



7/21/16

## Summary of Public Comments on the Move Louisville

Mayor Greg Fischer released the Move Louisville plan in draft form for public review on April 14, 2016 at the annual Regional Mobility Summit. A public comment period was announced to run from mid-April until July 5, 2016. In addition to an online submission form, the Move Louisville Project team, which includes Louisville Forward, Public Works, and TARC staff, held eight public open houses throughout the community and made presentations to Metro Council Committee of the Whole and Democratic Caucus and 11 stakeholder groups. Move Louisville was presented to KIPDA's Transportation Policy Committee and the TARC Board. Additionally, Move Louisville was a featured topic on Louisville's Public Media's WFPL News Special on April 22, 2016. The live show featured three panelists and community call-ins to talk about Move Louisville and hear the community's questions and concerns about the plan's contents.

The comment period was originally scheduled to close on June 21 but was extended to July 5 to accommodate additional open houses and opportunities for the public to provide input on the Move Louisville plan. Two open houses were held at TARC Headquarters. Public open houses were held at the Southwest Government Center, Newburg Library, Crescent Hill Library, East Government Center, Fern Creek Library, and Southwest Regional Library.

Links were created on Metro's web site to direct viewers to the Move Louisville plan and comment forms. Additionally, a recording of the Move Louisville presentation was made available via Metro's web site. The web site and online comment form were created to communicate Move Louisville's recommendations to citizens and allow for review and comment about the plan's project and policy recommendations.

### *Move Louisville Context*

Move Louisville is a 20-year plan for Louisville's roadways, sidewalks, transit, bike network and trails. It is a multi-modal plan that focuses on moving people and goods throughout Louisville, and addresses all modes of transportation – cars, public transit, trucks, bikes and pedestrians. The plan will guide Louisville Metro's transportation spending over the next two decades. It identifies 16 transformative projects that will help people get to and from work, increase connectivity and safety, provide more options for people to get around and will keep Louisville economically competitive by building and maintaining an innovative transportation system. Additionally, the plan identifies 8 policies to guide the city's future transportation investments and inform land use and transportation decision-making.

### *Public Comments*

In total, 104 comments were received via the online submission form. Additionally, formal written comments were submitted from three groups including Greater Louisville Inc., Building Industry Association of Louisville, and Broken Sidewalk/University of Louisville Sustainability Council/Bicycling for Louisville.

Generally, the public's comments on the Move Louisville draft reflect the plan's multi-modal nature. They demonstrate the challenges in balancing the disparate needs of the community. Many of the comments reflect a desire to enhance and promote alternative transportation modes – transit, walking and bicycling. Other comments reflect the need to continuing improving the community's road network to facilitate freight movement and travel on the city's highways.



The Move Louisville Project team is reviewing the comments. The comments will be categorized and included in the final technical appendices for the Move Louisville plan. The plan will be sent to the Advisory Committee for final acceptance. The Move Louisville plan will be incorporated into Metro's upcoming comprehensive plan update.

The public comments and the ZIP code of the individual and/or group that submitted them are below.



## MOVE Louisville Public Comments

1. 40206: I commend Louisville Metro for issuing the Move Louisville initiative, and thereby providing a framework for driving the issue of transportation options and movement to the fore of social, economic, and community building issues in the coming months.

If made wisely, there are few investments that the public makes that can advance more broad based community economic development goals simultaneously than public investment into transit, and transportation infrastructure. I have witnessed this personally in my redevelopment and economic development work in Indianapolis. The Sustain Indy Bicycle Coordinator stars on p. 15 of Move Louisville. He is biking on Indy's Cultural Trail demonstrating a piece of exactly how Economic Development & Community Development may be kick-started with premiere bicycle/pedestrian investment on well thought out and connected routes.

Connectivity is a core goal mentioned often in various components of the Move Louisville plan. I commend this. And, indeed, as stated on p. 23 of the Move Louisville report, over 25% of the comments received during the Move Louisville planning effort were related to bicycle and pedestrian issues and needed investment.

There is much to do, yet I contend that many of the projects noted "A-P" are not organized in an approach where they can benefit from each other in a coherent connectivity approach that stitches them together. By embracing a "Comprehensive Community Connectivity" policy as outlined in [www.ConnectOurCore.org](http://www.ConnectOurCore.org) many of these projects may be linked in planning and implementation for a far greater result in net public support, and net public and economic gain in the end. C, I, J, K, L, M, N, O, P can all be linked in this manner. By doing so, each is uplifted as part of a greater whole in our urban core of Louisville.

Specifically of note:

Project L: Main Street and Story Intersection deserves intense examination. It should be reviewed as a core component to the Main Street /Market Street connectivity junction. This intersection is key location of a roundabout treatment to maintain flow, but also combined with traffic calming, and green infrastructure storm water management / low impact design improvements, parking bump-outs, and linked with the realignment to 2 way traffic for Main Street, Story Avenue, and the portions of Mellwood. This effort, though significant, will greatly increase safety on the high speed thoroughfare that these streets presently exhibit. A complete streets treatment in concert with significant green infrastructure and bike/ped improvements will stoke already simmering redevelopment efforts.



2. 40206: After spending almost a month in Portland, OR over the last year I'm disappointed to not see streetcars or light rail in the long-term transportation plan for Louisville. I found their service to be dependable in ways that I could imagine not driving from Clifton to downtown anymore if I could trust the scheduled.
3. 40205: a) bike path, bike lane, mixed use path, and neighborway connectivity to provide viable transportation routes between city areas b) encourage businesses etc. to provide bike parking as alternatives to car lots allowing for more development or green space c) increased electric forms of public transit d) more transportation methods/alternatives available allowing for increased competition
4. 40204: Fully support complete streets. TY for the online presentation. It was very helpful.
5. 40206: Please please please, do everything you can to make riding around Louisville on a bicycle easier/safer. Bicycles are better for the environment, healthier for individuals, and lead to a better society. We don't need more crowded roads where we can idle our vehicles and waste time/resources. Commuting to work on a bike on Louisville's streets is dangerous - the streets are narrow, with little margin for error by drivers or cyclists.

On top of the above, I'd bet that increasing the number of cyclists in the city would combat the urban heat island effect we're seeing.

Think about it: Would we rather save a bit of money/resources in the short term by building roads, or create a beautiful city that encourages healthy, happy behavior for our citizens, while also decreasing our environmental impact?

6. 40204: In regards specifically to the Lexington Rd (CS-04 was mentioned), I support having it reconfigured from 4 lanes to 3 lanes, with the middle being the type of lane one can turn left coming in either direction. While there may places along the stretch of Lexington Rd that needs to have protected left-turning lanes, there does not seem to be a need for 4 lanes down the entire length of the road. SIDEWALKS are desperately needed to connect the few that are there. Let's eliminate the "Sidewalks to Nowhere"
7. 40204: a) Pandering for the "East End" vote? - Remove Urton Lane from consideration for this Plan. b) Also, remove the Louisville Loop, basically a recreational project, from this plan. Doubt it would stimulate Louisville's economy, nor "move" people in a meaningful way. c) Perhaps consider the addition of the Germantown's "new Maine



Street" - Goss Avenue to a plan than eases access to & from this "booming" URBAN community. Millennials choosing to live here will appreciate more direct access to its

economic & recreational opportunities, as well as good access to Downtown. d) Please consider the need of available & AFFORDABLE Downtown PARKING. e) For aging and/or disabled residents, transportation needs should also include accessible public transportation. And this should mean not having to WALK a mile or more to access transportation or to get to a common destination.

As long as so many necessary Government offices remain solely Downtown, easy & affordable access for the "masses" should be a priority.

8. 40206: I really like the vision and am excited to see progress. From my experiences in experimenting with TARC and a scooter (having sold my car to save money last year), and moving to a job which "requires" that I have my own personal vehicle, I can say with a lot of confidence that there are gains to be made in efficient transport is focusing on the employer-employee relationship. From the employer's perspective, it seems that many tend to assume their employees need a personal vehicle of their own (as opposed to, for example, two spouses sharing one vehicle and relying on TARC and two-wheeled transportation) for positions which require some travel (attorneys, for example). I think employers should be encouraged to talk with their employees about the cost savings to the employees by ridding themselves of an extra vehicle at home, and taking public transportation to work (or carpooling). My old boss disapproved of me selling my car even though it ultimately worked out just fine for several months, until I was offered a new job about two months ago, wherein I was instructed to buy a personal vehicle. From the employee's perspective, it is difficult to question the instruction or disapproval of an employer who thinks he/she should have a personal vehicle.
9. 40206: Plan development around people not cars. I want more and better transit options. Because of where I live my options for transit are pretty good, but as a city we must do better, and put our money into transposition infrastructure beyond cars.
10. 40220: Very exciting to see the growth of the city heading in the direction it is destined for. Love the idea of light rail/street cars returning to Louisville... Looking back at 'Old Louisville' and what a thriving city Louisville was seen as it makes me happy to see the city getting back to our roots. A couple of thoughts on the area that I grew up in that I would like to see continue to grow with other methods of transit.

On 264 west... We see a lot of pedestrian bridge over expressways. What are your thoughts on having something similar to this between Bardstown Road/Taylorsville road to connect Bon Air Ave with a shot into Seneca park (Over the Watterson)



Currently there are no bike lanes on Bardstown/Taylorsville Rd to get to Seneca/Bowman Field bike paths. With the growth of Sullivan University and investment w/ Costco at old Showcase theaters sites I think we could use the momentum of the Highlands/Buechel/Bardstown Rd to extend the success of upper Highlands. To improve the quality of life and allow residents to have access with bike/walking paths to get to the Seneca/Park Loop over the Watterson safely.

11. 40205: The best way for Louisville to grow as a city and work on sustaining itself is to begin investments in a train system (light rail or subway). The TARC has not been an effective way for people to get to and from work in a timely manner. Myself, as a student getting ready to graduate from college and enter the work force, I am looking for a city where I do not need to own a car. Cities that have a train system allow for its citizens to have access to the entire city without owning a car. A bus system is inadequate to allow citizens to move between every unique neighborhood that Louisville offers (as well as southern Indiana). The future of public transit in Louisville should not only take into account improving the bus system, but also in setting the groundwork for a train system. True economic growth occurs when cities invest in train systems. Thus, investing in a train system for the city is investing in city movability, economic development, and drawing more people to this amazing city.
12. 40241: I relocated from Portland Oregon last summer. The public transportation, sidewalks, and bike lanes are super slick and efficient. For the last 15 years I rarely had to drive into work or school because of the available commute options in the trip county region of Portland Oregon. I'm hopeful that Louisville will be that way in the future. I want to ride my bike to from east Jefferson co. to downtown on designated lanes. If those aren't there then I want access to public transportation that is frequent and easy to get to, so I can ride my bike to a transit station and determine my second of transportation in areas where cycling isn't safe to do so. I want my fellow citizens to feel empowered and incentivized to use alternative modes of transportation, for health and environmental awareness and responsibilities. I'm extremely excited for what's in store for the advancement of connectivity in this city.
13. 40299: I like the progress the program will make for the city. However I think that we need rail. And not just rail from the fairgrounds -> 4th street or the airport. We need rail that includes underprivileged parts of town. We need a line from Prospect to Northfield that gives access to those who can hardly get anywhere. TARC is slow and unreliable. Trains would change that and help pollution.
14. 40223: I would like to see us take up consideration of light rail. There was some talk about it years ago, but it didn't go anywhere...Perhaps in the I71 median or using existing tracks etc.? Something to ponder to alleviate downtown traffic...



15. 40223: Why is move trying to make it impossible for access downtown with a car?  
Why do they have hate for anyone that does not ride a bike?

16. 40204: Why is JCPS in the transit business? A feasibility study should be conducted to determine if some or all of Louisville school kids can be transported by TARC, starting with high schoolers.

Placing safety monitors on TARC buses during school transport hours would be much cheaper and safer than running two parallel transit systems.

17. 40217: (1) Wider, accessible side-walks (repair and fill in missing segments). (2) Eliminate the weaving on Eastern Pkwy with a center turning lane or a road diet.  
Thanks!

18. 40243: Move Louisville team,

First of all, I would like to thank you for allowing the public to comment on this plan and for listening to what I have to say. I also want to thank Ms. Milliken and Mr. O'Brien for answering my questions during all of the public meetings held. I will mainly comment on the 16 projects that are said to transform Louisville (whether for better or for worse). The best way to fund these projects would be to use an extra sales tax, or using the LIFT tax.

Creating town centers to increase walkability is one of the best things laid out in this plan. Creating a town plan for St. Matthews, Shively, Buechel, Hikes Point, PRP, Valley Station, Middletown, J-town, Holiday Manor, and Oxmoor to create a stronger tax base with mixed-use developments around potential transit nodes would make Louisville a more livable city.

The first project in the plan, the east-west bus connector, is a great idea. The inner crosstown (not pictured on the small map) traveling on Oak street and Westport Rd should be broken up into two separate routes. One traveling between Shawnee Park and St. Matthews with 15-30 minute frequencies; the other route traveling between St. Matthews and out Westport Rd to Springhurst and the Hospitals off of Brownsboro, just like the current route traveling with 30-60 minute frequencies. The middle crosstown route is a great route, traveling between a potential town center at the intersection of Crums Ln and Dixie Hwy to another potential town center, Oxmoor. It could easily take the place of the 23 bus traveling to Dupont Circle if it ran on 30-minute frequencies. I think that the outer crosstown route could have been designed in a way that gains more ridership. It bypasses the major population and job centers of St. Matthews, Bluegrass Industrial Park, Riverport, and runs on the outer loop



between Preston Hwy and Dixie Hwy, guaranteeing that it won't pick up any riders on that portion of the route. A better route would be to go from holiday manor through Lyndon, Oxmoor, St. Matthews, Dupont Circle, Hikes Point, Buechel, Jefferson Mall, UPS, Louisville international airport, and Rockford Lane. You can see a map that I created showing the route: <https://www.google.com/maps/d/u/0/edit?mid=1F9hxKIO4juV78M9Ls1b6NsNhgdM>

Potential Savings with the new route: Route 31 wouldn't have to deviate into Lyndon; Route 19 trips do Dupont circle could be discontinued. Route 6 bus wouldn't have to deviate to St. Mary & Elizabeth Hospital. Replaces 62 bus. New service on Gagel Ave, Beechmont area, and Browns Lane. As ridership demand grows with the construction of town centers, frequencies could be 15 mins.

