



Feedback on the *Move Louisville* Candidate Projects

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Introduction

CART applauds the Move Louisville Project for providing opportunities for public participation in the project development process and to make feedback along the way. The sheer volume of candidate projects and the lack of project details at this juncture makes a thorough examination difficult but we want to take advantage of this opportunity to provide feedback at this critical stage. In our view the Move Louisville project is very likely the best chance in the coming decade or more to make a substantial difference in transportation choices for our community and to influence development patterns throughout Metro Louisville.

The mission of CART is to advocate for an environmentally sustainable, socially just, multi-modal transportation system that provides affordable access and regional connections to all race and income groups. Sustainability in our view is driven primarily by the need to address anthropogenic climate change¹ through local transportation choices that mitigate greenhouse gas emissions and provide adaptive co-benefits that reduce air and water pollution, preserve green spaces, and build resilience to potential regulated and unregulated risks associated with carbon costs, energy shocks, and extreme weather events. Social justice means facing the reality of our community's long standing structural racism² resulting in segregation of populations based on demographics, inequitable distribution of public transportation funds, and historical choices that physically divided the community. The feedback in this document is true to that mission.

This feedback is based upon information from two primary sources: The Move Louisville Interactive Candidate Project Map³ and The Draft Candidate Projects List.⁴ When we refer to

¹ The scientific basis, risks, adaptation and mitigation opportunities relating to transportation are available in detail throughout three primary IPCC AR5 publications here: <http://ipcc.ch/report/ar5/index.shtml>. Last accessed April 22, 2014.

² Wiecek, William M. (2012) Structural Racism and the Law in America Today: An Introduction. Kentucky Law Journal Vol. 100, Number 1

³ Accessed from http://www.louisvilleky.gov/NR/rdonlyres/5A52E755-920E-4C3E-AC96-2CB415FC7A3F/0/Move_Louisville_DRAFT_project_list_20140314.pdf. Last accessed via search of www.louisvilleky.gov April 14, 2014.

other sources we reference those documents. We developed a simple analytical system and evaluated only a small portion of the projects, some in combination. Our metrics are thoughtful and should be considered a very preliminary “first pass.” They are subjective in many ways but with further information the ability to score projects will improve. What we found was that projects like street cars, Bus Rapid Transit (BRT), public transit fixed infrastructure, bicycle and pedestrian facilities, and complete streets improvements associated with “Smart Growth” principles, equity, sustainability, and neighborhood enhancement, score best. Projects associated with sprawl, like new roads and interstate expansions are generally incompatible with neighborhood enhancement, equity, and sustainability and rank low. Credit is given for growth associated with road and highway expansion but it is often not Smart Growth.⁵

Rapid transit with fixed infrastructure is a powerful catalyst for smart economic growth. Entrepreneurs recognize opportunities at nodes of public transit connectivity just like they do around the four corners of an interstate interchange. In our city’s urban core and suburban centers of activity, there is no better way to communicate that a location is open for business than building a transit station, hub, or similar fixed amenities. There is no better solution to revitalizing areas of poverty than a commitment to permanent, high value mobility infrastructure like streetcars, light rail, and BRT. We believe the rewards will far outweigh the costs on multiple levels, especially in the long term. There is no doubt that marketing material that pitches Louisville’s possibilities will place images of street cars on the front cover alongside the Twin Spires. That cannot be said for a new highway ramp.

Low cost, high value, integrated bicycle and pedestrian facilities should be high priorities in the near term. There are numerous bicycle and pedestrian projects in the candidate list and the visual representations of complete streets in the published presentations are compelling. Bicycle and pedestrian facilities have multiple benefits and score high on connectivity, sustainability, equity, fiscal responsibility, and health and safety. Bicycle, pedestrian, and complete streets projects score high on neighborhood enhancement though the benefits are often intangibles like improved “sense of place” and “livability.” There is an abundance of evidence that a community’s “bikability” and “walkability” scores are important to professionals considering opportunities in new cities.⁶

A Note on Our Metrics

Following the General Comments section below is a table that lists projects that we evaluated using the seven Move Louisville goals. The ratings are based on a simple point system for each

⁴ Accessed from <http://www.louisvilleky.gov/economicdevelopment/MoveLouisville/DraftCandidateProjectMap.htm>. Last accessed April 15, 2014

⁵ What is Smart Growth? <http://www.smartgrowthamerica.org/what-is-smart-growth> Last accessed April 14, 2014

⁶ For example, A Data Driven Case for Walkability. <http://www.theatlanticcities.com/neighborhoods/2012/04/data-driven-case-walkability/1757/>. Last accessed april 11, 2014

goal category that results in a priority rating of High, Medium or Low. The system is explained in detail in the last section following the table beginning on page 25. We attempted to be thoughtful and reasonable but our ratings are heavily value laden. The good thing about the seven goals is that everyone assessing a project, regardless of their value priorities, is required to consider each goal thoughtfully.

The most difficult goal to assess at this stage is “Maintain Fiscal Responsibility.” Most of the small projects can be responsibly implemented for relatively low cost and have locally high benefits. Most of the large projects will be judged fiscally responsible or not by cost/benefit and Return on Investment (ROI) analyses. That cannot be reasonably done until project scope is determined. Fiscal discussions often conflate economic growth measured by GDP with prosperity. GDP is increased by both new highway construction activity, the burden of ongoing maintenance, and extension of companion infrastructure (water, sewers, fire, and police, schools, electricity) but costly negative externalities like the health consequences of additional air pollution like the high incidence of asthma, water pollution, increased energy costs, and increased demand for transit by schools and public transit consumers also add to GDP but subtract from community wellbeing. Inequitable and un-capitalized costs of sprawl like loss of ecosystem services, loss of local agricultural land, loss of rural culture, and enabling the continuance of structural racism subtract from the prosperity of the community as a whole and are not usually calculated in conventional cost/benefit analyses. We are hopeful that using the seven stated goals will compel the inclusion of these externalities in all project analyses.

