PRESTON

Corridor Plan

LOUISVILLE 1778 JEFFERSON COUNTY 1778

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PRESTON
Corridor Plan

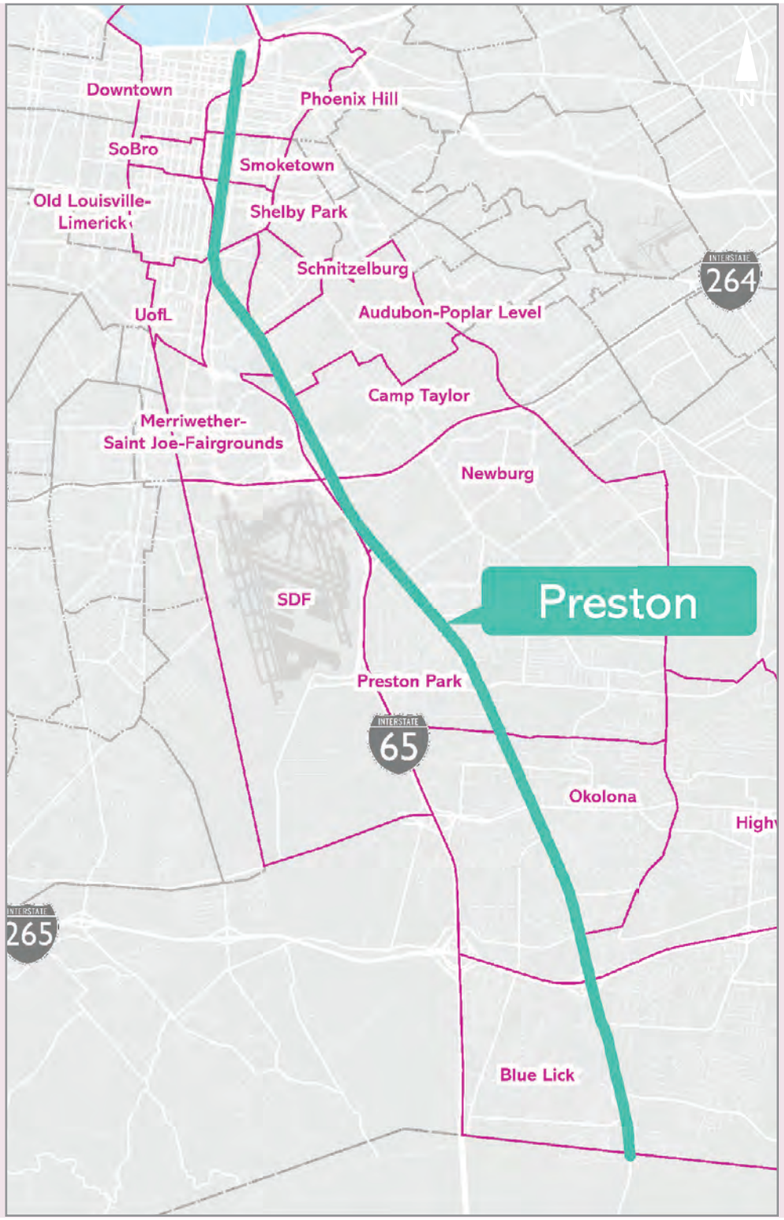
EXECUTIVE SUMMARY 1

EXECUTIVE SUMMARY

The Preston Corridor Plan proposes strategic investments that will make Preston a vibrant, safe, and equitable transportation link for all Louisvillians. By addressing safety, access, and mobility issues, the recommendations in this plan will guide Metro to better serve those who travel along and live near Preston. The opportunities outlined in this document were identified through an extensive community engagement process. More work is needed to bring this conceptual framework to life, but this plan represents the community's vision for a 21st Century Preston.

Project Background

Guided by the Move Louisville Transportation Plan, Louisville Metro has been studying its major thoroughfares to ensure they deliver the five CHASE Principles (Connected, Healthy, Authentic, Sustainable, and Equitable) outlined in Plan 2040, Metro's comprehensive plan. Increasing safety is Metro's top priority. Too many people are being killed and injured while going about their daily lives. New ways of systematically thinking about street and roadway design can help ensure that no one dies while traveling about town.
In addition to increasing safety, the Move Louisville Plan designated Preston as a "premium transit corridor." This Plan examines various options for providing Louisvillians with a greater range of useful, affordable transportation choices. By encouraging public and private investment that will give Louisvillians new, useful, affordable, and safe options to move along Preston, the ideas in this plan have the power to spur growth and increase opportunity for the communities along this vital corridor. A considerable amount of public input was incorporated into this document. A Community Advisory Group and Steering Committee met regularly throughout this process to inform the project team in the creation of this plan.



Relevant Plans + Studies

The Preston Corridor Plan study is supported by several previous plans adopted by Louisville Metro. These plans advocate for connected communities and encourage investment in new ideas to spur growth and prosperity for all communities. A specific emphasis on safety and multimodal infrastructure are prioritized in these efforts.

MOVE LOUISVILLE

EASTERN PARKWAY TRANSPORTATION PLAN

LOUISVILLE LOOP

LOUISVILLE COMPLETE STREETS DESIGN MANUAL + KYTC COMPLETE STREETS, ROADS, AND HIGHWAYS DESIGN MANUAL

NEIGHBORHOOD PLAN: BUTCHERTOWN, PHOENIX HILL, AND NULU

NEIGHBORHOOD PLAN: SMOKETOWN AND SHELBY PARK

EXISTING CONDITIONS

The study area extends 13 miles from the Ohio River in the north to the Bullitt County line in the south. The character of the street changes throughout the study area. It currently is a two-way street north of Main Street and a one-way street paired with Jackson Street until it is bisected by a rail line south of Shelby Park. The state route designation briefly uses I-65 to cross the railroad. Preston returns to two-way between Hill and Lynn Street, where it becomes a one-way pair again, this time with Shelby Street, until Clarks Lane where the road reconnects to become a four-lane, two-way arterial for the rest of the study area. Preston has important connections to I-264 and I-265. The neighborhoods along the corridor were developed at different times, and so the character of them changes from downtown and denser walkable, neighborhoods to more auto-oriented development patterns in the south. Due to the varying cross-sections and uses along the 13-mile study area, the corridor was divided into seven segments to best analyze the existing conditions. These segments were centered around neighborhoods to focus on the unique sense of place each brings to Preston.

Safety

Addressing safety is a vital need for Preston. A Vision Zero analysis was conducted to show the locations with the highest opportunity for safety improvements to save lives and enhance the overall quality of life along the corridor. Overall, there are an average of 715 total crashes and four fatal crashes per year and 11 bicycle or pedestrian crashes per year, emphasizing the need for safety improvements along Preston. The Kentucky Transportation Cabinet's (KYTC) safety rating system labels Preston as a high-risk safety corridor. Most fatal and serious injury crashes occur during well-lit conditions at intersections, specifically between I-264 and I-265 (Segments 5 and 6). Unsignalized intersections are particularly dangerous. Special attention is needed to enhance safety at or around transit stops.

Multimodal Characteristics

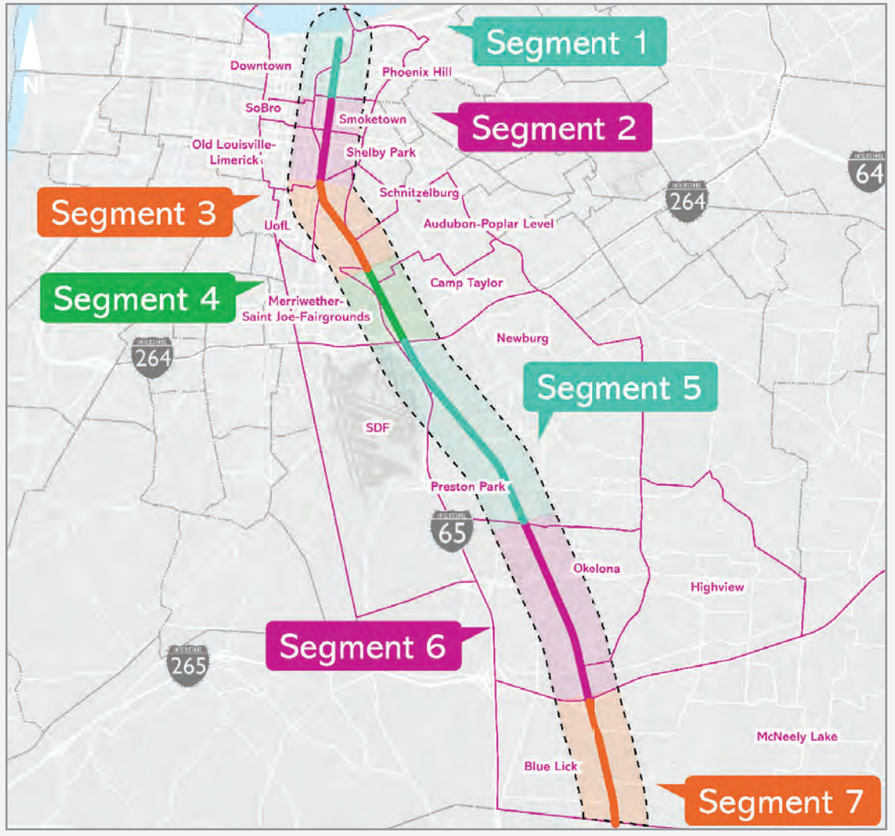
Traffic conditions change along the corridor with speed limits varying between 25 mph in the downtown and urban areas with high pedestrian activity to 50 mph in the car-centric divided highway portion south of I-265. Traffic volumes range from an Average Annual Daily Traffic (AADT) of 4,500 vehicles per day (vpd) through the neighborhoods just south of downtown to 27,000 vpd in Segment 5 between I-264 and the railroad crossing near Tower Road.

Sidewalk infrastructure exists intermittently on both sides of the corridor from downtown through the Gene Snyder Freeway with significant gaps in segments near the railroad exchange near E Burnett, Fern Valley Road, and Outer Loop intersections. Sidewalk widths range from 4 feet to 12 feet. The condition of the sidewalks along Preston are not equal. Some areas are cracked, scattered with parked cars, and experience flooding and drainage issues while others are wide, open without disruptions, and have decent pavement conditions. Bicycle lanes are absent along most of the corridor aside from small segments between Broadway and Main Street. A pedestrian bridge crosses the railroad tracks near E Burnett Ave, acting as the only pedestrian crossing available at this location.

Two TARC (Transit Authority of River City) transit routes travel along Preston daily. The main route, Route 28, has the second highest ridership of any route in the Louisville region and travels from Main Street in downtown Louisville to Outer Loop, turning around at the Jefferson Mall. Route 27 is an east-west connector and travels along Preston from E Burnett Ave to Eastern Parkway.

Land Use

The Preston corridor largely consists of commercial uses surrounded by single family residential, with some pockets of industrial at major rail lines. The corridor is characterized by pockets of well-connected, walkable uses closer to the waterfront and more suburban, car-centered uses toward the Gene Snyder Freeway and Outer Loop. The study area touches over 18 Louisville neighborhoods, ranging from historic urban communities near downtown to new suburban areas. Although Preston serves as a common thread and vital north-south route for these neighborhoods, Preston can also be a barrier dividing neighborhoods rather than connecting them. This occurs as a consequence of auto-centric roadway designs that are more common south of Phillips Lane, where less reliable infrastructure for those moving about outside of a vehicle and land use challenges create a stressful, and unsafe transportation environment. A walkshed analysis shows that inside the urban services boundary, a high percentage of residents live within a 10-minute walk of a park; however, this number plummets the farther out one travels. Segments 1, 2, and 3 also have a well-connected street grid with smaller, more compact lots. Between the Watterson Expressway and the Gene Snyder Freeway, the need for park and green space access is at its highest. Near the Gene Snyder Freeway, almost no residents are within a 10-minute walk of a park. Suburban parks tend to be smaller and more difficult to access from nearby neighborhoods due to their disjointed street networks that require people to travel along busy, less safe thoroughfares to access them.



VISION

The vision for the Preston Corridor Plan was developed with significant input from the Community Advisory Group, the Steering Committee, elected officials, and from the general public. It describes how people would like to describe Preston in the future, should the ideas and recommendations within this document be fully realized.

"The Preston corridor will be a vibrant, complete street that is safe, comfortable, and accessible for everyone traveling along the corridor. As an equitable economic hub, the Preston corridor will strengthen local businesses, enhance climate resiliency, and support the diverse communities who rely on it daily."

Public Engagement

Engagement, input, and people's lived experiences on Preston were gathered through many different methods. The team was intentional on reaching out using in-person meetings, hands-on workshops, open surveys, visual preference surveys, open-ended questions at events, and through listening sessions. The input from people who live, work, and move along and through the Preston corridor helped make decisions through the process.

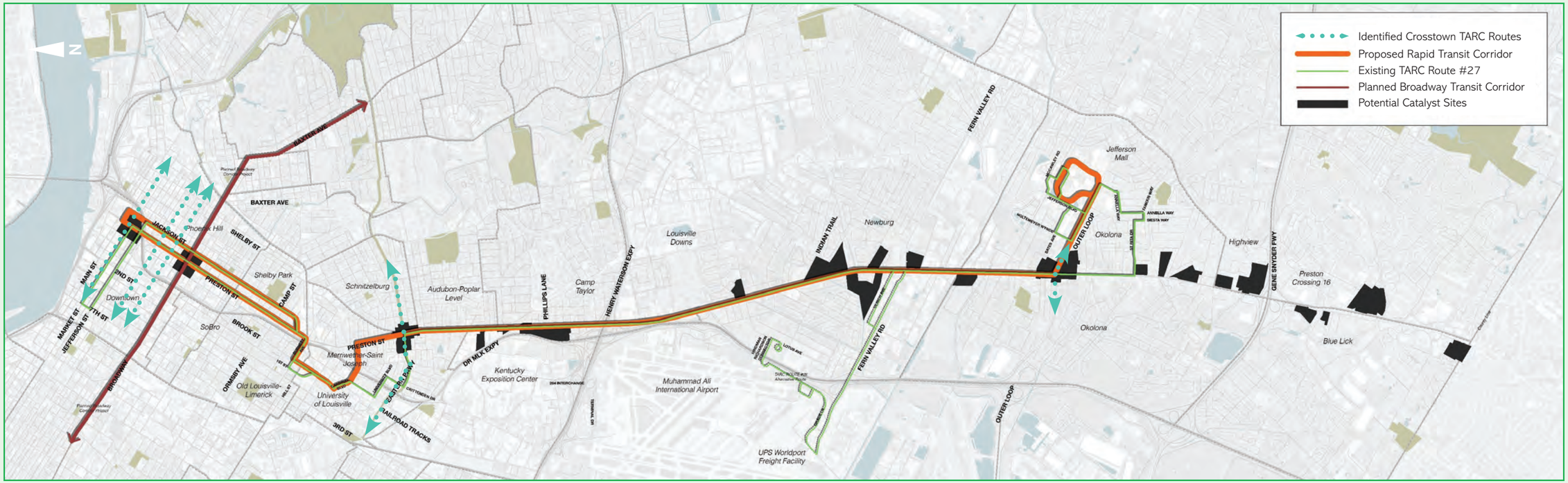
1,946 Survey Responses

TRANSFORMING PRESTON

A number of tools are identified in this plan to transform Preston into a great, complete street. Because each area is so different, each segment identifies the most appropriate tools and approaches to meet each area's unique challenges and opportunities. Because Preston is currently a KYTC owned and maintained corridor, the recommendations will build on the KYTC Complete Streets, Roads, and Highways Manual. Other ideas are sourced from the Louisville Complete Streets Guide and include the following:

- Corridor/Segment transportation improvement tools such as narrow lanes, wider sidewalks, center medians, lighting, bicycle infrastructure, and access/conflict markings.
- Intersection tools include the use of high visibility crosswalks, pedestrian refuge islands, pocket parks, curb extensions, ADA accessibility, and the removal of channelized right turns.
- Mobility Hubs to integrate land use, transit, and user experiences. These are defining features of each community and reflect the unique qualities and characteristics of the site as well as local neighborhoods and partners.

In order to meet the needs of the communities along Preston, it must become a safe, complete street. The figure above brings together the tools highlighted in the "Transforming Preston" section, showing how potential transportation improvements and land use, can unite into an identity and sense of place for the corridor moving forward. In addition to Bus Rapid Transit (BRT), the overall plan is to decrease speeds, decrease unsafe turning movements, and provide safer crossings for alternative mobility users, focusing improvements on the most vulnerable users. Bicycle and pedestrian infrastructure, paired with dedicated premium transit service will boost the number of people being moved along Preston, not just the number of cars, and connect people to their destinations, whether along Preston or along routes intersecting Preston.



Premium Transit

To meet the needs of the community, the project team has identified Bus Rapid Transit (BRT) as the preferred premium transit option for the Preston corridor. It is a more flexible and affordable transit option than rail-based transit while still offering quicker, more efficient, more attractive service. BRT has the potential to support and spur land use changes around stations, and the various technologies that make BRT successful can be strategically deployed to provide the best multi-modal level of service possible. Traffic analyses were done to ensure that the proposed elements would not have out-sized impacts on vehicular traffic along the corridor. The map above shows the preferred route for BRT to be further explored. Given that Federal dollars will be needed to realize the transit recommendations of this plan, at least 51% of the identified BRT service area needs to have dedicated lanes. Given the space required to build gold-standard BRT, any future BRT service will have to operate on both Preston and Jackson, heading north on Preston and South on Jackson as the 28 Bus does today. This does not necessarily preclude the two-way conversion of Preston or Jackson. Responding to public feedback, ridership considerations, and the barrier posed by the railroad tracks at Burnett/Hill, the project team suggests that Preston BRT deviate from the corridor just once to serve UofL. The service would terminate at the Jefferson Mall, a regionally significant shopping district. Future crosstown transit routes or other on-demand micro-mobility transfers may be centered around the BRT's southern terminus making it a key link in the future of Louisville's transit system. Additional service or new connections to the south towards Preston Crossing and to the west to the UPS Worldport may be explored by future plans and studies. Dedicated bus lanes that accommodate buses only, buses and bikes, or buses and right-turning motor vehicles are one of the tools in KYTC's kit of parts for complete streets. We believe particular segments of the Preston Corridor to be well-suited for these design tools.

Catalytic Sites

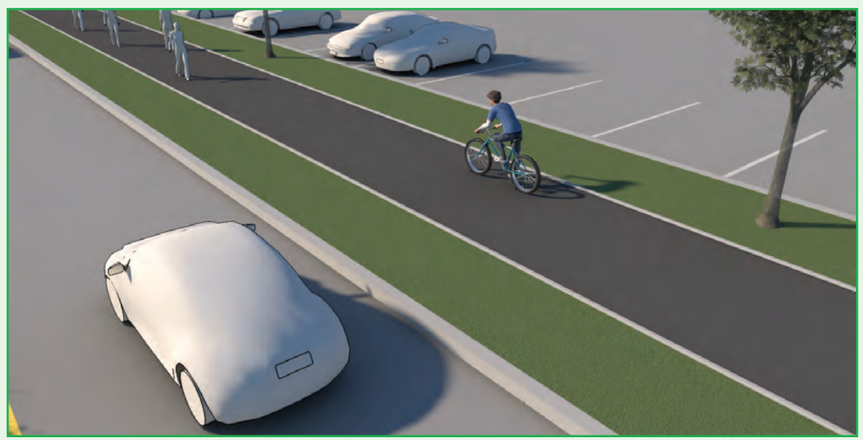
Catalytic sites provide a look into how outdated or unused land use can be remodeled to better orient with transit systems. Transit oriented design locations are placed at key intersections where two transit lines intersect for network connectivity. By creating a walkable site, residents and employees can easily connect to transit and transport to their next destinations. Catalytic sites, paired with transit mobility hubs, can spark land changes in targeted areas, usually within a one-mile radius of a site. The catalyst sites lay the framework for denser, walkable land use patterns and influence future development and land use plans.

Three catalyst sites, shown on the left, were identified to illustrate what a transformed Preston could look like. The three sites are:

- Preston at Broadway
- Preston at Eastern Parkway
- Preston at Outer Loop

Bicycle + Pedestrian

The third critical piece of the segment framework is the bicycle and pedestrian accommodations. Bicycle and pedestrian infrastructure needs to be accessible, safe, and connected to ensure a maximized utilization rate by Preston corridor users. Bicycle and pedestrian infrastructure was evaluated and recommended in locations that make sense and add to the overall value of the corridor. Facilities separated and protected from vehicles are also recommended for the safety of all users.



NEXT STEPS

The Preston Corridor Plan sets the framework and vision for a transformation of the street for the people who move and live along Preston. This framework highlights tools and elements from the KYTC and Louisville Complete Streets Manuals that will bring about the long-term vision for the Preston Corridor. There are a number of things in the short-term that need to be completed and coordinated with other agencies to build towards implementation, including but not limited to plan adoption into local and state transportation plans, future feasibility and design projects, and identifying funding from local, state, and federal sources. While the road to transforming Preston is still long, this plan represents a meaningful and necessary step toward making Preston a safer, more community-centered street.

PRESTON
Corridor Plan

PROJECT BACKGROUND 2

PROJECT PURPOSE

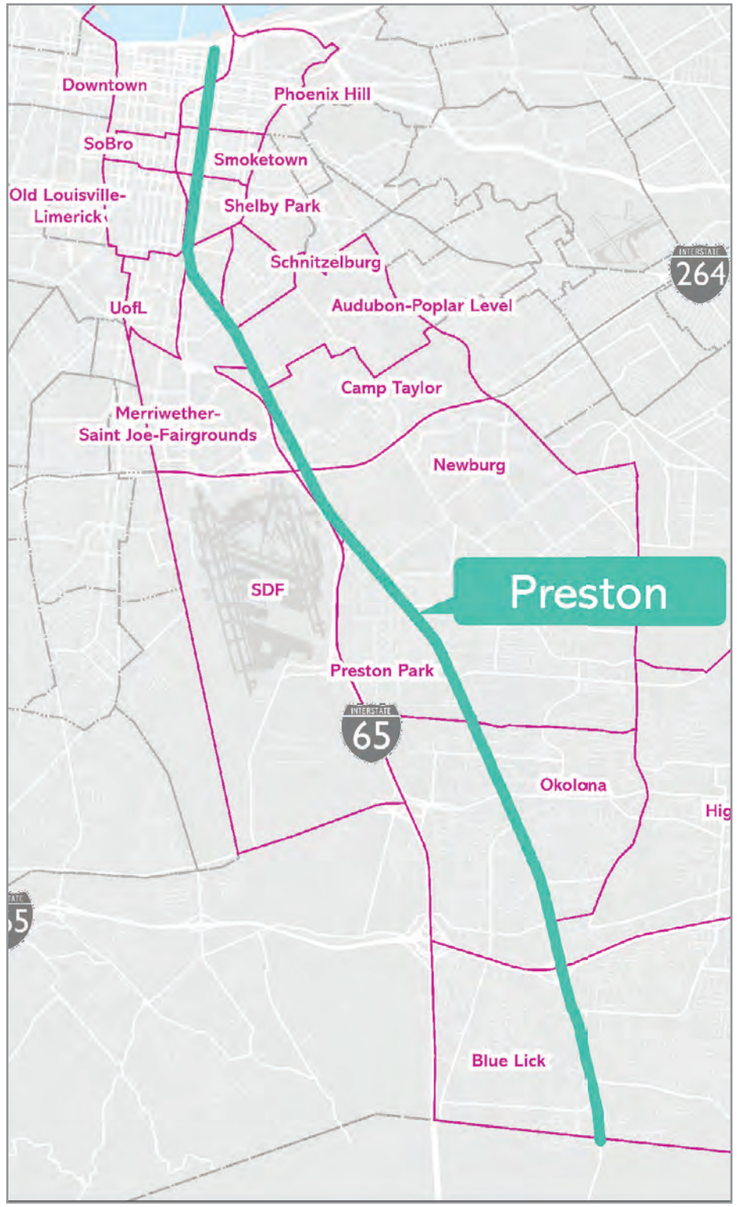
The Preston Corridor Plan proposes strategic investments that will make Preston a vibrant, safe, and equitable transportation link for all Louisvillians. By addressing safety, access, and mobility issues, the recommendations in this plan will guide Metro to better serve those who travel along and live near Preston. The opportunities outlined in this document were identified through an extensive community engagement process. More work is needed to bring this conceptual framework to life, but this plan represents the community's vision for a 21st Century Preston.

Preston's History

A major thoroughfare in Louisville, Preston Street begins at Waterfront Park's Great Lawn and runs south to Eastern Parkway and Shelby Street where it becomes Preston Highway (formerly known as Preston Street Road). Today, Preston continues south towards Shepherdsville as a parallel route to I-65. In the mid-nineteenth century, Preston was known as the Flat Lick or Preston Street Plank Road and served as the major route between Louisville and Nashville. In the late 1800's and early 1900's, Preston Street between Market Street and Broadway was a bustling commercial corridor with horse-drawn wagons, trucks, trolley cars, and crowded sidewalks all serving a diverse population. After World War II, urban renewal and a population shift to the suburbs generated development southward. Most of the retail along Preston Street was wiped out, except the shoe stores between Liberty and Jefferson, informally called Shoe Street until 1996 when they too closed. Residential neighborhoods have always been and are still an important part of Preston's fabric.

Project Rationale

Building upon the Move Louisville Plan and KYTC's guidance in their Complete Streets, Roads, and Highways Manual, the Preston Corridor Plan seeks to deliver upon Secretary of Transportation Jim Gray's call for our streets to provide safe transportation choices within the context of their communities. The Preston Corridor Plan prioritizes safe, connected, comfortable, equitable, and accessible transportation networks that enable people to freely travel to places they want to go while allowing for the transport of goods and services.



SAFETY

715 Crashes per Year (11 Bicycle/Pedestrian)

4 Fatal Crashes per Year

13 Fatal Crashes since this planning process began

TRAFFIC + TRANSIT

4,500-27,000 Average Annual Daily Traffic

3rd Busiest Transit Route in Louisville

LAND USE + POPULATIONS

47,000 Louisvillians

Live within a 10-Minute Walk of Preston

High Vulnerable Populations

Locations near Preston per CDC Social Vulnerability Index

Previous Plans

The Preston Corridor Plan builds upon the insights and community engagement activities previously conducted in other relevant plans and studies. The plans below advocate for better connected communities and seek to encourage new types of investment by unlocking opportunities that had previously been closed off because of the limitations of our current infrastructure. An emphasis has been placed on safety and the provision of multimodal infrastructure.

