private needs:

- Property boundaries and responsibilities of involved parties should be identified clearly at the start of any building / development project
- Public education should include numerous formats for delivering necessary information, such as a website and print material
- Inform the public of all projects and changes to the properties in question
- Survey crews should be utilized when specific encroachment issues need to be addressed
- Work with residents to reach solutions that can be enacted voluntarily

URBAN STORMWATER MANAGEMENT

NE Siskiyou St. – Portland



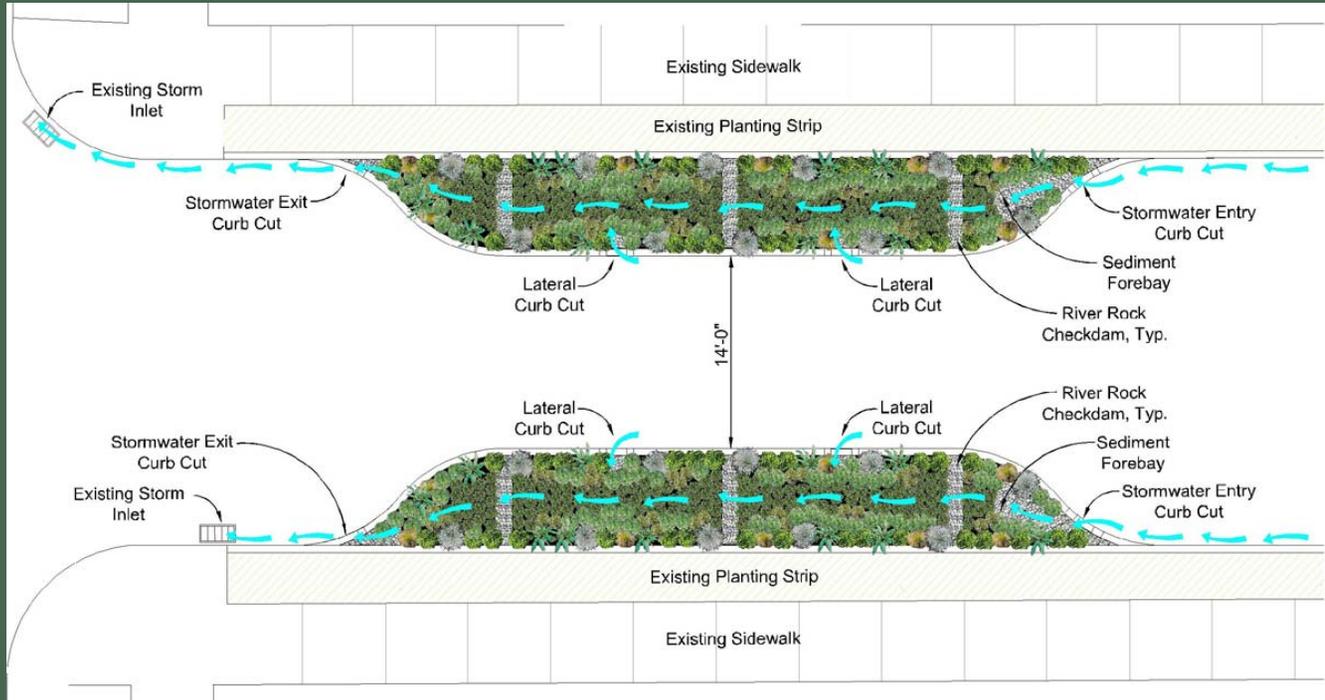
Aesthetically pleasing bio-swale
Photo: Kevin Robert Perry



Interpretive Signage
Photo: Kevin Robert Perry



Retaining stormwater runoff
Photo: Kevin Robert Perry



Stormwater flow diagram
Photo: Kevin Robert Perry

OLDEST PARKWAYS MULTI-USE PATHWAY
 SYSTEM MASTER PLAN 2007

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URBAN STORMWATER MANAGEMENT

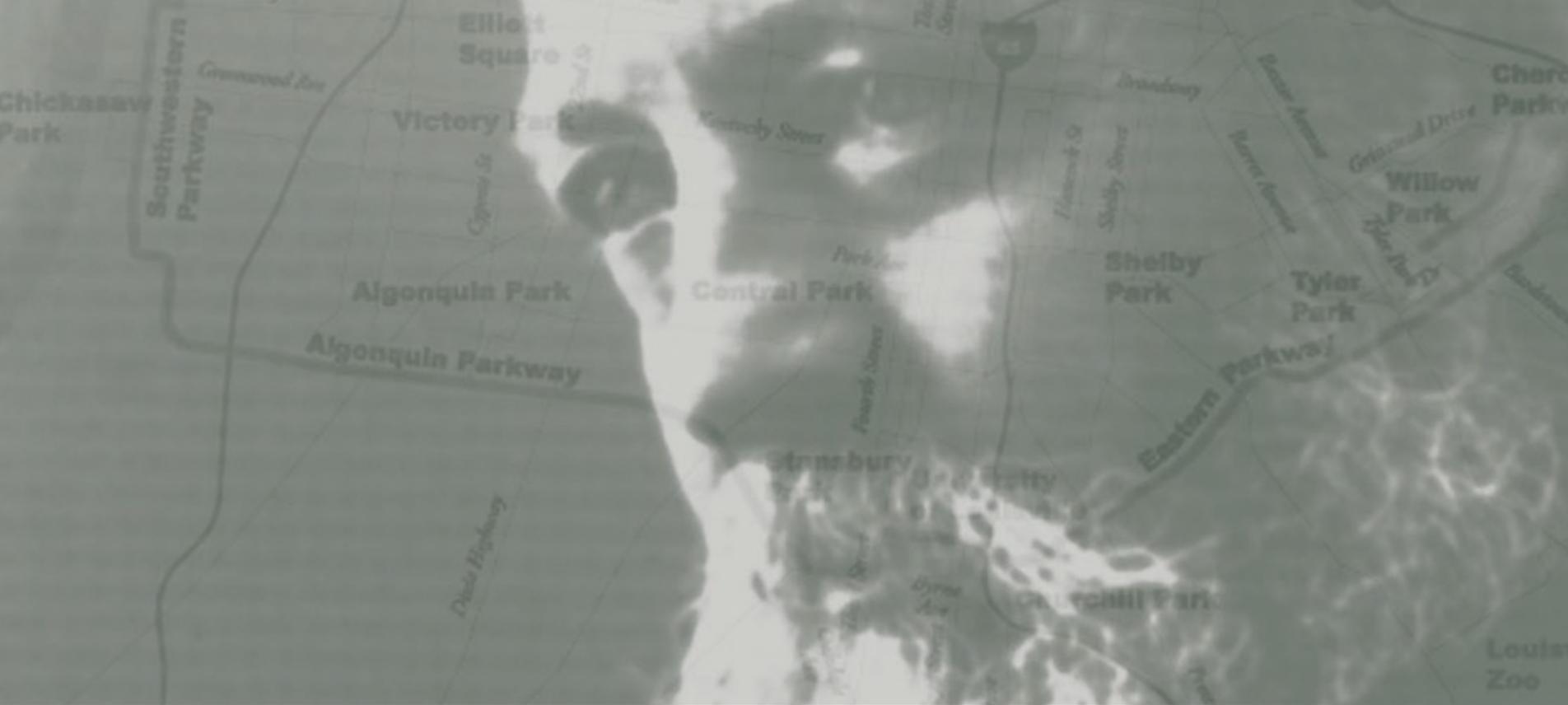
The stormwater management case study in Portland offers the following lessons about how to sustainably manage stormwater runoff:

- Stormwater runoff can be treated and managed on site to restore lost hydrologic functions within urbanized areas
- Bio-retention can be used to disconnect the streets stormwater runoff from municipal sewer systems
- Bio-retention strategies should be simple, cost-effective, and aesthetically appealing
- Bioswales and vegetated filters allow for the removal of sediments, salts, pollution, and debris in non-intrusive manners
- Public involvement can lead to appropriate design solutions for community needs

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SYSTEM MASTER PLAN 2007

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GUIDING PRINCIPLES



GUIDING PRINCIPLES

PARKS AND PARKWAYS MASTER PLAN

PRINCIPLES (1994):

- All actions must be guided by respect for the inherent landscape quality of each park and the parkway system. The historic Olmsted design shaped places for public enjoyment, guided by the unique qualities of each park. Current efforts must renew and respect this legacy.
- Natural processes are the foundation of these resources. All decisions must sustain these processes so that natural systems are preserved and enhanced.
- These parks and parkways form a unique component of the city fabric, a contributing factor to the quality of life for all citizens. Future efforts must understand the parks system large setting, both in terms of community perception and physical environment.
- People of all ages and abilities should be able to enjoy a variety of recreational opportunities that can be supported by the landscape and facilities.
- Ultimately, the character and quality of these parks and parkways will depend on how they are managed. Skills, training, staffing, volunteer coordination and a stable funding base are needed to ensure the fulfillment of these principles over time.

1994, Authored by Andropogon Associates & Heritage Landscapes

GUIDING PRINCIPLES

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007

SAFE, EFFECTIVE,
MULTI-MODAL
CIRCULATION



WELL MANAGED
+ SUSTAINABLE PARKWAY SYSTEM



HEALTHY, VIBRANT
PARKWAYS
+ CITY



RESPECT FOR OLMSTED

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GUIDING PRINCIPLES

1: Ensure that the Parkway system provides for safe, effective multi-modal circulation within the larger transportation and land-use context.



Photo: Quadrant

GUIDING PRINCIPLES

1: Ensure that the Parkway system provides for safe, effective multi-modal circulation within the larger transportation and land-use context.

(Compatible with Complete Streets Manual)
parkways

- Provide secondary connections from the Parkways to adjacent and nearby neighborhoods, institutional and commercial uses
- Provide connections from the Parkways to adjacent and nearby bicycle and multi-use trails
- Modify and manage vehicular traffic so as to meet circulation needs in a manner consistent with a traditional parkway experience
- Provide for different levels of bicycle users along the parkway system
- Provide a safe and continuous pedestrian pathway system
- Apply all regulatory standards to achieve ADA compliance

GUIDING PRINCIPLES

2: Ensure that the Olmsted Parkways make a significant contribution to the health and vitality of the Louisville Metro, and serve as a key element in the Mayor's Healthy Hometown Movement.



Photo: Quadrant

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007

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GUIDING PRINCIPLES

2: Ensure that the Olmsted Parkways make a significant contribution to the health and vitality of the Louisville Metro, and serve as a key element in the Mayor's Healthy Hometown Movement.

- Provide for the health of the people by increasing active and passive recreational opportunities
- Provide for the health of the economy by linking the parkway system to commercial / institutional nodes supporting economic vitality
- Promote the health of the environment by adapting sustainable design practices to improve air and water quality

GUIDING PRINCIPLES

3: Ensure that improvements to the Parkways are respectful of the historic Olmsted design and the role they play in the larger City of Parks initiative.



Photo: HNTB

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007

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GUIDING PRINCIPLES

3: Ensure that improvements to the Parkways are respectful of the historic Olmsted design and the role they play in the larger City of Parks initiative.

- Provide a continuous “Green Ribbon” by re-establishing the original cross section along each of the parkways where feasible
- Provide for an appropriate pedestrian experience along the Parkways
- Provide a continuity of design for the parkway system

GUIDING PRINCIPLES

4: Promote effective management and maintenance strategies to preserve the quality and character of the parkways and the new design



Photo: Gresham Smith & Partners

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007

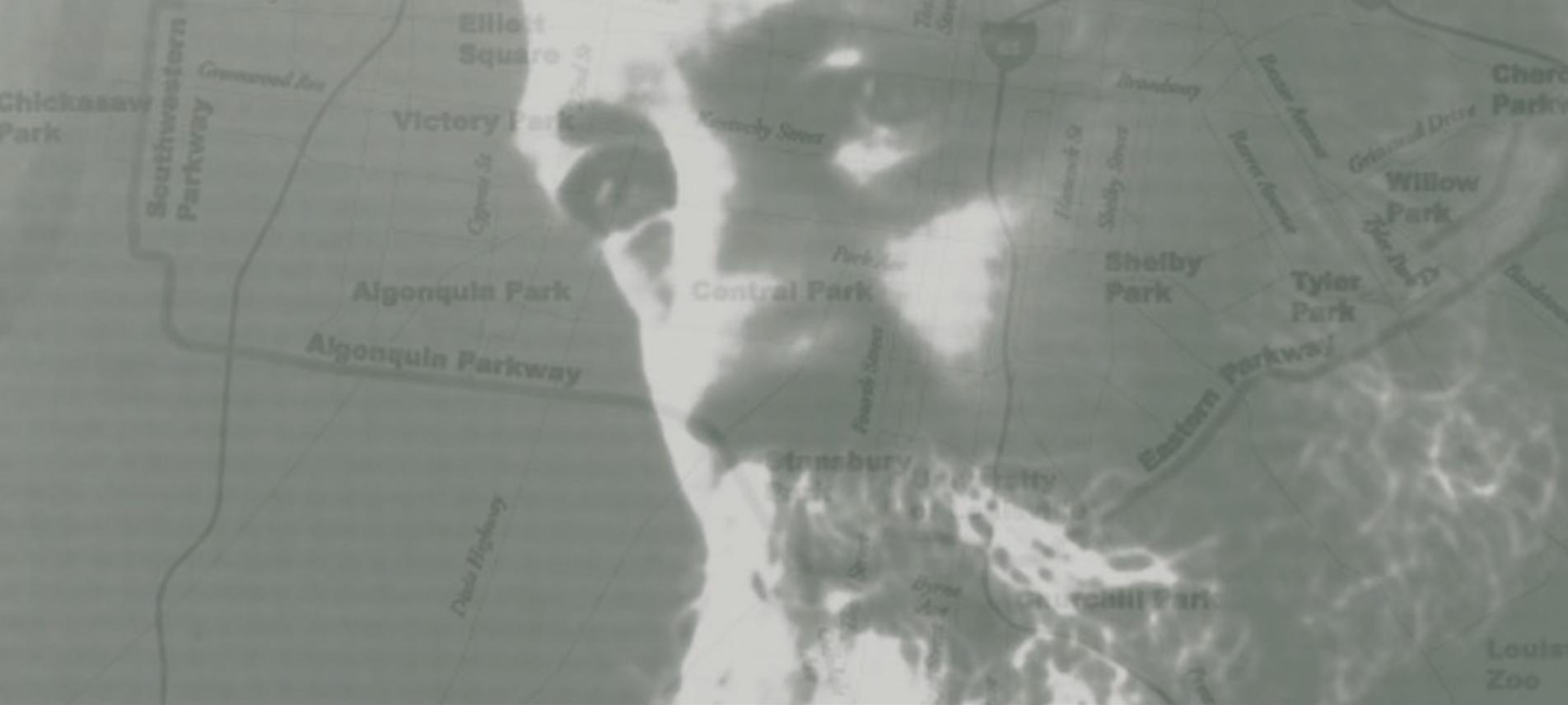
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GUIDING PRINCIPLES

4: Promote effective management and maintenance strategies to preserve the quality and character of the parkways and the new design initiatives outlined in this plan.

- Encourage the development of a Capital Improvements Program to identify phasing and financing approaches to allow for implementation of this plan
- Encourage the development of an Operations and Maintenance Program to support quality maintenance of the parkway system
- Encourage the development of an education program to educate those that neighbor the parkways as well as those who manage and use the parkway system
- Encourage the development of a regulatory structure for parkway and adjacent land development



DESIGN CRITERIA



BICYCLIST TYPES



THREE BICYCLIST TYPES:

- Advanced, experienced- Type 'A'
- Basic or less confident adult- Type 'B'
- Children- Type 'C'

BIKEWAY TYPES

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



BICYCLE LANES:

- Shared use lanes
 - Roadway where bicycles share travel lanes with motor vehicles
 - Low volume roads where vehicles yield to or move around bicycles
- Dedicated on street bicycle lane
 - Portion of the roadway designated for exclusive or preferential use by people riding bicycles
 - Distinguished by striping, markings and signage
- Shared use paths
 - Bicycle facility that is separated from the roadway.

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AASHTO PATH STATEMENT

“Shared-use paths should not preclude on-road bicycle facilities, but should be considered as complementary to a system of on-road bike lanes.” (AASHTO)



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SYSTEM MASTER PLAN 2007

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PEDESTRIAN ACCOMMODATION

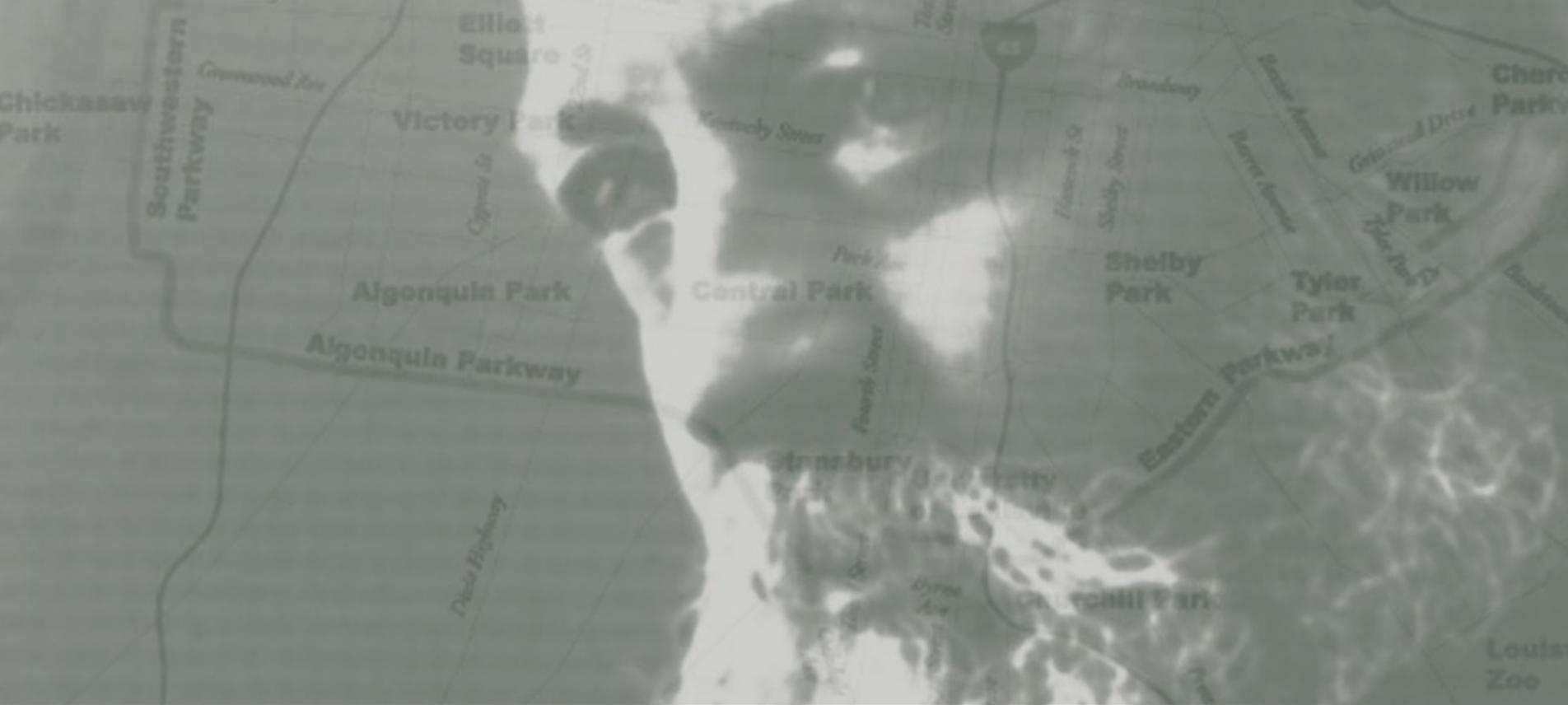
Requires arterial traffic taming

- Controlling operating speeds
- Ped-friendly street crossings at unsignalized locations
- Ped-friendly signalized intersections
- Midblock crossing options

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GENERAL DESIGN SOLUTIONS & TECHNIQUES



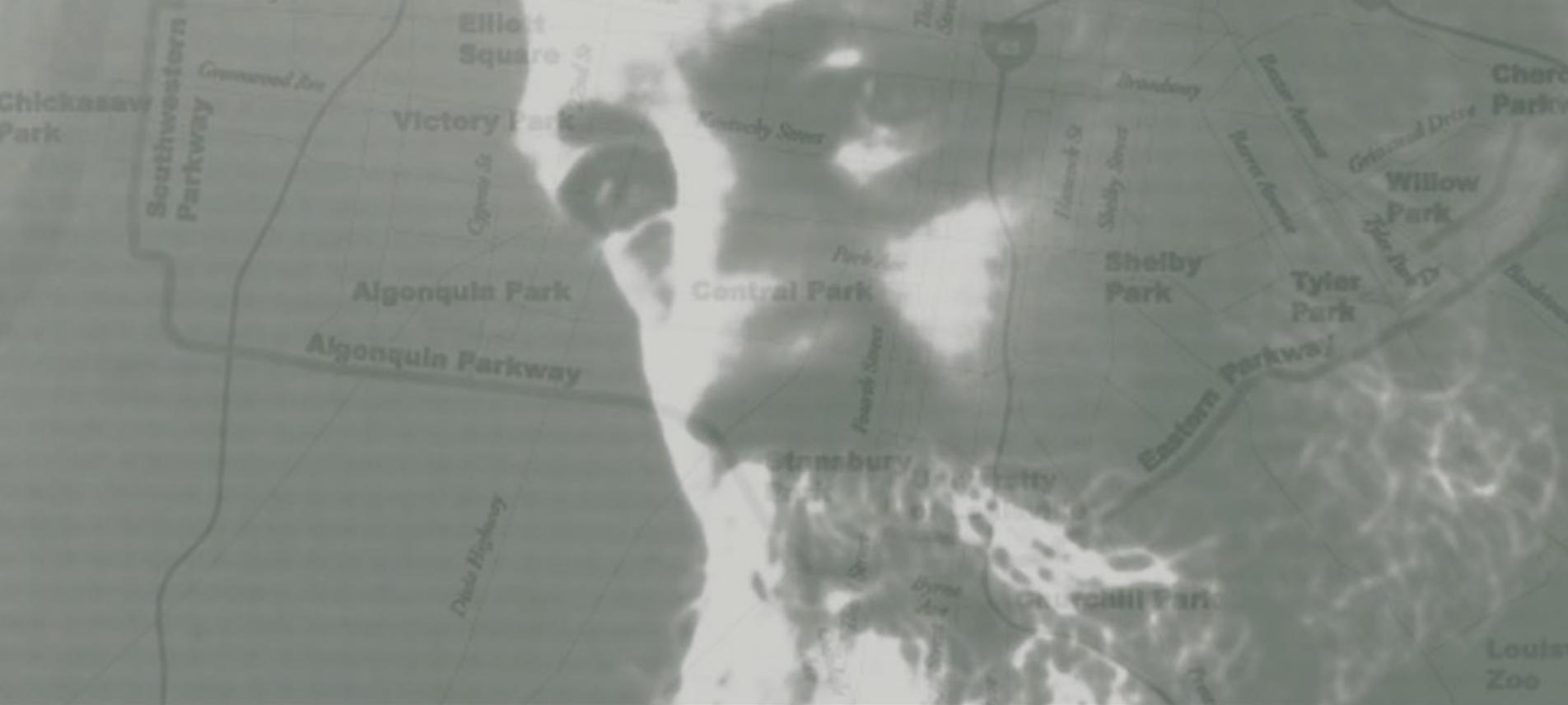
PROJECT AXIOMS

- When possible, incorporate bike lanes into parkways
- Development of a continuous and recognizable multi-use pathway
- Complete accessible (ADA) pedestrian network on both sides of ALL parkways
- Preserve greenspace
- Reinforce the connection of neighborhoods and other parkways that are not a part of this study
- Priority to reestablish the parkway character
 - Parkway character through intersections.
 - Establish parkway character throughout entire width of parkway land
 - Eliminate all free-flow intersections
 - Identification of user classification types of bicyclists

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PREFERRED TRAIL ALIGNMENTS

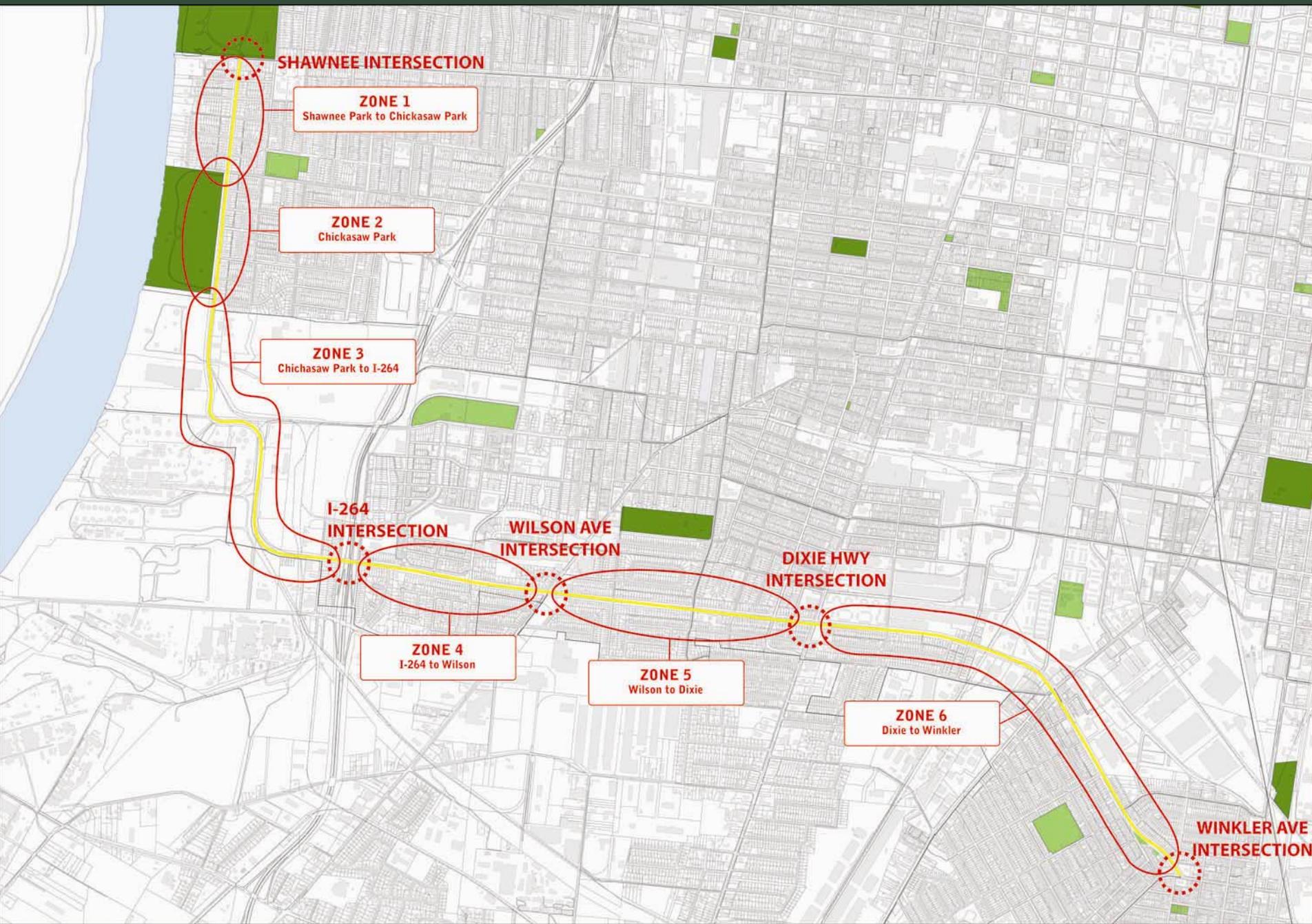


OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



SOUTHWESTERN & ALGONQUIN PARKWAYS

PARKWAY EXISTING CONDITIONS



PARKWAY TRAIL ALIGNMENT

SOUTHWESTERN PARKWAY – Shared-use path on west side of parkway from Shawnee to Chickasaw Parks. Shared-use path on east or north side of parkway with improved mid-block crossings.