There are many projects in the Move Louisville project list that have presumably already been approved by the KIPDA policy makers. By adding them to the Move Louisville list we assume they will now be subject to the same scrutiny as others on the list. This is good news because most projects in KIPDA’s Metropolitan Transportation Plan (MTP) were not subject to such a deep and wide analysis. Utilizing comprehensive metrics to vet transportation projects will help citizens better understand a process that normally lacks transparency. Move Louisville project ROI determinations (including MTP projects) must give weight to all seven stated goals. Conventional, sprawl inducing projects must be compared fairly with Smart Growth options that will revitalize neglected urban areas, provide greater mobility options to areas of high poverty, reduce pollution, and address climate change, a task that the Move Louisville team will need to enumerate. We expect qualitative “intangible” costs and benefits like ecosystem services and quality of life to be incorporated as well.

General Comments

Detail in project descriptions is inadequate for high level understanding of logistical and fiscal opportunities and barriers. We understand that the project map and project list are drafts. We ask that before decisions are made final regarding which candidates move forward and which projects are assigned priority that the public have an opportunity to review a more detailed project list. The list contains approximately 634 rows of data. Each row is presented as a discrete project but upon further analysis we find that there are often connections (child projects) and projects that are intimately connected to other projects without indications for a

reviewer to make those connections.⁷ For example, there are incomplete descriptions ending with asterisks with no indication of how to find the missing portion unless it is in the MTP. Referring to the MTP is excessively burdensome to the average citizen. The result is that the reviewer is required to make inferences that could be incorrect and draw conclusions that may be ill informed.

Public Transit facilities in Central Business District, West Louisville and South West Louisville should take precedence over highway projects in the East and Southeast where billions have been spent on highways in the last decade. Major highway projects such as the Louisville Southern Indiana Ohio River Bridges Projects and many others have been mostly for the benefit of Eastern and South Eastern Jefferson County. This pattern has perpetuated poverty, structural racism, and limited mobility options for impoverished areas of the city. This pattern contributes to suburban sprawl and does not conform to smart growth principles. Priority should be given to projects in the south and west sections of the county.

Inclusion of MTP-1650 (Street Rehabilitation in Louisville Metro Rehabilitation of 143 miles of roads), MTP-1437, 1438, 1440, and 1441 (pavement rehab) should not be included in Move Louisville Vision because it is routine maintenance of non-specific roads. It could be construed to eliminate visionary projects as not fiscally responsible because of the need to address ongoing maintenance. Creating a transportation vision for Metro Louisville requires that maintenance of existing infrastructure be acknowledged but budgeting for maintenance within the vision is inappropriate. The capital structure and priority of how and when to build and maintain a visionary, integrated system that meets the seven Move Louisville goals should be addressed after the direction and scope of future infrastructure is determined. The United States set the visionary goal of landing a man on the moon in 1962 and then made a plan that achieved that goal. The vision came first.

While integration may be inherent to the idea of connectivity choices, it should be explicit. System users should know where the nodes of connectivity are located, accommodations at the nodes, and facilities that connect to nodes. In an earlier communication⁸ with the Move Louisville project team it was suggested that integration was implied in projects that addressed the high level connectivity goal. That misses the point. Other than the superstops and three hubs, the map does not indicate nodes where multiple modes of mobility intersect in a planned and integrated way. An integrated system is one that identifies how system users get to their destination, by what modality, and where those opportunities intersect. It is the location of nodes of intersection that drives economic development. Designate transit nodes on the map that illustrate integrated transportation opportunities. High quality nodes integrate rapid transit, bus, bike, pedestrian, and auto parking (Remote lots and Park and Ride) facilities.

⁷ See for example Project id's MTP-1916, MTP-479, MTP-480 and B-100

⁸ Email communication between Patti Claire and Terrell Holder et al. April 1, 2014. "I think these are the right goals and that system integration is inherent in connectivity choices."

The Move Louisville project team should work to identify and consolidate discrete projects into larger integrated projects. A great many of the discrete projects on the map could be better represented as elements of single projects (see row labeled “Baxter Station Intersection” in Table 1 below). By consolidating discrete projects into larger, integrated projects, redundancies and efficiencies emerge and can be addressed. There are several items in Table 1 that were combined for this analysis but there are too many possibilities to be addressed at this stage. The next iteration of the interactive map and project list could have far greater project consolidation, far fewer entries and better descriptions while retaining discrete components.

The Eastern and Western transit Hubs are transformational ideas but it is not clear how they would connect with each other and the network as a whole. This comment is a subset of the two previous comments and because of its great potential warrants further consideration. The development of fixed public transit infrastructure is critical to economic activity that inevitably will result from those commitments. It is therefore essential to know how these hubs are integrated into the system as a whole. We envision these hubs as key nodes in a network of major transit corridors. That vision needs to be clearly articulated and mapped. Perhaps key transit corridors and connections could be illustrated using different primary colors as in rail and subway routes in other cities.

There are several street car lines proposed in downtown to the West End and New Albany, and along the Dixie Highway corridor. These are viable locations with significant transit demand and existing rights-of-way. They would significantly improve safety and local air quality, reduce oil dependence and greenhouse gas emissions, and improve mobility for the underserved. Street cars will also attract development to areas desperately in need of income, as light rail and street cars have done in other cities. However; the street car projects in the draft (TR-001-004) are independent of each other and integration within the larger system is required. Integration creates advantages of scale.

We prioritize fixed electric rail and streetcars over Bus Rapid Transit because of long term maintenance advantages, better Transit Oriented Development (TOD) potential, and because electricity is agnostic about the fuel source. However, BRT requires lower initial capital costs than rail and provides much needed rapid transit and fixed infrastructure and to varying degrees BRT facilities stimulate TOD. BRT equipment can be adapted for alternative fuels and electric power systems. Street cars and BRT score high on our metrics in all categories.

Extend Main Street Streetcar west to Shawnee Park. This streetcar line may anchor Central Business District (CBD) transit connections however it would be an incredible economic boon to West Louisville if it extended to Shawnee Park. The reasons for terminating the line at 15th street are unclear.

