



Downtown and NuLu Walkability Plan

**PRELIMINARY
RECOMMENDATIONS**

Background

Why rethink our streets?



Our study

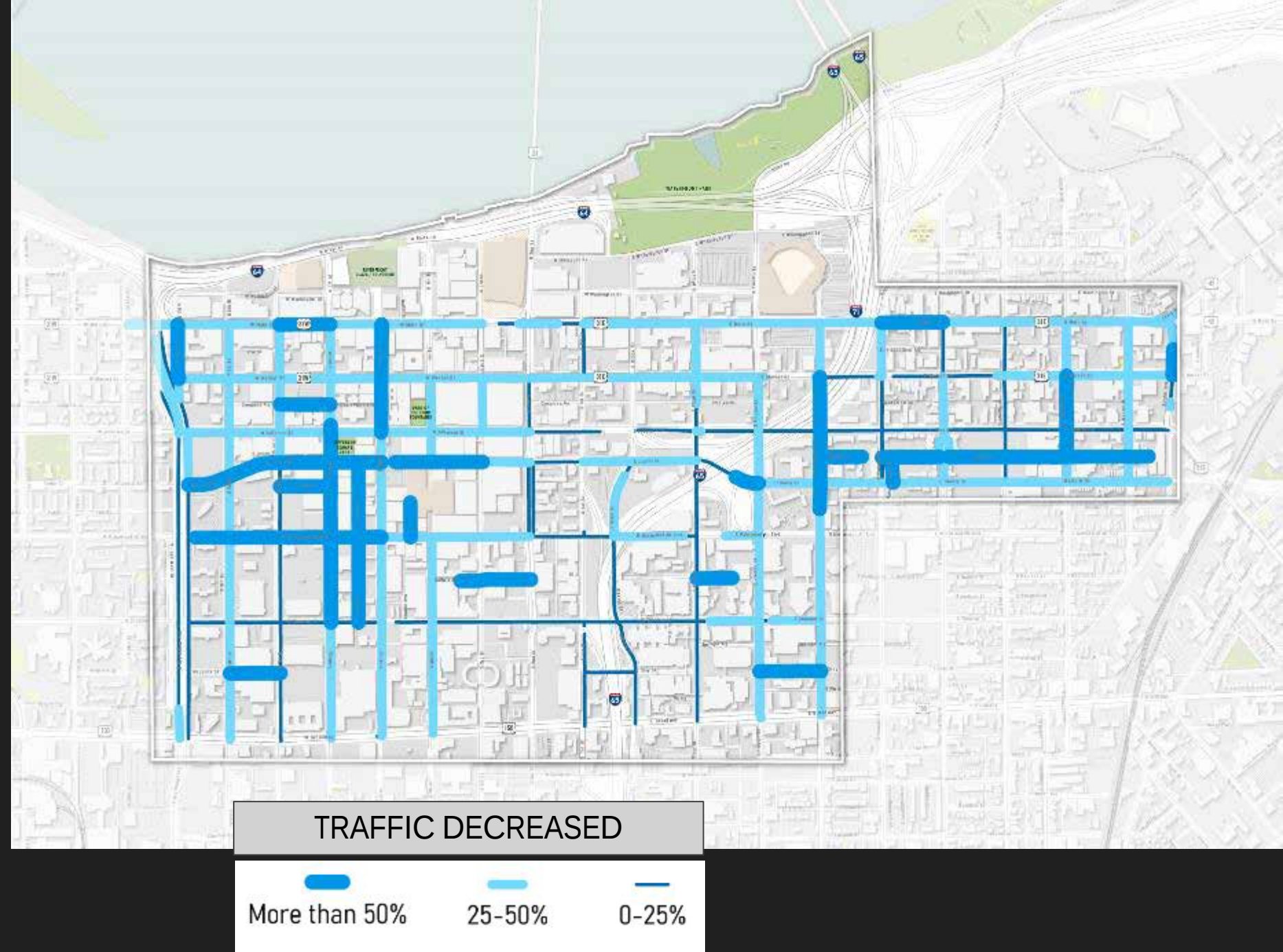
What is
happening
Downtown points
to greater
potential than a
9-to-5 work
district.



Traffic and Travel Trends

Downtown traffic has declined since the COVID-19 pandemic.

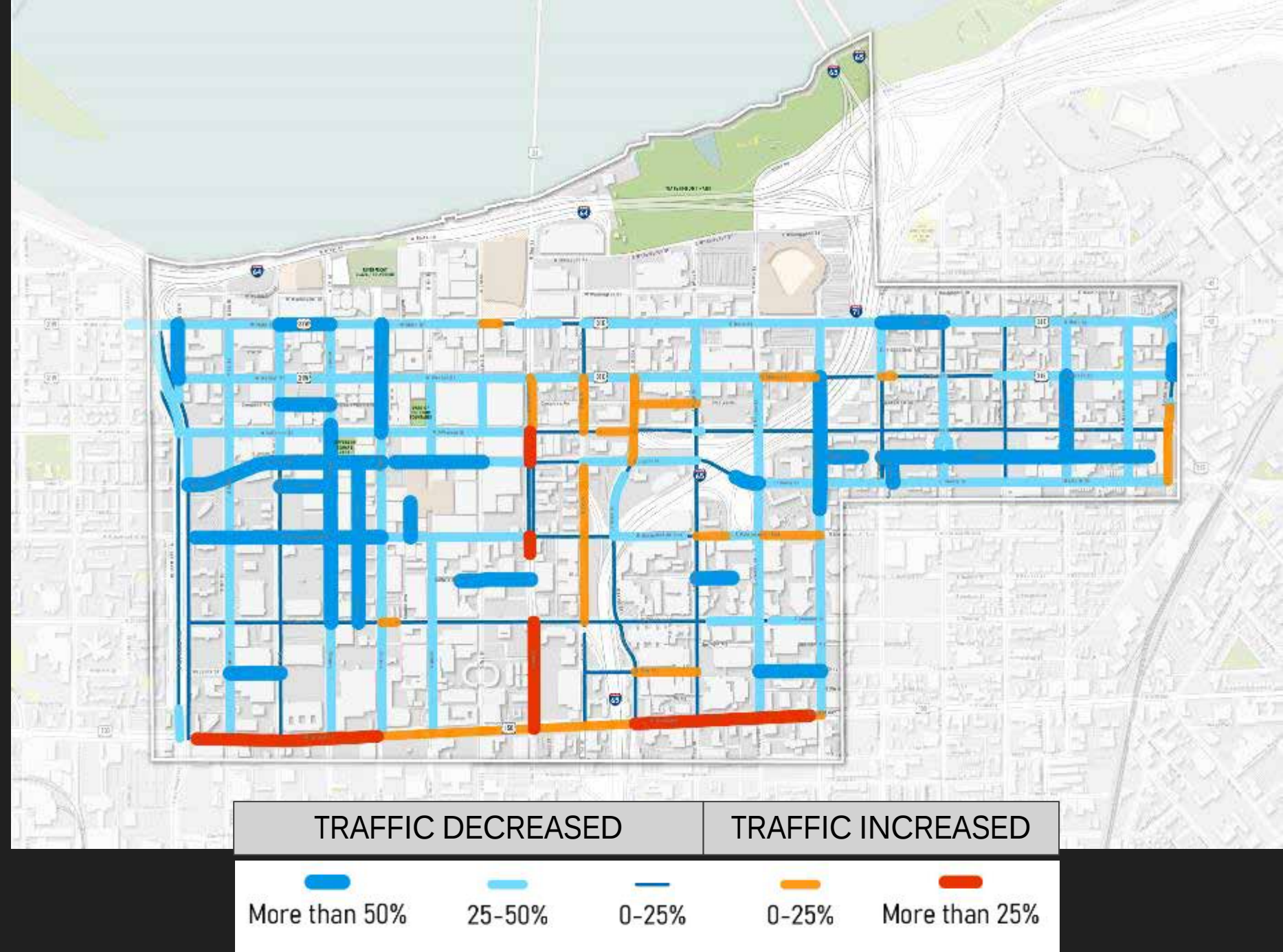
This is widely acknowledged, and nearly all downtown stakeholders see this as an opportunity.



Traffic and Travel Trends

However, there are exceptions.

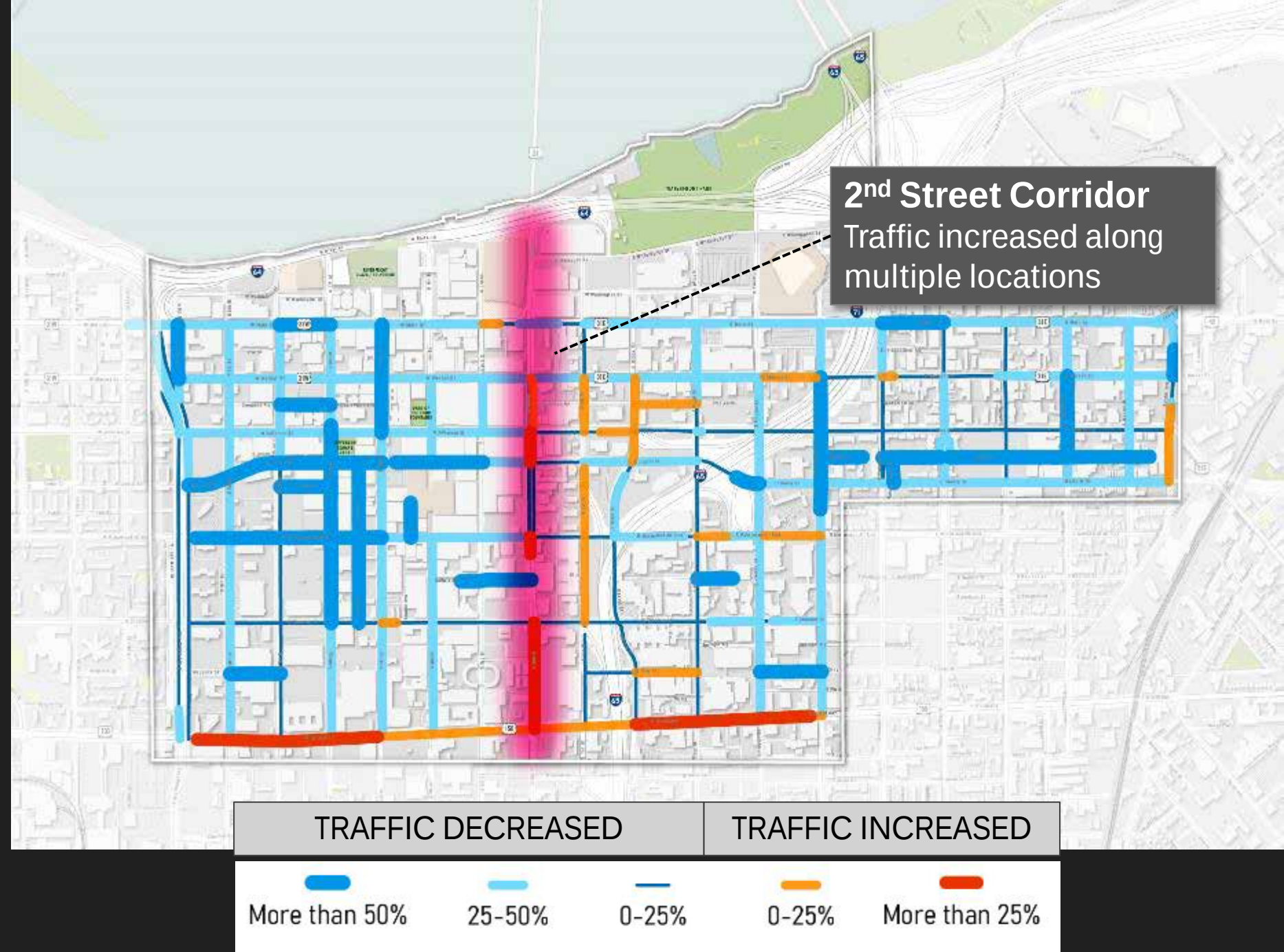
The changes in downtown traffic since the opening of the Ohio River Bridges and collection of tolls are also well known.



Traffic and Travel Trends

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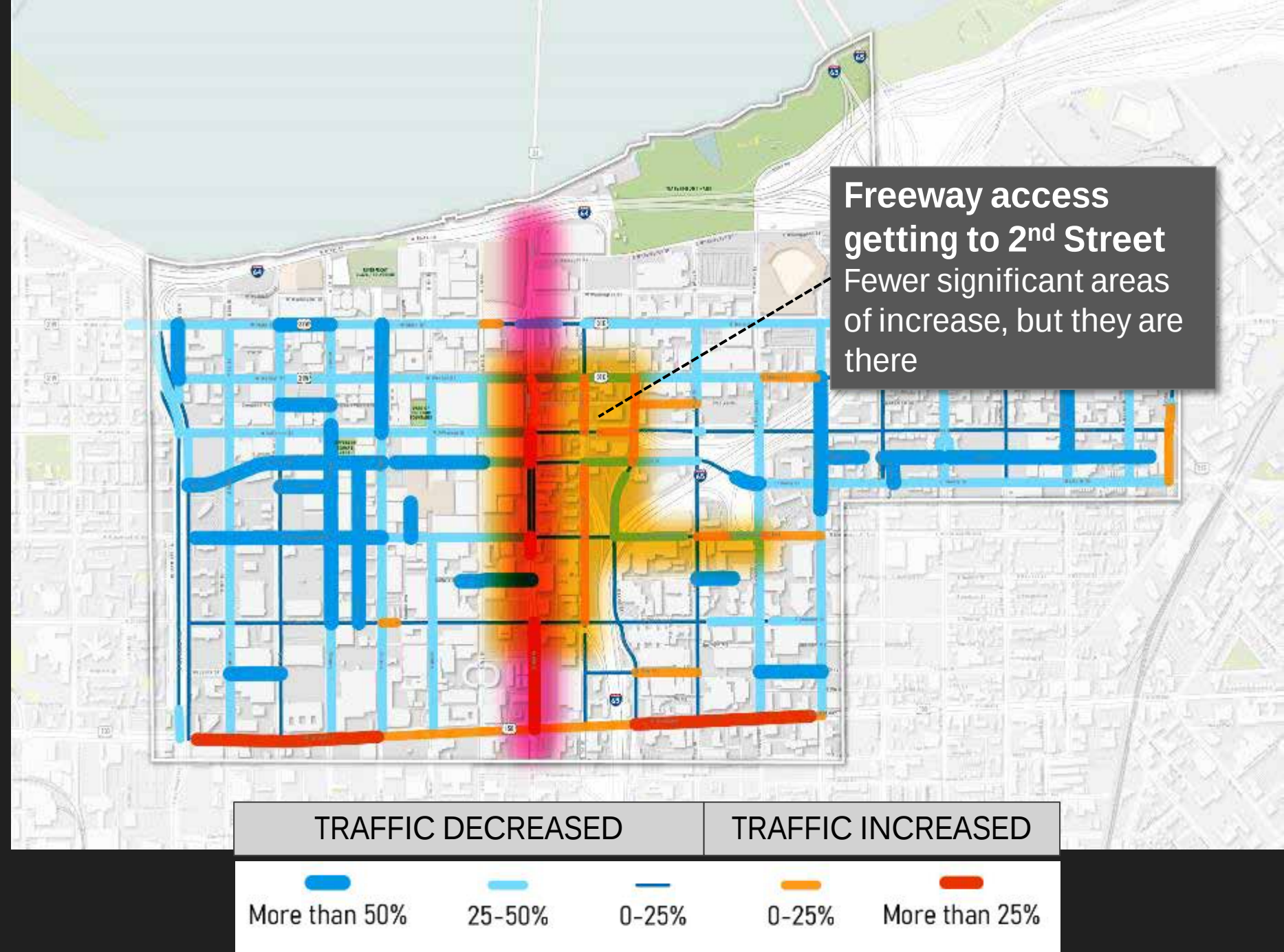
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Traffic and Travel Trends

