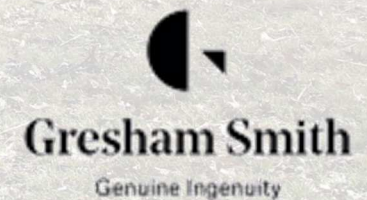




Louisville's Olmsted Parkways EASTERN PARKWAY

Summary of Final Recommendations
July 6, 2020



Overview

- Introductions
- Vision and Goals
- Engagement
 - User Surveys
 - Interactive Mapping
- Alternatives Evaluation
 - Preliminary Alternatives
- Timeline
- Open Discussion



Historic Planning Context

2009 Master Plan

- Olmsted Parkway Shared Use Pathway System that began in 2007

2012 Olmsted Parkways Shared-Use Path

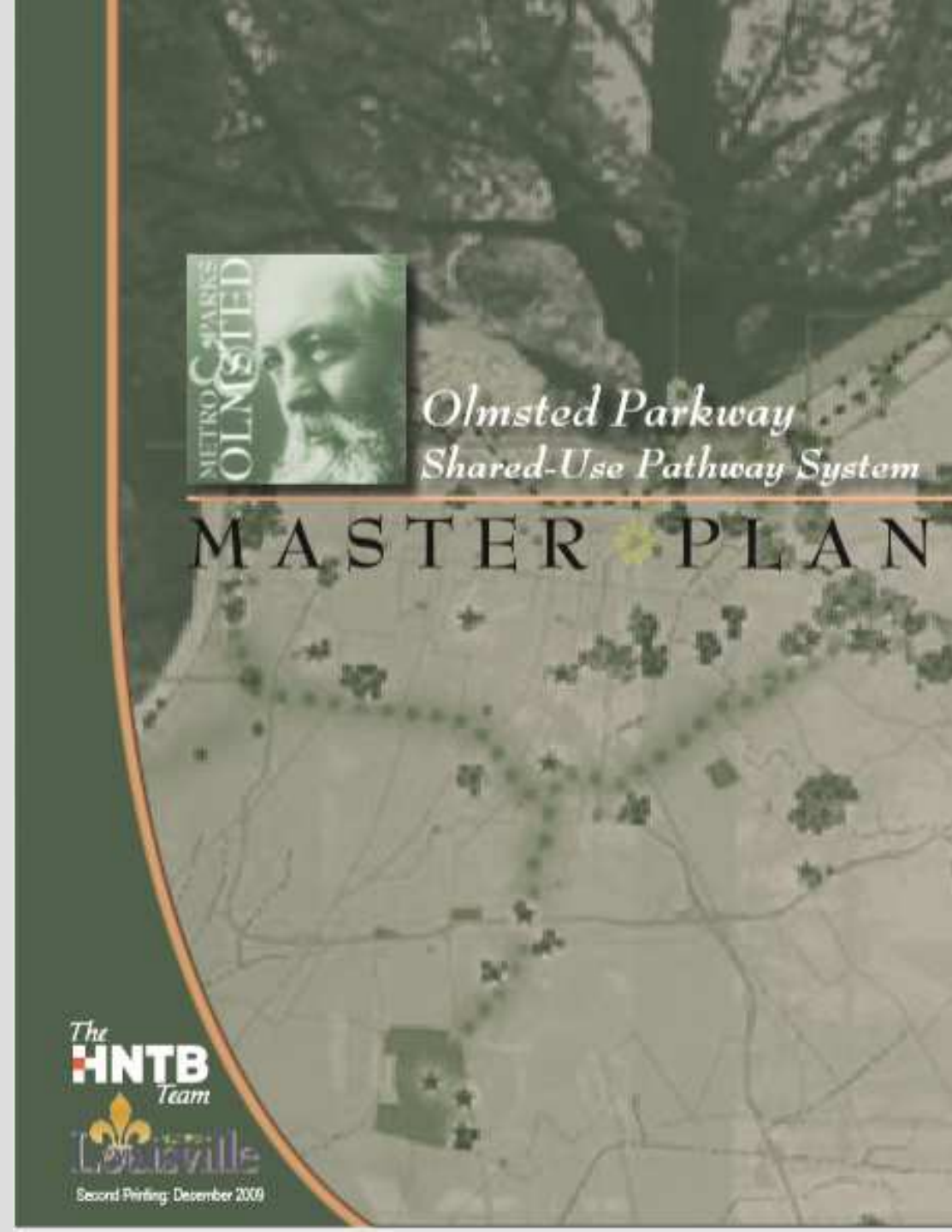
- Southwestern Parkway from Shawnee Park
- Algonquin Parkway
- Southern Parkway
- Preliminary Alternatives

2019 Shared Use Path Construction Design

- CMAQ grant funds with Metro match
- Shawnee Park to Beech St.

2020 Eastern Parkway

- Transportation study that mimics work done in 2012 for other Parkways



Guiding Principles

SAFE, EFFECTIVE,
MULTI-MODAL
CIRCULATION



WELL MANAGED
+ SUSTAINABLE PARKWAY SYSTEM



HEALTHY, VIBRANT
PARKWAYS
+ CITY



RESPECT FOR OLMSTED





Southwestern

Algonquin

Eastern Parkway Project Vision and Goals

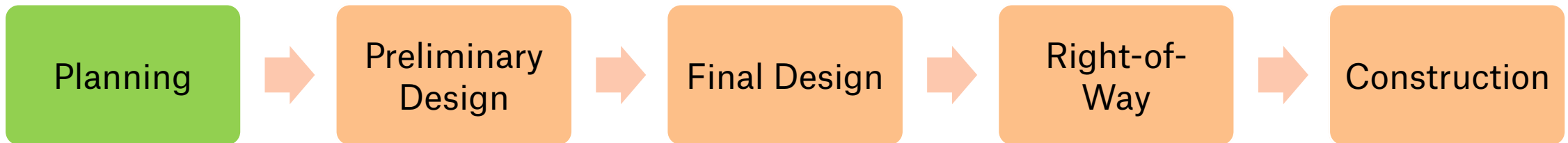
- Rehabilitate existing right of way
- Preserve or renew tree canopy
- Separate facilities for different transportation modes
 - Multi-use path
 - Sidewalk
 - Bike Lanes
- Calm traffic
- Improve drainage conditions
 - Replace wide valley gutter with traditional curb and gutter
 - Reallocate space for street trees and landscaping



What is a Transportation Planning Study?

Document that:

- Establishes goals / vision or adheres to existing **goals / vision**
- Collects information on **existing conditions**
- Identifies existing and future performance and conditions
- Actively **engages with the public and stakeholders** to hone ideas and document results
- **Identifies solutions that adhere to goals / vision to move forward into further evaluations**



What this study is NOT:

- *Pushing pre-conceived “fixes”*
- *Solving every problem that exists on the corridor*
- *A complete design*
- *The last time that we will be able to hone concepts presented!*

What this study is:

- *Demonstrating ideas and concepts*
- *Presenting alternatives to solve concerns voiced by the public and found in data analysis*
- *Re-envisioning multimodal balance and separation*
- *An open discussion / conversation*
- *An attempt to meet the vision and goals for the Parkway system*



Public Engagement: Surveys

How do you rate your comfort on Eastern Parkway?

Not Comfortable	Somewhat Comfortable	Very Comfortable
15%	59%	26%

How do you rate your safety on Eastern Parkway?

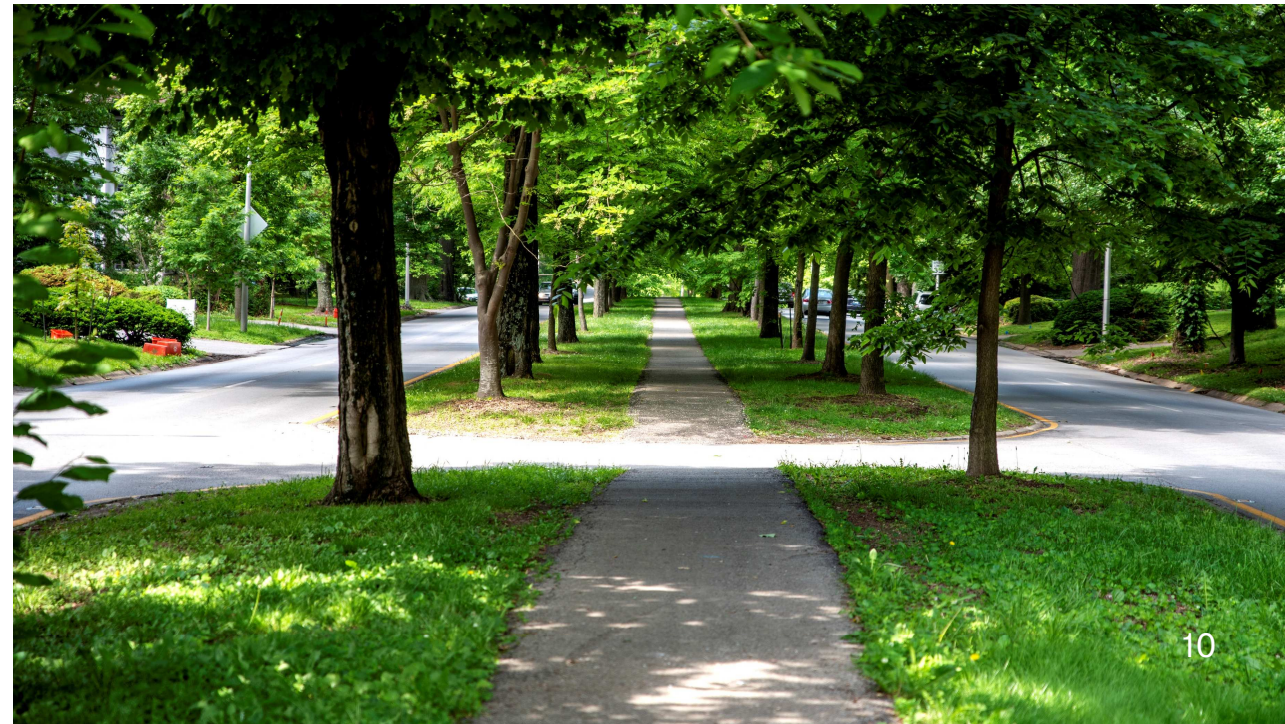
Not Safe	Somewhat Safe	Very Safe
19%	63%	18%

How do you rate your visual impression of Eastern Parkway?

Not Visually Pleasing	Somewhat Visually Pleasing	Very Visually Pleasing
3%	39%	58%

How do you rate the existing amenities on Eastern Parkway?

	Non-- Existent	Needs Improvement	Plentiful
Tree Canopy	0%	47%	53%
Pedestrian Facilities	9%	71%	20%
Bicycle Facilities	52%	38%	10%
Transit Facilities	9%	63%	28%
Motor Vehicle Facilities	7%	48%	45%



Public Engagement: Surveys

How should our team focus our time?



What does this tell us?



A balanced plan is key, keeping in mind all users.

Maintaining the park-like setting is most important.