The next project, already underway, is the Dixie Highway BRT. The Dixie BRT project is a good start, except for the fact that it really isn't BRT because it doesn't run in dedicated lanes. In certain areas, lanes should be reduced to 10 or 11 feet in order to include bus-only lanes. A large mixed-use town center should be included in the plan at the intersection of Dixie Hwy and 7th Street Road. Multiple transit lines already intersect here, and it would be a great location for the first transit-oriented development in Louisville.

The third project, the Broadway Complete Street, has the greatest potential to transform Louisville in a positive way if implemented correctly. Between Barret Ave and Louis Coleman Jr Drive, bus only lanes need to be in place. If possible, the lanes should be in the middle of the road with a tree-lined median. Between 4th and 6th Streets in Downtown Louisville, a transit center acting as the terminus of multiple local bus routes could be constructed. The transit center wouldn't be anything huge, but something like Cincinnati's Government Square. Along the entire length of Broadway, from Baxter Ave to Shawnee Park, a protected cycle track must be included, just like in the picture. The Broadway complete street project should not be cheaply built, but instead something that produces millions of dollars in economic development.

The Preston Corridor premium transit corridor should and most likely will be built almost exactly like the Dixie BRT is being built, which is good. Preston Highway needs more pedestrian crossings and more reliable transit. A few things that should be included in the plan: Turning Preston Street into a 2-way street and freeing up the intersection of Preston St and Burnett Ave, an intersection that has been divided by train tracks. If possible anywhere along Preston Street, peak-hour bus lanes should be included.

The Oxmoor farms bridges access is a good idea, but if we build all the infrastructure



now and the property doesn't get developed for another 40 years, then we are wasting time and money. One part of the plan for the Oxmoor area is a pedestrian flyover over the Watterson expressway. This needs to be the first thing built that is a part of the move Louisville plan. It is just a matter of time before more and more people are killed trying to get between Mall St. Matthews and Oxmoor mall. The flyover needs to be built as close to Shelbyville Rd as possible so that you don't have to go out of your way and through the malls in order to get to the flyover.

The Urton Lane Corridor project seems to me to be a waste of money for a couple of reasons. First of all, it will increase sprawl and worsen traffic on a section of Shelbyville road that already gets backed up. The project description says how it will alleviate congestion on the Snyder. This makes me want to laugh. I rode down the Snyder every day for over 10 years to get to school. When I was in 1st-4th grade, the Snyder rarely ever got backed up. Then, every year, traffic would back up more and more often. In 8th grade, a day didn't go by that traffic was moving perfectly fine. The Urton Lane corridor will not improve traffic flow along the Snyder at all. You can't build yourself out of congestion! The early proposals for the Urton Lane corridor could have been planned with the school more in mind. The road is planned to go straight through the soccer fields at St. Michael and cut straight through the pastor's house. The road then ends in a roundabout at Tucker Station Rd. Traffic already gets backed up at the light at Tucker Station and Taylorsville Rd, and ending Urton Lane here would make traffic horrendous.

The Urton Lane corridor project seems to have a number of problems associated with it and appears to be a waste of money, but it is nowhere near as bad as the East Louisville Connectivity project. In my opinion, this is the worst of all projects and will be sure to transform Louisville for the worse. The description states that a new interchange and "connector road" will be built between Taylorsville and Shelbyville roads. We don't need any more Hurstbourne Parkways. If the goal of the Move Louisville plan is to reduce vehicle-miles traveled, then it is doing a poor job of doing so. This new "connector" road will further increase the destruction of arable land, suck life out of downtown, increase VMT, cause the building of dumb development (suburban sprawl), thus causing more air quality alert days and a weaker tax base because suburban sprawl is in no way sustainable development. The price tag for all of this? \$160 Million. When I asked Mr. O'Brien why the Main-Market streetcar wasn't included in the 16 projects the transform Louisville, he said that it was because it was too expensive. According to the technical appendices, the streetcar was projected to cost around \$88 million. The \$88 million does seem like a low estimate, but even when you average together the Tucson, Kansas City, Cincinnati, and Portland streetcar cost per mile and multiply it by 4.5, the final cost is nowhere near the \$160 million allotted for the East Louisville Connectivity project (The cost for the streetcar is around \$127 million). You could build a large transit center at 13th Street, add protected bike lanes



along the streetcar route, turn Main and Market into 2-way roads, and plant hundreds of trees along the 4 ½ mile route and it would still not cost as much as the \$160 million for East Louisville Connectivity! During the initial comment period for Move Louisville, over 80% of the comments asked for rail transit of some sort. A modern streetcar running between Nulu and the Russell/Portland areas would also help to connect the East and the West parts of Louisville. This streetcar project would bring about real connectivity. Another thing that is crazy is that East Louisville is given \$160 million while West Louisville is given a measly \$32 million. Which part of Louisville needs better

roads and sidewalks? Definitely not the East end. It's crazy that east Louisville is given \$160 million for new road projects while roads and sidewalks in the west end haven't been repaved in over 20 years. We need to be able to repave our existing roads before we go around building new roads or we will end up like Detroit.

The west Louisville connectivity is a great project because so many roads and sidewalks need to be repaved in West Louisville. This project only repaves roads near the new FoodPort, which is a good start, but it especially needs to be expanded west of 9th street and all of Louisville's neighborhoods in the urban core including Shelby Park and Smoketown.

Turning 1-way streets into 2-way streets is good, and Shelby Street needs to be one of the first, followed by Main Street/Mellwood Avenue. Where Main St turns into Mellwood Ave, traffic calming measures need to be put in place to slow cars when the road veers to the left.

Extending river road to 13th Street will help to energize the Russell area, specifically around the new Heine Brothers Coffee headquarters. Getting across River Road in Downtown is hard if you are a pedestrian. Not too many crosswalks exist to get across River Rd, and the ones that do are not clearly marked at all. The price tag for the project, \$36 million seems to be a bit pricey for what it consists of. The one rendering of River Road looks nice, with a cycletrack, boardwalk, and glass viewing areas.

Reimagining the 9th Street divide will truly change the landscape of Louisville if, and only if, the divide is entirely removed. During the public meetings, it was said that the image shown was not possible because the divide could not be entirely removed. I propose to remove every ramp but one and turn 9th Street into the gateway of a walkable urban Russell neighborhood. The ramp that would stay would be the entrance ramp from Main Street onto I-64 East. Currently, this ramp is acting as a barrier for those wanting to cross the street on the northern side of Main. Changing the lights to make all cars stop and pedestrians cross the street or forcing cars to go slower when turning onto the entrance



ramp are two ways to open up the intersection to all pedestrian movements. Removing all the exit ramps opens up lots of area for new development. Returning 9th Street to a 2-way road frees up space for townhouses lining the street. Finally, redeveloping Beecher Terrace as a mixed-income community will make people want to move to the area around 9th street. The 9th Street divide project listed is a great idea and will transform Louisville for the betterment of the entire city. Expanding this project past the Main-Broadway area will ensure that the 9th Street divide is history. In a map that I have made (link below), you can see all of the new development possible when the project is extended all the way to 7th Street near the Edison Center. Zoom in the map in for a better view. <https://www.google.com/maps/d/u/0/edit?mid=1Ldsds6g60SpoOe8XMMpRjOxlj4>

The Main Street/Story Avenue intersection redesign is a wonderful project. Cars traveling down Story Ave merging onto Main St always speed. Forcing cars to slow down and make a hard right turn at an intersection where pedestrians can cross safely is a good change. The project map also shows Main St, Story Ave, and Baxter Ave turned into 2-way roads with bike lanes. This project should be done in conjunction with the 2-way conversion of Story and Mellwood Ave.

New sidewalks need to be built along all different roadways in Louisville, especially along TARC routes. In too many places with a great demand for walking sidewalks do not exist. A lack of crosswalks along our major arterials is also a problem and a reason why many pedestrians are killed in Louisville each year. When people are killed walking across the street in Louisville, the police and news stations do victim-blaming saying that the pedestrian wasn't in a crosswalk. That may be true, but in almost all cases, the nearest crosswalk is over half a mile away.

The central bicycle network is a much-needed addition to Louisville's bike network. Adding bike lanes or bicycle routes on the Olmsted parkways of Eastern, Algonquin, and Southern will greatly increase the accessibility of parks and shops on a bicycle.

The Louisville loop is also a great plan for Louisville, except that the parts that go deep into nature are only accessible to people that own cars. For example, the only way to get to the Parklands of Floyds Fork is by car.

The Lexington Road complete street is a street that desperately needs bike lanes. The complete street plan should also include plenty of crosswalks. Between Grinstead Dr and Payne St, the road diet is not needed because of the proximity to the Beargrass creek trail.

Although some projects that I think should have been included in the final Move Louisville plan weren't, these projects will lead Louisville into a brighter future. Thank you again for



allowing me to comment my opinions on the Move Louisville plan and for reading all of what I said.

19. 40202: I like the idea of MOVE Louisville and making the city more accessible. I think Louisville needs a metro system. Transportation would be much more efficient with a metro system loop throughout the city that allows individuals to commute to work or explore other parts of the city they otherwise would not.

20. 40206: Thank you for prioritizing a shift to a more sustainable transportation plan! I am very passionate about reducing the use of cars in favor of walking, biking, and mass transit and have always felt that Louisville should be much farther along in that area for a city of its size. While the plan certainly lays out some promising ideas, it needs a

lot more teeth to be realized. The complete streets portion will go nowhere without corresponding zoning policy and enforcement. Beautification has to be a component to encourage residents to choose walking over their car between neighborhoods that are in close proximity like the highlands and NuLu, but have may have some undesirable blights. There needs to be some public engagement to ensure residents are informed to be able to support the changes for the greater good. I think this is one major asset that other cities have that has enabled them to draw a greater workforce and I am thrilled that Louisville is making strides in that direction.

21. 40204: This plan contains nods both to sustainability and unsustainable suburban sprawl, sans funding for both. I predict it will do little more than maintain our status quo -- structural dependence on private transportation and the obesity epidemic that goes with it -- without sufficient staff, funding and commitment from the mayor and metro council.

What our local government most lacks is adherence to its own plans, policies and ordinances. That developers can threaten, con and bribe their way out of guidelines and even codes fuels the cynicism that so threatens democracy, here and throughout America.

Frankly, I'm tired of talk and plans. I'm tired of media conferences without follow through. I'm tired of being asked to volunteer for initiatives to create new plans. I want to see commitments to implement plans, enforce rules and hold developers and builders accountable. I want to see city officials who \*earn\* the respect from residents for spending some political capital every now and then for making this city better for everyone, not just the Omni Hotel and Wal-Mart types.



22. 40218: I attended the MOVE Louisville session at the Newburg Library. It's unfortunate, but I feel the audience missed the point about what MOVE Louisville is about.

Here are my two cents:

Judging from the presentation and audience feedback, I think it's clear that Louisville needs to focus on improving existing infrastructure and expanding our transit system. I have been a TARC rider for 2 years now, and although the program is very necessary, it's super inefficient (long bus routes, late buses, etc.). I hope MOVE Louisville has been exposed to the NACTO Transit Design Guide, and will be able to use this as a resource. I also suggest browsing this website: <http://www.strongtowns.org/>  
Further reading material: <http://www.strongtowns.org/journal/2016/5/23/excerpt-from-nacto-transit-street-design-guide>

I think MOVE Louisville is headed in the right direction in moving the city to a more sustainable and efficient community. I believe that Louisville really needs to invest in our transportation infrastructure if Louisville wants to move into a world-class city.

If needed, I would also enjoy offering any needed help. Urban planning is not my area of expertise (I just graduated from nursing school earlier this month), but it's something I feel passionate about!

23. 40205: Stop talking! Until we cease pretending to make changes by utilizing the existing smart growth codes we already have and carefully ignore, nothing will change. Concentration on suburban improvements is a farce of sprawl. Let developers pay the tab. Like all of these  
Other talk only initiatives and long term plans this Administration Will never implement is simply More Paperwork busy work and a relentless con on the public's intelligence. Two way streets citywide, making non pedestrian  
Corridors like Dixie and Preston walkable, and connectivity on non-pedestrian corridors like Lexington Rd..... There's nothing more  
Revolting than driving by "The Woods"  
Of Lexington Road and realizing it's a giant guardrail where a sidewalk system  
Ought to be.....or watching hapless  
Lost pedestrians traversing the median between Oxmoor and the Mall.....these grandiose schemes that will  
Never be implemented are just failures in  
Print. Do realistic improvements that will actually make a difference. Now.



I want Now Louisville. Not more constipated rhetoric that results in zero change. I'd like a safe crosswalk in St Matthews!! Bus stops that aren't in ditches or on narrow

slips of road shoulder! Police that ticket cars parked along urban corridors in bus stops! Simple effective real change. Try it.

24. 40220: I support the part of the plan that calls for doing something about our deteriorating transportation infrastructure. I also think we need more funding for capacity expansion rather than for building out more bike/pedestrian paths. Out of a year, we have relatively few months where we can walk or bike. There are only certain sectors of Louisville/Jefferson County that lend themselves to biking. And, for those living outside Jefferson County but commute for work, leisure and entertainment, biking is no option. I had rather see money moved from expanding bike lanes to creating a convenient and timely mass transit system plan and structure. I would definitely use mass transit if it is convenient and relies on a timely schedule. Bottom line, the plan is good but I am not in favor of diverting funds from infrastructure and capacity expansion to new bike lanes.

25. 40031: It seems ironic that Move Louisville should start it's comment period after the approval and construction of the two new Ohio bridges, which offer no bicycle or pedestrian traffic options, encourages urban sprawl making public transit less competitive, and will dump additional traffic into our downtown area, making more congestion, wasting fuel, and increasing commute times.

I support the green lanes for bicycle traffic safety, and the reduction of one way streets in the downtown area. I would also like to see the Louisville Water Company and MSD charging for the true cost of new development outside I-264, if this is not already the case. This may be an alternative to increasing overall rates, and may encourage in-fill in existing neighborhoods rather than ex-urban growth and development. To encourage inner city revitalization, parent funds to individual schools should have a percentage allocated to a system wide fund to go to the schools in greatest need. This has become the new segregation.

26. 40241: Zoning

Fundamental to any transportation plan is zoning and land use. Much of the suburban sprawl has been created by a lack of coordinated and enforceable zoning. Build baby build without any consideration of existing infrastructure or ability to upgrade seems to be the prevailing attitude. Developers propose unsuitable projects which may be tweaked around the edges then thrown up. This appears to me one of the greatest threats to the North East Growth Zone. Additional unconstrained development to grow the tax base without consideration of downstream costs or consequences.



### Vision

Be bold! There is no perfect plan. Be willing to experiment even with scarce dollars.