Move Louisville

Adopted in 2016, the city's long-range transportation plan, MOVE Louisville, sets forth specific policy and project-based actions to create a healthy, connected, and sustainable transportation network. The plan emphasizes reducing car dependence through connected pedestrian and bicycle networks and transit-oriented development along Louisville's main corridors. The Preston Highway corridor was identified as one of the priority projects for premium transit.

Louisville Loop

The Louisville Loop is an approximately 100-mile trail envisioned to encircle the city, linking parks, neighborhoods, attractions, and recreational areas. Almost 50 miles of trail has already been constructed. The plan calls for the Loop to connect with the Preston corridor at Eastern Parkway and south of I-265.

Eastern Parkway Transportation Plan

The Eastern Parkway Plan identifies strategies to improve safety, connectivity, and preserve the historic landscape of this important route connecting the Olmstead Parkway system. Eastern Parkway is a major crosstown corridor intersecting with Preston Highway, and this intersection was highlighted as a high crash location. An initial concept for this intersection recommends combining the double intersection into one, with an emphasis on pedestrian crossing visibility.

Neighborhood Plans

Two neighborhood plans provide tailored land use and transportation recommendations for the Smoketown-Shelby Park and Butchertown-Phoenix Hill-NuLu areas located just outside of the Central Business District on the Preston corridor. The Smoketown-Shelby Park Neighborhood Plan (2002) highlights the availability of public transit and the need for slower, safer streets. The Butchertown, Phoenix Hill & NuLu Neighborhood Plan (2022) recommends adopting land use policies to drive walkable, compact development and connect destinations in and around the neighborhood.

Louisville Complete Streets Design Guide

The Louisville Complete Streets Design Guide presents tools and methodologies for designing complete streets in a variety of settings, with attention to the specific needs within the metro area. The guide is intended to inform all projects that impact the public right-of-way, including the construction of new streets and improvements to existing streets. Standards in the guide are a compilation of current best practice guidance and do NOT supersede any existing federal, state, or city laws, rules, or regulations.

KYTC Complete Streets, Roads, and Highways Design Manual

Completed in 2022, the KYTC Complete Streets, Roads, and Highways Manual outlines how transportation professionals can deploy Complete Streets tools and a Safe Systems approach to reduce deaths and serious injuries on our roadways by better prioritizing safety, connectivity, comfortability, equity, and accessibility in our transportation infrastructure. The Preston Corridor Plan is a planning and prioritization effort. Follow-up studies will be needed to fully prepare the recommendations for construction.

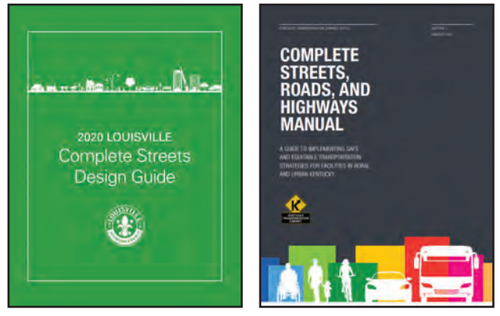
MOVE LOUISVILLE

NEIGHBORHOOD PLAN: SMOKETOWN AND SHELBY PARK

LOUISVILLE LOOP

NEIGHBORHOOD PLAN: BUTCHERTOWN, PHOENIX HILL, AND NULU

EASTERN PARKWAY TRANSPORTATION PLAN



LOUISVILLE COMPLETE STREETS DESIGN MANUAL + KYTC COMPLETE STREETS, ROADS, AND HIGHWAYS DESIGN MANUAL

PRESTON
Corridor Plan

EXISTING CONDITIONS 3

EXISTING CONDITIONS

Study Area

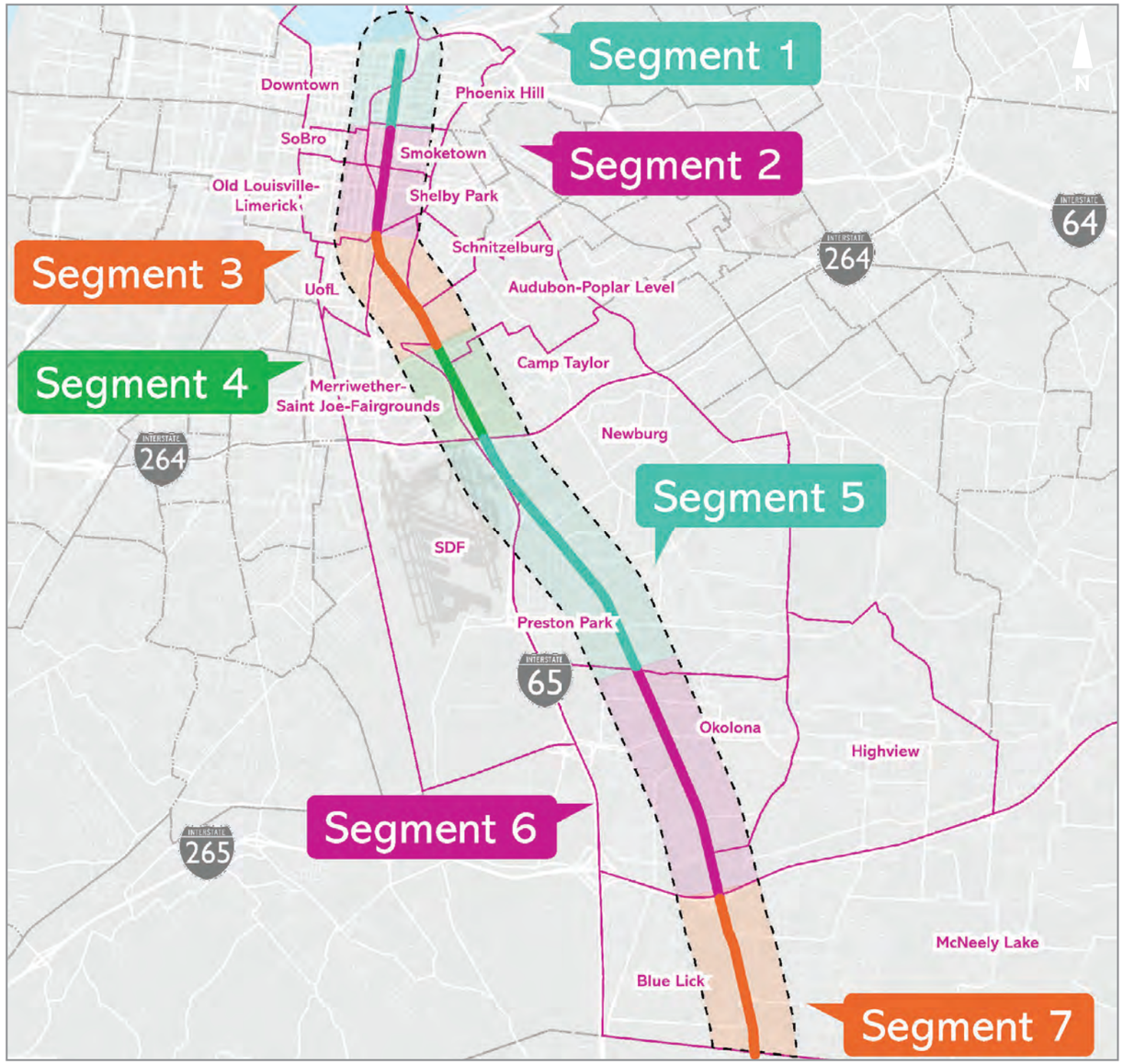
The Preston corridor changes in cross section and use the thirteen miles from the Ohio River at the northern terminus to the Bullitt County line at the southern terminus. The corridor begins as an urban, two-way segment just north of Main Street in downtown, quickly turning into two urban one-way pairs of Preston Street and Jackson Street. The one-way pairs travel through the University of Louisville and Norton Health hospital district splitting Downtown Louisville and the Phoenix Hill neighborhood. Continuing south, Preston Street and Jackson Street run parallel through the Smoketown and Shelby Park neighborhoods, converging adjacent to the CSX railroad at E Burnett Avenue.

South of the CSX railroad, Preston Street continues as a two-lane two-way facility until Lynn Street, where Preston becomes a two-lane one-way facility through the Eastern Parkway intersection. At the Clarks Lane intersection, Preston Street and Shelby Street converge, creating the Preston Highway, or Kentucky Highway 61 in the Schnitzelburg neighborhood. The Preston Highway, now a four-lane facility, meanders south through the Audubon-Poplar Level and Camp Taylor neighborhoods, changing from an urban, downtown corridor into a suburban, major arterial traveling through the I-264 (Henry Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges and the Newburg, Preston Park, and Okolona neighborhoods. Finally, south of the Gene Snyder Freeway, the Preston Highway becomes a rural divided highway through the southern terminus of this plan at the Bullitt County and Jefferson County line.

How were the segments formed?

Due to the varying cross-sections and usage of Preston along the 13 miles, the corridor was broken down into seven segments to best analyze the existing conditions. Since neighborhoods are the foundation of Louisville, and with the Preston corridor traveling through the center of Louisville, the diversity of the neighborhoods change the character of the corridor throughout. Seven segments were created to allow each neighborhood to create a sense of place along the Preston corridor. The segments use neighborhood lines, major interstate barriers, and changes in corridor characteristics as segment boundaries aiming to unite the corridor across the boundaries as one fluid system.

"Traffic speeds are way too high. It is not safe for anyone using the corridor, whether a pedestrian or a driver." - Public Survey Respondent



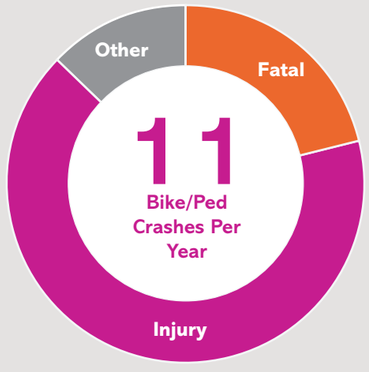
Transportation

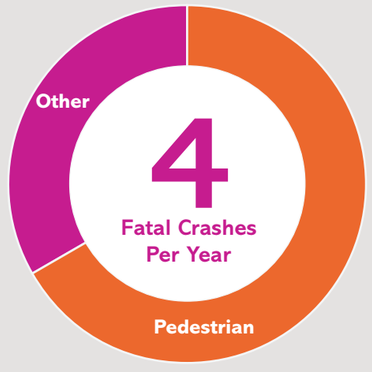
Transportation conditions, similar to the segments, change throughout the Preston corridor. The speed limit varies from 25 mph (miles per hour) in areas with higher pedestrian activity to 50 mph in the car-centric, divided highway section. The roadway widths and number of lanes change with the character of the corridor, ranging from 36 feet with two-lanes to 116 feet with four-lanes as speed limits increase. 58 signalized intersections are spaced throughout the Preston corridor, of which 11 of the signalized intersections exist on the Jackson Street portion of the study area, providing pedestrians and side-street traffic unimpeded access, but also representing locations with higher amounts of serious crashes.

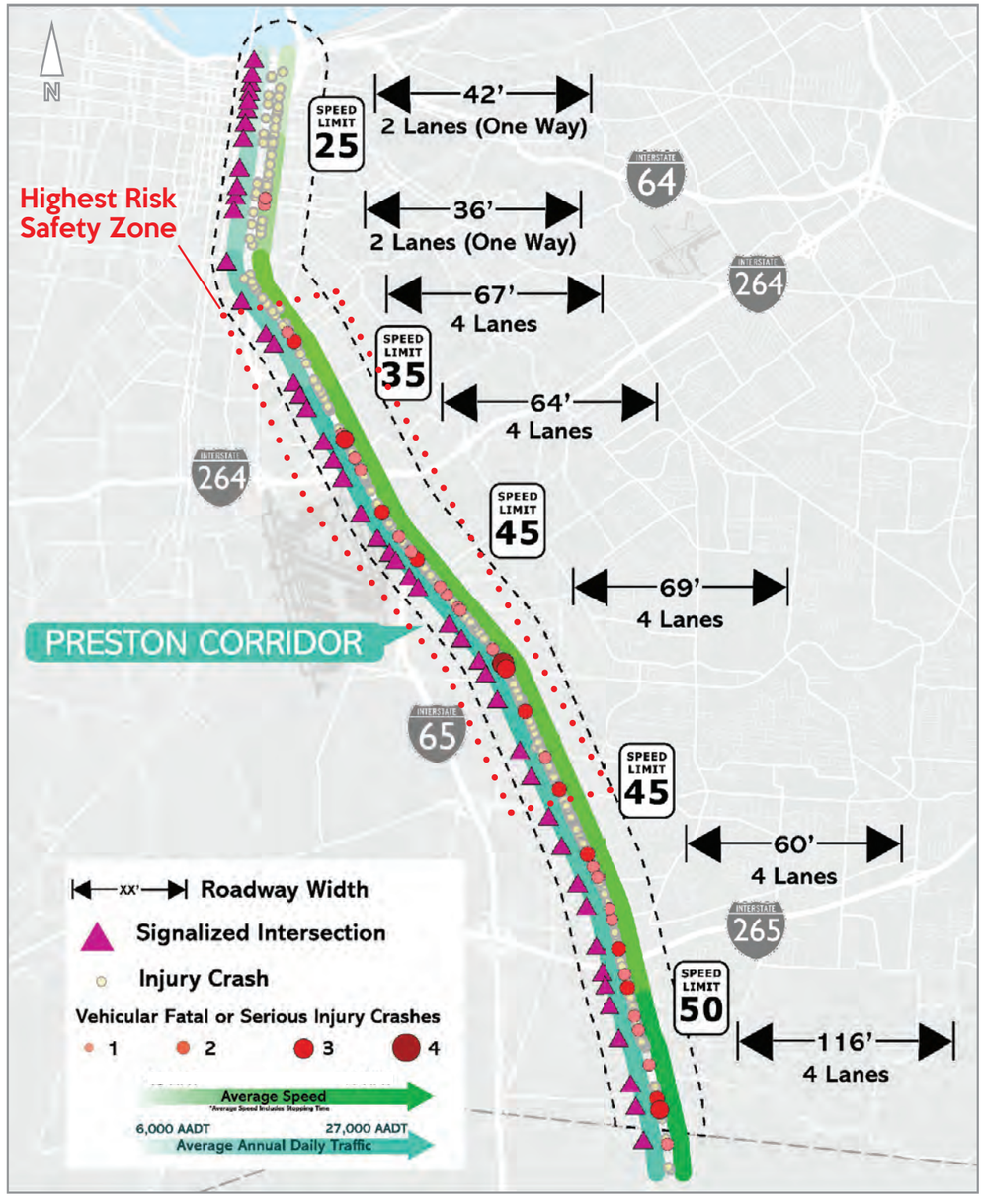
Safety: A Vision Zero Analysis

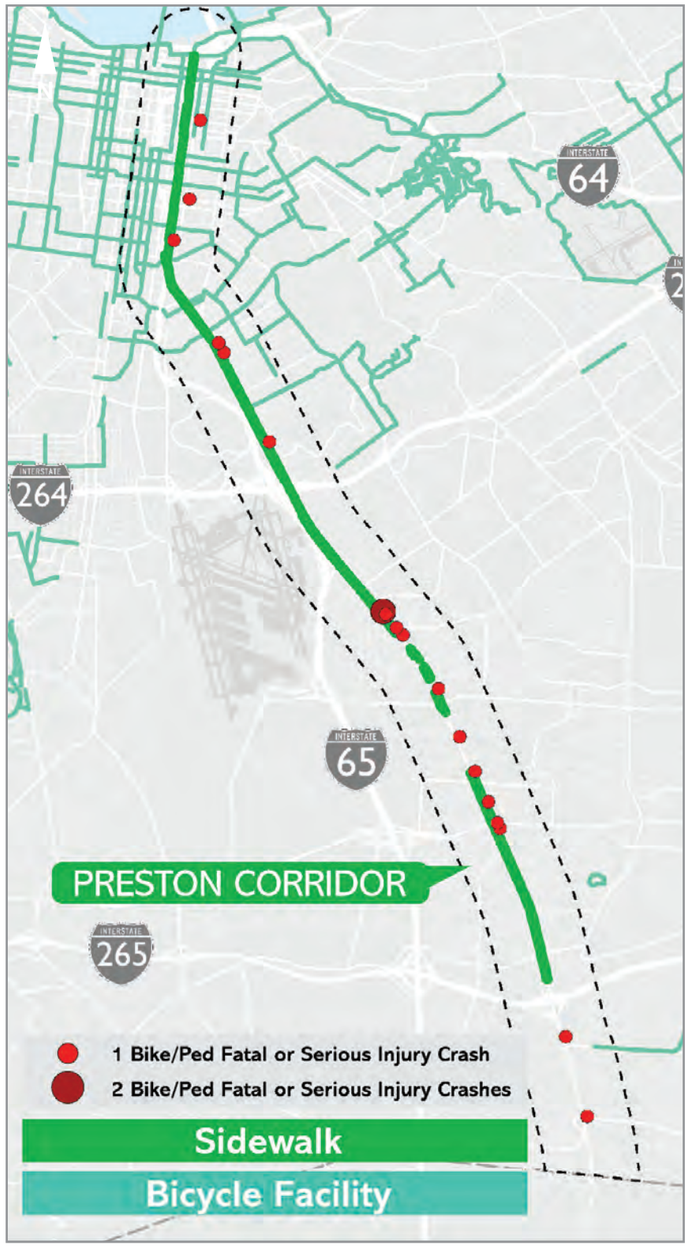
Addressing safety is a vital need for Preston. A Vision Zero analysis was conducted for the Preston corridor to show the locations with the highest opportunity for safety improvements to save lives and enhance the overall quality of life along the corridor. The Preston corridor as a whole has an excess expected crashes (EEC) of 27, meaning that there are 27 more crashes per year along Preston than similar corridors in the state of Kentucky. Overall, there are an average of 715 total crashes and four fatal crashes per year and 11 bicycle or pedestrian crashes per year, emphasizing the need for safety improvements along Preston. According to the Kentucky Transportation Cabinet's safety rating system, the Preston corridor is operating at a level of service of safety of three out of four, labeling Preston as a high risk safety corridor.

Provided by the Vision Zero analysis, the majority of fatal and serious injury crashes occur during well-lit conditions at intersections, specifically between I-264 and I-265. Identified by the analysis, unsignalized intersections are the most dangerous and special attention for vulnerable road users, such as bicyclists and pedestrians, is needed to enhance safety at or around transit stops. The second highest injury segment is between Eastern Parkway and I-264. The Phillips Lane intersection with Preston is the highest injury intersection for all modes across the Preston corridor.



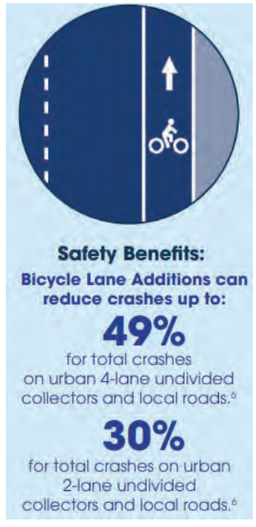


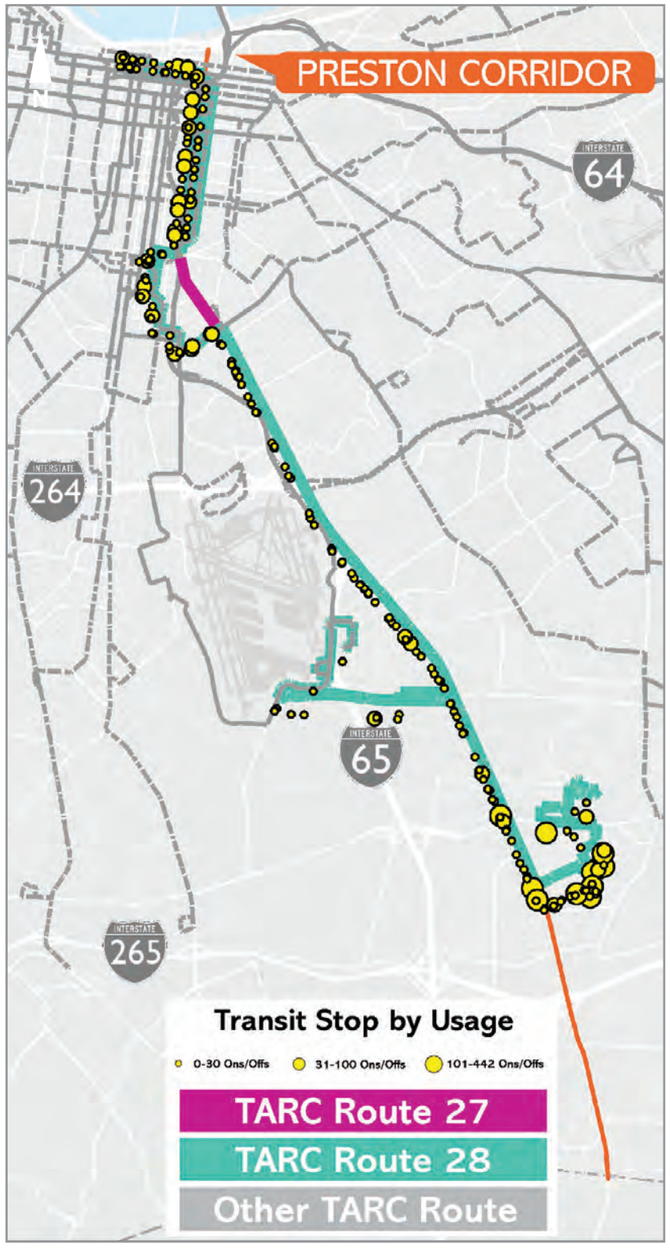




Bicycle & Pedestrian

Sidewalk infrastructure exists mostly on both sides of the corridor from downtown through the Gene Snyder Freeway with gaps in some segments near the railroad exchange, Fern Valley Road, and Outer Loop. Sidewalk widths range from 4 feet to 12 feet. While these meet the minimum requirements of 36" set forth by the ADA (American with Disabilities Act), the narrow sidewalks have higher levels of stress for users. The condition of all sidewalks along Preston are not equal, with areas that are cracked, scattered with parked cars, and experience flooding and drainage issues and other areas that are wide, open without disruptions, and decent pavement conditions. Bicycle lanes are absent along most of the corridor aside from small segments between Broadway and Main Street. Bicycle infrastructure connections on cross streets exist north of the Watterson Expressway. A pedestrian bridge crosses the railroad tracks near E Burnett Avenue, acting as the only railroad crossing available at this location.





Transit

Two TARC (Transit Authority of River City) transit routes travel along Preston daily. The main route, Route 28, has the second highest ridership of any route in the Louisville region. The route has a peak hour frequency of 15 minutes and travels from Main Street in downtown Louisville to Outer Loop, turning around at the Jefferson Mall. The most utilized transit stops are located in the downtown area, around Eastern Parkway, and near the Jefferson Mall, ranging from 30 to 100 riders per stop per day.

The second TARC route utilizing the Preston corridor is Route 27. Route 27 is an east-west connector and travels along Preston from E Burnett Avenue to Eastern Parkway. The ridership along Route 27 is in lower demand than Route 28, as shown through a peak hour frequency of 45 minutes.

To accommodate ADA standards, TARC3 is the ADA paratransit service that provides accessibility for persons not able to easily access the standard transit routes. The TARC3 service area is extended throughout most of the Preston corridor from the Ohio River in the north and ending at Manslick Road in the south.

SEGMENT 1

Segment 1, located between Downtown Louisville and the Phoenix Hill neighborhood, runs from Waterfront Park in the north to Finzer Street, just south of Broadway. Starting as a two-way section next to the Louisville Slugger Field, Preston Street quickly turns into a southbound two-lane, one-way facility, pairing with the two-lane, one-way Jackson Street traveling northbound. Street parking is available on both sides of the street, acting as an income source for the Parking Authority of River City (PARC). Wide sidewalks and street trees line the streets with local businesses, creating a walkable, urban feel to the corridor. An on-street bike facility exists, starting at Market Street and ends at E Liberty Street, where the Interstate 65 interchange exists. The hospital district, including the University of Louisville and Norton Health hospitals, lies between Muhammad Ali Boulevard and Finzer Street, creating a major employment driver for the City of Louisville. Crosswalks and pedestrian bridges intersect the Preston corridor throughout in the hospital district.

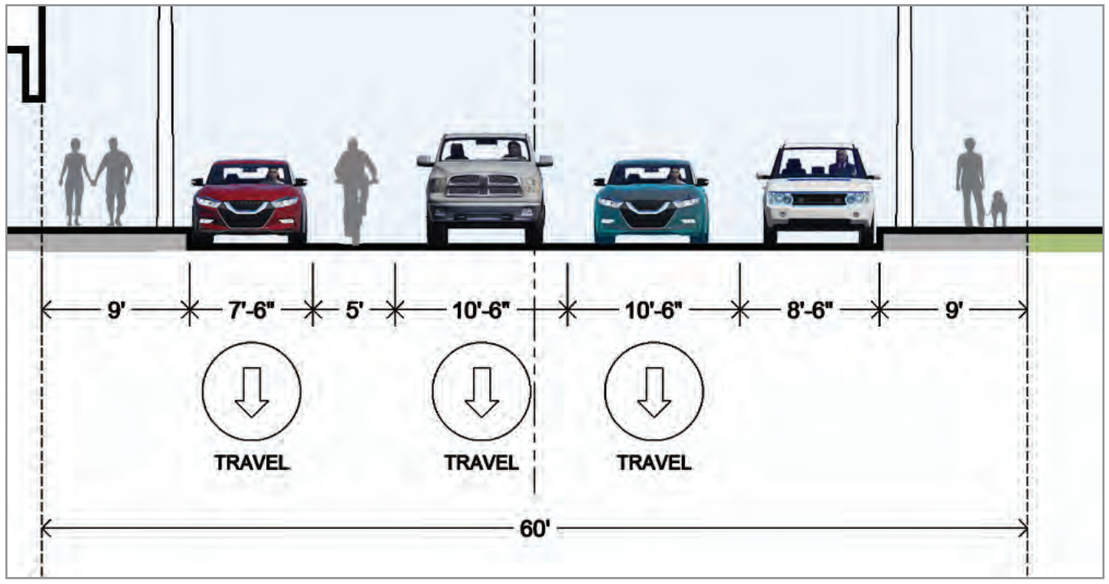
Multimodal Transportation

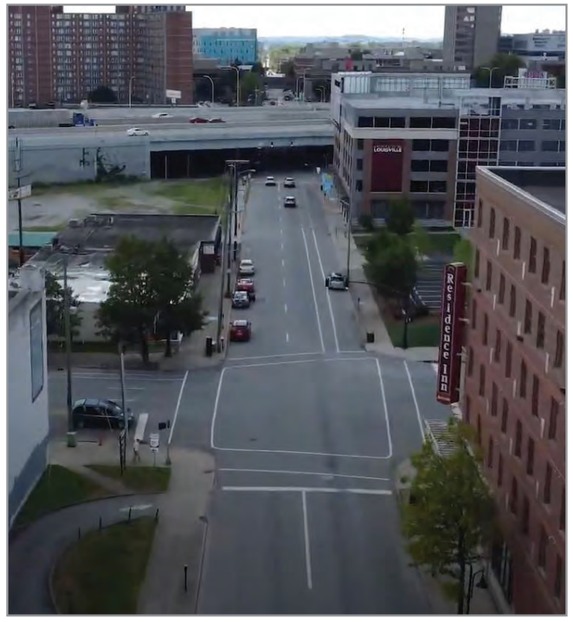
Two one-way travel lanes exist with street parking on both sides of Preston and Jackson. The typical widths for travel lanes are 10.5 feet and 7.5 - 8.5 feet for street parking. Pedestrian facilities line the streets with a typical width between six and ten feet wide and street trees with grates in certain areas and a sidewalk gap exists next to the I-65 interchange. On-street bicycle lanes only exist from Market Street to E Liberty Street and there is a lack of bicycle connections to the Main Street bicycle facilities and Waterfront Park. 15 total traffic signals exist for Jackson and Preston within this segment, which are typically the highest risk locations for crossing pedestrians and cyclists, highlighted by a pedestrian fatality or serious injury crash at Jackson Street and Chestnut Street. Upon multiple field visits, drivers tend to drive higher than the speed limit and run red lights in this area. TARC route 28 runs along the Preston corridor. With 11 transit stops along Segment 1, each stop typically has between 0 and 100 boardings and the highest transit usage in the hospital district.