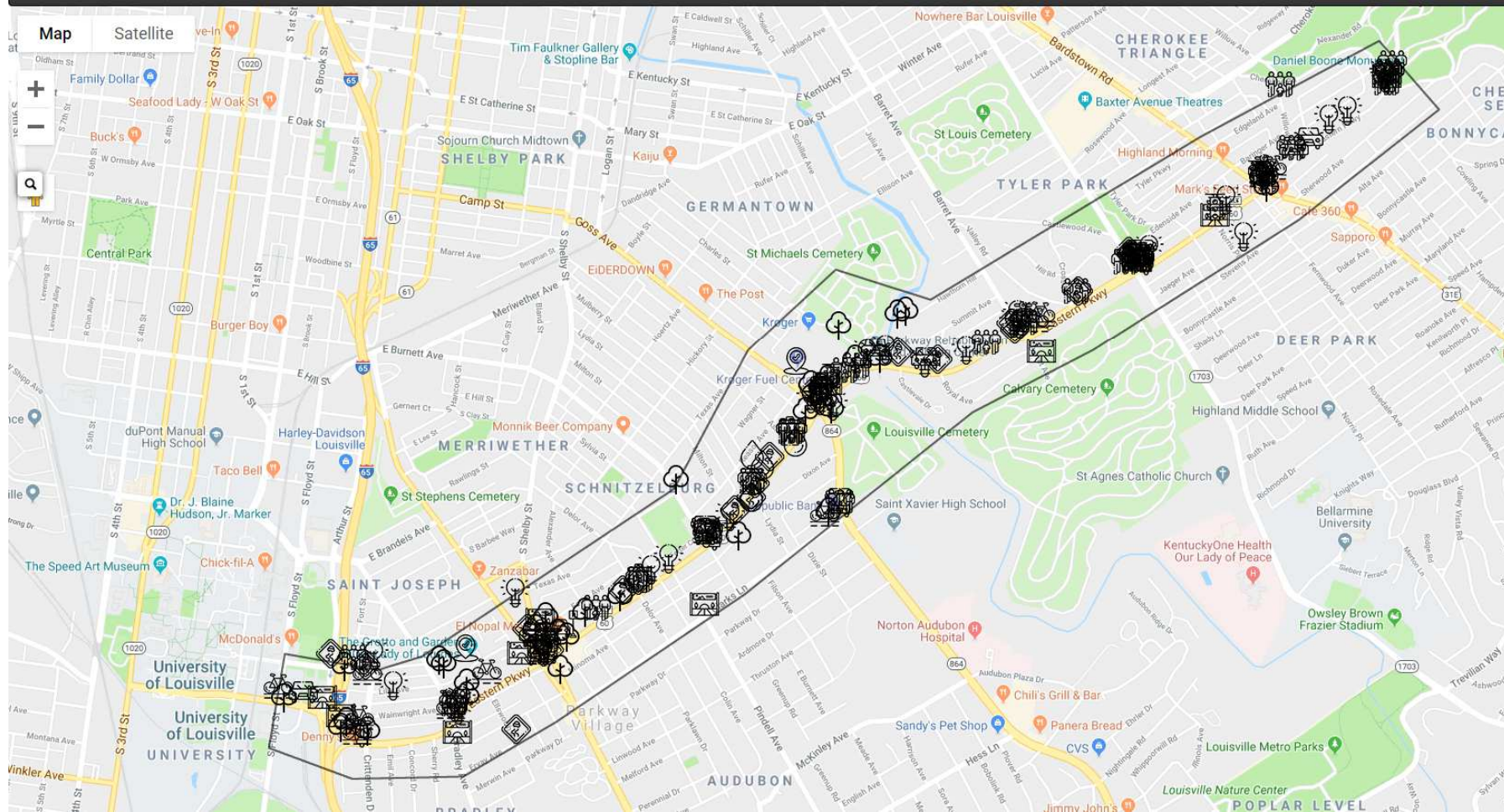
- Preserving or renewing the tree canopy
- Improving pedestrian connections
- Improving bicycle connections
- Improving transit amenities
- Improving traffic flow for cars





















Engagement: Interactive Mapping - <http://louisvilleparkways.org>





About & Help | Mark a Route | Feedback Points | Share 0



Points	
	Destination
	Idea
	Pin
	Safety Issue
	Signage / Destinations
	Bike
	Car
	Pedestrians / Walking
	Trees / Landscaping
	Bus
	School Bus
	Scooter
	Emergency
	Parking
	Traffic
	Drainage
	City Services
	Utility


12




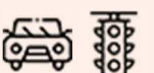



Engagement: Interactive Mapping - <http://louisvilleparkways.org>


















[Share 0](#)

About & Help
Mark a Route
Feedback Points

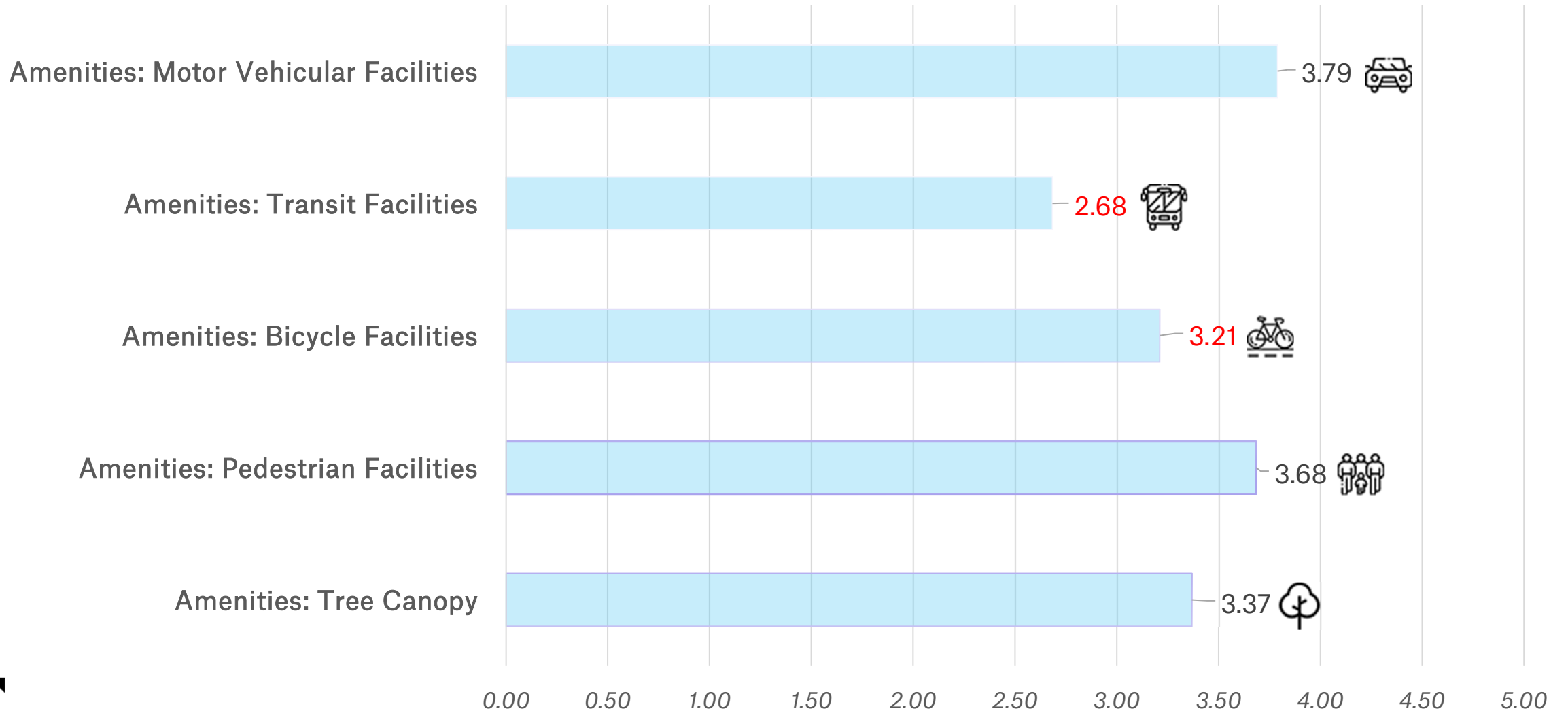


	Topic	# of Comments
	Multimodal	163
	Trees / Canopy	60
	Safety	55
	Car / Traffic	24
	Signage / Destinations	20
	Utilities / Drainage	13
	Other / New Ideas	75

Points

-  Destination
-  Idea
-  Pin
-  Safety Issue
-  Signage / Destinations
-  Bike
-  Car
-  Pedestrians / Walking
-  Trees / Landscaping
-  Bus
-  School Bus
-  Scooter
-  Emergency
-  Parking
-  Traffic
-  Drainage
-  City Services
- Utility

Do the concepts support specific amenities?



Suggestions to better support specific amenities:



Motor Vehicular Facilities – 3.79 (75%)

- Vast majority related to calming vehicle speed
- Some related to concerns over traffic backups



Pedestrian Facilities – 3.68 (74%)

- Almost all related to access, lack of perceived safety (speed of cars)



Tree Canopy – 3.37 (67%)

- Majority of comments wanted reclamation / expansion of green space



Bike Facilities – 3.21 (64%)

- Expand use of multi-use paths, protected bike ways, more dedicated facilities
- Connections to existing bike network that crosses Eastern



Transit Facilities – **2.68 (54%)**

- Improve amenities at bus stops: Shelters, seating, trash cans
- Better connectivity to destinations just off the corridor





Suggestions to better support transit:

46 stop locations in the transit inventory (including both sides of Eastern Parkway)

- 41 (89.1%) of the 46 stop locations do not have shelters
- 34 (73.9%) of the 46 stop locations are a sign only – no amenities
- 29 (63.0%) of the 46 stop locations are not accessible to the curb
- Average stop spacing is 0.135 mile (just over 1/8 mile)

Busiest stop locations are **Preston/Shelby** locations, **Bardstown Road**, and **Poplar Level Road**.