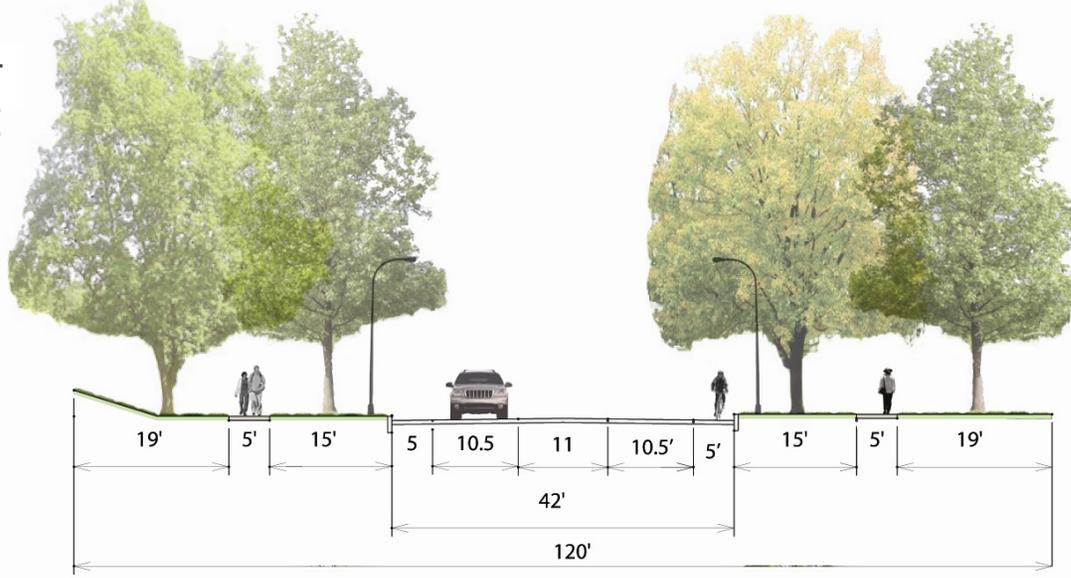
ALGONQUIN PARKWAY – Shared-use paths on both sides of street utilizing new service drives and new 10' connections.

(Can serve as MSD Demonstration project)

SOUTHWESTERN PARKWAY ZONE 1: SHAWNEE PARK TO CHICKASAW PARK

WEST SIDE

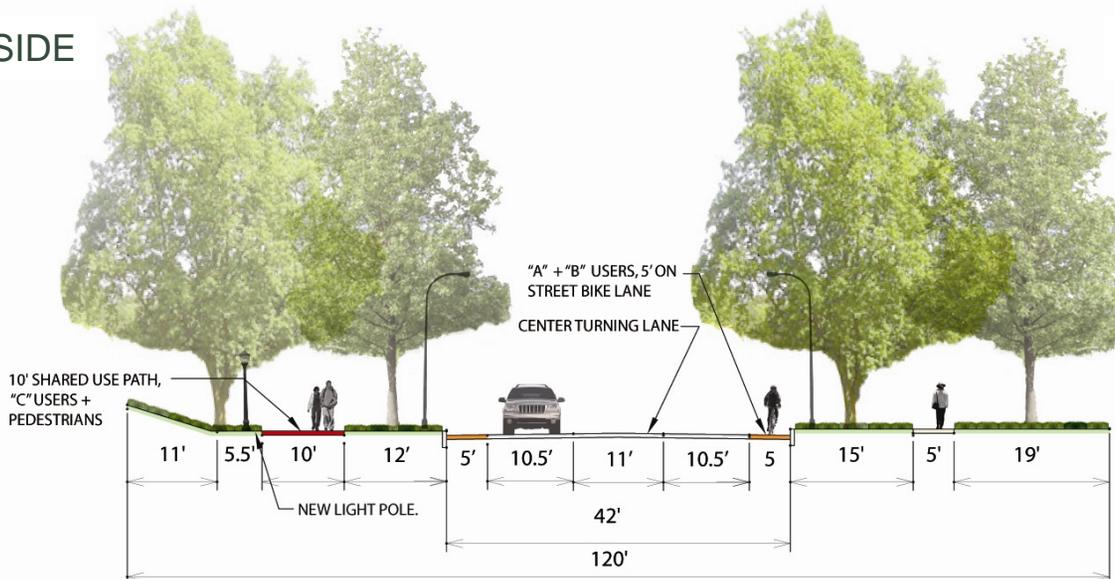
EAST SIDE



EXISTING CONDITION CROSS SECTION

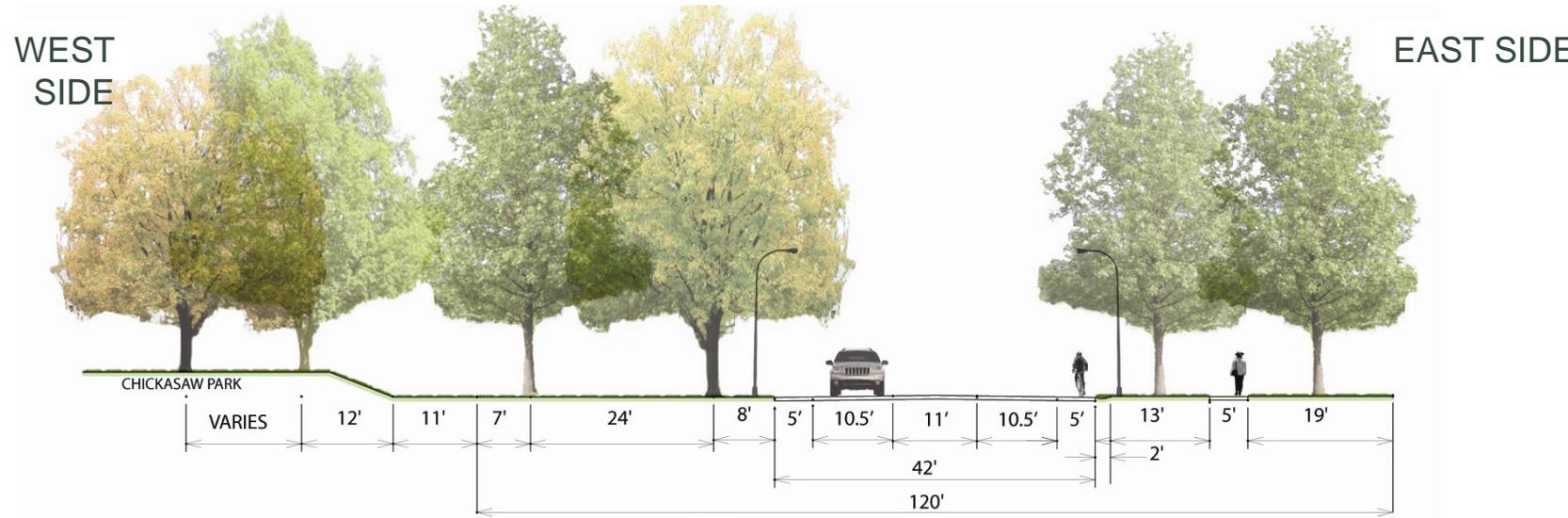
WEST SIDE

EAST SIDE

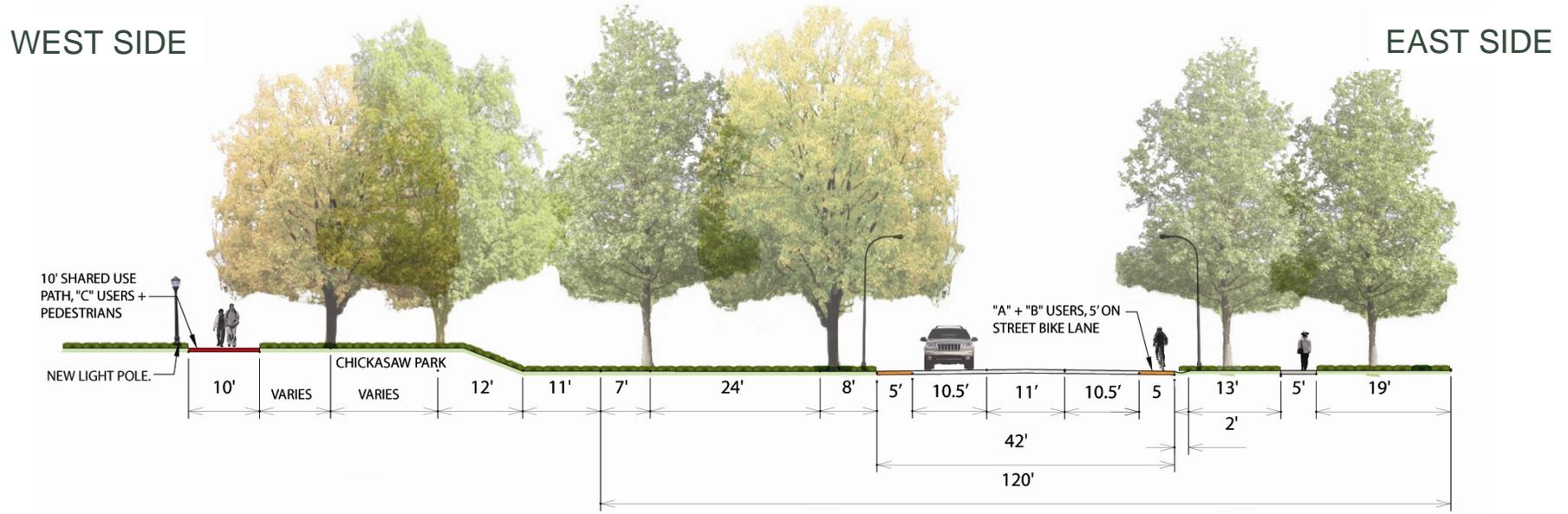


PREFERRED ALTERNATIVE CROSS SECTION

SOUTHWESTERN PARKWAY ZONE 2: CHICKASAW PARK



EXISTING CONDITION CROSS SECTION

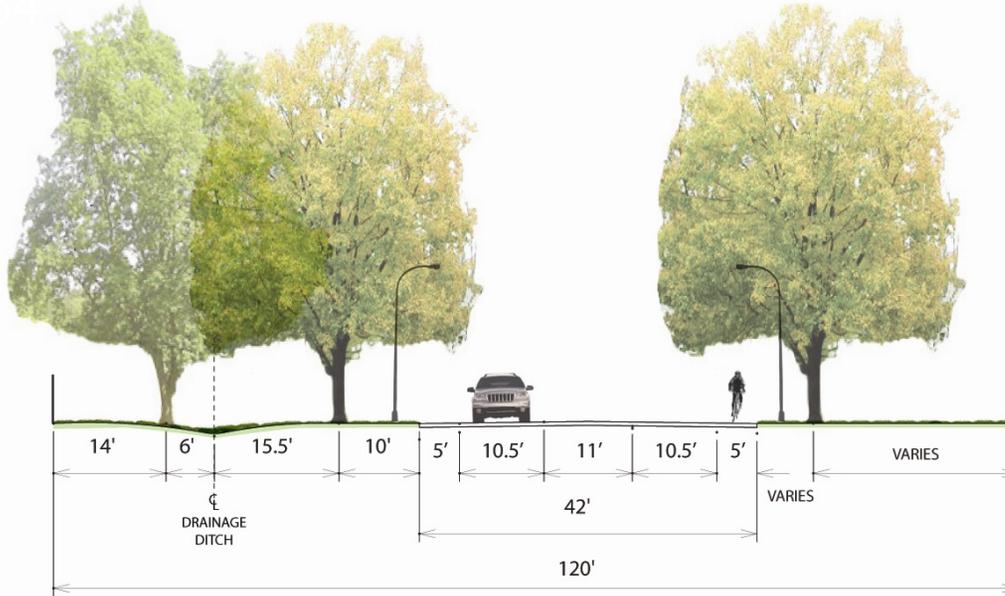


PREFERRED ALTERNATIVE CROSS SECTION

SOUTHWESTERN PARKWAY ZONE 3: CHICKASAW PARK TO INTERSTATE 664

WEST SIDE

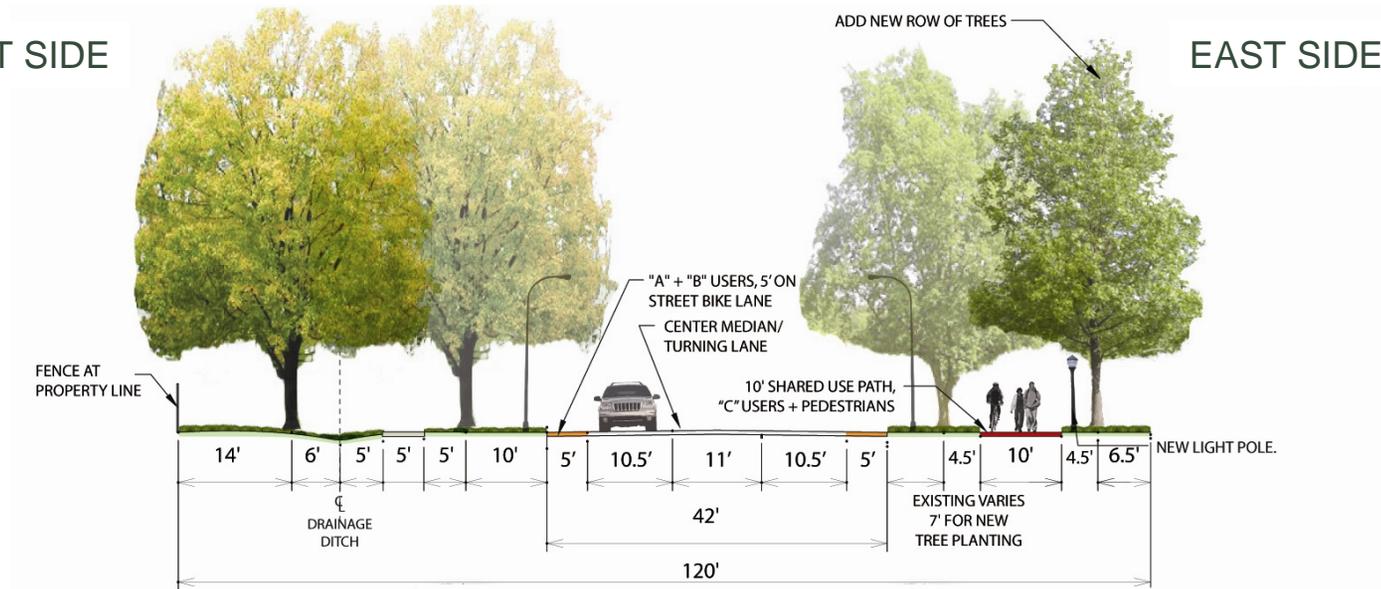
EAST SIDE



EXISTING CONDITION CROSS SECTION

WEST SIDE

EAST SIDE

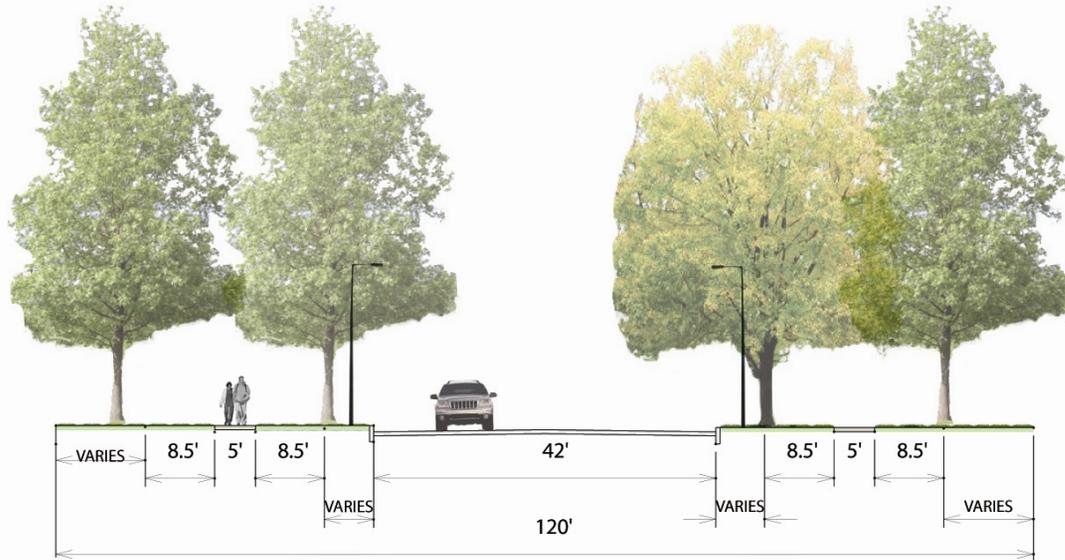


PREFERRED ALTERNATIVE CROSS SECTION

ALGONQUIN PARKWAY ZONE 4-5: INTERSTATE 264 TO WINKLER AVENUE

SOUTH SIDE

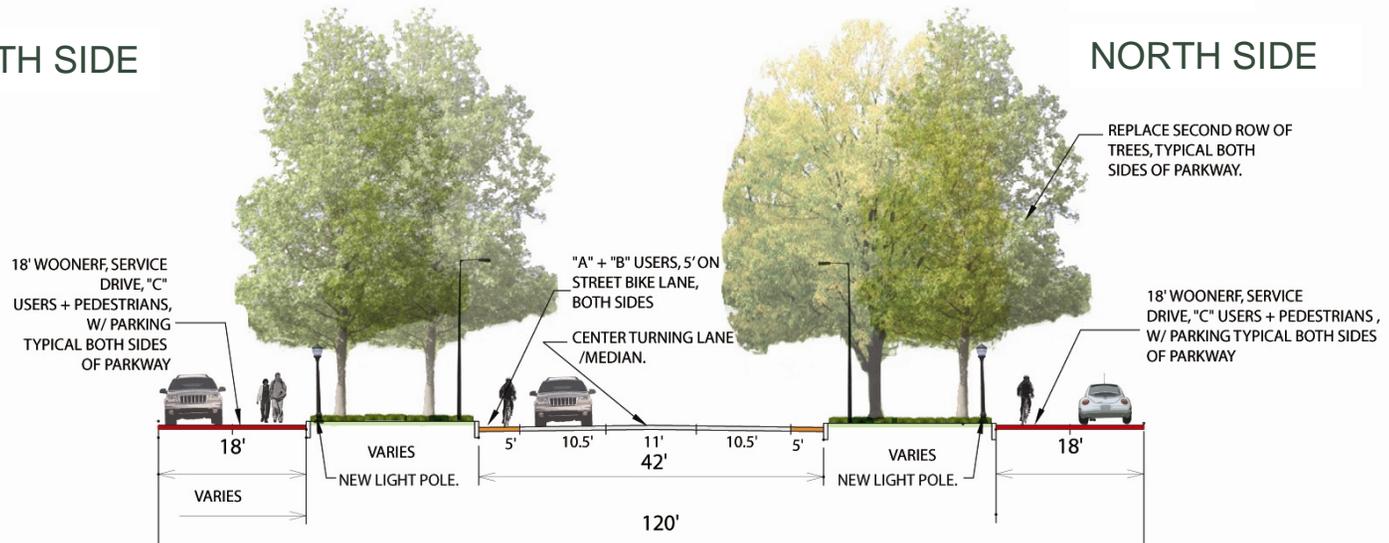
NORTH SIDE



EXISTING CONDITION CROSS SECTION

SOUTH SIDE

NORTH SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
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SYSTEM MASTER PLAN 2007

City of Parks



SOUTHWESTERN - AFTER

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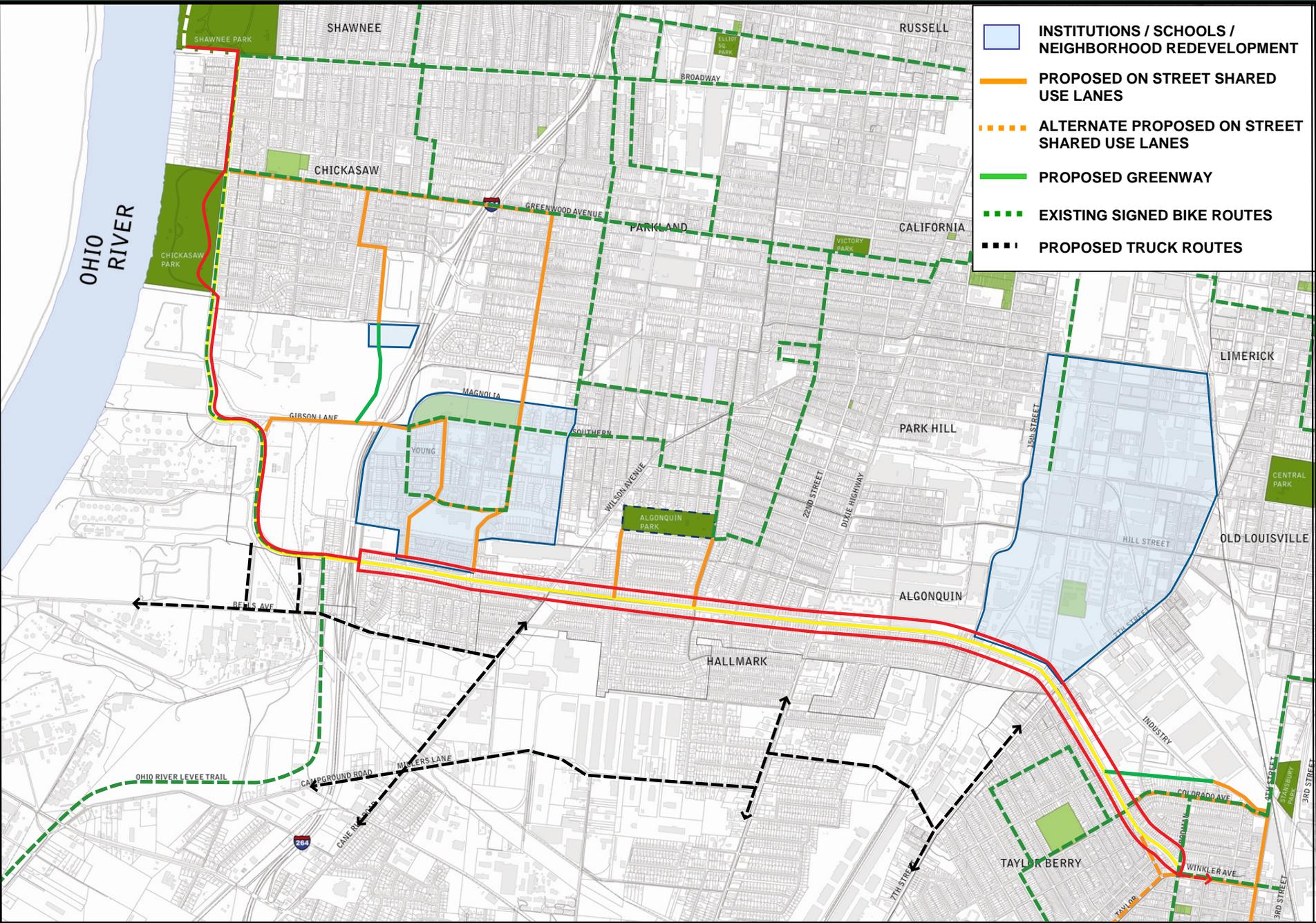


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PARKWAY CONNECTIONS



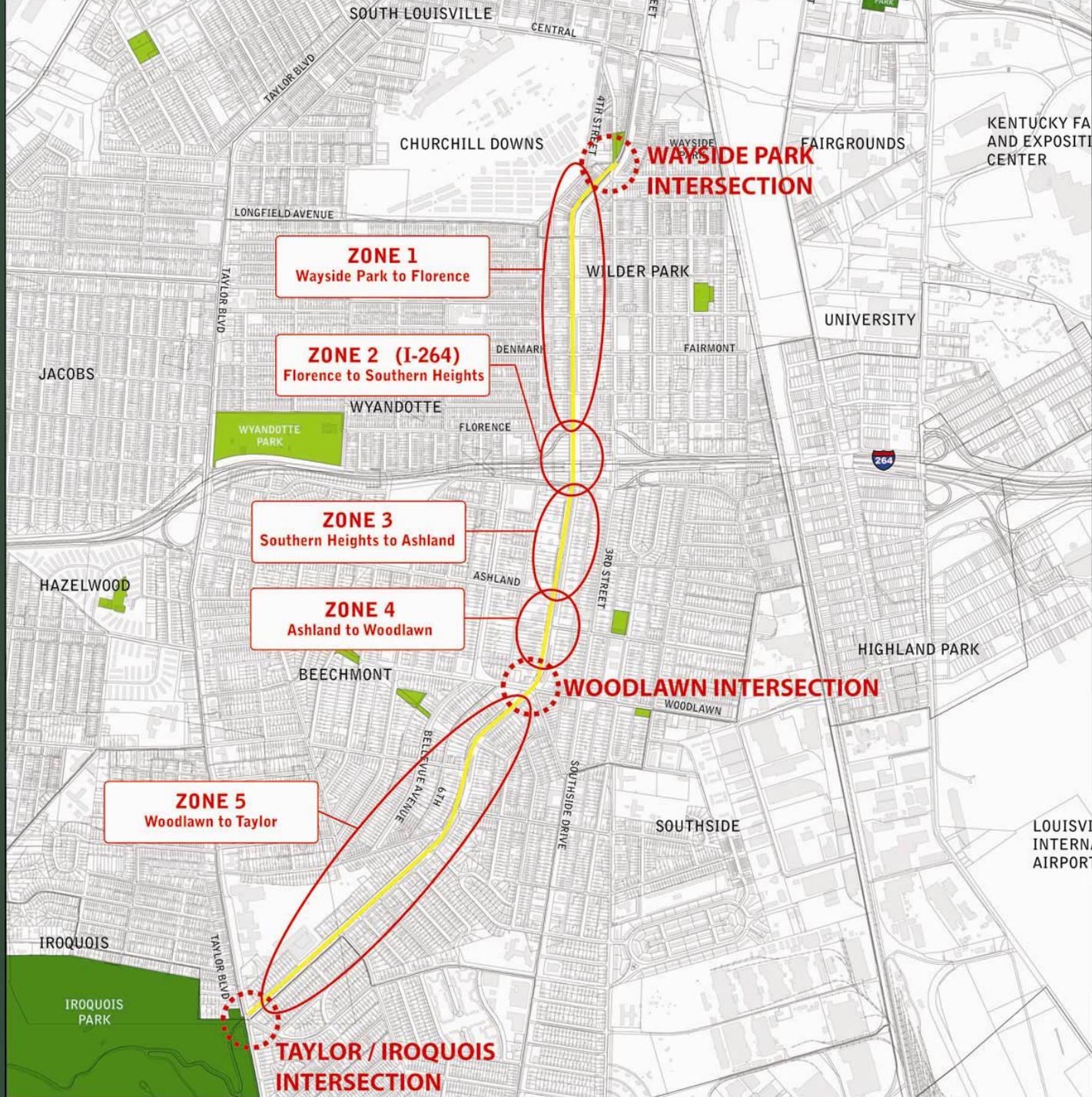
OLMSTED PARKWAYS MULTI-USE PATHWAY
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SOUTHERN PARKWAY