### Light Rail

Sadly, I think Light Rail is a nonstarter. The last 8 miles of the Louisville Loop will never be built along the River Road corridor much less running light rail to Northeast Jefferson County. Especially at some twenty million dollars, or more, per mile. No one in any part of Jefferson County wants train tracks in their back yard. Ultimate NIMBY.

### Bike Lanes

Full disclosure that I am a bicyclist.

For those who detest cyclists and bike lanes, pitch miles of bike lanes as a marketing tool. It's a great statistic when touting quality of life. Even if the routes are not all connected.

### Truck routes

Improved connections to the interstate system from Riverport, Worldport, J-Town, etc.

Designated preferential routes and downtown delivery parking spots. Anything that keeps motorists and commercial traffic in harmony vice competing for the same space at the same time.

### Olmstead Parks

Is it possible to restrict commercial vehicles, other than TARC, from the park system.

I'm a frequent user

of Seneca/Cherokee park and see a steady stream of commercial vehicles barreling through.

And while on the subject, three requests for LMPD reference speeding in the parks.

1. Ticket
2. Ticket
3. Ticket

I fully understand that the above does not represent deep insight or breakthrough thinking....

Simply wanted to add my two cents to the conversation.

27. 40220: Hello, I would like to request that a plan be considered to help bikers cross under the Watterson expressway on Taylorsville road. Currently, to get from Furman to Seneca park, bikers are forced to travel in on- and off-ramps for the expressway, or compete with traffic traveling 50+ mph (and honking/cursing while they pass). Thanks!



28. 40207: Erase the discomfort and stigma of public transport. This includes
- A) COVERED BUS SHELTERS
  - B) electric buses: quieter and less vibration
  - B) leather bucket seats
  - C) touch-on cards (e.g., Oyster card in London)
  - D) public-private mixes to increase frequency of services (see Nottingham, England for example).

Institute a "night mayor" to liaise between residents and night venues, and to promote Louisville nightlife, and to just do something new and cool (see Amsterdam's model).

Retain a detailed plan and zoning for rail-based public transport for the future. Don't make it impossible for future generations to do this! While Louisville may not have the density right now, trams and trains generate density around them.

Right now, downtown is just a playground for convention-goers and sports-goers. No identity. Emphasize a density of unique, non-corporate/non-chain entertainment in downtown.

29. 45240: Louisville is major contender of medium size cities that is increasingly reaching out to the world. In order to meet the needs of the public and to reduce emissions the city needs to offer a diverse transit system for the next 20 to 30 years with hybrid buses, rail system and extend to regional services. The momentum and development must continue to make a city exciting for job creation and tourism. Is it possible to offer the red double deck buses for downtown like London or have a business offer such a bus for tourism? Thank you
30. 40204: I am very encouraged by the vision put forth in the MOVE Louisville plan, particularly in its emphasis on the need to reduce reliance on cars and encourage a more pedestrian- and bike-friendly city. While the plan is a long-term one, I hope many of these initiatives can be implemented in the next couple of years. Better infrastructure will encourage better development. We can't afford to wait on progress.
31. 40220: This is a great project and I'm very excited that our city is undertaking this very important venture. I am disappointed that my neighborhood was not included in the recommendation. I live in Meadowview Estates off Taylorsville road between the Watterson and Breckinridge lane. I noticed that a road diet was not a



recommendation due to the traffic on that part of Taylorsville road.

I completely understand that because traffic can get really backed up there, which is why we really need a pedestrian/bike/mass transit plan for our area to get more cars off the road.

Please don't leave this part of Taylorsville road and Hikes Point out of your plan. We desperately need this for our neighborhood. There is so much traffic congestion and having a safe way to get around without a car would greatly improve that issue. I think this is one of the worst congested areas in the city. There must be some sort of way to address this without a road diet. There is a median in the middle of that part of Taylorsville and an access road on the side. It seems like there would be a way to reclaim some space. In addition, a safe way to pass by the Watterson Expressway (on Taylorsville road) on foot or by bike is desperately needed via an overpass, alternate pathway and overpass through the neighborhood, stop lights at the end of the ramps and a shared use path, etc. Bike lanes on busy roads are not very safe unless they are protected. If we could expand the shared use path by Bowman to our end of Taylorsville that would eliminate a lot of problems. Thank you for giving the public a chance to weigh in and thank you for undertaking this fantastic project for our city. Please don't leave our neighborhood out!

32. 40205: I am thoroughly disappointed with the MOVE Louisville plan. If this plan is supposed to address transportation issues for the next 20 years, it is short-sighted and

environmentally irresponsible not to include a light rail system or a streetcar or some other mode of alternative public transportation. These options would be great for our young professionals who either want to live downtown or in one of the neighborhoods near downtown and for the bourbon tourists and other tourists who frequent our beautiful city. I have been disappointed over and over again with the inability of our Metro government to look to the future of transportation in this city. First with the building of an unnecessary bridge downtown and now with this plan that does not address the economic and environmental impact of no alternative public transportation beyond buses.

33. 40217: I fully support any movement to push KDOT to extend the Eastern Parkway "road diet" from I-65 to Cherokee Park. The road's current condition promotes high-speed, lane-jockeying and a series of traffic-clogging intersections. In my opinion, a road diet that adds bike lanes and a center turning lane for motor vehicles would be wonderful for the connecting neighborhoods. Thanks.

34. 40217: I find it concerning that the MOVE Louisville plan seems so focused on automobile travel moving forward in the future. I also find it concerning that two of the transportation corridors planned would contribute further to sprawl - the Urton



Lane Corridor in particular. Why is a plan that states its goal is to reduce auto dependence so focused on roadways, and also suburban ones at that? The plan would seem to be advocating more of the status quo rather than thinking outside the box.

Multiple studies have shown that millennials prefer alternatives to cars, and that viable cities moving forward will be the ones with multiple transportation options. While I applaud the plan for its focus on improved bike transit, I also realize that bike transit will never truly be a widely used transit means, especially in Louisville's cold, wet winters and hot, humid summers. Many commuters will not have the desire or ability to shower once they reach their workplace. I also find it concerning that light rail was dismissed outright as being "infeasible." A large percentage of respondents in the initial comment phase mentioned desire for light rail specifically. How can it be dismissed without further study? The I-65 corridor would seem to have the density and connections to tourism, jobs, and transportation (downtown, UL, airport, UPS, Churchill Downs/Papa Johns) necessary to support a dedicated light rail. The line could even utilize connections to southern Indiana. The Frankfort Ave/Shelbyville Road corridor would also seem to be a viable alternative to the daily traffic snarls. Was serious thought given to streetcar lines as a cheaper alternative to light rail?

35. 40205: Switching heavy TARC routes and parking issue areas to an electric street car system (Dixie Hwy, Broadway, Bardstown/Baxter), Creating an inner city Louisville Loop type route(s) to improve park connectivity and ease traffic concerns of work commuting, Focusing improvement on city core transportation to create incentive for

use and moves back to the city and use of public transit, Park and ride TARC/streetcar stops to limit distance of individual and public distance traveled.

36. 40206: I worked downtown for a couple of years and commuted by bicycle the 80 - 90% of the time. I've since shifted jobs to the Rubbertown area and still enjoy commuting by bicycle once a week, which is approximately 28 miles roundtrip. Through the thousands of miles logged during my bicycle commute on Louisville roads, I've come to appreciate the effort that's gone into expanding the network of bicycle lanes throughout the city. That said, the solutions put into place do not lend a lot of confidence to new bike commuters. Many of the bicycle lanes are essentially shoulders of the road that accrue gravel, etc., without really placing the bicyclist out of harm's way. Move Louisville seems to place less of an emphasis on bicycling than it could and I think that's a shame. Building a couple of key protected bicycle lanes (Market St, Main St, Broadway, 9th St, 4th St, Breckinridge and Kentucky, for example (here's your Central Bicycle Network!)) and the corresponding streetscape



improvements that would come with that, would do so much more to foster an increase in bicycling than just painting bicycle lanes onto current street configurations. A little more policy and planning focus on bicyclists can really shift people's thinking about the viability of a bicycle as a primary method of transportation. Keep up the good work, and see you on May 24th at the public outreach meeting.

37. 40241: I find it difficult to support financially bike lanes when we have decaying roads and bridges. Supporting taxes for bike lanes is something I will not support.
38. 40059: I am completely opposed to adding more bicycle lanes on our thoroughfares in and out of the city. This only accommodates a minority of residents in Louisville and the surrounding areas. Not to mention the fact that Louisville has very cold winters and many rainy days in which cyclists cannot ride their bikes. On the roads where this has already taken place, you have reduced the number of driving lanes to the point that it can take up to 1.5 hours to travel from Northeastern Louisville to downtown one way! Not to mention the fact that these cyclists have no regard to traffic rules - never stop at stop signs, run red lights, ride up alongside stopped traffic to get a head of everyone, refuse to use sidewalks which were originally created for walking and riding your bikes, etc. I can understand cycling lanes in the Parklands and other areas where traffic is at a minimum and not a main artery. I am to the point where I'm seriously considering leaving downtown to get away from the nightmare traffic I sit in daily ... much of which is due to road closures, bicycle lanes, islands being created in the middle of roadways and reduction in lanes!
39. 40245--I strongly support the Urton Lane corridor project recommended in the Move Louisville Plan. The Urton Lane corridor project will provide major economic development and job creation opportunities for Louisville Metro, Middletown, and Jeffersontown. I doubt if there are many or any transportation projects in the State that will generate greater economic development and create more jobs than the Urton Lane Extension between Shelbyville Road and Taylorsville Road. The Urton Lane corridor project will provide a much-needed parallel travel alternative and additional I-64 bridge crossing to help reduce the rapidly increasing Snyder Freeway development and traffic, which will only increase with the opening of the I-265 Ohio River east-end bridge in October 2016.
40. 40204--While this plan points to vitally important goals for our city (reducing VMT, diversifying mode share, increasing health and livability, increasing sustainability, etc.), it does not lay out effect strategies for achieving these goals. While there is certainly merit in some of them, the sum of the policies and projects described in the plan are vastly insufficient to truly reshape our city around these common goals. What is



needed is a progressive, visionary, aspirational plan that can help us reprioritize and reshape the way our city grows and develops in the future. If we do not tackle that, we will make only minor progress.

I see no point in developing a plan like this which, even if fully implemented, would hardly move the needle at all in terms of VMT, mode share, health, livability,

sustainability, etc. By seeking to “please everybody,” this plan shoots itself in the foot. It is written as though we can have our cake and eat it, too. Our city needs to make some hard choices about where and how to prioritize investments and this plan refuses to make those choices. It promotes a set of contradictory strategies which do not hold the promise of significant change. In essence, it is a plan for the status quo in terms of the development of our city.

The projected growth maps on p. 64 say it all – they reveal how insufficient this plan is to change the status quo. The vision laid out here is for continued sprawl with loss of population in our urban core and massive growth in the suburbs and exurbs. That is precisely the pattern that has gotten us into the current crisis of deferred maintenance, car-dependency, and malfunctioning, unsustainable transportation alternatives. More development like this will only make the problem worse.

We need a radical shift in direction, not more of the same. That means we need a plan with projects and policies that will truly prioritize dense, urban development (whether in our urban core inside the Watterson or in transit-oriented development projects in places like Middletown). The following specific points undermine that vision and should be removed from this plan all together:

- Exec.Summary (p.6): “Cars will remain the dominate mode of transport”  
Right there, in the second sentence of this plan, we are throwing up our hands and admitting defeat. If we want to change the current reality, we need a plan to do it and a plan that says right up front that Louisville is going to take bold steps to reduce the dominance of the private automobile. If we cannot even say that, then we should not suggest that we are serious about the goals with respect to VMT, mode share, health, livability, sustainability, etc.
- Exec.Summary (p.6): “...but there is opportunity to shift short trips away from cars...” [and again, on p. 8 “providing options for commuting, recreation and short trips using transit...” where short trips are defined as “(3 miles or less)”. This explicit focus on short trips implies a lack of seriousness about the commitment to reducing auto-dependency. We need a plan for our city that will make it more attractive, convenient, safe, and plausible to take trips of more than 3 miles on transit and bicycle. There’s no reason to aspire to anything less.
- Exec.Summary (p.8): “...while continuing to facilitate normal traffic, will allow and



encourage those who want to live “car-lite” or even car-free. Again we see that the true intention of this plan is to maintain the status quo – to keep single occupancy driving the norm and to keep car-free solutions as an abnormality adopted by a small (if “encouraged”) minority. We need a plan that is designed to do just the opposite.

- Exec.Summary (p.10): “encouraging residential development within the infill nodes

(shown on the map in light gray), commute times can be reduced and access to jobs can be increased.” This is by far the most important idea in the plan, yet it is not adequately reflected in the list of priority projects (p. 12). In fact, it is undermined by several of the projects which would only encourage more investment in urban sprawl. The following projects should be removed from “priority” status or simply removed from the plan all together (it seems obvious that they are included only as a bone to throw at sub/ex-urban developers and residents):

- “Improve access and connectivity in East Louisville especially around the Parklands of Floyds Fork”
- “Urton Lane Corridor”
- “Complete the Louisville Loop”
- “Extend and reconfigure River Road as a complete street to create a safer corridor from end to end”

- This vital goal would also be undermined by many of the “Infill Development Nodes” shown outside the “Infill Development Areas” on p. 18. Any such nodes should be removed from this plan.

Other concerns:

- Exec.Summary (p.6): “The Plan provides a path to a healthy, connected and sustainable transportation network that encourages investment, growth and prosperity.”

The question is FOR WHOM and to what degree? Infinite growth and inequitable prosperity are the antithesis of sustainability. We must acknowledge the need for limits to growth and we must explicitly acknowledge the need for EQUITABLE investment, growth, and prosperity. This plan fails to make that explicit and it fails to lay out strategies for address those fundamental components of a more sustainable transportation system.

- Exec.Summary (p.7): “Assure Environmental Sustainability: Transportation projects and policies will seek to improve air and water quality.”

There is no such thing as “environmental sustainability” because sustainability is meaningless without equal attention to social and economic concerns. What you really mean here is “reduce environmental impact.” Yet even that is very narrowly defined with attention only to air and water quality. What about soil/land, habitat, wildlife, reducing energy use, addressing global warming, etc.?



- Exec.Summary (p.15): Another essential goal is to “Make complete street design principles the norm.” But the question is how? This is law and should’ve happened long ago. While the five steps listed on p. 92 are good, they are not sufficient to give the LDC the teeth needed to prevent the proliferation of (re)paving projects in our city that do not incorporate complete street design.