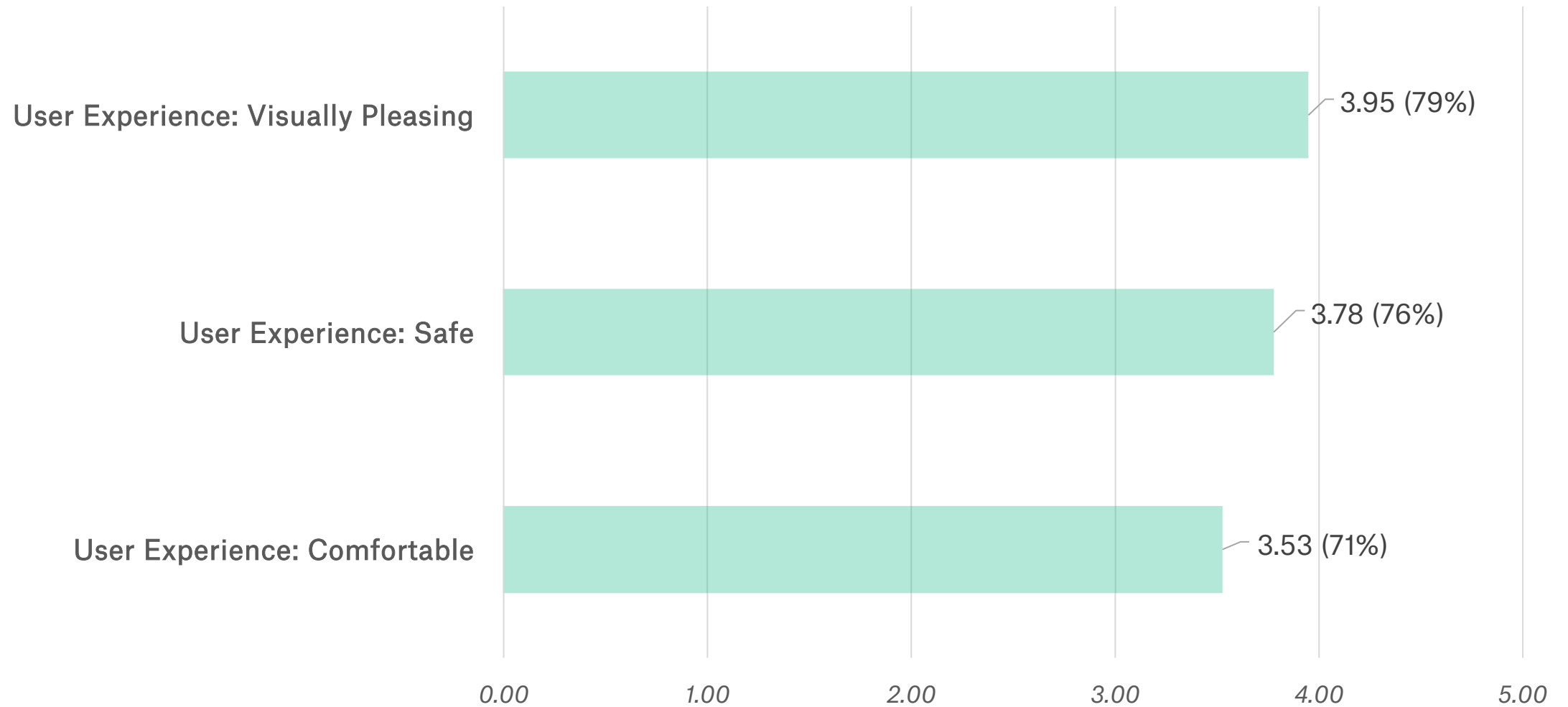
- Shelby location on WB E. Pkwy is not accessible to the curb and has no amenities
- Bardstown location on EB E. Pkwy does not have a shelter
- None of the Poplar Level locations have a shelter

What this means - recommendations:

- Enhanced stops at busiest locations - Bus pullouts as needed to accommodate boarding and facilitate traffic flow, provide shelter and amenities
- Accessible stops throughout the corridor
- Examining stop locations (distance to next stop) and stop performance for consolidation where it makes sense – Example in rendering of combining bus stops at Preston/Shelby with bus pullouts
- Improved access to shelter and seating throughout the corridor



How do the concepts make you feel?



Suggestions to improve perception:

Visually Pleasing– 3.95 (79%)

- More separation is good
- More greenspace and tree canopy is good

Comfort – 3.53 (71%)

- Almost every negative comment related to interactions with cars or speed of cars

Safe– 3.78 (76%)

- Almost every negative comment related to interactions with cars or speed of cars



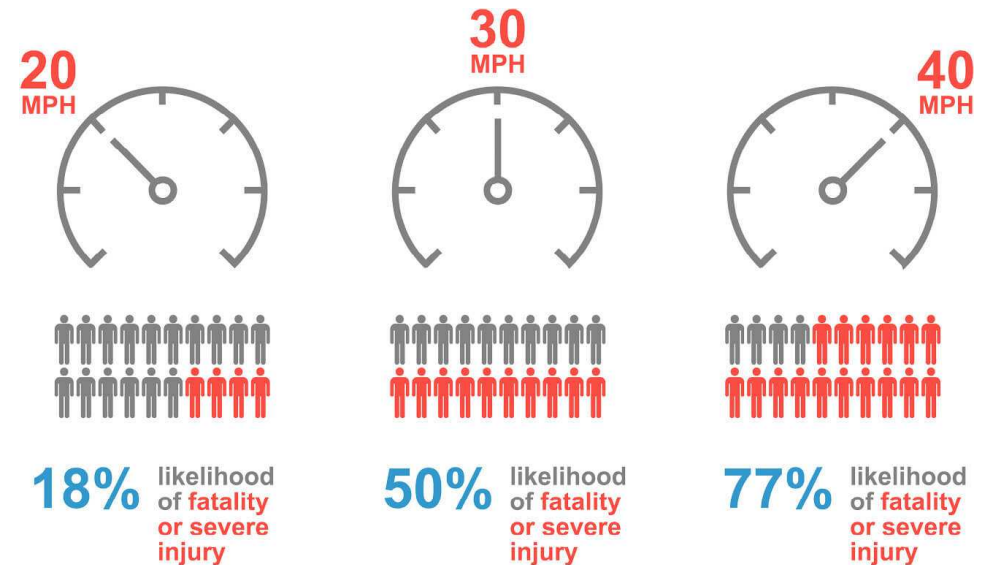
Focus on Safety

Count of CollisionDate

Row Labels	2014	2015	2016	2017	2018	Grand Total
ANGLE	73	65	56	77	64	335
BACKING	11	12	10	11	10	54
HEAD ON	2	4	8	5	9	28
OPPOSING LEFT						
TURN	14	18	14	16	19	81
REAR END	96	118	115	133	120	582
REAR TO REAR		2	3	1	1	7
SIDESWIPE-						
OPPOSITE DIRECTION	7	8	13	4	5	37
SIDESWIPE-SAME						
DIRECTION	45	58	72	54	56	285
SINGLE VEHICLE	35	44	36	38	32	185
Grand Total	284	329	328	339	316	1596

			2014-2018 Crash Rates (Crashes Per 100 MVM)		
Segment	Total Mileage	AADT	All	Injury	Fatal
1	0.607	16752	1072	167	0.0
2	0.973	15494	1094	207	0.0
3	1.308	17484	949	93	2.4
Statewide	143	21230	578	91	1.1

Critical Rate Factors			
Segment	All	Injury	Fatal
1	1.86	1.84	0.00
2	1.89	2.28	0.00
3	1.64	1.03	2.18



Lane Configuration

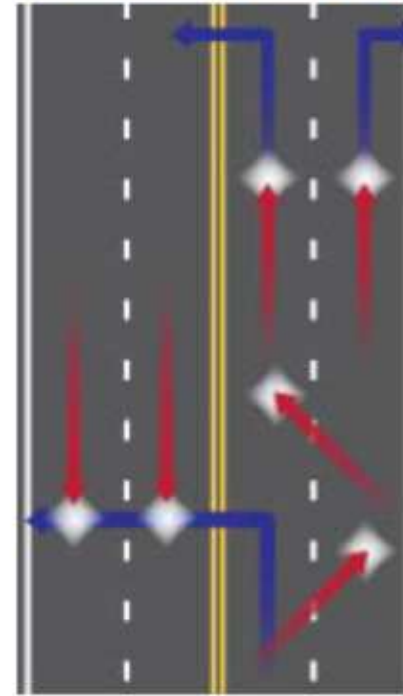
Removing one lane in each direction to accommodate two-way left-turn lane (TWLTL) along segments of Eastern Parkway while maintaining all existing lanes at critical locations

Designated locations for left-turn vs. through traffic which increases operational efficiency and safety

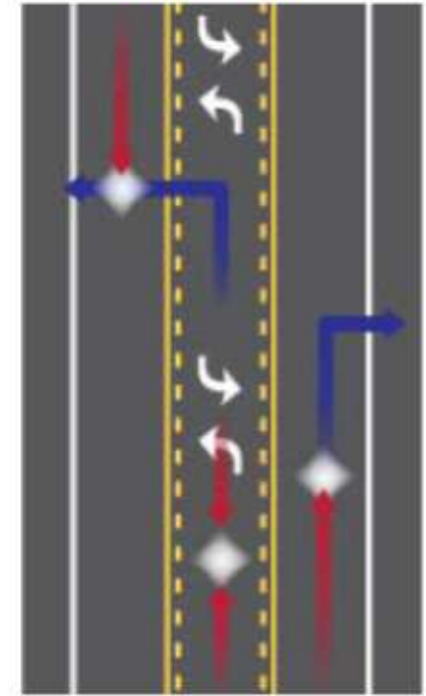
1. Reduced speeds
2. Reduced conflict points

- FHWA studies have shown that converting 4 lane sections to 3 lane sections with a TWLTL *reduces overall crashes 19-47% by reducing potential conflict points.*