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PARKWAY EXISTING CONDITIONS



SOUTHERN PARKWAY – Shared-use paths on both sides of street utilizing existing service drives and new 10' connections

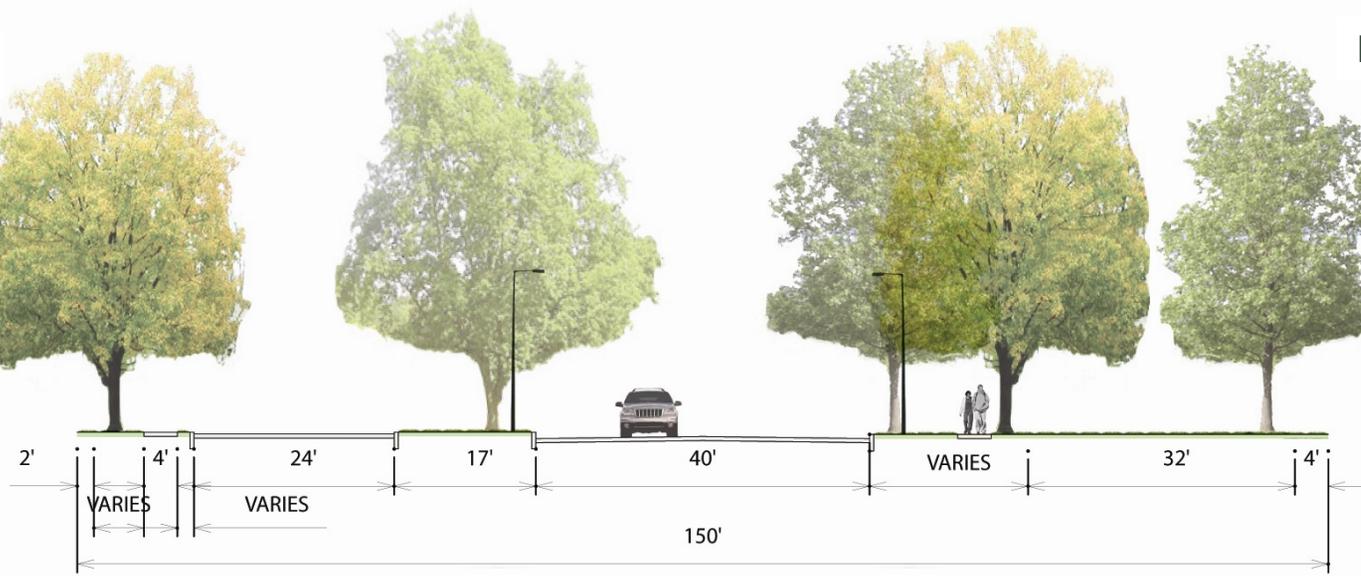
PARKWAY TRAIL ALIGNMENT



SOUTHERN PARKWAY ZONE 1: WAYSIDE PARK TO FLORENCE AVENUE

WEST SIDE

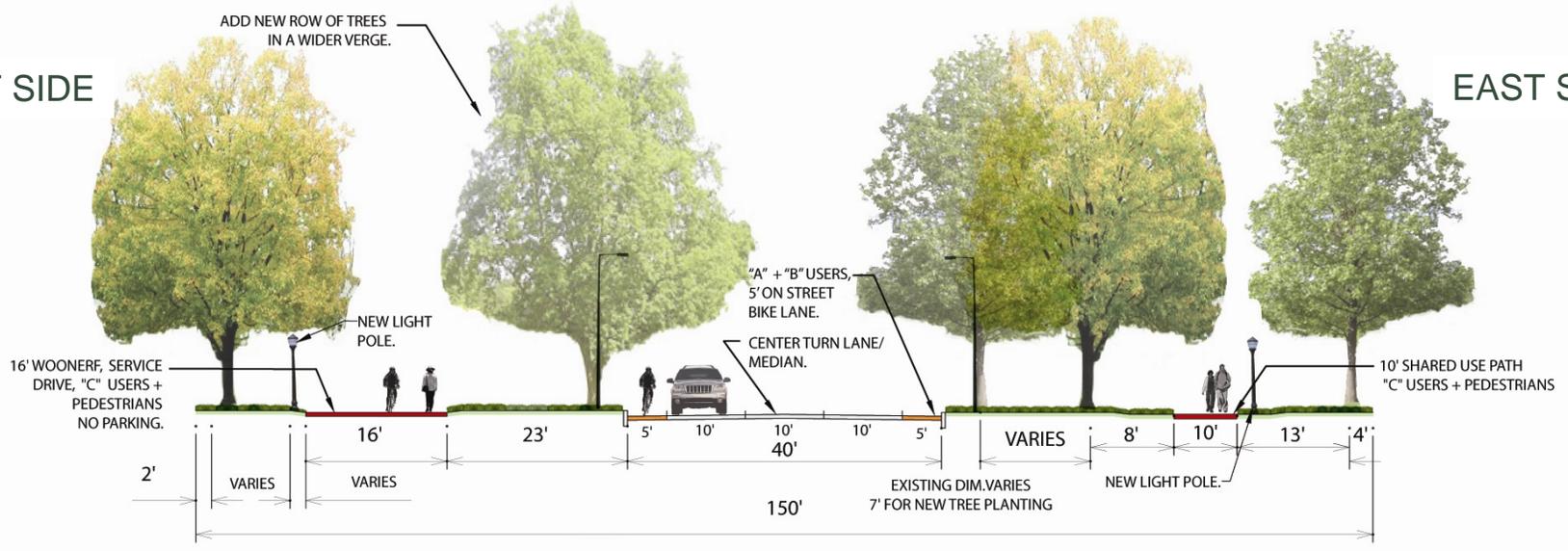
EAST SIDE



EXISTING CONDITION CROSS SECTION

WEST SIDE

EAST SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



SOUTHERN - AFTER

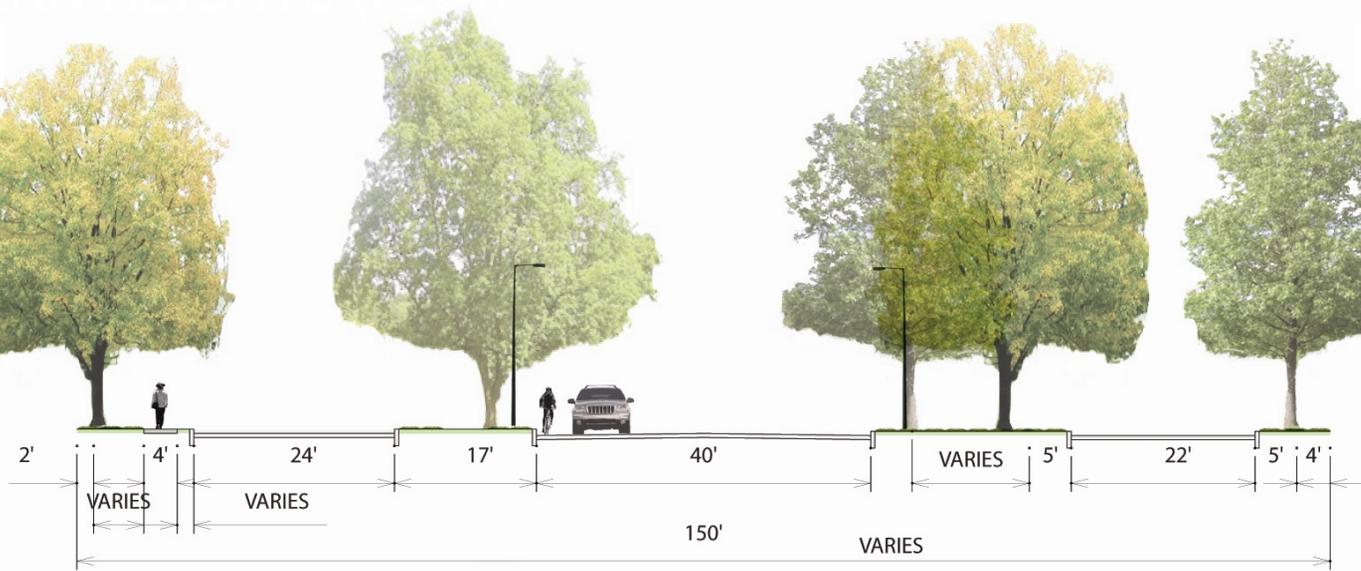
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SOUTHERN PARKWAY ZONE 2: FLORENCE AVENUE TO SOUTHERN HEIGHTS (LOCAL)

WEST SIDE

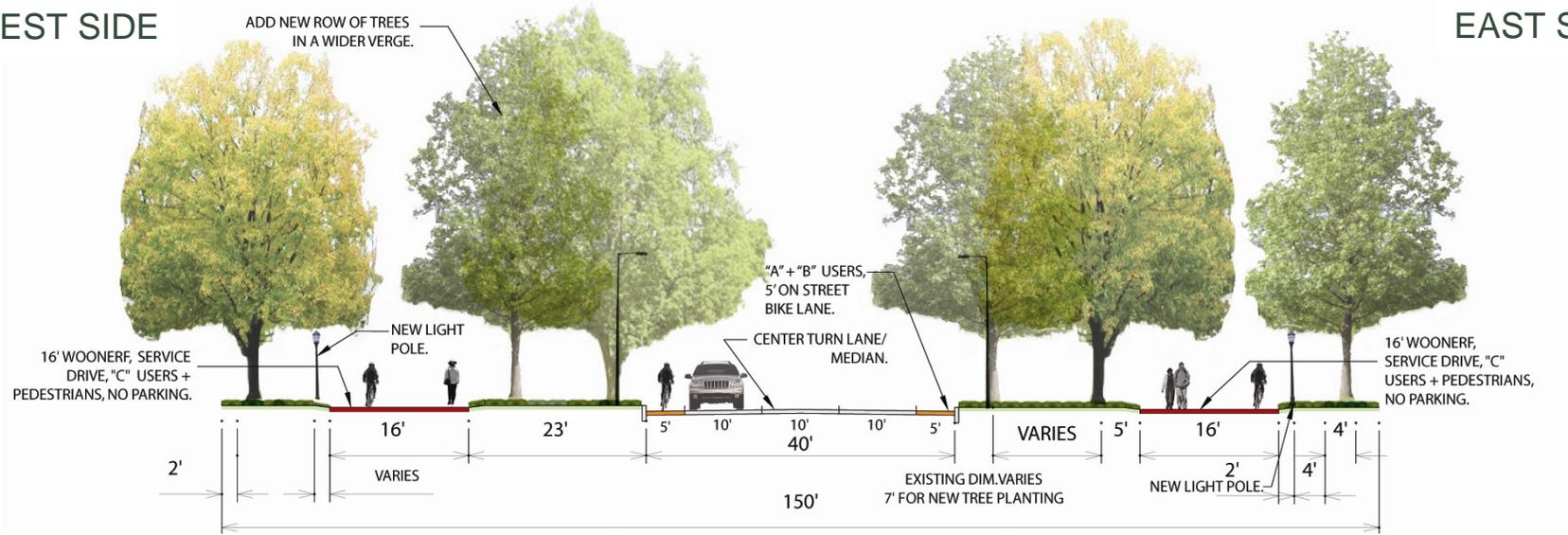
EAST SIDE



EXISTING CONDITION CROSS SECTION

WEST SIDE

EAST SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2012-2037

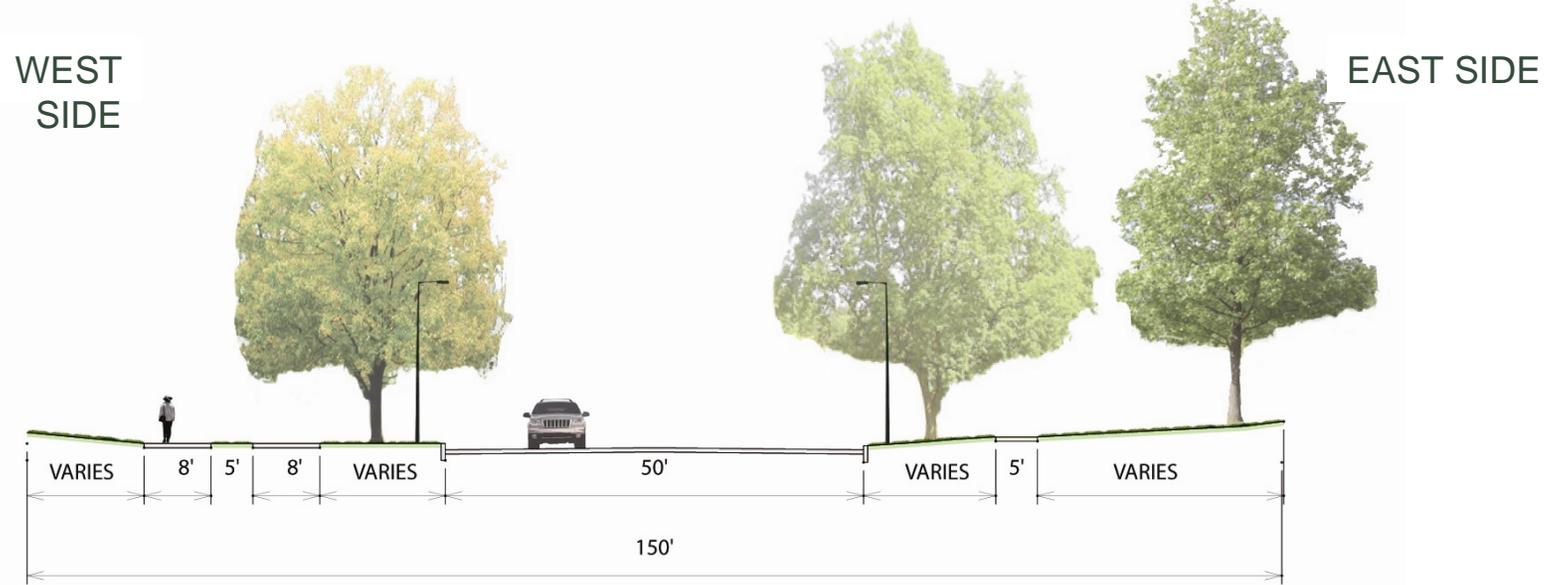


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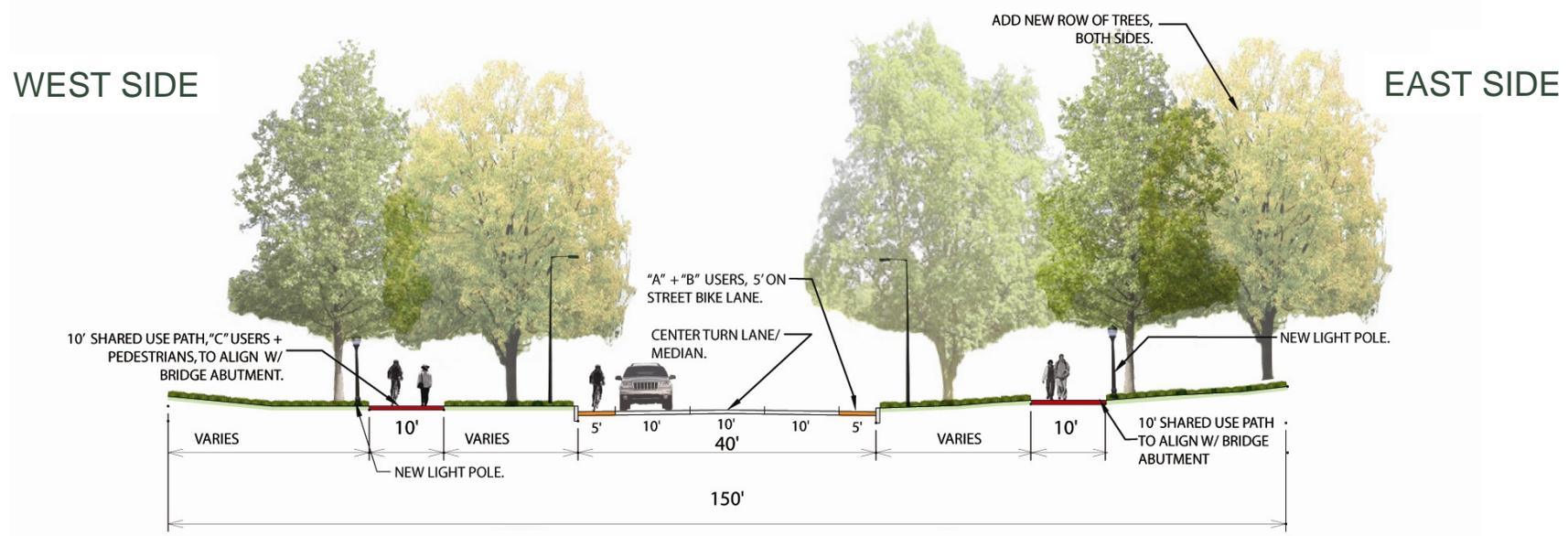

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SOUTHERN - AFTER

SOUTHERN PARKWAY ZONE 3: SOUTHERN HEIGHTS TO ASHLAND AVENUE



EXISTING CONDITION CROSS SECTION



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



SOUTHERN - AFTER

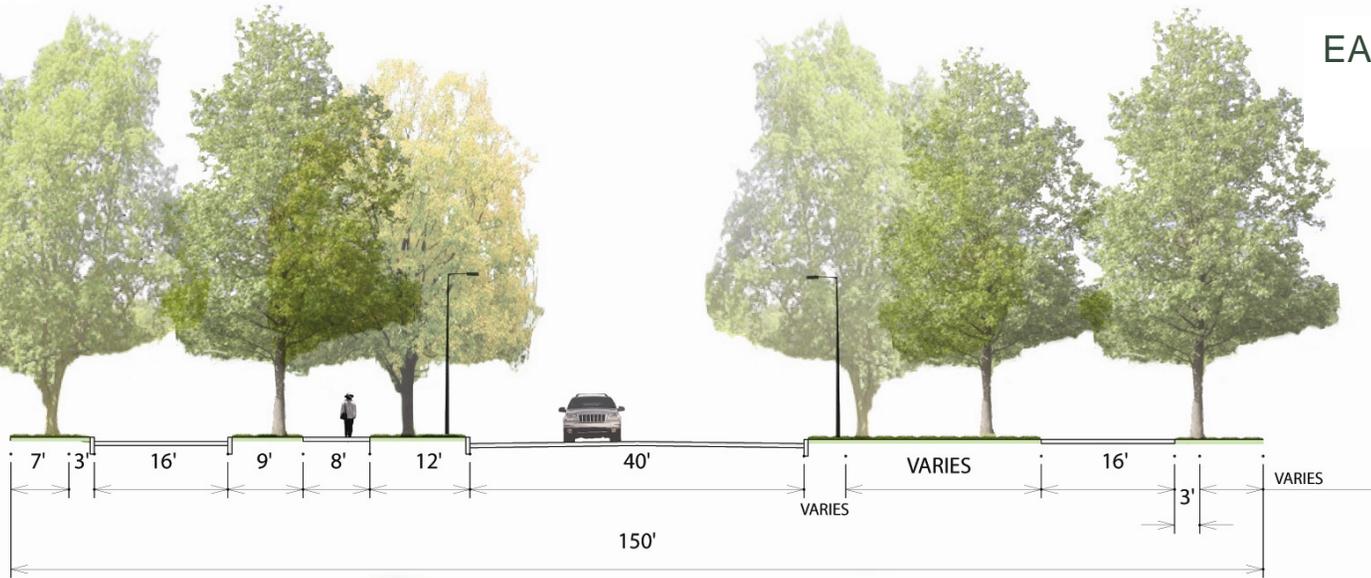
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SOUTHERN PARKWAY ZONE 4-5: ASHLAND AVENUE TO TAYLOR BOULEVARD

WEST SIDE

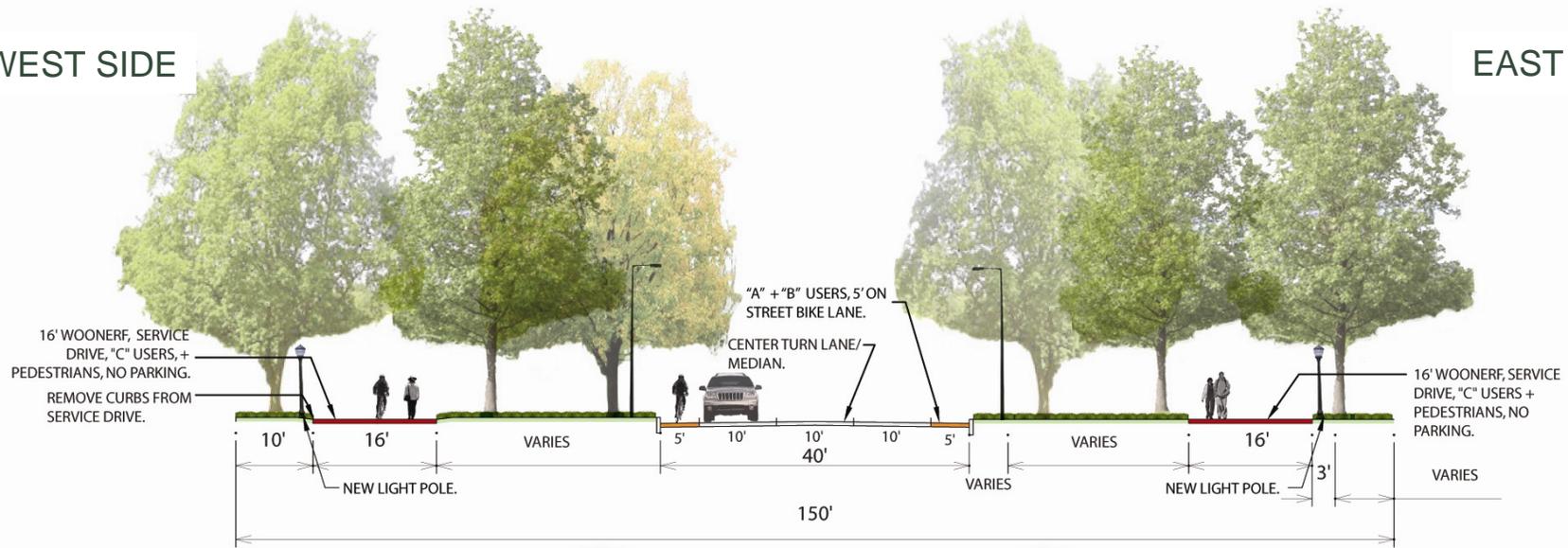
EAST SIDE



EXISTING CONDITION CROSS SECTION

WEST SIDE

EAST SIDE



PREFERRED ALTERNATIVE CROSS SECTION

PARKWAY CONNECTIONS



-  INSTITUTIONS / SCHOOLS
-  PROPOSED ON STREET SHARED USE LANES
-  EXISTING SIGNED BIKE ROUTES

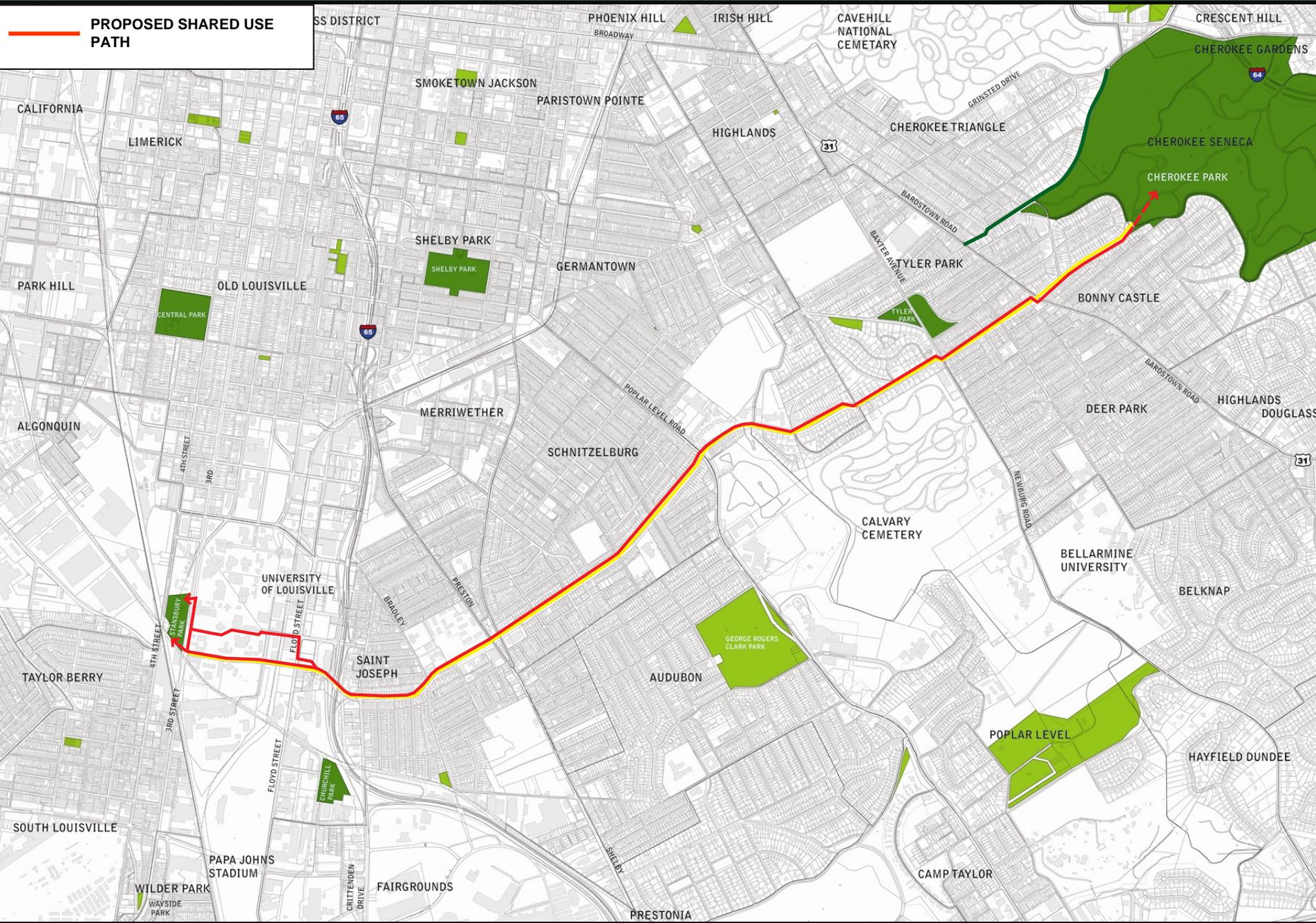
EASTERN PARKWAY – Shared-use path on one side of street with pedestrian walks on opposite side of street.