Extend Complete Streets plans the full length of Broadway. Integrate with Broadway BRT. Broadway is a critical urban corridor. Both East and West Broadway need CS improvements to facilitate revitalization. This could be achieved in part by extending CS-023 all the way to

Shawnee Park and considering synergy with the Broadway BRT. Beyond complete streets and BRT, the current Hybrid Land Development Code governing Louisville development is inadequate for comprehensive redevelopment of Broadway neighborhoods. Sections of Broadway and adjacent neighborhoods (SoBro, Broadway from 15th through 34th Streets, Barret to Preston) would be perfect proving grounds for Form Based Codes where bottom-up, human scale, multiuse neighborhood plans free from Euclidian Zoning could be developed.

There is a glaring absence of projects in West Louisville south of Broadway (perhaps Market St.), north of I-264, East of Southwestern Parkway, and west of 15th St. There is great need for CS improvements, bicycle facilities, and transit facilities of all kinds in the south west corner of the old city. Street signs are missing in many areas. This area requires more attention.

Projects from The Eastern Thoroughfare Plan (2009)⁹ are prominent on the Move Louisville Candidate Map. Hundreds of millions of dollars would be required to facilitate the sprawling development of the remaining tracts of rural land in Jefferson County east and south of I-265, south of I-64 and northeast of Bardstown Rd. These projects score low in six of the seven project goals. The only goal that is met is Economic Growth but it is not Smart Growth. We recommend MTP-390 and MTP-953 be eliminated from consideration. Other new road projects (NS-017, RC-005, for example) in this area should be considered low priority until the CBD and centers of poverty have more equitable and better quality connectivity to jobs in existing activity centers.

The expectation according to the plan is population will increase from around 8,000 today to around 90,000 or more. The plan makes no mention of affordable housing or fair housing and currently no public transit exists in the area. The typically exclusive developments in the area would effectively bar low income individuals and families creating another suburban enclave for affluent residents while monopolizing resources that could be used for Smart Growth projects. This new development plan would require addition (and maintenance) of sanitary sewers as well as water, electric, gas, and service (fire, police) infrastructure in addition to hundreds of millions of dollars in road construction.

We are supportive in general of the development of the Parklands of Floyds Fork and Louisville Loop Trail with the caveat that other multi use paths (i.e. Olmsted Parkways Multi-Use Path System) are of greater value because in addition to recreation, they provide connectivity to transit and activity centers and provide greater choice to the old city's diverse population. There is an abundance of substandard transportation infrastructure impacting mobility of hundreds of thousands people living in existing neighborhoods that should take priority. This can be accomplished to the economic benefit of public and private sectors as described in the publication "Choosing Our Community's Future: A Citizen's Guide to Getting the Most Out of New Development"¹⁰ by Smart Growth America and many other "smart growth" publications.

⁹ See [www.kipda.org/.../EasternThoroughfarePlan/EasternThoroughfare Final_Report.pdf](http://www.kipda.org/.../EasternThoroughfarePlan/EasternThoroughfare_Final_Report.pdf). Last accessed April 22, 2014.

¹⁰ See <http://www.smartgrowthamerica.org/guides/choosing-our-communitys-future-a-citizens-guide-to-getting-the-most-out-of-new-development/>. Last Accessed April 22, 2014.

In general, all on street bicycle lanes are acceptable and beneficial. We leave it to the committee to determine priority of bicycle projects. Bicycle facilities, both on street and off street multi use paths are beneficial and pass scrutiny of all seven project goals. Some have more utility than others. They are relatively inexpensive, rapidly implemented, and provide high value appeal to individuals and companies considering locating in Louisville.

Pedestrian access projects should be prioritized ahead of road projects, because they are a fraction of the cost and have such a broad benefit to the community. As important as bicycle facilities are, sidewalks should be prioritized ahead of them in general because sidewalks provide the most basic transit, allowing people to walk to transit stops and to work, shopping, and errands. Virtually everyone uses them to get from their car to their destination.

It's easy to see from the map which neighborhoods have active neighborhood associations, advocates, and/or interested individual citizens, but ALL areas need safe access for pedestrians and bicyclists, especially those without the human resources available to demand them. The entire Metro Louisville pedestrian system should be assessed for missing sidewalks and dangerous conditions for pedestrians that necessitate the rebuilding of sidewalks and identified locations should be added to the list. Meetings and comment periods will never elicit all the need. There should be sidewalks on both sides of all busy streets and on one side of less busy ones whether or not anyone has requested them (see the chart in the Complete Streets Manual¹¹). All transit routes need to have sidewalks on both sides and safe crossings for transit users at least every 1/8 mile.

Does absence from the Move Louisville list mean a project from another existing plan is eliminated from consideration? There are numerous plans (Dixie Highway, Portland, Clifton, Shawnee, etc.) that involved many hours of time, money, and energy. What will happen to ideas those plans?

Many of the projects on the project list do not have location information. The link to the list has been removed from the web site and is available only if you search making browsing projects difficult.

Existing off street multi-use facilities need to be shown on map (as streets are) so it's possible to see where proposed facilities would be connected.

We generally support one-way to two-way conversions to give more route options to bicyclists, to slow traffic, and generate more traffic to businesses along the streets.

Terms such as “super stop” and “transit hub” should be clarified.

¹¹ See http://services.louisvilleky.gov/media/complete_streets/complete_streets_manual.pdf. Last Accessed April 22, 2014

Improve unbuilt/unpaved alleys throughout the city where possible for pedestrian and bicycle use. If appropriate and needed, include alley improvements for vehicular use to improve parking opportunities.

Table 1. Evaluation of Select Transportation Projects on Move Louisville Candidate List Using Published Project Goals

Scale= Relative scale estimated based upon dollars and stakeholders; Con = Provide Connectivity Choices; S&H= Improve Safety and Health; Gro= Promote Economic Growth; Fis= Maintain Fiscal Responsibility; Env= Assure Environmental Sustainability; Nei= Enhance Neighborhoods; Equ= Assure Equity for All System Users; Tot=Total score; Priority=Score based. 6-7 = high, 3-5 = medium, <3 = Low.