- Exec.Summary (p.20): “STEP 2 Implement policies and incentives designed to correct

parking prices to market rate.”

This is absolutely vital and needs to begin immediately. We already have transportation alternatives, we don’t need to wait until they are even better to begin implementing a plan to reduce parking and increase its cost. That should start as soon as possible.

41. 40222--Fewer vehicles, more public transit (buses, streetcars, light rail), whatever it takes to unclog our streets and air. Jackie Green was absolutely correct in his Courier Journal letter recently. Stop encouraging suburban sprawl, except for access to places like the Parklands.

42. 40291--Very concerned about such a large % being allocated for bicycle and pedestrian lanes. Our street is already overcome with bicyclists who travel 15 to 20 deep without any concern for the car traffic. I can't see where anything is saved by cars waiting (5 and 10) at a time, burning gas in order to pass the cyclists. Perhaps the bicyclists should be paying the tax and insurance as the car owners are required. Air quality, safety, and less congestion--I just don't see it with more bicycle lanes. Very good idea about completing some of the streets downtown, such as River Road. I always wondered why this was not done years ago. It seems like the greater focus is on the downtown area and not much left for the suburban area--definitely not interested in paying more taxes--seems like we should be repairing our crumbling streets before we focus on different modes of transportation!

43. 40229--Rather than spend any tax dollars creating any new transportation modalities or system, how about first showing us that the political will exists to actually MAINTAIN what is already in place? When streets go unpaved for decades, pot holes remain fixtures to which drivers become so accustomed they know when to swerve while driving in the dark, it proves one thing: government--and politicians--have no desire whatsoever to maintain infrastructure. Always looking instead for the shiny and new, they dream up nonsense that no one wants, tax us to pay for it, and then immediately "Move On" to the next shiny and new project while the last one begins to crumble into disrepair. Move Louisville? Only if you're planning on moving it to Texas where there are jobs and no state income tax.



44. 40207--I believe this is a great initiative. As a former city planning employee as well as someone who has worked downtown for over 15 years, I believe that daily transportation would be greatly enhanced in two ways:

First, there should be tighter controls and/or restrictions on construction projects affecting downtown streets. Once the bridges project is complete, the following should happen:

- There should be a limit on the number of construction projects affecting one particular street at a time. Multiple construction projects on the same street slow down commuting times considerably.
- Construction projects should be restricted from closing major routes into and out of downtown during times of heavy commuter traffic. Nothing is more frustrating than to be on your way to work at 8:00 only to have the road closed for construction, when there is no reason the project could not start at 9:00. This is especially true of non-emergency road work.

Second, the timing of traffic lights into and out of downtown should be adjusted during times of heavy traffic.

- For example, as you are headed eastbound on Market Street, the traffic lights are normally timed so that if you are traveling the speed limit, you hit each green light in succession.
- However, during the afternoon rush hour the timing should be the exact opposite. Even though my light is green, the two or three blocks ahead of me, which are full of traffic, are still red and cannot move, thereby delaying an entire block from moving ahead. Allowing those blocks to move on a green light ahead of me would allow traffic to move traffic considerably faster.
- This affects mass transit as well, as city buses cannot move either when only one car can advance on a green light.

45. 40220--According to the report, Light Rail options seem to be desirable by the public but grant funding for studies seem to be pursued based on the interest of the transportation administrators. The reason the report shows that Seattle and Portland have a higher rate of public transportation users is BECAUSE they have light rail options for their populations. More public transportation users will also reduce the need to continue using funds to build public parking facilities. If the report is correct in predicting a 10% growth in the next decade, what we conceive today as an expensive alternative to what we keep applying patches to is actually an investment in the future clean growth of our community. I do not use public transportation because of the poor access to routes and time consuming options. Growth in this city will come from outside. Many newcomers to our city will have come from other metropolitan areas that do have light rail systems and would welcome the option. When I visit other cities with light rail options, I always find it is the preferred option for getting around a city. Both in cost and speed.



46. 40299--Money was spent for bike lanes that are not being used . This money could have been spent on road repair, instead it was spent on a minority group to make bike lanes that are not used. The few people that do ride bikes don't obey the traffic rules and cause drivers to dodge them. Our police officers need to ticket them.
47. 40026--I have read the full draft report on Move Louisville, and recalled writing a similar study in my advanced PoliSci course at UofL in 1970 regarding the lack of effective mass transit in Louisville. While the draft has many positives, concentration on bicycles as effective alternative modes of transportation in the city is wishful thinking (not that I disapprove of bike lanes in general). I saw a report on a city bike program just last night (Seattle) -- and it is not panning out as the city planners had hoped (wished might be a better term). It is going bust for non-use, and saddling taxpayers with an expensive program that doesn't work. That aspect of the plan needs to be seriously reconsidered as an effective use of taxpayer dollars. My wife and I met Mayor Fischer at a cancer cure function several years ago. I told him we didn't live in Louisville, and he responded, "Yes, but I'll bet you spend a lot of money in Louisville." We did and still do. Will we continue to do so if the sales taxes become exorbitant? Probably, but only if there is no alternative. It will be less, much less, I can assure you.
48. 40205--I know you're selling this as something needed to attract young professionals who want biking and urban experience, but I think it has equal relevance to an aging community. Complete streets and complete neighborhoods that allow movement of older people to easily access stores, recreation and medical facilities without major car dependence should be a vision for both young and old. The MOVE Lou vision makes sense to me and I think you've done a good job prioritizing where project funding will be visible and help spur population density. I am really trying to envision how the car-dependent mind set of everyone I know can be changed - and it's hard to see that happening very quickly. I see major competition for dollars between streets for cars and other mobility options. HOWEVER, nothing happens without a vision and choices and this projects gives us alternatives to have the dialog.
49. 40059--Enough with the bike lanes. They may look cute but traffic is tied up and nobody uses them. 35% of the budget is an unnecessary expense. Fix the roads, build a rail system but leave bike lanes off the menu.
50. 40207--Move Louisville, while ambitious, fails to go far enough. Put simply, this city is so far behind peer cities (and WAY behind places like Seattle and Portland) when it comes to walkable streets, strong public transit and bike usage, and safe and well-maintained elements that contribute to a healthy lifestyle.



Moreover, the report continues to place an emphasis on and subsidy for sprawl. If the belief is that sprawl (e.g., Oxmoor Mall and development of land around Parklands) will attract top talent, then this is easily falsifiable. The literature on this subject indicates that young and upwardly mobile professionals are driving less, have a preference for downtown living, and are more likely to choose a town with strong transportation alternatives. With limited funds, we cannot afford to continue spending public funds on the development of roads into the suburbs. It's bad for talent attraction and runs counter to the effort to bring our transportation system into the 21st Century.

This is a great first step and I am encouraged by the thoughtfulness of the proposals to improve transportation alternatives, reduce vehicular mileage, and make our streets are safer, cleaner, and better maintained. However, with scarce resources, we simply cannot afford to include new sprawl as we aim to catch up with our peer cities.

51. 40208--As a TARC rider I want to express how utterly unacceptable this "Move Louisville" plan is. To not even mention light rail over the next 20 years is completely missing the boat. It was proposed to be up and running in 2007, now Fischer says we do not have the population density. Bollocks! We had a pro basketball team back in the 70's but now they try and say we either don't have the population, or corporate backing. Bollocks! We are tired of being lied to, and this is bold faced lying. I know the population of Buffalo, New Orleans, OK City, Nashville, Cincinnati. Light Rail should be number one. It can start off small. Look at Nashville. They started off with recycled cars, and went from there. This isn't leadership, it's routine failure to make a statement, a bold move. You aren't going to get outsiders to move here on such pathetic limited goals and backward attitudes.
52. 40220--Moving forward we need to approach a light rail or rail system as a major change in our transport system. The buses have a negative stigma. The TARC has failed at many avenues. I use it often but many do not. I think we need to invest in a rail system. It is the only thing that will greatly reduce our use of automobiles in the city. We need to reduce the automobiles driving into the city. Since the city is a commuter city, a rail system makes the most since. Buses take a lot of travel time. The rail system will also connect the city in ways it has not been connected before and will represent a more unified Louisville, rather than our norm of a segregated city. I really think we are ignoring a rail system as a major option!
53. 40228--There is great opportunity in projects such as this if thoroughfare optimization studies are performed. Man cities approach new projects with optimization plans including increased turning lane space, sequenced stop lights, and a general approach of through-traffic right-of-way prioritization. Although the Move Louisville project attempts to 'reduce the miles driven'; little attention is paid to the idling time cars



spent on the roads. Stop-and-go traffic emits more pollutants, and more importantly every second a stopped and idling car emits in traffic represents wasted emission. Enhanced turning lanes allow for the free flow of traffic, reducing the slowing and stopping of lines of cars behind a single motorist attempting to turn, and reducing rear-end collisions. Sequenced stop lights that communicate along lines of major transit, such as Hurstbourne In/Shelbyville Rd, would eliminate successive stops at lights. This reduces idling time, and more importantly creates an environment of safer roads, reducing the probability of rear-end collisions. All of these approaches have

been studied and applied through Operations Research-style maximum flow algorithms to decrease waste in systems.

54. 40205--This flawed plan will not promote job growth or health in Louisville. Frankly this plan is based on antiquated ideas and refuses to deal with reality.

1) Bike lanes; almost no one uses them. Bike riders do not obey the traffic laws and are in fact traffic hazards. Aside from the fact that the weather here in Louisville is not conducive to traveling by bike for at least half of the year (think cold, snow, rain, extreme heat) there is a significant portion of the population that cannot physically ride a bike. Show me an example of one city with weather like Louisville that has statistically replaced the cars traveling the streets with bikes. I can say that it is more difficult to travel where roads have been put on a 'diet' to create bike lanes. Bikes aren't the transportation device of the future - they are what we used in the past. Horses and buggies would serve more people and this is horse country.

2) Why not align traffic signals to make traffic movement more efficient, instead of forcing vehicles traveling along the same street to stop for a traffic signal every block? You mention how technology is changing how we travel, well why not use technology to make traffic lights MORE efficient for travel. Extra fuel is consumed very time a

55. vehicle has to start moving again and this contributes even more to pollution. Why not follow the lead of major cities like San Francisco and NYC and align these signals. Think green!

3) Stop using TARC large buses with no riders. Every time I pass a TARC bus there is almost no one on it. Use 12 passenger vans or something that can actually drive along the narrow street without endangering other vehicles AND are more fuel efficient. By the way the "all electric" argument makes no difference - those buses aren't solar powered and some hydrocarbon is burned to generate the electricity to power the bus. Stop pretending this is NYC and deal with reality. Perhaps you could even leverage the Uber/Lyft model to have part time drivers of TARC vans.



56. 40204--Please, please, please reconsider allocating so much money to sprawl projects. Louisville's downtown and surrounding neighborhoods are in great need. Those of us who choose not to live 30 minutes from where we work want a pedestrian-friendly, pollution-free community that abandons the city sprawl model of 6 decades ago and focuses on communities and the needs of its residents--not just the powerful monied interests of those living east of the Loop. A terrible new bridge and enormous amount of concrete have already littered our downtown due to their obstinance, lack of foresight and complete disregard for the needs of those helping this CITY survive.

57. 40206--This is an impressive document containing a lot of important ideas that should see urgent implementation. I would be pleased to see my own taxes raised to help fund these recommended projects.

58. 40206--Congratulations on a lot of good thinking that went into this plan. I am very proud of our city's leadership. My comments:

- 1) To truly encourage and boost bike ridership, a protected barrier between cars and the bike lane is the most effective way of having riders feel safe, particularly if children are involved. Last year in Copenhagen I witnessed how incredibly well bikes and cars can get along given the proper infrastructure. What a joy to behold! Obviously this cannot be done everywhere, but in the most congested parts of the city, I believe it would be extremely worthwhile.
- 2) if we are truly a forward-looking city, we must revisit the idea of light rail. Not everywhere of course, but in those arteries that are already positively choked with commuter traffic today, it is the best way to reduce gridlock and encourage people to visit areas like Bardstown Road, that are usually so off-putting because of the parking and traffic issues. Every year we delay a long-term solution like light rail, it becomes that much harder to compete with other cities that have made the commitment. Thanks for the opportunity to give input!

59. 40206--I applaud Metro for the fix it first mantra. That is well overdue. I'd also like to see more of an emphasis on streets for people and safety. After all, people drive, walk, cycle, etc. and the roads and bridges belong to them.....not the cars and trucks. Perhaps subtle but a nuance and message that seems to be missing. And speed kills.....25 is plenty on most residential streets and many urban ones as well.

I'm personally not a fan of projects E, F & G. These will perpetuate sprawl and lead to MORE car trips and increased VMT not decreases. IF these roads are still to be built, why can't the developers or landowners build them outright? Or in the case of Oxmoor, some of the incremental difference in land values with more access (roads & bridges)



out to go to the public or fund the projects outright in a value capture method. With so many other needs, funding roads to help open up land for development (Yes, its growth and maybe jobs) isn't the most cost-effective expenditure.

There's also more to the no rail message than just density. The price point for light rail or street car is higher per mile than rubber tires / bus rapid transit (BRT) options. As such, a rail project in Louisville isn't likely to be competitive for Federal Funds either in New Starts or Small Starts given the costs and the ridership. We are better off with BRT projects which research shows has similar bang for the buck pay offs on the back end in terms of attractive investment. See Cleveland Healthline. I think we could do a better job of laying out why rail isn't right for Louisville in the current environment of Federal Funding and it is more than just a lack of density. Sure we could build them

ourselves, but we are still better off with a modern BRT system.

Finally, I think there needs to be a discussion of parking and parking policies especially in downtown. That is one element that is sorely missing. There are entirely too many parking spaces in the CBD and in the surrounding areas and parking is still easy and relatively cheap. That's one reason we continue to drive. We don't have a parking problem....we have a parking LOCATION problem. We ought to get surface parking lot owners to more to higher and better uses of their land. Give them a tax break for building other things....or tax parking lots at a higher rate.

Also, the street frontage is an asset that needs to be better managed. No one should be allowed to park for free on a city / public street, especially in the downtown during peak hours. A better system to manage deliveries and others aspects of parking is needed. Delivery trucks should go to alleys or where not available at off peak times and in shared spaces. They should clock in and pay for the right to park and times be coordinated. They should NOT impede traffic or TARC buses. That goes for everyone from local folks to FedEx and UPS. Look at what other cities are doing in this realm and copy it.