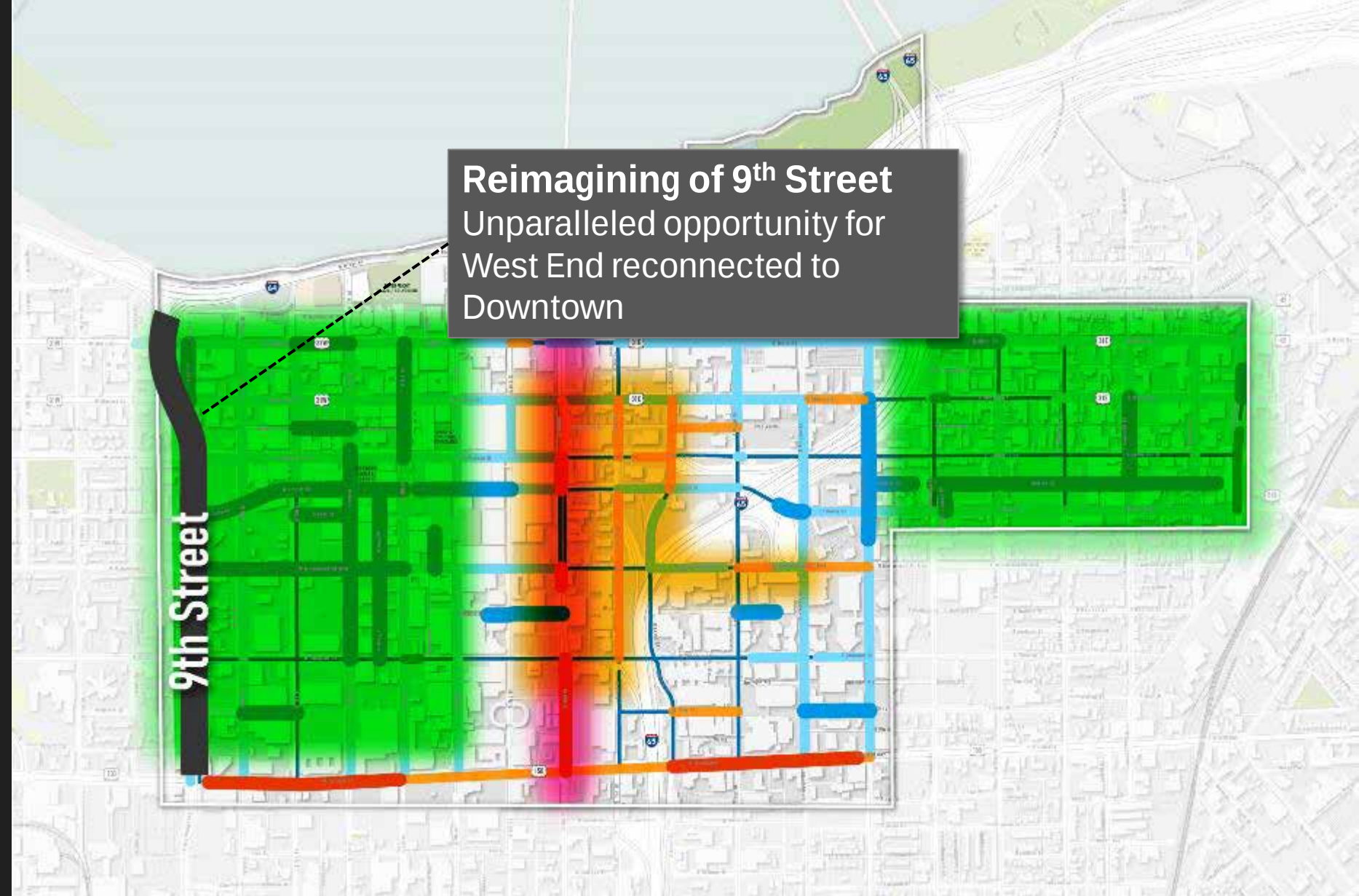
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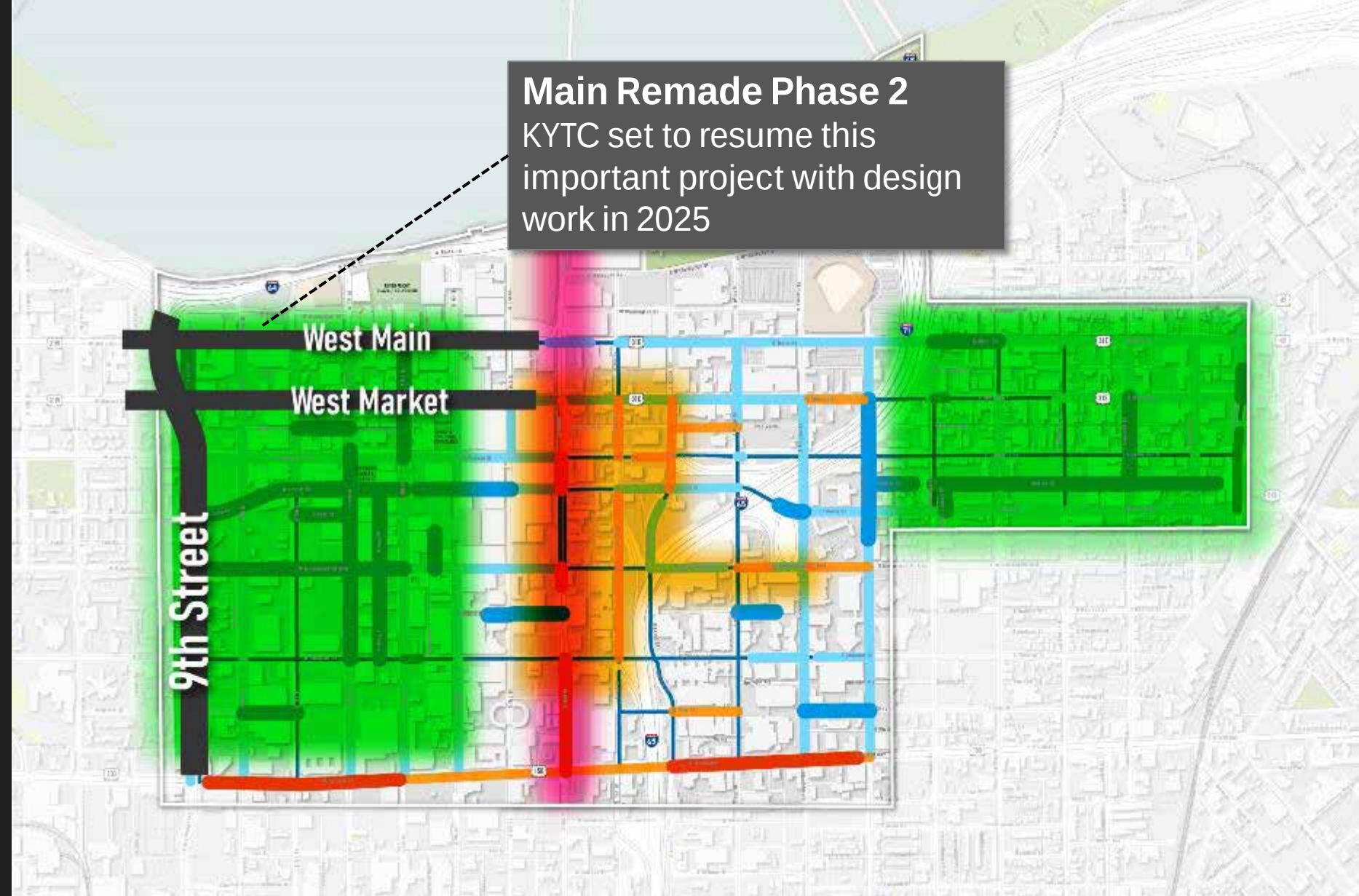
Traffic and Travel Trends

There are numerous areas of immediate opportunity, but some areas where a more nuanced change will be important.