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
MTP-1424, B-007, 008, 057, 058, MTP-1825, et.al.	Complete Street Enhancement, KY-155 Bicycle/ped Improvements , On-street Bicycle Routes, Taylorsville Rd ramp changes	Connectivity from the Highlands to Hikes Point, and J-town would be improved by these projects. All of these improvements should be integrated into development of a single (KY-155) corridor plan including continuous sidewalks and pedestrian facilities to enhanced transit with integrated modes at superstops at activity centers (Taylorsville Rd at Bardstown Rd., Hikes Point, Hurstbourne at Taylorsville Rd, J-town, Stone Lakes Dr.	Large	1	1	1	1	0	1	1	6	High
MTP-617, (incl. all sub-sets)	Louisville Metro Loop Trail	The Louisville loop trail is an important amenity that will raise the public profile of Louisville among competitor cities. It is also a facilitator of sprawl in rural areas of Jefferson County and inaccessible by public transportation.	medium	0	1	1	1	0	1	0	4	Medium
MTP-1273 (1109, 1900, 1902, 1839,1899)	Olmsted Parkways Multi-Use Path System	The Parkway multi use system is a good combination of recreational and connectivity choice as they provide crosstown access to transit corridors, recreational opportunities along and through Louisville's Olmstead parks and parkways, and equally benefit populations in east, south and west Louisville. Not clear where it ends on the east side of downtown and what facility it connects with. Could connect it to the Butchertown Greenway by turning it west at Beargrass Creek, thereby connecting it directly to the Louisville Loop/Riverwalk with a much more pleasant route. These improvements, along with companion mobility infrastructure, could	medium	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
		encourage infill and reduce sprawl.										
MTP-867	Conversion of the K&I Railroad Bridge into a new multiuse path across the Ohio River.	This project would raise the profile of Louisville among competitor cities, create much needed multi modal cross river mobility and serve low income communities. It would also integrate well with existing and planned transit on both sides of the river.	medium	1	1	1	1	1	1	1	7	High
MTP-389	I- 64: Add 1 lane in each direction from I-71 split to I-264	This is a mega project that would cost tens (perhaps hundreds) of millions of dollars. According to Move Louisville description it <u>would</u> impact the Cochran Hill Tunnel (differing from 2009 MTP-389 p170), increase automobile and truck traffic, and the accompanying air, water and noise pollution into and through the urban area.	Large	0	-1	0	0	-1	-1	-1	-4	Low
MTP-1916, MTP 479, & B-100	Frankfort Avenue-Shelbyville Road Transit Corridor (Baxter Ave to Eastwood) 18 miles.	This is one of the most important routes in Louisville for residential, commercial and other uses. Providing multi modal choices that would connect the CBD and West Louisville with activity centers (NuLU, Frankfort Ave, St Matthews, Oxmoor, Hurstbourne, Douglass Hills Middletown, Lake Forest) would be a boon to everyone along the route. TOD opportunities abound for multi-use, form based developments.	Large	1	1	1	1	0	1	1	6	Low

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
MTP-1910	Dixie Highway Bus Rapid Transit (BRT-Light)	Is this an alternative to TR-001 or companion? This is one of the most important corridors in Louisville for residential, commercial, and other uses. Providing multi modal choices that would connect the CBD and West Louisville with activity centers (Shively, Rockford Lane, PRP, Valley Station) would be a boon to everyone along the route. TOD opportunities abound for multi-use, form based growth. In theory, an integrated transit route from Valley Station to Eastwood is conceivable. Easy connections to Riverport are available. If fixed elements of BRT are included (stations, nodes, superstops, areas of fixed guidway, signal priority, etc.) this is an excellent idea. Would simulate much needed redevelopment along Dixie Hwy. Drivers, cyclists, and pedestrians on Dixie Hwy would have more connectivity options. Ratings are split - Low Fixed Infrastructure/ High Fixed Integrated BRT.	Large	0/1	0/1	1	1	0/0	0/1	0/1	2/6	Low/High
TR-001	Dixie Hwy Streetcar Street car along the existing FRR	Is this an <u>alternative to MTP-1910 or companion?</u> This is an excellent opportunity to build rail based connector from CBD to county line and beyond. Once built, re-development of Dixie Highway corridor would be greatly stimulated and drivers, cyclists and pedestrians along Dixie Hwy would have more connectivity options.	Large	1	1	1	1	1	1	1	7	High
T2 Light Rail Project	Light rail system from CBD to Outer Loop.	Reinstate. There is no mention of CBD to - UofL - Airport -UPS rapid transit project other than bus stop enhancements (TR-019). We believe it is critical for fixed guideway rapid transit serving this key corridor to Louisville International Airport be part of Move Louisville Vision.	Large	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
Baxter Station Junction	Baxter, Lexington, Liberty, Chestnut	Irish Hill/Downtown - This interchange is critical. With a potential East Hub (TR-007), Complete Streets Enhancements (CS-024), two intersection redesigns (IR-002 & IR-009), a major corridor and streetcar junction (TR-005, TR-004), Pedestrian Improvements (MTP-1887), and potential improvements along Lexington Road all of which we support. There needs to be a drawing derived from stakeholder input to clarify how all these projects will be integrated and linked together with pedestrian and bicycle facilities, necessary for access to transit.	Medium	1	1	1	1	0	1	1	6	High
EX-001	9th Street Expressway Removal Remove 9th Street expressway interchange.	Priority of multi-million dollar ramp removal is lower than fixed transit infrastructure (like Main St. Streetcar, West Hub, etc.) unless it can be demonstrated as a <u>necessary companion to transit and complete streets projects</u> . We acknowledge the necessity for freight route to Park Hill and other Industrial centers south of the river. We believe that adequate freight capacity and connectivity is essential to the continuing redevelopment at Park Hill and job creation in West Louisville. Ratings wo/w transit companion projects.	Large	0/1	0/1	1	0/1	0/1	1	0/1	2/7	Low/high
EX-002	12th-13th Street Interchange Construct a new interchange at 12th-13th	Priority of multi-million dollar ramp construction is lower than fixed transit infrastructure (like Main St. Streetcar, West Hub, etc.) unless it can be demonstrated as a <u>necessary companion to transit and complete streets projects</u> . We acknowledge the necessity for freight route to Park Hill and other Industrial centers south of the river. We believe that adequate freight capacity and connectivity is essential to the continuing redevelopment at Park Hill and job creation in West Louisville. Ratings wo/w transit companion projects.	Large	0/1	0/1	1	0/1	0/1	1	0/1	2/7	Low/high