South – Cherokee Park to Bardstown Rd.

North – Bardstown Rd. to 3rd St.

PARKWAY TRAIL ALIGNMENT

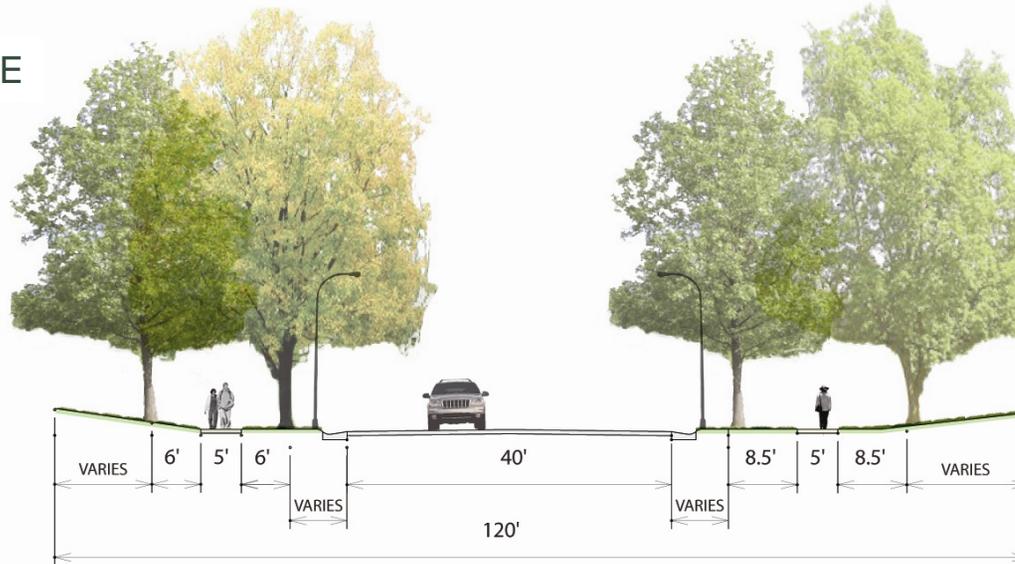
 PROPOSED SHARED USE PATH



EASTERN PARKWAY ZONE 1: CHEROKEE PARK TO BARDSTOWN ROAD

NORTH SIDE

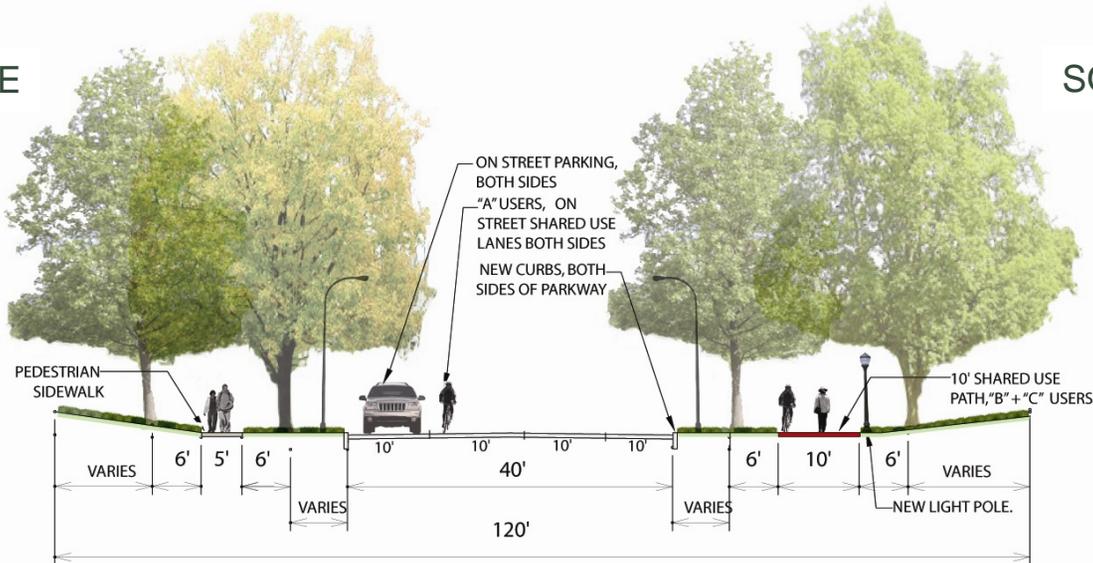
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE

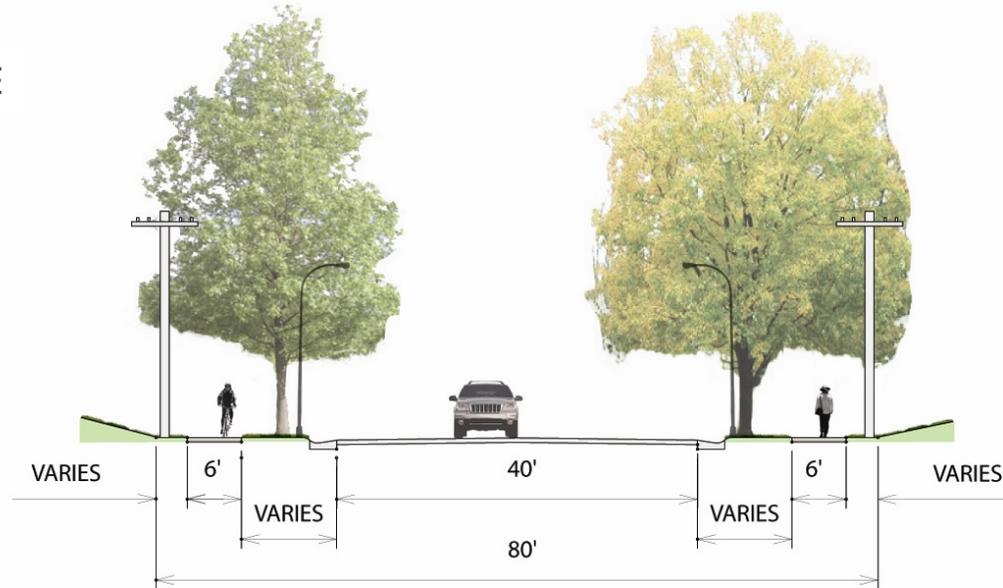


PREFERRED ALTERNATIVE CROSS SECTION

EASTERN PARKWAY ZONE 2: BARDSTOWN ROAD TO BAXTER AVENUE

NORTH SIDE

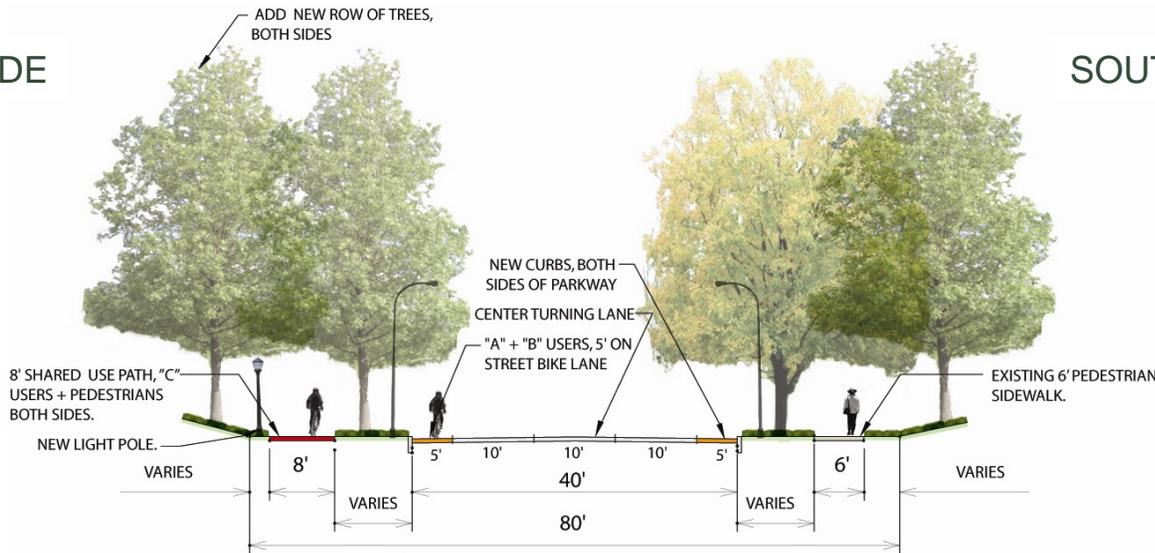
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

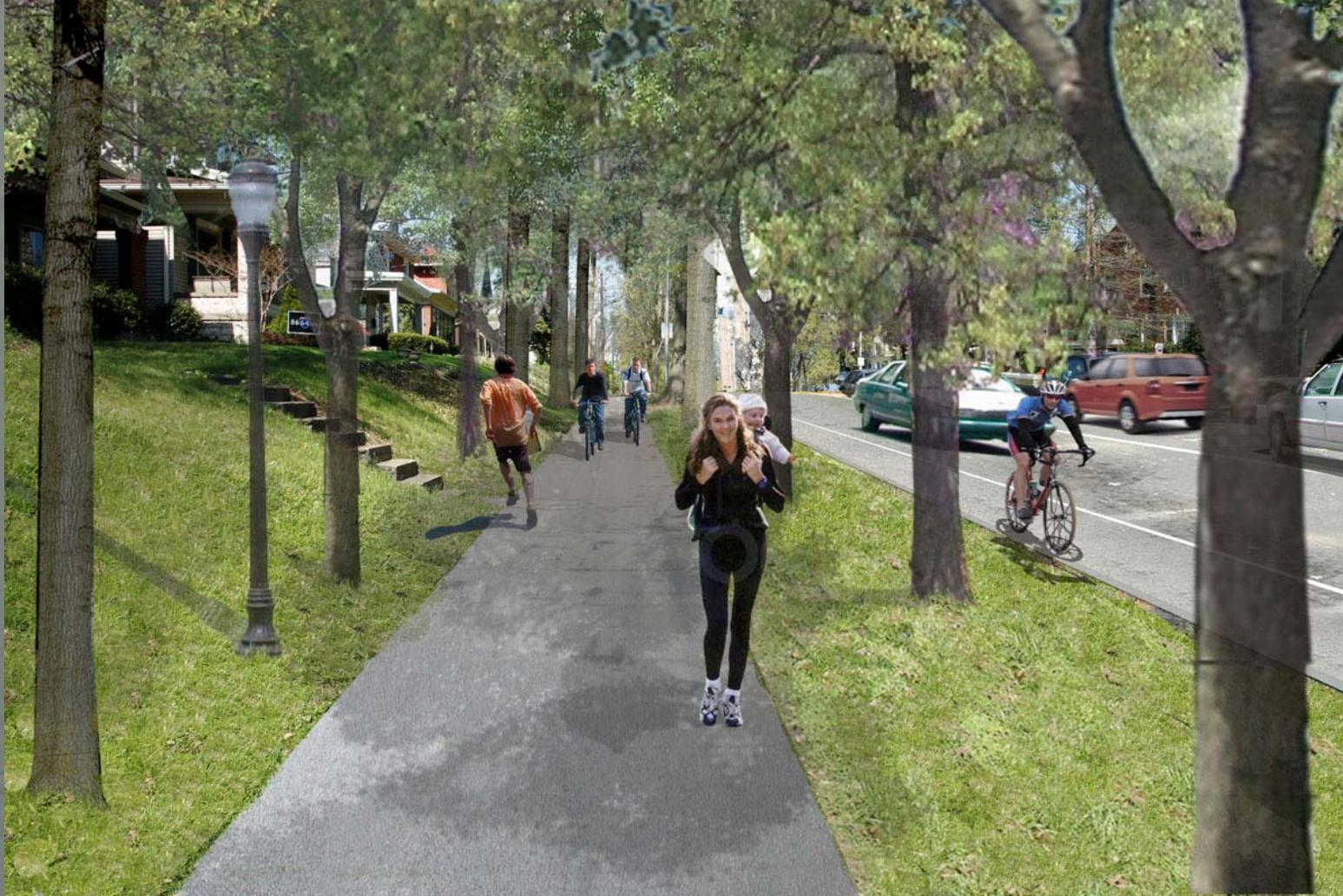
SOUTH SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 07

City of Parks



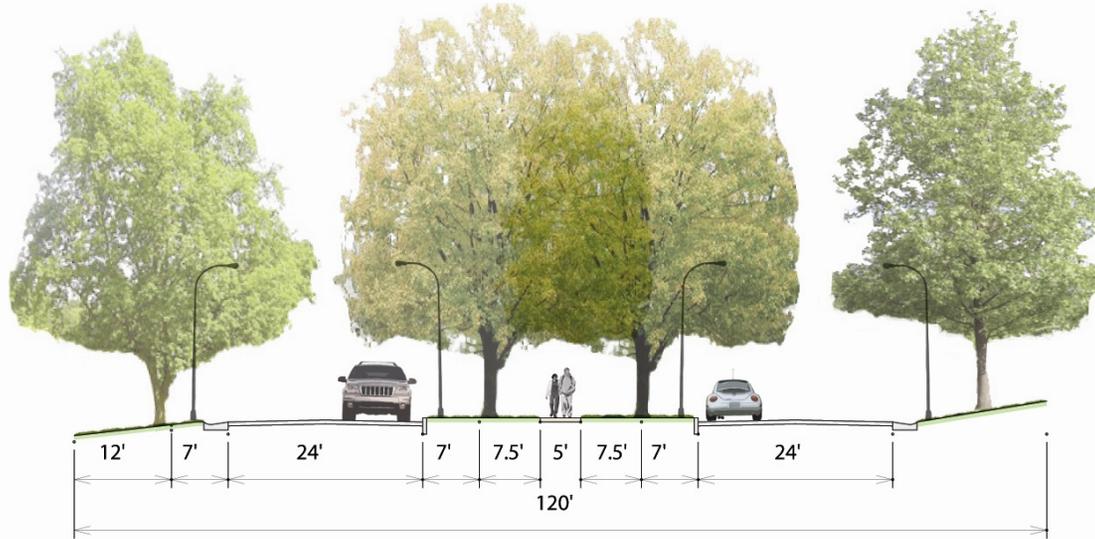
EASTERN - AFTER



EASTERN PARKWAY ZONE 3: BAXTER AVENUE TO BARRET AVENUE

NORTH SIDE

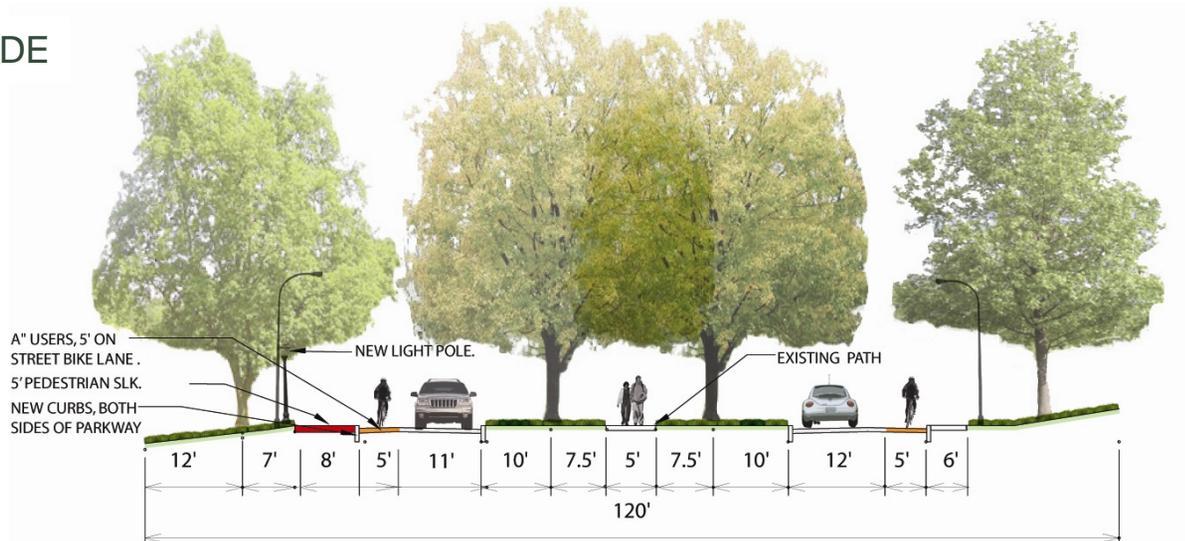
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE



PREFERRED ALTERNATIVE CROSS SECTION

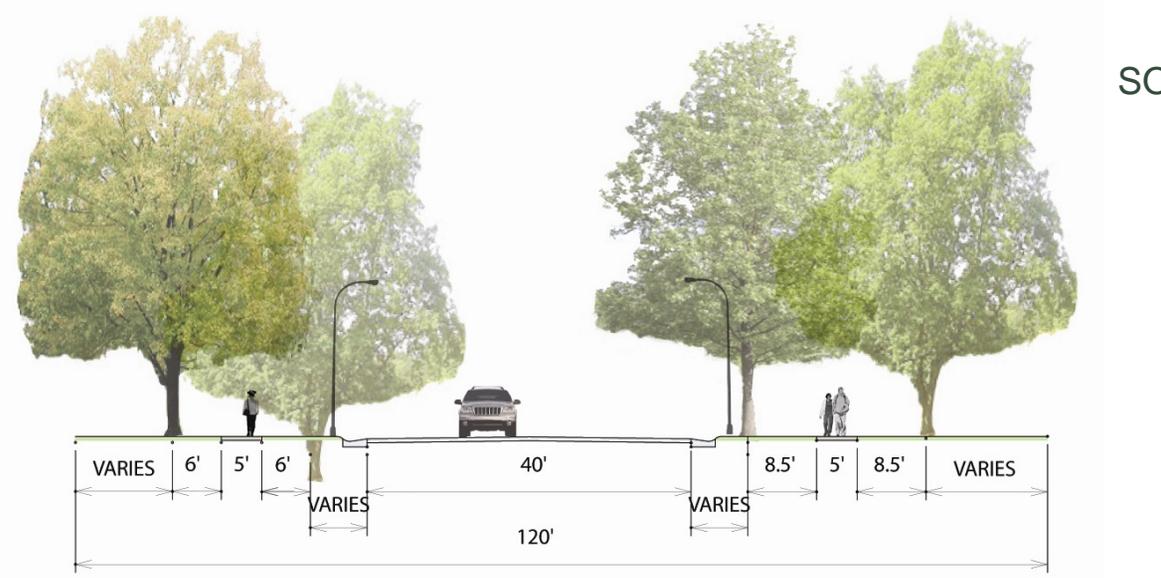
OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



EASTERN PARKWAY ZONE 4: BARRET AVENUE TO POPLAR LEVEL ROAD

NORTH SIDE

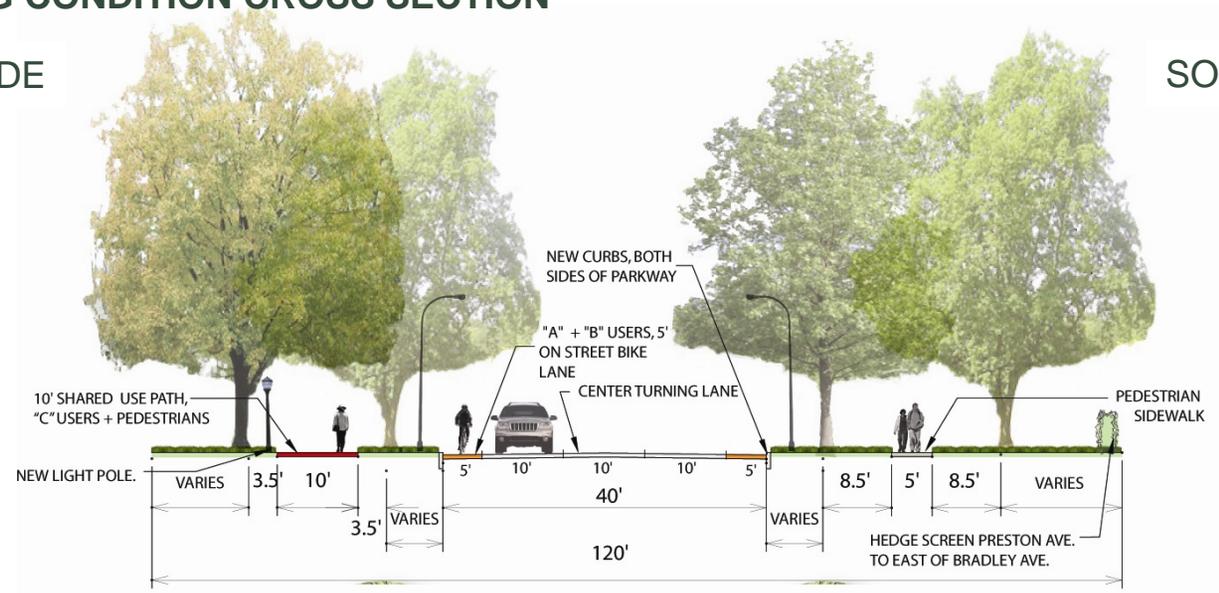
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE

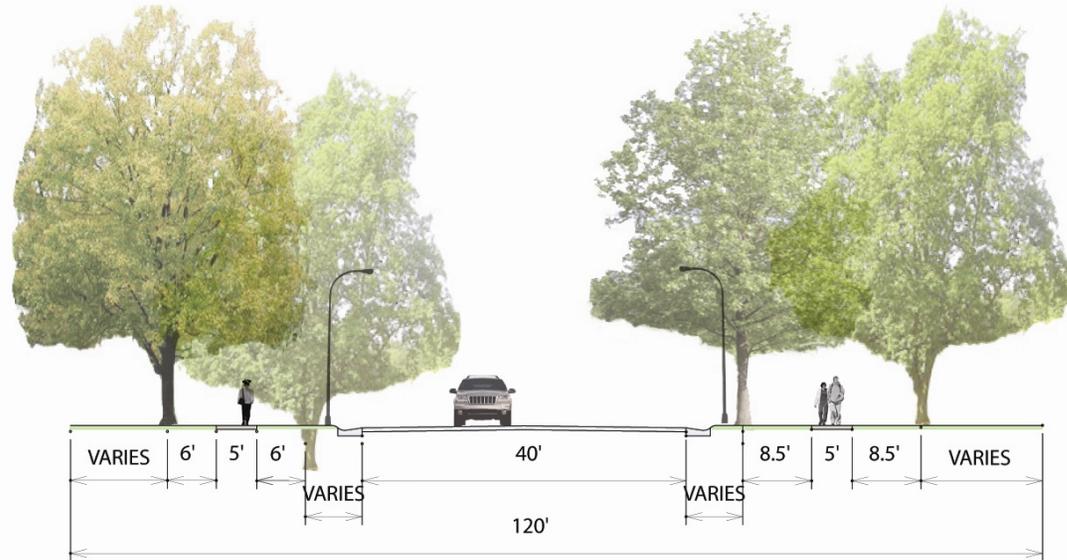


PREFERRED ALTERNATIVE CROSS SECTION

EASTERN PARKWAY ZONE 5: POPLAR LEVEL ROAD TO PRESTON/QUELBY STREET

NORTH SIDE

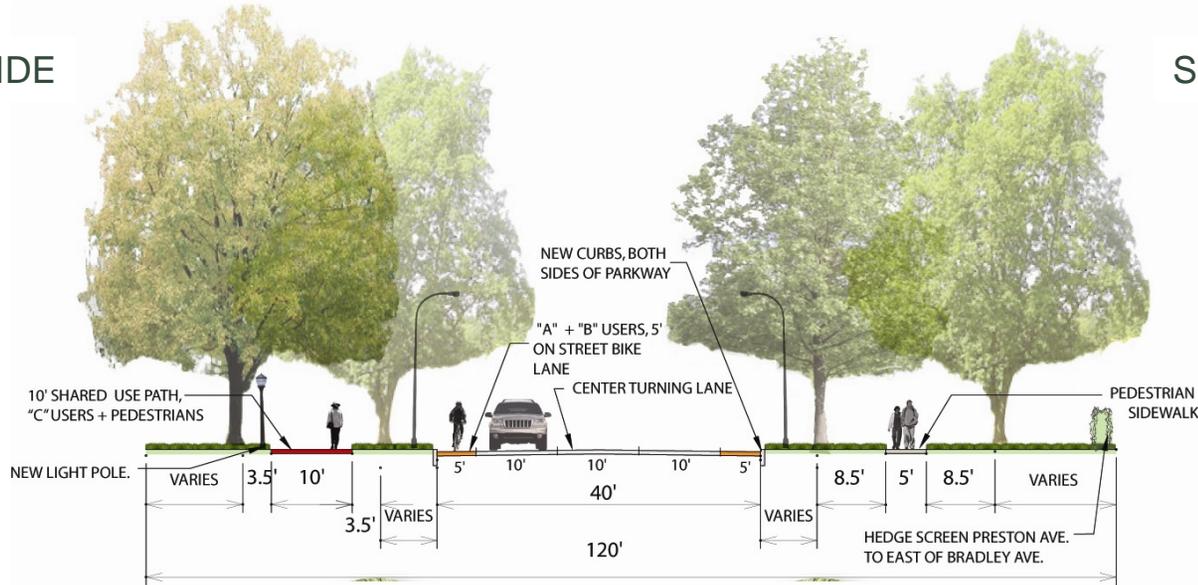
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE