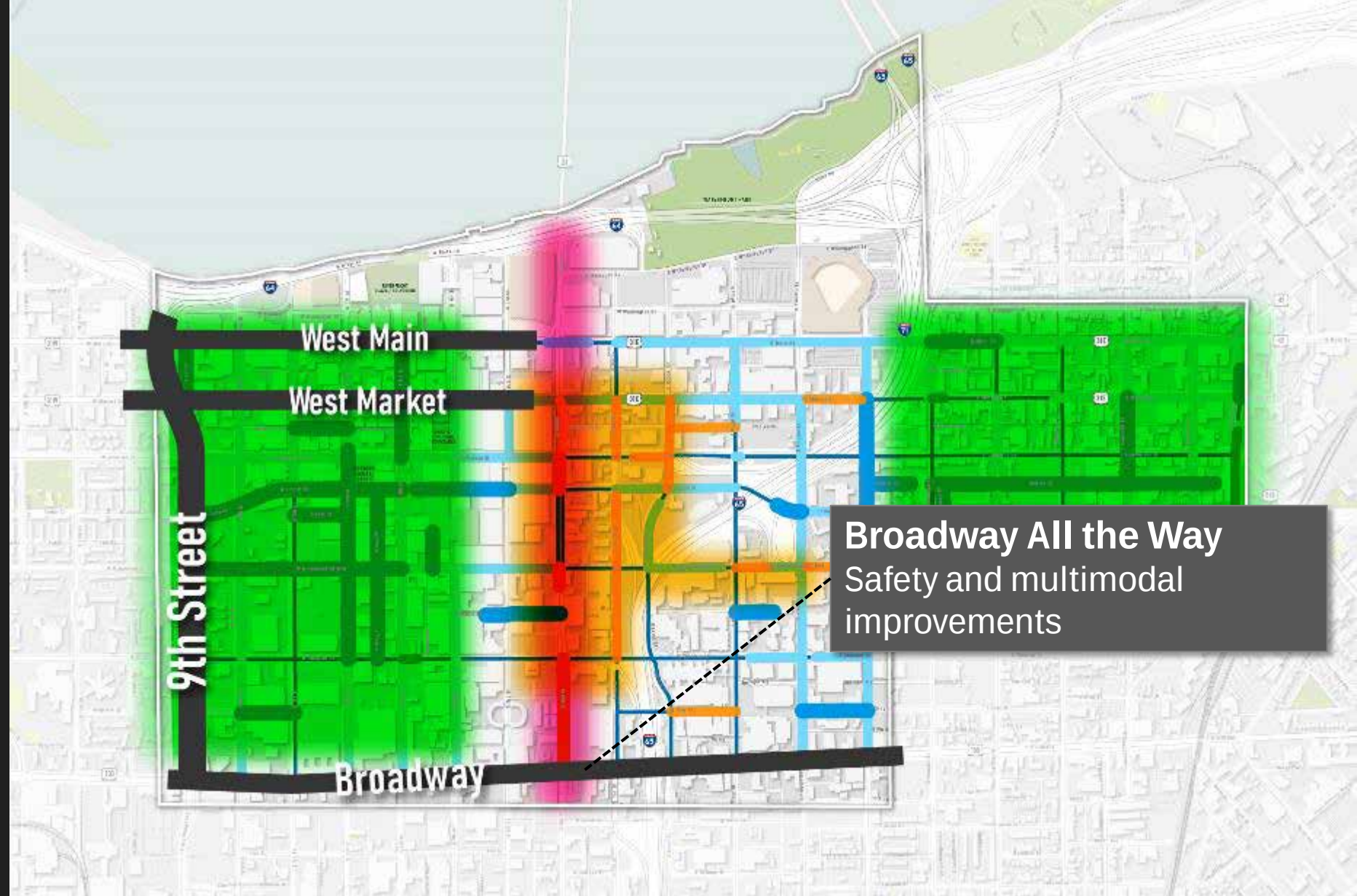
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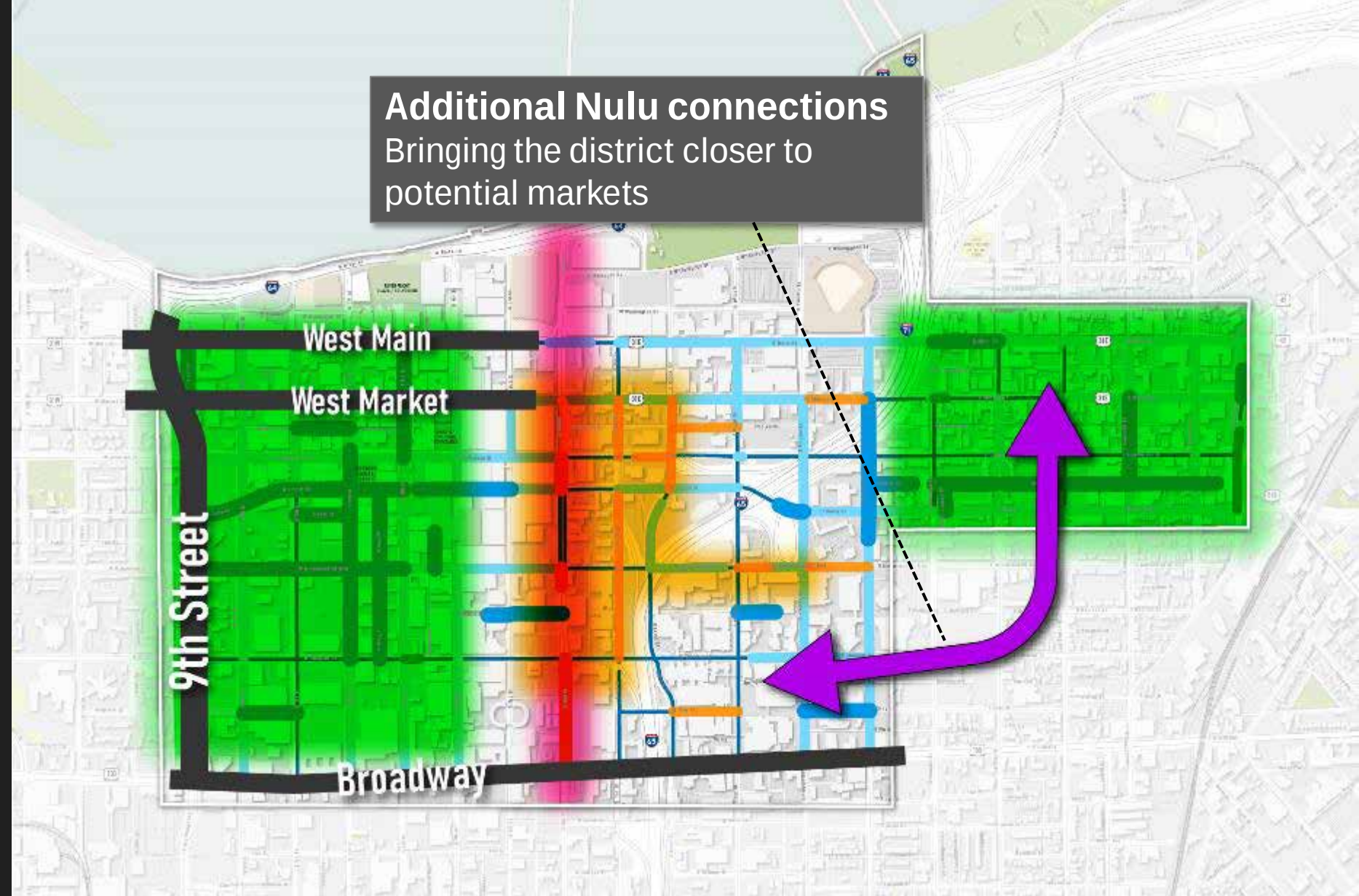
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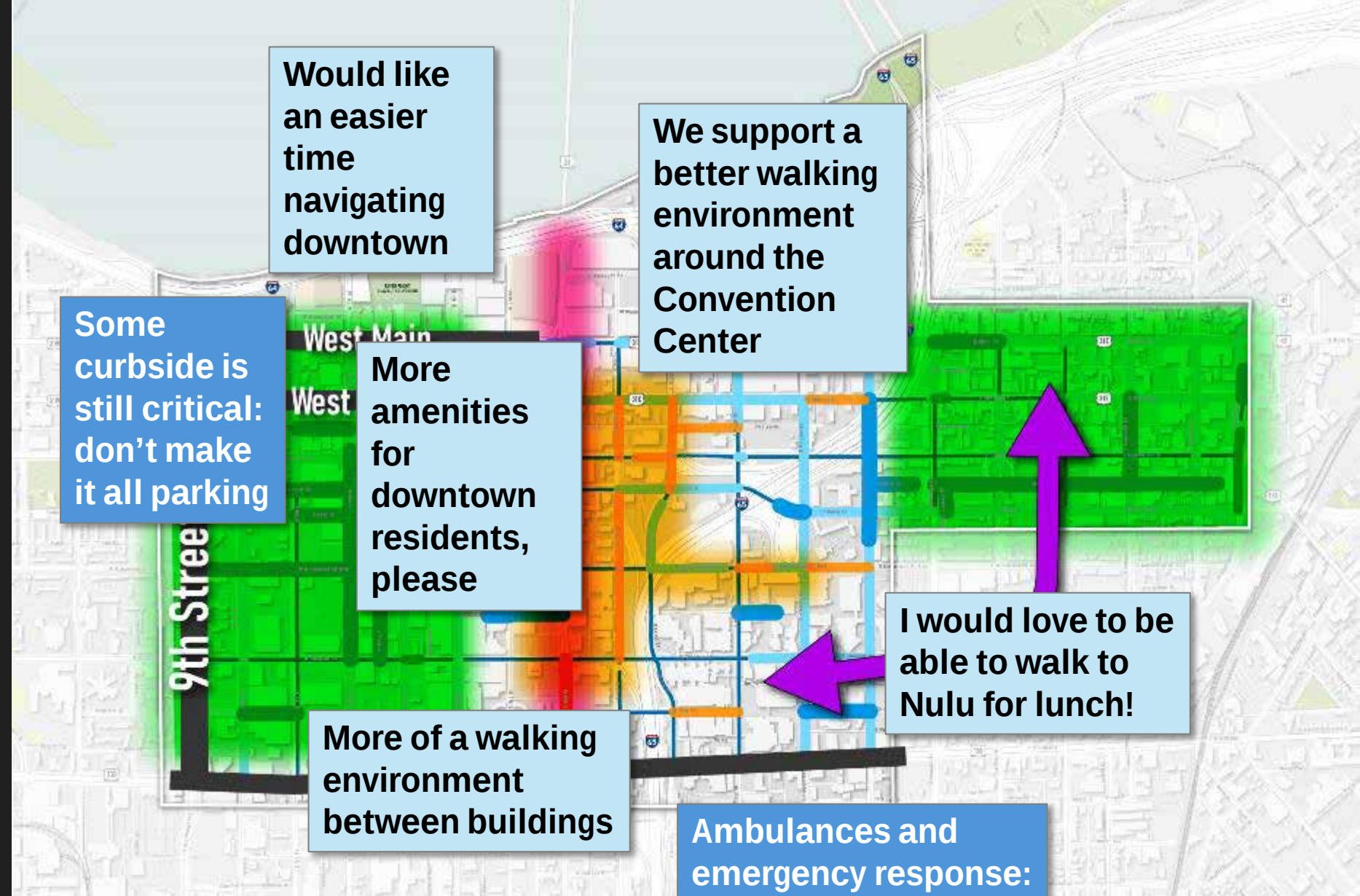
Traffic and Travel Trends

There are numerous areas of immediate opportunity, but some areas where a more nuanced change will be important.



What We Heard

How do the stakeholders around Downtown see this opportunity?



Downtown Louisville's Challenges

Streets do not currently meet the City's promise and potential

LOCAL

2 injured in 3-vehicle crash in downtown Louisville. What we know



Leo Bertucci

Louisville Courier Journal

Published 4:29 p.m. ET March 18, 2025



Two people are injured after a three-vehicle crash in the 200 block of West Broadway Tuesday afternoon, Louisville Metro Police spokesperson John Bradley said.

LMPD First Division officers were called to the scene just after 3 p.m. First responders were also called to the scene to treat the two people injured, but Bradley said he did not know if they were taken to a hospital. No other information about those injured in the crash could be provided.

A tow truck was also on its way to the scene to clear damaged vehicles from the roadway, Bradley said.

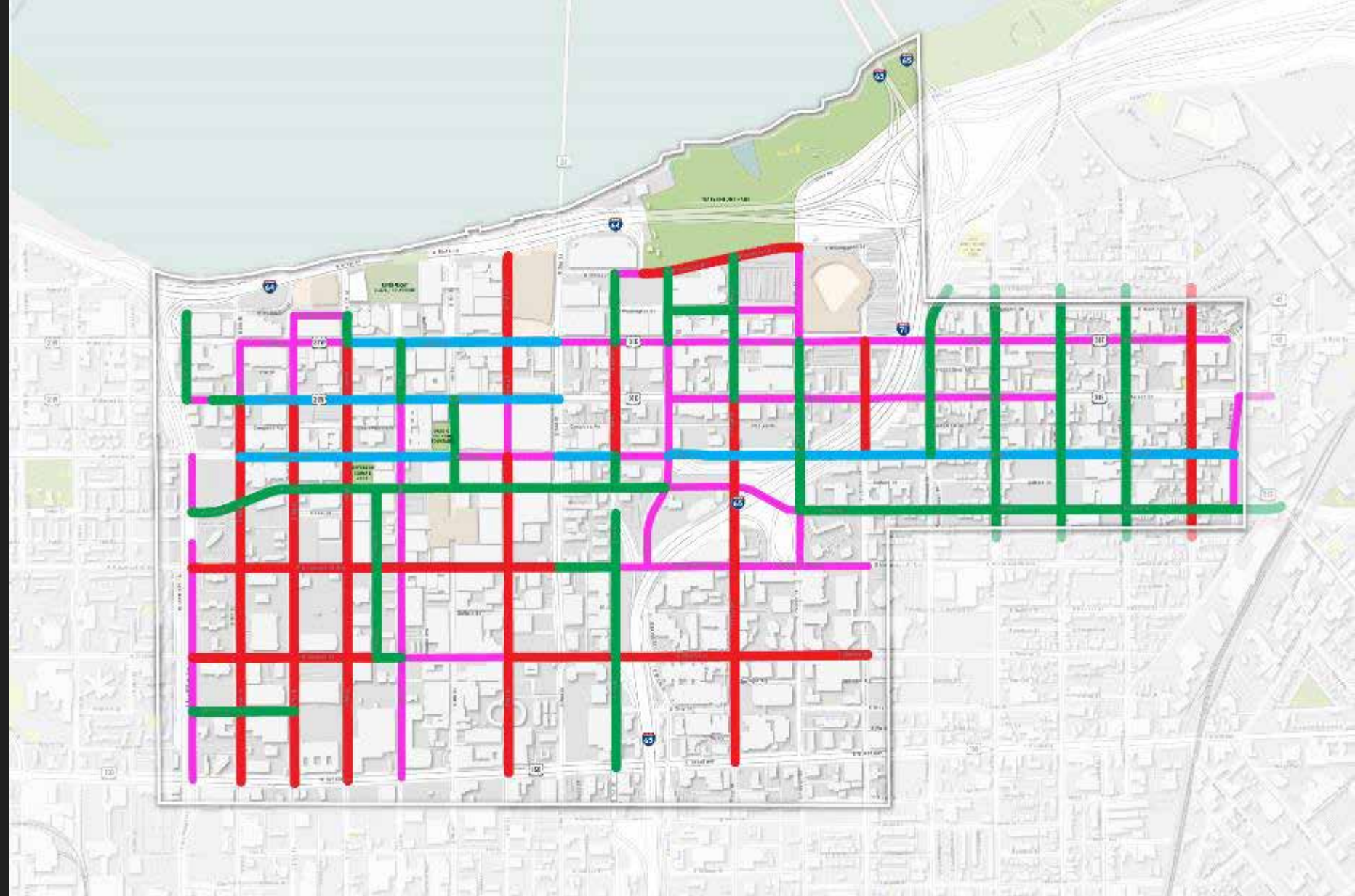
Car crashes into building in Portland neighborhood, at least 1 injured

At least one person was injured after a crash on West Main Street, according to MetroSafe officials.