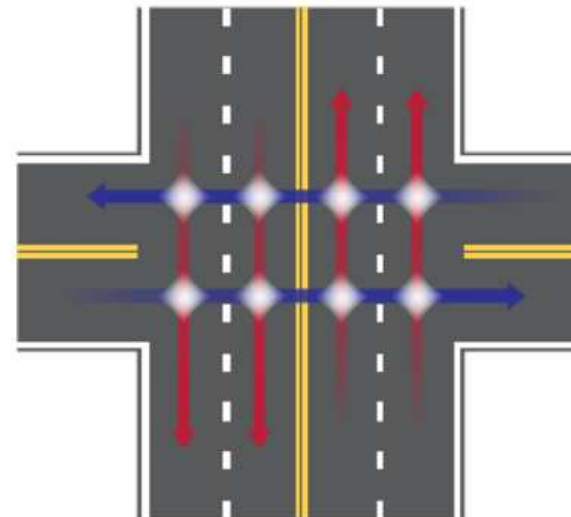
Four-Lane Undivided



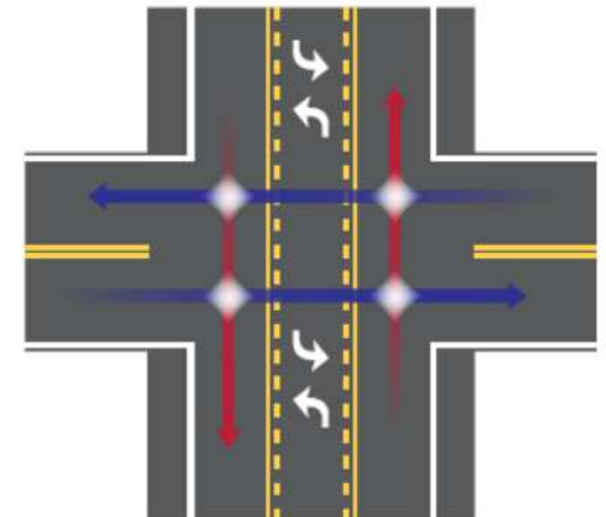
Three-Lane



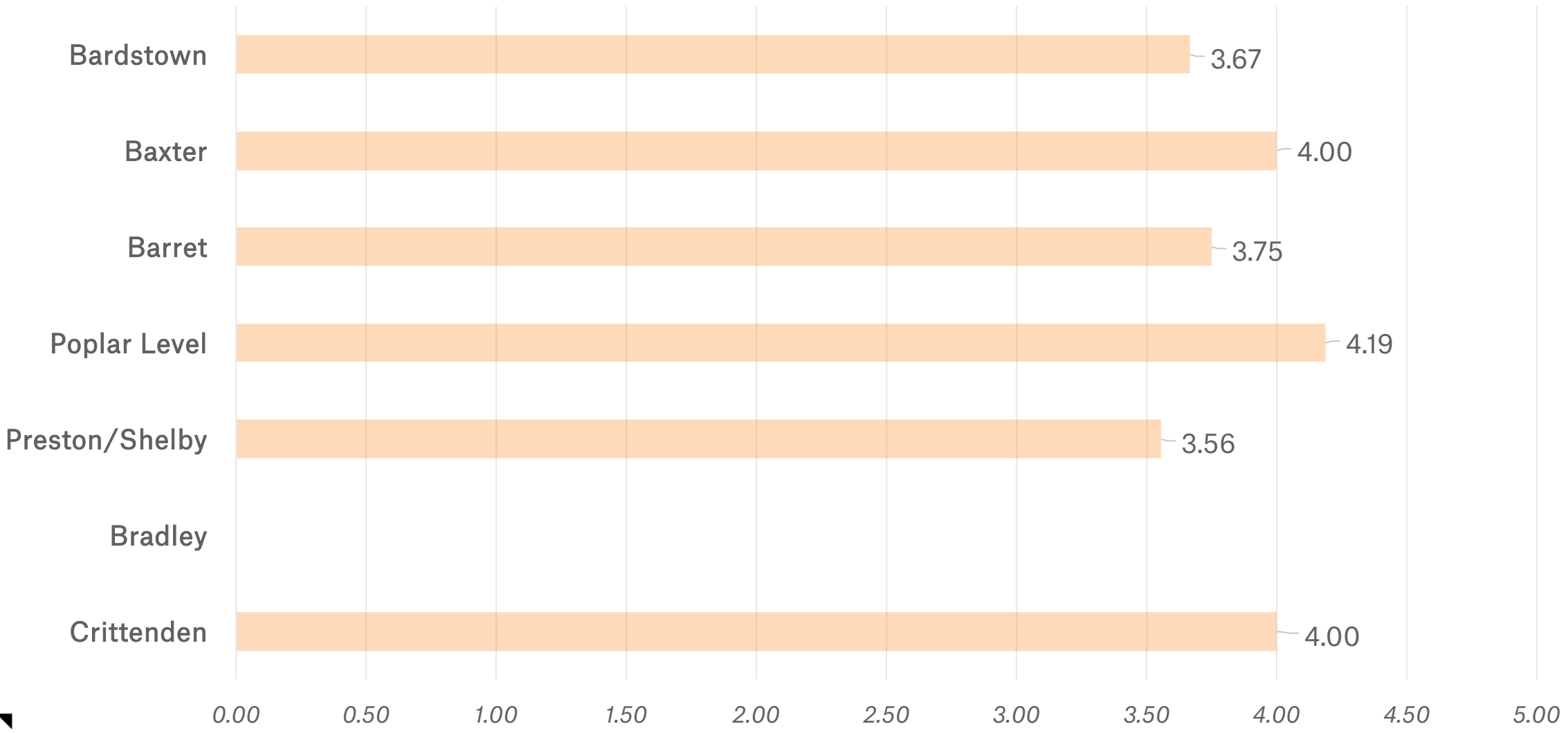
Four-Lane Undivided



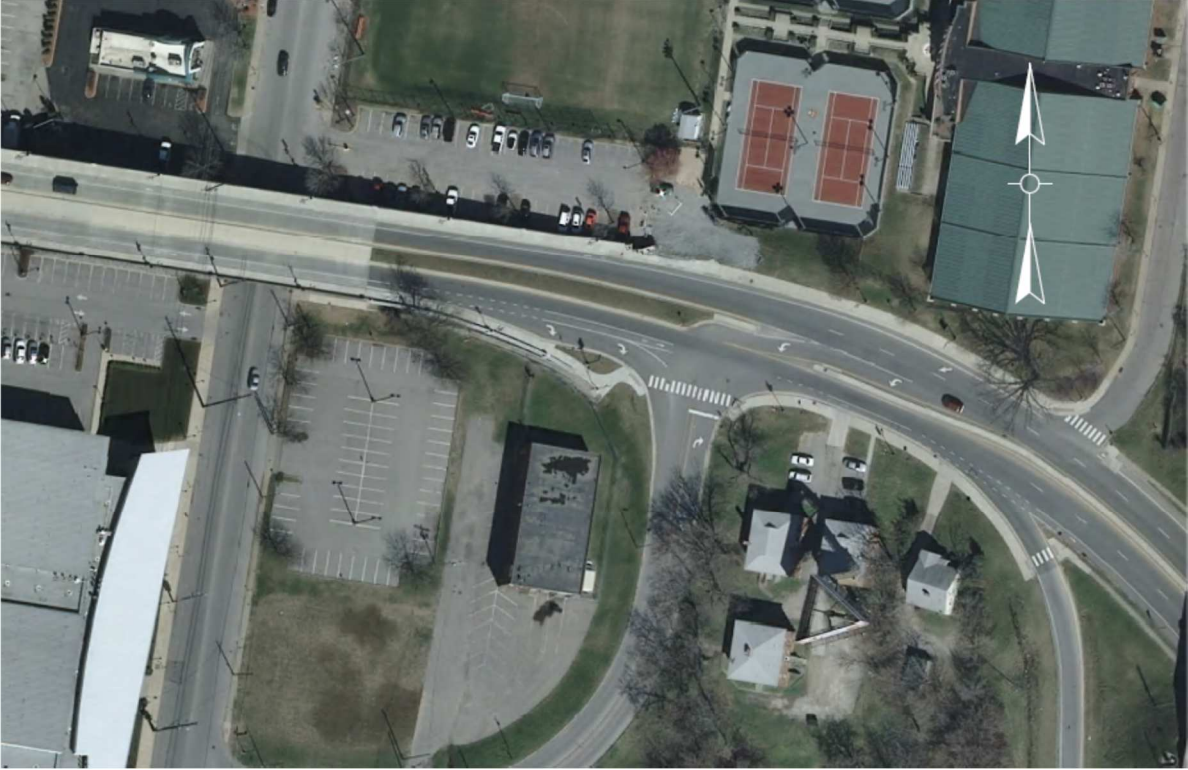
Three-Lane



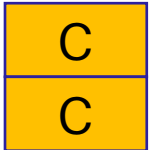
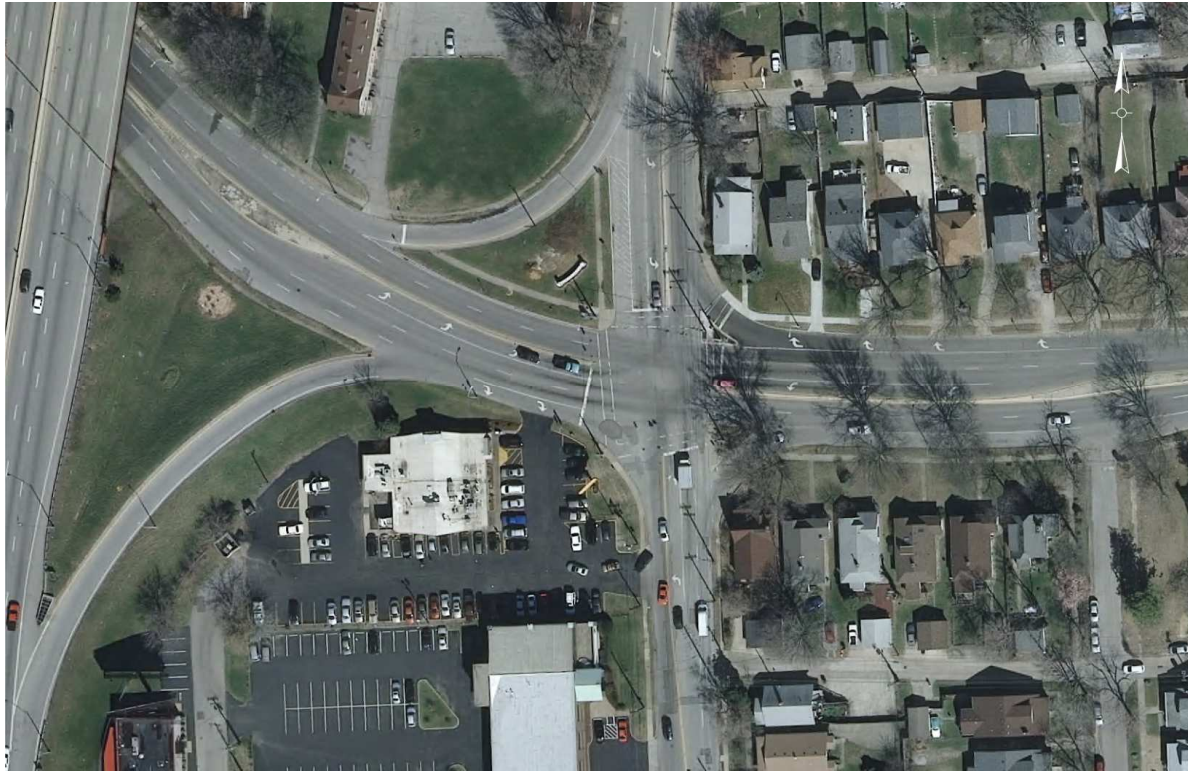
What do you think of these specific concepts?



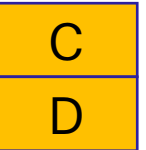
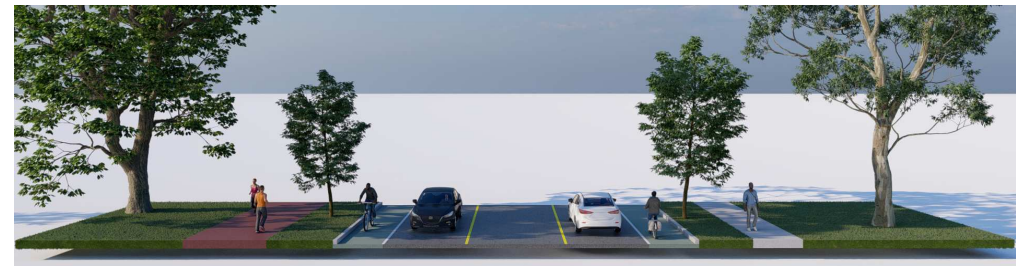
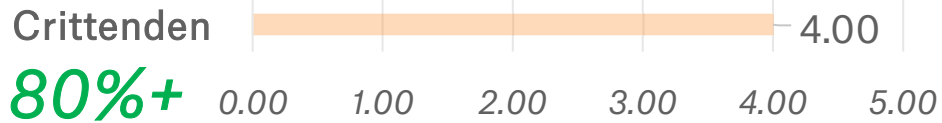
Alternatives Evaluation: Eastern Parkway at Hahn



Alternatives Evaluation: Eastern Parkway at Crittenden



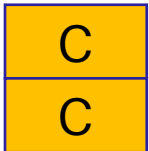
*Love the additional green space!
Good approach, focused on safety.
Shorten ped crossings*



Alternatives Evaluation: Eastern Parkway at Crittenden



Alternatives Evaluation: Bradley



// Love the peanut!