60. 40204--hi move louisville team,

I'd be interested in providing some feedback on the move louisville plan that was published last week. i would welcome a chance to discuss these items with you in person. I'm guessing that you're not interested in reading a long email from me on the subject, and I'm pretty sure I'm not interested in writing such an email.

I'd like to suggest having a small group of local transportation advocates in a room together with the team that worked on move louisville. i think it could be a productive meeting, in the sense that we'll find a lot we agree on in terms of the strengths of the plan as well as ways to enhance it moving forward. I'd suggest, on the advocacy end of



things, that people like branden klayko (from broken sidewalk) and pat smith (from resurfaced) be involved, among a few others. put another way: I'm not interested in inviting every cynic to a public discussion. i think there are certain citizens/advocates who've displayed an understanding of the issues at hand and a willingness to discuss them reasonably.

61. 40206--I really want Louisville to become a more accessible city for public transit. One of my suggestions is that every bus stop have a sheltered space for in-climate weather. If you are encouraging folks to use public transit to make a better city why not treat your citizens with more respect and provide a sheltered bus stop? Louisville has made great strides but the disregard for the poorest of our community who do use our public system are given the least regard. Thank you for your efforts in improving this marvelous city!
62. 40206--Thank you for presenting this plan. Our city NEEDS this! Please bring the city to the prominence it should be - I am tired of peer cities like Nashville and Indy improving much more than Louisville. Let's become a major city! This infrastructure investment will lay the foundation to attracting new corporations and growing our economy. We have so many great things about this city and this is one huge area of need/opportunity. Kudos to Mayor Fischer and his team. Thank you for looking forward for the citizens of this city. Please let me know if there's anything I can do to help.
63. 40204--My only worry here is that the level of ambition for this plan might exceed its realistic potential. It's really encouraging to see these very practical plans. I can only hope they are practical enough to achieve. Thanks.
64. 40023--I love this idea, why are we concentrating so much on East Louisville instead of downtown? By spreading our density out to the hinterlands through road projects instead of focusing on the immediate dense areas of Broadway, Bardstown and Frankfort Avenue/Shelbyville BRT lines we set ourselves up for MORE car miles traveled as our forests and tree density is clear cut!
65. 40204--There is a lot to like here. However, I don't think Oxmoor Farm or the Urton Lane area should be included or developed. I don't see either of those developments working for greater connectivity for all of Louisville as much as I see them as unlocking doors to develop the areas with the same spread-out, low density, unoriginal, and unattractive aesthetic that I feel that area of town already exhibits too much of.
66. 40203--Thank you for sharing a detailed vision of future transportation projects. As a life-long citizen the state of our roadways has been very frustrating the last few years with large number of potholes as well as frequent roadwork. I look forward to the 2-way street conversions and bike lanes in the areas around downtown as well as the



development opportunities created around the new east end bridge. With a focus on the existing thoroughfares and public transit though I did not understand the need to extend roads for Urton Ln or from Dixie Highway to Westport Rd. Additional roads to maintain in developed, lower density areas seems counter to the overall vision put forward. One thing that I would appreciate being addressed also is how the flow of traffic coming to and from the interstates in town could be routed to avoid residential neighborhoods. Thank you for the opportunity to provide input.

67. 40241--please conduct health impact assessment to understand our community better

68. 40220--We need light rail. We do have the density and it will put us light years ahead of our peer cities. Louisville needs to be more ambitious than our peer cities, not just try to be as ambitious. Light rail is the answer. Build the light rail and I bet that everything else will fall into place (attracting and keeping a talented workforce and the jobs that bring them). The fact is, we are losing those people because cities like Portland etc. have light rail, and it works great! Louisville will continue to lose if it doesn't try and make an actual physical light rail system.

69. 40280--This looks like a big step forward for Louisville! Many many more mixed space streets are needed. I am concerned with the Oxmoor Mall project (will the loss of the green space around Oxmoor Mall be replaced with something upscale and attractive and like a neighborhood with green space or will it be boxy apartments and parking lots?) and I think the East Louisville Connectivity proposal is a terrible idea. Other than that, I really like this.

70. 40207--I live in Winchester Road in St. Matthews. I work at St. Matthews Mall. Yet I can't safely walk to work because no safe sidewalks can get me from my house to work; I have to walk through parking lots to get to work even though I only live a mile from work, so I drive. It seems like this could help and that a lot needs to be done soon on Shelbyville Road.

71. 40207--I walk almost daily from St. Matthews down Frankfort Avenue. A prioritization of walking in Shelbyville and Frankfort are desperately needed for walking safety and attractiveness of the city, with combined use walking, biking, driving street and trees.

The one aspect of this plan that is a ridiculous movement backward is the East Louisville Connectivity Proposal. This would exacerbate the problem of eastward sprawl and over-reliance on automobiles. I support the remainder of the plan but oppose the East Louisville Connectivity Proposal.



72. 2009--Mayor Fischer + Move Louisville Team:

My name is Jackie Cobb. I was born and raised in Louisville, KY. Four years ago, I moved to Washington D.C. One of the primary reasons I live in Washington D.C. - and not Louisville - is that Louisville requires me to own and operate a car to live my daily life. Here in Washington D.C., I can walk, bike or take transit to satisfy all my daily needs.

I support the Move Louisville plan's emphasis on multi-modal transportation as a way to improve the health and wealth of the Louisville community. This focus is long-overdue and will require strong leadership to enact.

In particular, I'd like to offer the following, specific commentary:

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-I strongly support Move Louisville emphasis on making Louisville a more walkable and bike-able place.

- I strongly support the following projects outlined in Move Louisville: (I) Downtown/Edge Neighborhood Two-Way Streets (J) River Road Complete Street Extension (K) Reimagine Ninth Street (L) Main Street/Story Avenue Intersection Redesign (N) Central Bicycle Network (P) Lexington Road Complete Street

- I do not support the following projects in Move Louisville: (E) Oxmoor Farm Bridges and Access (F) Urton Lane Corridor Improvements (G) East Louisville Connectivity. These projects are incongruous with Move Louisville's stated goals; these projects encourage new roads (not in line with Move Louisville's stated goal of "fix-it first") and invests in additional suburban sprawl (not in line with Move Louisville's stated goal of reducing VMTs)

- Move Louisville needs a more aggressive implementation timeline. Louisville is incredibly far behind on addressing its transportation weaknesses; a 20-year timeline is too long.

- Move Louisville will require significant funding, which demands creativity and boldness from our leaders to find additional sources of funding. As such, Move Louisville needs to strengthen its position on the policy changes needed to provide this level of funding. If chosen correctly, these funding sources also can influence behaviors emphasized in the Move Louisville plan. Examples for consideration could include introducing a "pay per mile driven" tax, increasing gas taxes, tolling roads, etc.

- Louisville must eliminate parking requirements in order to achieve the Move Louisville goals! Unfortunately, this policy change was not explicitly stated in this Move Louisville plan.



Today, Louisville is not a walkable place. This lamentable reality is preventing the city from being a healthy, wealthy and welcoming place to live. I support Move Louisville as a way to change this reality. Please let me know if I can help with the Move Louisville plan.

73. 40206--After recently moving back to Louisville from Chicago, it is clear to me that public transportation not only lacks in Louisville but is looked down upon by the public; there is no public transportation culture. Investment in TARC and corresponding bicycle/walkable infrastructure should be a number one priority for Louisville. This alone could completely transform the city's identity, helping further development and pulling in new talent. Louisville has been on a roll lately, culturally speaking. It's finding its niche, something that's existed all along but that's just now

being embraced. Why not encourage a sustainable future with the expansion of public transportation which will almost certainly continue this boom, catapulting the city to a national destination with dense interconnected neighborhoods. The neighborhoods are already there; we just need to connect them.

74. 40207--I love these ideas, the renderings of Lexington Ave and Frankfort Ave, spark my imagination. To actually see street life people walking and interacting seems like a dream. I also love the idea of the expanded River Road, and Ninth Street Blvd, which mixed with the complete street improvements on Broadway, and we are talking about having a whole city instead of two separate parts. Can't wait to see it and take part in it becoming reality.

75. 40023--I think that focusing on implementing the Broadway Complete Streets reform, 9th street re-do and BRT lines are of MUCH more importance than Eastern Louisville Expansion. The momentum is currently with BRT on the Dixie Highway project and the inexplicable way that both state and federal grant allocations were able to be found. Citizens living in the close suburbs of Portland, Germantown, or the Bardstown Road area means that it makes sense to take fast transit to downtown areas. We have to start making demand for this now before making it easier for eastern expansion in Jefferson County (and more sprawling suburban connections with more people who will have no desire to wait 45+ minutes to take transit).

76. 40242--This is a great step forward for public transportation. I feel very lucky to have a local government so committed to furthering the economic development of our city.

77. 40220--This sounds like a great plan. Can't wait to hear more details. It would be great if you could include Hike Point in this plan. There's tons of car congestion there and it's not safe for bikes or pedestrians. Also a safe way to get from Hikes Point to Seneca Park on bike or foot is needed. We live in Meadowview Estates and feel so locked in. I



put my bike on my car and drive to Seneca Park because it's not safe to under cross the Watterson. It's seems silly to drive a bike 1 mile. Would love to see something that allows pedestrians and bikers a safe passage.

78. 40177--I totally support anything our city can do to promote more efficient and safer travel for all citizens. My concern is that our roads now within the city have an enormous amount of pot holes. I occasionally love to get on my motorcycle to enjoy the beautiful scenery around town although, I am very worried whenever I travel that I will hit one of the holes putting my life in jeopardy. Why can't these potholes be a priority? So unsafe!!
  
79. 40216--You're going to fix the traffic problem on Hurstbourne by adding another subdivision? More people in the same place does nothing to solve an overcrowding problem.
  
80. 40211--Louisville must have light rail. Louisville need to build for the future and not for the present. Light rail will enhance the transportation options in Louisville and put the city on par with other cities like St. Louis, Atlanta, Charlotte, Memphis, New Orleans, Salt Lake City and Portland. Several of these cities have similar density as Louisville and have successful light rail programs, why should Louisville, be excluded from this transit option?
  
81. 40214--Get light rail in it now!
  
82. 40218--This is so cool! If the city were to put in metro line, it would be a neat idea to reconfigure the TARC headquarters into a downtown hub. Also having a local access bridge between Portland and New Albany would be great for local growth. Just some thoughts.
  
83. 40219--Louisville is in serious need of a light rail system. I live on Jeff/Bullitt Co line and commute downtown for my health care job. Traffic is awful every single day in the morning and afternoon. It only seems to be getting worse. I would love to jump on a rail to get downtown!
  
84. 40218--I love my city #MoveLouisville
  
85. 40206--I heard Mayor Fischer mention that so called "experts" have said the Louisville's pop. density wouldn't support light rail service, but our fair city supported



such service for more than 50 years in the early 20th century along such heavily traveled corridors as bardstown road and fourth street. I've seen several systems in similarly sized and dense cities, such as Salt Lake City, Portland, and Sacramento. I believe Portland's system is the most successful, in both terms of ridership totals and access. SLC's system is sparingly used and runs to the airport, more than 7 miles from downtown at great cost, and through sparsely populate areas. Louisville's downtown is a mere 6 miles from SDF and would be greatly served by a line running from the hotel/entertainment district downtown to the airport via 3rd street, Old Louisville, UofL, and Papa John's stadium. There is already a right of way in place for much of this area and construction of a new line would be minimally disruptive and invasive. I hope the city's leaders are forward looking enough and have the fortitude to put forth such a plan. As I said, we had a light rail/streetcar system before and Louisvillians embraced it until the advent of suburbia and car centric planning.

86. 40220--I wholeheartedly want an improvement to the Shelby-Hurst intersection. That whole corridor is a mess during peak hours. It needs to be more ones heading north on hurstbourne. More lanes needs to be made for cars turning into Shelbyville. The article explained a rail system? How is that going to be implemented? What is different about the current TARC system and the rapid bus system proposed? If you want to improve the transpiration system in Louisville it need to be done by improving TARC. So many louisvillians rely on this as their only means of transportation. Currently it can take over 2.5 hours to get from Bashford manor to the Mall ST. Mathews. This length of a bus ride is not acceptable when people have work schedules to abide by.
87. 40059--How about expanding I71 from Oldham County to the bridge? Every highway coming in to Louisville is at least 3 lanes except I71. Oldham County and east Louisville has been growing for years but nothing has been done to help those people driving into the city. Ridiculous.
88. 40242--I guess all that is well and good but there is an awfully lot of words with no real statement that I am wanting to see. Has anyone been on Westport Rd, beyond Frankfort Ave and seen the ;amount of traffic now on that road all the way past the Snyder? It is horrendous as is the traffic on Old Brownsboro Rd East of Hurstbourne. There is more and more residential building going on in both corridors and new road is sufficient to carry it all. I would love to live on a decent bus line that is not 15 miles from where I want to go or have to transfer 10 times to get where I want to go but the East End is not set up that way. If I could afford to move I would move to the Highlands, at least then there would be some diversity and interesting bus rides and neighborhoods. I hate going to Westport Rd, the doctor off of US 22 (Old Brownsboro



Rd and even Shelbyville Rd. No one is doing anything about the traffic and between Shelbyville Rd and Bardstown Rd Hurstbourne Ln is notorious.