Transforming Downtown

Potential for
rethinking
downtown's
streets



Louisville Classic

Half-and-Half

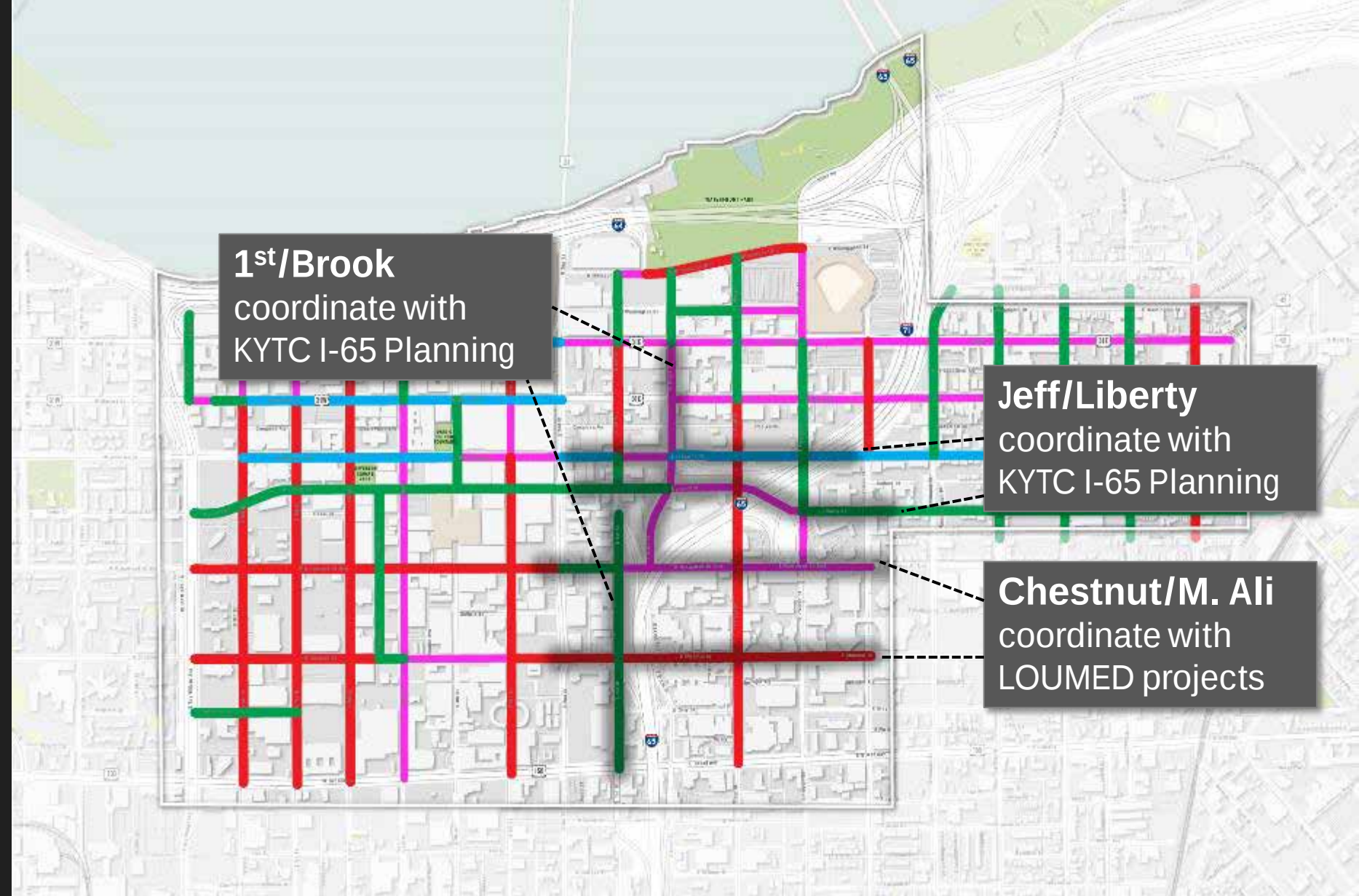
Side Street

Other Design

Prudent Application

Potential for rethinking downtown's streets

Several areas need additional coordination



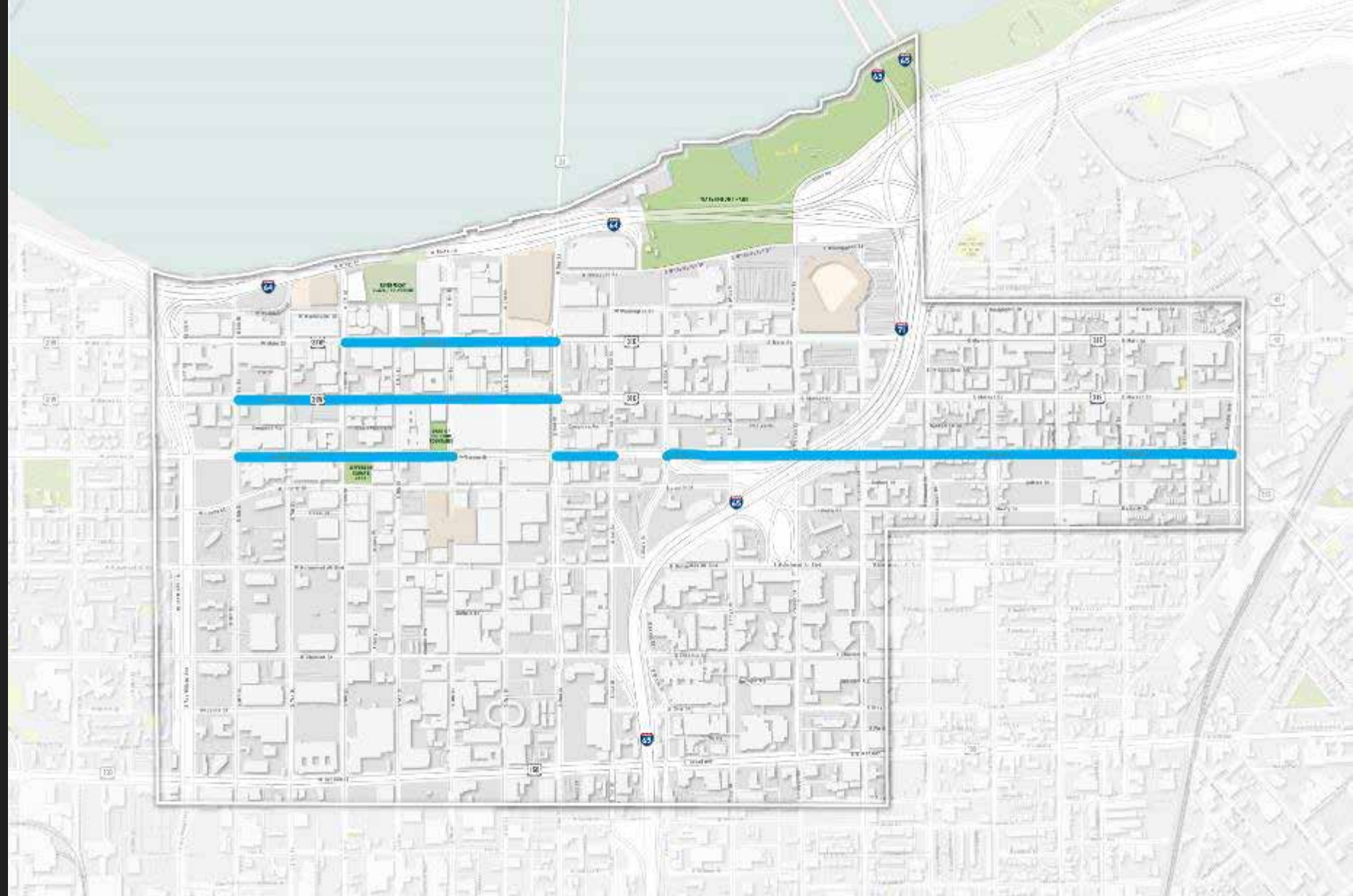
Street Types: 'Louisville Classic'

Typical curb-to-curb:
58-60 feet



Street Types: 'Louisville Classic'

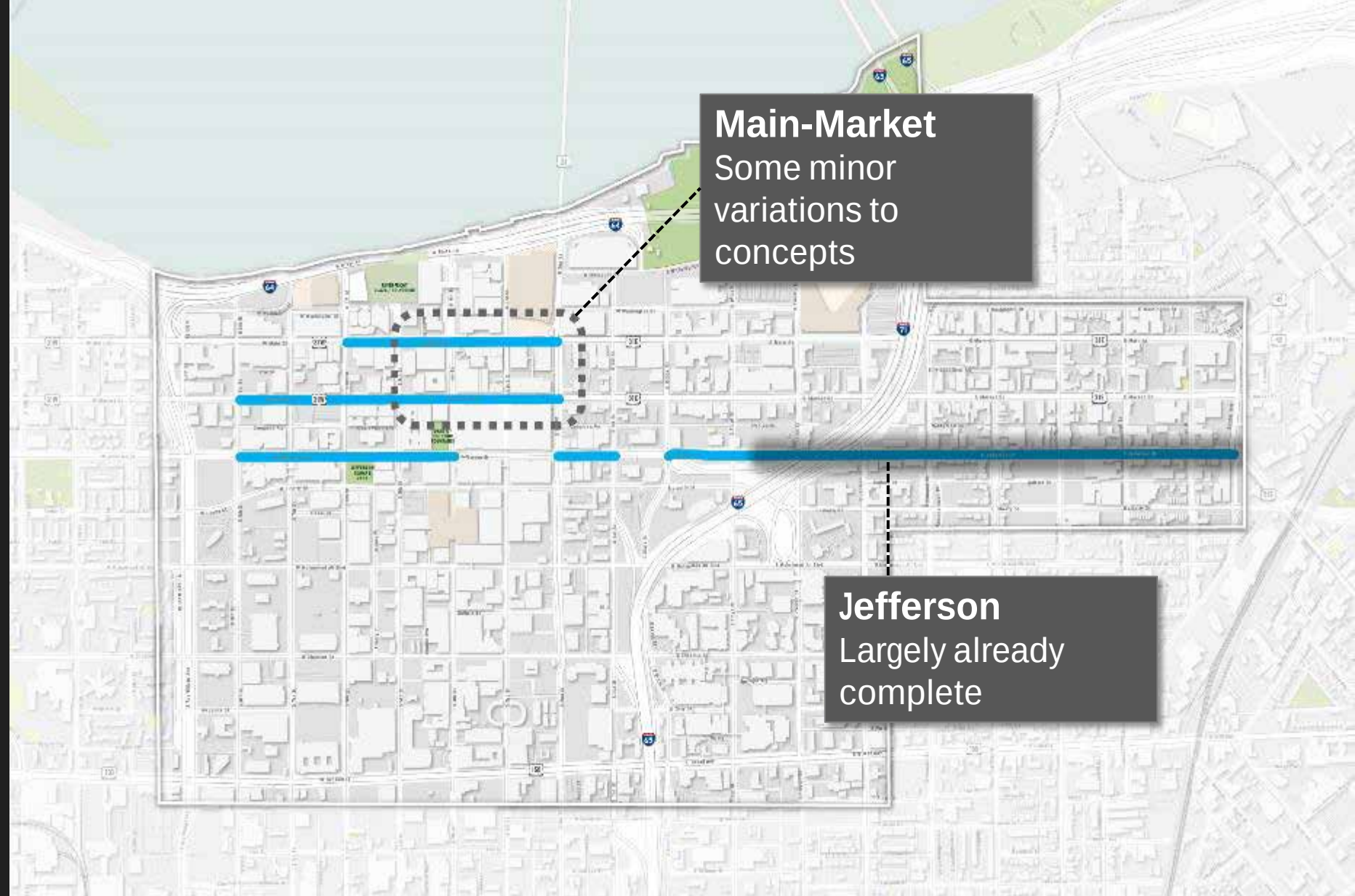
Most
applicable on
larger streets;
allows two-
way left turn
space (or
medians
someday)



Street Types: 'Louisville Classic'

Take care:

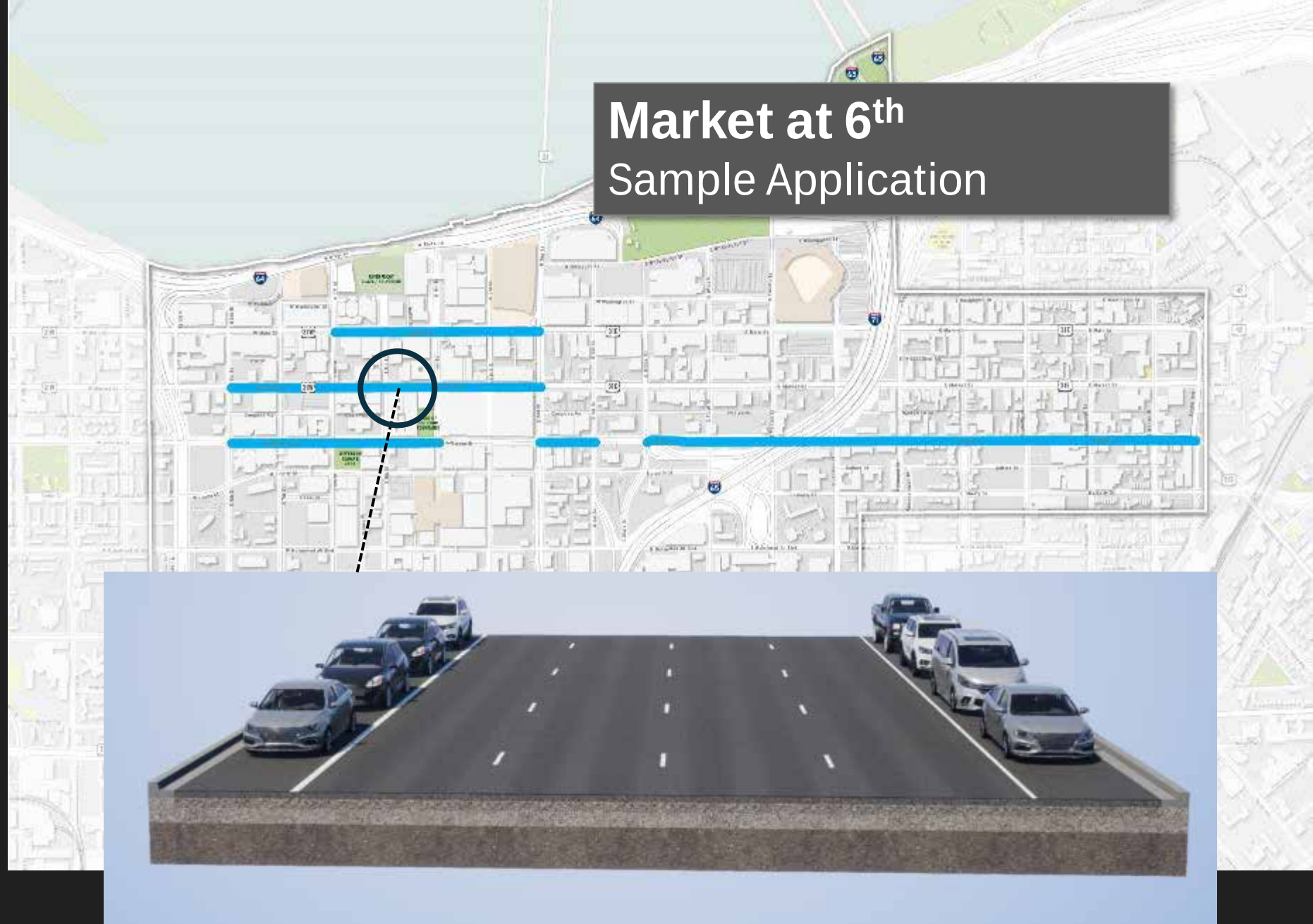
- Converting existing Jefferson
- Market and Main



Street Types: 'Louisville Classic'