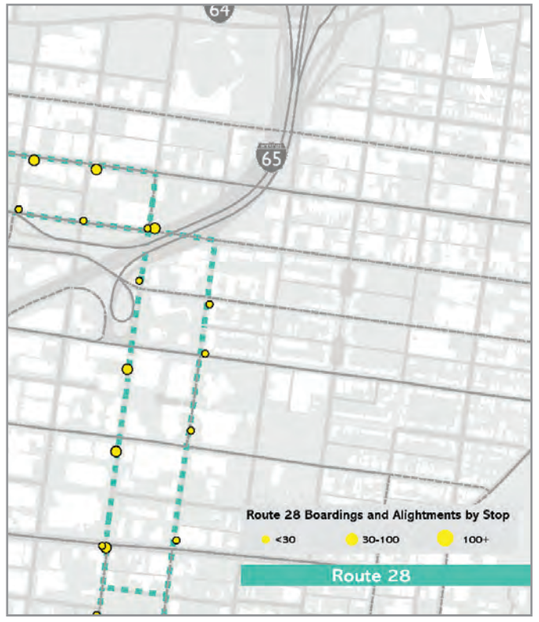
Segment Statistics

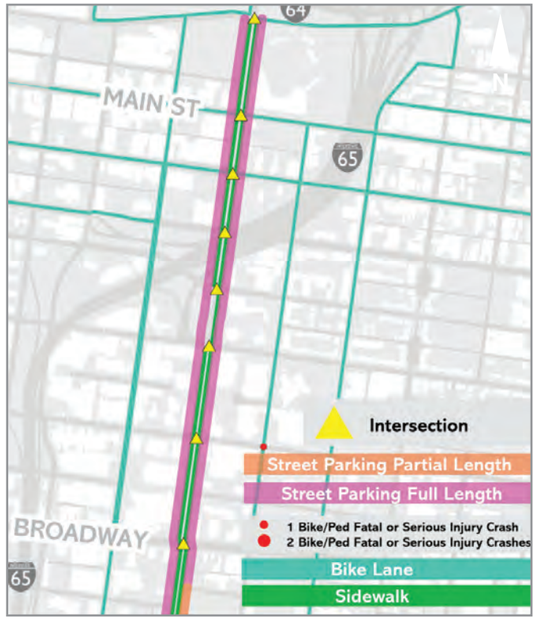
Peak Hour Level of Service Ranges	**A-C**
Average Annual Daily Traffic	**6,400 (9.42% Trucks)**
Crashes*	**580**
Bicycle/Pedestrian Crashes*	**18 (0 Fatalities)**
Vehicular Fatal Crashes*	**1**
Transit Passengers	**3,000-17,000**
Bike/Ped Usage	**Medium-High**

**Total Five-Year Crash Data from Kentucky State Police, 2016-2020.*









SEGMENT 2

Segment 2, located in the Smoketown, Old Louisville-Limerick, and Shelby Park neighborhoods, travels from Finzer Street in the north to E Burnett Avenue where the railroad creates a connection barrier that divides Preston. Starting as a one-way section at Finzer Street, Preston Street travels southbound as a two-lane, one-way facility, pairing with the two-lane, one-way Jackson Street traveling northbound. Free street parking is available on both sides of the street. Wide sidewalks, street trees, and utilities line the streets with local businesses and a residential area, continuing the walkable, urban feel to the corridor from Segment 1. At the southern portion of Segment 2, S Jackson Street intersects with Preston at the I-65 interchange where Preston becomes a two-lane two-way street until intersecting with E Burnett Avenue. A pedestrian bridge is the only connection from Segment 2 to Segment 3 along Preston, acting as the only bicycle facility along Segment 2.

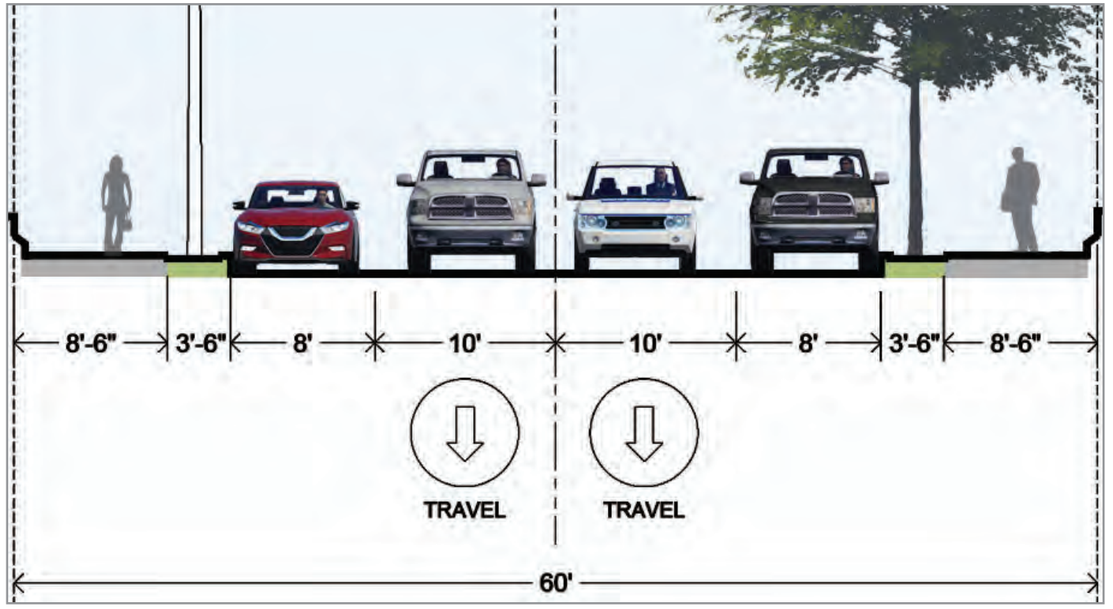
Multimodal Transportation

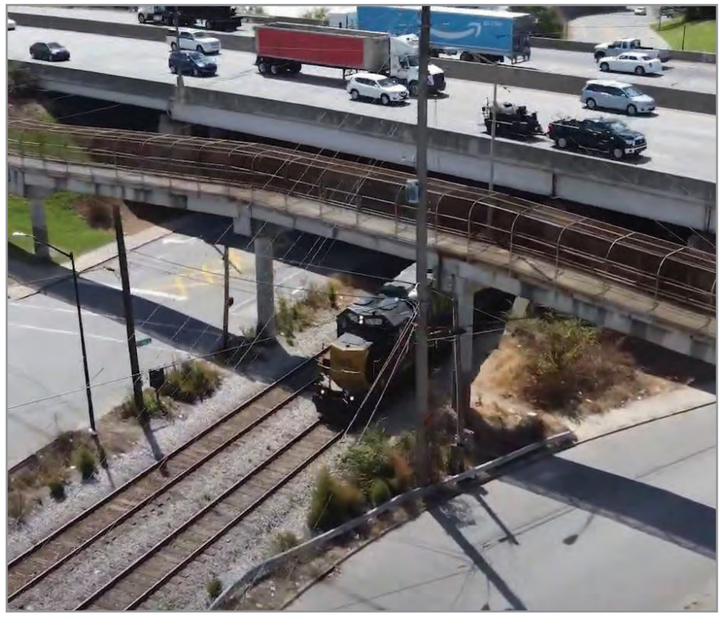
Two one-way travel lanes exist with street parking on both sides of Preston and Jackson. The typical widths for travel lanes are ten feet and eight feet for street parking. Pedestrian facilities line the streets with a typical width between eight and ten feet with street trees. Although sidewalks along this segment are wide, but the condition is less than desired. On-street bicycle facilities do not exist along this segment, the posted speed limit is 25 mph, which in theory allows for on-street cycling. Nine total traffic signals exist for Jackson and Preston within this segment, which are typically the highest risk locations for crossing pedestrians and cyclists, highlighted by a pedestrian fatality or serious injury crash. TARC route 28 runs along the Preston corridor. With 22 transit stops along Segment 2, each stop typically has between 0 and 100 boardings and the highest transit usage in the St. Catherine Street and Oak Street area. Due to the lack of a railroad crossing at the end of this segment, TARC route 28 has to divert to connect Preston.

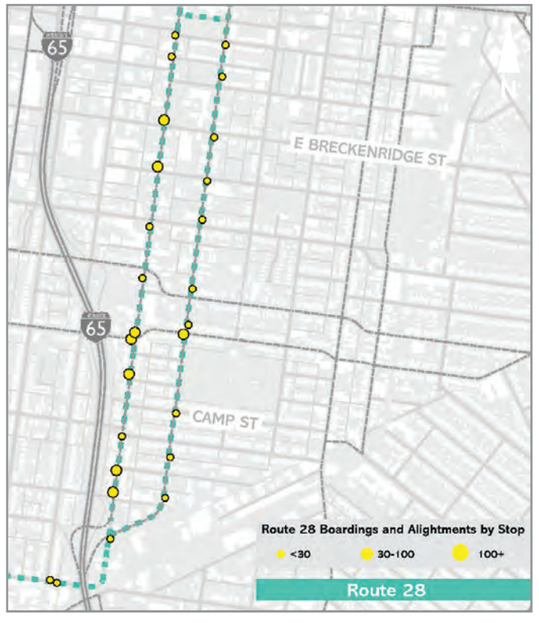
Segment Statistics

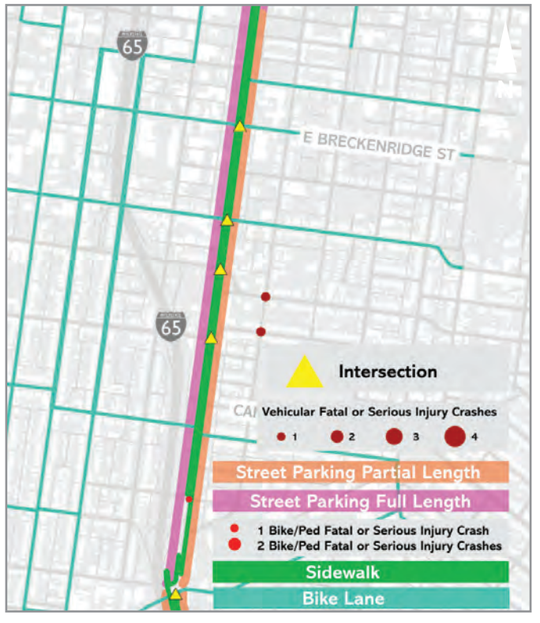
Peak Hour Level of Service Ranges	A-B
Average Annual Daily Traffic	4,500-7,500 (8-9% Trucks)
Crashes*	870
Bicycle/Pedestrian Crashes*	19 (0 Fatalities)
Vehicular Fatal Crashes*	1
Transit Passengers	11,000-61,000
Bike/Ped Usage	Low-Medium

**Total Five-Year Crash Data from Kentucky State Police, 2016-2020.*









SEGMENT 3

Segment 3, located in the Schnitzelburg, Audubon-Poplar Level, and Merriwether-Saint-Joe-Fairgrounds neighborhoods, begins at the railroad splitting E Burnett Avenue and ends at the Locust Lane intersection. The segment begins as a walkable residential two-lane two-way facility with sidewalks and parking on both sides, eventually transforming into a two-lane one-way facility in the southern direction at Lynn Street. At Clark Lane, Preston converges with Shelby Street to become a five-lane major arterial with two travel lanes in each direction and a bidirectional left turn lane in the middle. Notable features along and near Segment 3 include the Eastern Parkway intersection with key transit connections and commercial zones, the University of Louisville campus, a robust residential network, and parks and cemeteries providing green space. Eastern Parkway and Brandeis Avenue are identified as bicycle-friendly roads, offering mobility connections along the segment.

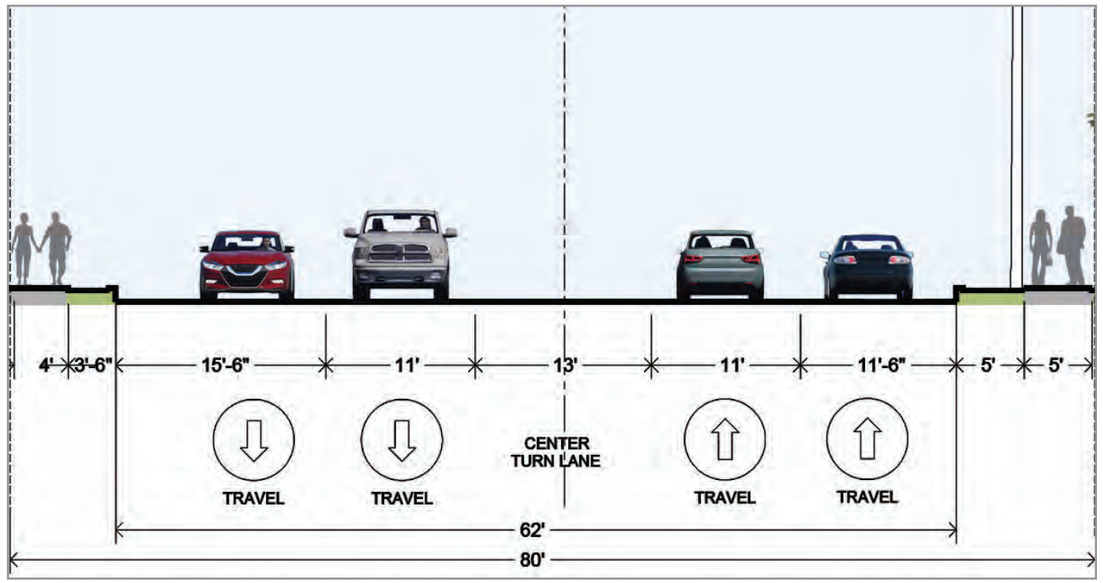
Multimodal Transportation

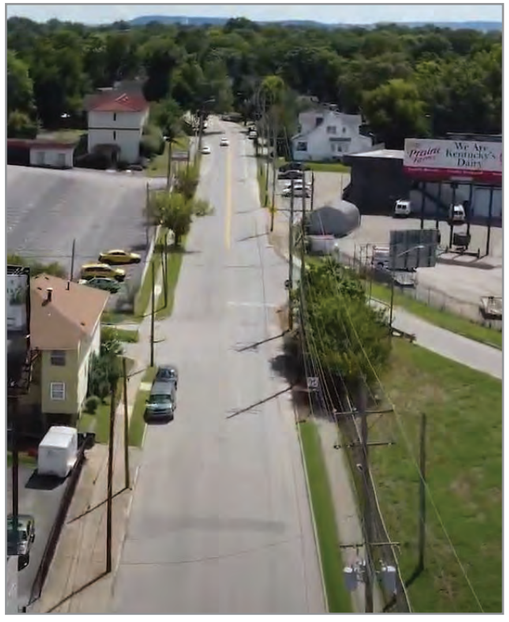
Preston begins as a two-lane two-way facility in the northern end with parking lanes on both sides, changing to a two-lane one-way facility at Lynn Street and then a five-lane two-way facility from Clarks Lane through Locust Street without street parking. The typical widths for travel lanes are 11 feet and eight feet for street parking. Pedestrian facilities line the streets with a typical width between six and eight feet and street trees with grates in certain areas. On-street bicycle facilities do not exist south of the railroad crossing between Segments 2 and 3. Five total traffic signals exist for Preston within this segment, highlighting two fatal or serious injury crashes between Eastern Parkway and Locust Lane. Safe crossings for vulnerable users are limited, resulting in unsafe mid-block crossing behavior and a higher risk for fatalities or serious injury crashes. TARC routes 27 and 28 intersect at the Eastern Parkway intersection. 12 existing transit stops typically have between 0 and 100 boardings and the highest transit usage at the Eastern Parkway intersection.

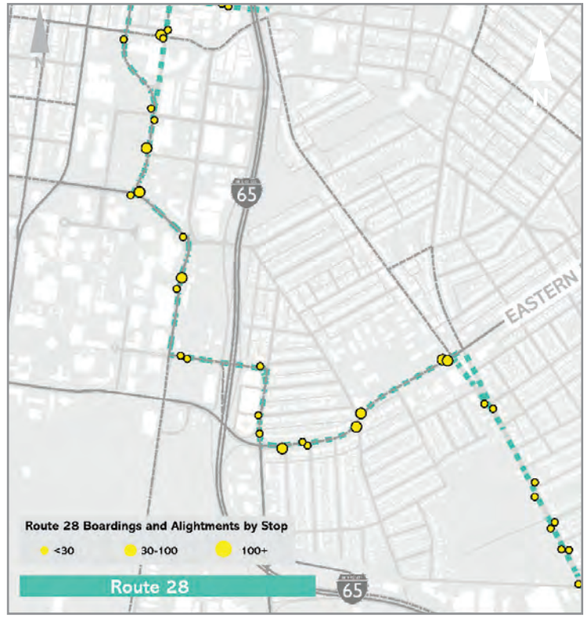
Segment Statistics

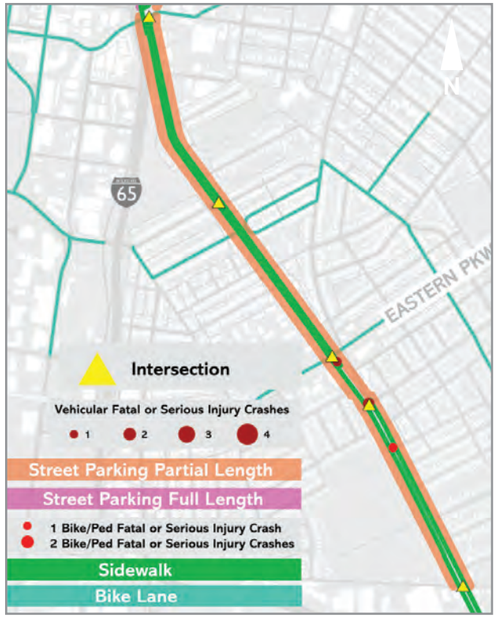
Peak Hour Level of Service Ranges	B-C
Average Annual Daily Traffic	16,200 (5.37% Trucks)
Crashes*	421
Bicycle/Pedestrian Crashes*	11 (2 Fatal Crashes)
Vehicular Fatal Crashes*	1
Transit Passengers	13,000-22,000
Bike/Ped Usage	High

**Total Five-Year Crash Data from Kentucky State Police, 2016-2020.*









SEGMENT 4

Segment 4, located between the Audubon-Poplar Level, Merriwether-Saint Joe-Fairgounds, and Camp Taylor neighborhoods, begins at the Locust Lane intersection and ends at the I-264 (Henry Watterson Expressway) Interchange. For most of the segment, Preston is a five-lane major arterial with two-lanes in each direction and a center bidirectional left-turn lane. One portion of Segment 4 runs underneath a rail bridge where the center bidirectional left-turn lane is removed. Sidewalks are present on both sides of the segment with moderate tree coverage, providing a very walkable location. Most of the segment has a residential character with some commercial zones located directly along the Preston corridor. Major drivers in the area include the Kentucky Exposition Center, the Fairgrounds, and Kentucky Kingdom & Hurricane Bay. The Audubon Country Club and some smaller parks present green space in the area.

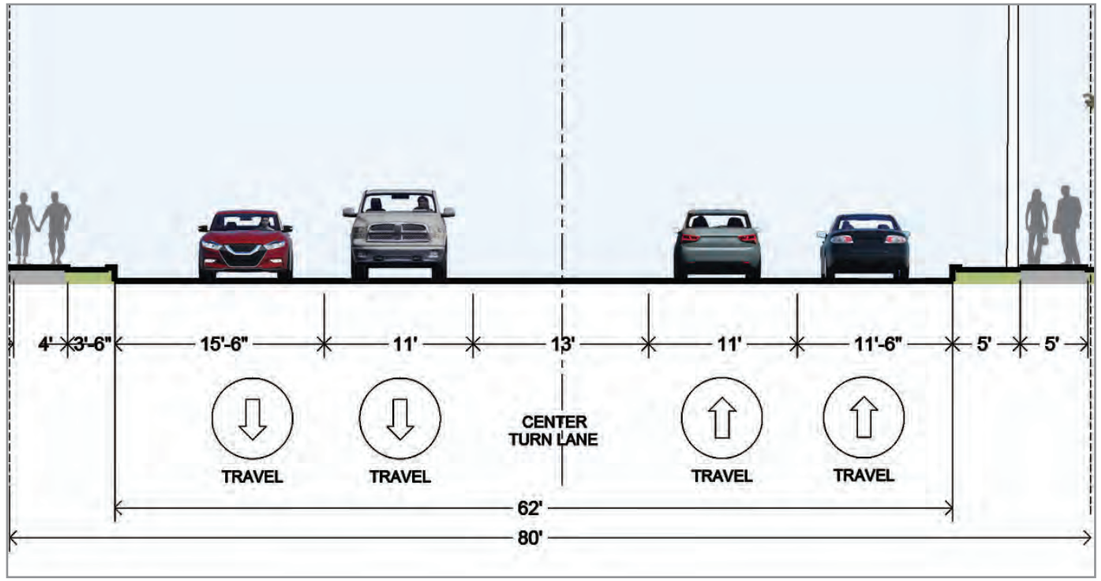
Multimodal Transportation

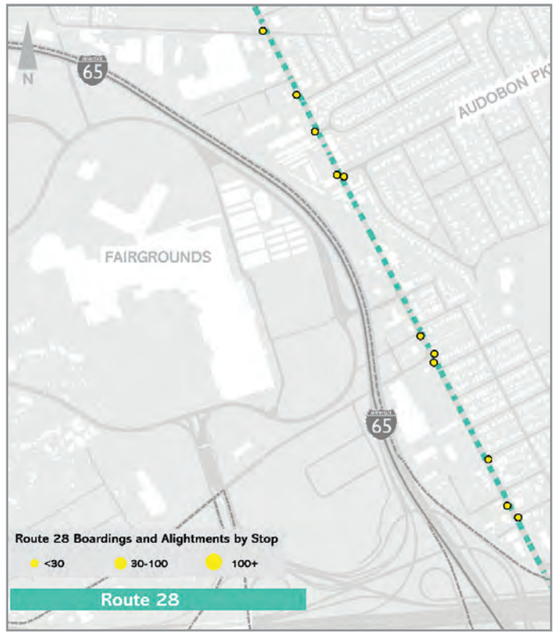
Preston operates as a five-lane section with four travel lanes and a two-way left turn lane (TWLTL) for most of the segment. The typical widths for travel lanes are 11 feet. Street parking does not exist south of Segment 3. Pedestrian facilities line the streets with a typical width between five and six feet. Six traffic signals exist for Preston within this segment. Due to the spacing of the traffic signals and lack of mid-block crosswalks, safe crossings for vulnerable users are limited, resulting in unsafe mid-block crossing behavior and a higher risk for fatalities or serious injury crashes, highlighted by four pedestrian fatal or serious injury crashes at or near the three signals south of Audubon. TARC route 28 runs along the Preston corridor. With 11 transit stops along Segment 4, each stop typically has between 0 and 30 boardings and the highest transit usage near the Fairgrounds.

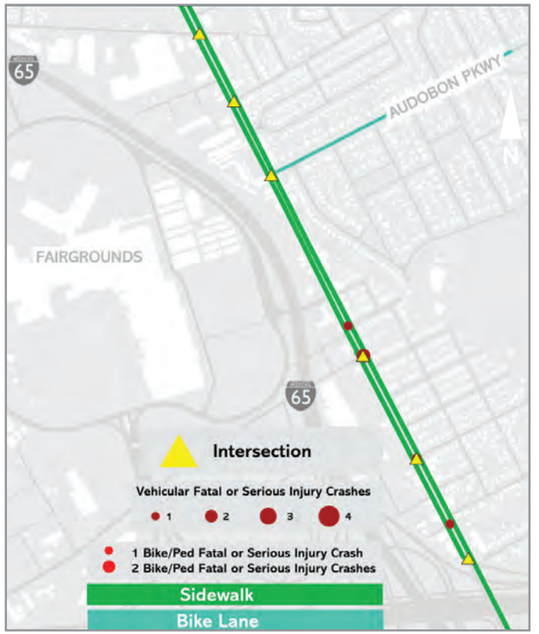
Segment Statistics

Peak Hour Level of Service Ranges	A-C
Average Annual Daily Traffic	23,200 (3.26% Trucks)
Crashes*	836
Bicycle/Pedestrian Crashes*	14 (4 Fatal Crashes)
Vehicular Fatal Crashes*	3
Transit Passengers	21,000-22,000
Bike/Ped Usage	Medium-High

**Total Five-Year Crash Data from Kentucky State Police, 2016-2020.*







SEGMENT 5

Segment 5, located between the Newburg and Preston Park neighborhoods, begins at the I-264 (Henry Watterson Expressway) Interchange and ends at the railroad crossing near Tower Road. For most of the segment, Preston is a five-lane major arterial with two-lanes in each direction and a center bidirectional left-turn lane. Sidewalks are present on both sides in portions of the segment, but overall the segment is not considered pedestrian friendly. Most of the segment has a commercial character with residential zones located behind the commercial zones along the Preston corridor. Major drivers in the area include the Louisville International Airport (SDF), UPS Worldport, Derby City Gaming, and other major commercial shopping center drivers. Louisville Male High School is located directly on Preston in the northern portion of Segment 5. Cemeteries, empty lots, and some smaller parks present green space in the area as the corridor has a more suburban character. Major east-west connections include Fern Valley Road, E Indian Trail, Gilmore Lane, and I-264.