Alternatives Evaluation: Bradley

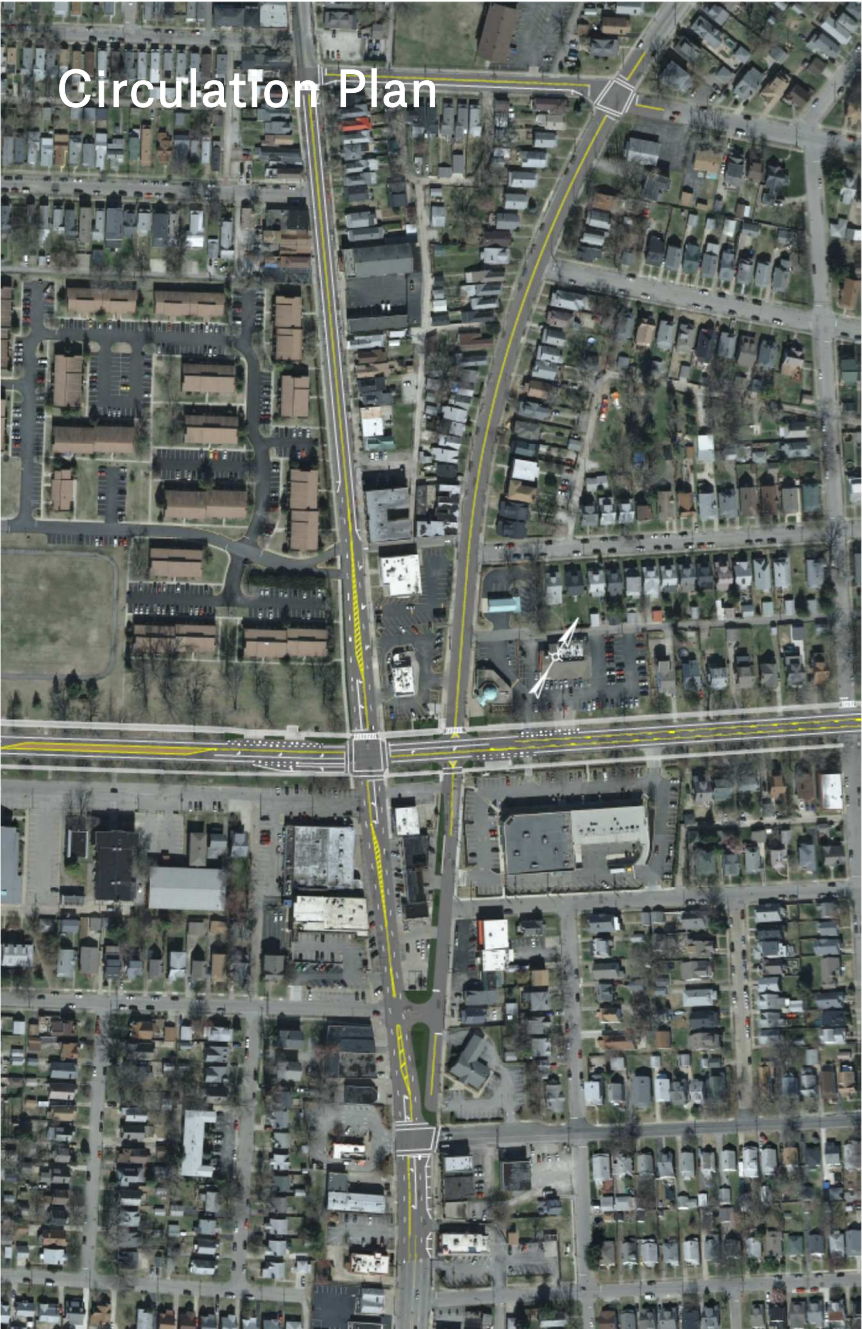
Alternative 1: Aligned Lefts



Alternative 2: Peanut

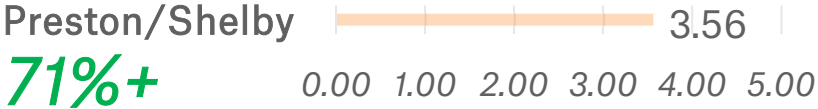


Alternatives Evaluation: Eastern Parkway at Preston/Shelby



B	C
D	C

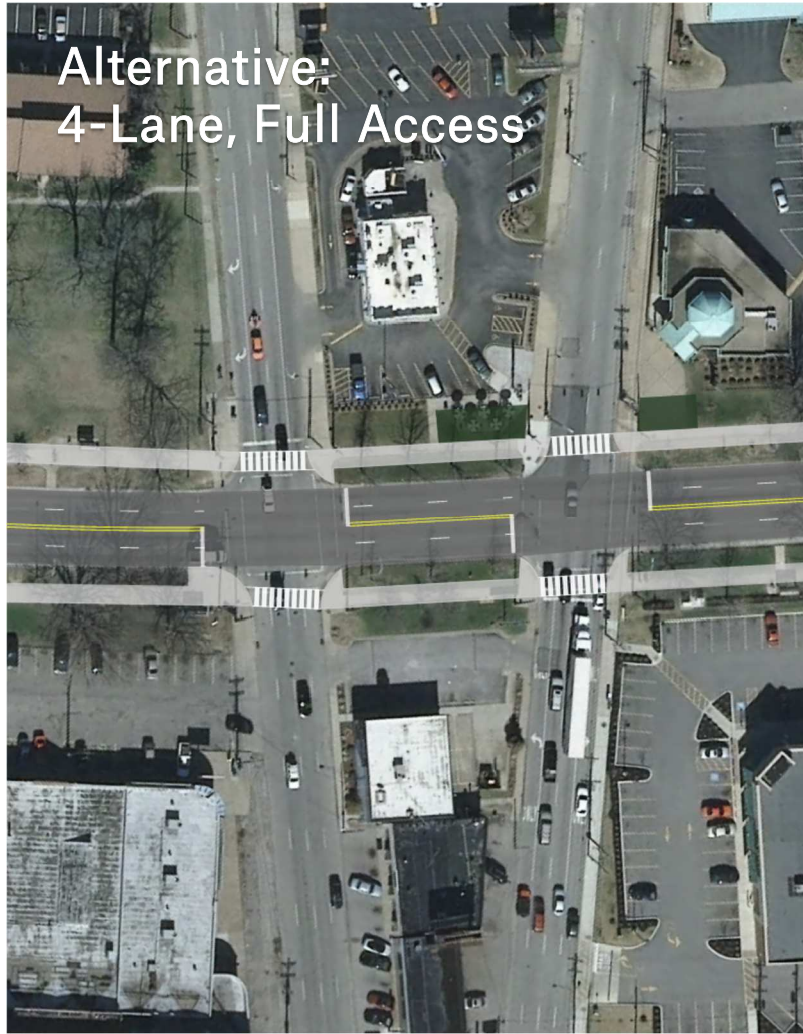
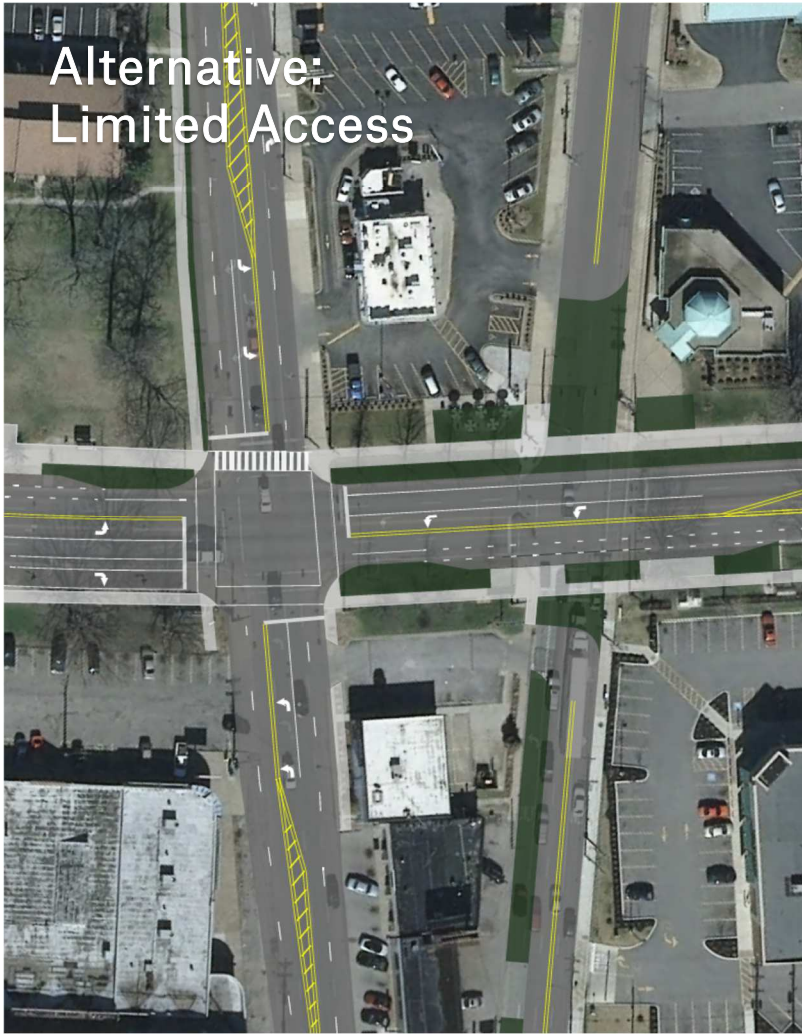
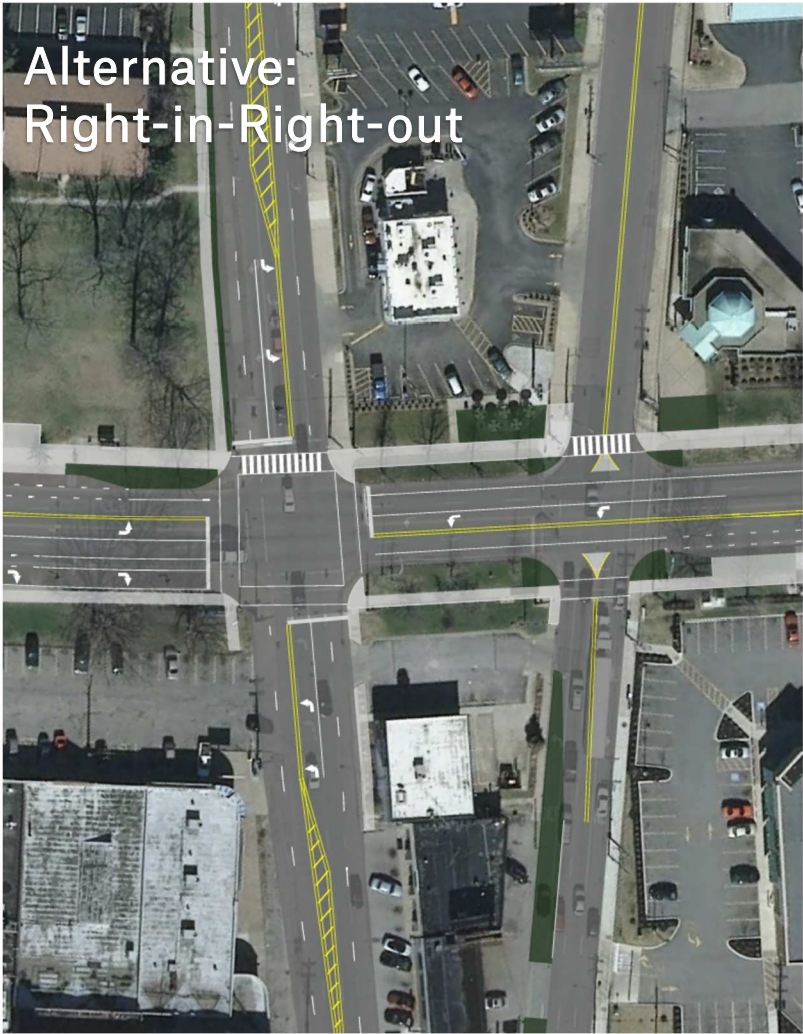
*Option would end illegal turns.
Convert Shelby in multimodal only!
Take into considerations neighborhoods*