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
EX-003, MTP-260	Oxmoor Farms Interchange; Bowling Blvd / Christian Way: Construct connector	Unnecessary interchanges. MTP-260 would suffice as cost and utility of interchange there is redundant in light of other opportunities and I-264 and Hurstbourne interchanges.	large	1	0	1	0	-1	-1	-1	-1	Low
EX-004	Bluegrass Commerce Interchange.	Unnecessary interchange. Utility of interchange there is redundant in light of other opportunities and Hurstbourne and Blankenbaker Rd. interchanges.	Large	1	0	1	0	-1	-1	-1	-1	Low
EX-006	Interchange Changes Change I-65 interchange at Crittenden Drive to Central Ave and I-64 interchange.	Typo - I-64 should be I-65. This is probably a good project that would better connect Stadium, Fairgrounds, UofL and Churchill Downs for automobiles. However, before scoping, rapid transit connectivity between CBD, UofL, and Airport should be priority. It would be tragic if a new, marginally useful interchange would negatively impact vital transit corridor.	large	1	1	1	1	0	0	1	5	Medium
TR-002	New Albany - Union Station Streetcar	This project in conjunction with the Main St Streetcar and 9th street redesign would provide core infrastructure necessary to stimulate redevelopment in Portland and the west end, facilitate cross river mobility and reduce congestion on I-64 bridge.	large	1	1	1	1	1	1	1	7	High
TR 003	Ohio River Streetcar along the Ohio Riverbank between Portland (the FRR east of 15th) and Zorn	This project in conjunction with the Main St Streetcar, New Albany Streetcar, and 9th street redesign would provide core infrastructure necessary to stimulate redevelopment in Portland and the west end, facilitate cross river mobility and reduce congestion on I-64 bridge.	large	1	1	1	1	1	1	1	7	High
TR-004	Main Street Streetcar between	Extend to Shawnee park. Minimum extension to 22nd St. Top priority. This signature project could begin the most powerful renaissance in downtown	large	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
	Market-15th and Baxter-Jefferson	Louisville in history.										
TR-005	Broadway BRT service on Broadway between Shawnee Park and Liberty-Chestnut	Details required. Signature Project. Does it increase service headway? Does it increase number of buses required? Does it create level boarding at superstops? Does it create fixed guideways at points along the route? What fixed infrastructure will enhance economic development west of 9th St?	Large	1	1	1	1	1	1	1	7	High
TR-007, TR-008	Eastern & Western Downtown Hubs	Excellent opportunity, along with one-way street realignments and multi modal infrastructure to integrate with Streetcars, BRT, Bike/Ped and Auto. Integration details are required and should be undertaken using a bottom up (charett) process.	medium	1	1	1	1	1	1	1	7	High
TR-009, TR-010, TR-011, TR-012, TR-013, TR-014, TR-015, TR-016, TR-017, TR-018	Dixie and Broadway Superstop, and other "Superstops."	Level of service needs to be better communicated. With accessible, level boarding opportunities, parking for bikes and cars, pedestrian access, these are excellent examples of fixed infrastructure that would stimulate development.	s/m	1	1	1	1	1	1	1	7	High
TR-019	Airport Stop Improvements	While good as far as it goes, there is no adequate substitute for rapid transit between the Airport, UofL, and CBD (integrated with East West Hubs.)	small	0	0	0	1	0	0	1	2	Low
TR-020	Transit Hub between Lexington Rd and Mellwood Ave Old River Metals	Conflicts with Eastern Hub?? <u>Not on the Map.</u> <u>Why here, if there is a hub serving several lines at TR-007?</u> This location serves only one line which would also go through TR-007. Cannot rate without more info.	medium	0	0	0	0	0	0	0	0	Low

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
TR-021, 022	Iroquois Parking Lot Park-and-ride facility; Park & Ride Utilize near-to-core neighborhoods for Park & Ride (i.e. Jefferson Mall)	Park and ride areas should be included in many suburban and urban sites. Particularly at superstops and other key nodes that have not been identified yet. Cannot evaluate but priority is high.	small/med	1	1	1	1	1	1	1	7	High
CS-023, 024, MTP-2064, cs-020, cs-022, cs-048, cs-032	Complete Street enhancements NuLu, Phoenix hill, Butchertown	Integrate these plans into a single plan for the area. Include transit nodes. This area is ideal for multi-use form based planning, however multiple neighborhoods intersect and stakeholder interests vary.	small/medium	1	1	1	1	1	1	1	7	High
MTP-1501	Bicycle Parking & Intermodal Transit Facility at the NW corner of W. Jefferson Street and S. 4th Street.	This is much needed. Details are necessary in order to make more thoughtful analysis. How is this plan impacted by east and west hubs? Another opportunity is at 5th and Market.	small	1	1	0	1	1	1	1	6	High
MTP-1425, MTP-2102, RD-005, CS-025	3rd Street/New Cut/Manslick Road Bicycle and Pedestrian Facilities Improvements from downtown Louisville to Fairdale Road	Integrate these projects into one. Important for full integration of modes from CBD to Fairdale. Include transit nodes. Rating <u>assumes high level</u> transit bike & pedestrian facilities	small	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
MTP-1163, MTP-1193, MTP-1194	Generic non-specific Construction	Non-specific, remove from list.	N/A	0	0	0	0	0	0	0	0	Low
MTP-1437, 1438, 1440,1441	Reconstruction, pavement Rehabilitation projects	Pavement rehab is routine maintenance, not visionary projects. Remove from ML project lists.		0	0	0	0		0	0	0	Low
MTP-1486, MTP-412,	KY 22 widening it from 2 to 3 lanes (3rd lane will be a center turn lane) from Hitt Road to Murphy Lane. KIPDA MTP	Include Bike/ped facilities.	med	0	0	1	1	-1	-1	-1	-1	Low
REVISED MTP-1486, MTP-412,	Same as above but with Transit Hub and park and Ride at Brownsboro Crossing.	Include Bike/ped facilities. Improve transit service to include a Park and Ride and Transit Hub at Brownsboro Crossing to serve NE along 22 and beyond county line, 1694 (Norton Commons), and Chamberlain Lane areas. Rating assumes Large Park and Ride, Transit Hub, bike and ped facilities.	med	1	1	1	1	1	1	1	7	High
MTP-226	Reconstruct 1 lane bridge on River Road to 2 lanes over Harrods Creek. KIPDA MTP	completed - remove from list		0	0	0	0	0	0	0	0	Low
MTP-1650	Street Rehabilitation in Louisville Metro Rehabilitation of 143 miles of	Too generic and indistinguishable for Move Louisville Plan		0	0	0	0	0	0	0	0	Low