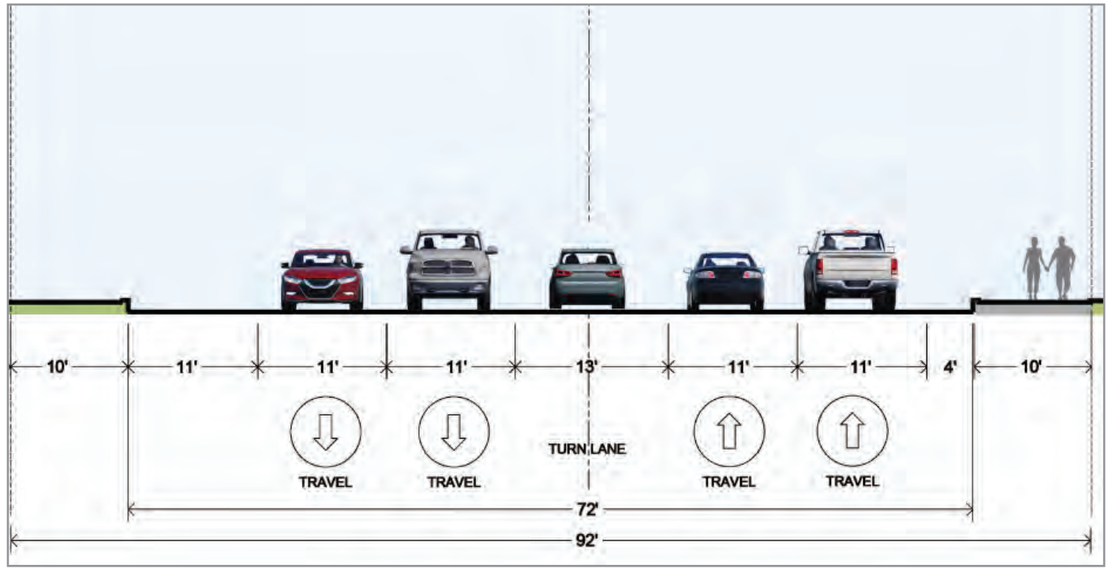
Multimodal Transportation

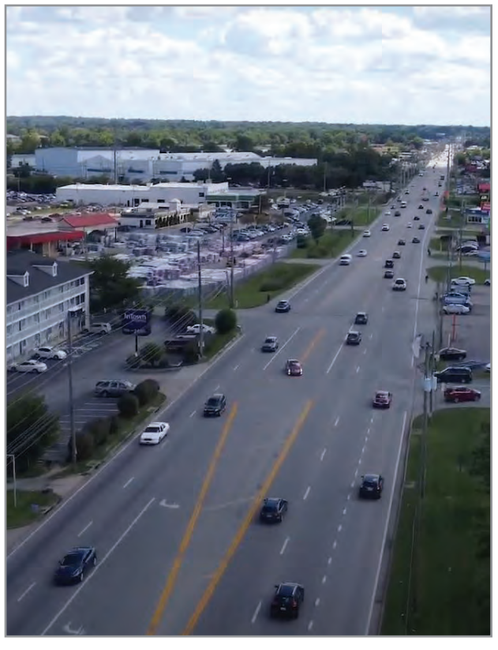
Preston operates as a five-lane section with four travel lanes and a two-way left turn lane (TWLTL) for most of the segment. The typical widths for travel lanes are 11 feet. Pedestrian facilities intermittently line the streets with a typical width between five and ten feet. 11 traffic signals exist for Preston within this segment. Due to the spacing of the traffic signals and lack of mid-block crosswalks, safe crossings for vulnerable users are limited, resulting in unsafe mid-block crossing behavior and a higher risk for fatalities or serious injury crashes, highlighted by four pedestrian fatal or serious injury crashes at or near the three signals south of Audubon. TARC route 28 runs along the Preston corridor and a spur towards UPS Worldport. With 40 transit stops along Segment 5, each stop typically has between 0 and 100 boardings and the highest transit usage near the Indian Trail Shopping Center.

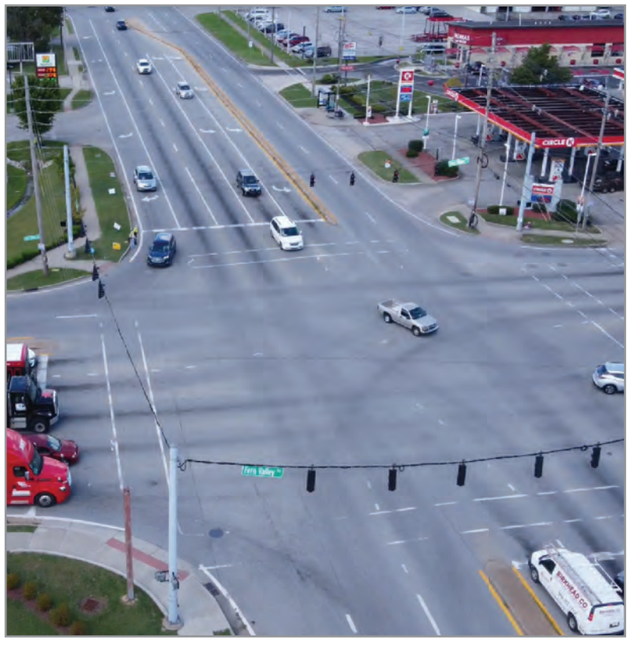
Segment Statistics

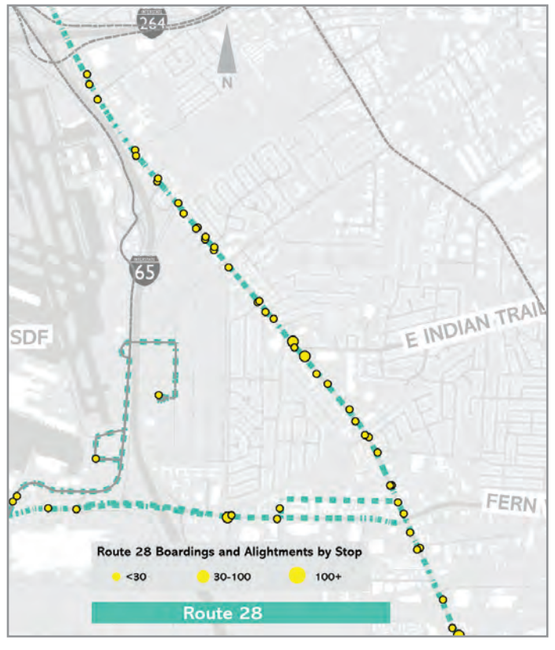
Peak Hour Level of Service Ranges	A-E
Average Annual Daily Traffic	27,000 (5.87% Trucks)
Crashes*	776
Bicycle/Pedestrian Crashes*	15 (4 Fatal Crashes)
Vehicular Fatal Crashes*	0
Transit Passengers	21,000-22,000
Bike/Ped Usage	Low

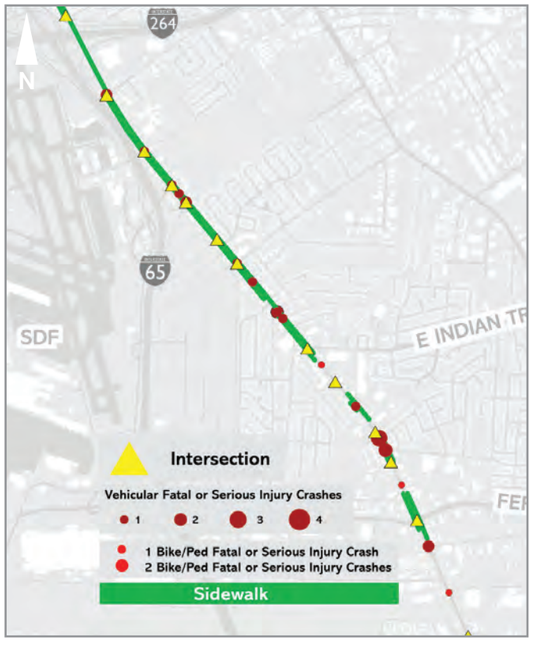
**Total Five-Year Crash Data from Kentucky State Police, 2016-2020.*











SEGMENT 6

Segment 6, located between the Okolona and Highview neighborhoods, begins at the railroad crossing near Tower Road and ends at the I-265 (Gene Snyder Freeway) Interchange. For most of the segment, Preston is a five-lane major arterial with two-lanes in each direction and a center bidirectional left-turn lane. Sidewalks are present on both sides in portions of the segment, but overall the segment is not considered pedestrian friendly. Most of the segment has a commercial character with residential zones located behind the commercial zones along the Preston corridor. Major drivers in the area include the Jefferson Mall, UPS warehouse facilities, and other major commercial shopping center drivers. Southern High School is located directly on Preston in the middle of Segment 5. Empty lots and some smaller parks present green space in the area as the corridor has a more suburban character. Major east-west connections include Outer Loop, E Manslick Road, and I-265.

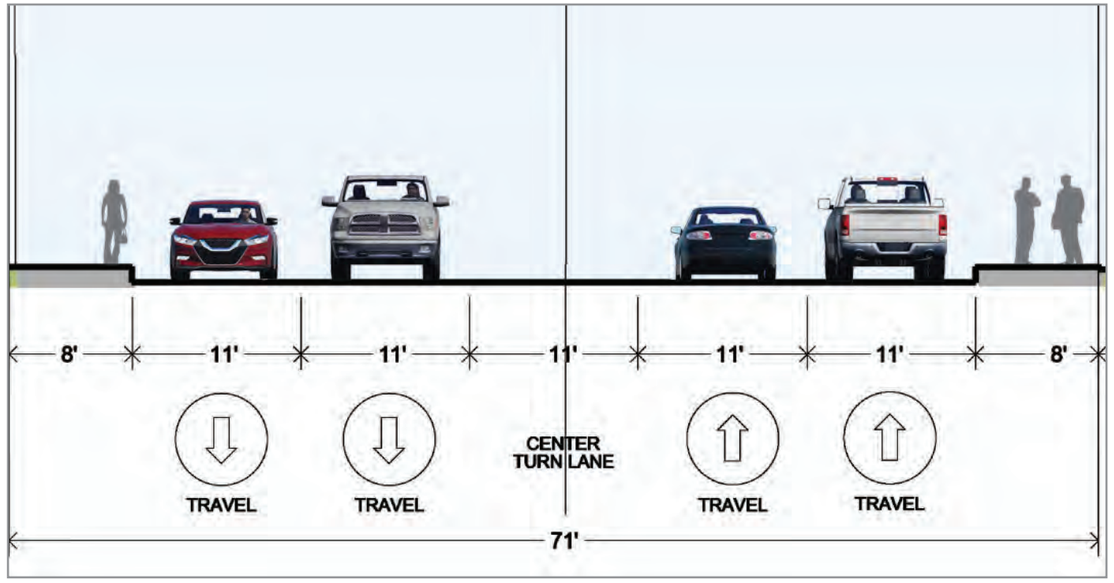
Multimodal Transportation

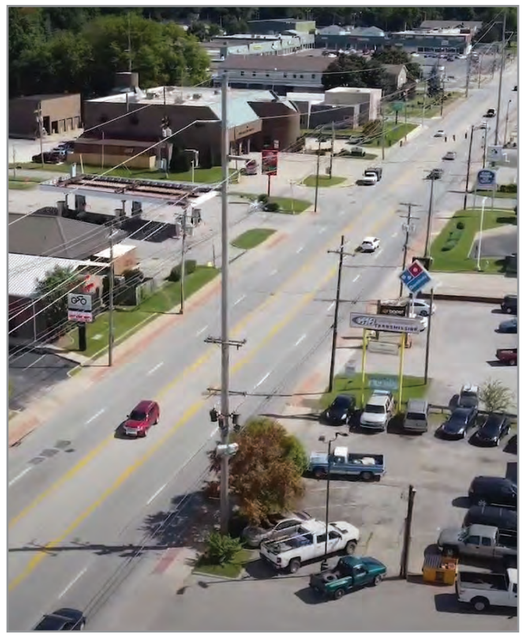
Preston operates as a five-lane section with four travel lanes and a two-way left turn lane (TWLTL) for most of the segment. The typical widths for travel lanes are 11 feet. Pedestrian facilities intermittently line the streets with a typical width between five and eight feet. Nine traffic signals exist for Preston within this segment. Due to the spacing of the traffic signals and lack of mid-block crosswalks, safe crossings for vulnerable users are limited, resulting in unsafe mid-block crossing behavior and a higher risk for fatalities or serious injury crashes. TARC route 28 partially runs along the Preston corridor within this segment, turning towards the Jefferson Mall where the route turns around. With 24 transit stops along Segment 6, each stop typically has between 0 and over 100 boardings and the highest transit usage through the residential neighborhood near the Jefferson Mall.

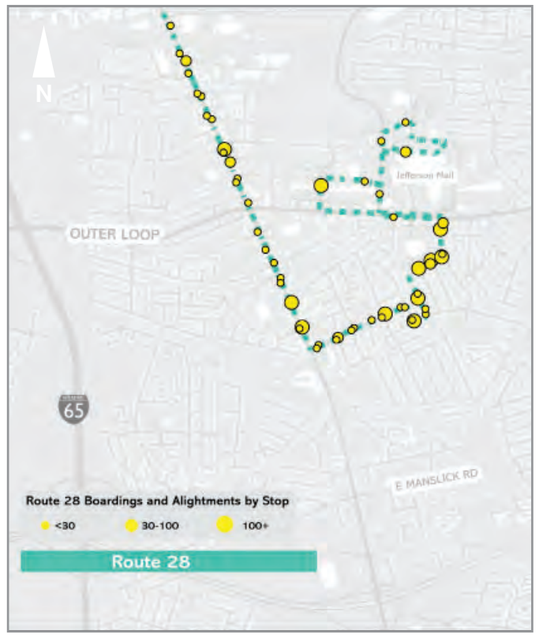
Segment Statistics

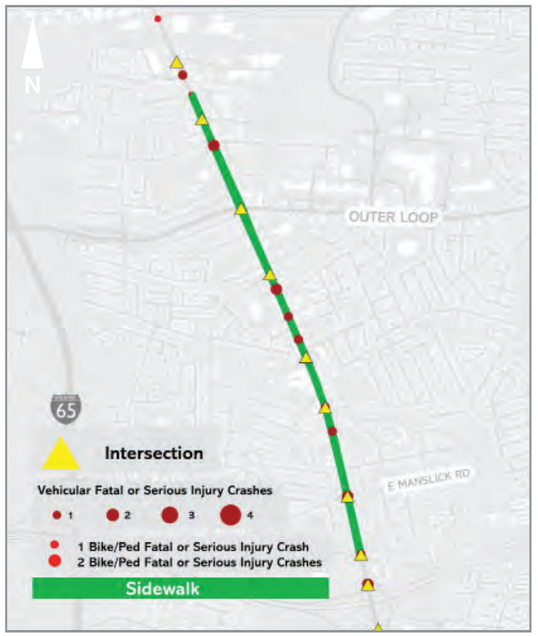
Peak Hour Level of Service Ranges	B-F
Average Annual Daily Traffic	19,000 (1.14% Trucks)
Crashes*	611
Bicycle/Pedestrian Crashes*	4 (0 Fatal Crashes)
Vehicular Fatal Crashes*	1
Transit Passengers	21,000-22,000
Bike/Ped Usage	Low

**Total Five-Year Crash Data from Kentucky State Police, 2016-2020.*









SEGMENT 7

Segment 7, located between the Blue Lick and McNeely Lake neighborhoods, begins at the I-265 (Gene Snyder Freeway) Interchange and ends at the Bullitt County line. For most of the segment, Preston is a four-lane major arterial with two-lanes in each direction and a depressed grass median. Sidewalks are not present along the segment and not considered pedestrian friendly. Most of the segment has a rural character with residential zones located behind the commercial zones along the Preston corridor. Major drivers in the area include the industrial warehouse park and other major commercial shopping center drivers. McNeely Lake, cemeteries, and some smaller parks present green space in the area. Major east-west connections include Cooper Chapel Road, Mt. Washington Road, and I-265.

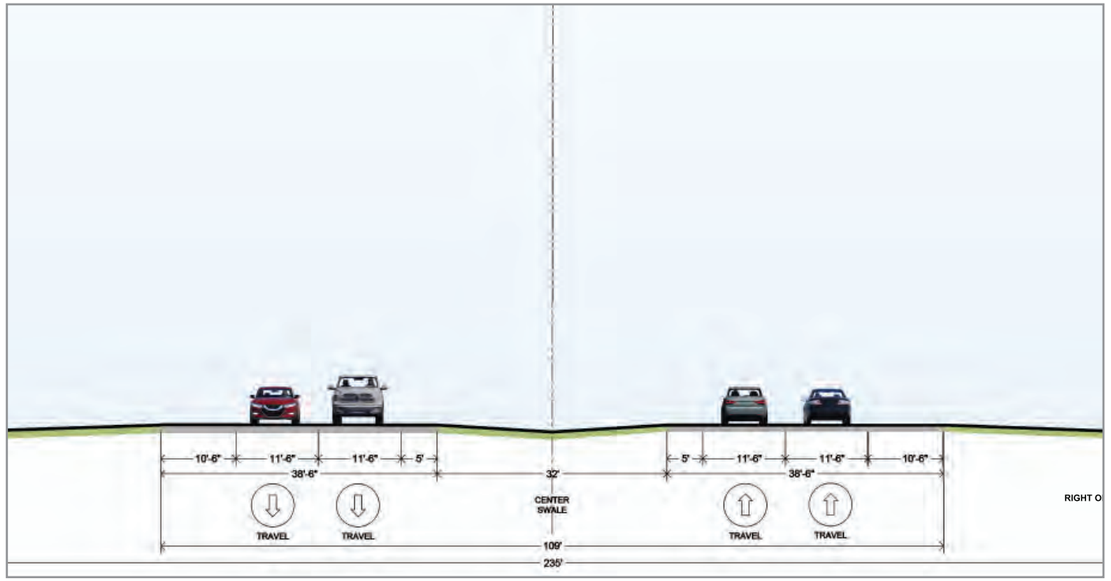
Multimodal Transportation

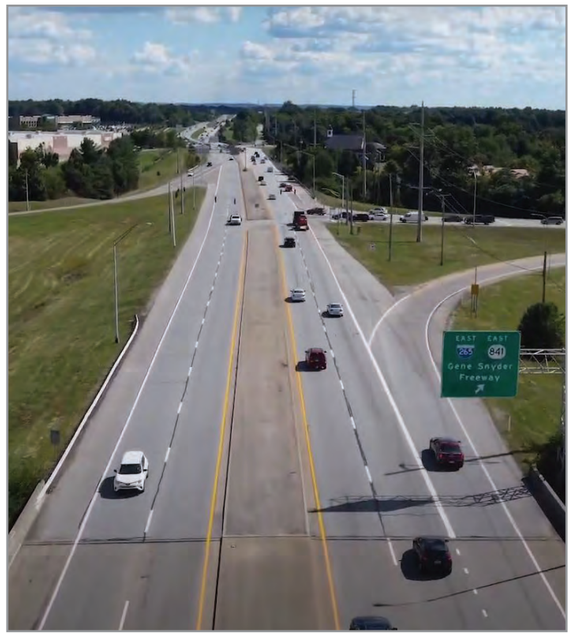
Preston operates as a four-lane divided highway with turn lanes at major intersections. The typical widths for travel lanes are 11.5 feet. Four traffic signals exist for Preston within this segment. Pedestrian facilities do not exist along Preston in this segment. Due to the lack of pedestrian infrastructure, Segment 7 is considered unsafe for pedestrians and activity is low. TARC coverage is not extended into this segment.

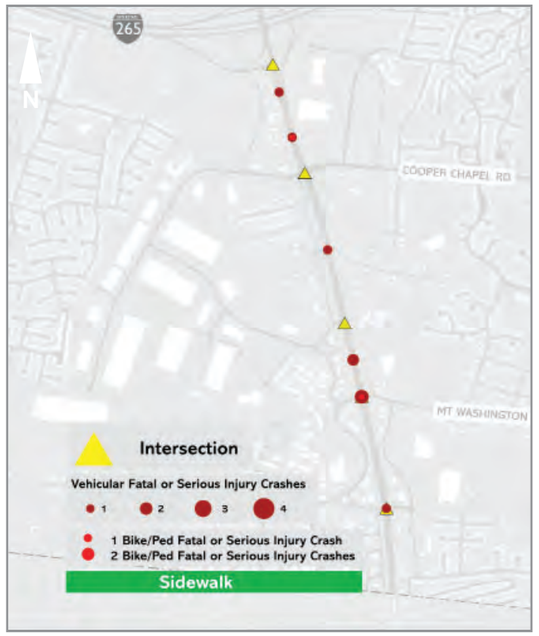
Segment Statistics

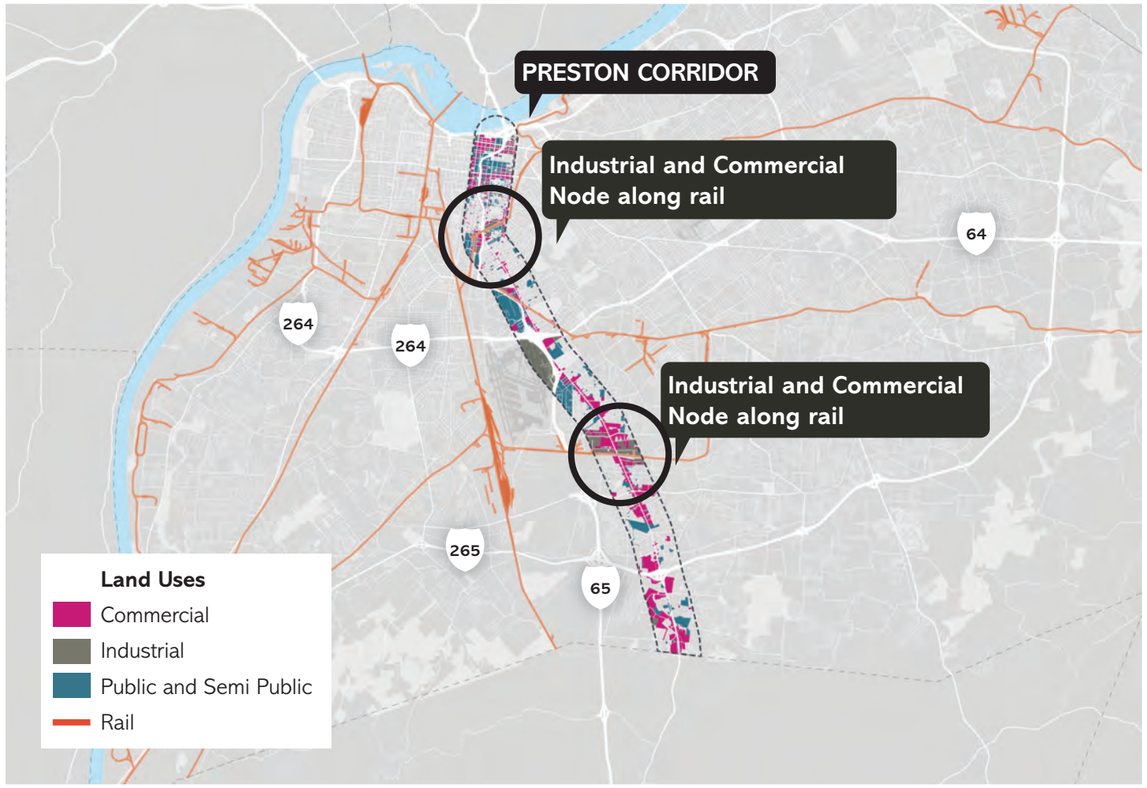
Peak Hour Level of Service Ranges	**A-D**
Average Annual Daily Traffic	**19,000 (<1% Trucks)**
Crashes*	**499**
Bicycle/Pedestrian Crashes*	**2 (0 Fatal Crashes)**
Vehicular Fatal Crashes*	**1**
Transit Passengers	**None**
Bike/Ped Usage	**Low**

**Total Five-Year Crash Data from Kentucky State Police, 2016-2020.*





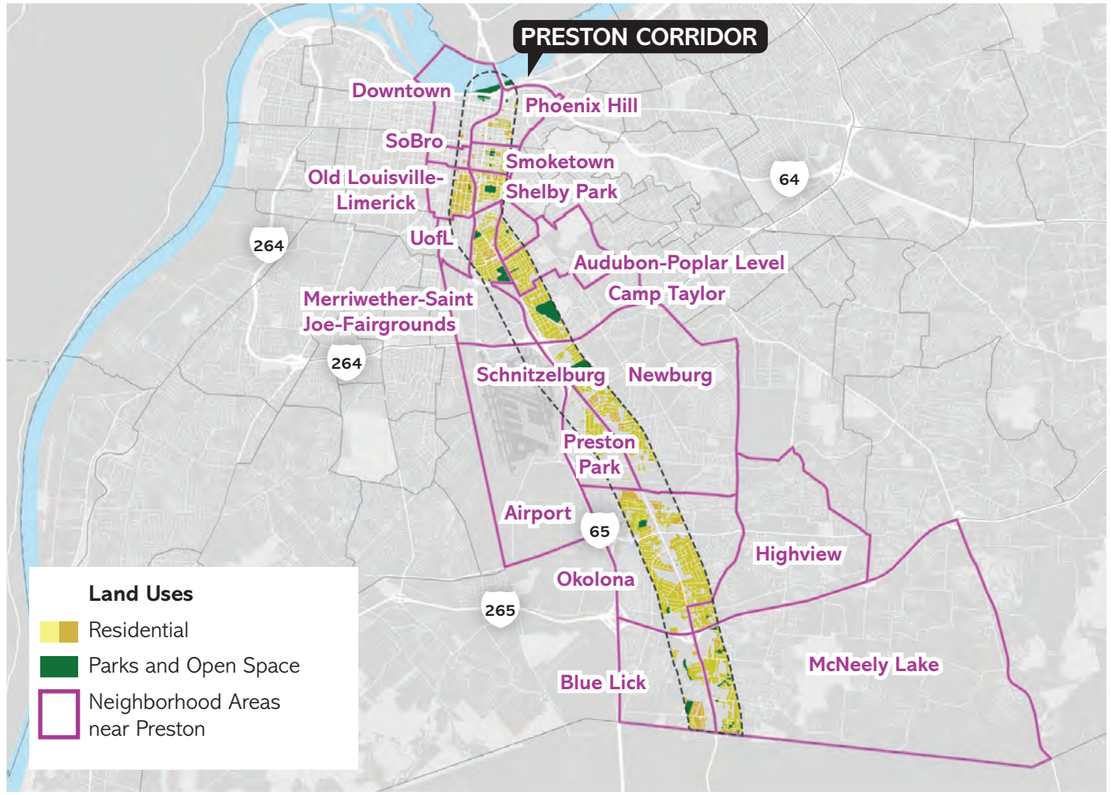




Commercial and Industrial Uses

The Preston corridor largely consists of commercial uses surrounded by single family residential, with some pockets of industrial at major rail lines. The corridor is characterized by pockets of well connected, walkable uses closer to the waterfront and more suburban, car-centered uses outward toward the Gene Snyder Expressway and Outer Loop.