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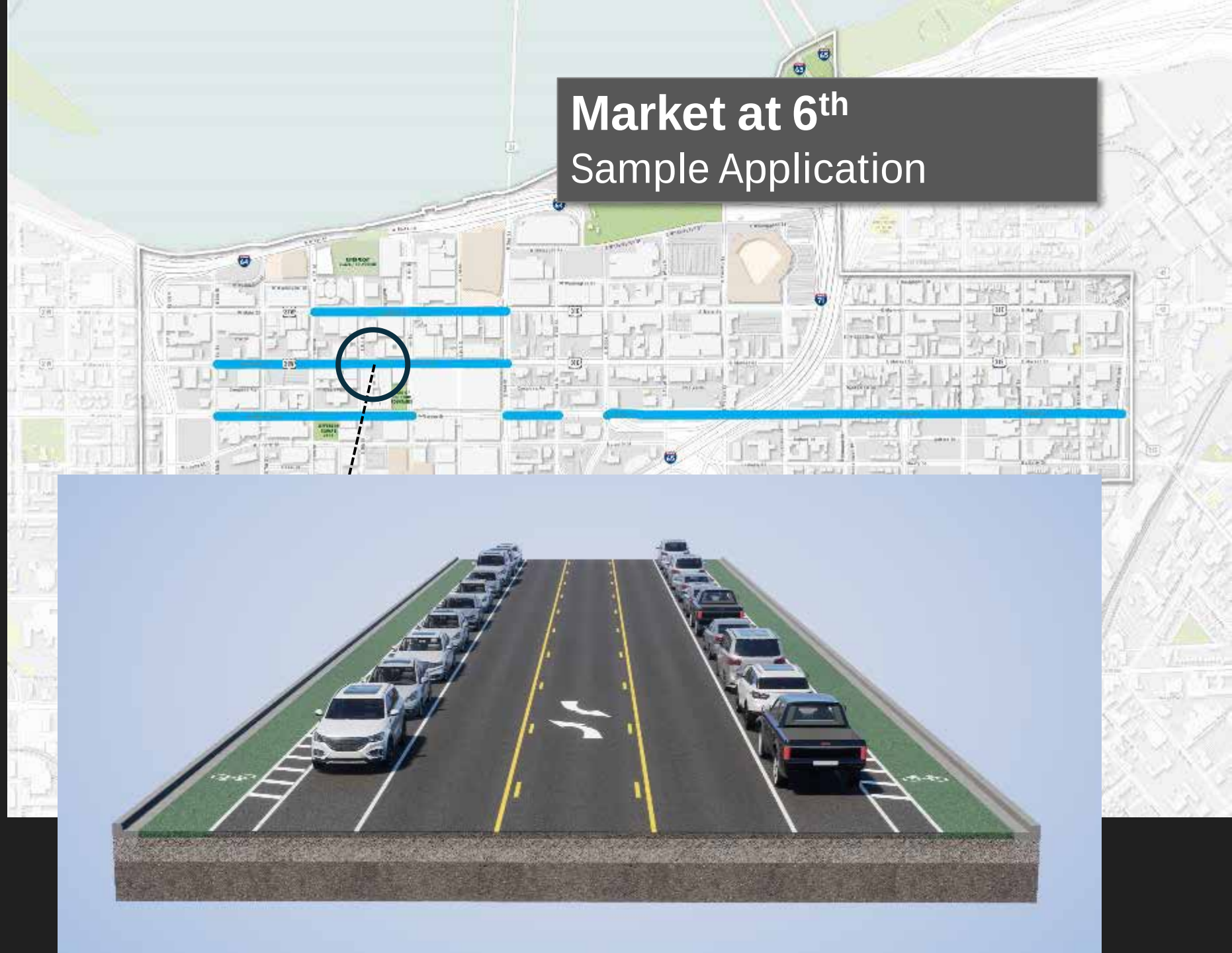
Market at 6th Sample Application



Street Types: 'Louisville Classic'

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Market at 6th
Sample Application



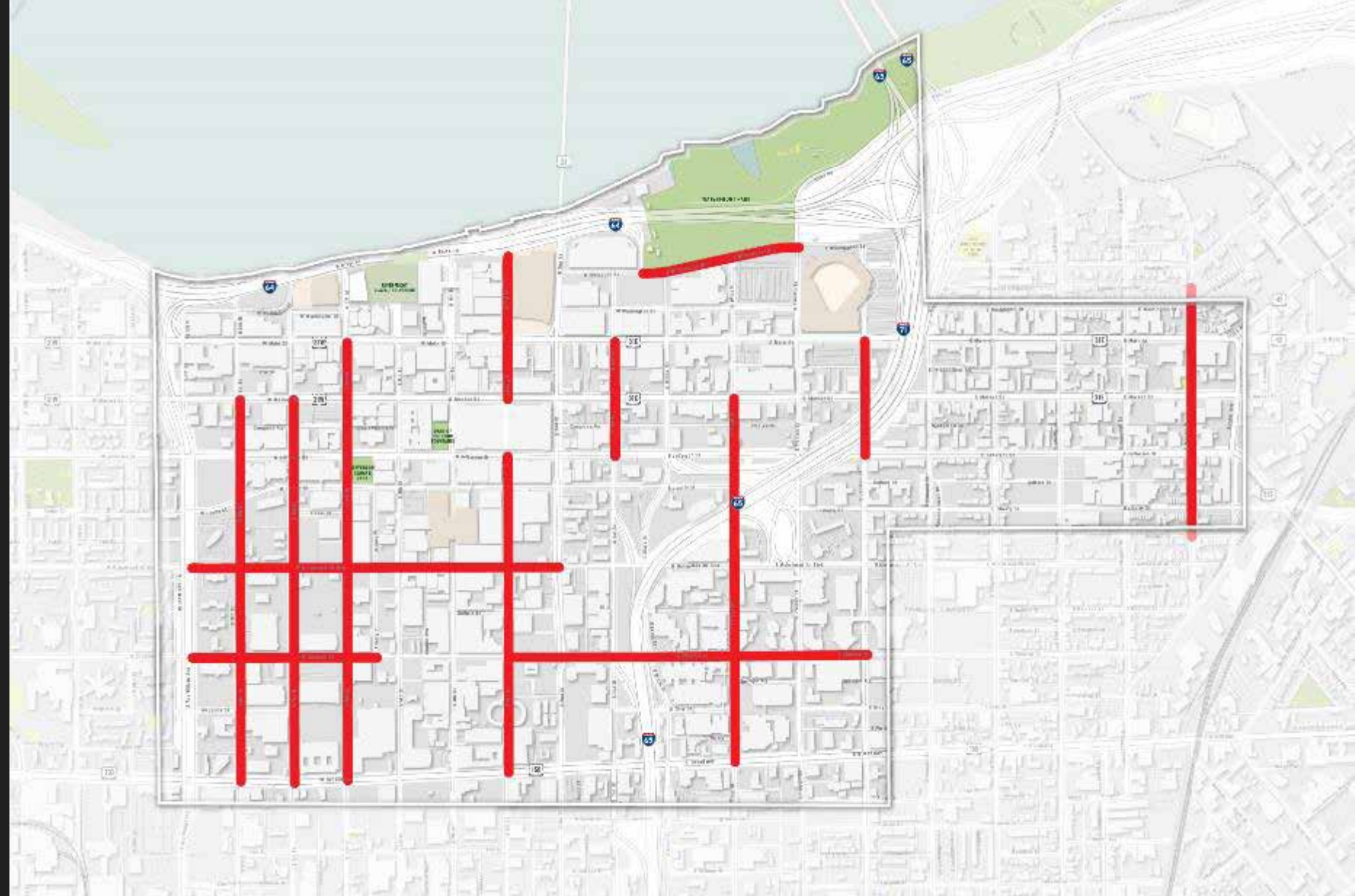
Street Types: 'Half and Half'

Typical curb-to-curb:
36-42 feet



Street Types: 'Half and Half'

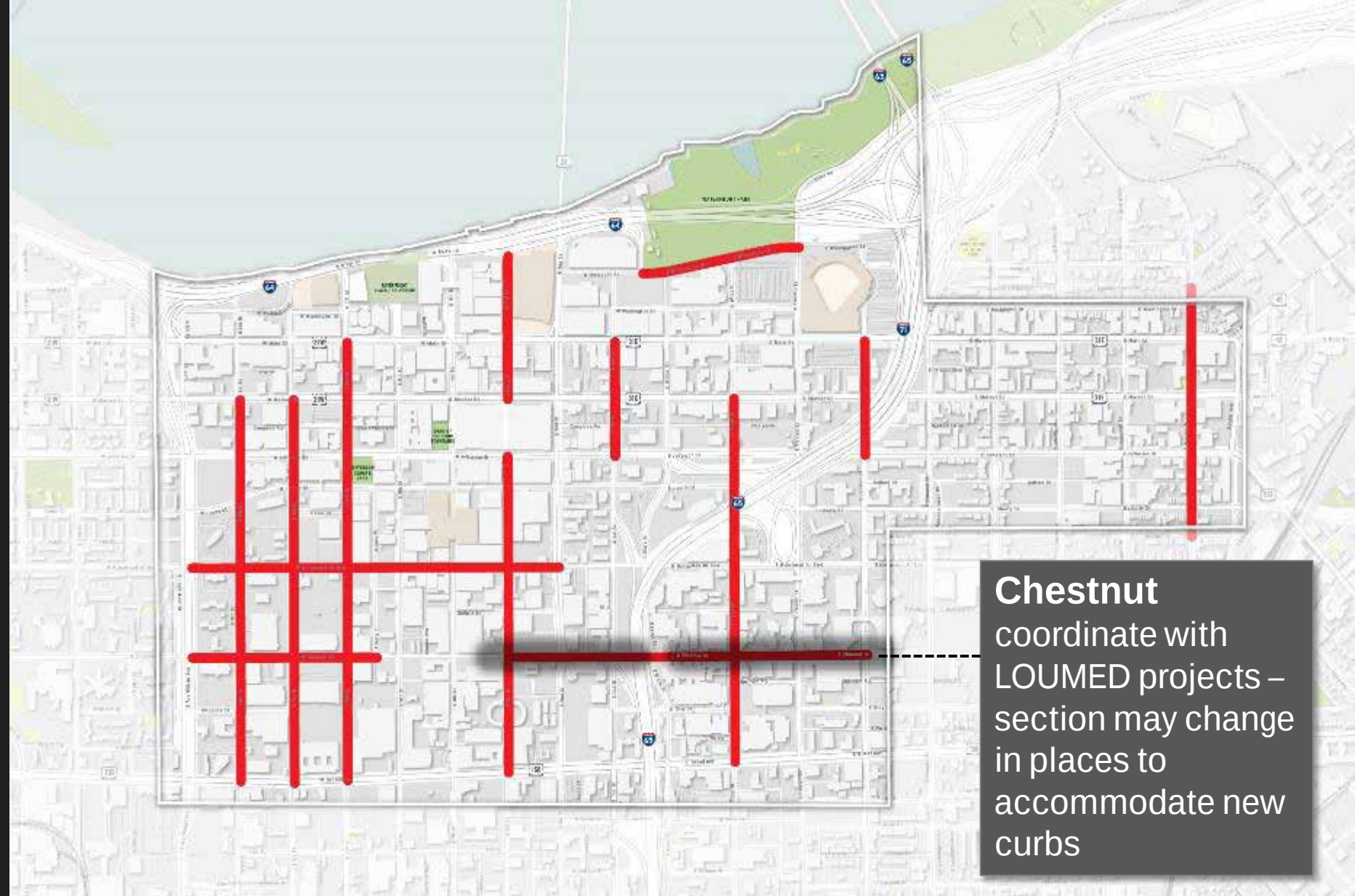
Fits in more
constrained
rights of way



Street Types: ‘Half and Half’

Take care:

- Chestnut Street transitions to I-65
- Chestnut through LOUMED



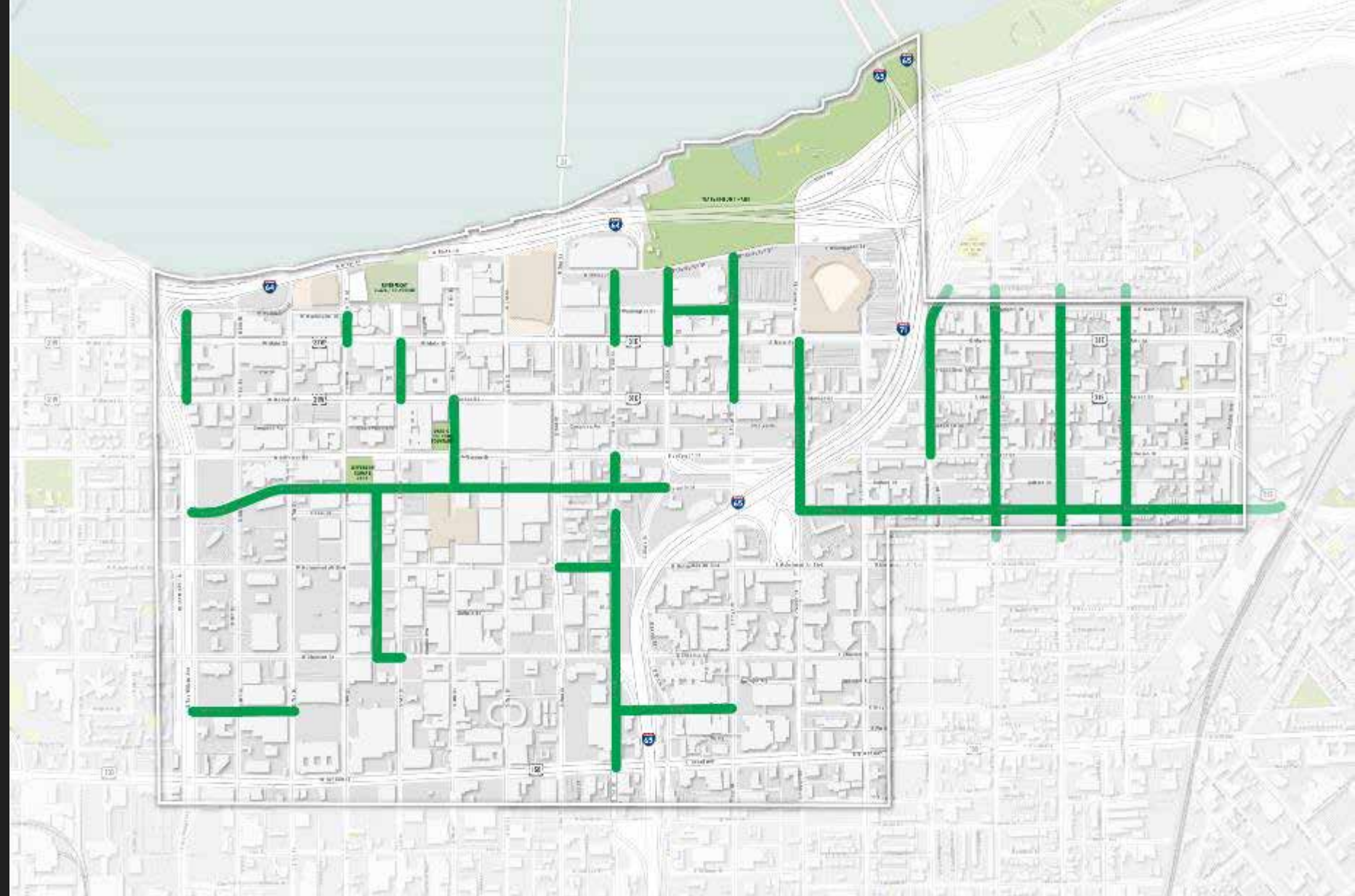
Street Types: 'Side Street'