Existing Conditions - Eastern Parkway at Preston/Shelby



Alternatives Evaluation: Eastern Parkway at Preston/Shelby



Alternatives Evaluation: Eastern Parkway at Preston/Shelby



**Alternative 1:
Right-in-Right-out**



**Alternative 2:
Limited Access**



**Alternative 3:
4-Lane, Full Access**

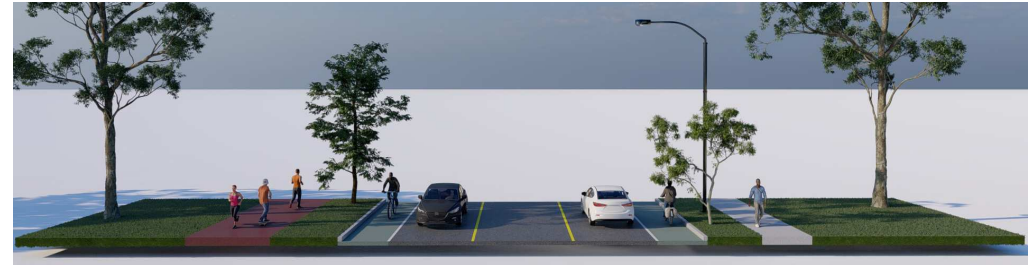
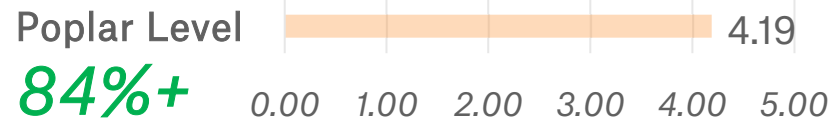


Alternatives Evaluation: Eastern Parkway at Poplar Level



E
E

*// I like this idea! Keeps cars moving slower.
Focus on increased transit access!
Slightly concerned about lane drops.*

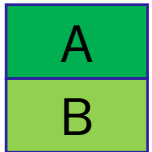


D
D

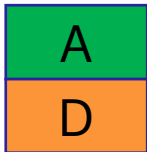
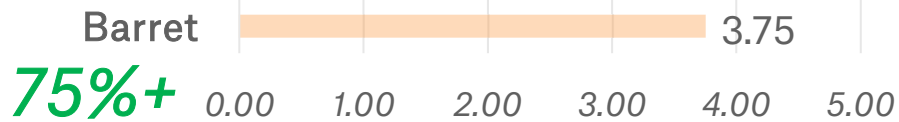
Alternatives Evaluation: Eastern Parkway at Poplar Level



Alternatives Evaluation: Eastern Parkway at Barret Ave.



*Tricky intersection because of blind curve
ROUNDAABOUT! Roundabout PLEASE!
 Concerned about roundabout – people don't understand them...*



Alternatives Evaluation: Eastern Parkway at Barret Ave.



Alternatives Evaluation: Eastern Parkway at Barret Ave.



Alternatives Evaluation: Eastern Parkway at Barret Ave.

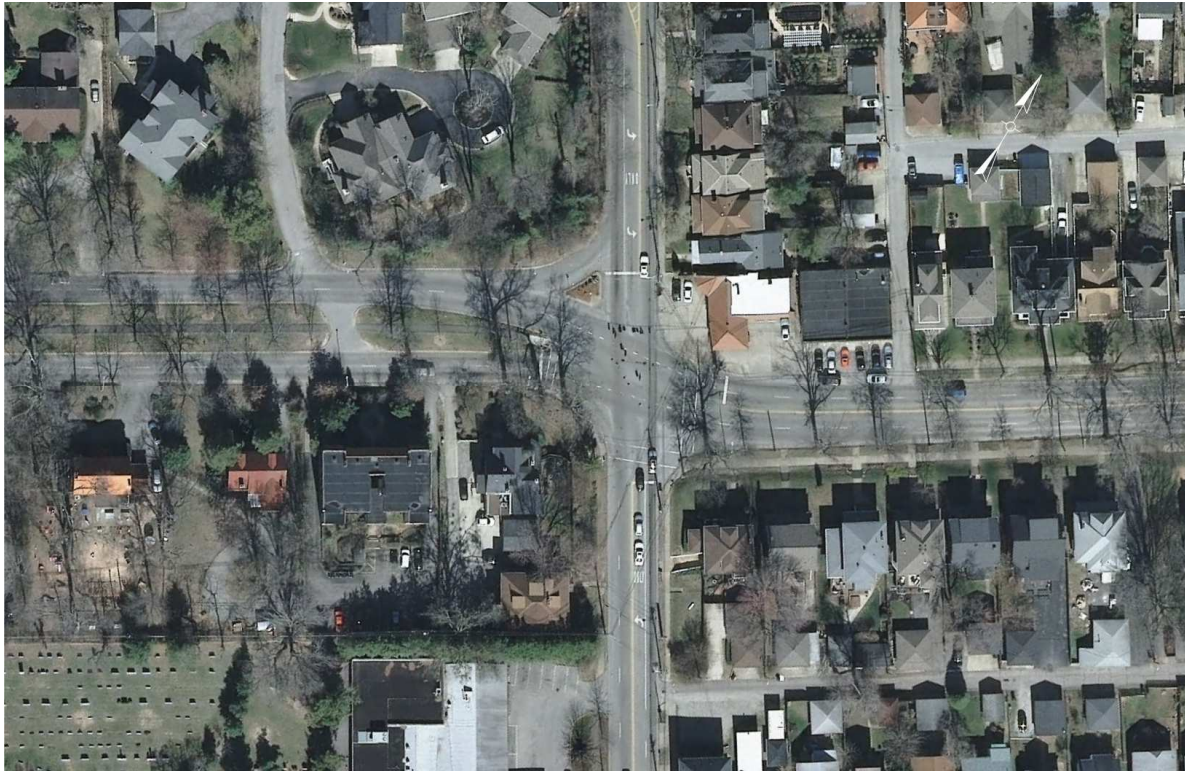
Alternative 1: Realignment



Alternative 2: Roundabout

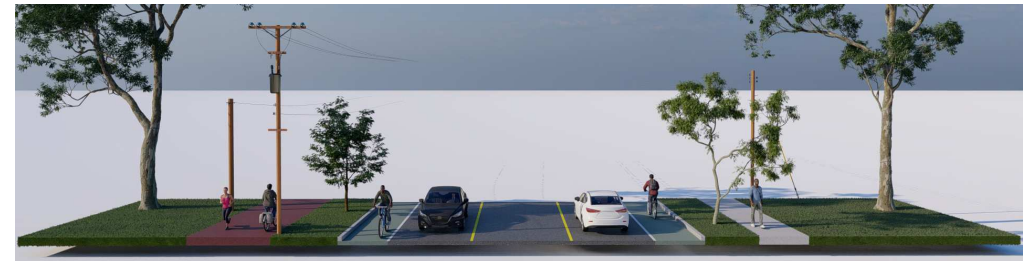
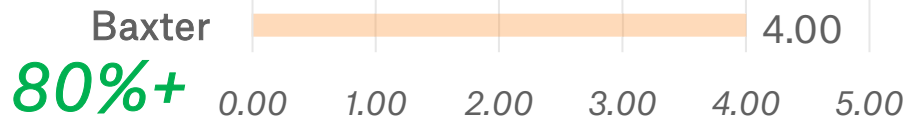


Alternatives Evaluation: Eastern Parkway at Baxter Ave.



C
C

*// Seems like this would make it much safer.
I like the new sidewalks!
Love the idea of sidewalk without access to
median*

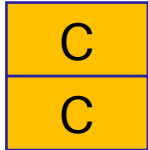
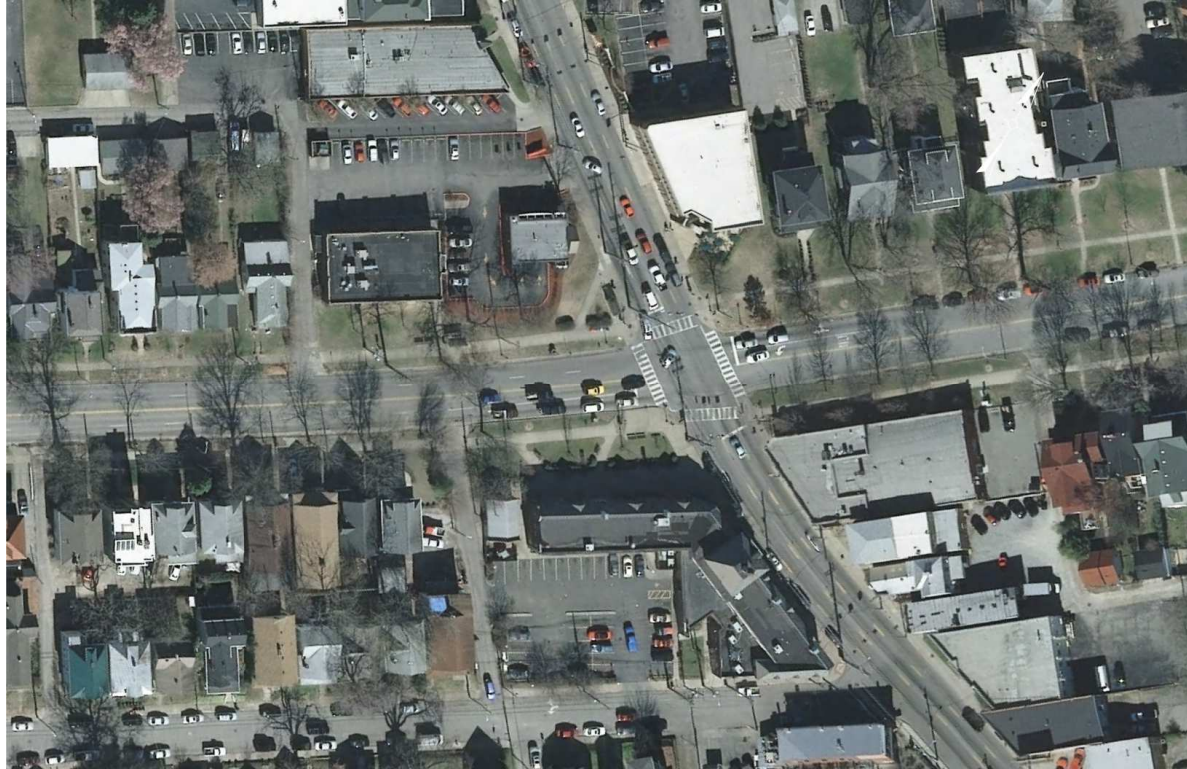


C
D

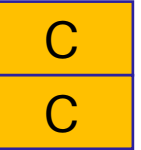
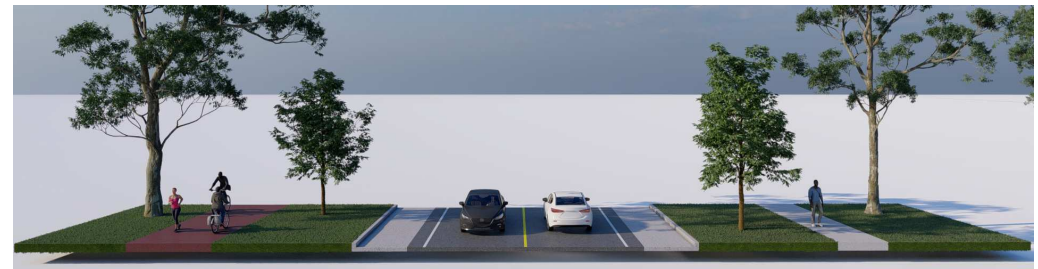
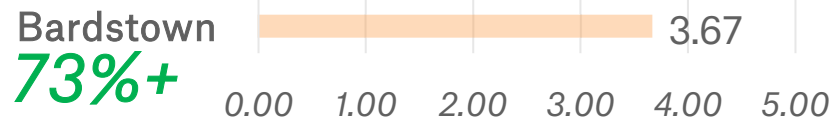
Alternatives Evaluation: Eastern Parkway at Baxter Ave.