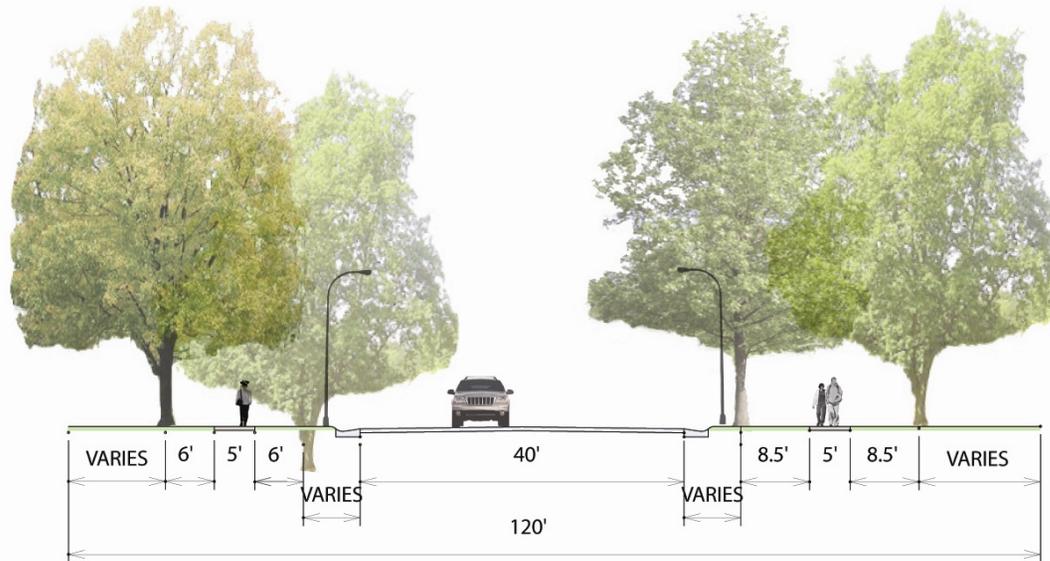


PREFERRED ALTERNATIVE CROSS SECTION

EASTERN PARKWAY ZONE 6: PRESTON/SHELBY STREET TO INTERSTATE 65

NORTH SIDE

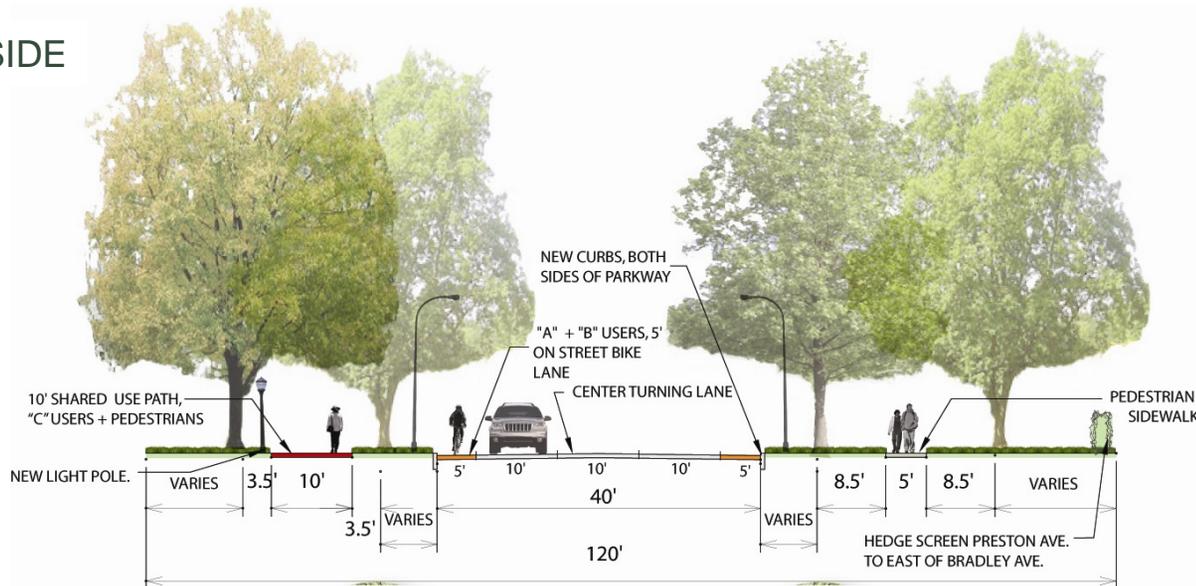
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



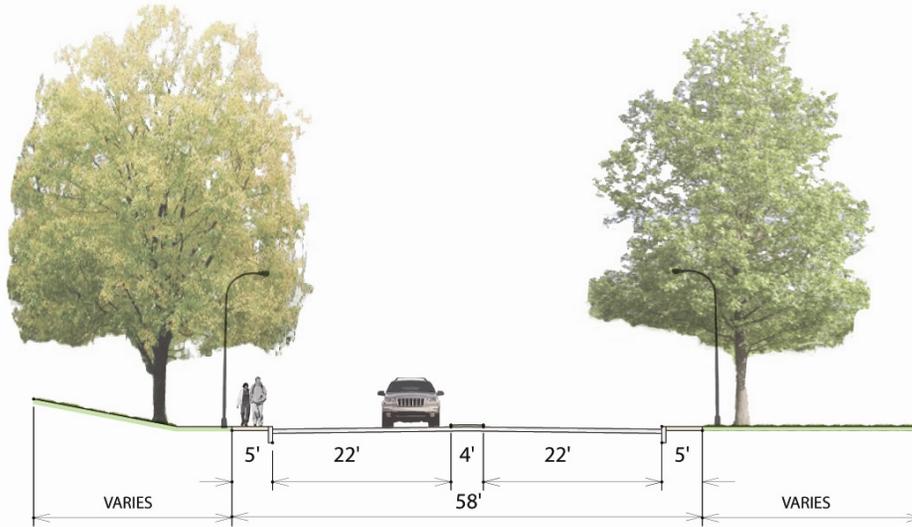
EASTERN - AFTER

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 **Louisville**
METRO

EASTERN PARKWAY ZONE 7: INTERSTATE 65 TO 3RD STREET

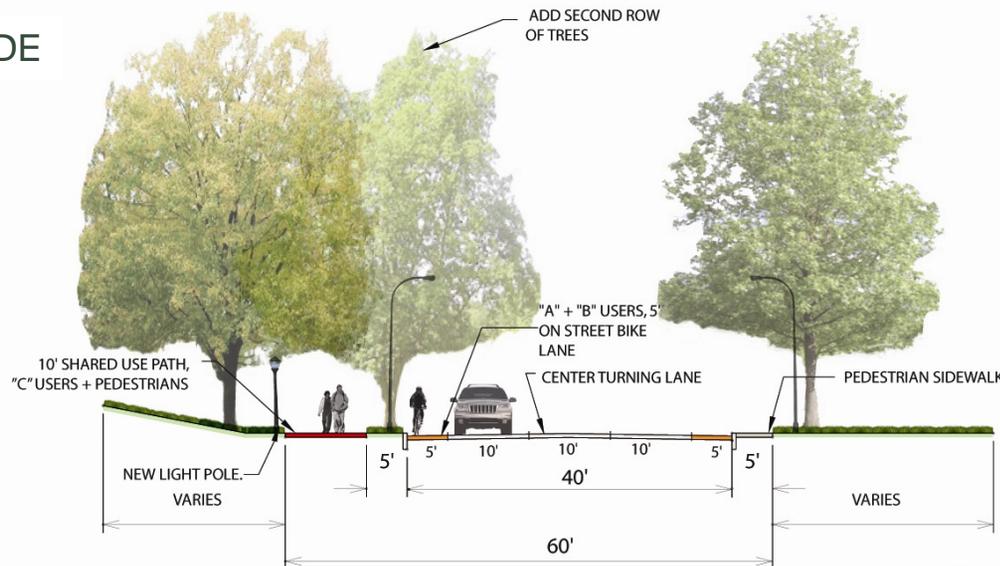
NORTH SIDE



SOUTH SIDE

EXISTING CONDITION CROSS SECTION

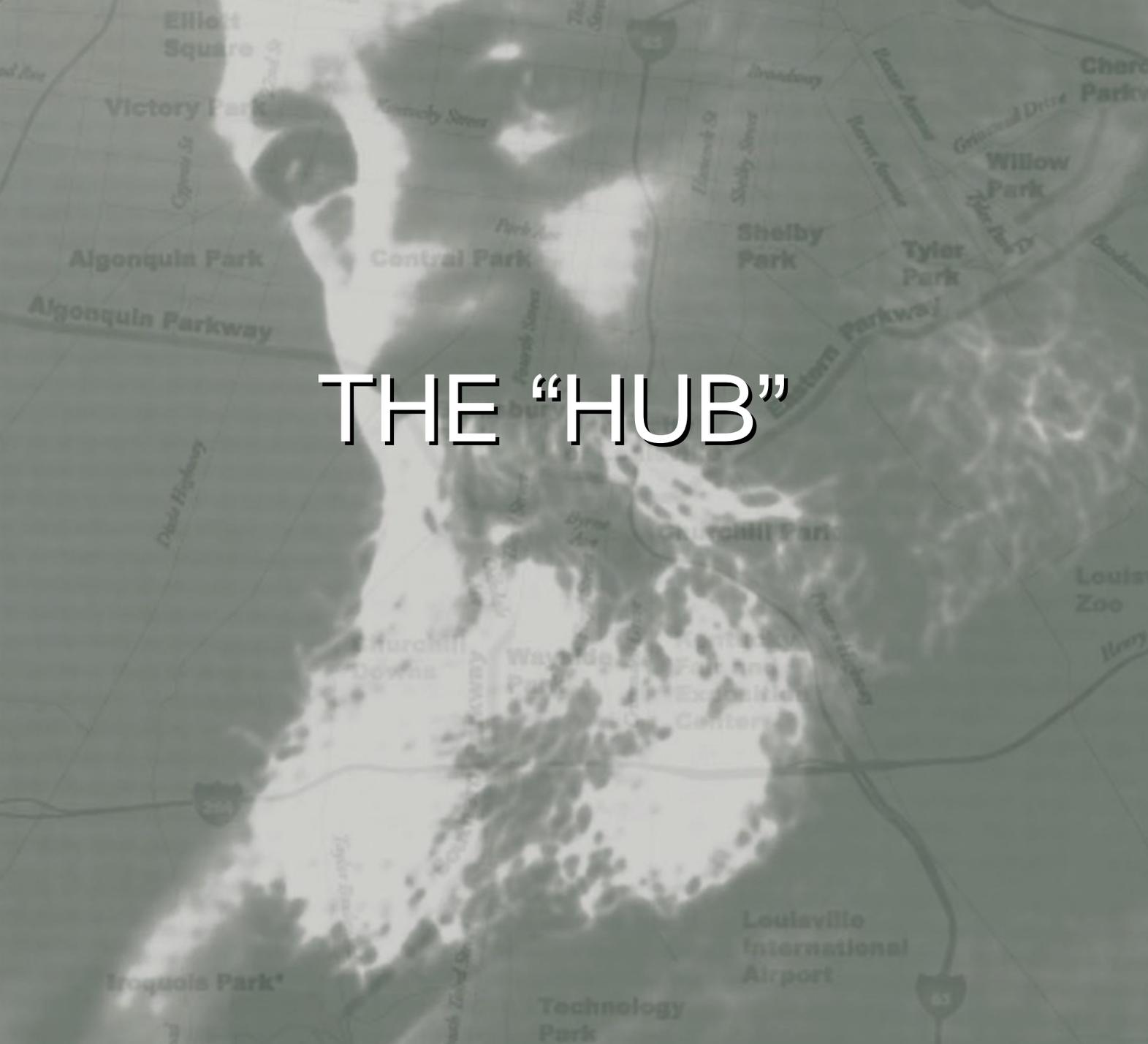
NORTH SIDE



SOUTH SIDE

PREFERRED ALTERNATIVE CROSS SECTION

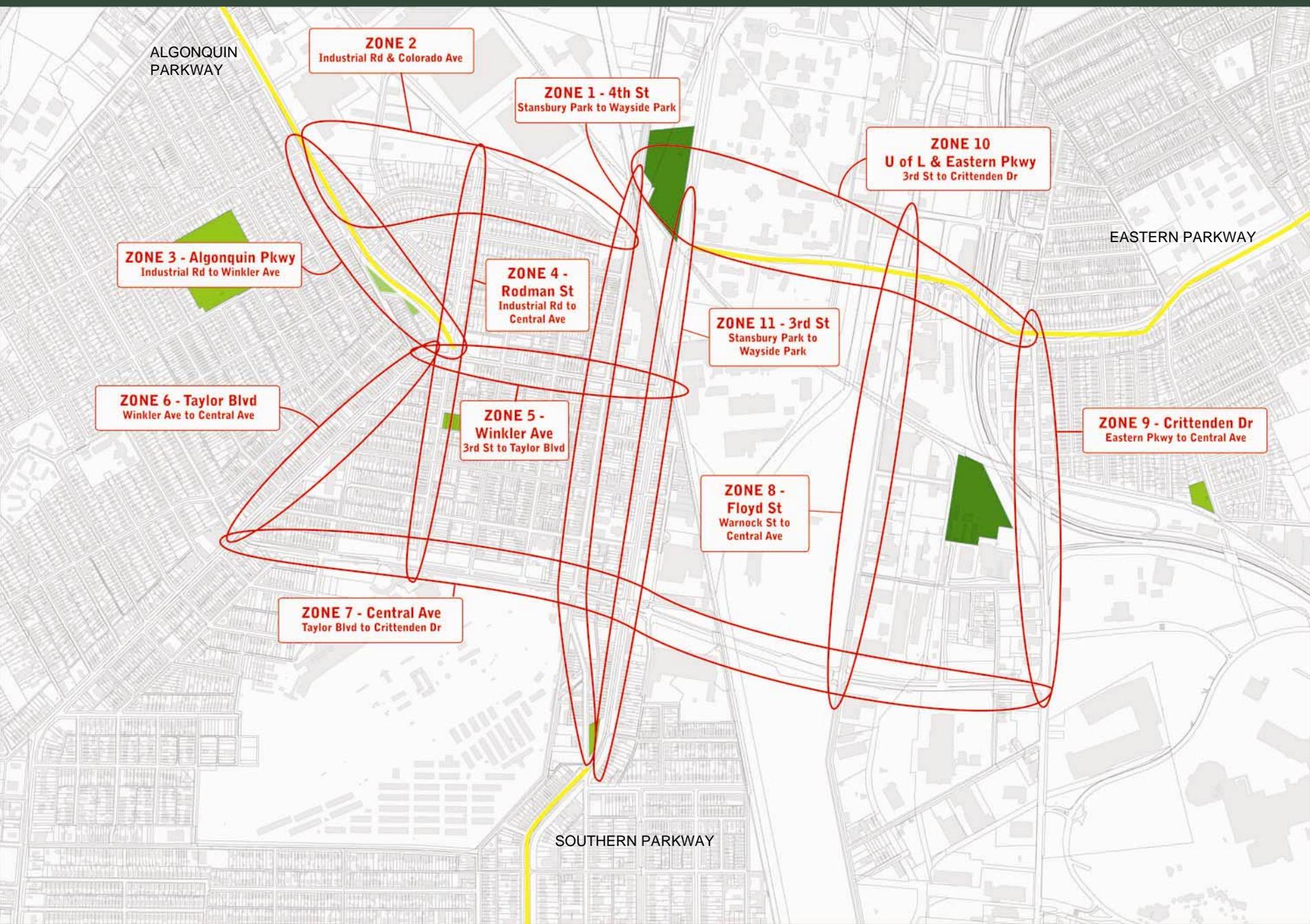
OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



THE "HUB"



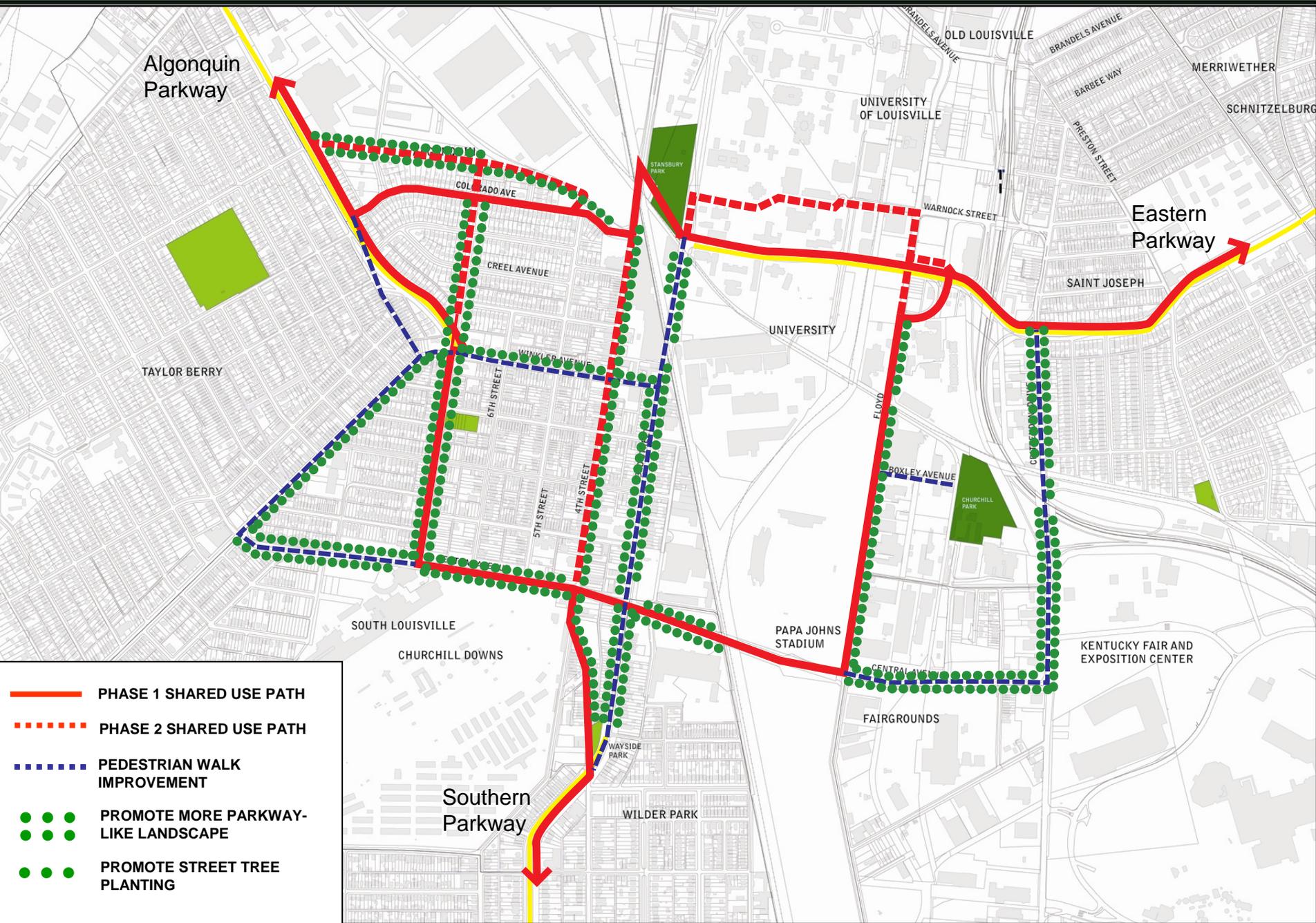
EXISTING CONDITIONS



HUB – Loop of on-street and shared-use paths utilizing existing street network to connect Parkways:

- Eastern to Algonquin via Stansbury Park., 4th Street, Colorado
- Algonquin to Southern via Rodman, Central, Oakdale
- Eastern to Southern via Floyd, Central, Oakdale
- 4th Street Connection to City Bike Plan
- Pedestrian Walk Improvements on 3rd, Winkler, Crittenden & Taylor

"HUB" TRAIL ALIGNMENT



Algonquin Parkway

Eastern Parkway

-  PHASE 1 SHARED USE PATH
-  PHASE 2 SHARED USE PATH
-  PEDESTRIAN WALK IMPROVEMENT
-  PROMOTE MORE PARKWAY-LIKE LANDSCAPE
-  PROMOTE STREET TREE PLANTING

Southern Parkway

TAYLOR BERRY

SOUTH LOUISVILLE

CHURCHILL DOWNS

WILDER PARK

FAIRGROUNDS

KENTUCKY FAIR AND EXPOSITION CENTER

FLOYD

BOXLEY AVENUE

WINKLER AVENUE

6TH STREET

5TH STREET

4TH STREET

COL. LADD AVE

CREEL AVENUE

UNIVERSITY OF LOUISVILLE

UNIVERSITY

PAPA JOHN'S STADIUM

CENTRAL AVE

WARNOCK STREET

BRANDELS AVENUE

OLD LOUISVILLE

BRANDELS AVENUE

BARBEE WAY

PRESTON STREET

SAINT JOSEPH

MERRIWETHER

SCHNITZELBURG

STANSBURY PARK

CHURCHILL PARK

WAYSIDE PARK

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2012-2037

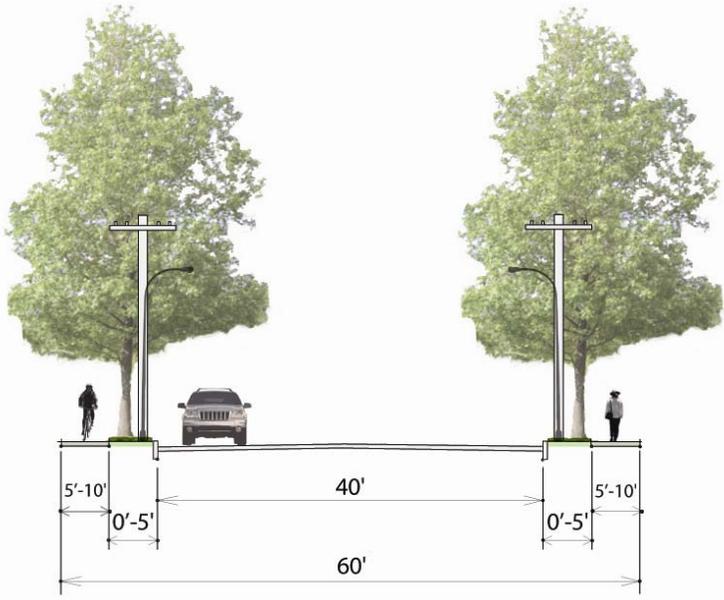


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THE HUB: 4TH STREET AT STANSBURY PARK

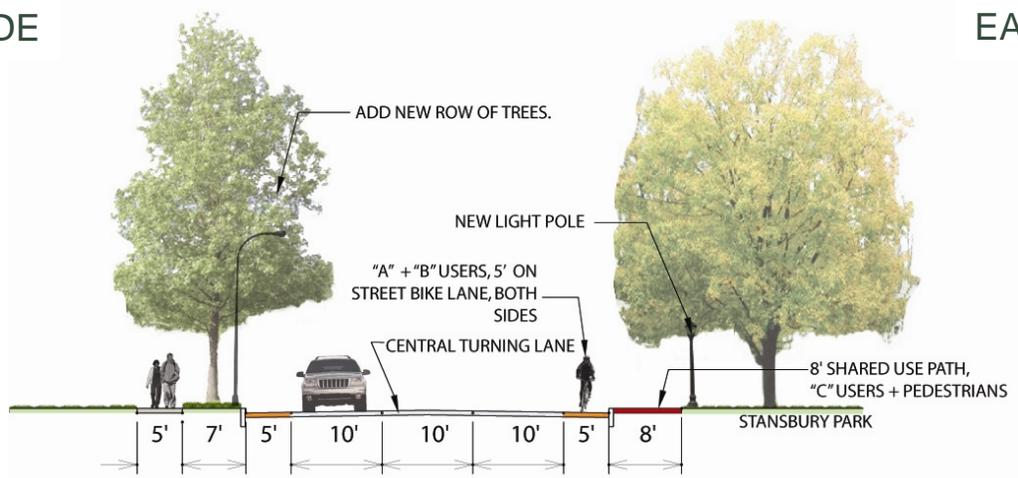
WEST
SIDE



EAST
SIDE

EXISTING CONDITION CROSS SECTION

WEST
SIDE



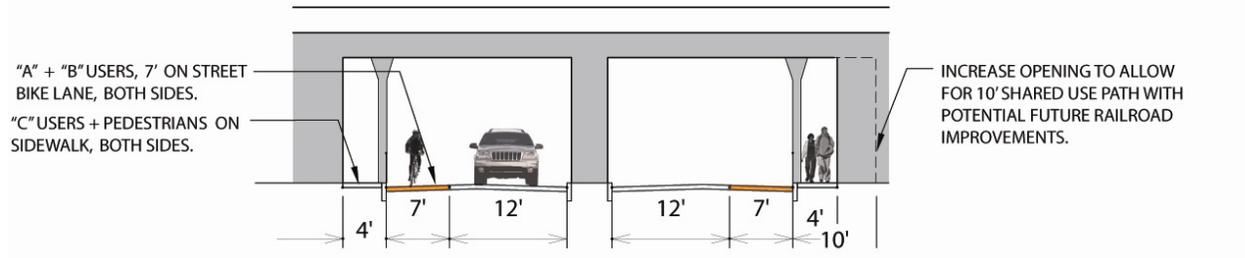
EAST
SIDE

PREFERRED ALTERNATIVE CROSS SECTION

THE HUB: 4TH STREET AT VIADUCT

WEST
SIDE

EAST SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2012-2037

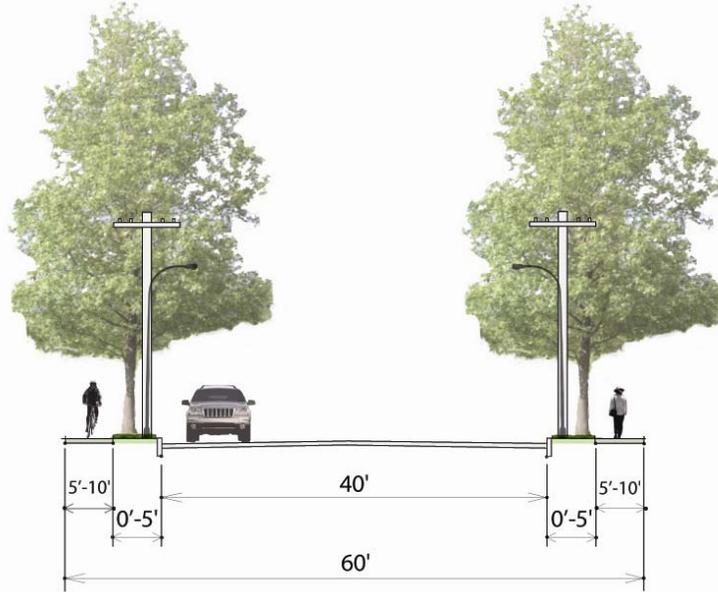
City of Parks



4th St. VIADUCT - AFTER

THE HUB: 4TH STREET- VIADUCT TO CENTRAL AVENUE

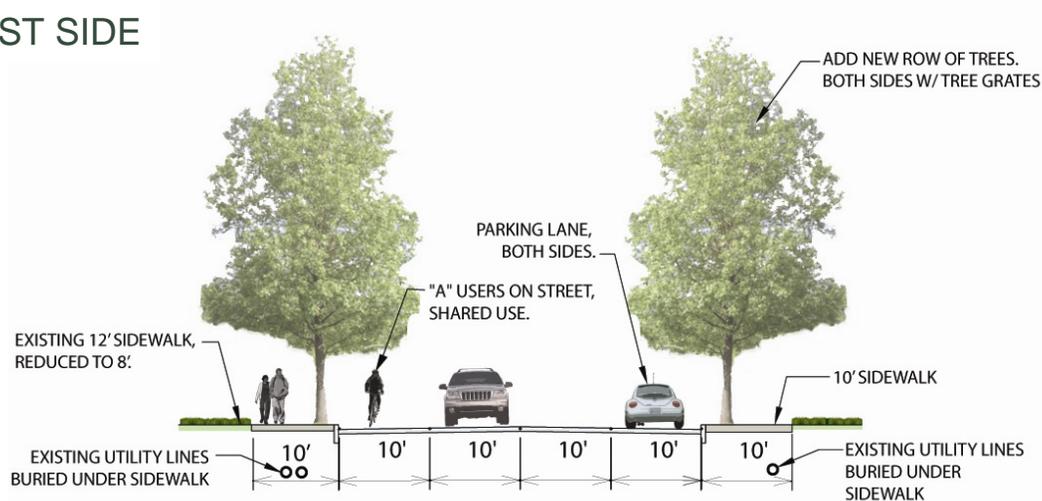
WEST
SIDE



EAST
SIDE

EXISTING CONDITION CROSS SECTION

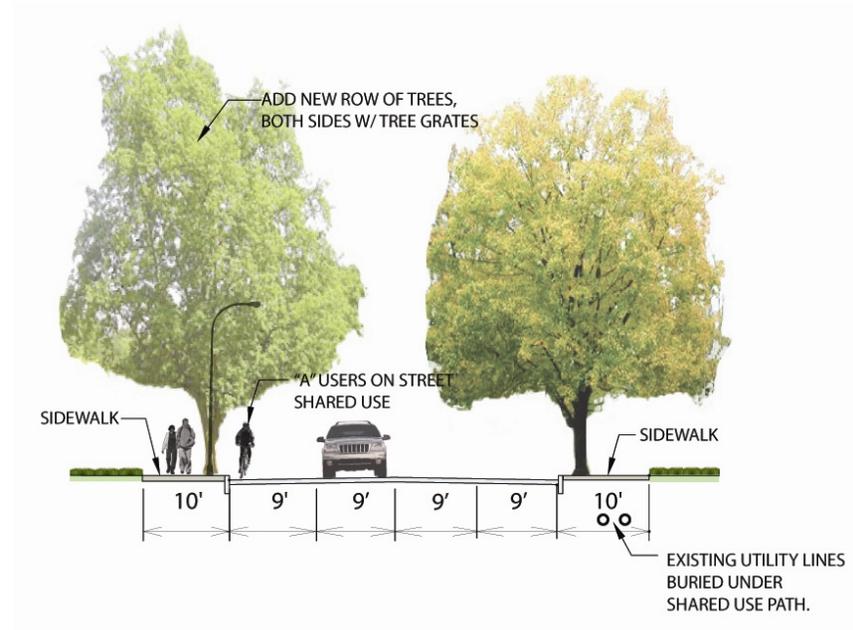
WEST
SIDE



EAST
SIDE

PREFERRED ALTERNATIVE CROSS SECTION

THE HUB: 4TH STREET- OAKDALE AVENUE



PREFERRED ALTERNATIVE CROSS SECTION

INDUSTRY ROAD / COLORADO AVE. CONNECTION



-  PHASE 1 SHARED USE PATH
-  PHASE 2 SHARED USE PATH

PARKWAY CONNECTION INDUSTRY RD TO ALGONQUIN PKWY

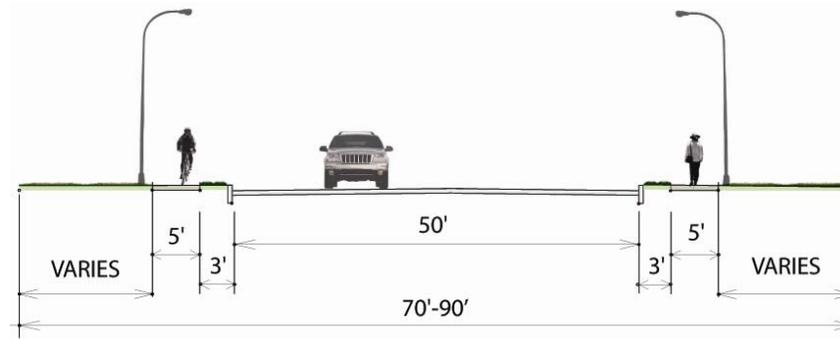
OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