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
	roads											
MTP-131	Construct new I-264 (Henry Watterson Expressway) interchange at KY 1447 (Westport Road)	Completed - remove from list		0	0	0	0	0	0	0	0	Low
CS-015	Restore to original Olmsted Plan. Develop an improvement plan with Olmstead design Portland Neighborhood Plan	Important for pedestrians and streetscape rehabilitation.	small	1	1	1	1	1	1	1	7	High
CS-026	Implement traffic calming measures Shawnee Neighborhood Plan	Unspecific. Please clarify. Cannot rate without reference to Shawnee Plan.	small	0	0	0	0	0	0	0	0	?
MTP-1635	Newburg Middle School Safe Routes to School	Improvements for traffic calming and pedestrian safety are critical at all schools	small	1	1	1	1	0	1	1	6	High
rc-005, NC-017	Future arterial collectors Louisville	These roads traverse mostly rural areas in eastern Jefferson County. It would facilitate sprawl, negatively impact the Floyds Fork Watershed, and	Large	1	-1	1	0	-1	-1	-1	-2	Low

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
	Metro Eastern Thoroughfare Plan	require millions of dollars to be spent on accompanying infrastructure.										
MTP-390, -953	Study New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64.	These projects would serve to open the adjacent areas to sprawling development east of the Louisville Loop, and seriously impact the form and character of the remaining rural neighborhoods in eastern and south eastern Jefferson County. Additional infrastructure costs would be massive and the burden of maintenance and addition of services for a relatively small population would be on all the county's taxpayers. Would require EIS.	Large	1	-1	1	0	-1	-1	-1	-2	Low
MTP-1917; MTP -2104	Hill St.	Description is incomplete. Sidewalks need to be implemented, bicycle lanes as well. This narrow and dangerous railroad underpass is a major barrier from West Louisville to UofL.	small	1	1	1	1	0	1	1	6	High
MTP-407, 958, 959, 1441	Widen I-265 from I-65 to I-71	Long range there may be a need for a 6 lane I-265 but the need would have to be confirmed by future studies. There are many projects that should take priority and could be financed with money diverted from this 170 million dollar project. Re: 1441, why would pavement need \$8 million rehab if it is to be widened in the next few years?	Large	0	0	1	0	-1	-1	-1	-2	Low
CS-053	Brownsboro Rd., Haldeman Ave. to Drescher Br. Rd., (should be extended to Mellwood)	Clifton - need sidewalks on the south side; the description needs to be extended to Mellwood because the sidewalk is much too narrow with utility poles in the center making it impossible for a wheelchair or stroller to traverse it west of Drescher Bridge Rd.; important for residents, including from the blind community, to get to work, to other businesses and residences; better yet, extend road diet all the way to Story!	small	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
CS-049	Clifton/Sycamore Intersection	Clifton - correction: the sidewalks ARE continuous on Sycamore, but need to be continuous on CLIFTON at Sycamore, at least on either the east or west side with cross walks drawn, preferably both sides; currently wheelchair users have to go out into a dangerous intersection to get across Sycamore; important for north/south travel, where few streets go all the way through between Frankfort and Brownsboro and the transit on both (also in current neigh. plan)	small	1	1	1	1	1	1	1	7	High
CS-045	Bickel Rd. Sidewalk	Clifton - important for residents to walk safely in neighborhood	small	1	1	0	1	1	1	1	6	High
CS-055	Drescher Bridge Rd. Sidewalk	Clifton Heights - important for residents to walk safely to businesses and in neighborhood with limited connectivity.	small	1	1	1	1	1	1	1	7	High
CS-046	Mt. Holly sidewalks between Lindsey Ave. and Cleveland Blvd.	Clifton Heights - necessary for safety, to access businesses on Brownsboro Rd.	small	1	1	1	1	1	1	1	7	High
CS-047	Zorn Ave.	important route for residents of Clifton Heights neighborhood and those to the south to walk and bicycle to the River and Louisville Loop	small	1	1	0	1	1	1	1	6	High
CS-056	Grinstead Ave. Sidewalk	Crescent Hill - should be extended all the way to Stilz (current Metro proposal on table) to provide a link for pedestrians and bicyclists between Crescent Hill, Clifton, and the Highlands; very few exist	small	1	1	1	1	1	1	1	7	High
CS-020 & CS-038	Adams Street & Cable Street	Butchertown - important connections to the nearby river, downtown, and Louisville Loop for pedestrians and bicyclists from and through a neighborhood with few options because the interstate is a barrier.	small	1	1	0	1	1	1	1	6	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
CS-039	Hancock St. sidewalk gap	continuous sidewalk important for this street along the edge of the neighborhood adjoining interstate ROW; a route to transit on downtown streets	small	1	1	0	1	1	1	1	6	High
CS-040	Brownsboro Rd., Mellwood to Story	Butchertown - important to connect sidewalk on north side between the Butchertown Greenway and Mellwood Ave. and to make area safe for bicyclists, to provide connection to the river, the planned botanical gardens, downtown, and the Louisville Loop for all neighborhoods to the east	small	1	1	1	1	1	1	1	7	High
RD-011	Story Ave.	Butchertown - the I-64 ramp intersections need to be made safe for pedestrians and bicyclists on this commercial corridor; complete street/road diet treatment appropriate with bike lanes	small	1	1	1	1	1	1	1	7	High