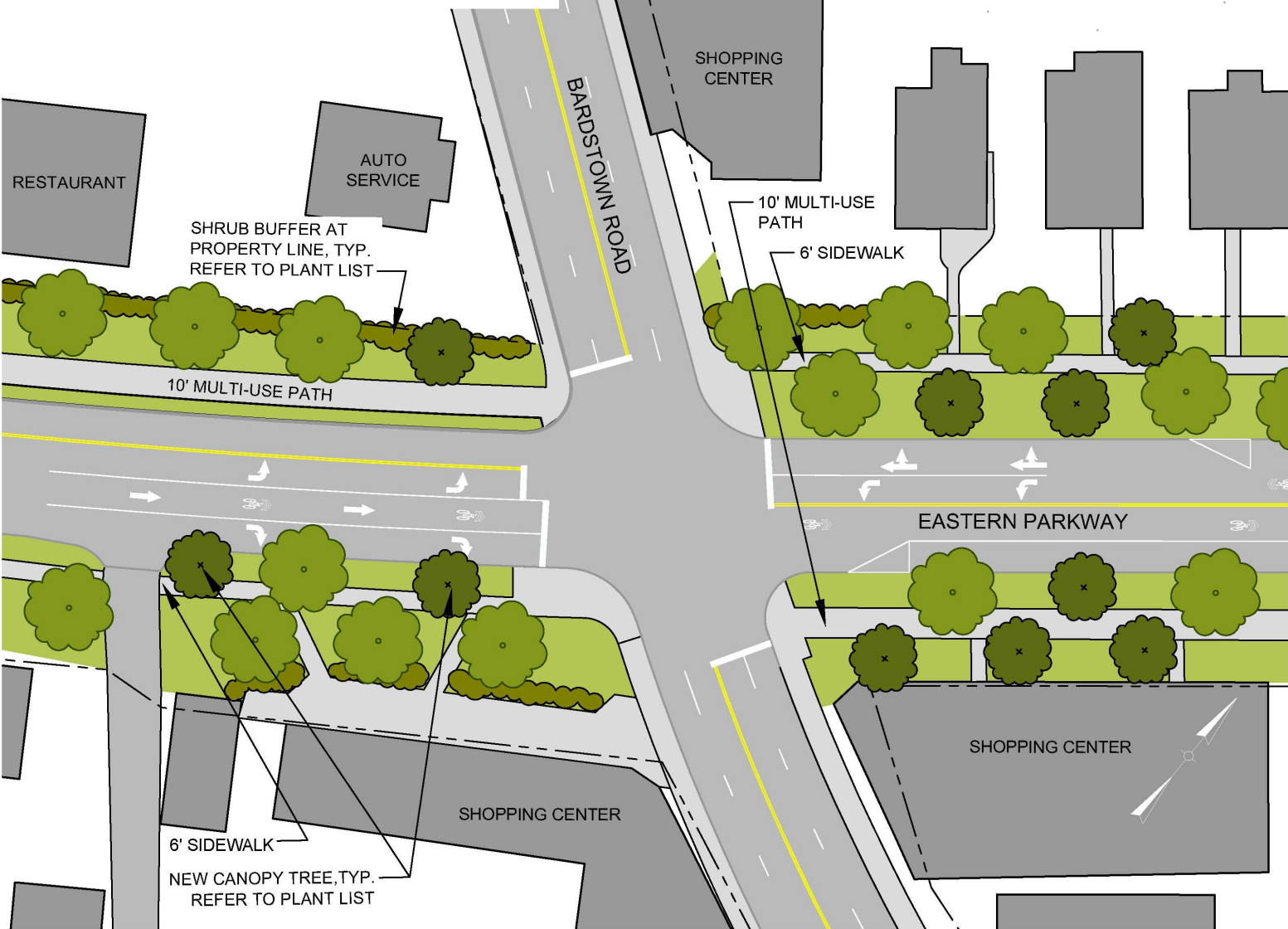
Alternatives Evaluation: Eastern Parkway at Bardstown Road



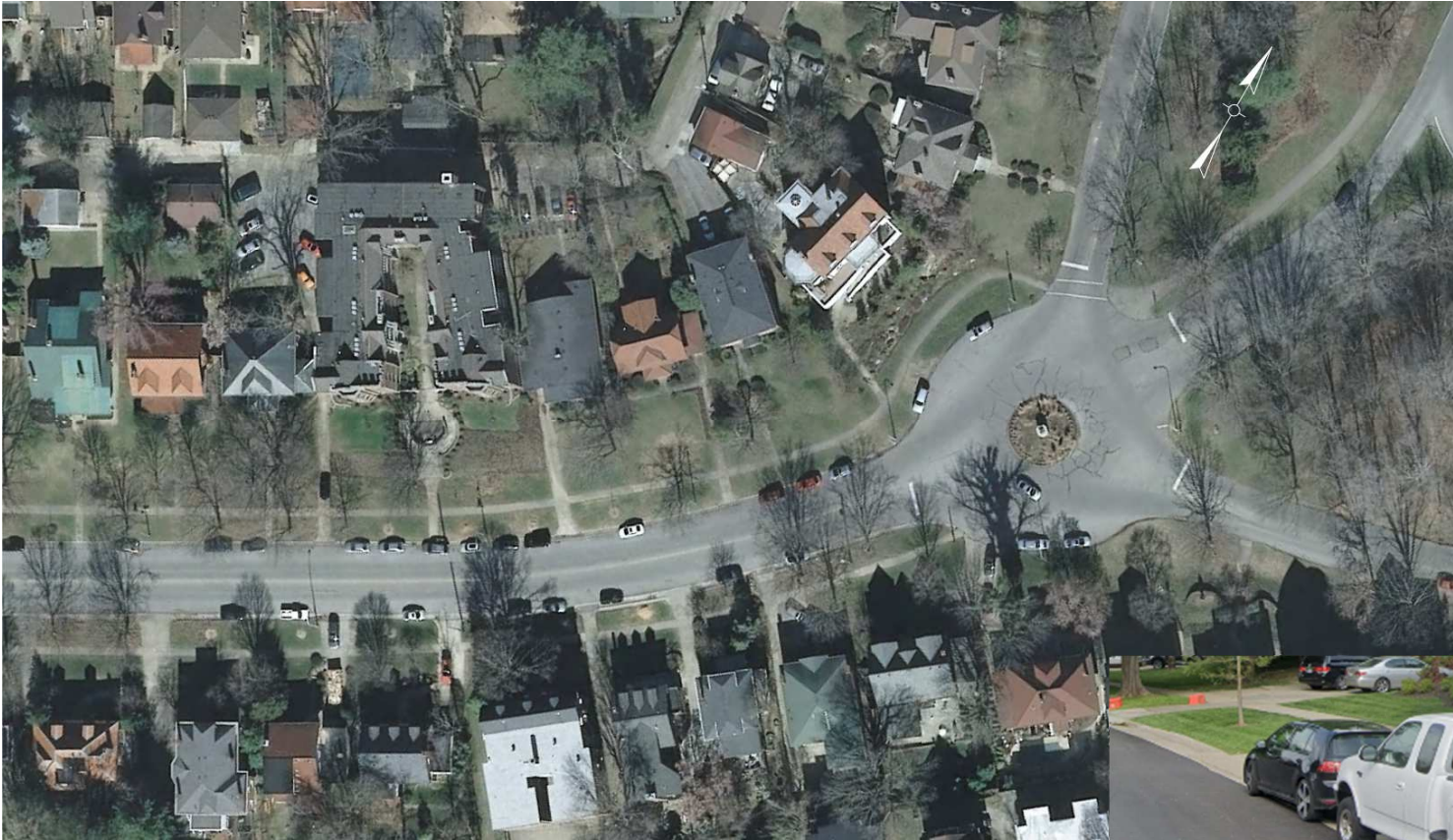
*Too much traffic on Bardstown.
Too much focus on cars, fix peds!
Reduce paved area, all ped access
needs improvements.*