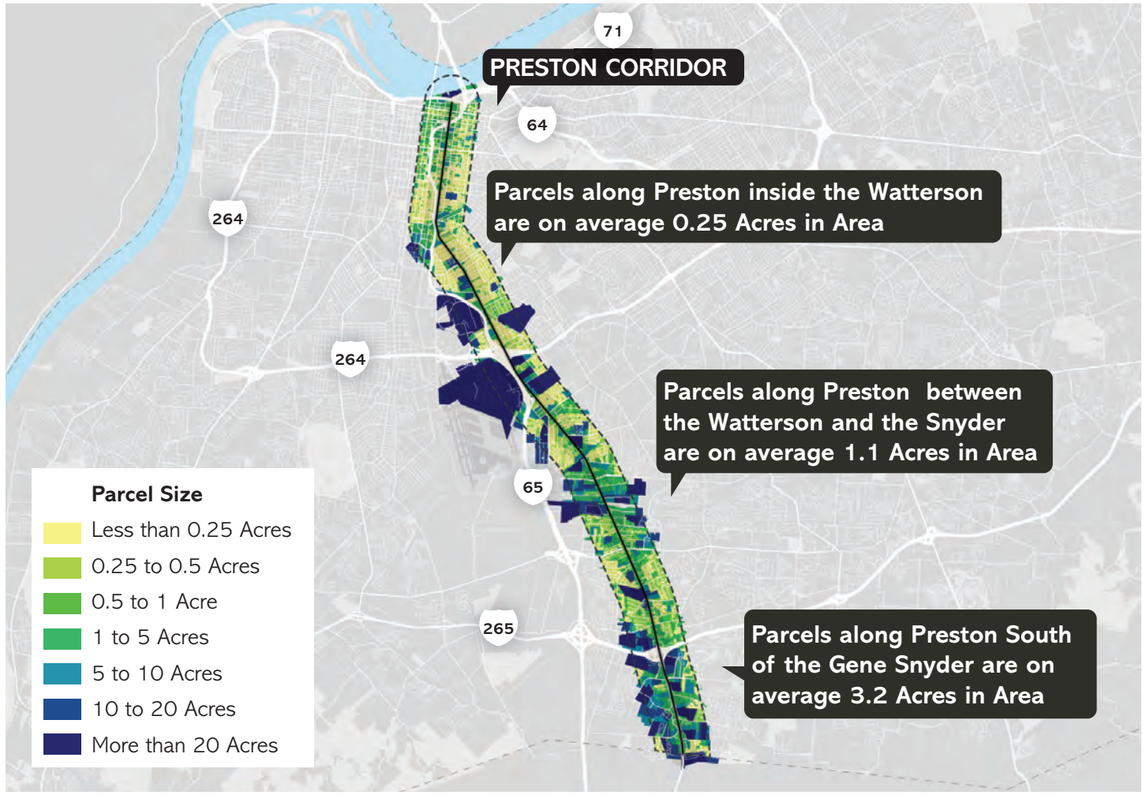
Starting at the riverfront, commercial uses are walkable and more densely concentrated. The commercial uses within downtown include hotels, distilleries, restaurants, mixed use buildings with multifamily residential, and tourism-related businesses. Between Liberty and Broadway, public and semi-public uses are dominant with minimal commercial. Large operators through this area are hospitals, medical centers, and supporting uses. From Smoketown to the University of Louisville, commercial and residential intermix, with mixed uses and more pedestrian-oriented commercial such as restaurants and storefronts. A pocket of industrial occurs along the rail line, with waste management services, manufacturing and other industrial uses. South of this rail line, Preston continues through to the airport with commercial and industrial to the south. This node of industrial and commercial along rail is more suburban and car-oriented. Near the Watterson Expressway and the Muhammad Ali International Airport, commercial uses include big box stores, a new amazon fulfillment, and a UPS facility. From the industrial node south of the airport to the county-line, uses have larger footprints and become less connected, and more suburban. Uses within this area include large commercial plazas and big-box stores.



Residential Communities

The Preston corridor study area touches over eighteen of Louisville's neighborhoods, ranging from urban communities near downtown to suburban bedroom communities. Though a common thread among these neighborhoods, and in most instances its primary north-south connector, in many instances Preston reflects a barrier that divides neighborhoods rather than connect them. Much of this occurs as a consequence of auto-centric design in Preston's commercial frontages south of the Watterson Expressway, where a lack of walkable infrastructure and commercial/industrial land uses create a challenging pedestrian environment.

Though all linked through Preston, these neighborhoods have varying characters and histories. North of the Watterson, residential uses tend to be part of mixed-use areas with commercial nodes. Parks and open spaces are more easily accessed in these segments of the corridor, where residential is in a urban setting with smaller parcel sizes and higher street grid connectivity. The southern portion of the corridor is characterized by lower density single family residential, where suburban infill occurred through larger lots. Unlike most neighborhoods in the urban services boundary, these communities lack a neighborhood center or intuitive gathering area, such as a park or commercial node.

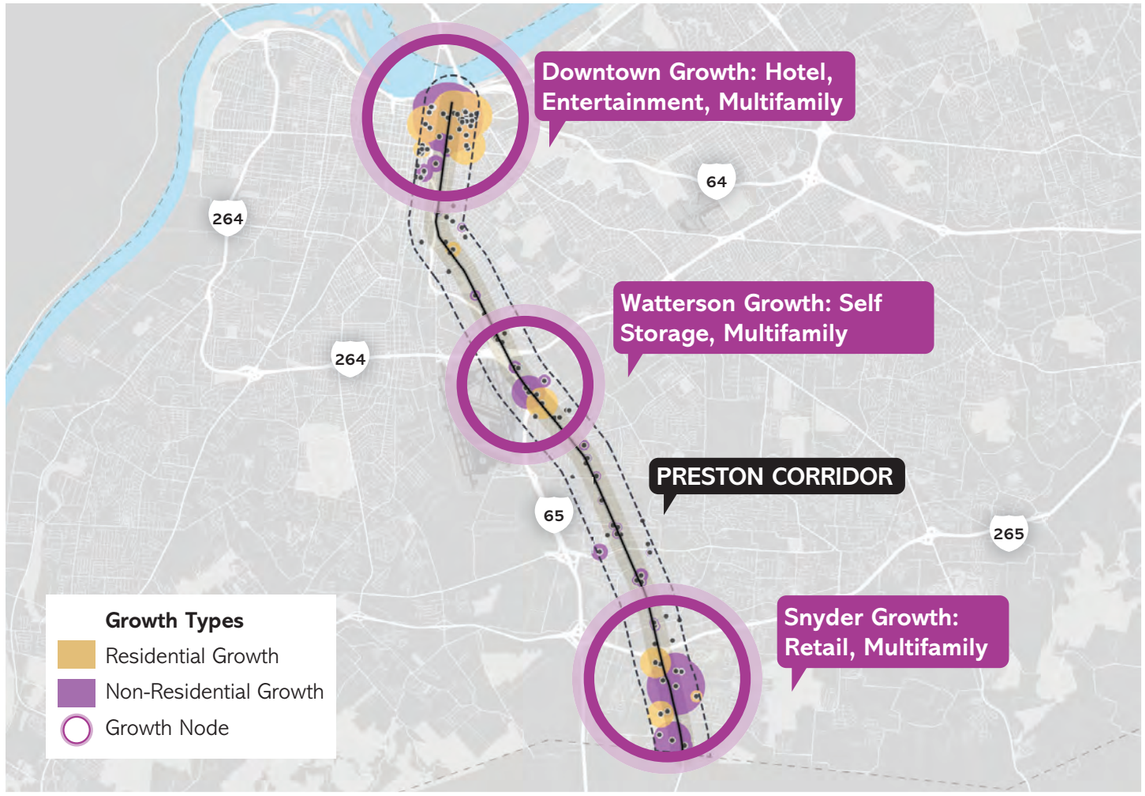


Parcel Size

Parcel size is generally reflective of land use and development patterns. North of the Watterson, parcels are smaller and narrower, and on average 0.25 acres in total area. In this portion of the corridor, existing buildings are more densely placed within their parcels, though some occupy multiple parcels. Parcels between the Watterson and Gene Snyder increase in size, and on average are 1.1 acres in area. These parcels reflect the increase in larger developments such as Amazon, Goodwill and other large developments. Past the Gene Snyder Freeway, parcels significantly increase in size with an average parcel of 3.2 acres in area. These parcels reflect the suburban development patterns, with “big box” developments and larger residential lots.

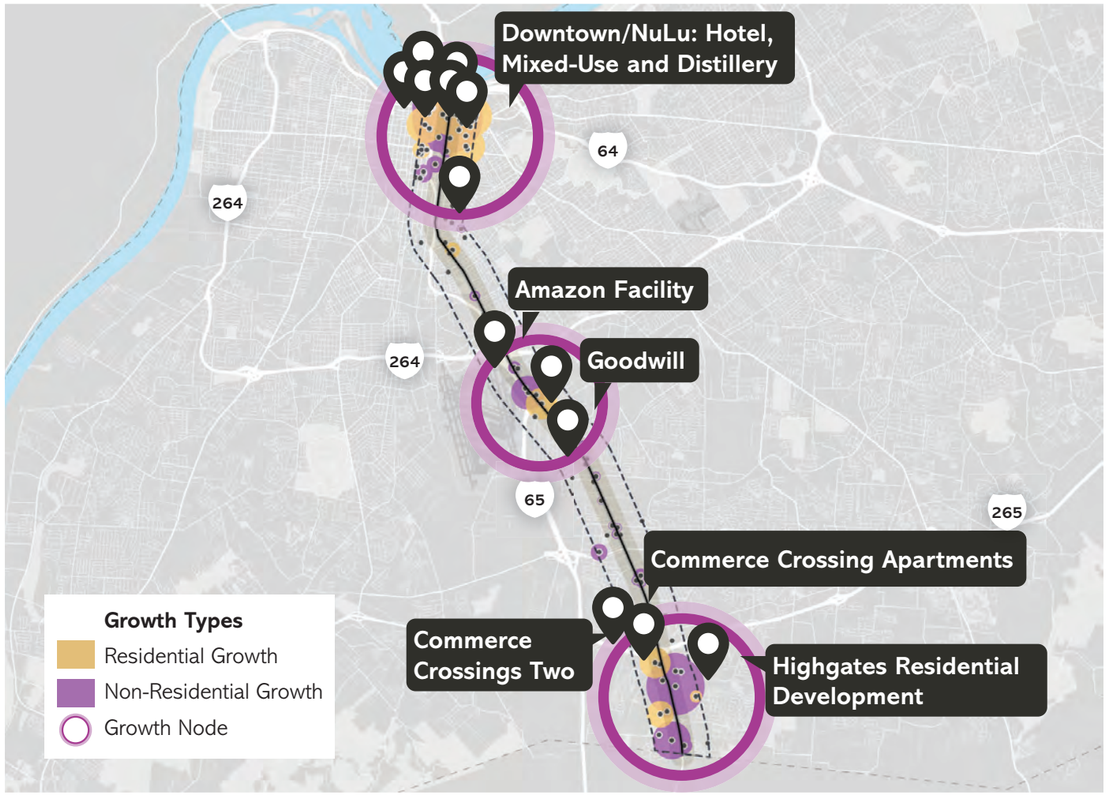
Access to Parks and Open Space: 10 Minute Walksheds

The walkshed analysis above illustrates which areas along the corridor are located within or outside a 10-minute walk to an existing park or open space. Within the urban service area boundary, parks and accessibility to parks are integral to the existing neighborhood fabric. Most neighborhoods in this area include a variety of neighborhood parks, so a high percentage of residents live within a 10 minute walk from a park. This portion of the corridor also has a well connected urban street grid with smaller, more compact lots. Between the Watterson Expressway and the Gene Snyder Expressway, park need is at its highest. This area has a high concentration of commercial and industrial use along the corridor, with single family residential in close proximity. In the areas adjacent to the Gene Snyder Freeway, most residents are not within a 10-minute walk of a park. Many of the parks within this suburban context are smaller and have limited access due to a disjointed street grid that lacks through connections.



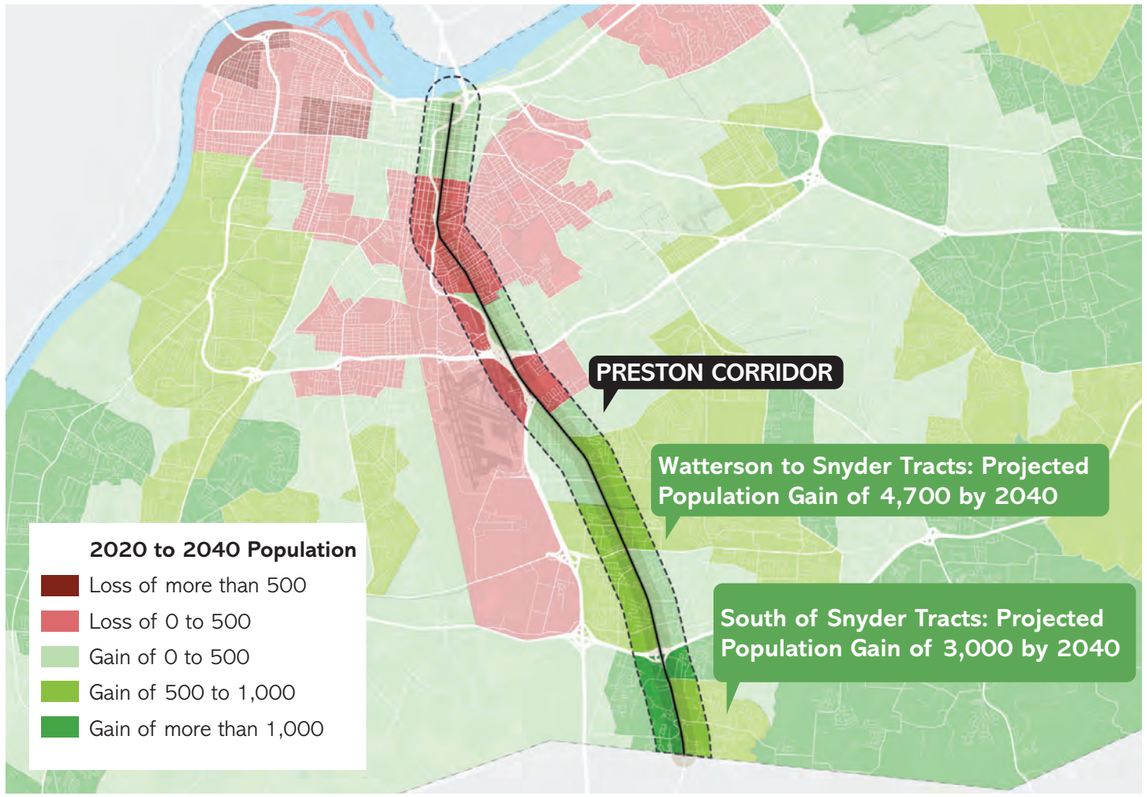
Trending Growth - Development Patterns

Development patterns within the corridor show growth in three areas within the last five years: Downtown, the area just south of the Watterson Expressway interchange, and the stretch of Preston south of the Gene Snyder Expressway to the Jefferson County line. Development shown over the corridor, equals about 1.3 Million Sq. Ft. of development, included 2,430 residential units and 1,600 hotel rooms. Downtown patterns show development in hotel, entertainment and multifamily uses, trending toward tourism-related development. This pattern of development is consistent with land uses within Downtown and projected population growth. Development adjacent to the Watterson Expressway shows development in self-storage and multifamily uses, in a transition from urban to suburban development. South of the Gene Snyder Expressway, significant retail and multifamily growth reflects a suburban development pattern of surface parking lots, and limited pedestrian facilities. Conversely, the areas between these three nodes have shown limited growth and development within the last five years, with minimal retail square footage and residential units added.



Planned and In-Progress Growth

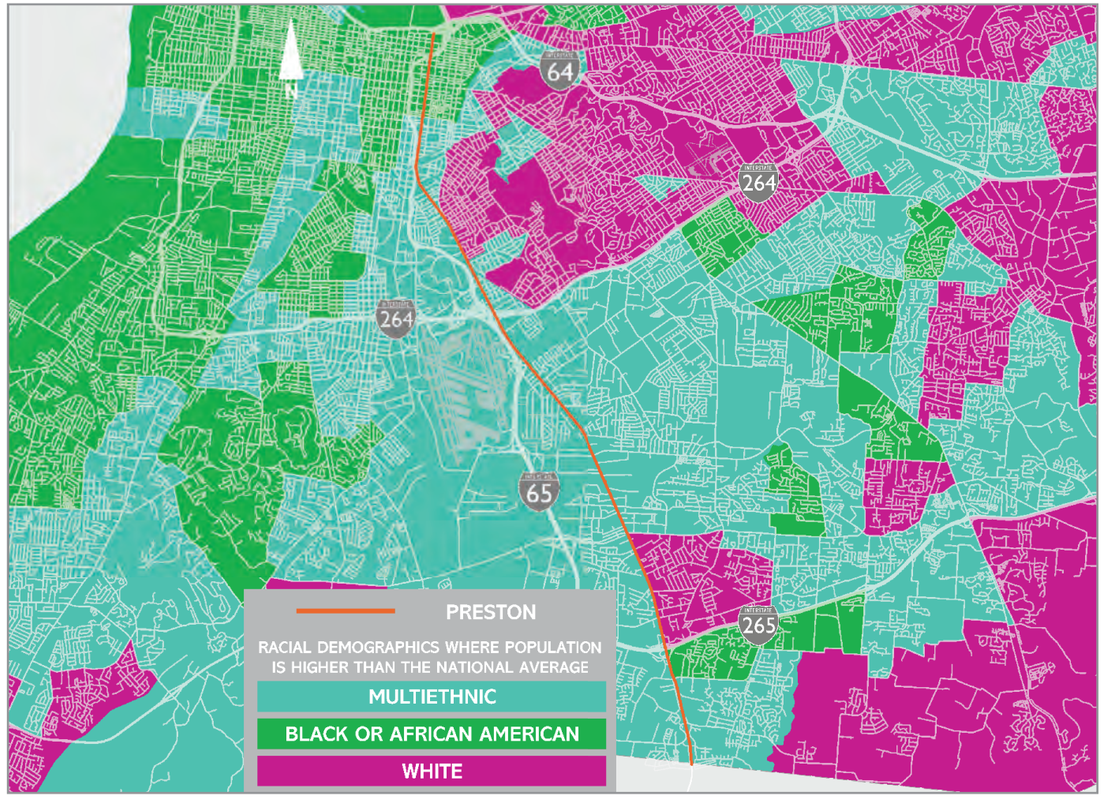
The map above shows developments proposed or under construction as of October 2021. The locations of these developments reflect a similar growth pattern than those in the last five years. Downtown and Nulu continue to experience infill and tourism-related growth with multiple planned or in-progress hotels, mixed-use buildings with residential and retail, and distilleries. Adjacent to the Watterson Expressway, the construction of a new Amazon distribution facility and a Goodwill facility demonstrate the emerging logistics node within this area of the corridor. South of the Gene Snyder Expressway, planned and in-progress developments reflect a continued increase in new multifamily residential and “big box” commercial retail.



2020 to 2040 Population Growth

Demonstrated by the population projections from Plan 2040, population growth along the Preston corridor follows regional growth trends. Jefferson County is projected to experience an increase in its population between the Watterson Expressway and the Gene Snyder Freeway, with some additional growth to the east. A population decrease is projected in the West End, and between Old Louisville and Audubon-Poplar Level Neighborhoods.

Census tracks along Preston are expected to increase with a population with a gain of 7,000 residents. Most of the growth projected within the corridor is expected south of the Watterson Expressway, with limited near downtown. Downtown, Phoenix Hill and Smoketown are projected to experience a population gain of 833 residents by 2040. Population decreases are expected between Broadway and the Watterson Expressway, in which communities are projected to lose 1,500 residents by 2040. Southern portions of the Preston corridor are projected to see significant growth between the Watterson Expressway and the Gene Snyder Freeway with a population gain of 4,700 by 2040. Additionally, large growth is expected south of the Gene Snyder Freeway, with a population gain of 3,000 by 2040. The corridor projects both population decline and growth, with the majority of growth within suburban areas.



Demographics

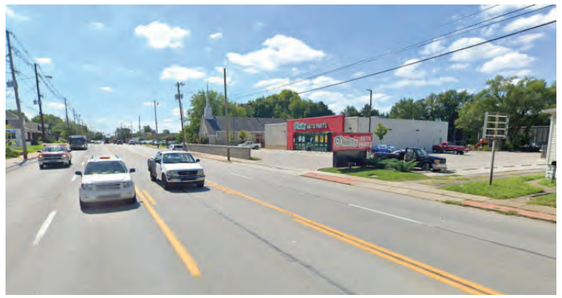
The demographics along Preston are diverse throughout the corridor. The data shown in the map above comes from the 2020 Census and shows where the population is higher than the national average. Most of Preston is shown as multiethnic, with pockets of census tracts where the majority of residents are black or African American or the majority of residents are white. This data helps to show where the populations are and the importance of transportation connectivity corridor wide.

"Reconnect neighborhoods along Preston please!" - Public Survey Respondent












Corridor Character

Preston corridor is diverse in character and spans through every type of urban context within the greater Louisville area. Character types vary greatly within the corridor, including Downtown Mixed Use, Industrial, Suburban Residential, and everything in-between. The corridor can change dramatically between character types, where uses switch quickly or character types differ between one side of the corridor and the other. Understanding this character is important in determining the pedestrian and car experience along Preston. The character and experience of traveling along the corridor is demonstrated through the images on this page and graphic on the follow page showing the character types within the corridor.

Preston includes eleven different character districts throughout its span from the riverfront extending outward past the Gene Snyder Freeway. At the riverfront, Preston starts within a Downtown Mixed-Use character district, shown in the image on the top left. Moving south, Preston transitions into a Downtown Medical district, between Liberty St and Broadway. This district creates a medical campus bordering Smoketown, where the corridor becomes a mix of traditional residential, commercial and light industrial uses. This transition happens slowly in this portion of the corridor, where some commercial borders the campus but as you move further south residential increases. Commercial is seen in pockets along intersections and intermixed with residential. Traditional residential increases throughout the Shelby Park, Old Louisville and Smoketown and transitions to back to industrial closer to the rail line that creates a break in Preston.

South of the rail line, the transitional residential mix and traditional residential pick back up near U of L and Audubon-Poplar Level neighborhoods. Moving further south, Preston intermixes Traditional Commercial and Transitional Residential districts just west of the Muhammad Ali International Airport. Industrial districts border between the airport and the corridor. South of the airport the corridor changes to Suburban character districts, such as Suburban Commercial, Suburban Residential and Suburban Neighborhood. These districts are more expansive and extend from the Watterson Expressway out toward the Gene Snyder Freeway. In addition to these districts, Preston has some Regional Commercial further south into the corridor, shown in the image on the bottom right.

Trad. Residential Mix
Slower street serving residential, commercial, or light industrial uses. Often includes corner retail with pockets of apartments or homes.

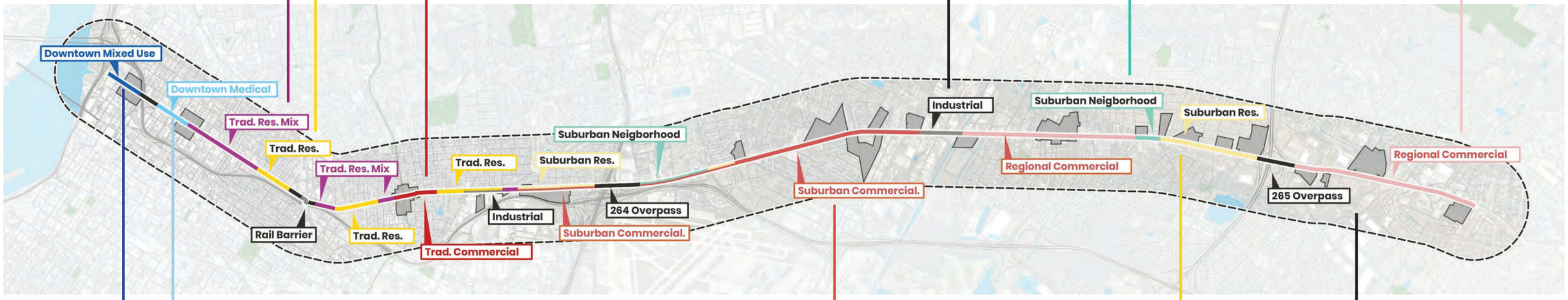
Traditional Residential
Slow residential street with small-lot single family housing fronting Preston with narrow front or side yards.

Traditional Commercial
Walkable nodes of retail, restaurants, bakeries, bars, and convenience stores. Sidewalks include pedestrian amenities and street trees.

Industrial/Employment
Surrounding land uses overwhelmingly industrial in nature, agglomerated along a rail line, or ditch system.

Suburban Neighborhood
Single family residential is intermixed with large school campuses, or cemeteries along 5-lane portions of Preston. Generally, includes sidewalks, though has gaps in tree coverage.

Regional Commercial
Large shopping centers with expansive parking lots front 7 to 8 lane portions of Preston. Often lacks sidewalks or painted crossings, with large berms separating Preston from developments.