89. 40217--2 words////////// LIGHT RAIL.... south north east west lines.... now is the time,,,,,, we are way behind Charlotte,
90. 40204--We desperately need safer school bus stops and lighted and alert crosswalks at the stops. The upgraded crosswalks should be on all major thoroughfares. We also need traffic signal sensors because the timed traffic lights are causing headaches during peak hours. These 2 changes would greatly help to improve traffic moving through the city. In addition, I-64 needs to be widened as well as I-265 and double lane exits are needed. This city has grown so much that the current infrastructure cannot withstand the traffic.
91. 40205--I'm pleased to read that Louisville plans to invest in complete streets and improved transit. As a Highlands resident who works near the medical complex, I hope the intersection of Baxter and Lexington is addressed. I would bike to work and walk to East Market with my family if not for the barrier created by that large, confusing intersection. I am often on foot in both my neighborhood and downtown during the workday, and I seldom feel safe. Drivers routinely turn when they have the green light & I have a walk signal. On Bardstown Road, drivers seldom stop at crosswalks. In most cities the law requires drivers to yield to pedestrians at crosswalks. If that is not the case in Louisville, it should be. While visiting Atlanta, small signs placed in the middle of crosswalks reminding drivers that it is the law were effective. I would also like to see pedestrian safety features added to Cherokee where there is pedestrian access to the park (at Barney and Alta). Thanks!
92. 40206--I would love to see a sidewalk connecting Waterfront Park to Cox park along river road. I am concerned about riding my bike on that road, let along jogging in the street.
93. 40203—I am residence of Louisville KY since 2007 and I really love Louisville I saw a lot of improving and growing going on Louisville city but I will like to say to mayor Greg Fischer I will like to see the street downtown fixed thanks mayor Greg Fischer
94. 40258--I think for the mist part it's a good plan. However, cyclist should have to get a license, pay taxes and have insurance just like cars do. Who pays for my car if one of them hits my car?
95. 40222--Firstly, I hope that impoverished neighborhoods are given priority in this. I hope you approach it with an eye towards environmental justice as well. The implementation of this should have a health impact assessment component to help



identify potential problems or opportunities that you might not have expected or uncovered until it's too late in the game. It will also help integrate the citizens into the planning and decision making, rather than having Metro Government make assumptions on what citizens want (or what they think citizens \*should\* want). For example, expanding the Louisville Loop ran into issues with residents who had some valid reasons to not want the loop to run through their back yards. If the health & community impact assessment is not included, I think leadership in Metro Government will make short sighted decisions, assuming everyone would want something like this, just because they don't get a chance to spend a lot of time with community members to really understand what their needs are. Secondly, the East End really could use some help to be more pedestrian friendly. Sidewalk connectivity is an issue in my neighborhood. I could potentially walk into St. Matthews to go to the shops or restaurants (and would prefer to walk, actually!) but I'd have to go out of my way to stay on streets that have sidewalks. For instance, Westport Rd from 264 to Hubbards has sidewalks, but past Hubbards lane into St. Matthews there are none. My neighborhood has a lot of runners and people out taking walks, and I think they would get a lot out of having better sidewalk connectivity.

96. 40202/47150--First statement: Please, Please do not enter my email address into ANY automated system. Unless specifically prompted by myself, I am sure that one email every six months is enough to keep me as informed as I need to be with respect to Move Louisville. Now for my comment; I believe the best place to start with is to cancel any form of tolling on the bridges over the Ohio River. Want to do something impressive with 1.4b dollars? Pay off the bridges by some means other than tolling. Want to appear progressive? (Or perhaps BE progressive!) Do not initiate regressive tolls.

97. 40059--I am a young professional that just moved to Louisville. I have lived in the San Francisco Bay Area, Washington DC, Dallas, etc. After living in those areas, I've been able to see a variety of transit systems and how they can be huge assets. I'm encouraged by the ideals of this plan to make more complete, multi-transit, complete streets.

Here are some specific things that I'd like to recommend:

1) A much better public transit system utilizing light rail and/or streetcars. I think it would tremendously improve transit in the area and help be an economic asset. Young professionals (and the companies that hire them) are seeking efficient, reliable, and clean public rail transit in the cities they located. It also would help facilitate better logistics for the tourism and convention business... especially if downtown had a strong public transit rail network and there was a connector to the airport/fairgrounds area and back. Additionally, streetcars could alleviate a lot of the parking issues in the



Highlands. I'd envision commuter rail eventually being implemented from suburban areas like Oldham Co., Shelby County, Bullitt County, and Southern Indiana as well.

I also think several areas need way better pedestrian walking infrastructure. Specifically, I think there needs to be a focus on Shelbyville Rd. to add a complete, usable, and well maintained sidewalk and bike lane system. A little streetscape beautification wouldn't hurt either. That corridor running in front of the malls is pretty unattractive.

Thanks for your consideration of my input. I look forward to seeing these projects come to fruition!

98. 40245--There is not one safe place for kids and families to cross Shelbyville Road between I 265 and Crescent Hill. Over that 11-mile span, drivers constantly run red and yellow lights while turning right. Distracted and hurried drivers are too common of an occurrence to allow kids who have a summer job or other families to walk to the swimming pool or park.

We need safe sidewalks from Lake Forest to the Crescent Hill. We also need grade separated crossings so kids can safely cross under or over major streets like Hurstbourne Lane and Shelbyville Road.

Mayor Greg Fischer visions and plans are great. What we need now before summer is simple commonsense, street paint, signs that inform drivers of Kentucky State Law that cars must stop for people who are walking in the crosswalk! For heaven's sakes, we have lived in this Louisville for 15 years and over that time, what we see repeatedly is people who want to walk or bike are treated as sub human species by the Louisville Public Works, elected officials, or worse the Kentucky Transportation Cabinet!

Kentucky Transportation staff has told people who have special needs and cannot drive, that they should just stay home! People with special needs in Louisville have no expectation of safe access to any place unless someone drives them.

The Kentucky Transportation Cabinet and LG&E overhead utility policy is so out of step with Louisville job creation the combined effect is to drive people away from Louisville. Just look at the cluttered black industrial overhead utilities that are strewn every place along Shelbyville Road! Also note Shelbyville Road is the travel way where rich and educated people live! In many places, there are no trees visible or places to sit. You want people to walk and bike when the temperature is 100 degrees, with 90% humidity, high levels of ozone and air pollution?



Mayor Fischer if you want to attract jobs and cultural visitors to Louisville you need to direct LG&E to place those ugly cables underground. Then plant trees along these roadways and watch as people feel safe and comfortable to walk outside and visit with each other. Right now, LG&E and the Kentucky Transportation cabinet are driving away visitors from Louisville because the impression visitors have while using our travel-ways is Louisville is an ugly, crude and uncultured place.

Visitors to KIPDA and public works offices are immediately greeted with attractive handouts and maps of walking and biking routes. But, when looking at the city budget almost there are no substantial funds dedicated to meaningful public safety systems for walkers and bikers!

How can KIPDA be a an advocate for anything other than driving a car when their offices are only accessible by car? KIPDA meetings are not synchronized with the TARC bus schedule. There are no sidewalks to get to KIPDA offices!

99. 40223--Dear Mayor Fischer,

I often drive down Frankfort Avenue from the East End to Downtown on my way to work. For much of the year when I make this drive usually around 7am or earlier it is still dark. I have a couple of observations regarding safety that I hope you will seriously consider.

The first is a crosswalk in front of Trinity High School. The crosswalk has a flashing yellow light which flashes continuously. Speaking as a driver, the area is not well-lit and if anyone is crossing while it's dark drivers cannot see them. It doesn't matter if you slow down as everyone should, but doesn't. Even when slowing seeing a pedestrian is extremely difficult.

I would like to recommend better lighting aimed at the crosswalk and a way for a pedestrian to signal that that a crossing is occurring. Ideally, the pedestrian should be able to press a button and the crosswalk signal changes from yellow to red forcing traffic to stop. I understand that a crossing guard is available during a certain time but before the crossing guard arrives it is a dangerous crosswalk. If my child were attending Trinity, I'd be calling every week to get this changed. This happens to be a crosswalk that I pass regularly but I have seen others around town that would benefit from a similar alert signal.

This leads me into my second observation. A little further down Frankfort, there is a



blind couple that crosses Frankfort at Cornell Place to wait for a bus. I see them often and I fear for their safety as well. The man uses a cane; the woman has a seeing-eye dog. They stand on the edge of the grass, barely off the road, because there is an incline at that bus stop that really prevents them from standing comfortably anywhere else. I have observed cars passing them so closely that I worry.

Watching this couple kicked off a trail of thoughts for me. Why are the bus stops on Frankfort so terrible? Why isn't there a sidewalk on that side of Frankfort? Is it because of the trains – maybe there is a specified easement between the tracks and a sidewalk that just won't fit the way things are set up on Frankfort? Whatever the reason, it needs to be reviewed and reworked. Louisville has a wonderful commodity in the American Printing House for the Blind and the Kentucky School for the Blind. It is understandable and, frankly, expected that many blind people would live near those two facilities. Shouldn't we make Frankfort a more easily traveled corridor to facilitate this special group of Louisville representatives?

Any improvements made will help everyone, not just the blind. The fact that many of the "bus stops" along Frankfort consist only of a bus stop sign stuck in the grass is a little crazy. I would think that improvements to the bus stops like a flat concrete pad

would not only help those that ride the bus daily but it would make First Friday Trolley Hops even better as well as making things better with other events.

And connecting the bus stops with a sidewalk can only help. I challenge you to drive down Frankfort Avenue and observe people waiting for the bus. You don't see many at the sloped, sign stuck in the ground stops. But getting to the nicer stops requires walking in the grass (think rain, snow, holes in the ground) or in the street – not a good, safe choice for anyone but especially the blind.

My brother is blind and this is probably what made me focus on this couple. I hope that during this initiative to rework a lot of transportation issues, you will take my suggestions into consideration.

Thanks for listening!

100. 40222--I think that this is a great initiative taken by the city, and my hope is that it is taken seriously and not just a half done job. Prior to moving to my current location, I utilized TARC every day for my transportation needs to go downtown. I loved the fact I could reduce the stress on our environment by taking a vehicle off the road (and not having to worry about other drivers was a plus too!). Now that I moved,



and that I have a job elsewhere, bus transportation is no longer practically feasible. My hope and wish is we take the public transit system and turn it into something attractive for EVERYONE to use.

101. 40207--What if we ran a paved pedestrian path down the middle of Zorn Ave? It could safely connect Crescent Hill to the River Road corridor. Better yet, boarder the median with flowering trees like we have on E Washington in Butchertown. It would make a gorgeous setting.

Along those same lines reduce Mellwood Ave between Brownsboro and Zorn to one way (west-east) and use the additional lame as a pedestrian only lane.

102. 40217--Overall, I like the plan. I mainly like that the topic is being discussed and planned. Our own Goss Avenue Beautification Project in Germantown-Schnitzelburg has been attempting to implement many of these same features. We currently have two infill developments (Germantown Mill Lofts and Bradford Mill Lofts) and we need to consider transit in order to ensure the success of these trail blazing redevelopments. It is one thing to build them but they must succeed in order to be a long term benefit to the City and spur further infill. With that in mind, we (Schnitzelburg Area Community Council, German-Paristown Neighborhood Association, and Germantown-Schnitzelburg Business Association) would certainly welcome any assistance in working with the State on such things as traffic calming, cross walks, and painted parking places.



**Greater Louisville Inc.  
Transportation & Infrastructure Committee  
&  
Advanced Manufacturing & Logistics Network  
Comments on the MOVE Louisville Plan  
(April 2016 Draft for Public Comment)**

Greater Louisville, Inc.'s Transportation & Infrastructure Committee and Advanced Manufacturing and Logistics Network (collectively, "GLI"), submits these comments on the MOVE Louisville Transportation Plan (April 2016 Draft for Public Comment) ("Plan"). GLI truly appreciates the many hours and effort the Mayor and his staff have put into trying to raise the quality of life for citizens and the business community in Louisville Metro by increasing mobility.

GLI appreciates the Mayor and Louisville Forward giving GLI and its members the opportunity to comment on the Plan and to participate in the early discussion and steering committee. GLI, along with the Building Industry Association ("BIA") had the opportunity to comment on an earlier draft list of priority projects in December 2014 and have appreciated the opportunities to meet and receive periodic updates. GLI and its members look at this opportunity to share expertise from various fields and to help build a long-term transportation strategy the community embraces.

Further, GLI reviewed the Plan in detail, and many GLI members spent many volunteer hours reviewing the proposals and discussing with industry experts to formulate these comments. This review builds upon GLI's initial comments on the previous draft Plan.

Below is a compilation of GLI members' comments and questions. They are organized to coincide with the major components of the Plan.

1. The goals of a long-term transportation Plan:

- We strongly believe that economic development and competitiveness should be the primary factor by which all projects are judged. Without the ability to effectively move goods and services to market, as well as people to jobs, we will not remain competitive as a city.
- Generally, we support projects that build capacity and increase opportunities to move traffic north/south and east/west, thereby easing congestion. This criterion is the highest priority. It is imperative that additional revenue sources be sought in order to help fund increased mobility.
- Public transit projects are vital to economic growth and the only link to jobs for many Metro citizens. We recognize the need to open up new corridors both east and west and north and south. We also recognize that there are limited funding sources for transit projects. However, we do not have the necessary information or expertise to thoroughly evaluate the transit projects suggested. We believe and would recommend that Louisville Forward closely

collaborate with TARC on suggestions for new routes and improving the efficiency and capacity of existing routes.

- Mobility and access for everyone to jobs, educational opportunities and community assets are needed to strengthen the Louisville region's economy. Some complete street, sidewalk and other infrastructure upgrades recommended in the Plan enhance mobility and attract businesses and residents to an area, which is good for the economy, job attraction and overall quality of life. However, it is imperative that complete streets do not detract from economic development by reducing capacity where it is most needed. Each proposed complete street should be evaluated by this criterion.
- GLI approves of the proposal that we "fix it first" when it comes to transportation infrastructure, ensuring that existing infrastructure is maintained as new improvements are introduced. However, GLI does believe that this policy needs to be clarified as to how it would be enacted. *Does "fixing" also include upgrades to complete streets?* GLI opposes any complete street upgrades at the expense of critical infrastructure maintenance elsewhere in Jefferson County.

## 2. MOVE Louisville Priority Projects

- In December 2014, GLI and the BIA submitted a list of high-priority projects that would have a serious impact on moving people to job centers, goods to market, and increase economic development. GLI was happy to see five of these priorities included in the "Priority Projects" section of the Plan. These were:
  - i. Transforming Dixie Highway for traffic and pedestrian safety, efficiency and rapid transit
  - ii. Oxmoor Farms Bridges and Access
  - iii. Urton Lane Corridor Improve access and connectivity in East Louisville especially around the Parklands of Floyds Fork
  - iv. Implement two-way traffic conversions in Downtown and Edge Neighborhoods
  - v. River Road extension to Northwestern Parkway
- After reviewing the modified Priority Projects, GLI also believes that the following projects will have a strong positive economic impact:
  - i. East/West Transit Corridors connecting Dixie Highway to Westport Road
  - ii. Fund the sidewalk program to ensure pedestrian connectivity

These two priority projects are inextricably linked. Louisville is a city of "spokes" bringing people from the suburbs into downtown. East-West connectivity is desperately needed. GLI applauds the focus on economical bus rapid transit (BRT) with dedicated lanes to move masses between residences and jobs. It is also critical that mass transit have a safe and accessible sidewalk network to function.

### iii. East Louisville Connectivity

GLI wholeheartedly agrees that the rapidly-developing area around the Parklands at Floyd's Fork necessitates forward-looking infrastructure development. A new interchange and

connector from KY 48 to US 60 on I-64, in addition to other connector roads, will greatly increase accessibility.