Alternatives Evaluation: Eastern Parkway at Bardstown Road



Cherokee Park tie-in at Daniel Boone Monument



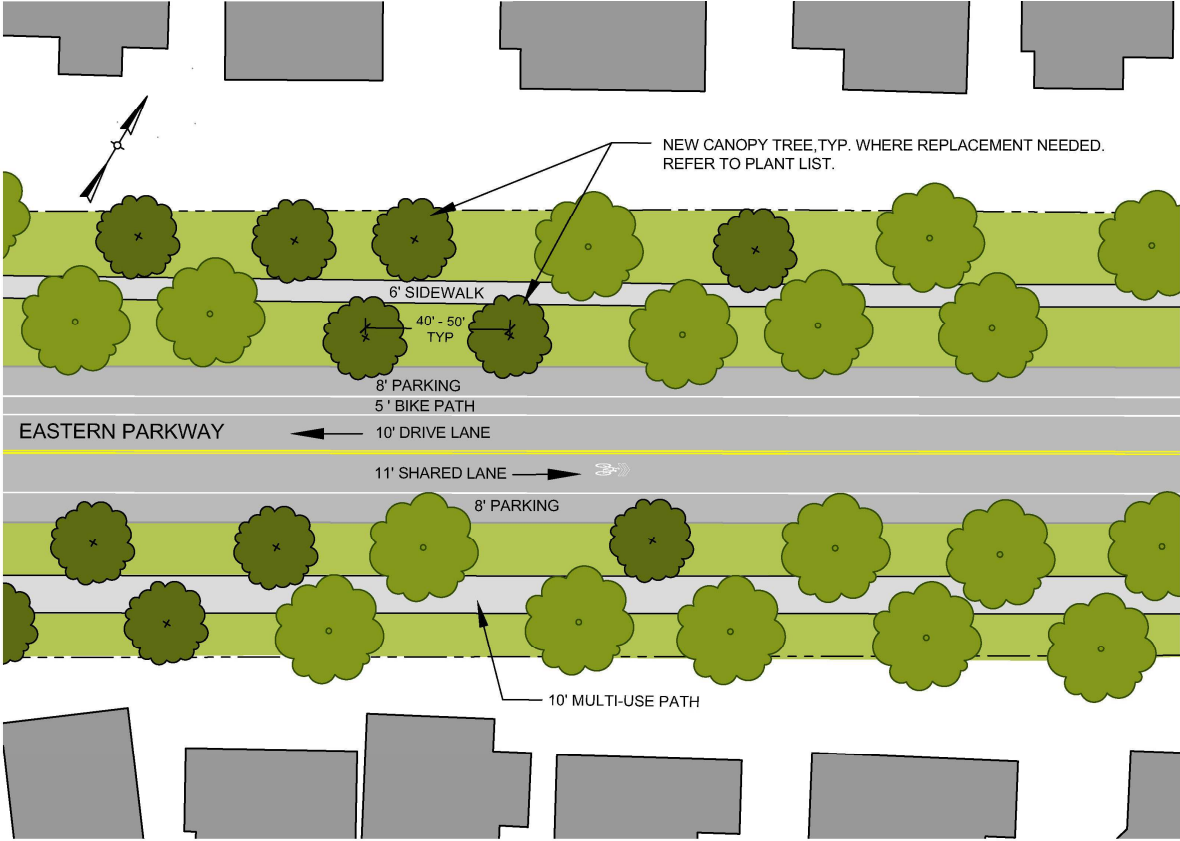
A
A

Cherokee Park tie-in at Daniel Boone Monument

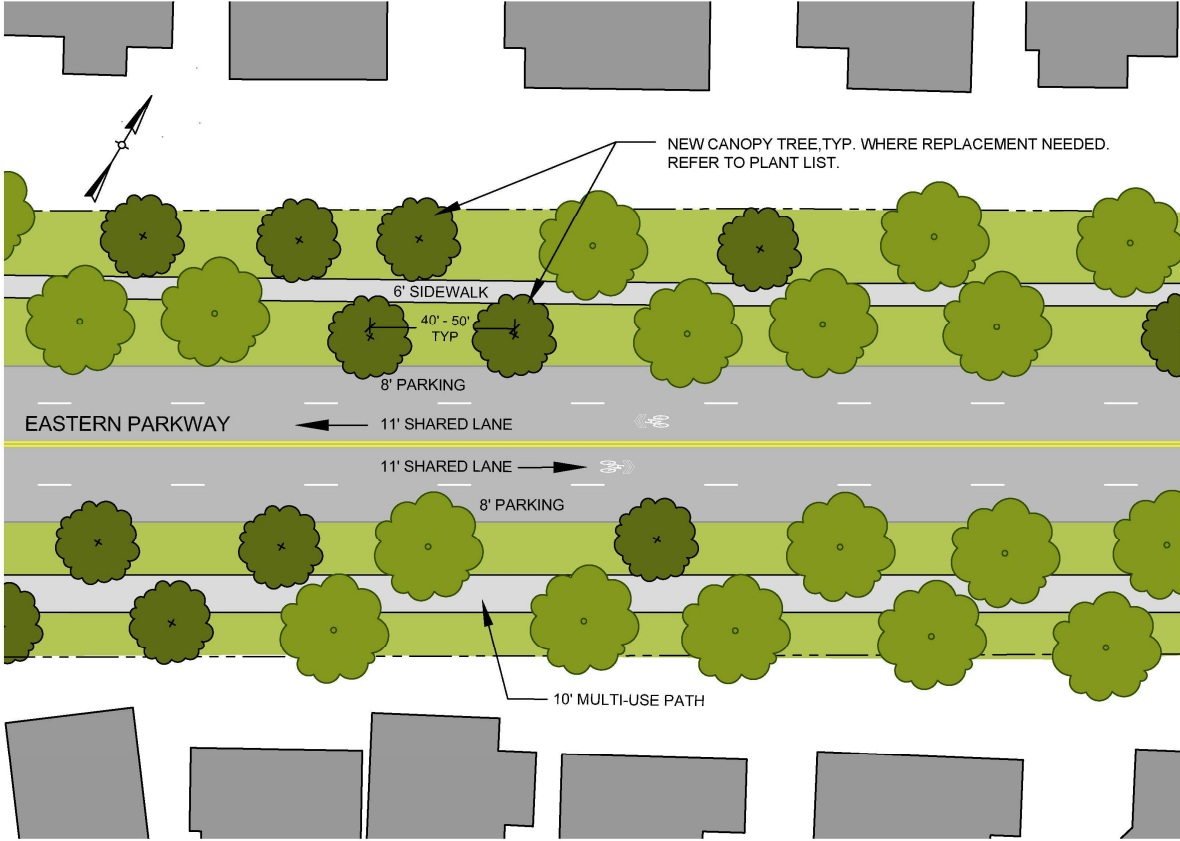


Cherokee Park tie-in at Daniel Boone Monument

Alternative 1: On-Street Bike Facilities



Alternative 2: Maximize Reclamation



Current Estimates Phase I

Roadway reconfiguration including:

- New striping and signage between Bardstown Road and Hahn Street.
- Immediate safety benefits for all users through traffic calming , increasing motor vehicle separation, and improving left turn maneuvers.

PHASE 1*	Project Description	Design	Right of Way	Utilities	Construction	Total
Segment B	Reconfiguration of US 60 (Eastern Parkway) to improve vehicular and multimodal safety between approximate MP 6.8 near US 31E (Bardstown Road) and approximate MP 6.5 near KY 1703 (Baxter Avenue).	\$ 7,000	\$.	\$.	\$ 46,000	\$ 53,000
Segment C	Reconfiguration of US 60 (Eastern Parkway) to improve vehicular and multimodal safety between approximate MP 6.5 near KY 1703 (Baxter Avenue) and approximate MP 6.0 near Barret Avenue.	\$ 10,000	\$.	\$.	\$ 63,000	\$ 73,000
Segment D	Reconfiguration of US 60 (Eastern Parkway) to improve vehicular and multimodal safety between approximate MP 6.0 near Barret Avenue and approximate MP 5.4 near Ash Street.	\$ 15,000	\$.	\$.	\$ 94,000	\$ 109,000
Segment E	Reconfiguration of US 60 (Eastern Parkway) to improve vehicular and multimodal safety between approximate MP 5.4 near Ash Street and approximate MP 4.4 near Ellsworth Avenue.	\$ 27,000	\$.	\$.	\$ 177,000	\$ 204,000
Segment F	Reconfiguration of US 60 (Eastern Parkway) to improve vehicular and multimodal safety between approximate MP 4.4 near Ellsworth Avenue and approximate MP 4.1 near Concord Drive.	\$ 6,000	\$.	\$.	\$ 35,000	\$ 41,000
Segment G	Reconfiguration of US 60 (Eastern Parkway) to improve vehicular and multimodal safety between approximate MP 4.1 near Concord Drive and approximate MP 3.9 near Hahn Street.	\$ 9,000	\$.	\$.	\$ 54,000	\$ 63,000
Total	Reconfiguration of US 60 (Eastern Parkway) to improve vehicular and multimodal safety between approximate MP 6.8 near US 31E (Bardstown Road) and approximate MP 3.9 near Hahn Street.	\$ 74,000	\$.	\$.	\$ 469,000	\$ 543,000

*Note: No applicable Phase 1 improvements recommended for estimation Segment A.



Current Estimates Phase II

Full rehabilitation including:

- Pavement reconstruction
- Drainage improvements
- Utility relocation
- Green space recapture and Canopy Rehabilitation

Project Description							
Segment A	Reconstruct roadway pavement and improve drainage conditions to improve safety, maintenance operations, and restore historic integrity per the recommendations in the Louisville's Olmsted Parkways - Eastern Parkway Transportation Plan on US 60 (Eastern Parkway) between Cherokee Park roundabout and US 31E (Bardstown Road).						
Alternate	Alternate Description	Design	Right of Way	Utilities	Construction	Total	
1	No Climbing Lane	\$ 478,000	\$ -	\$ -	\$ 3,181,000	\$ 3,659,000	
2	Climbing Lane	\$ 489,000	\$ -	\$ -	\$ 3,259,000	\$ 3,748,000	
Segment B	Reconstruct roadway pavement and improve drainage conditions to improve safety, maintenance operations, and restore historic integrity per the recommendations in the Louisville's Olmsted Parkways - Eastern Parkway Transportation Plan on US 60 (Eastern Parkway) between approximate MP 6.8 near US 31E (Bardstown Road) and approximate MP 6.5 near KY 1703 (Baxter Avenue).						
Alternate	Alternate Description	Design	Right of Way	Utilities	Construction	Total	
Utility-1	Alley Utility Relocation (Overhead)	\$ 436,000	\$ 386,000	\$ 800,000	\$ 2,905,000	\$ 4,527,000	
Utility-2	Underground Utility Relocation	\$ 436,000	\$ -	\$ 1,500,000	\$ 2,905,000	\$ 4,841,000	

Segment C	Reconstruct roadway pavement and improve drainage conditions to improve safety, maintenance operations, and restore historic integrity per the recommendations in the Louisville's Olmsted Parkways - Eastern Parkway Transportation Plan on US 60 (Eastern Parkway) between approximate MP 6.5 near KY 1703 (Baxter Avenue) and approximate MP 6.0 near Barret Avenue.						
Alternate	Alternate Description	Design	Right of Way	Utilities	Construction	Total	
1	Realignment at Barret	\$ 627,000	\$ 456,000	\$ -	\$ 4,176,000	\$ 5,259,000	
2	Roundabout at Barret	\$ 660,000	\$ 529,000	\$ -	\$ 4,394,000	\$ 5,583,000	
Segment D	Reconstruct roadway pavement and improve drainage conditions to improve safety, maintenance operations, and restore historic integrity per the recommendations in the Louisville's Olmsted Parkways - Eastern Parkway Transportation Plan on US 60 (Eastern Parkway) between approximate MP 6.0 near Barret Avenue and approximate MP 5.4 near Ash Street.						
Alternate	Alternate Description	Design	Right of Way	Utilities	Construction	Total	
		\$ 824,000	\$ 189,000	\$ -	\$ 5,487,000	\$ 6,500,000	
Segment E	Reconstruct roadway pavement and improve drainage conditions to improve safety, maintenance operations, and restore historic integrity per the recommendations in the Louisville's Olmsted Parkways - Eastern Parkway Transportation Plan on US 60 (Eastern Parkway) between approximate MP 5.4 near Ash Street and approximate MP 4.4 near Ellsworth Avenue.						
Alternate	Alternate Description	Design	Right of Way	Utilities	Construction	Total	
1	Right-In/Right-Out Consolidation of Shelby/Preston	\$ 1,183,000	\$ 194,000	\$ -	\$ 7,881,000	\$ 9,258,000	
2	Pedestrian Plaza Consolidation of Shelby/Preston	\$ 1,182,000	\$ 194,000	\$ -	\$ 7,874,000	\$ 9,250,000	
3	4-Lane Section - No Consolidation	\$ 1,057,000	\$ -	\$ -	\$ 7,045,000	\$ 8,102,000	
Segment F	Reconstruct roadway pavement and improve drainage conditions to improve safety, maintenance operations, and restore historic integrity per the recommendations in the Louisville's Olmsted Parkways - Eastern Parkway Transportation Plan on US 60 (Eastern Parkway) between approximate MP 4.4 near Ellsworth Avenue and approximate MP 4.1 near Concord Drive.						
Alternate	Alternate Description	Design	Right of Way	Utilities	Construction	Total	
1	Realignment at Bradley	\$ 410,000	\$ -	\$ -	\$ 2,730,000	\$ 3,140,000	
2	Peanut at Bradley	\$ 403,000	\$ 96,000	\$ -	\$ 2,685,000	\$ 3,184,000	
Segment G	Reconstruct roadway pavement and improve drainage conditions to improve safety, maintenance operations, and restore historic integrity per the recommendations in the Louisville's Olmsted Parkways - Eastern Parkway Transportation Plan on US 60 (Eastern Parkway) between approximate MP 4.1 near Concord Drive and approximate MP 3.9 near Hahn Street.						
Alternate	Alternate Description	Design	Right of Way	Utilities	Construction	Total	
		\$ 456,000	\$ 112,000	\$ -	\$ 3,037,000	\$ 3,605,000	

*Note: Phased implementation assumes a modified curb and gutter with 6-ft-wide gutter pan for estimation Segments B-G. Estimation Segment A has been estimated with a modified curb and gutter with a 2-ft-wide gutter pan.





Louisville's
Olmsted Parkways
EASTERN PARKWAY

<http://louisvilleparkways.org>

@eastern_parkway