Typical curb-to-curb:
34-36 feet



Street Types: 'Side Street'

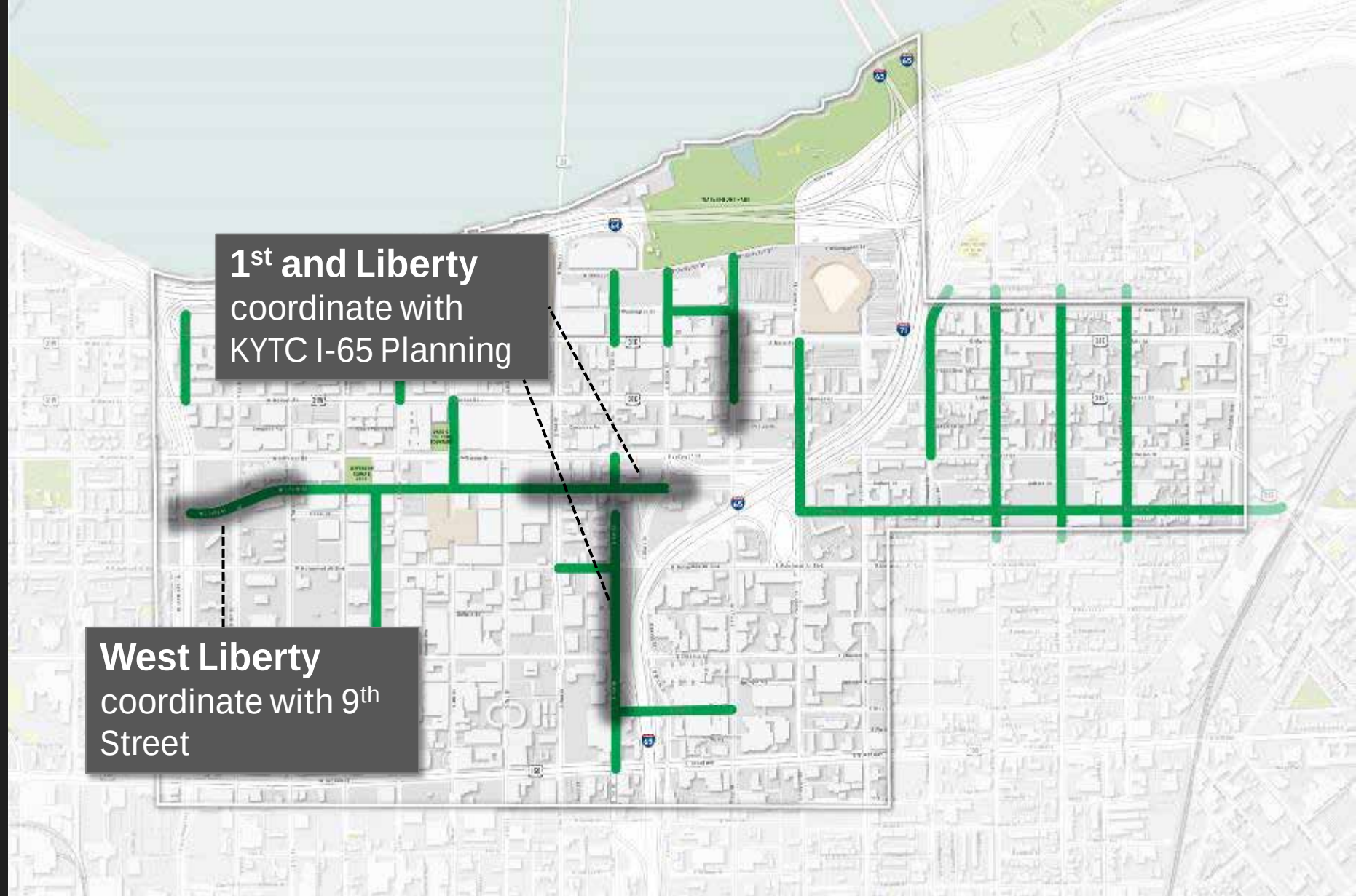
Fits in more
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Street Types: 'Side Street'

Take care:

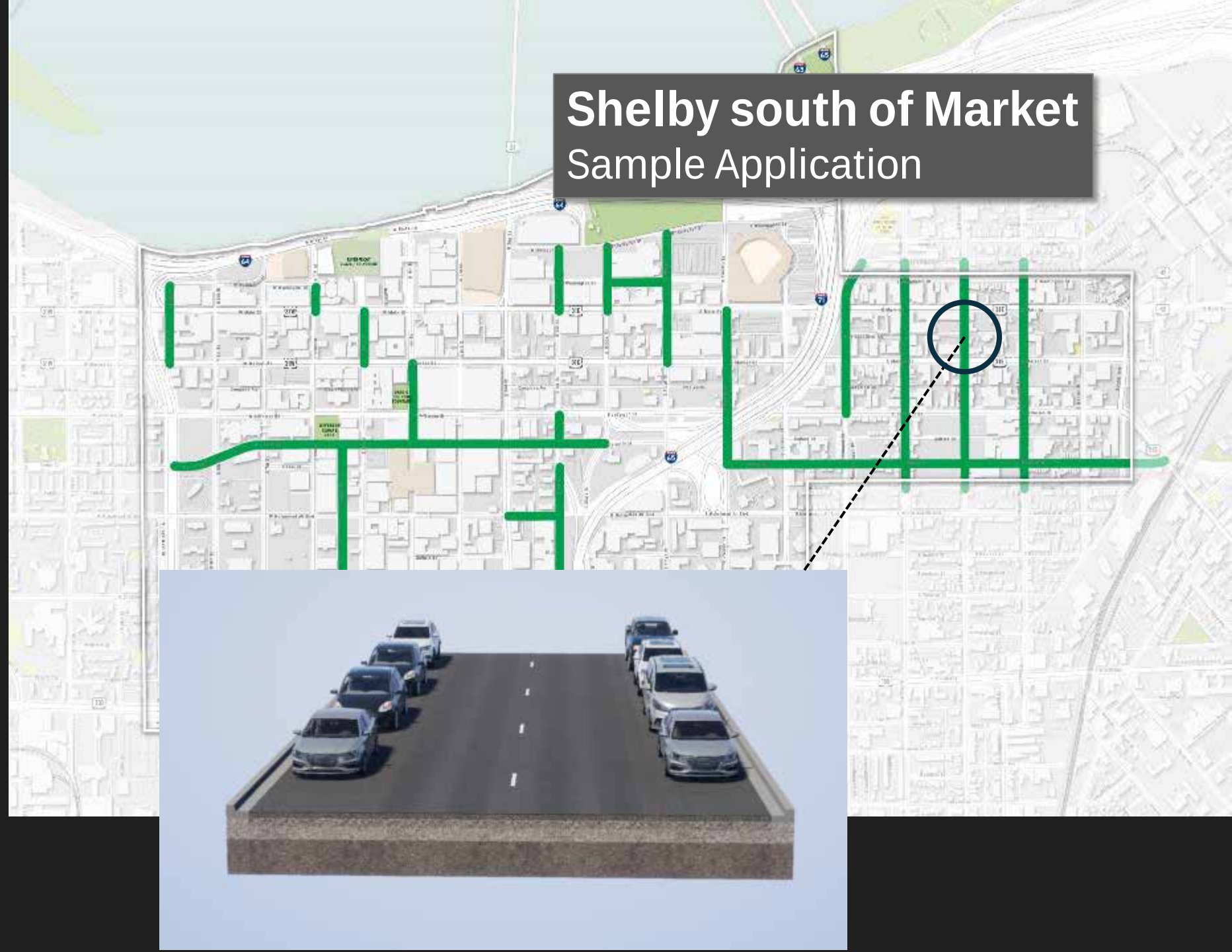
- Liberty transitions at I-65, from 9th Street
- Floyd Street



Street Types: 'Side Street'

Fits in more
constrained
rights of way

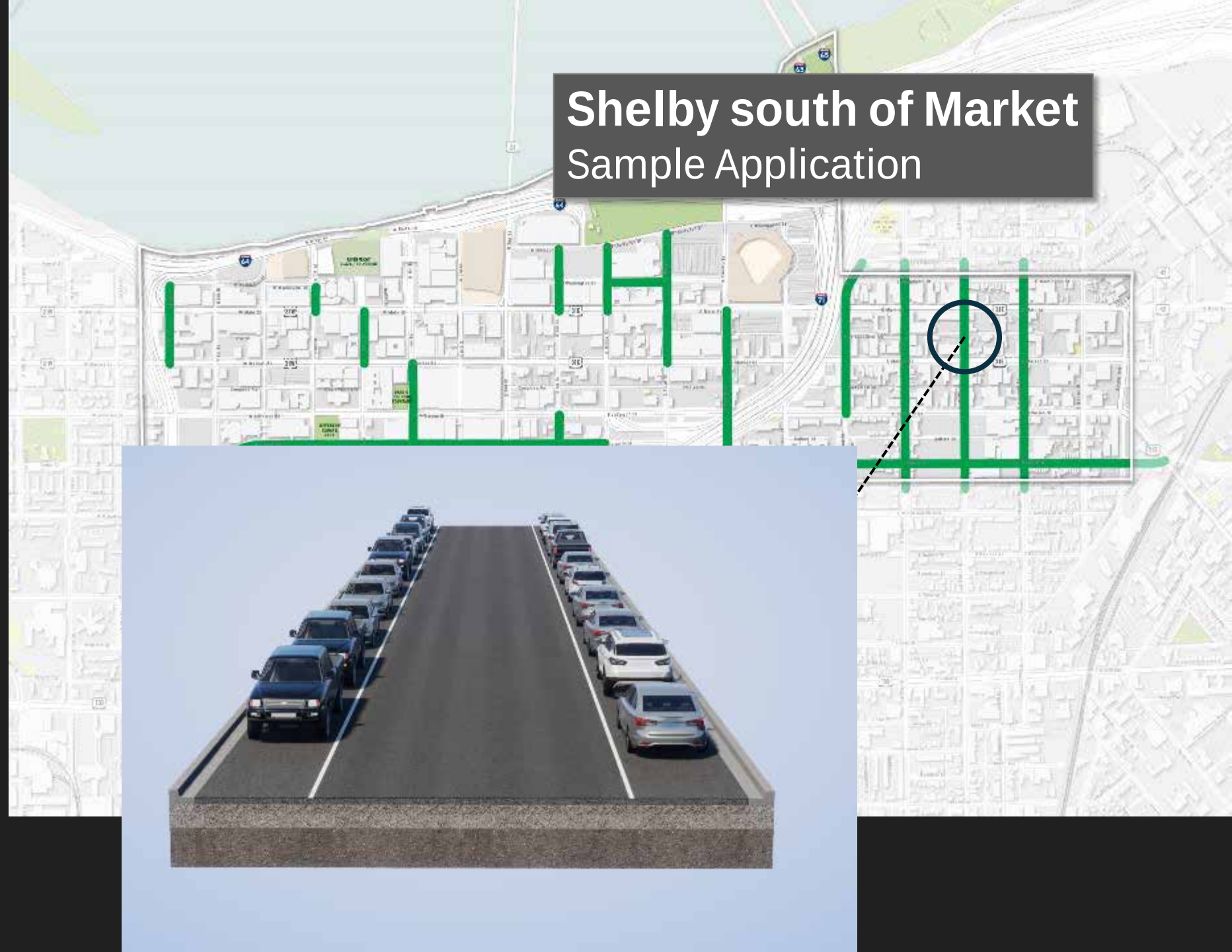
Shelby south of Market Sample Application



Street Types: 'Side Street'