- Of the remaining priorities, there are four projects that cause GLI significant concern barring further explanation. These projects are:
  - i. Rebuild Broadway and Preston Highway as complete streets and premium transit corridors.
    - While GLI supports the stated goal of renovating these corridors, concerns emerge around cost and capacity. Broadway currently serves as a major transportation corridor for both goods and people and currently operates at full capacity with vehicles in all six lanes. GLI is concerned that a complete street redesign would hinder capacity.
  - ii. Implement a complete street treatment for Lexington Road
    - Lexington Road is a major artery for moving people in and out of downtown. GLI would want to ensure that a complete street on Lexington Road would not unduly hinder vehicle capacity and increase congestion.
  - iii. Reimagine the 9th Street corridor
    - GLI embraces a rethinking of the 9<sup>th</sup> Street corridor to bring a renewed vibrancy to 9<sup>th</sup> street and the neighborhoods to its west. However, earlier project proposals within MOVE Louisville included high cost, low return options such as relocating the I-64 ramp further west. GLI hopes that any project investment undergoes a cost-benefit analysis to ensure that Metro Louisville is getting the most impact with its limited transportation resources.
  - iv. Complete a low-stress central bicycle network
    - The focus on creating a city-wide transportation system that supports the mobility needs of the entire community is critical and GLI applauds this goal. However, GLI believes that the focus on bike lanes within the complete street and funding proposals is misplaced. Portland, with the highest numbers of bike commuters in the country, only has 7.8% of its workforce regularly use a bike to commute. Behind Portland, OR, other top cycling cities hover around 5%. With Louisville's icy winters and humid summers, commuting by bicycle is not a feasible, cost-effective method for the vast majority of residents. GLI believes that Metro should look to prioritize public transit above bicycles in order to make sure employees have access to job centers.

### 3. Strategic Policy Approaches

- GLI appreciates the focus on high-capacity corridors and generally agrees with those outlined in the Plan. However, GLI is concerned that the Plan assumes too often that people are moving in and out of downtown. As is indicated by the widely distributed employment centers on page 10, residents and employers are distributed county-wide. GLI suggests that "major corridors" needs better, expanded definition. They should also include the parkways

(Eastern, Southern, Algonquin, Southwestern, and Northwestern Parkways) as well as East-West connectors like Fern Valley Road and Outer Loop.

- Complete streets and road restriping may be appropriate modifications in certain areas. However, on major corridors, GLI has some significant concerns with the potential of such modifications to inhibit the flow of goods, services, and commuter traffic. GLI believes there should be a high threshold for supporting data prior to complete street conversions.
  - i. Even where they are beneficial, “complete streets” involve re-striping and creating fewer lanes for automobiles. If this is done to major corridors of traffic, this will not work for moving goods and services around Louisville in order to satisfy a minority of people who bike.
- GLI appreciates the focus on identifying preferred truck/freight routes but believes that this area deserves much more consideration and further discussion.
  - i. GLI would like to be part of a freight working group that analyzes current freight data and identifies preferred routes.
  - ii. Louisville is one of few cities that do not post and identify designated truck/freight routes. Such posting should be considered in any changes or additions to current truck/freight routes.
  - iii. Freight routes should take into account where likely job and production centers will be included in the next 20 years. Metro must ensure that we are planning for an increase in future capacity to meet the needs created by the Ohio River Bridges.
  - iv. Metro should take advantage of available federal dollars for a Regional Freight Plan. As businesses know, our logistics systems do not end at the county line and it is critical that any long-term freight route planning is done in coordination with our regional partners.
  - v. Metro must ensure that any ordinance describing freight routes does not have unforeseen consequences that limit the ability of businesses to bring their goods to market, create additional fines, or increase compliance burdens for freight carriers.
  - vi. Design standards such as turn lanes and turn curvatures should be taken into account when reviewing freight routes.

#### 4. Proposed Funding Sources

- Ultimately, this Plan is primarily a financial document. GLI is concerned about the lack of funding that is available or identified to carry out the proposed Plan.
- GLI is concerned about proposed funding sources for several reasons:
  - i. Many proposed sources are not available to Metro Government (i.e. fuel tax, congestion pricing, etc.)
  - ii. Some proposed sources may stifle development (i.e. impact fees on developers, taxing districts)
  - iii. Without matching funds for grants, none of these sources promise enough revenue to fund the proposed projects.

- iv. Roadways and projects outlined in the Plan span multiple taxing jurisdictions and there is not currently a mechanism to ensure that all of the jurisdictions within Metro are paying their equitable share of infrastructure costs.
- v. In Kentucky, transportation and infrastructure projects are funded with a combination of federal, state and local funds. The local portion, for the most part, is derived from revenue sharing of state funding mechanisms like the motor fuels tax and motor vehicle or "sales tax" on new and used vehicles. Therefore, local governments are extremely limited in their ability to raise sufficient funds for road and street changes or transit upgrades and expansion.
- Projects identified in the Plan to upgrade public transit service are needed but cannot be constructed or operated at current funding levels. We encourage support for increased budget allocations for transit, especially at the state and local level. Federal legislation – known as the FAST Act – secures federal funding for the next five years, but without adequate local and state funding, Louisville is at a disadvantage in competing for federal grants for basic upgrades such as new buses to replace vehicles that are more than 15 years old, or a significant public transportation project that would improve mobility options and advance the local economy. Public-Private Partnerships (P3s) may also be a viable option to strengthen transit infrastructure but would likewise require an adequate funding stream.

In all of these projects and as we continue to move forward in developing a long-term comprehensive transportation infrastructure for the region, it is important that we be forward looking. Smart routing technology for commuters and the potential for driverless cars and trucks should be considered in current infrastructure decisions. Node-based infrastructure will require “park and rides” for adaptation and should be considered. Alternative methods of premium transit apart from Bus Rapid Transit (BRT) should also be kept on the table as Louisville’s economy and residential patterns change and develop. It is critical that we keep an eye on the future as this process moves forward.

GLI still has several concerns regarding potential projects or policies that may hinder capacity or place undue burden on business, but GLI looks forward to working with Metro to ensure that business is positively served by the Plan’s implementation. Lack of accessible funding is the single biggest obstacle to further developing Greater Louisville’s world-class transportation infrastructure. GLI encourages Metro to leverage all local and state funds in the pursuit of federal matching grants, which are largest available resources for modernizing our transportation system.

GLI is glad to have participated in the past development of this long-term transportation plan and looks forward to engaging with Metro Government and regional stakeholders as the process continues. As the comments above indicate, GLI and its members are most interested in ensuring the long-term sustainability and growth in the capacity of our transportation system to move both goods and people. As a center for logistics and regional job center, it is critical that we maintain this competitive advantage, even as we endeavor to improve our quality of place for all of our citizens.





Ms. Mary Ellen Wiederwohl  
Louisville Forward  
444 South Fifth Street  
Louisville, KY 40204

June 21, 2016

Dear Ms. Wiederwohl,

On behalf of nearly 2,000 member companies of the Building Industry Association of Greater Louisville (BIA), I am writing to provide our comments on the Move Louisville Transportation Plan. Thank you for the opportunity to participate in this process and share our industry's views.

It is our fundamental belief that economic development should be the primary factor by which decisions related to transporting people, goods, and services should be made. Without the ability to effectively move people to their jobs and goods and services within the city, we will not remain competitive as a city. After all, infrastructure is an investment in the betterment of the community as a whole. We know that infrastructure investment yields quantifiable economic returns through job growth which, in turn, helps our city build its tax base to better support the needs of our citizens.

We are very supportive of Move's goal to reduce our commute times to remain economically competitive with our peer cities. However, Move's plan to reduce capacity funding would seem to increase congestion, thereby increasing our residents' commute times. Moreover, increasing commute times not only impacts our citizens' mobility but also our regional economy's ability to move goods and services. By increasing commute times and congestion, we will actually increase the cost of doing business in our city, which will make us less economically competitive.

Move Louisville suggests both major land use revisions to change our built environment and radical changes in transportation funding when none of the data indicates that we have a significant transportation problem. The proposed shift in funding from capacity to bike lanes and sidewalks suggests that we will see an increase in congestion in our city for both commuters and the movement of goods and services. In fact, Move's consultant Paul Moore stated to our advisory group that Move would increase congestion by approximately 10%; there is no acknowledgment of this significant fact in this report. We fully support investment in economic development and ROI. Investing in and expanding capacity dollars, funding "fix it first" projects, and investing in expanded transit are investments that will get us "the most bang for our buck" versus spending on sidewalks and bike lanes. Targeted investments in capacity, "fix it first," and transit should be where additional funding is sought and prioritized as it supports community growth and development, job creation, and an expansion of our tax base.

In several meetings, we have heard members of the Move leadership team state that Louisville has a disconnect between where people live and where they work. Frankly, we disagree with that statement. With an average commute time of 21.9 minutes and comparing maps of county population and employment centers, there is a direct correlation between the population and employment densities

throughout our county, proving yet again that people have the opportunity to choose to live near where they work.

Another key point that is overlooked is the impact that Move will have on the 160,000 plus workers who commute into Jefferson County every day to work. These 160,000 plus commuters most likely drive to work each day and pay multi-millions of dollars in occupational tax each year to our city. The suggestion by Move to reduce capacity funding and redirect scarce dollars to other modes of travel, thus increasing congestion, will negatively affect the commute times of over 160,000 customers of the city of Louisville.

This plan seems to suggest that a significant shift needs to take place relative to where people live in Louisville and that our residents either will be, or should be, living in high-density options in the future. None of the current demand, data, or surveys, including the Urban Land Institute, indicates that high-density housing is on the horizon. Study after study has shown that a majority of citizens want to live in single-family housing or low-density housing options. We believe that all housing options and choices should "remain on the table" so that we can meet what future demand will require. Please understand that we do believe that opportunities exist in our community for nodes, where residents can walk or bike to eat and shop in their neighborhoods. However, we do not support forcing density through policy decisions and government mandates that would restrict our citizens' housing options and could force them to relocate outside our city limits, thus reducing our tax base even further.

As it is acknowledged in Move, there are significant funding challenges to achieve the goals of Move. Louisville's current average annual transportation appropriation is \$14 million. However, the city also has an estimated backlog of \$288 million in maintenance obligations. Assuming the \$71.6 million annual cost of Move's recommendation and average annual appropriation of only \$14 million, there is an average yearly gap of \$57.6 million, which cannot be ignored. We remain concerned that a plan has been proposed without identifying and securing adequate funding to fulfill its goals and contains no mechanism to prioritize transportation spending moving forward.

We are aware that the Kentuckiana Regional Planning and Development Agency (KIPDA) is developing a transportation plan that looks forward through 2040 and will address all areas of transportation infrastructure. According to KIPDA's summary of this plan, Connecting Kentuckiana will analyze available data and focus on the best ways to connect people to places and goods to market. In light of KIPDA's planned transportation plan, we are curious to know how Move will intersect with this alternative transportation plan for our region.

We support your position that having a strong transportation system is vital to economic growth in Louisville. We agree that we need to increase utilization, improve reliability, and decrease commute times for our citizens who depend on TARC to get to and from their places of employment. We recognize the need to open up new corridors both east and west and north and south. It is important for our city to have these travel corridors to connect our citizens who currently have access issues to their places of employment.

Because we have many remaining questions and want to provide additional data that was not presented in the report, we have included a detailed addendum to accompany this letter.

As you know, the BIA along with GLI, had the opportunity to comment on a previous draft list of priority projects and have valued our ongoing discussions throughout this process. While we worked closely together on reviewing the original Move priorities and report, we chose this time to send separate letters of comment. However, we want to endorse the formal comments GLI is submitting and fully support their recommendations.

In conclusion, on behalf of the BIA, we appreciate the opportunity to be part of the Move process and hope that we can continue to be engaged moving forward. We would like to be part of the next phase in this plan, whatever that might be, to discuss prioritizing our limited transportation dollars. As you can see, we have many questions and concerns about what has been proposed, especially surrounding the built environment. We want to be engaged with Louisville Forward in the future to ensure that demand is considered, instead of mandated. We look forward to working with you to continue the economic growth of our great city.

Sincerely,



Pat Durham  
Executive Vice President

CC: Deborah Bilitski, Develop Louisville  
Gretchen Milliken, Develop Louisville  
Emily Liu, Develop Louisville  
Jeff O'Brien, Develop Louisville  
Don Karem, BIA President  
BIA Executive Committee  
William Doelker, Land Development Committee Chairman

**ADDENDUM I  
BIA MOVE LETTER  
JUNE 21, 2016**

**HOUSING DEMAND**

This plan seems to indicate that a significant shift needs to take place relative to the type of housing that people live in in Louisville. The focus of this study and public comments by staff indicates a shift is needed to higher density housing in Louisville with a focus on living on transit oriented corridors and high density mixed use nodes. While we believe these housing types and choices should be allowed, and could possibly be part of Louisville's future housing demand, the overwhelming choice by the consumer is, and looks to be for some time, to be lower density housing choices such as single family detached (SFD), or lower density townhouses, duplexes, and row houses, not high density housing as suggested in MOVE. Recent studies by ULI (Urban Land Institute), NAR (National Association of Realtors) and NAHB (National Association of Home Builders) indicate 80-85% want to live in SFD or lower density duplexes, townhouses, and row houses versus higher density. A comprehensive housing survey recently from Portland, OR indicated 87% would prefer to live in SFD or lower density if given the opportunity. We hope MOVE will not result in our local officials believing high density is the preferred choice of consumers or creating a local plan that forces this housing choice on Louisville residents. We should plan for the many possible consumer demand options in the future and create a plan that allows these options to be developed where and when the consumer demand indicates. In addition, much emphasis has been placed on the millennial generation (ages <35) and their impact on local housing markets. Much has been included in MOVE and stated publically by Louisville Forward officials that this generation prefers higher density living options and smaller places to live. A 2015 recent national survey by ULI found the following:

- Of the 26% of millennials that currently own their own homes, 81% have chosen SFD and 11% lower density attached duplex, townhouses, row houses, etc.
- Of those millennials surveyed, 70% of those not currently owning a home expected to own in the future. Those looking to the future indicated that 71% preferred a SFD home or lower density duplex, row house, or townhouse. 18% preferred a low-rise, low density condo or apartment while only 10% were interested in a high density living option.

**ADDENDUM II  
BIA MOVE LETTER  
JUNE 21, 2016**

**COMMUTE TIMES**

The MOVE Study indicates that we are performing badly in modes of travel to work by comparing Louisville to the national average and other cities. The data we are including here indicates otherwise, showing Louisville actually has a mean commute time to work which is 15% lower than the national commute time and lower than the three other peer merged City/County Governments in Nashville, Indianapolis and Jacksonville.