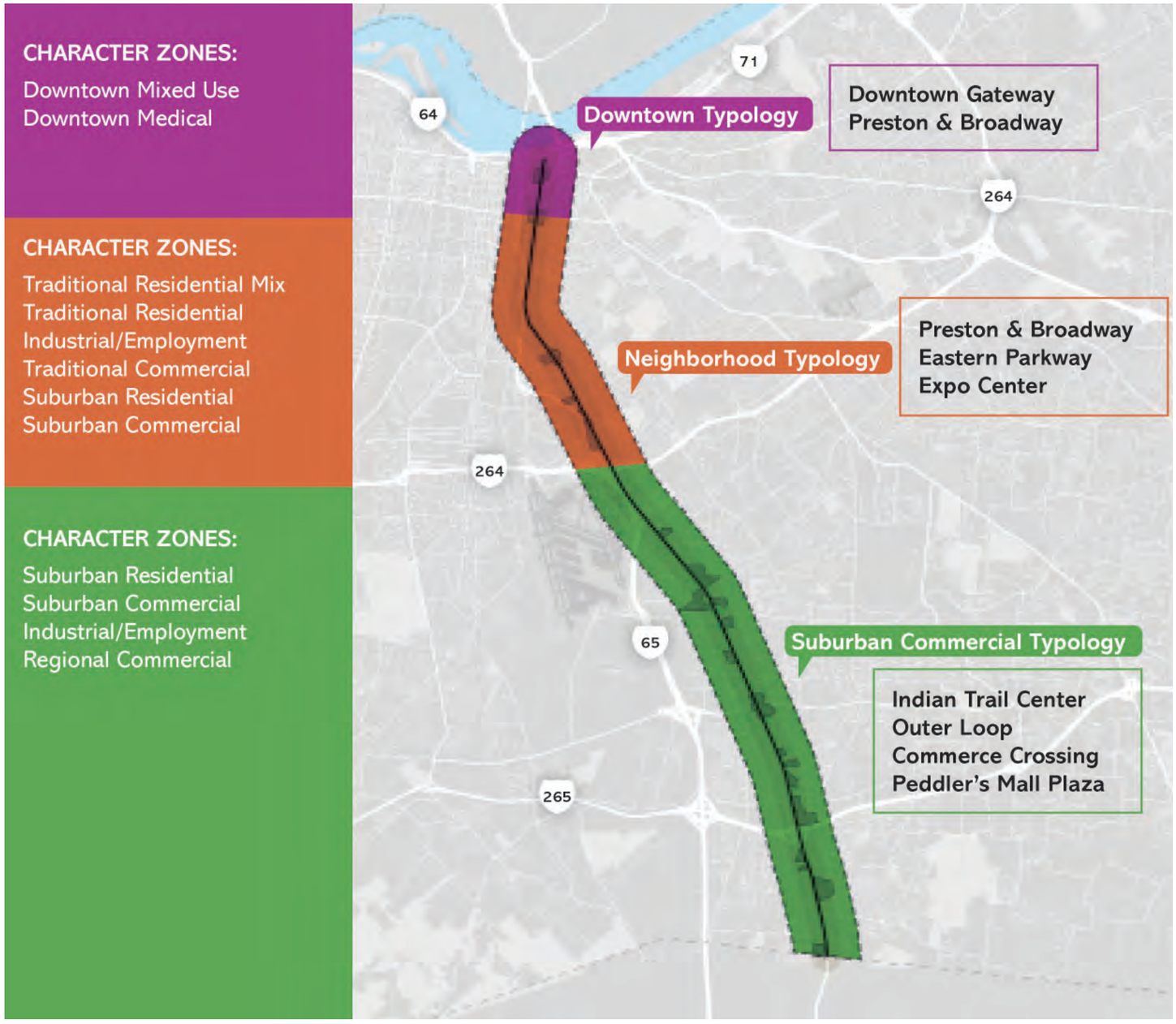
Downtown Mixed Use
Downtown street part of a walkable and interconnected grid, mix of uses supporting residential and retail.

Downtown Medical
Downtown street part of a walkable and interconnected grid, primarily serving hospital users and related services.

Suburban Commercial
Auto-oriented uses front a wide 4 to 5 lane section of Preston. Sidewalk gaps, lack of street trees, and utility lines are fronted with parking lots of single use commercial or retail centers.

Suburban Residential
Wider 4 to 5 lane segments with large-lot single family homes fronting Preston, sometimes with expansive front lawns and setbacks.

Highway or Rail Barrier
Barriers to walkability and overall connectivity.



Development Character Zones

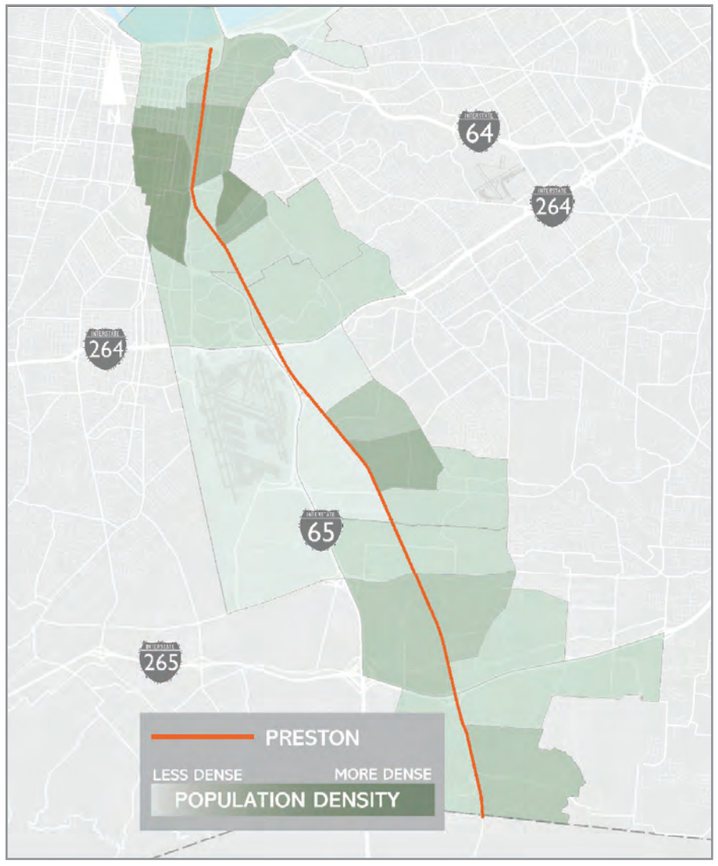
A total of nine (9) sites were selected as potential catalyst sites by the project team by using four (4) categories: Transit/Infrastructure, Areas of Need, Development Potential and Leveraging Assets. The categories were applied to each site to observe how well each potential site met the criteria. Transit/infrastructure prioritized sites that were near a Move Louisville priority project with high impact, near a potential hinge point and near existing ridership nodes. Areas of need prioritized sites located vulnerable neighborhoods, within a park need area and located near or accessible to employment centers. Development potential prioritized sites that are sized to allow a mix of uses, has development readiness to allow for use/service and vale creation identified by stakeholders or community members. Lastly, leveraging assets prioritized sites that has connection or were co-located with other investments, underutilized or under-performing market and is public owned land or has a willing property owner.

These criteria with public engagement input, helped determined the three (3) sites selected: Preston & Broadway, Preston & Eastern and Preston & Outer Loop. The sites exhibited meeting the criteria and have qualities that make a Transit Oriented Development (TOD) feasible at the site location. Of the three (3) sites selected, each represented a different character zone typology: Downtown, Neighborhood and Suburban Commercial.

The Downtown character zone, includes taller buildings with structured parking encouraging mixed use. Mixed use activates ground level uses and has a strong street presence. Small urban plazas or other green amenities are integrated within the mixed use. Historic buildings are adaptively reused creating a new use within an older established building. The Preston and Broadway site is an example of the Downtown Typology.

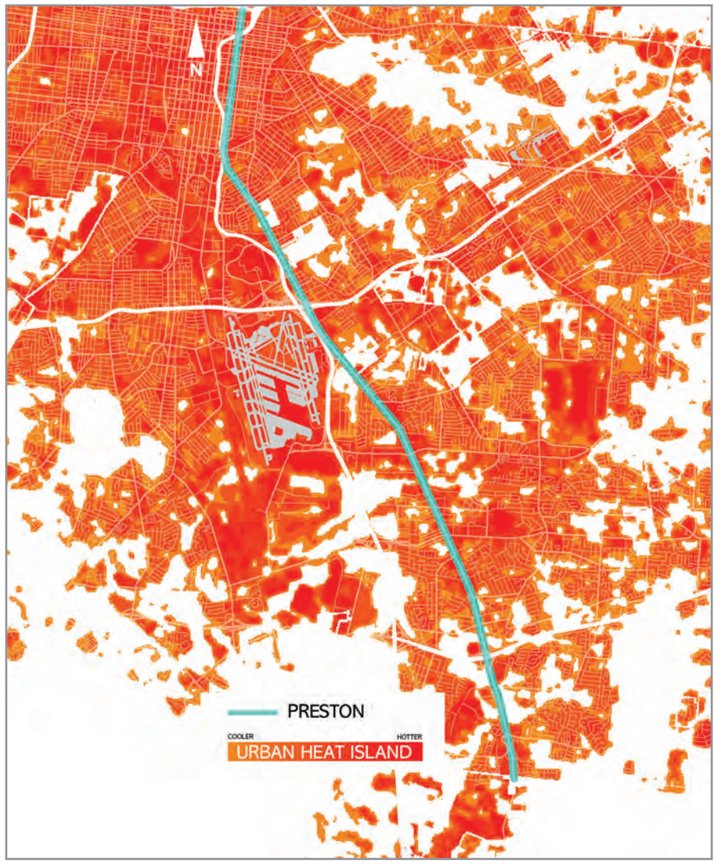
The Neighborhood character zone, includes tall buildings with some structured parking but mostly consists of single-story decks or screen surface lots. Mixed Use is likely along primary streets with residential and office uses surrounding. Ground level uses are active along primary streets and community greens. This typology focuses greatly on neighborhood greens and pocket parks integrated into new development. Both historic and underutilized buildings are adapted into new uses. The Preston and Eastern site is an example of the Neighborhood Typology.

The Suburban Commercial character zone, is lower in height with single-story parking decks or surface parking lots. Mixed use is primarily along major corridors and surrounded by nearby residential. Ground level uses are active along primary streets and some green spaces. Community greens organize the communities and create opportunity for connection spaces. Master planned, phased development help in addressing fully leased or underutilized commercial. The Preston and Outer Loop site is an example of the Suburban Commercial Typology.



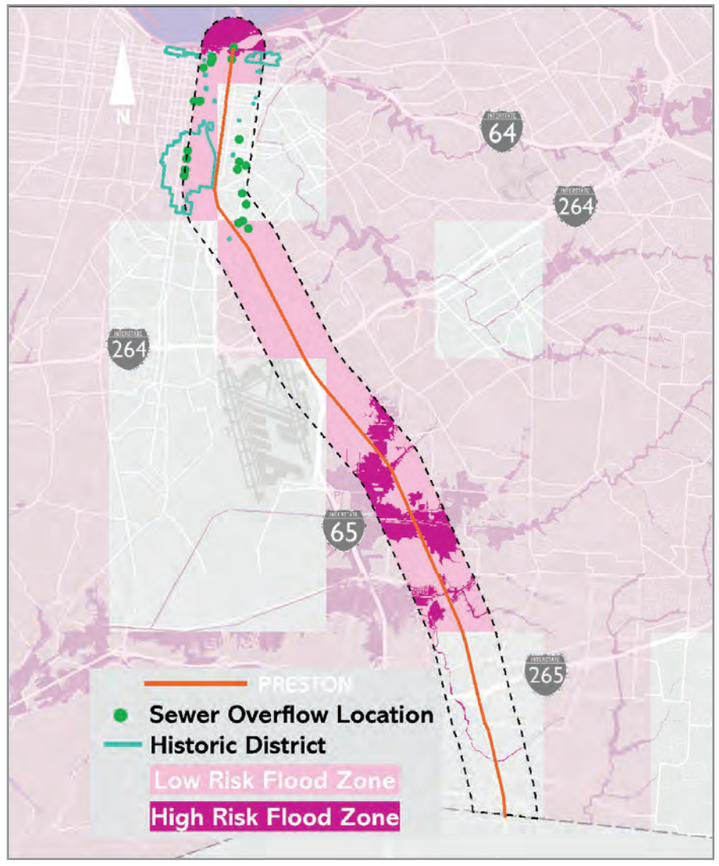
Population Density

The population density map above shows the locations where most residents live along the Preston corridor. Population density helps to show where the focus should go to provide transportation options for the most impact. The northern neighborhoods near downtown are the most dense and a portion of Newburg has a high density of residents, while some areas near the airport show low density and locations where people either do not want to live or where redevelopment may occur.



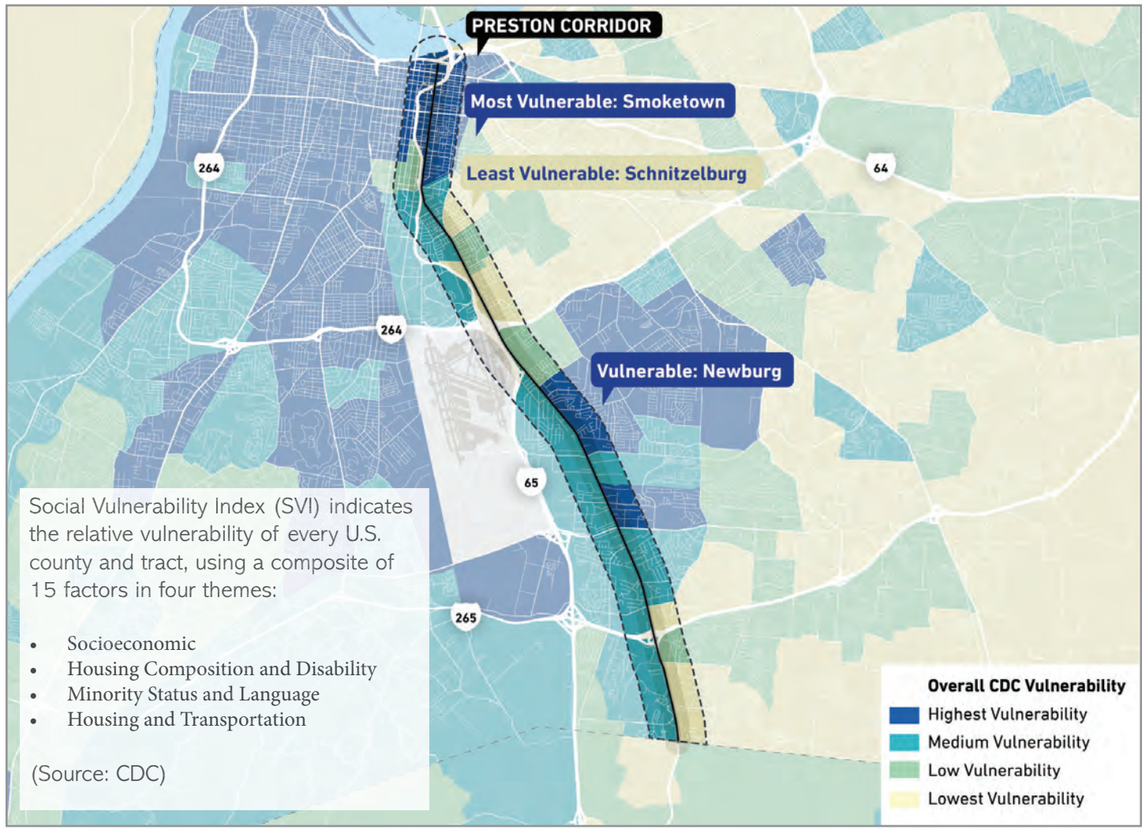
Urban Heat Island

The urban heat island is something that is talked about a lot within the City of Louisville. Louisville has been identified in studies as one of the hottest cities in the United States. Urban heat islands show where some areas are hotter than other parts of the region, partly due to a higher amount of surface pavement and a lower amount of trees, typically an issue within urban environments.



Environmental

The environmental map above shows high risk areas for flooding, mostly near the Ohio River and the middle portion of the corridor near Greasy Ditch and the Northern Ditch. Other areas of concern are identified in green where sewer overflow locations exist, mostly in the northern area near downtown. The historic areas are outlined in light blue to identify areas where redevelopment is not possible and to show the places that should be preserved and highlighted when placemaking.



Why Improvements on Preston are Needed - People Needs

The Social Vulnerability Index identifies vulnerable populations of every U.S. county and tract by using a composite of 15 factors in four themes: Socioeconomic, Housing Composition and Disability, Minority Status and Language, and Housing and Transportation (Source: CDC). The Preston corridor has some of the most vulnerable populations and least vulnerable populations within the City of Louisville. Smoketown, Downtown and Newburg have populations with the highest vulnerability levels. Schnitzelburg and much of the eastern side of Louisville have the lowest vulnerability levels.

Safe, economical, and equitable transportation and land use improvements are needed along the corridor to provide access to jobs, businesses, and housing needed to revamp the most vulnerable tracts while also maintaining the least vulnerable tracts.

Incorporating the KYTC Complete Streets Policy

The following checklist is from Page 38 of the KYTC Complete Streets Manual. It directs practitioners to include appropriate bicycle, pedestrian, and other Complete Streets facilities on streets, roads, or highways when multiple types of criteria are met. ***Preston meets all of the criteria outlined by KYTC.***

- Pedestrian, bicycle, e-bicycle, and/or scooter usage exists along the roadway. This may be determined by the observation of pedestrian or other micromobility(bicycle, e-bicycle, e-scooter, or others as defined in Chapter 5)traffic, evidence of pedestrian activity ("goat paths" or roadside worn travel paths), data collection, Strava heat map data, or through the public involvement process. Public interest in and demand for bicycle accommodations should be determined at the planning and preliminary engineering stages through public involvement.
- A bicycle or pedestrian facility already exists on the roadway.
- Project limits are adjacent to planned or anticipated development of residential subdivisions,commercial, industrial, institutional,public or semi-public use areas, or other anticipated developments within the next 20 years with potential pedestrian or bicycle trips. Planned development may be determined by zoning designations from a local comprehensive land use plan, interviews with local political and economic leaders to gauge anticipated growth in the project area, or the public involvement process.
- The location is identified as an Area of Persistent
- Poverty or a Historically Disadvantaged Community.
- A state, local, or regional adopted pedestrian and/or bicycle network or policy has designated pedestrian and/ or bicycle improvements in the area of the specific roadway project or for that classification of roadway.
- Gaps in pedestrian, bicycle, and/ or e-bicycle connectivity exist between two or more developed areas/ community destinations currently separated by no more than 1.5 miles for pedestrians or 3 miles for bicyclists.
- The street, road, or highway is utilized for transit, particularly for stops and/or stations on set transit routes.
- The street, road, or highway is an identified freight corridor on Primary Highway Freight System(PHFS) or as a Critical Urban or Rural Freight Corridor (CUFC or CRFC) for additional freight considerations for lane and shoulder width or other facilities.
- Public interest in and demand for pedestrian and/or bicycle facilities are determined at the planning and preliminary engineering public involvement stages.
- Current and anticipated user demand for bicyclists and pedestrians should be used in combination with other criteria, and not used as a sole indicator of need for facilities.

"KYTC requires the consideration of Complete Streets Principles on all streets, roads, and highways throughout Kentucky." - KYTC Complete Streets, Roads, and Highways Design Manual

PRESTON
Corridor Plan

PRESTON VISION + ENGAGEMENT 4

VISION

The Preston corridor will be a vibrant, complete street that is safe, comfortable, and accessible for everyone traveling along the corridor. As an equitable economic hub, the Preston corridor will strengthen local businesses, enhance climate resiliency, and support the diverse communities who rely on it daily.

OBJECTIVES

1. Ensure that all voices are heard in the corridor planning process.

The Preston Corridor Plan and subsequent phases of planning and design to reach the vision for Preston must gather public input, reach out to users and neighborhoods, and be done with equity and inclusion in mind. The voices of residents, users, and businesses should guide decision making and help to accomplish the framework established in the CHASE Principles.

2. Build an inclusive vision for the corridor from City to County.

The Preston Corridor Plan must incorporate input from all voices and work toward a future for all users that is equitable, safe, connected, sustainable, connected, and healthy. The vision needs to be holistic in nature from City to County and authentic to each neighborhood along the corridor.

3. Connect communities and economies along the corridor.

The Preston Corridor Plan must find improvements to connect businesses and residents on either side of the corridor, remove Preston as a barrier and create it as a place to bring people and economies together. The focus on connectivity needs to go beyond the corridor edge and into the communities to the east and west.

4. Create safe and comfortable spaces in the corridor for all modes.

The Preston Corridor Plan must identify transportation improvements that are safe and accessible for users of all ages and abilities, and spaces that consider security and experience of all people. Safe and comfortable spaces should be designed in a way that incorporates lived experiences and input from users of all backgrounds.

5. Integrate premium transit sensitively as the backbone the corridor.

The Preston Corridor Plan must identify the right-sized enhanced transit that will meet the corridor's and people's needs, fit within the needs of the business community, and help catalyze places along the corridor. Enhanced transit means identifying ways to reduce the need for single occupancy vehicles and enhance the transit experience and connectivity to stops.

6. Ensure space and operations for local freight mobility movements on the corridor.

The Preston Corridor Plan must limit impacts to the existing freight network while also seeking to limit negative consequences to adjacent communities such as air quality, noise, and other nuisances. Freight mobility must be enhanced for local business and strategies provided to ensure safe connectivity and healthy conditions.

7. Establish infrastructure that will enhance the natural environment along the corridor.

The Preston Corridor Plan must incorporate sustainable infrastructure that can be maintained at minimal future cost, enhance the greenspace and reduce the urban heat island that is realized along the corridor.

8. Define land uses that prioritize people, places, and neighborhoods on the corridor.

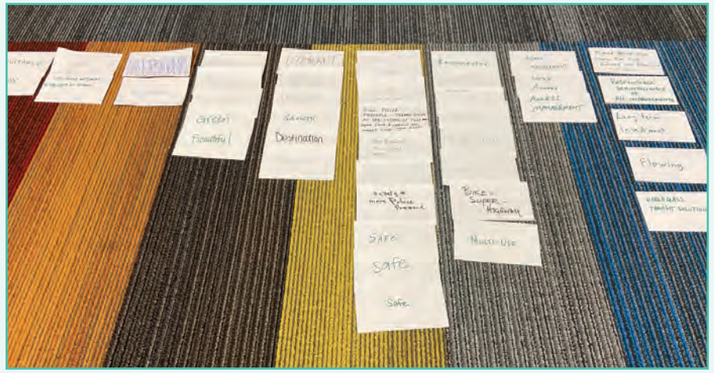
The Preston Corridor Plan must be sensitive to the context and history of the Preston corridor and its surrounding communities. The plan will build on the culture and places along the corridor, acknowledge its history, and look to the future to identify trends and needs for the neighborhoods along the corridor. This process will identify and strengthen existing and emerging nodes of activity, and explore future growth that considers uses that are missing or desired, as informed by our public engagement process.

9. Explore opportunities for growth and infill that uplift the communities along the corridor through economic development and redevelopment.

The Preston Corridor Plan must create a market environment that supports opportunities for equitable development, uplifting and energizing the communities along the Preston corridor. Future growth and infill should build prosperity, growth, and investment that benefit both existing and future residents, business owners, and workers along the corridor. The opportunities should respond to local conditions and needs, while also building on unique desires for each node and focusing on long-term viability.

PRESTON VISION BASED ON PUBLIC INPUT

During the design workshop and the first public survey, the public was asked for words and descriptions of what they wanted Preston to be in the future. The steering committee and CAG were asked series of questions to better understand their desires for the corridor and its experiences in the future. Those ideas formed the vision statement and project objectives. The key words identified by participants are captured in both the vision statement and the objectives - which signified the importance of those themes to be carried through into the recommendations and framework.



Aligning the Preston Corridor Plan to the CHASE Principles

Through discussions with the stakeholders and city staff, we identified the importance of aligning this Preston Framework Plan with the city's CHASE principals - Connected, Healthy, Authentic, Sustainable, and Equitable. We felt these goals aligned with what the community shared they wanted to see on Preston and provided a solid foundation for alignment.

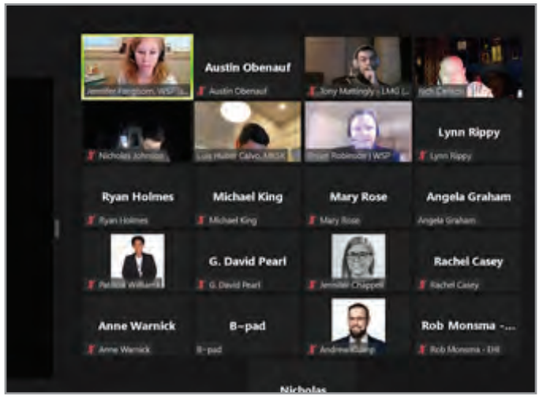
Public Engagement

Engagement, input, and people's lived experiences on Preston were gathered through many different methods. The team was intentional on reaching out using in-person meetings, hands-on workshops, open surveys, visual preference surveys, open ended questions at events, and through listening sessions. All of this input from people who live, work, and move along and through the Preston corridor helped make decisions through the process.

On the following pages, more is shared about the different engagement and input gathering completed during the process and how the input was used to make decisions.

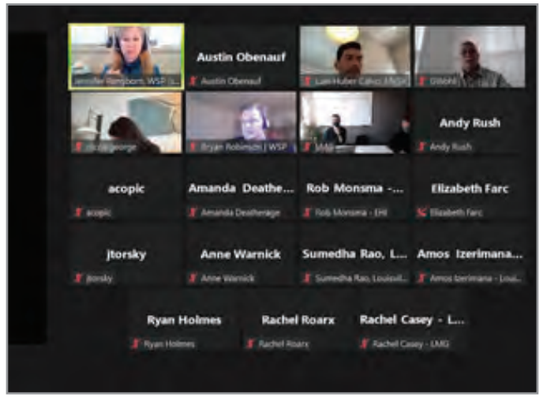
Community Advisory Group

The community advisory group (CAG) was comprised of representatives of local community members living and working along the Preston corridor. The CAG provided valuable input on what the community members want along Preston, specifically helping to provide input on the vision, outreach, and framework concepts.



Advisory Committee

The committee was comprised of representatives of Louisville Metro staff, Metro council members, the city's Office of Globalization, external agencies, and key stakeholders. The committee helped set the vision and objectives for the corridor and provided input on existing conditions, outreach, and on the framework concepts.

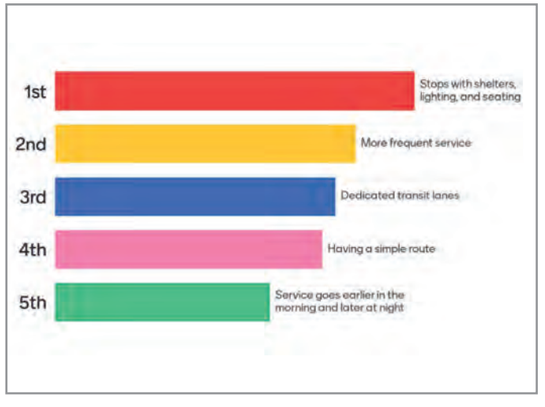


Website

A website was created as a "One-Stop Shop" for stakeholders and participants interested in engaging with the Preston team. As content was created for the Preston Corridor Plan, it was posted to the website to keep an open line of communication with the community and allowing users to provide instant feedback.