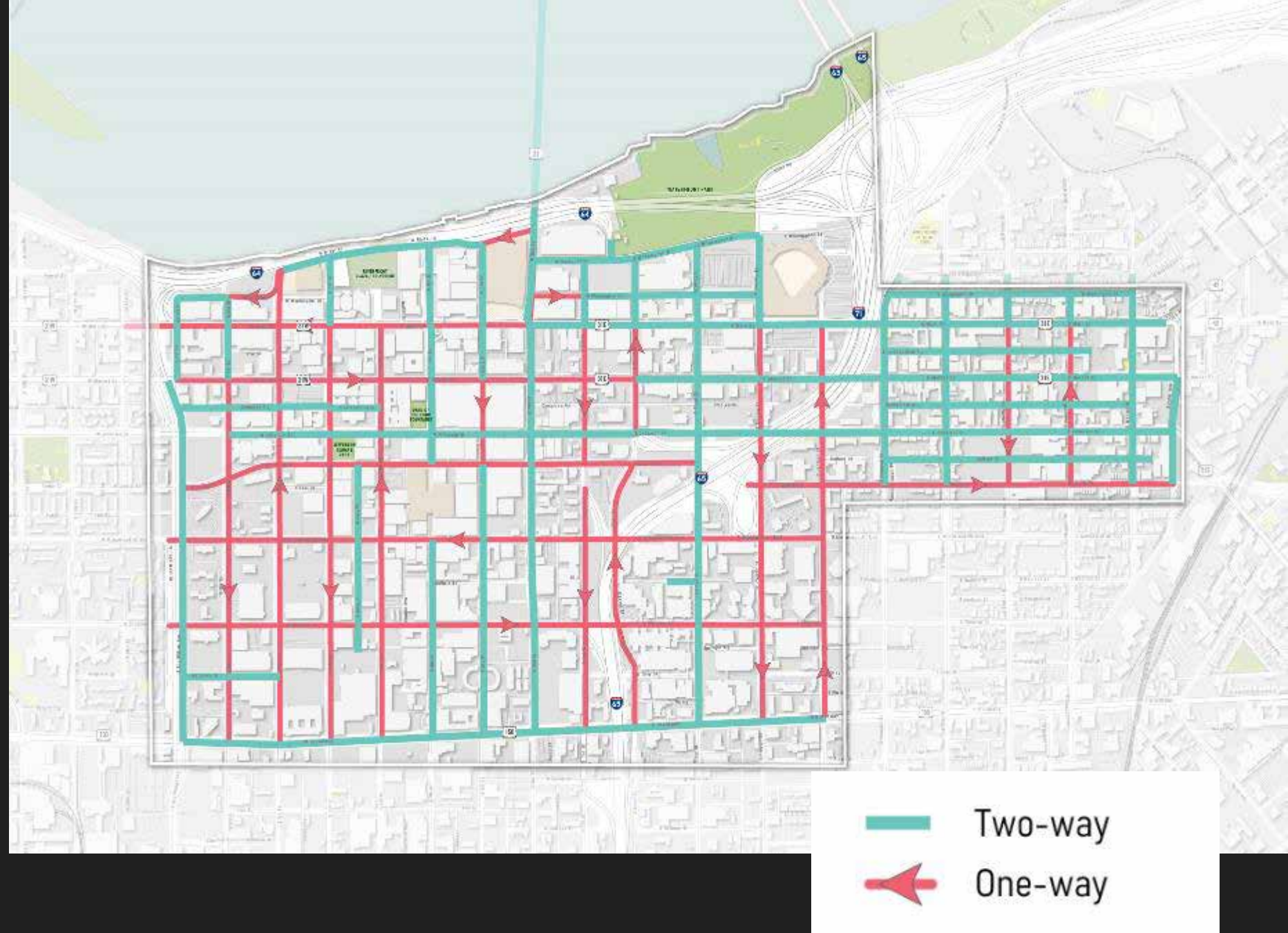
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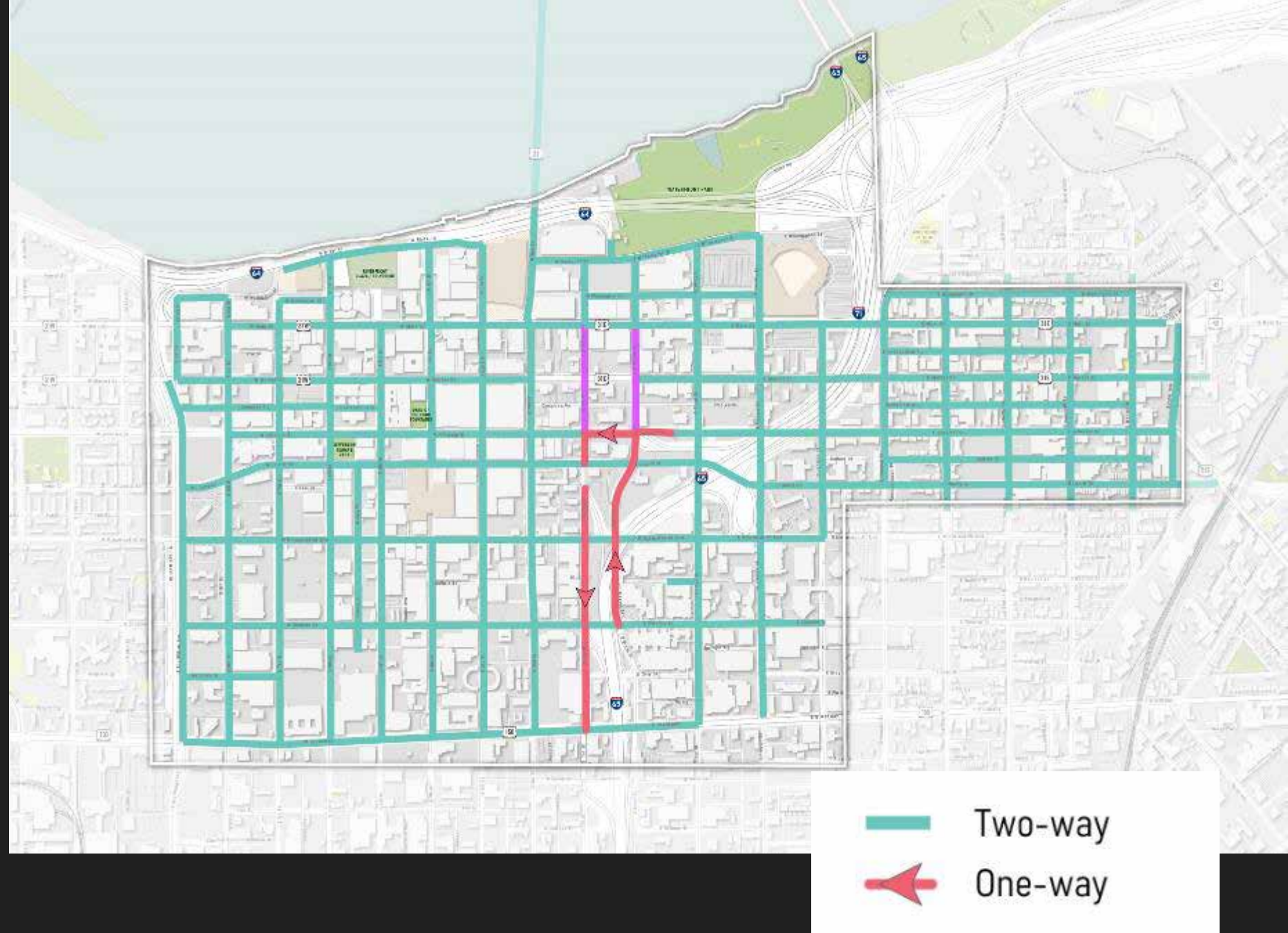
What downtown achieves

The one-way system making up much of downtown can change substantially



What downtown achieves

The one-way system making up much of downtown can change substantially



What downtown achieves

The one-way system making up much of downtown can change substantially



Louisville Classic Example
Jefferson Street: 4th to 5th



Side Street Example
Jefferson Street: 4th to 5th



Side Street Example
3rd Street: Market to Jefferson

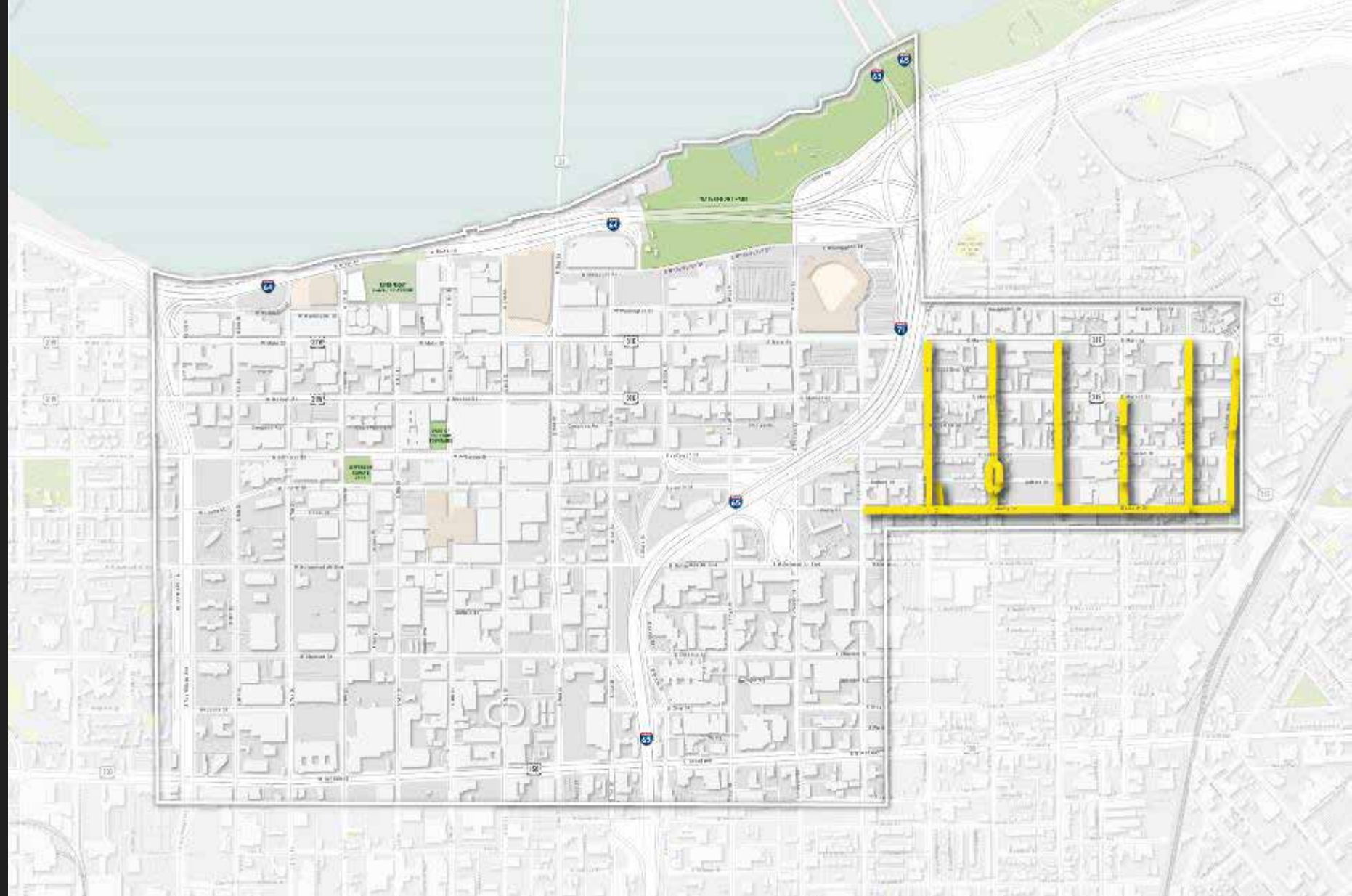


Side Street Example
3rd Street: Market to Jefferson



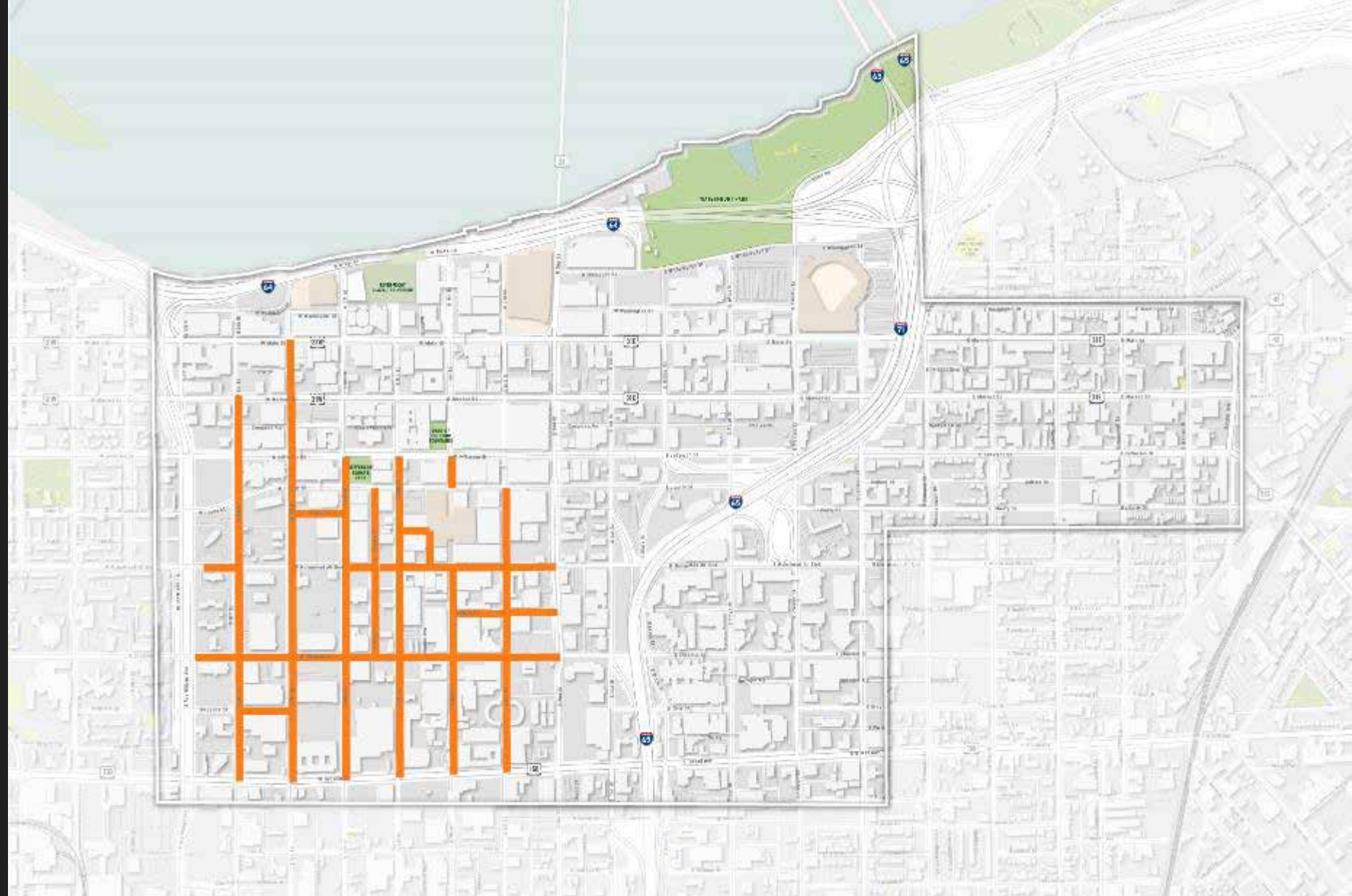
Implementing in Phases

Nulu cross-
streets and
Liberty Street
outside of I-65
corridor
footprint: low-
hanging fruit