THE HUB: INDUSTRY ROAD

NORTH SIDE

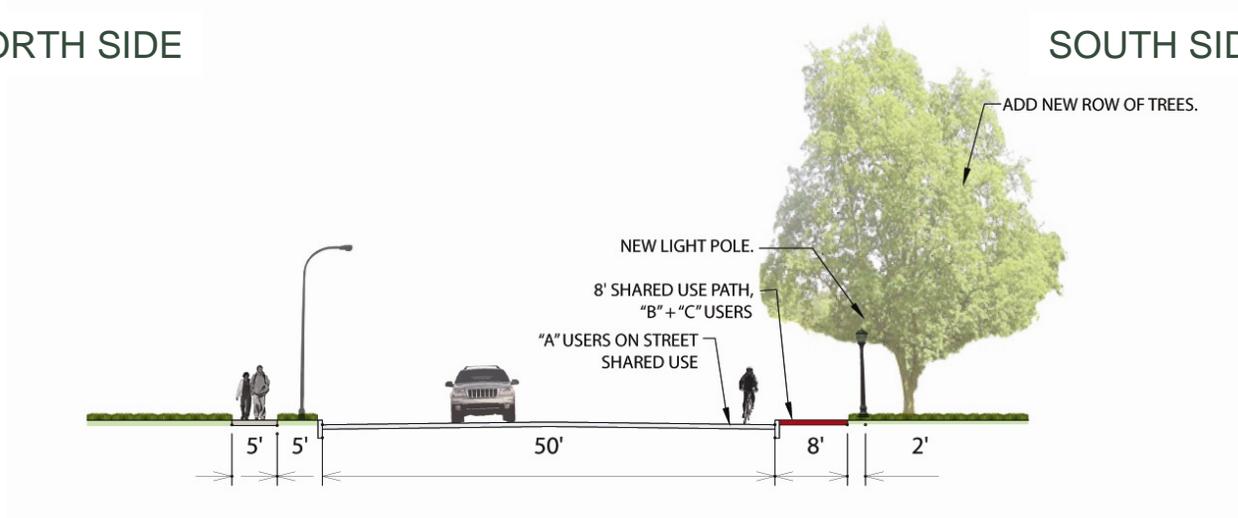
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE



PREFERRED ALTERNATIVE CROSS SECTION

THE HUB: INDUSTRY ROAD TO ALGONQUIN PARKWAY CONNECTION

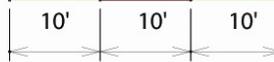
NORTH SIDE

SOUTH SIDE

ADD NEW ROW OF TREES,
BOTH SIDES.

ADD NEW LIGHT POLE.

10' SHARED USE PATH
"B" + "C" USERS.



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007

City of Parkers

COLORADO AVE.



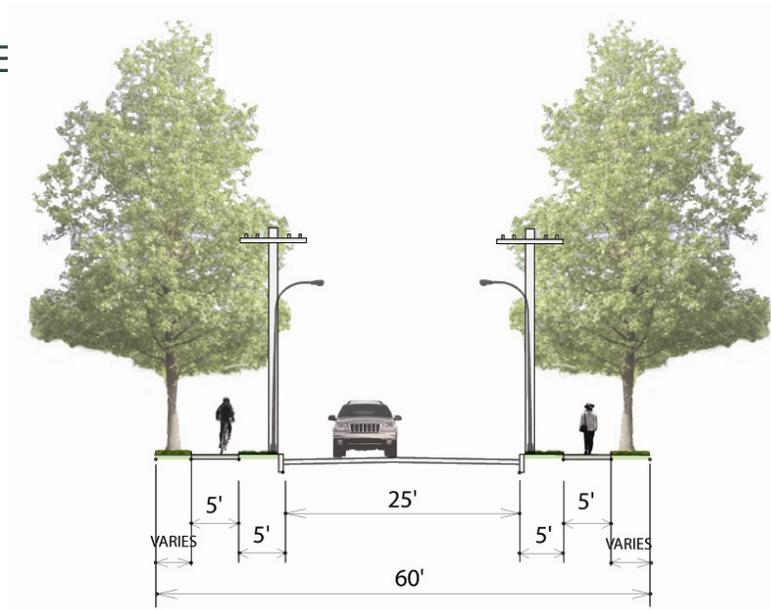
The **HNTB**
Team

 **Louisville**
METRO

THE HUB: COLORADO AVENUE

NORTH SIDE

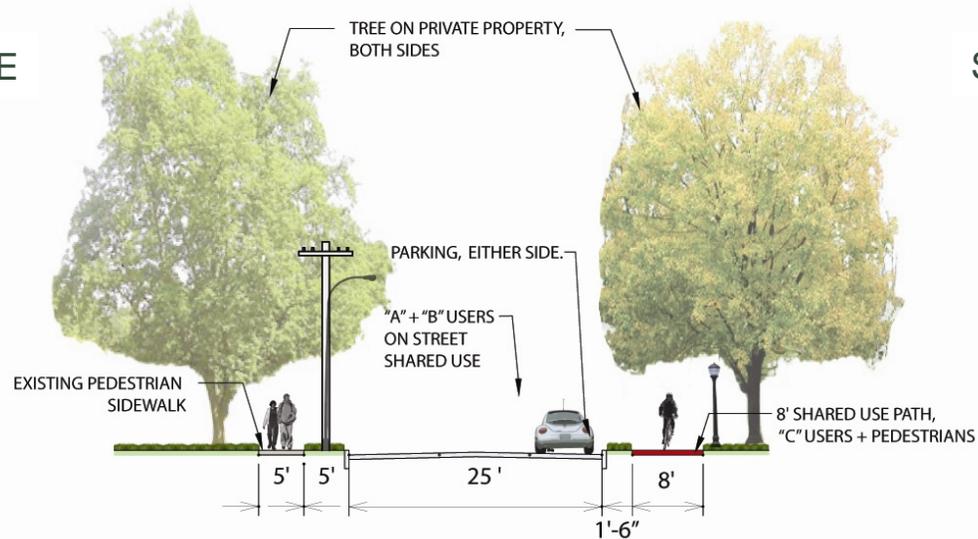
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2012-2030

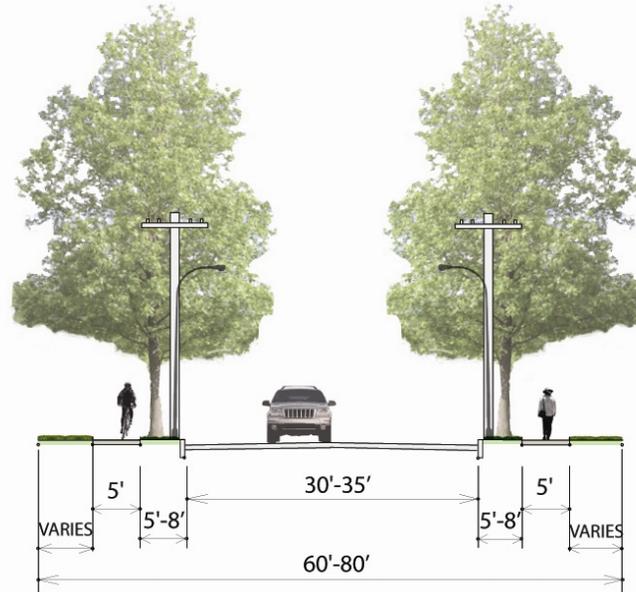


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Louisville

THE HUB: RODMAN STREET

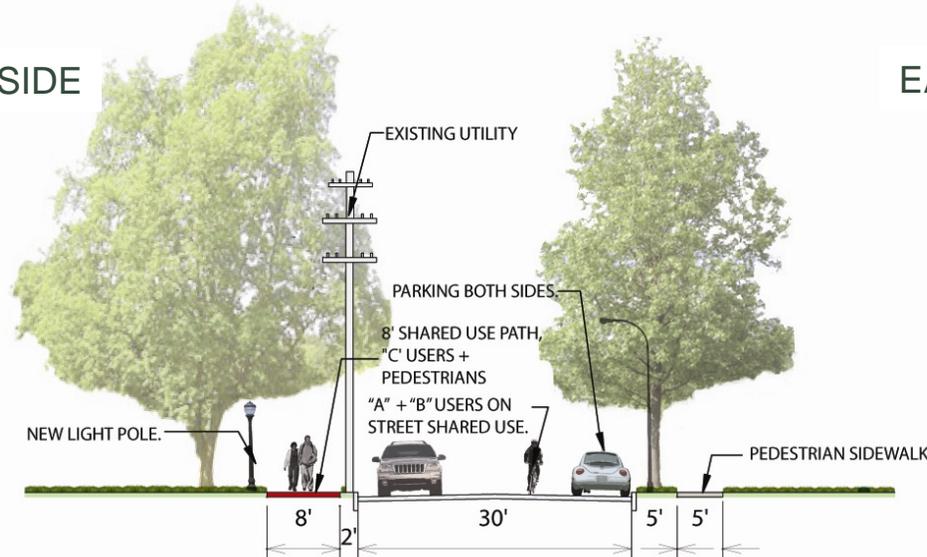
WEST
SIDE



EAST
SIDE

EXISTING CONDITION CROSS SECTION

WEST
SIDE



EAST
SIDE

PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2012-2037



RODMAN - AFTER

The
HNTB
Team


Louisville

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



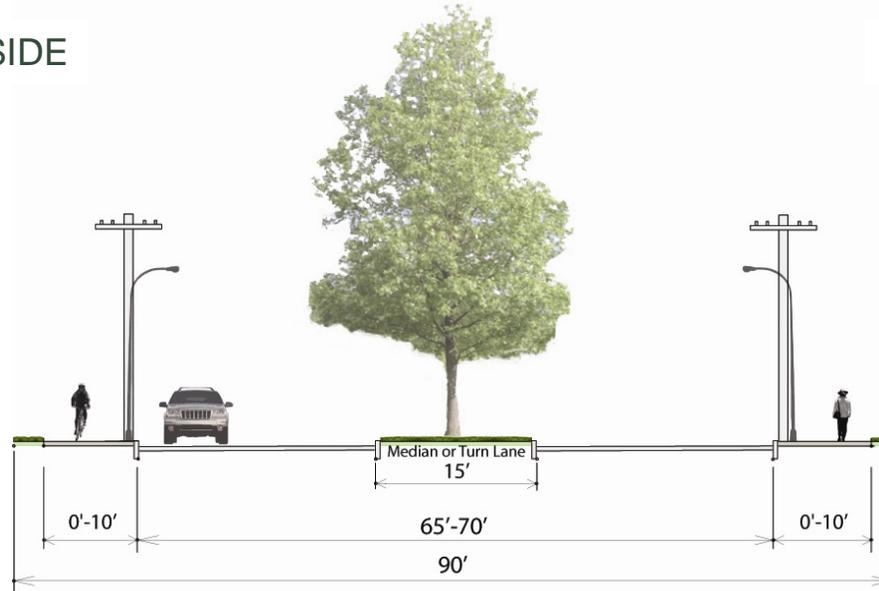
The **HNTB**
Team

 **Louisville**
METRO

THE HUB: CENTRAL AVENUE AT CHURCHILL DOWNS

NORTH SIDE

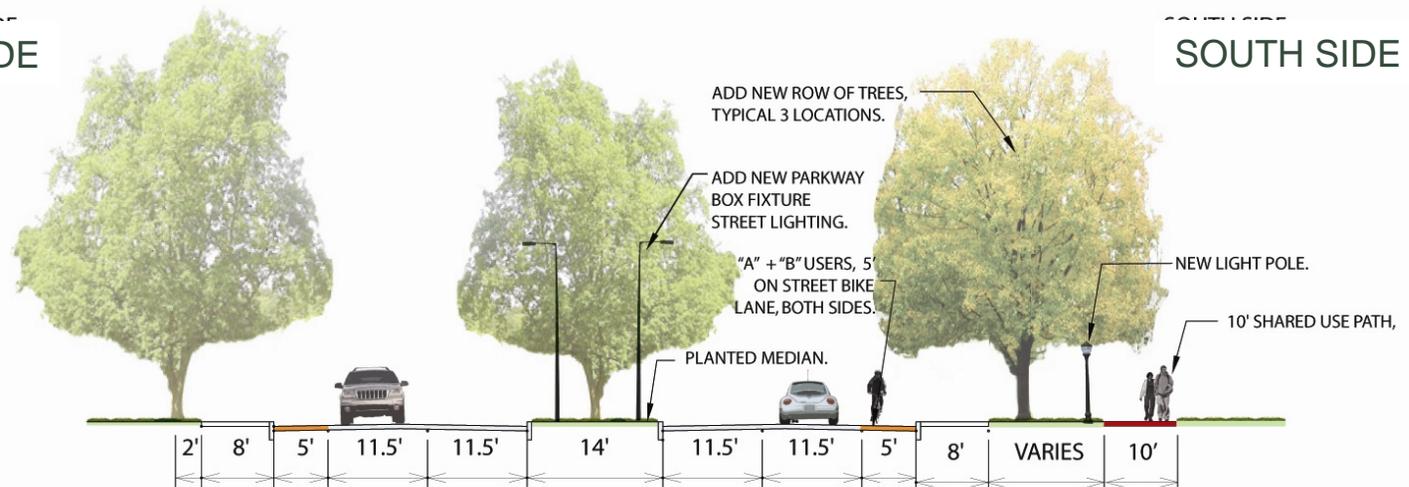
SOUTH SIDE



EXISTING CONDITION CROSS SECTION

NORTH SIDE

SOUTH SIDE

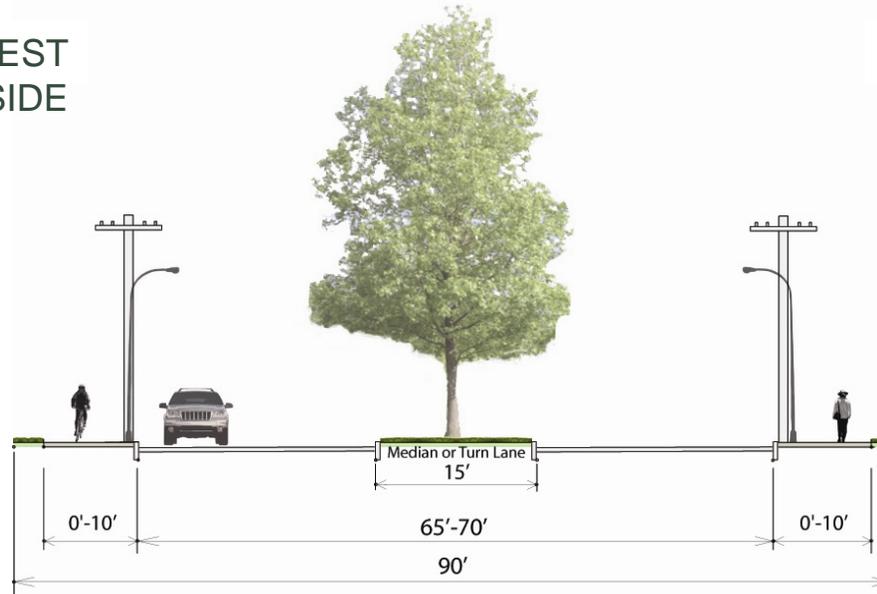


PREFERRED ALTERNATIVE CROSS SECTION

THE HUB: CENTRAL AVENUE AT FLOYD

WEST
SIDE

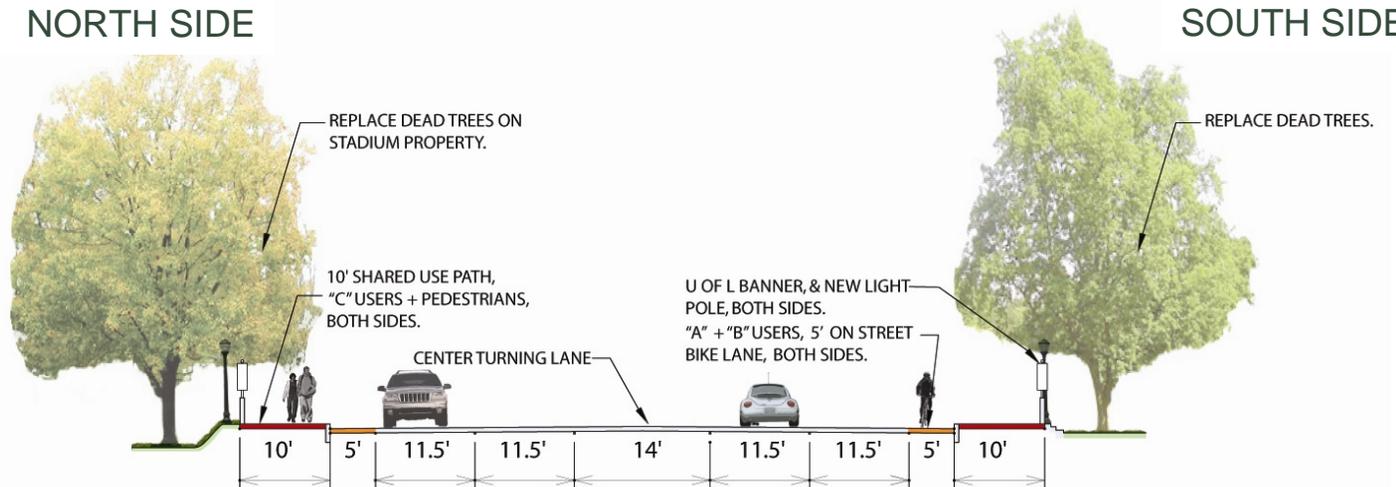
EAST
SIDE



EXISTING CONDITION CROSS SECTION

NORTH
SIDE

SOUTH
SIDE



PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2012-2030



CENTRAL - AFTER

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 07



FLOYD ST.

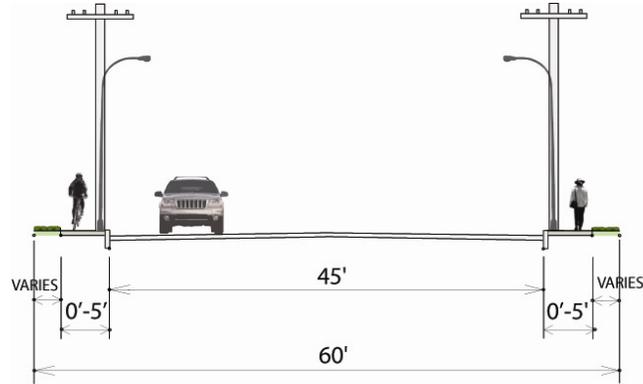


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 METRO
Louisville

THE HUB: FLOYD STREET

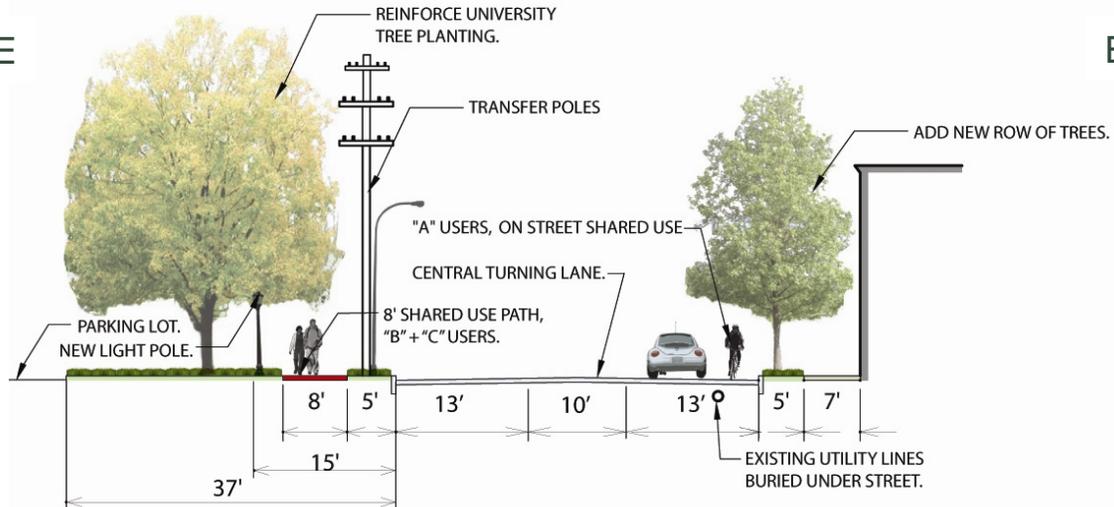
WEST
SIDE



EAST SIDE

EXISTING CONDITION CROSS SECTION

WEST SIDE



EAST SIDE

PREFERRED ALTERNATIVE CROSS SECTION

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 07

City of Parks



FLOYD - AFTER

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HNTB
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METRO
Louisville

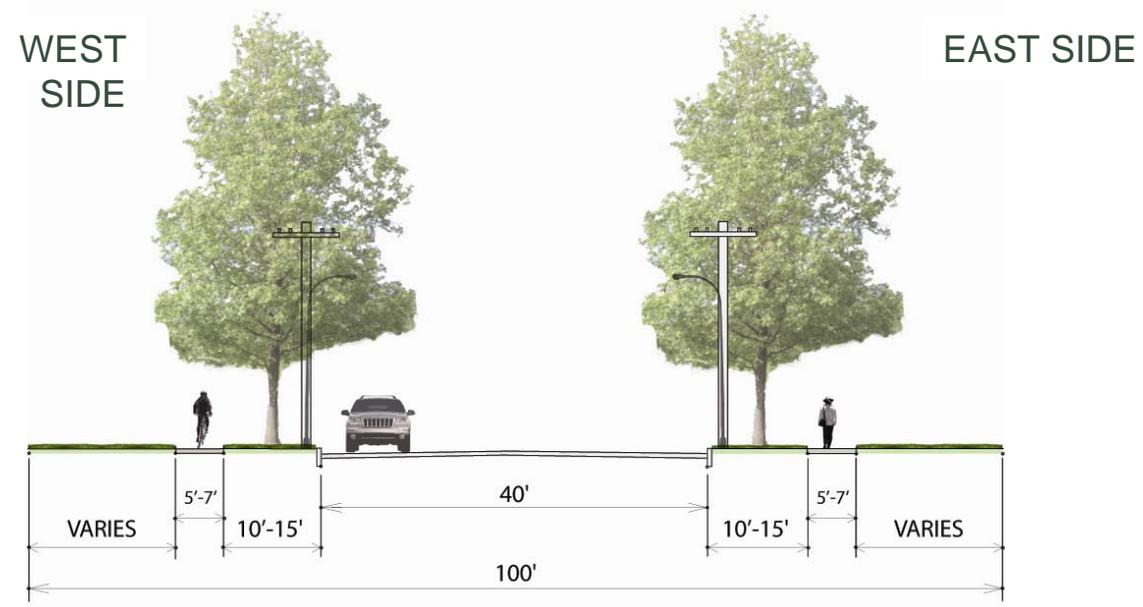
OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