Surveys

Three surveys were created to gather feedback as the plan progressed. The first survey was to gather initial input on what is wanted by users of Preston, the second survey was used to gather feedback on initial framework concepts, and a third survey was initiated after the draft plan to gather feedback on the plan itself.



Neighborhood Pop-Up #1 - Community Walk

To address the specific needs of the Hispanic and Latino residents of the Preston corridor, a community-walk was organized on May 11th, 2022, during which the Preston team engaged with Hispanic-owned businesses and community leaders. This approach helped ensure that the Preston Corridor Plan addressed the needs and concerns of the community to improve transportation access and safety for all residents. The project team's decision to strategically engage with the Hispanic and Latino communities to discuss their needs was a commitment to understanding their unique challenges, opportunities, and perspectives. Overall, this type of community engagement effort was a positive step towards building stronger relationships between the project team and the Hispanic and Latino community, which can lead to more successful and sustainable transportation solutions that benefit everyone in the community.

Neighborhood Pop-Up #2 - Preston Area Business Alliance

On May 24th, 2022, a presentation was made to the Preston Area Business Alliance (PABA) including a project update, and upcoming engagement opportunities, with an emphasis on conducting outreach and engagement efforts in a culturally-sensitive and inclusive manner. The presentation covered topics including, the importance of understanding community needs and perspectives, identifying community partners and leaders, developing culturally-responsive communication and outreach strategies, and building trust and relationships between local businesses and the community. Members of PABA were encouraged to engage with local neighborhoods surrounding Preston, in meaningful ways that promote mutual understanding, collaboration, and social responsibility. Attendees offered suggestions to increase minority representation, which included providing bilingual communication, engaging with community members through culturally-relevant events and activities, and ensuring that resources and services are accessible and equitable for all members of the community.

Neighborhood Pop-Up #3 - Preston Pop-Up Stations

The Preston team organized neighborhood pop-up stations on June 11, 2022, to collect diverse community input on the Preston plan. The stations were placed strategically in the northern and central areas of Preston. The morning session, held near Chestnut & Preston, received comments primarily related to transit access and reliability, while the afternoon session, located at the Lynnview Shopping Center, focused on safety and corridor beautification. The day concluded with a public meeting at the South Central Regional Library, allowing for further community engagement on the plan. Participants provided comments on each topic during the respective session.

CycLouVia

CycLouVia occurred on June 5th, 2022 along Main Street in Louisville. The Preston team set up a booth at the Preston intersection promoting the project, hearing a lot of comments on the need for more active transportation infrastructure along the Preston corridor.

Public Meeting #1 - Design Workshop

A two-day intense public design workshop was completed in November 2021. During these two days the design team hosted six pop-up meetings along the corridor to reach out to people and get thoughts on the Preston corridor and invite people to the public meeting and public survey. Stakeholder meetings were conducted that included agencies and tourism and developers. These discussions highlighted constraints and barriers and opportunities and partnering potentials. Two public open houses were hosted over the two days that garnered hundreds of data points. A schematic framework for Preston was created based on input and shared back with the community.

Comments from Public Meeting #1

- *Traffic speeds are high and create an unsafe environment*
- *Please fix the development*
- *Enhanced transit is a must along Preston*
- *Access management*
- *Equitable transportation options*
- *Reconnect Preston at Burnett*
- *Two-way Preston and Jackson to slow cars down*
- *More greenspace*

Public Meeting #2 - Preston Public Events Day

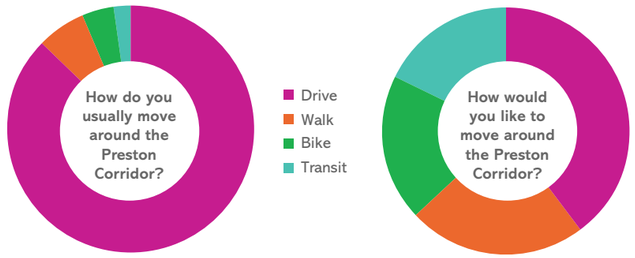
A full day of public events was planned in June 2022 to share out the draft framework and ideas developed and gather input from the public on how they aligned with their needs and get input on other needs. Two pop-up events in the morning and lunch hour were hosted along Preston. Dozens of participants came out to provide thoughts, review the framework, and ultimately ask the team to help make something happen on Preston. That evening a public open house was held to walk through the draft framework ideas and provide a space for people to dive deeper into the ideas.

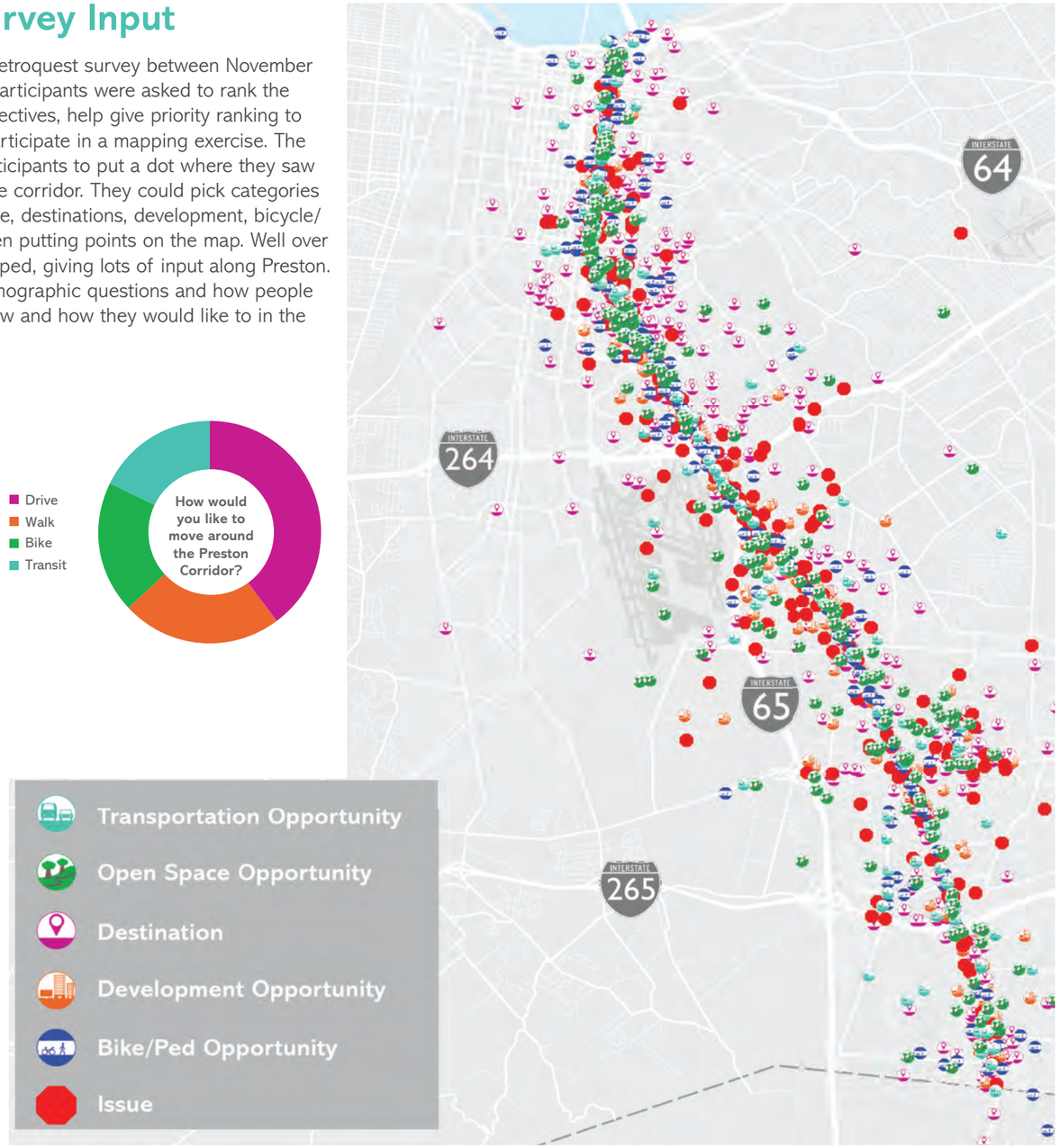
Comments from Public Meeting #2

- *The transit alignment and addition is excellent*
- *Two-way Preston in the north*
- *Lane reductions need to be evaluated for semi-trucks*
- *Sidewalk maintenance would really help*
- *Maintain the local businesses*
- *Thank you for identifying bike and pedestrian needs*
- *We love the ideas of mobility hubs!*

First Public Survey Input

551 participants took the Metroquest survey between November 8 to December 31, 2021. Participants were asked to rank the vision statement, project objectives, help give priority ranking to development growth, and participate in a mapping exercise. The mapping exercise asked participants to put a dot where they saw issues or had ideas along the corridor. They could pick categories of transportation, open space, destinations, development, bicycle/pedestrian, or just issue when putting points on the map. Well over a thousand points were mapped, giving lots of input along Preston. Final questions included demographic questions and how people moved along the corridor now and how they would like to in the future.





Segment 1

- Traffic speeds are high here and ignore crosswalks and signals
- More transit shelters are needed (possibly a design competition?)

Segment 2

- This needs to be a two-way facility to slow vehicles down
- More native flowers and fauna in this area

Segment 3

- The intersections near Eastern Parkway are confusing
- More bicycle infrastructure opportunities should be available

Segment 4

- Enhanced transit would drastically improve this segment
- Reconnect communities

Segment 5

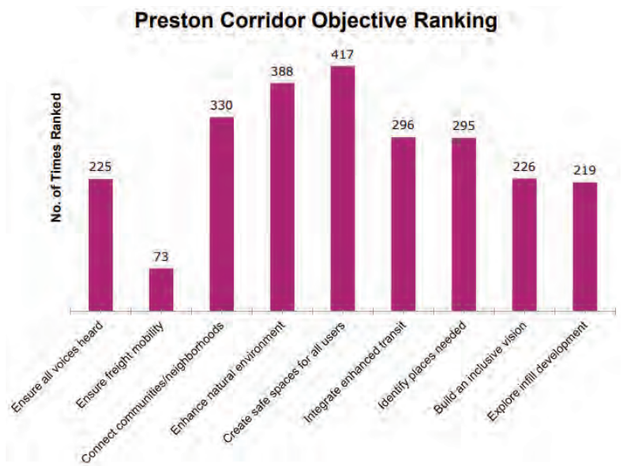
- A lot of vacant buildings near Preston
- Lighting is inadequate for drivers and pedestrians

Segment 6

- A lot of congestion in this area
- We need more safer crossings for pedestrians

Segment 7

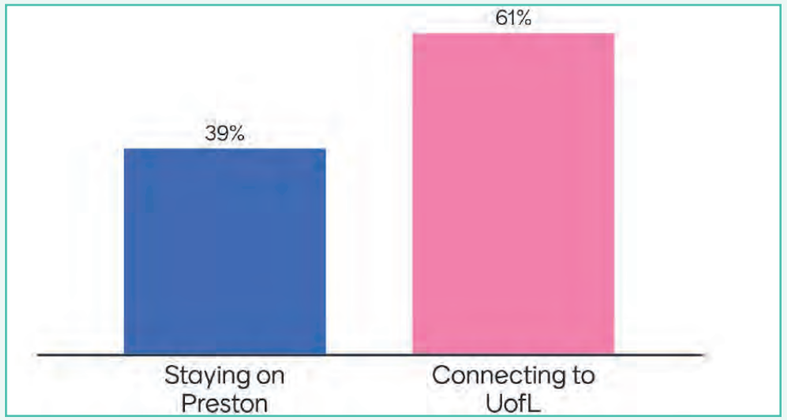
- A lot of empty space and asphalt
- The road is wide and dangerous and divides neighborhoods and communities

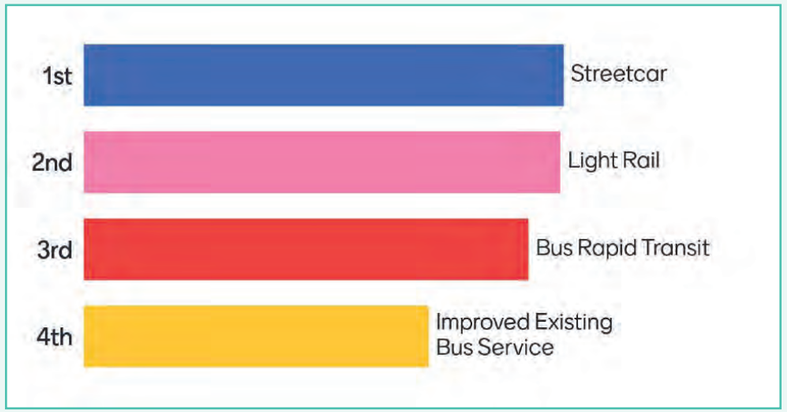


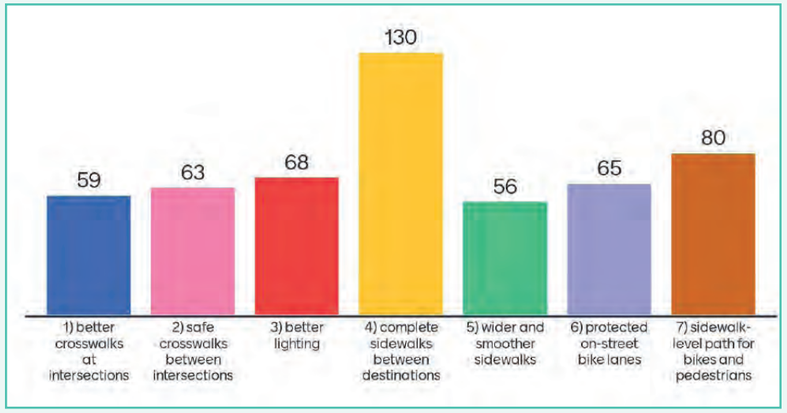
Second Public Survey - Transit Framework

The purpose of the survey was to help the team evaluate the best alignment for the transit framework, knowing that options needed to be created that went around the major barrier at the railroad disconnect. The goal was to identify what the people of Preston wanted and whether the transit alignment should deviate from Preston at any point. The final question posed was to see what kind of amenities or experiences that can be improved for a premium service along Preston.

"We need more transit options to connect people to jobs."
- Public Survey Respondent







How to deviate with purpose if the railroad remains a barrier.

Some questions helped the team evaluate the best alignment for the transit framework knowing that options needed to be created that went around the major barrier at the railroad disconnect. The goal was to deviate with a purpose and the participants helped identify the importance of connecting to University of Louisville. The proposed alignment is similar the Route 27 that is out there today, which serves the campus.

Picking a Transit Mode based on community input and experience desires.

Descriptions of transit modes were explained to include the trade-offs of time, cost, impacts, and service. Participants then ranked modes in the order of their preferences. Streetcar, light rail, and bus rapid transit all ranked relatively equal in the responses. These responses in partner with the other experience questions highlighted that riders want a high quality service that is fixed, dedicated, and celebrates transit.

How to enhance the stations and experience for riders.

Participants were asked questions to better understand what was most important to increase their transit experience and help better connect them to transit stations in the future. These multiple choice questions allowed participants to chose their top three answers. The top responses all had to do with sidewalk and trail connections for walkers and bikers to transit stops as the most important design considerations for the framework plan.

Third Public Survey - Final Framework Vision

Third public survey text will go here.

This page is intentionally left blank for feedback from the third public survey, which will be sent out as a reaction from stakeholders and Preston citizens to this document.

PRESTON
Corridor Plan

TRANSFORMING PRESTON 5

TRANSFORMING PRESTON

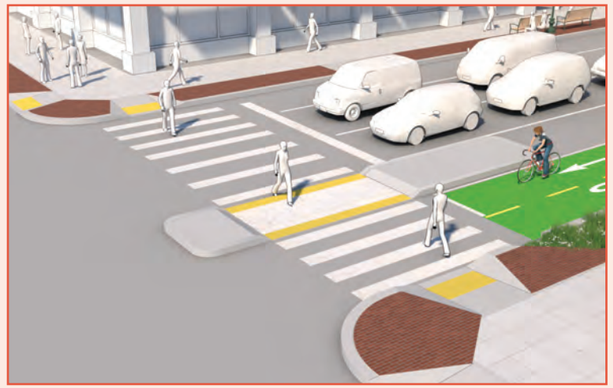
Transforming Preston highlights the improvements desired by the people who live, work, travel, and shop along Preston. Throughout this chapter, overarching corridor improvements will be brought together based on the goals of the study while remaining as consistent as possible with guidance from the KYTC and Louisville Metro Complete Streets Guides. The Move Louisville Plan and Plan 2040's CHASE Principles have provided critical guideposts for this plan. Some of the ideas presented would be relatively new for Louisville; however, all of them have been successfully implemented in cities across the country. This Plan officially states that the designs that follow will, if implemented, achieve the goals set forth by the community for the future of the community. Design challenges and difficult decisions remain to be made, but by approaching the unique challenges along Preston with industry best practices, progress toward a safer, more equitable Preston can be made.

Building on the Louisville Complete Streets Design Guide for Preston

The Louisville Complete Streets Design Guide was created in 2020 to provide typical complete streets solutions that accommodate all users within the transportation network. The third and fourth chapters of the guide give specific solutions for sidewalks, streets, and intersections for each typology existing in or around the City of Louisville. The Preston Corridor Plan utilizes methods from the guide, assisting with appropriate traffic calming measures for certain roadway typologies and other safety mitigation tools to make Preston a safe and equitable facility.

"Bike opportunities should be more available! I find biking on Preston to be stressful and dangerous and skip it usually when possible until I can get to a safer space."
- Public Survey Respondent

The six principles of the Safe System approach from the National Roadway Safety Strategy (NRSS) and highlighted in the KYTC Complete Streets, Roads, and Highways Design Manual.

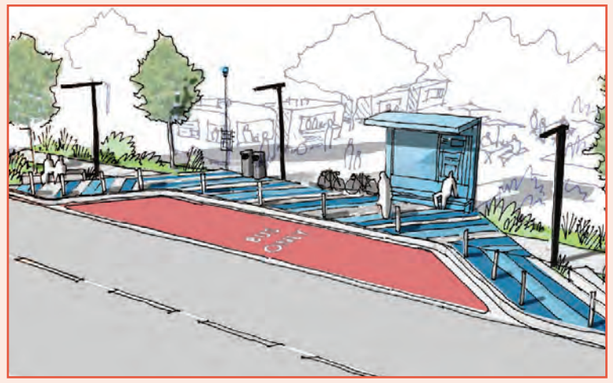


FACILITIES FOR ALL USERS AND MODES

Connecting and building out a safe, usable, and wide bicycle and pedestrian network throughout Preston is a top priority. Creating facilities friendly to all users will bolster development and provide access for everyone as part of the beginning or end of most daily trips. These facilities need to be safe and accommodating as highlighted in the sidewalks section of the Louisville Complete Streets Design Guide.

PREMIUM TRANSIT

Premium transit will help to maximize the potential of Preston through convenient, frequent, and quicker transit options with headways between five and fifteen minutes during peak hour traffic. By having a bus only lane for a significant portion of the Preston corridor, the transit service would have less disruptions from standard traffic congestion. Premium transit aims to complement daily trips over one mile for pedestrians and bicyclists.



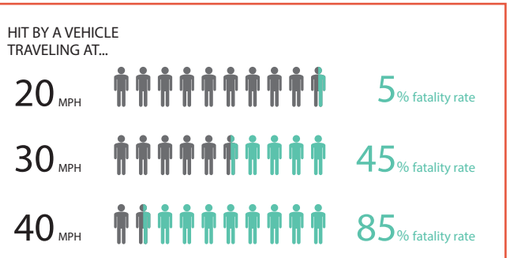
MOBILITY HUBS

Mobility Hubs are more than just transit stops, they come with full accommodations and amenities for transit users who are connecting to their next transportation mode. Mobility hubs are placed in conjunction with premium transit stops, acting as a connection between the transit service and users of other means of transportation. A theme that represents the neighborhood is common to give users a sense of place, combining transit connections and wayfinding to get from one place to another with ease.

CORRIDOR/SEGMENTS

Corridor + Segment Transportation Improvement Tools

Corridor and segment transportation improvements aim to create a safe, efficient, and friendly environment for all users between intersections. The Louisville Complete Streets Design Guide and the KYTC Complete Streets, Roads, and Highways Manual highlight a lot of design improvements to sidewalks, roadways, and intersections. Improvements range from lane reconfiguration to adding other elements such as lighting to provide more visibility to the corridor. Some of the major improvements highlighted through public input for Preston are shown on the right and are generally supported by both Metro's and KYTC's planning guides. The use of specific traffic-calming measures is highly context-specific, and so the project team was intentional and deliberative about what interventions are recommended where. Additional modeling may be required to fully assess opportunities and needs. Maintaining a solutions-oriented approach to the design and engineering stages is critical. In 2013, the FHWA released a guidance memorandum expressing support for flexibility in design and identified the American Association of State Highway and Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), and the Institute of Transportation Engineers (ITE) design guidance as additional resources for the planning and design of safe bicycle and pedestrian facilities..



Reduced Speed Limits

High speeds are a concern along the Preston corridor. Reducing the speed limit can help to slow vehicles down in areas with a lot of access points or pedestrian activity.

Narrow Lanes

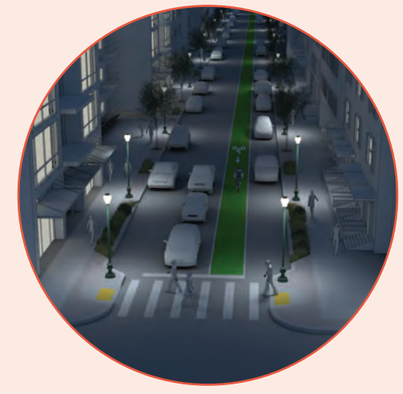
Narrowing lanes are a proven countermeasure to slowing vehicles down as drivers have feel constricted.

Wider Sidewalks

Wider sidewalks will create spaces for people to walk adjacent to Preston and for strollers, joggers, wheelchairs, and bikers where on-street biking is not suitable.

Center Medians

Center medians restrict left turning vehicles and force vehicles to turn around at major intersections, reducing the danger of left turning vehicles while also improving traffic flow. They are a highly encouraged component of a Complete Street by the KYTC Complete Streets, Roads, and Highways Manual.



Lighting

Lighting adds visibility to pedestrians and vehicles during night time and darker conditions.

Bicycle Infrastructure

Bicycle infrastructure adds a safer space for cyclists. As travel speeds increase, a separated facility is recommended. The KYTC Complete Streets, Roads, and Highways Manual has a checklist on the criteria to place bicycle infrastructure.

Access / Conflict Markings

Crosswalk markings at side street and business access points are important to alert drivers and pedestrians of a potential conflict point. The KYTC Complete Streets, Roads, and Highways Manual has crosswalk criteria in Chapter 6.

Combining the Tools to Make a Complete Street Segment

The tools set forth by the Louisville Complete Street Design Guide and selected through the public outreach were brought together to make a complete street. The example to the right highlights an example of what Preston can look like near the Shelby Street intersection. This page acts as a combination of the toolkit to show where different tools are located and their importance in the making of a complete street. The tools, including narrow lanes and road diet, dedicated transit lanes, connected sidewalks, street trees, cycle infrastructure, and enhanced crosswalks combined together to create one complete street.

Access/Conflict Markings

Colored pavement can be utilized either as a corridor treatment along the length of a bike lane or cycle track or transit lane, or as a spot treatment, such as a bike box, conflict area, or intersection crossing marking. Consistent application of color across a corridor is important to promote clear understanding for all users.

Cycle Track

Two-way separated bicycle lanes are physically separated bicycle lanes that allow bicycle movement in both directions on one side of the road. Two-way separated bicycle lanes reduce the detour length for bicyclists by providing contra-flow movement and permitting more convenient and direct routes. Research indicates that two-way separated bicycle lanes are more attractive to bicyclists of all ages and abilities.

Narrow Lanes + Road Diets

The current typical section for this route has two-lanes in each direction and a two-way left turn lane in the middle. By removing one lane in each direction, traffic will be forced into one lane, slowing vehicles down, especially for left-turning vehicles.

Dedicated Transit Lane

A dedicated transit lane has three key responsibilities in this setting: providing a frictionless lane for transit service, allowing business access turn lanes for standard vehicles, and providing a shoulder separation area to enhance safety for cyclists and pedestrians from vehicles.

Wider, Connected Sidewalks

Wider sidewalks provide a safe haven for pedestrians and are compliant with ADA standards, creating a safe and equitable space for all users of the corridor. Paired with pedestrian scale lighting, sidewalks can be safe from vehicles and potential crime during ill-lit times.

Greenspace + Trees

Trees and greenspace provide shade that reduces energy consumption and help to reduce the urban heat island effect that surrounds Louisville, all while creating a pleasant environment. Street trees add as an extension to the street-lined Eastern Parkway just north of this location.

INTERSECTIONS

Intersection Tools the People of Preston Like

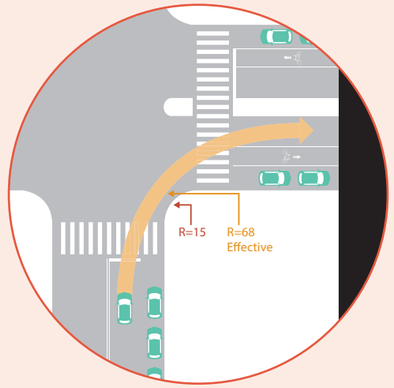
Intersection transportation improvements aim to create a safe, efficient, and friendly environment for all users at or near intersections. The Louisville Complete Streets Design Guide highlights a lot of design improvements to sidewalks, roadways, and intersections. Improvements range from pedestrian improvements to infrastructure changes that slow vehicles down in locations with the highest amount of crashes. Some of the major intersection improvements highlighted through public input for Preston are shown on the right.

"The primary objective when designing intersections and crossings for Complete Streets is to provide a visible, distinct, predictable, and clearly designated path leading to and through an intersection or crossing while managin potential conflicts between all users."

- The KYTC Complete Streets, Roads, and Highways Design Manual, Chapter 6

High Visible Crosswalks

High visible crosswalks are a paint enhancement that stick out to drivers and help to identify locations of vulnerable road users. The ladder or the continental crosswalk design are recommended over standard designs as they provide more visibility and paint.