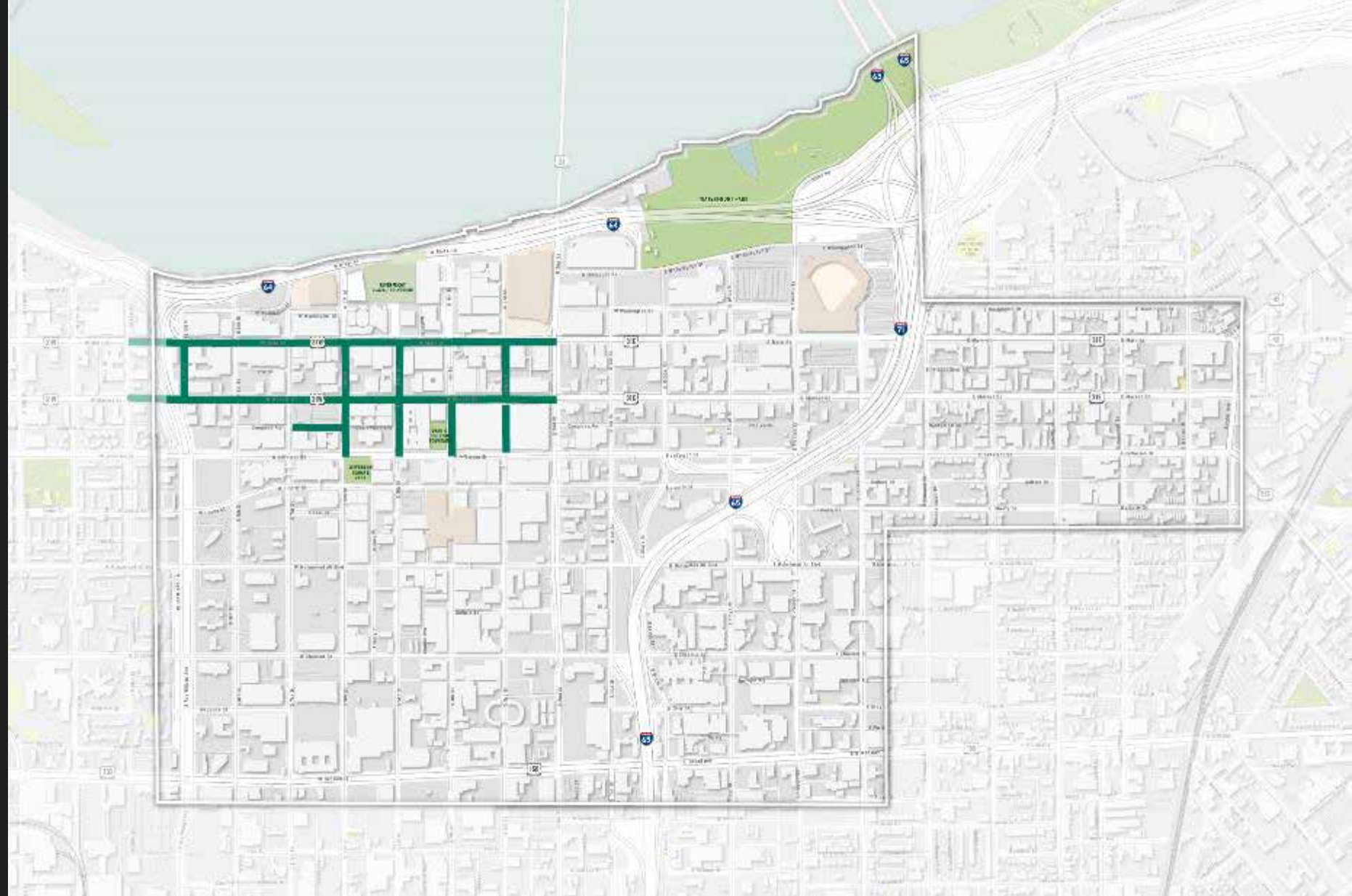
Implementing in Phases

West End
Gateway:
Restoration of
north-south
streets,
connects to
West End and
Old Louisville



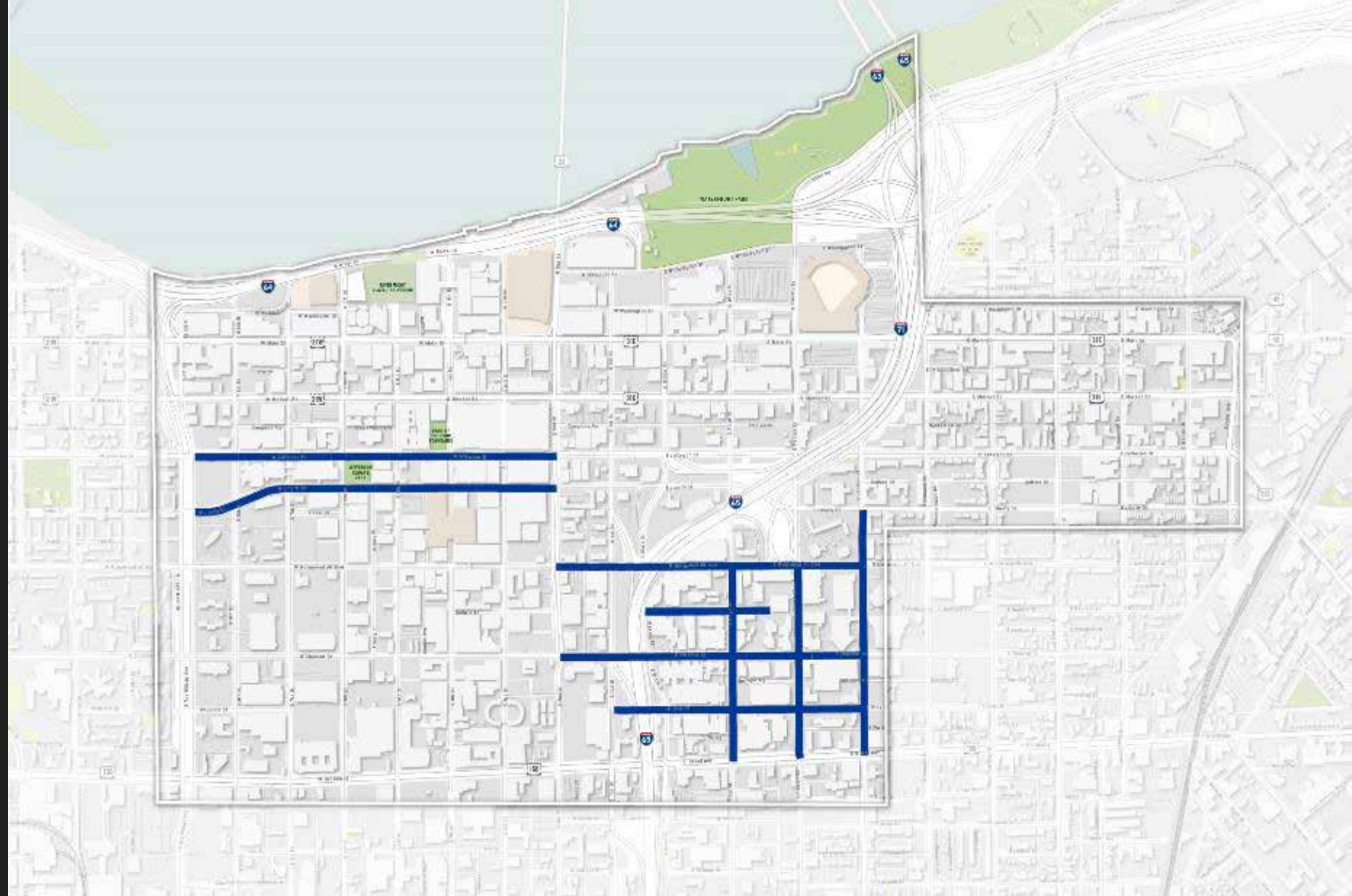
Implementing in Phases

West Main and
Market, along
with key side-
streets for
traffic transition



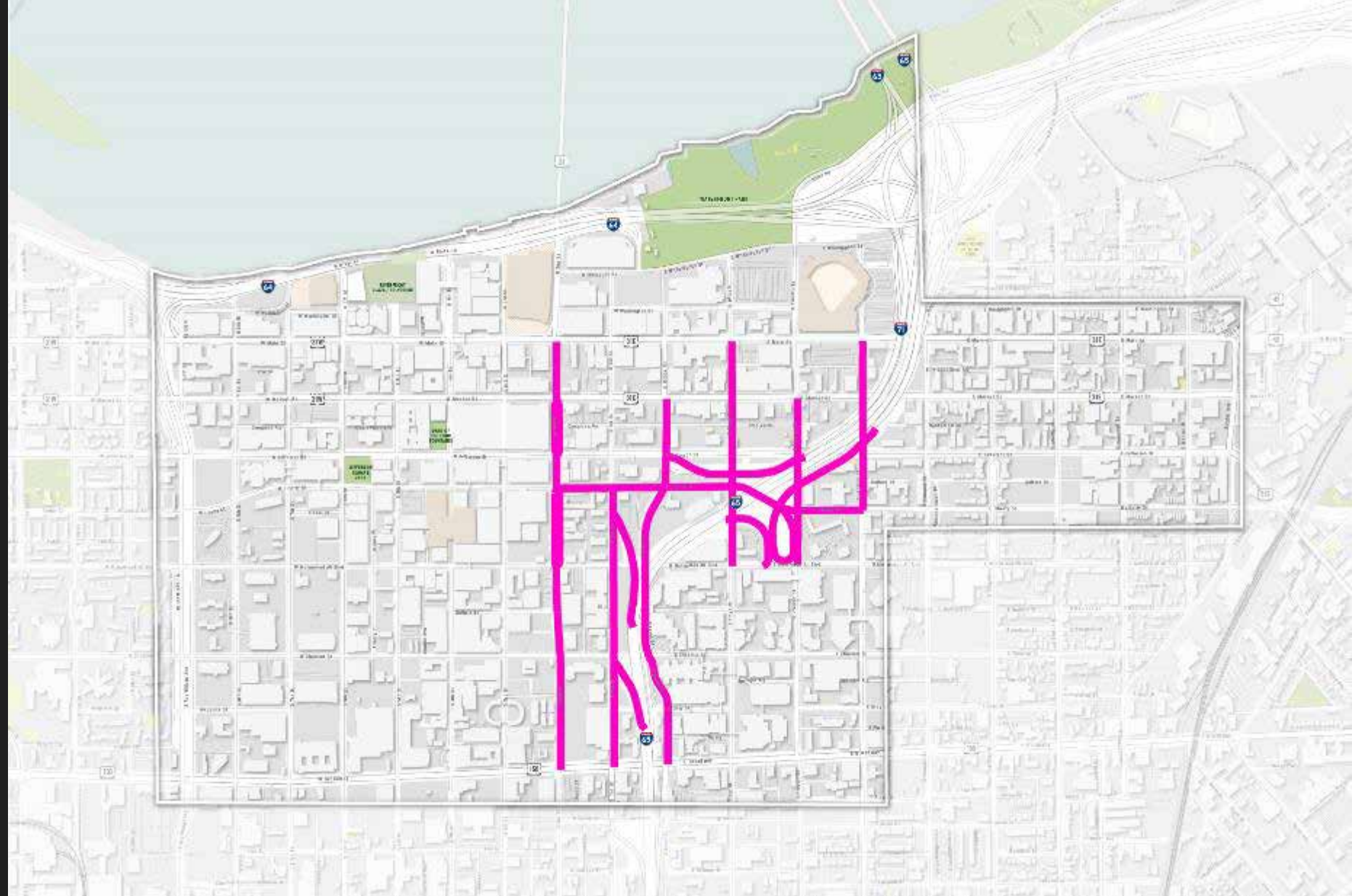
Implementing in Phases

Coordination
with LOUMED
on street
retrofits; finish
the Jefferson-
Liberty couplet
in CBD

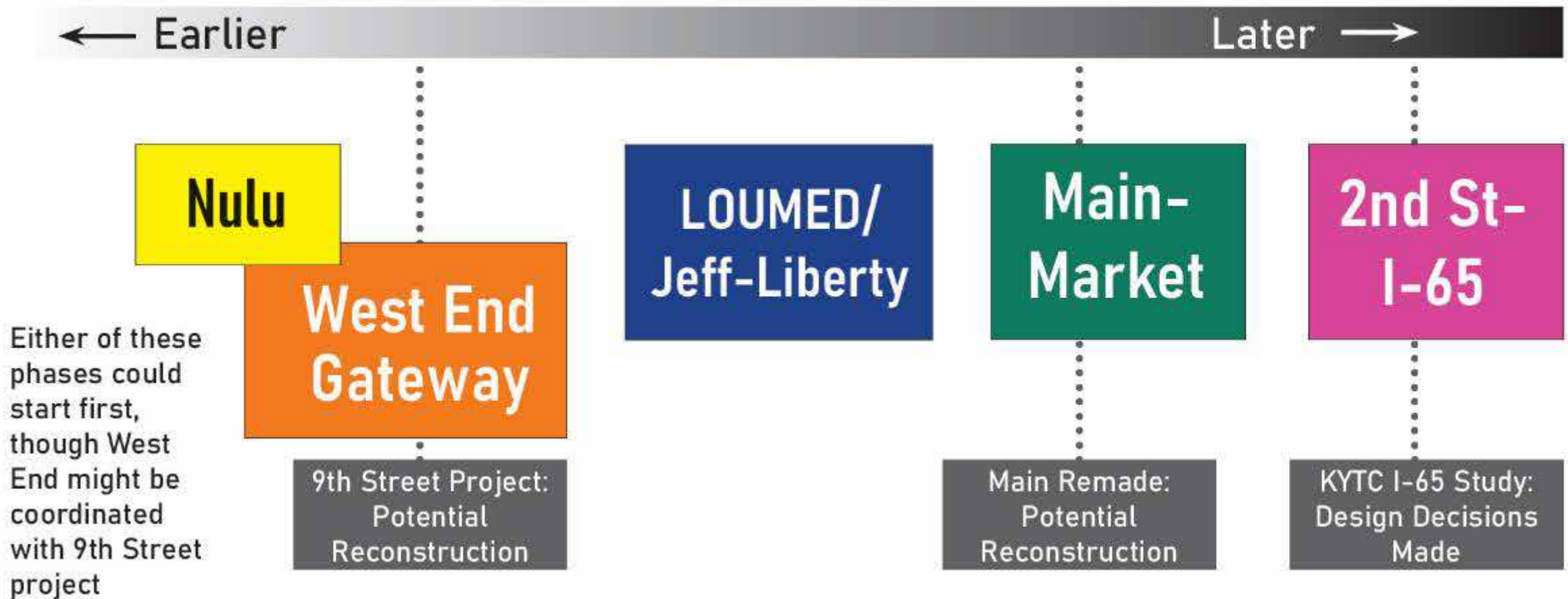


Implementing in Phases

After
completion of I-
65 bridges,
revisit these
opportunities
for conversions
and lane
reductions



Potential Timing of the Phases





Downtown and NuLu Walkability Plan