These MOVE statements are confusing to us for two reasons. Firstly, when we compare our mean commute times, we are much better than the national mean and better than our peer merged cities. This data does not seem to warrant the “disconnected” statement. Secondly, approximately 82% of all our city jobs are located outside downtown and are dispersed throughout numerous job centers in all parts of our county, with thousands of homeowners and renters living nearby these job centers in a variety of housing types and prices.

	<u>USA</u>	<u>Louisville</u>	<u>Nashville</u>	<u>Indianapolis</u>	<u>Jacksonville</u>
<b>Car</b>	86.0%	90.7%	89.9%	91.8%	90.3%
<b>- Alone</b>	76.4%	82.2%	79.7%	81.9%	80.4%
<b>- Pool</b>	9.6%	8.4%	10.2%	9.9%	9.9%
<b>Public Transit</b>	5.1%	2.8%	2.2%	2.0%	1.7%
<b>Walk</b>	2.8%	1.9%	1.9%	1.9%	1.3%
<b>Bike</b>	0.6%	0.4%	0.3%	0.4%	0.5%
<b>Taxi, Motorcycle Other</b>	1.2%	1.1%	1.0%	0.8%	1.4%
<b>Work @ Home</b>	4.4%	3.2%	4.7%	3.0%	4.8%
<b>Mean Travel Time to Work</b>	25.7%	21.9%	23.3%	22.8%	23.5%

Source: US Census Bureau, American Fact Finder, Commuting Characteristics by Sex, 2010-2014 American Community Survey 5-Year Estimate

**ADDENDUMS  
BIA MOVE LETTER  
JUNE 21, 2016**

**ADDENDUM III**

The section titled “Using transit as a catalyst for infill development” seems to indicate that MOVE wants to be more than a transportation plan and wants to use transportation to change the “built environment?” We would think that a transportation plan should focus on commute times to work, on the movement of goods and services inside the city, and freight into and out of our city; not using the plan to alter the built environment.

**ADDENDUM IV**

Page 23 Primary Conclusions:

While we support greater investment into transit, we have to comment on a statement on page 23 that states “More than half of the comments received during the process involved public transit. Improved transit choices are clearly on the mind of Louisville’s citizens.” Since nearly 97% of all trips to work are by a mode other than transit, this statement gives us pause. Perhaps half the comments about transit came about because 18 of the 24 Public MOVE meetings were held at the TARC headquarters on West Broadway?

**ADDENDUM V**

Page 58 “Where is the Opportunity:”

The MOVE Consultant clearly was focused on inside the Snyder with his analysis and recommendations. The Consultant missed the mark by only indicating in this section that the opportunity for growth only lies inside the Snyder and not between the Snyder and the county line. As the Building Industry Association of Greater Louisville and consumers see it, there is much opportunity for housing and jobs outside the Snyder in the near future, as well as inside the Snyder Freeway. We need to remember that our city boundary is 400 square miles and opportunities exist throughout.

**ADDENDUM VI**

Page 63 Transit Oriented Development/How it Will Happen:

While we support the living option within the context of transit oriented development, we believe that option should only be incented and not mandated as it sounds on page 63: “A change to the TOD patterns should not happen by accident. Proactive policies and incentives are needed.”

In addition, page 63 indicates that TOD locations “often deal with higher housing costs, smaller spaces, and less convenient parking to name a few.” We are confused that in a time when housing affordability has become a priority for our Mayor and Metro Council, we would be promoting and possibly mandating this housing option unless the consumer demand indicated it.

To further confuse this issue, the section “TOD Next Steps” suggests we “adopt an affordable housing policy” because the city wants TOD housing even if it costs more, but seems to want the private sector to bear the burden of this cost for the end consumer?

## **ADDENDUM VII**

### **OTHER BIA QUESTIONS**

1. Please explain the Compact Growth Scenario and exactly what that means for Louisville residents and how it will save 500,000 VMT/day. Has this growth scenario been plugged into KIPDA’s travel demand model?
2. How will spending priorities be established since currently there seems to be less than 25% of funding available annually for this plan?
3. Is there adequate width to add and install BRT and managed bus lanes on travel corridors such as Bardstown Road and Preston Highway?
4. How much of the deferred maintenance is for road capacity and how much is for sidewalks and bike lanes?
5. Why didn’t MOVE use more current census population data along with projections from the University of Louisville’s Urban Studies Center?
6. Has or will MOVE be aligned with KIPDA’s Connecting Kentuckiana?
7. What is the MOVE goal to increase TARC trips to work? Currently, 2.8% of Louisvillians take TARC to work.

**Branden Klayko**

Broken Sidewalk

**Justin Mog**

University of Louisville

Sustainability Council

**Chris Glasser**

Bicycling for Louisville

**Move Louisville Team**

Office of Advanced Planning

Louisville Forward

Metro Louisville

444 South Fifth Street

Sixth Floor

Louisville, KY 40202

Tuesday, June 28, 2016

Dear Move Louisville Team:

On behalf of Broken Sidewalk, the University of Louisville Sustainability Council, and Bicycling for Louisville, thank you for taking the time to meet with us in May to discuss the Move Louisville plan. We appreciated the chance to sit down with you and go over both the plan's goals and the proposed projects that will serve as strategies for implementing those goals. Thank you as well for all the time and energy you put into creating this plan, which will steer transportation priorities in Louisville for decades to come.

Move Louisville's goals are exactly what we would hope for in a plan aimed at creating a less car-dependent, more multimodal city. As you note in your report, there is a lot to be gained for our city in moving in this direction: improved health for our citizens, better air quality, a more sustainable built environment, and greater connectivity (p. 6). In the planning process, your team considered many projects that could help us achieve these goals. And ultimately, you chose 16 priority projects that scored highly across seven criteria: (i) promoting economic growth, (ii) providing choice for citizens, (iii) enhancing neighborhoods, (iv) improving safety and health, (v) ensuring environmental sustainability, (vi) maintaining fiscal responsibility, and (vii) assuring equity for all users (p. 7).

We can hardly argue with any of these goals. And Louisville's ability to implement projects that meet this criteria will be vital to building our city's future as a happy, vibrant, and healthy place to live for all residents.

It is critical that each priority project actively advance the goals of the Move Louisville plan. While we support the stated goals, we have concerns about the projects chosen to achieve them—and how they fit (or do not fit) your outlined criteria. Many of the projects are great, but a

few appear to be contradictory to the goals of the plan, and others should be enhanced or shifted to more effectively move us toward meeting the plan's goals.

### **The Good and The Bad**

To start, we'd like to make clear that we believe many, in fact most, of the priority projects listed in the Move Louisville plan will be fantastic additions to the city when implemented.

Urban complete street projects (Broadway / Baxter Ave, Lexington Road, Ninth Street) will enhance neighborhoods, promote sustainable growth, and vastly improve mode choice. Transforming Dixie Highway into a premium transit corridor promises to promote connectivity and safety. Expanding River Road into West Louisville and making it into a calmer, more accessible road in East Louisville will open up Waterfront Park and its surrounding neighborhoods. And two-way conversions in Downtown will be a great benefit, both in safety and economic development, to our central business district and core neighborhoods. These proposed projects should be pursued immediately.

However, there are a few priority projects included in Move Louisville that give us pause. The report makes clear that Louisville currently is, even by the modest standards of modern U.S. cities, sprawling, unhealthy, and car-dominated (p. 31). It is therefore troubling that some of Move Louisville's proposed projects would further entrench this status quo. For instance, two of the plan's four "Regional Economic Development Projects" (Urton Lane and East Louisville Connectivity) would undoubtedly promote sprawl and auto-dependency, not diminish it. In your East Louisville Connectivity synopsis, you note, "It is anticipated that many of the larger projects will be focused on Interstate improvements" (p. 73). How does that meet any of the plan's goals? These projects should be removed from Move Louisville so as not to establish precedents that undermine the plan's efficacy moving forward.

Likewise, the Louisville Loop project meets none of the plan's goals and should be removed. It is an expensive, time-consuming project that encourages suburban development, while delivering little in terms of economic growth opportunities, connectivity, sustainability, or neighborhood enhancement. It is purely a recreational enhancement which has no place in a transportation plan. In its place, we encourage extending the Beargrass Creek Trail to the Butchertown Greenway, which would connect Downtown into the inner East End neighborhoods and Cherokee Park.

### **Good to Great: Enhancing Existing Projects**

Our strongest recommendations come as suggestions to take some of the proposed projects further. Many of the 16 priority projects should be enhanced in order to maximize their benefits to the community. For instance, the Main Street / Story Avenue intersection redesign is a fantastic idea that would meet many of the plan's goals. It should definitely be pursued. However, we would like to see this project expanded to include many of the other intersections

on the edges of Nulu and Phoenix Hill—Baxter and Jefferson, Baxter and Liberty, and Liberty and Chestnut. A more ambitious plan to make all of those intersections people-friendly would go a long way toward unlocking the walkability of Nulu and connecting it to Butchertown, the Highlands, and Phoenix Hill, thereby enhancing all four neighborhoods.

Similarly, walkability in Downtown is a problem. And while the Move Louisville document acknowledges this, it does little to offer solutions beyond suggesting two-way street conversions. This project, too, needs to be enhanced: Downtown is Louisville's most important neighborhood because it's the one we all share. The curb extensions at intersections on West Main Street have been an excellent addition to Museum Row. They should be expanded to Jefferson Street, Market Street, and the rest of Main Street, from Ninth Street to Baxter Avenue. And for transit, premium corridors should be established on Main / Market for east-west connectivity and on Second / Third for north-south connectivity. As you note, these routes are already two of our most traveled (p. 40–41).

The project most in need of a shift in focus is the suggestion to turn Preston Highway into a complete street and premium transit corridor. If we are to maximize limited resources and capital, the Preston corridor is the wrong choice for these changes. A more viable alternative to Preston would be the Goss Avenue / Logan Street / Shelby Street corridor through Germantown, Schnitzelburg, Shelby Park, and Smoketown. Goss is already thriving with investment, development, and density. For the same reasons that Baxter / Bardstown is a good choice as a corridor, Goss would be too. And Logan and Shelby streets would be transformed by a two-way, complete streets redesign, extending the energy of Germantown north through Shelby Park and Smoketown.

As for Preston Highway, it certainly should not be left in its current condition. While it is not dense enough to sustain a premium transit corridor, reconfiguration of the intersections around Eastern Parkway would be a boon for walkability, calming traffic, and improving economic opportunity for local business.

## **Conclusion**

It is our opinion that although the Move Louisville plan points to vitally important goals for our city, it does not lay out a comprehensive enough strategy for achieving them. While there is certainly merit in many of the outlined priority projects, the projects described in the plan will, unfortunately, be insufficient to the task of reshaping Louisville around these common goals. What is needed is a progressive, ambitious plan that can help us reprioritize the way our city grows.

Louisville is faced with hard choices about where and how to prioritize investments, and, as currently constructed, the Move Louisville plan dithers on making those choices. The plan promotes a number of projects that are either contradictory to the goals of Move Louisville or too modest to achieve them. In essence, it is a plan that would do little to disrupt the status quo in

developing our city. Today, we have an unsustainable system built on suburban sprawl, deferred maintenance, and car-dependency. Continuing this pattern will only make these problems worse and hinder Louisville's ability to compete with cities that address these issues more aggressively.

Louisville deserves a transportation plan with projects and policies that will truly prioritize dense urban development and increase the safety and quality of life of all residents regardless of mode choice. We urge you to amend the Move Louisville plan's priorities to more directly consider how we can achieve these goals.

Sincerely,

Branden Klayko, Broken Sidewalk  
Justin Mog, University of Louisville Sustainability Council  
Chris Glasser, Bicycling for Louisville

**BROKEN  
SIDEWALK**



## Move Louisville Priority Project List Proposals

<p><b>Premium Transit Corridors</b></p> <ul style="list-style-type: none"> <li>A. Dixie Highway*</li> <li>B. Broadway / Baxter Ave / Bardstown Rd*</li> <li>C. Main St / Market St</li> <li>D. East–West Connection: Frankfort Ave / Grinstead Dr / Oak St (from Node L to Node M)*</li> <li>E. North–South Connection: Second St / Third St (from the airport to Downtown)</li> </ul> <p><b>Complete Streets</b></p> <ul style="list-style-type: none"> <li>F. Lexington Rd*</li> <li>G. Logan St / Shelby St</li> <li>H. Ninth Street*</li> <li>I. River Road*</li> </ul> <p><b>Node Intersections</b></p> <ul style="list-style-type: none"> <li>J. NuLu             <ul style="list-style-type: none"> <li>a. Main St / Story Ave / Mellwood Ave / Baxter Ave*</li> <li>b. Baxter Ave / Jefferson St / Chestnut St</li> <li>c. Baxter Ave / Liberty St</li> <li>d. Liberty St / Chestnut St</li> </ul> </li> <li>K. Preston St / Shelby St / Eastern Parkway</li> <li>L. Chenoweth Lane / Westport Rd / Shelbyville Rd</li> <li>M. Oak/Dixie/Dumesnil/22nd</li> </ul>	<p><b>Two-Way Conversions</b></p> <ul style="list-style-type: none"> <li>N. Downtown / NuLu*</li> <li>O. Edge Neighborhoods (Shelby Park, Smoketown, Russell, Portland)*</li> </ul> <p><b>Walkability/Bikeability</b></p> <ul style="list-style-type: none"> <li>P. Downtown neckdowns</li> <li>Q. Urban bike network*</li> <li>R. Urban multi-use paths</li> </ul> <p><b>Removed from list:</b></p> <ul style="list-style-type: none"> <li>Urton Lane</li> <li>East Louisville Connectivity</li> <li>Louisville Loop</li> <li>Oxmoor Farms**</li> </ul> <p><b>Shifted Focus:</b></p> <ul style="list-style-type: none"> <li>West Louisville Connectivity (shifted to: B, C, D, M, O)</li> <li>Preston Corridor (shifted to: E, G, K)</li> <li>Sidewalk Connectivity (shifted to: A–P)</li> </ul>
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\* Proposed projects that are in the initial draft of Move Louisville.

\*\* The Oxmoor Farms project is intriguing, but seems misplaced in a transportation plan. Much of its synopsis focuses on the type of development ideal for this unused parcel, and while we agree with implementing “a mixed-use development plan” that would could “transform [the area] into a district of superior urban quality,” those objectives go beyond/are separate from those identified by Move Louisville.