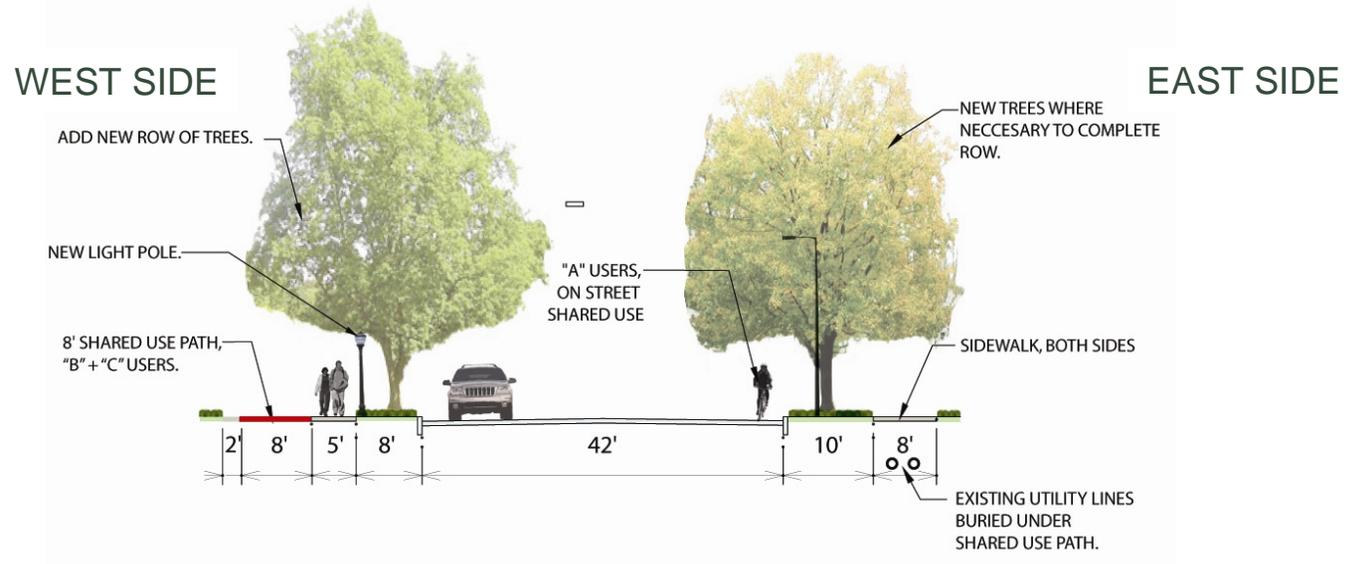
The **HNTB**
Team

 **LOUISVILLE**
METRO

THE HUB: 3RD STREET- EASTERN PARKWAY TO CENTRAL AVENUE

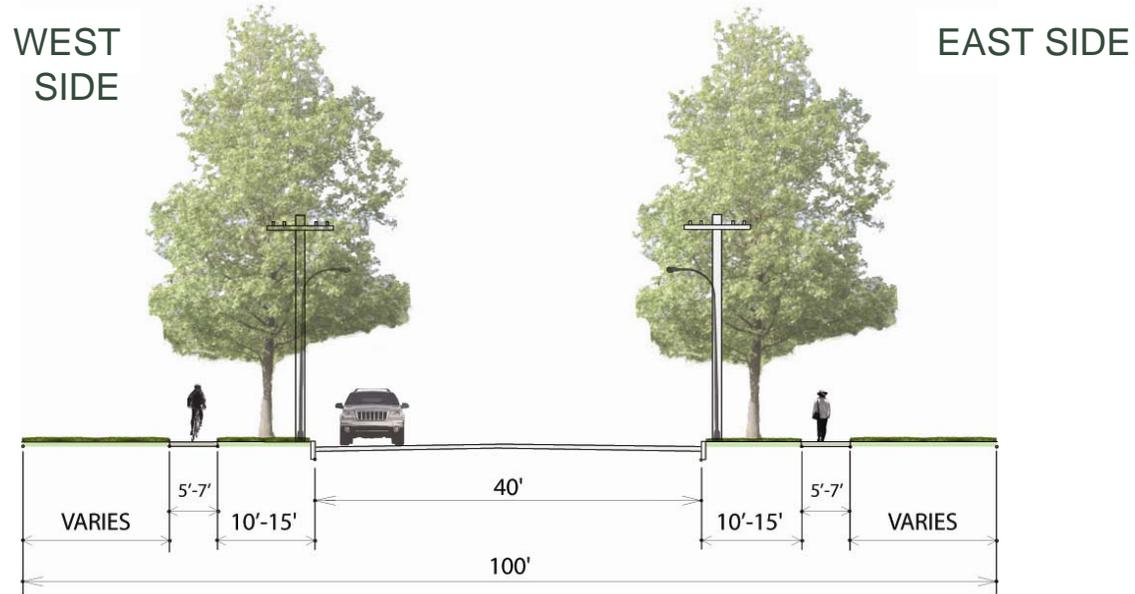


EXISTING CONDITION CROSS SECTION

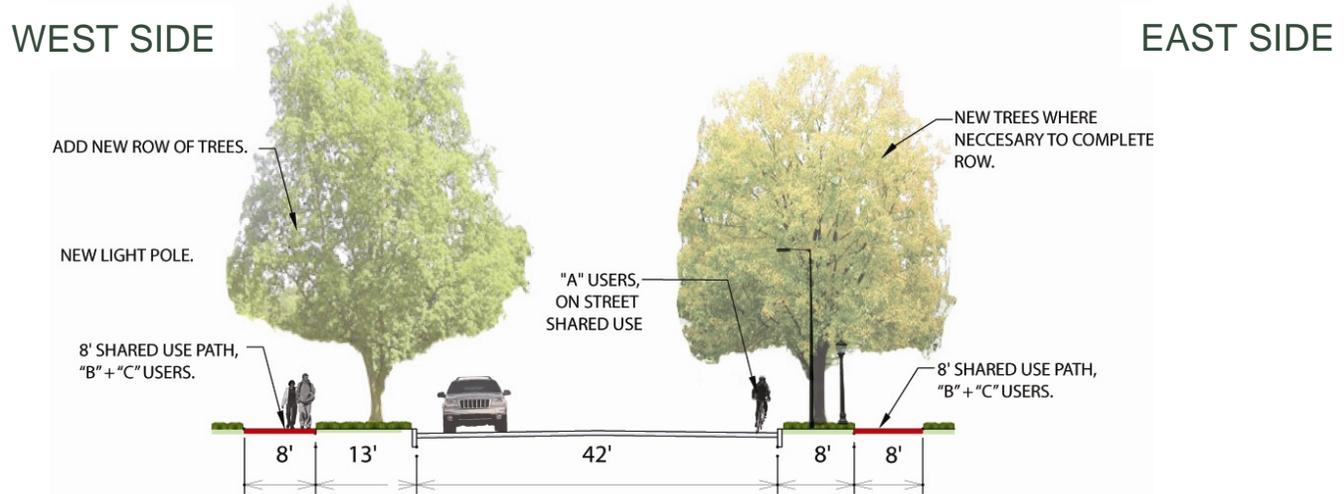


PREFERRED ALTERNATIVE CROSS SECTION

THE HUB: 3RD STREET- CENTRAL AVENUE TO WAYSIDE PARK

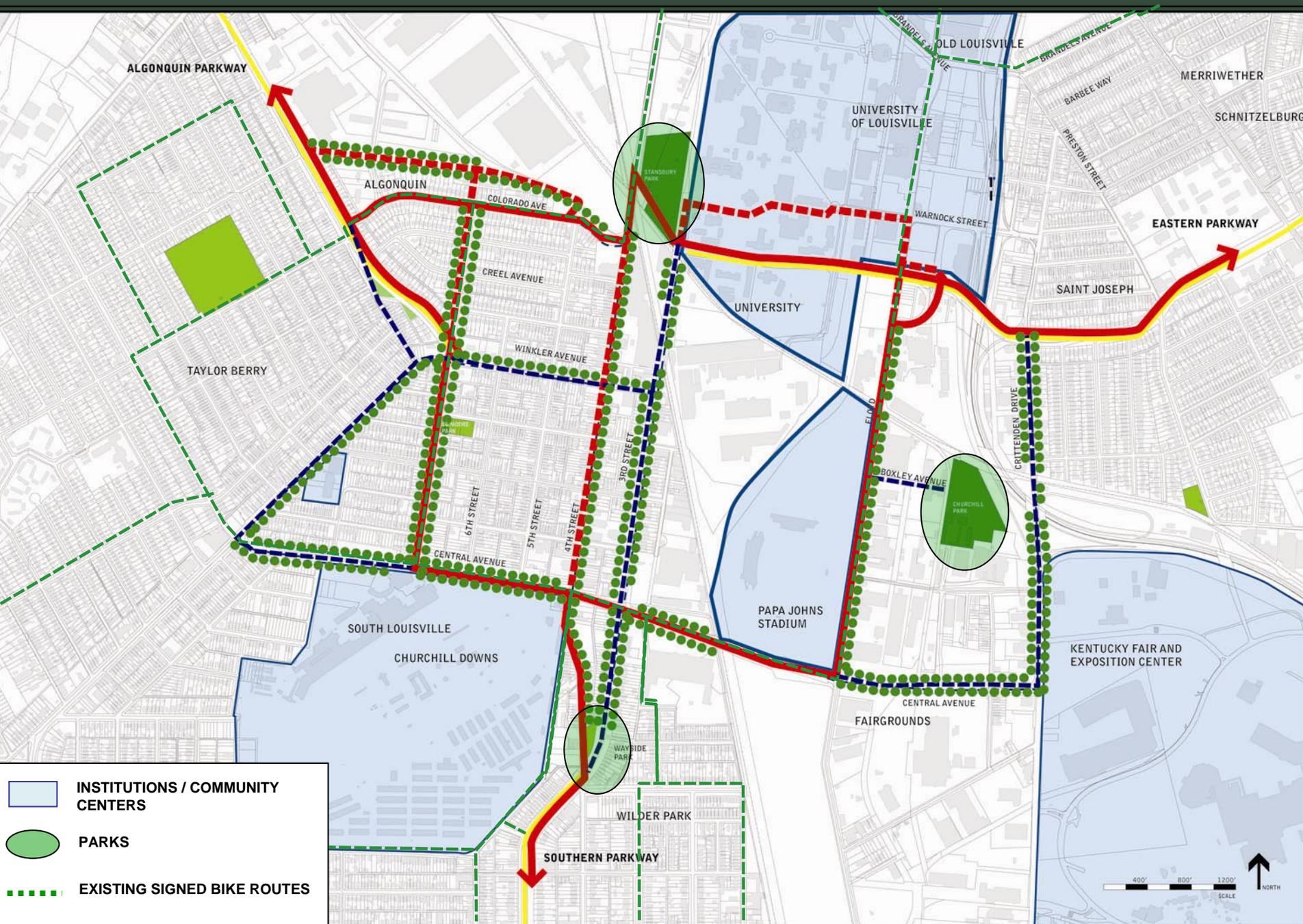


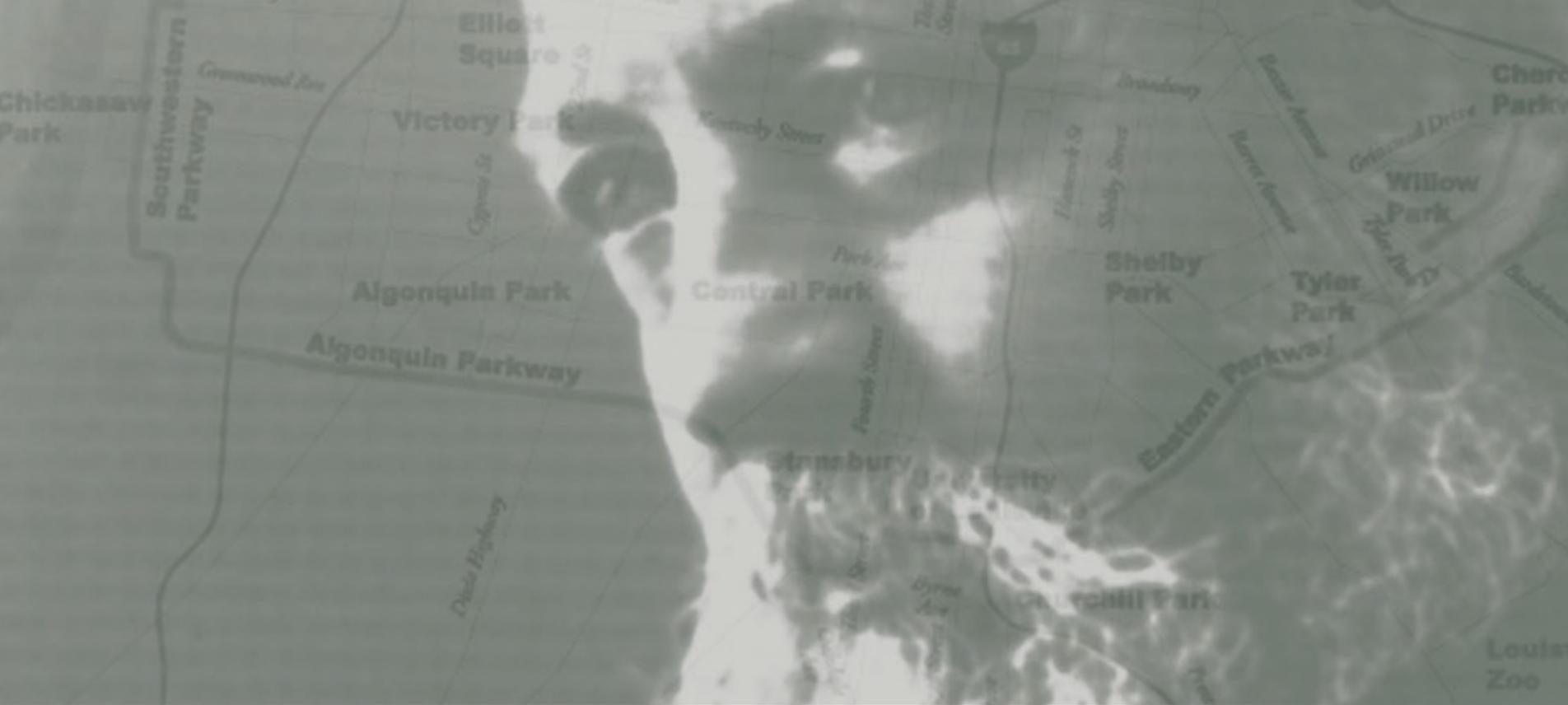
EXISTING CONDITION CROSS SECTION



PREFERRED ALTERNATIVE CROSS SECTION

"HUB" CONNECTIONS

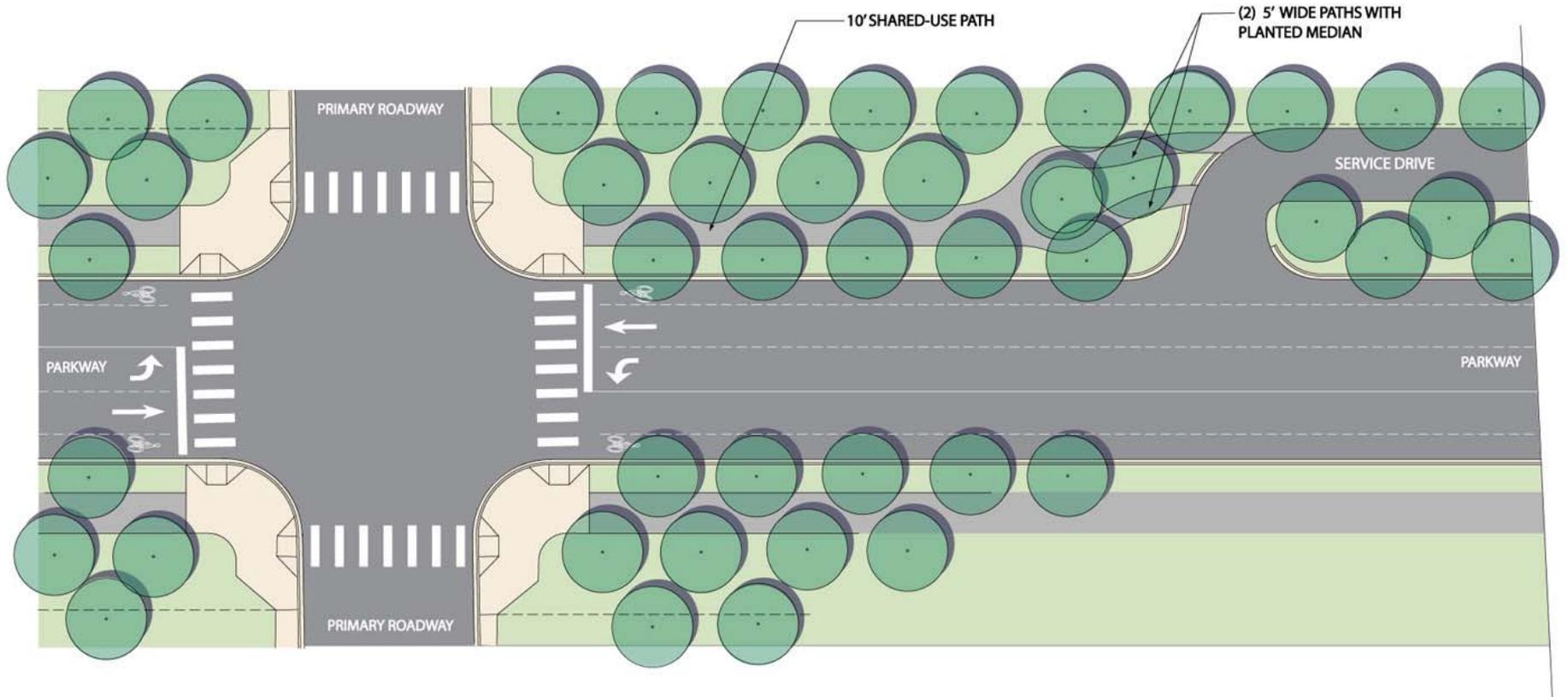




INTERSECTION DESIGN

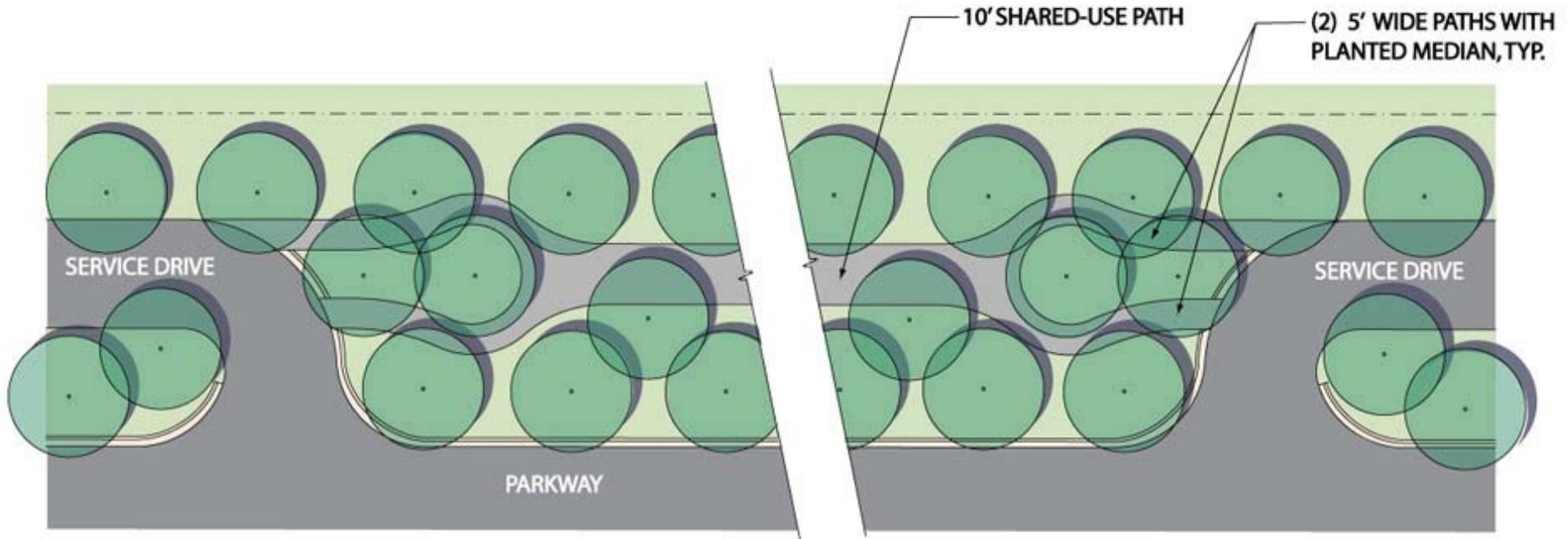


ALGONQUIN & SOUTHERN TYPICAL INTERSECTION PLANS



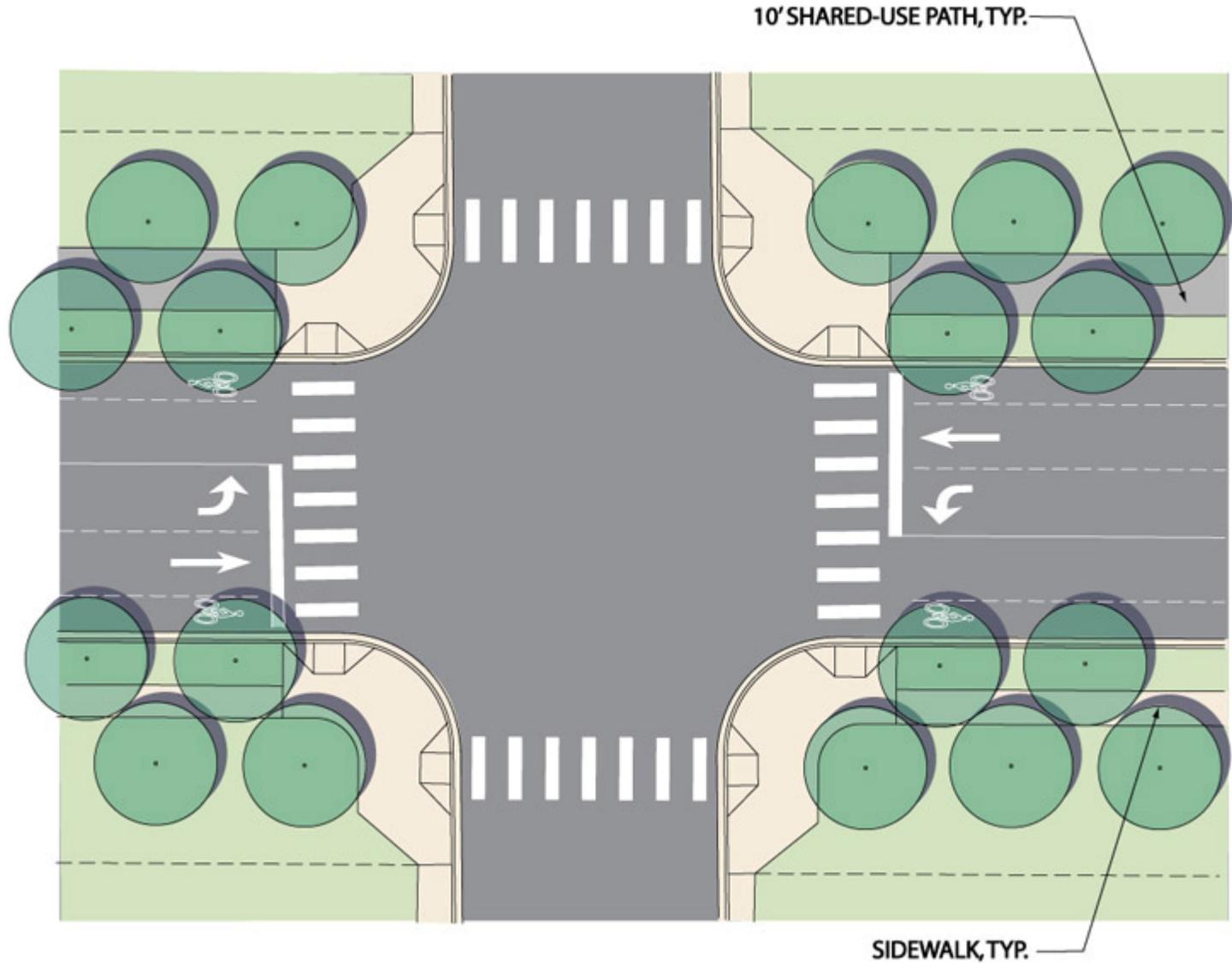
Parkway and Service Drive Return Connection