CS-041	Mellwood Ave.	improve safety at I-64 ramps for bicyclists & pedestrians on this commercial corridor; complete street treatment appropriate with bike lanes	small	1	1	1	1	1	1	1	7	High
IR-001	Main/Baxter/Story intersection	Butchertown - intersection needs improvement for pedestrian & bicyclist safety; access to downtown	small	1	1	1	1	1	1	1	7	High
IR-xxx	Clifton Ave./Payne St. intersection	Clifton - make intersection safer and more functional for pedestrians and bicyclists in all directions; would encourage residents of senior housing and nursing home to cross Payne to visit businesses in Clifton; important crossing at bus stop; will also benefit motor vehicle drivers (top priority of Clifton Community Council; on list given to Move Louisville)	small	1	1	1	1	1	1	1	7	High
CS-xxx	Jane St., east side, sidewalk from Sycamore Ave. south to existing sidewalk	Clifton - Metro has developed a plan; needs to be funded; important connection between Frankfort Ave. and Brownsboro Rd. and transit on both (on list given to Move Louisville and current neigh. plan)	small	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
CS-xxx	Ewing Ave., west side, sidewalk from Payne south to end of street	Clifton - important for residents to walk to businesses and transit on Frankfort Ave. (on list given to Move Louisville and current neigh. plan)	small	1	1	0	1	1	1	1	6	High
TR-xxx	Frankfort Ave. at N. Keats - bench at bus stop	Clifton - Promised but not installed (on list given to Move Louisville)	small	1	1	0	1	1	1	1	6	High
B-xxx	Sycamore between Clifton Ave. and Jane St., one-way; add a contra-flow bicycle lane	Clifton - this one-way block of Sycamore is a barrier to bicyclists traveling east who want to avoid fast-moving Frankfort Ave. and Brownsboro Road (on list given to Move Louisville)	small	1	1	0	1	1	1	1	6	High
IR-xxx	Pedestrian and bicycle access across railroad tracks somewhere midway between Pope St. underpass and Frankfort Ave. RR crossing	Clifton - the railroad tracks create a barrier for over 1/2 mile parallel to Frankfort Ave., isolating the south portion of the neighborhood; a mid-way street level crossing for pedestrians and bicyclists would reduce the distance to 1/4 mile (on list given to Move Louisville and current neighborhood plan)	small	1	1	1	1	1	1	1	7	High
CS-xxx	Kenilworth sidewalk on one side from Brownsboro Road to Edith	Clifton Heights - very dangerous, steep and curvy; would provide safe access to businesses and transit on Brownsboro Rd; this is one of only 3 routes leading out of this isolated part of the neighborhood (on list given to Move Louisville)	small	1	1	1	1	1	1	1	7	High
Sidewalk	Lindsey/N. Hite intersection	Clifton Heights - connect sidewalk to street to make continuous; important for access to transit and Brownsboro Road (on list given to Move Louisville)	small	1	1	0	1	1	1	1	6	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
CS-xxx	Frankfort Ave, midblock crossing between Pennsylvania Ave and Claremont Ave at Water Co.	Make a safe crossing for pedestrians from transit and Crescent Hill neighborhood to public swimming pool	small	1	1	1	1	1	1	1	7	High
CS-xxx	Frankfort Ave, install sidewalks where missing on both sides between Mellwood and Lexington Road	This busy transportation and commercial corridor needs sidewalks on both sides (for Clifton portion, in current neigh. plan), safe crossings to transit stops, and safe places to wait for passengers; on the north side, could be on outside edge of CSX ROW (rails with trails)	small	1	1	1	1	1	1	1	7	High
CS-xxx	Lexington Road, improved midblock crossing near Cherokee and Seneca parks	Crescent Hill - safe crossing for recreation on currently fast-moving 4-lane road	small	1	1	1	1	1	1	1	7	High
CS-xxx	Lexington Rd from Baxter to Shelbyville Rd, complete street treatment	needs to have pedestrian facilities on both sides with safe crossings, and safety for bicyclists	s/m	1	1	1	1	1	1	1	7	High
CS-xxx	Shelbyville Rd, complete street treatment	Complete sidewalks on both sides and provide safe crossings for pedestrians to access transit and access businesses, and safe facilities for bicyclists. Integrate with Frankfort Avenue-Shelbyville Road Transit Corridor (see above.)	s/m	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
CS-042	E. Washington and Franklin Streets between Cabel and Buchanan; correct uneven RR tracks	E. Washington is important bicycle route; Franklin neighborhood street	small	1	1	1	0	1	1	1	6	High
CS-xxx	Payne St, Baxter to Ewing - Improve safety for bicyclists	Complete street treatment needed on this busy street (current Clifton neigh. Plan)	small	1	1	1	1	1	1	1	7	High
Clifton Rail	Plan for east-west light rail/modern streetcar commuter system from downtown through Clifton neigh. & construct a regional light rail train station for park & ride commuters in Clifton	<u>Add to MTP-1916.</u> Reclaim Frankfort Ave. through Clifton as a multi-modal corridor, along CSX ROW where there once was a second set of rails (current Clifton neigh. Plan)	large	1	1	1	1	1	1	1	7	High
Bus Circulator	transit circulator to connect Clifton, Clifton Heights and Crescent Hill businesses	to service the needs of businesses and residents in this area of high concentration of blind residents and institutions that serve the blind (current Clifton neigh. Plan)	Small	1	1	1	1	1	1	1	7	High