ALGONQUIN & SOUTHERN TYPICAL INTERSECTION PLANS



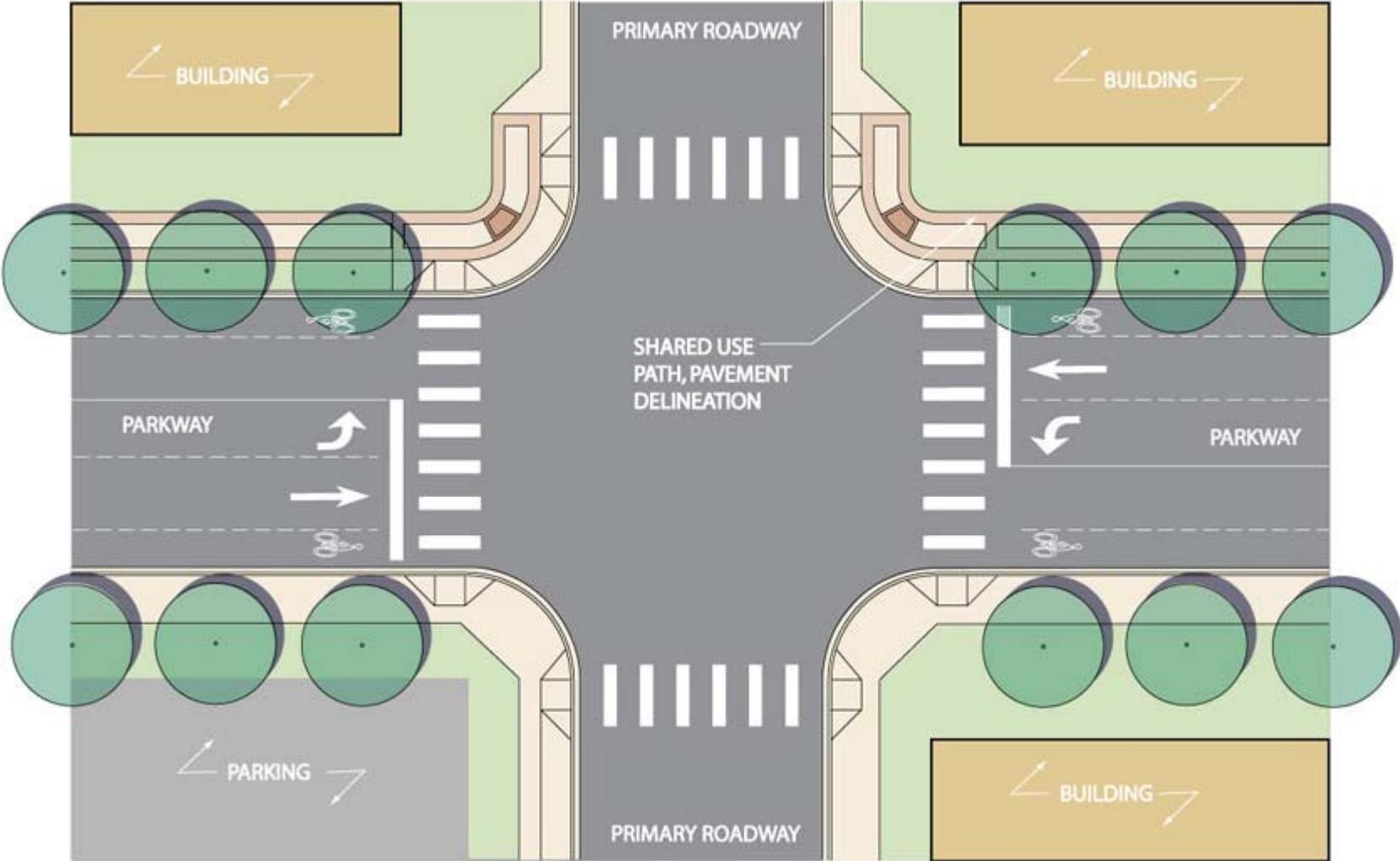
Shared Use Path Between Service Drives

EASTERN & SOUTHWESTERN TYPICAL INTERSECTION PLANS



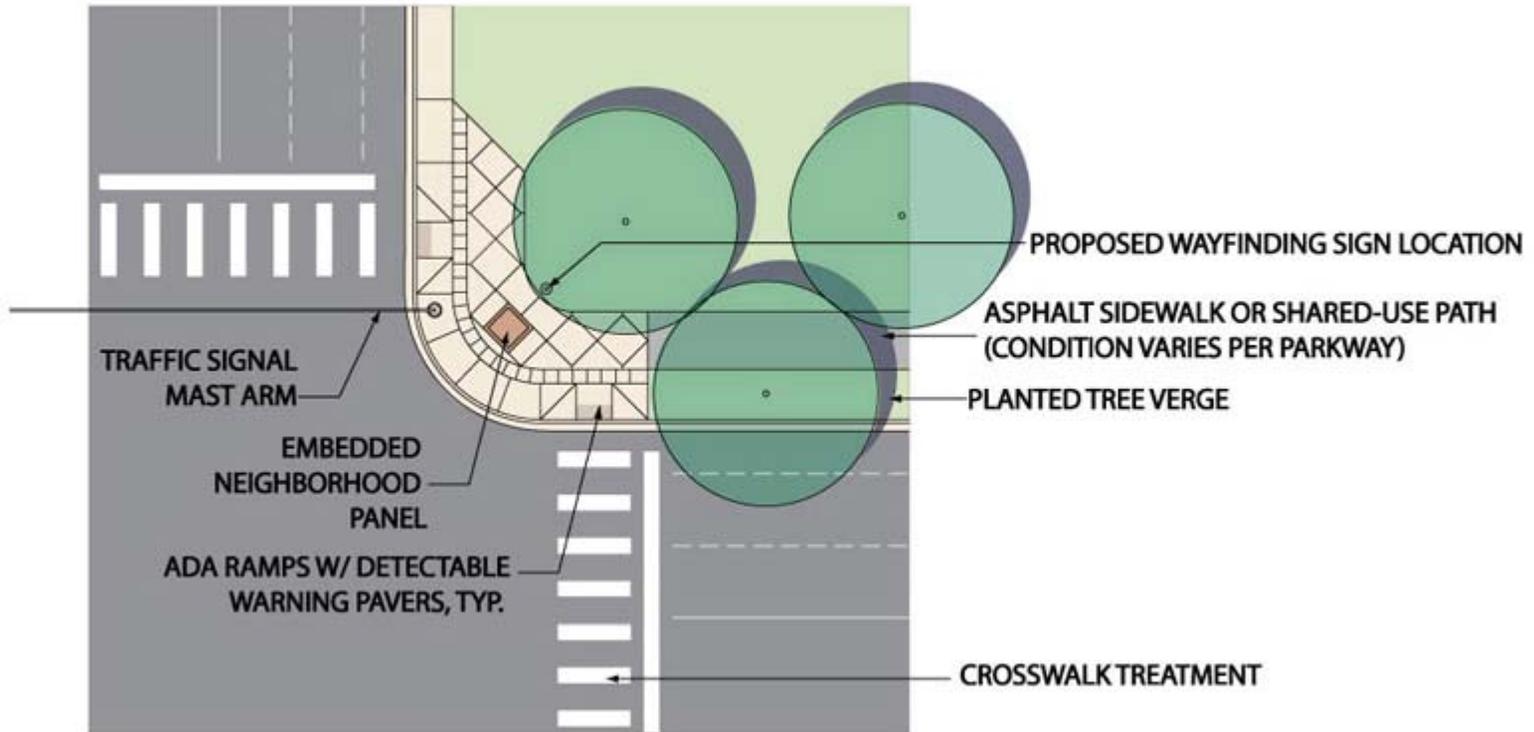
Parkway with Dedicated Left Turn Lanes

HUB TYPICAL INTERSECTION PLANS

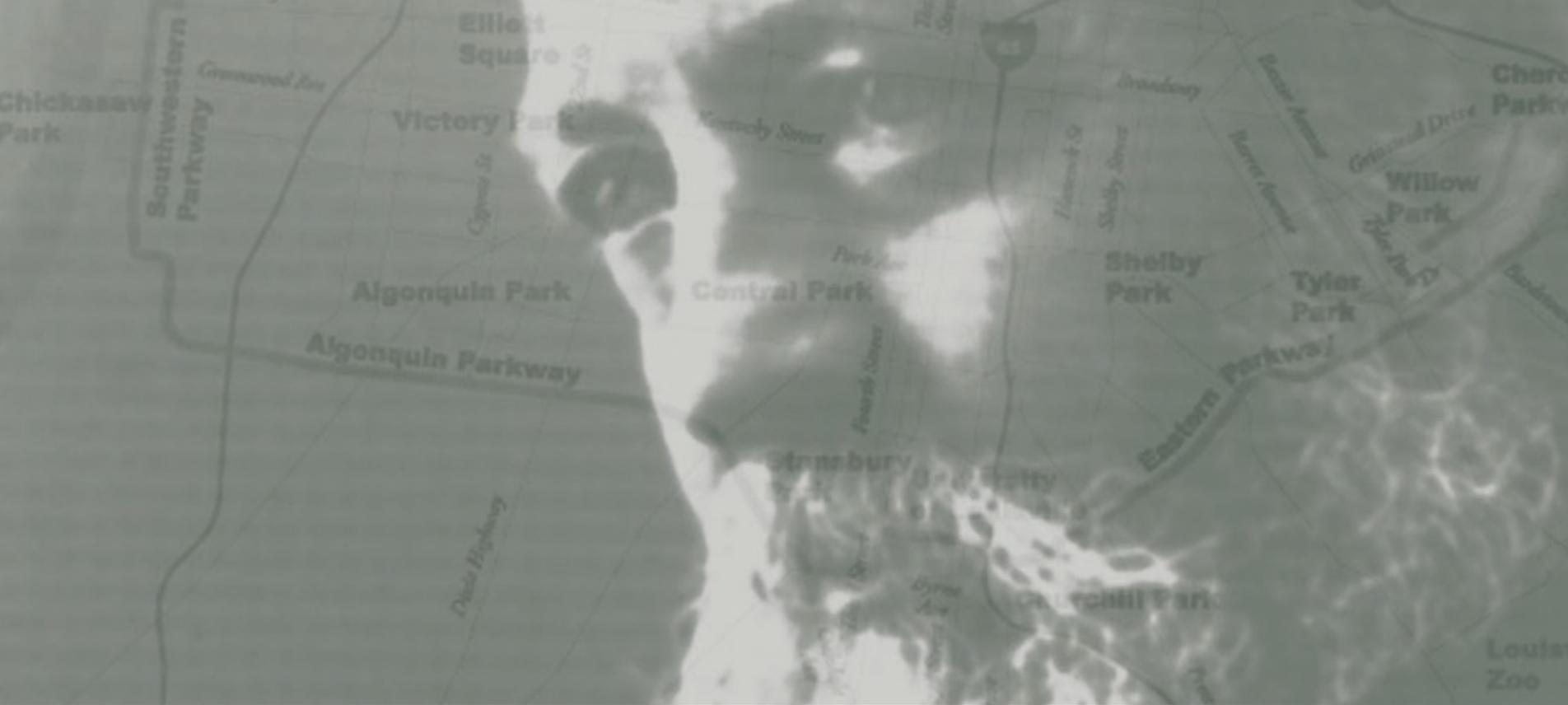


Shared Use Path at Typical Intersection

TYPICAL DETAILS



Typical Intersection Corner Treatment



PEDESTRIAN AMENITIES



PEDESTRIAN AMENITIES

Items recommended by Louisville Metro Parks and Recreation:



Bench

Manufacturer: Landscape Forms

Model: SC3005-BS-72

Color: Stormcloud

Trash Receptacle

Manufacturer: Landscape Forms

Model: SC5002-24-33

Color: Stormcloud



Accessible Fountain w/ Pet Fountain

Manufacturer: Murdock Fountains

Model: M-80-PF

Color: Forest Green or Black



OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007

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Louisville

PEDESTRIAN AMENITIES

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



Bike Rack:

Manufacturer: Creative Pipe

Model: Inverted "U" racks- Model WU

1.5" dia. pipe

Surface Mount or In Ground

www.creativepipe.com

800.644.8467



Light Fixtures:

Cut-off HADCO fixture,
energy efficient

Manufacturer: HADCO Lighting

Model: - City of Louisville Olmsted Fixture
Type V Wide Refractive Globe (R54)
(with optional housings)

www.hadco.com

800.331.4185

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Typical Light Fixture.

PEDESTRIAN AMENITIES

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



Recommended Bus Shelter
– existing TARC Standard

Location for possible
Interpretive signage

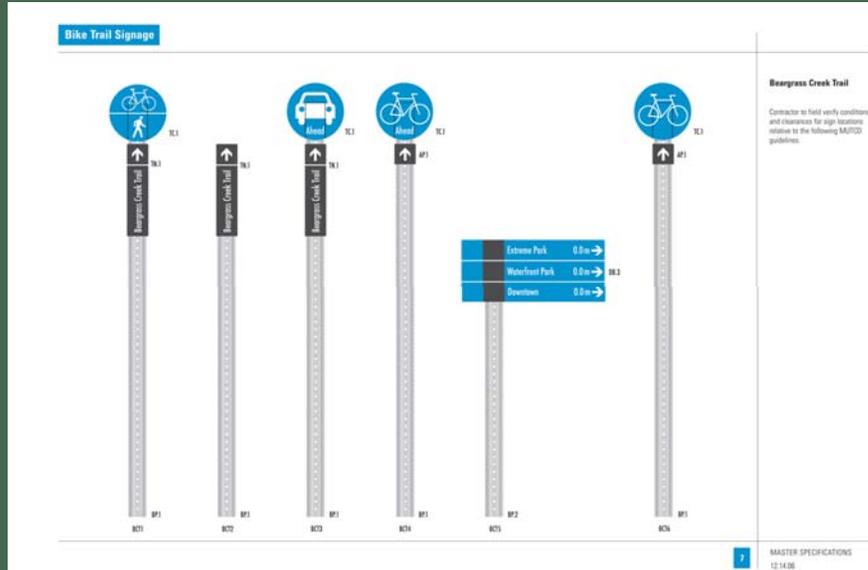


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PEDESTRIAN AMENITIES

OLMSTED PARKWAYS MULTI-USE PATHWAY
 SYSTEM MASTER PLAN 07

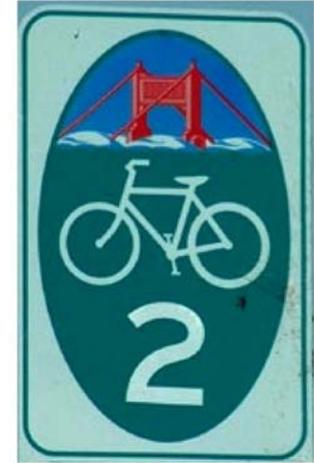
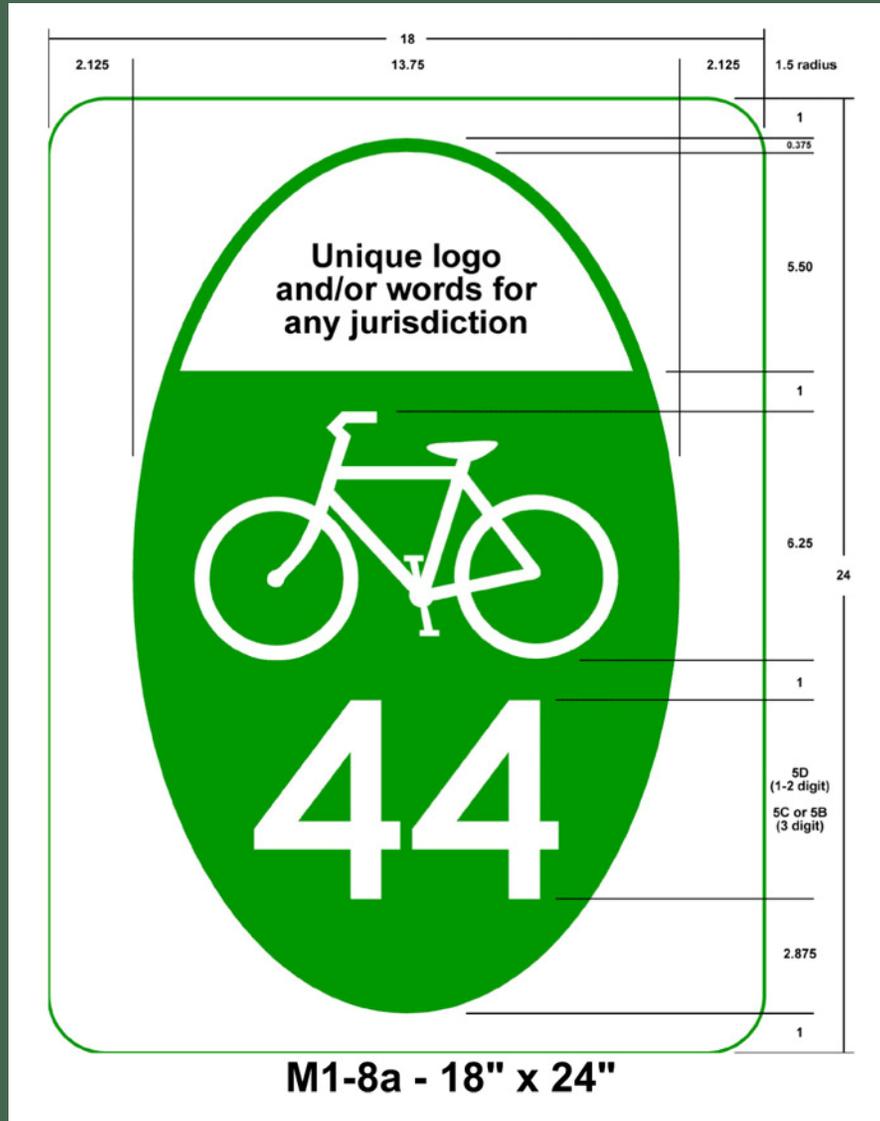


Existing Signage Systems



PEDESTRIAN AMENITITES

OLMSTED PARKWAYS MULTI-USE PATHWAY
 SYSTEM MASTER PLAN 2007



San Francisco, California



Oakland, California

Examples of MUTCD signage that can be adapted to each city.

PEDESTRIAN AMENITIES

The arrow signs and supplemental plaques used with the M1-9 sign shall have a white legend and border on a black background.

Insert the following signs into existing Figure 9B-4:



D1-1



D1-1a



D1-1b



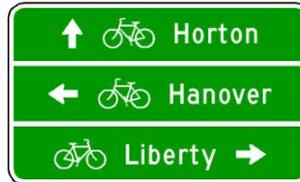
D1-1c



D1-2b



D1-2c



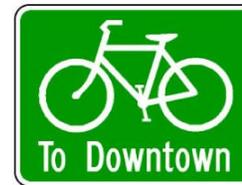
D1-3b



D1-3c



D3



D11-1c

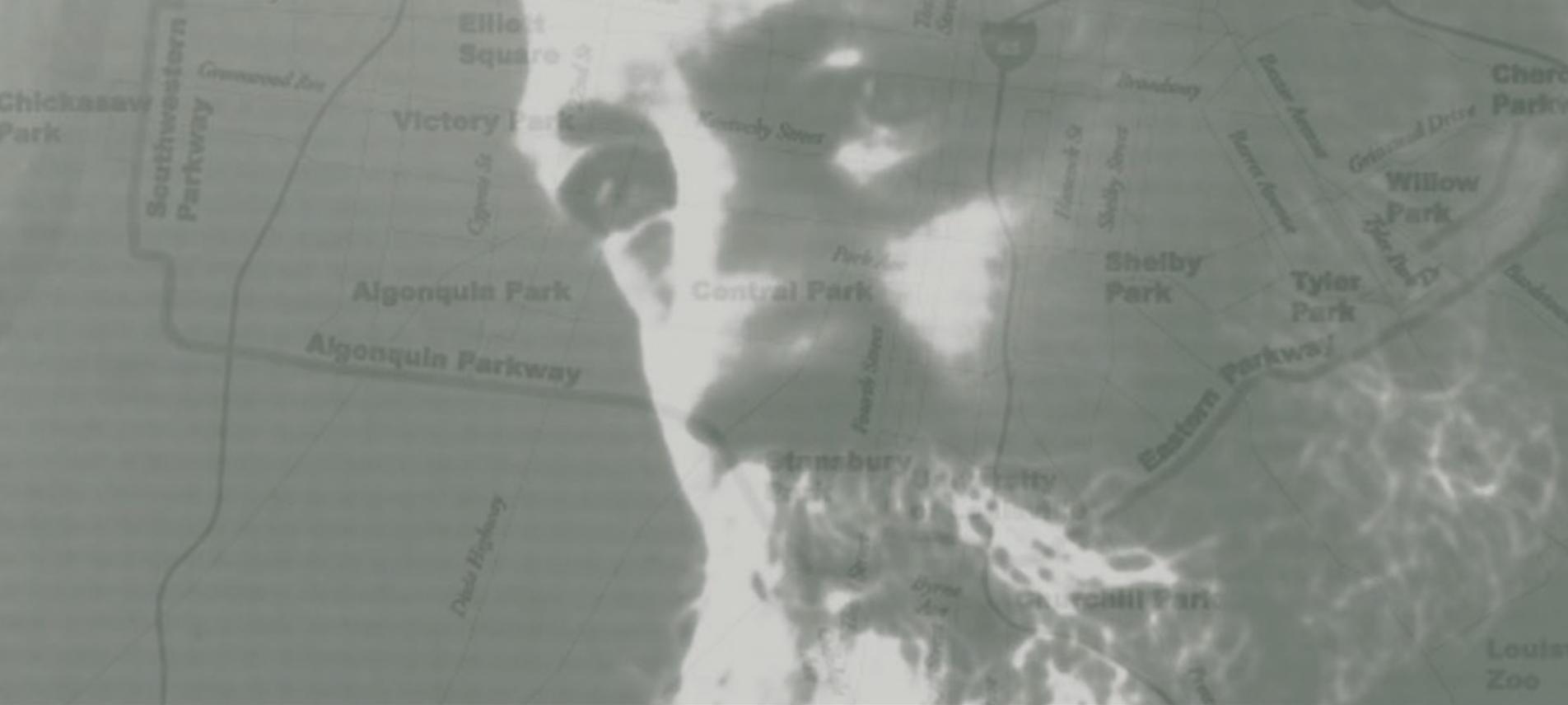
Examples of bikeway guide signs that have been approved for the next edition of the MUTCD

PEDESTRIAN AMENITIES

OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007



Examples of Existing Embedded Signage



MATERIALS



MATERIALS: Turf and grasses

LOW MOW / NO MOW GRASS



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all images copyrighted by Wildflower Farm

Low Mow / No Mow Grass

- Environmentally Friendly
- Drought Tolerant
- No fertilizers or chemicals required
- Less vulnerable to grubs
- Grows in full sun, part shade and even deep shade
- Reduces mowing time or don't mow at all

MATERIALS: Paving Materials

Shared Use Path in the Parkways

Concrete

Porous Asphalt

Bituminous Asphalt

Ground Tire Rubber

Compacted Stone Fines



OLMSTED PARKWAYS MULTI-USE PATHWAY
SYSTEM MASTER PLAN 2007

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MATERIALS: Paving Materials

Porous Asphalt

Recommendation

Use porous asphalt for pilot projects first to see how well it functions and how well it is maintained before applying to all Parkways.



MATERIALS: Paving Materials

Shared Use Path in the HUB

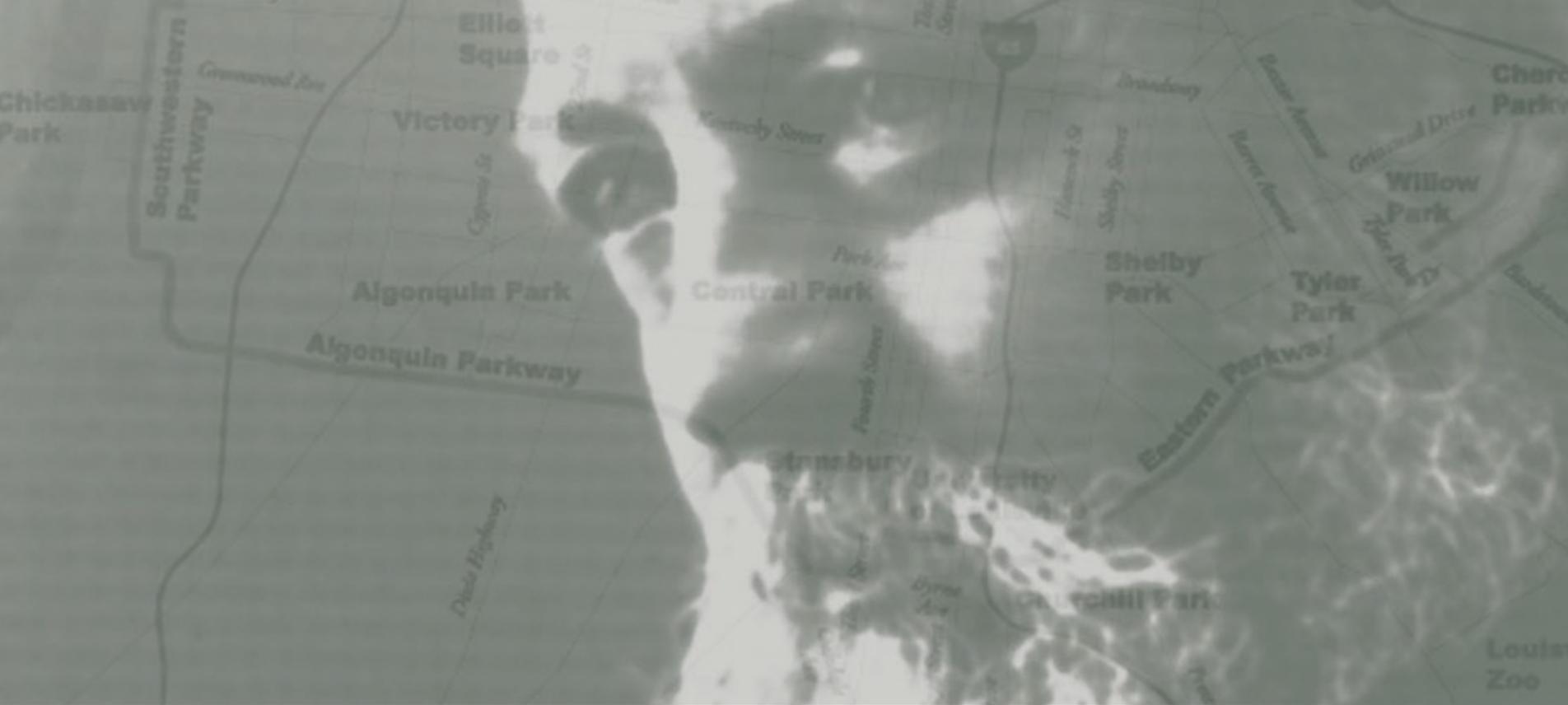


Concrete path with brick edging

or



Asphalt path with exposed aggregate edging



NEXT STEPS

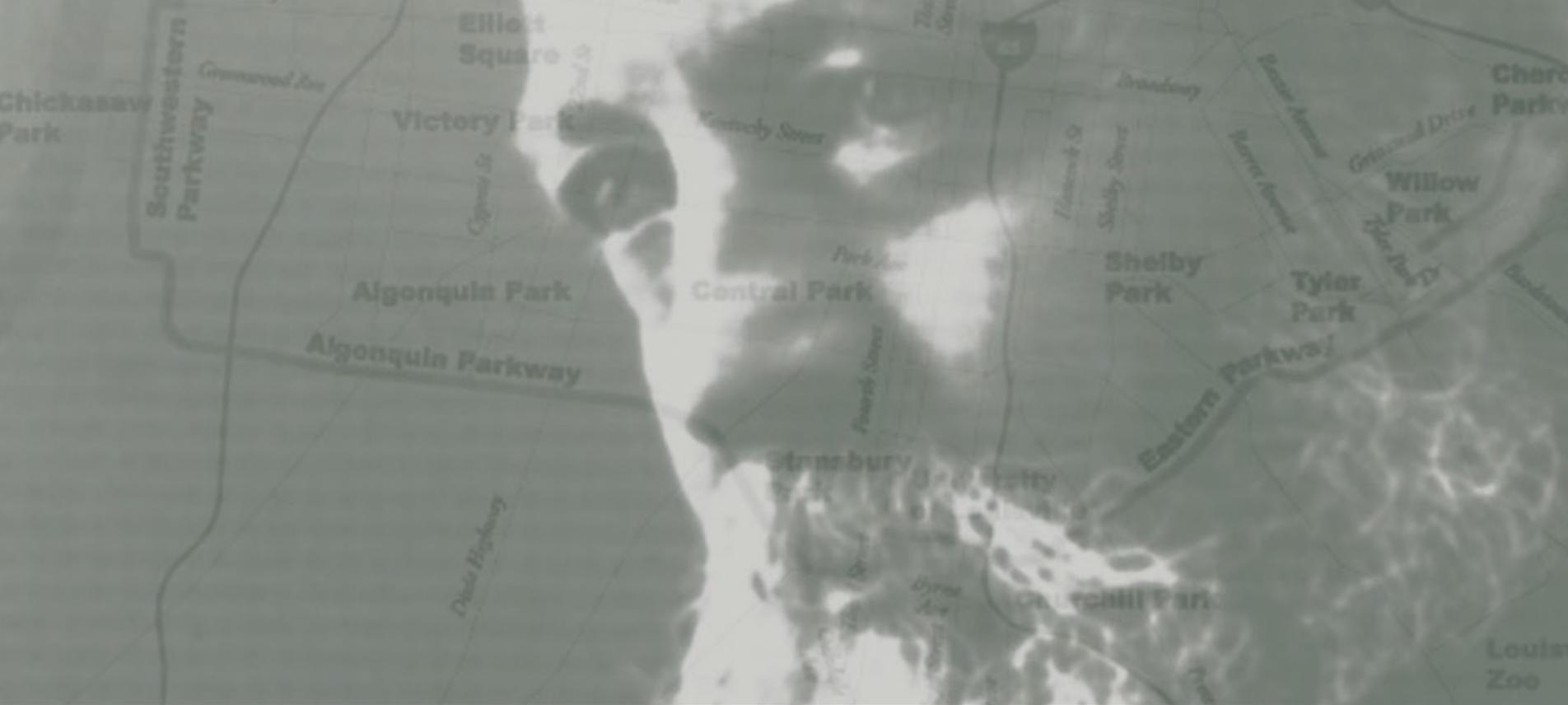


NEXT STEPS...

- Route alternatives and recommendations have been presented
- Finalize alignments
- Determine costs
- Develop action plan for implementation
- Present draft master plan to staff
- Present draft master plan at public meeting in October
- Prepare final master plan report and present to Metro Parks in November

EXPECTED OUTCOME

Community-owned set of master plan alignments and elements.



QUESTIONS AND DISCUSSION





Olmsted Parkways Multi-use Pathway System

October 23, 2007: Public Meeting #3
Master Plan