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
	and residents.											
Sidewalk	sidewalk on one side of south Keats Ave, Haldeman Ave, Stoll Ave, Sturgis Ave, State St, South Bellaire Ave, Quarry St, Angora Ct, and Brauner Way	Clifton - less congested streets: sidewalks on one side (current Clifton neigh. Plan)	small	0	1	0	1	1	1	1	5	High
TR-xxx	Transit - better coordination of buses on Frankfort Ave. to provide service more often	#15, 19, and 31 often pass the section between Clifton and Ewing around the same time (and other parts of Frankfort Ave. where they overlap); this is an area with a high concentration of blind residents	small	1	1	1	1	1	1	1	7	High
TR-xxx	Transit - once sidewalks improved on lower Brownsboro (#2 above), extend #15 down Brownsboro, increase frequency of #31	This would better serve the Clifton Heights area; because of steep hills it is difficult to get to Frankfort Ave. from Brownsboro Rd.; #19 needs to stay on Payne St. because RR tracks are a barrier to pedestrians between Frankfort and Payne, so #31 would need to be more frequent on Frankfort Ave.; ideally increase frequency of all buses in this area	small	1	1	0	1	0	1	1	5	Medium

Project Id	Short Description	Comments	Scale	Con	S&H	Gro	Fis	Env	Nei	Equ	Tot	Priority
RD-xxx	Brownsboro Rd. Ewing east to Hillcrest	Extend road diet, adding sidewalks where needed and making safer for bicyclists; very dangerous densely populated area with few sidewalks on this fast 4-lane road	small	1	1	1	1	0	1	1	6	High
cs-xxx; B-xxx	Brownsboro Rd. Hillcrest to Chenoweth	complete street treatment needed on this busy 4-lane street; commercial area around Chenoweth with few sidewalks	small	1	1	0	1	1	1	1	6	High
Sidewalk	N. Ewing Ave. complete sidewalk on west side between Frankfort and Mellwood	Important on this transit route; difficult to cross road with no sidewalk between about Sycamore and Brownsboro Rd.	small	1	1	0	1	1	1	1	6	High
Multi-use-xxx	Off-Street Multi-Use Path from Butchertown Greenway west along Beargrass Creek to the Zoo!	This will connect several close to downtown neighborhoods along what is becoming a beautiful natural corridor; connects to the Louisville Loop/Riverwalk and downtown; should also connect to the Olmstead Parkways multi-use path system (see comment on MTP 1273)	small	1	1	0	1	1	1	1	6	High
MTP-476	US 42: Widen from 4 to 6 lanes from I-264 to Seminary Dr	Unnecessary. No congestion issues. Large project with no benefit to neighborhood. No mention of bicycle facilities. Are sidewalks part of this corridor Plan?	large	0	-1	1	0	-1	-1	0	-2	Low

Interpretation of Move Louisville Goals: Criteria for Project Analysis

The criteria below attempt to differentiate between each primary goal to facilitate understanding among those evaluating projects. We understand there is a great deal of overlap and interdependence among all goals but we required a common starting point.

Provide Connectivity Choices (0 or 1)

We interpret this goal to mean three distinct but related things. First is choice of multi modal connectivity - for example a new route that provides connectivity from point A to point B by transit, and/or bicycle/or and/or pedestrian facility that did not exist before. Second, integration of system via planned nodes of multi modal connectivity. Third is new connectivity between points A and B that did not exist before by any modality. A score of 1 indicates qualitative improvement based on any or all of the three. A score of 0 means no new connectivity benefits are likely.

Improve Safety and Health (-1 to +1)

We interpret this to mean improvements that reduce the risk of transportation related accidental injury or death and increase opportunities for project co-benefits like improvement to physical health (exercise) from utilization of bicycle and pedestrian facilities. Projects that can potentially reduce transit related air toxins or water toxins that contribute to respiratory and other illnesses and/or provide opportunity for exercise are given 1 point. A score of 0 means the project is health and safety neutral. A negative 1 score is given to projects that will increase toxins in the environment that are known to cause illness. A score of 1 can be given to projects that improve safety around schools and other centers of family activity and new bike/ped routes that can be used for commuting as opposed to primarily recreational use.

Promote Economic Growth (0 - 1)

All transportation infrastructure facilitates some economic activity. Score the potential for economic growth by combining potential for increased volume of people along a particular route (throughput via any mode) and new fixed infrastructure that opens opportunities for new economic activity (urban or suburban; transit oriented development). A score of 0 means the project will result in little or no new economic activity.

Maintain Fiscal Responsibility (0 - 1)

This metric cannot be objectively measured to any degree of accuracy until there is agreement about the priority of baseline values against which to measure (i.e. equity vs growth) and clearly defined project scope. For this exercise fiscal responsibility is our opinion of the degree the cost of a project (capital, operational, and maintenance) is balanced against short and long term tangible and intangible benefits.

Assure Environmental Sustainability (-1 to +1)

We interpret this to mean that at minimum (0 score) a project will be GHG neutral, will appropriate no greenfields, or will not facilitate sprawl. To get 1 point in this category the project will likely reduce GHG emissions, reduce energy use, encourage infill, and increase bike/ped/transit ridership. Negative score indicates increased carbon intensity and GHG emissions, increased toxic air and water pollutants, "lock in" of carbon intensive infrastructure, or other negative ecological impact.

Enhance Neighborhoods (-1 to +1)

We interpret this to mean neighborhoods are enhanced by projects that improve "walkability," "bikability," ease of access to social and commercial activity, promote fair housing, promote human scale design, sense of place, and include environmental enhancements like trees, greenspace, public meeting places, and other aesthetic amenities that make a neighborhood a more desirable place to live. Negative 1 is given for infrastructure that isolates neighborhoods, increases noise, causes loss of human scale form and/or loss of historical built assets, or neglects or reduces mobility mode choices.

Assure Equity for All System Users (-1 to +1)

We interpret this metric to mean equitable projects provide safe, healthy, timely, and efficient transportation choices to low income, disabled, ethnic and racial minority populations and others who do not have automobiles. Also, equitable transportation projects connect to activity centers of jobs, entertainment, and commerce and do not benefit one demographic to the detriment of others. Location of projects should be distributed equitably with priority given to areas where existing infrastructure is sub-standard.