Remove Channelized Right Turns

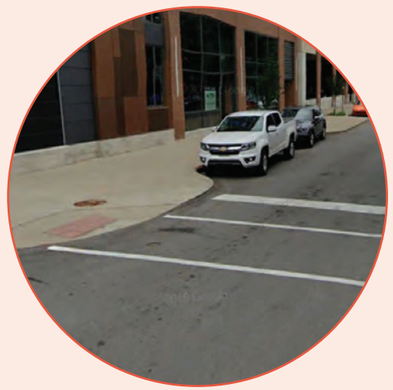
Channelized right turns promote higher speeds by allowing the right turning vehicles to continue driving without having to stop or slow down as much. Removing channelized right turns will slow vehicles down and enhance vehicular and pedestrian safety.

Pedestrian Refuge Islands

Pedestrian refuge islands are added at intersections with a wide footprint, for example the Fern Valley Road or Outer Loop intersections. Pedestrian refuge islands provide pedestrians a safe stopping point when crossing the major intersections.

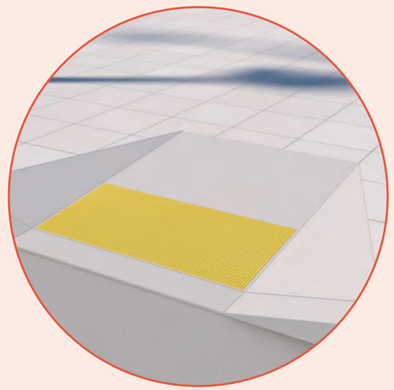
Pocket Parks

Pocket parks are a great use of space, especially when removing a channelized right turn. Pocket parks create a friendly environment and a great place to wait for transit or friends. Placemaking is also an added benefit of pocket parks.



Curb Extensions

Curb extensions help to make pedestrians more visible when attempting to cross the road while also creating a constricted environment for drivers, psychologically slowing vehicles down.



Accessibility

Accessibility is part of the Americans with Disabilities Act (ADA). Curb ramps, reachable pedestrian detectors, and audible crosswalk countdowns are examples of accessible facility features.

Combining the Tools to Make a Complete Street Intersection

The tools set forth by the Louisville Complete Street Design Guide and the KYTC Complete Streets, Roads, and Highways Manual, also selected through the public outreach, were brought together to make a complete street. The example to the right highlights an example of what Preston can look like at the Outer Loop intersection. This page acts as a combination of the toolkit to show where different tools are located and their importance in the making of a complete street intersection. The tools, including dedicated transit, pedestrian improvements, and road reconfigurations combine together to create one complete street.

Median Barrier

A median barrier restricts left turning vehicles from side streets and other access points while also separating traffic of higher speeds and vehicles queuing up at the intersection.

Shared Use Path

Two-way shared use paths are physically separated facilities that allow bicycle and pedestrian movement in both directions on one side of the road. Research indicates that two-way separated bicycle lanes are more attractive to active mobility users of all ages and abilities.

Mixed Traffic Transit + Transit Preemption

Due to the left turn of the enhanced transit service, a dedicated lane is not possible here. Adding transit preemption at the adjacent signal allows the bus to enter the front of the queue and keep transit times on schedule.

Pedestrian Refuge Island

A pedestrian refuge island adds to pedestrian safety for longer crosswalks at major intersections. The pedestrian refuge island also adds to centerline hardening, keeping left-turning vehicles along the correct path to the receiving lane.

Channelized Right Turn Removal

The removal of channelized right turns at Outer Loop aim to slow right turning vehicles down and increase pedestrian safety.

Pocket Park

A pocket park with a placemaking sign add to the curb appeal of a major intersection, specifically highlighting the Okolona neighborhood at Outer Loop.

Mobility Hubs and How They Help Integrate Land Use + Transit + User Experience

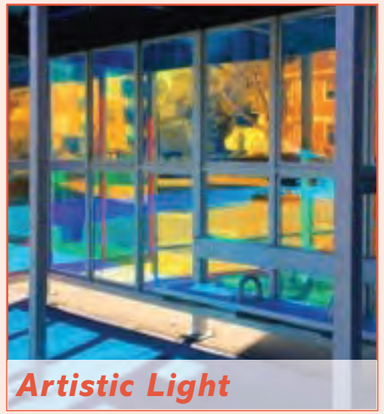
More than just a bus stop, a Mobility Hub is a defining feature of each community and should reflect the unique qualities and characteristics of the site, the adjacent neighborhoods, and local partners. And, although transit amenities play an important role in enhancing the rider experience, a Mobility Hub should be shaped by the voices it serves and build the brand and identity.

Where do Mobility Hubs work best?

Mobility Hubs work best at connections to transit where density and ridership is at its highest. TOD works in conjunction with BRT stations, which are typically spaced approximately one half mile apart. By having a Mobility Hubs at the center of TOD and BRT locations, the user experience is amplified by landmark locations that serve as both transit hubs, but also as a key connection to their destination.

MOBILITY HUBS

Accessible


Artistic Light

Real Time Information


Reclaim Space

Bicycle Parking


Nature

Safety + Security


Scooter Parking


Environmental


Improved Experience

Wayfinding

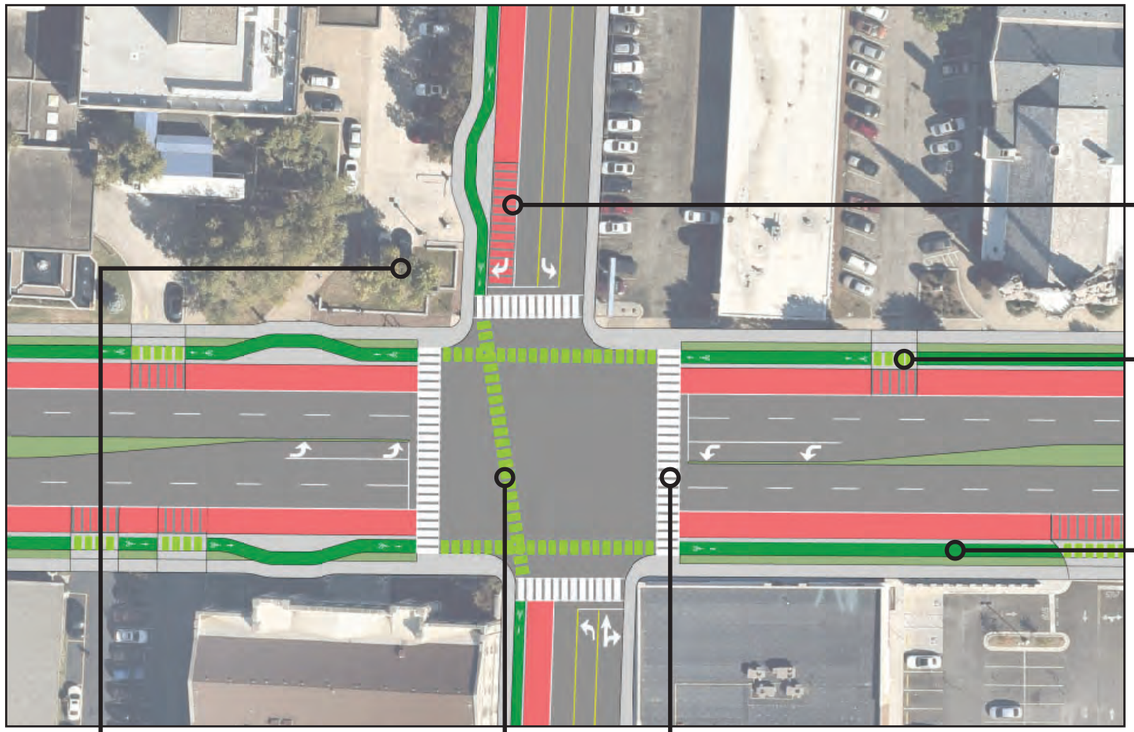

Temporary Programming

Combining the Tools: Segment Improvements, Intersection Improvements, + Mobility Hubs

The intersection of Broadway and Preston is scripted to be a perfect location for a Mobility Hub. Two premium, BRT transit routes intersecting creates an excellent connection point for transit riders, pedestrians, and cyclists.

The northwest corner has the space to include two transit stops with an easy transfer point, as well as a transit stop in the eastbound direction with only one crosswalk to be utilized for a transfer. Other improvements include right and business access transit (RBAT) lanes to help alleviate some turning vehicles, well marked crossings for cyclists and pedestrians, as well as staggered striping at parking lot access points to alert both drivers and cyclists of a potential conflict point, bolstering the safety of this intersection.

A mobility hub could include seating, a station, lighting, wayfinding, and aesthetic and artisitc elements that celebrates this intersection.



RBAT Lanes with Conflict Markings

RBAT lanes remove right turning vehicles from the through lane, allowing traffic to flow more freely and keeping an adequate intersection level of service.

Access/Conflict Point Markings

Access point striping helps bus drivers, cyclists, and pedestrians know of a potential conflict point of vehicles entering or exiting a business or parking lot.

Mobility Hub Location

A Mobility Hub in the northwest corner of this diagram highlights a perfect use for the space, allowing for some of the tools provided on the last page to come together and make a place for people to connect or transfer from one location to another. This locations boosts alternative mobility for both Preston and Broadway users.

Bicycle Crossing Marking

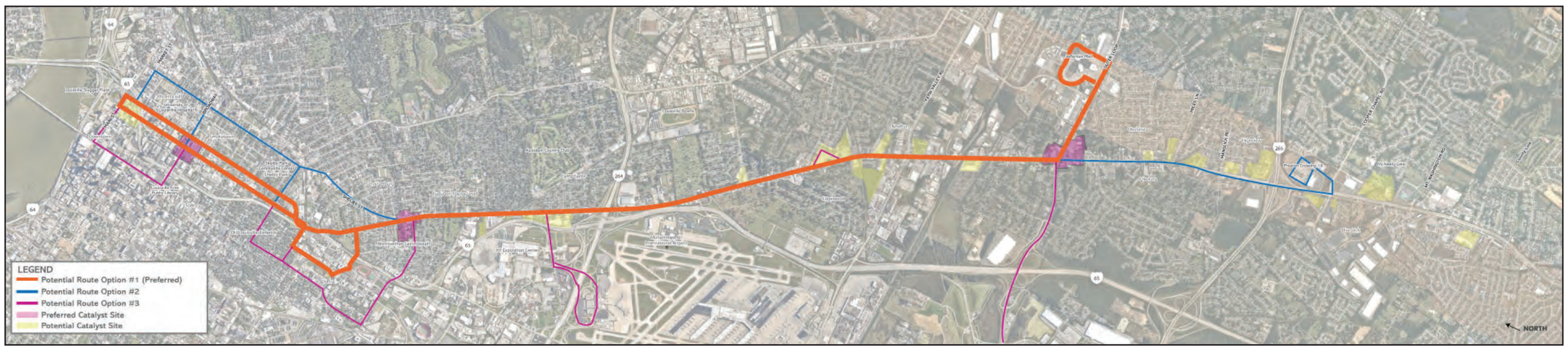
Similar to crosswalks, crossing bicycle striping is identified by bright green hashed paint to provide visibility for cyclists attempting to cross Broadway and Preston. Striping enhances safety while also directing cyclists on the location of the receiving lanes.

Enhanced Crosswalks

Marked crossings are a critical component of a complete street. Crosswalks delineate a clear path for pedestrians, connecting sidewalk segments to create a complete pedestrian network and a more walkable environment. Effective crosswalk striping improves pedestrian safety, enhances visibility of the crossing to motorists, improves motorist awareness and creates an expectation of potential pedestrian activity, and indicates to pedestrians a preferred crossing location.

Cycle Lanes

Bicycle lanes are physically separated bicycle lanes that allow bicycle movement in both directions on one side of the road. Two-way separated bicycle lanes reduce the detour length for bicyclists by providing contra-flow movement and permitting more convenient and direct routes. Research indicates that two-way separated bicycle lanes are more attractive to bicyclists of all ages and abilities.



Drafting the Premium Transit Framework

Three route options were identified through stakeholder and CAG meetings and existing conditions analysis and physical space.

1. The first route, highlighted by orange, kept the transit route on Preston and Jackson as much as possible; with deviations with intention under consideration for the Muhammad Ali International Airport and UPS Worldport, and then ending at Jefferson Mall.
2. The second route, highlighted in blue, utilized Shelby Street in the north and follows the a similar route along Preston in the south, ending at the Jefferson Mall.
3. The third route, highlighted in purple, utilized Preston and 3rd Street in the north to provide access to the University of Louisville, then using Preston in the south with the turnaround at Preston Crossing.

All three options were evaluated and public feedback played a large role in finalizing the premium transit framework and preferred route; which highlighted the importance of the route staying on Preston as much as possible. The largest barrier for the transit network is the disconnect at the E Burnett Ave railroad line. The barrier here acts as both a barrier and an opportunity, as the final transit route can now serve the University of Louisville campus to provide higher ridership along the premium transit route.

Northern Alignment | Railroad Disconnect

The northern alignment looked at three alternatives: staying on Preston Street and Jackson Street, utilizing Shelby Street, and utilizing the ridership numbers of downtown Louisville via 3rd Street and Broadway. The railroad crossing at E Burnett Avenue creates a barrier, forcing all modes of transportation to divert. The diversion forces both option one and option three to travel through the University of Louisville, capturing high ridership of the campus students and employees.

Transit Mode | Ridership Needs + Operations

Transit mode looks into the operations and ridership needs along the corridor. The key employment drivers include Downtown Louisville, the hospital district, the University of Louisville campus, cross connections at Eastern Parkway, the Muhammad Ali International Airport, UPS Worldport, and the Jefferson Mall. Connecting the employment drivers is assisted by the density of people living within one mile of the corridor, enabling the connection between home and work, while also providing access to the commercial zones that act as a mid-point for people running errands and shopping.

Initial review of density, employment, existing ridership numbers, and desire for enhancements led the premium transit mode recommendation to be bus rapid transit.

Catalyst Site 1: Preston & Broadway

Catalyst Sites

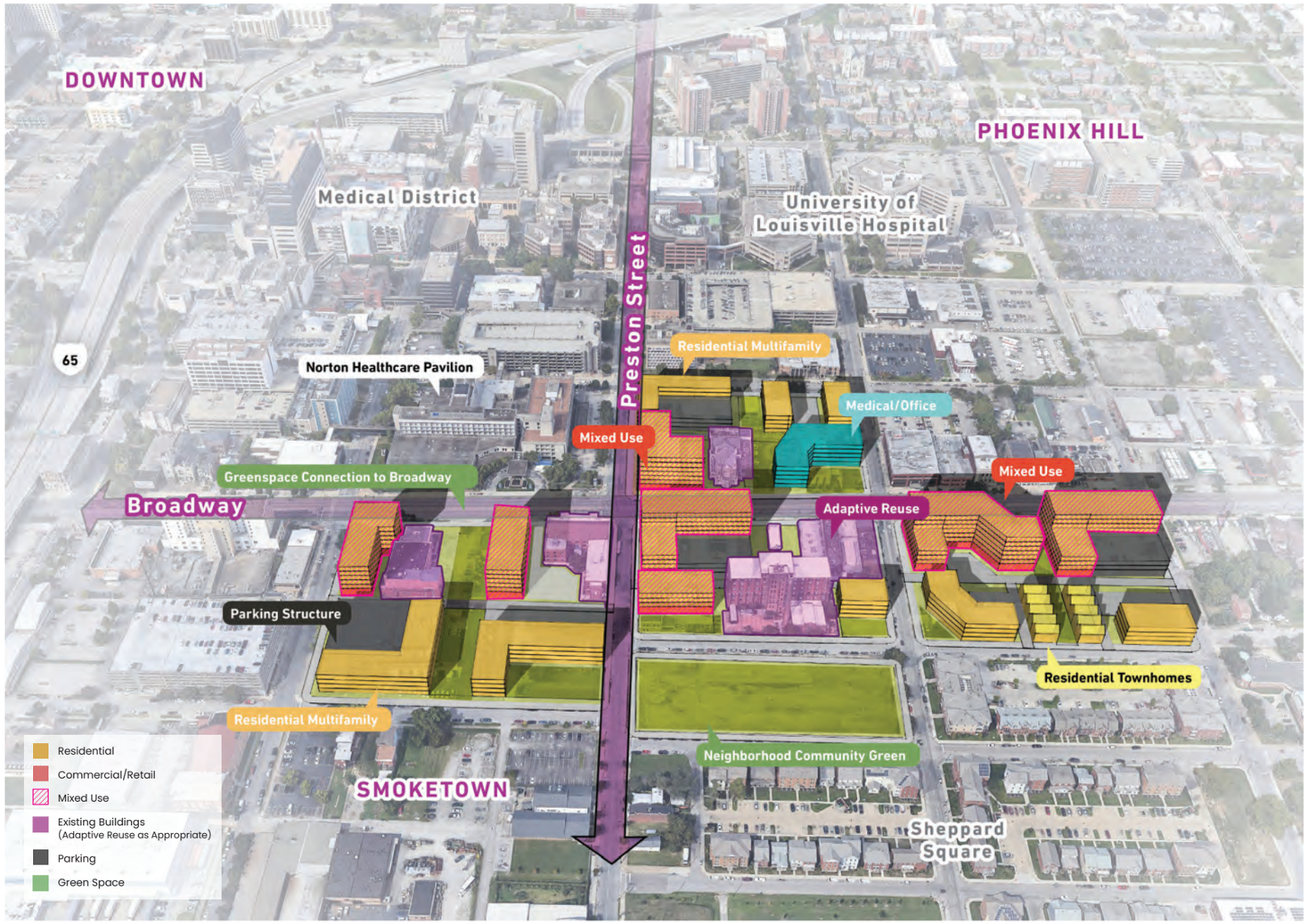
Broadway and Preston connect just east of Interstate 65, as major east/west (Broadway) and north/south (Preston) travel corridors. Both aim to create premium transit corridors with multi-modal transportation and extend through multiple neighborhoods and districts. The Broadway All the Way Plan addresses Broadway as a multi-modal corridor and is part of the long-range transportation plan, Move Louisville. Broadway All the Way notes a lack of mid-day services for the surrounding large employers within this catalyst site. These large employers anchor the corners of the catalyst site with larger developed lots. Mentioned in Broadway All the Way, just outside of the catalyst site along Floyd Street, there is mention of an opportunity for a gateway station that would service hospitals in the medical district and create connections to Route 18.

This catalyst site sits north of the Smoketown neighborhood and south of the Phoenix Hill and Downtown neighborhoods. It is within the envelope of the medical district and University of Louisville Hospital. Broadway and Preston intersect between multiple large footprint uses and employers including Norton Healthcare Pavilion, WAVE3 headquarters and a Louisville Metro Property within the catalyst site. Smaller development with a new CVS and multiple small business uses are located along Broadway extending east and west. Adaptive reuse of older buildings within the site have provided fresh use of older buildings, such as the Lofts of Broadway. The Lofts were a former factory that was redeveloped into loft style apartments. Below the Lofts, there is a large vacant lot that sits on the southern border of the site opposite to the WAVE3 headquarters.

Zoning within the catalyst site is primarily Commercial, with some Business/ Office to the northeast and residential to the southeast. The form districts within the catalyst site are Downtown (DT) to the north, west and east with Transitional Neighborhood (TN) to the south.

During the engagement process, many commented that community and public space was vital the community and was a need within the area. Some pocket green spaces can be seen on the existing site, but there is a lack of central greens to connect the neighborhoods. It was noted, that in this area many buildings are under-utilized but still viable and reuse would be important to the historic character of the area.

Catalyst Site 1: Preferred Concept



Catalyst Sites

The concept for Preston and Broadway infills linear green spaces connecting retail, institutional, office and residential uses along the corridor.

This concept concentrates mixed use and adaptive re-use along Broadway with medical and office uses intermixed on the north side of Broadway. Building heights are taller toward the center of the site along Broadway and Preston where higher intensity uses are concentrated and step down along the Smoketown and Phoenix Hill neighborhoods. Residential multifamily and townhomes border the site, creating a residential band along the neighborhoods.

This concept plan recommends linear green spaces to connect and create open spaces ranging from courtyards to neighborhoods community green space. Along Finzer street, a large community green space creates a new neighborhood amenity for the Smoketown neighborhood. These green spaces allow for open space that provides walkable and recreational areas for residents, employees and site visitors.

High Density
(75+ dwelling units per acre)

Likely 3 to 8 Stories with structured garage parking.

Mixed Use encouraged with strong street presence.

Active ground level uses on primary and side streets.

Small urban plazas or pocket parks integrated with new buildings.

Adaptive Re-use of historic buildings.

Catalyst Site 2: Preston & Eastern

Catalyst Sites

Preston intersects with Eastern Parkway and Shelby Street, north of Watterson Expressway and east of Interstate 65. Shelby Street runs northeast/south and Eastern Parkway runs east/west. The intersection of these three travel corridors creates a difficult intersection as separated north/south travel lanes are split. Division of these lanes creates lots within the center of the travel lanes with access difficulty. This node of Eastern Parkway has a lineal park like quality, with greenery lining the edges. The parklike quality of eastern demonstrates the transition between suburban and urban within the site.

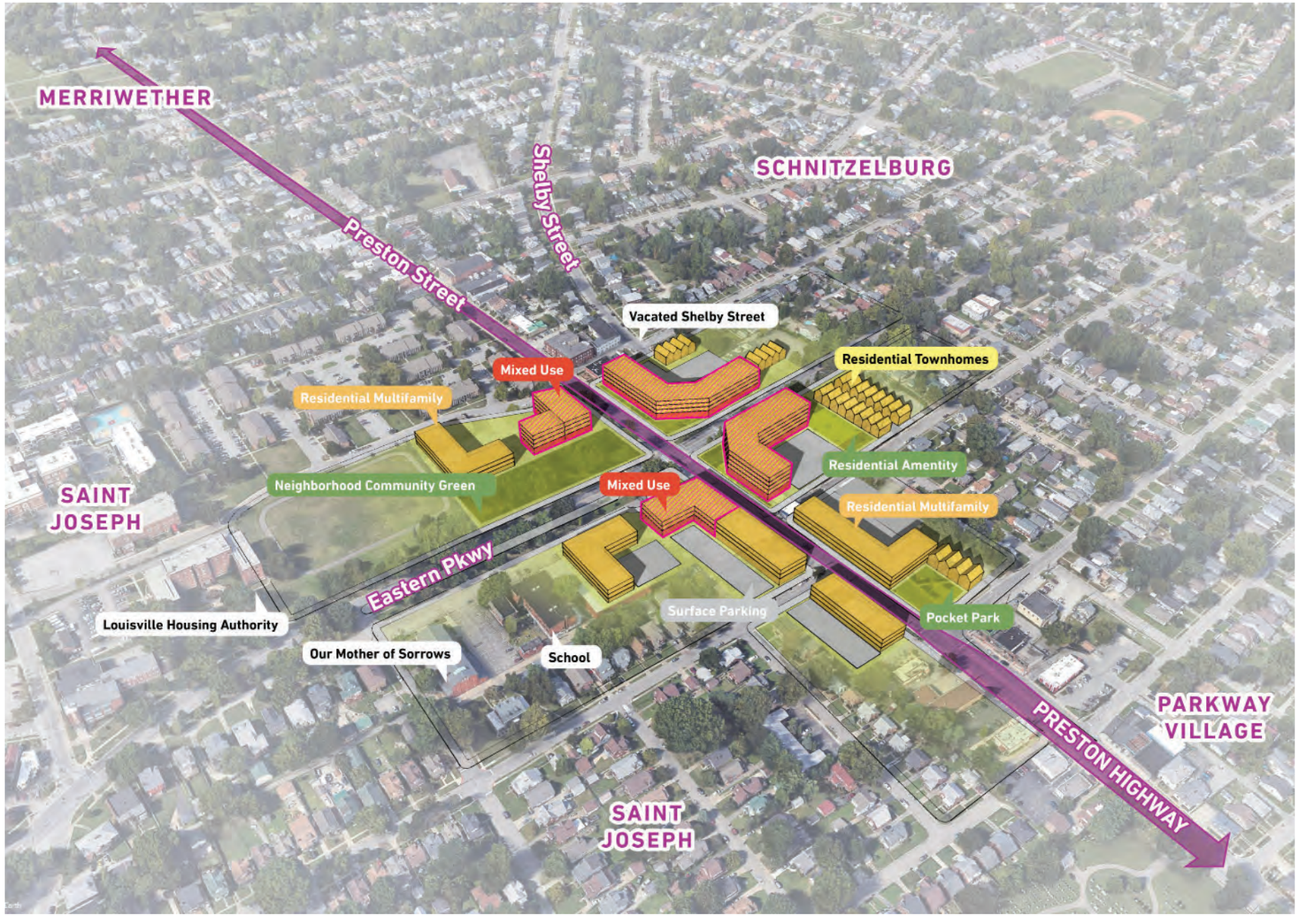
This catalyst site while seemly urban in topology is a suburban node within the urban setting. The site sits between four neighborhoods, Merriwether, Schnitzelburg, Saint Joseph and Parkway Village. Connecting multiple neighborhoods, it has the potential to create a neighborhood center. Large open spaces and multiple vacant sites surround the intersection and with potential opportunity areas for neighborhood connections. Neighborhoods are more connected with the corridor as they sit closer and have direct connections to both corridors.

The site has suburban development on the northeast corner of the site, bordered with residential. Along the northwest, the site transitions into more residential and open space, with student apartments and a neighborhood treasured green space. South of Eastern the site has more vacant properties and one-story commercial as as Shelby and Preston meet and continue south.

Zoning along Shelby and Preston is primarily Commercial with surrounding residential and a small pocket of business/office. The form districts follow a similar pattern as the zoning with Traditional Market Place Corridor (TMC) following Preston and Shelby and Traditional Neighborhood (TN) to the north, east and west. The Neighborhood (N) form district sits to the south east of Eastern.

During the engagement process, community members wanted greener spaces and to maintain the neighborhood like qualities that make areas walkable and pedestrian friendly. This is reflected in the concept plan with more green area and community spaces along eastern connecting the neighborhood and making the corridor more pedestrian friendly.

Catalyst Site 2: Preferred Concept



Catalyst Sites

The concept for Eastern and Preston vacates portion of Shelby Street to allow for a greater amount of development near the intersection of Eastern and Preston. With this section of Shelby Street vacated, mixed use and green space infills the vacated street promoting pedestrian friendly development. Mixed Use borders the intersection of Eastern and Preston with a slight increase in height, creating opportunities for transit amenities. This create opportunities for ground level street activation and neighborhood-centered commercial.

Townhomes and apartments connect to the surrounding neighborhoods with pocket parks spread throughout along the edges of the site. Multifamily residential borders the neighborhoods providing a softer transition to the intersection where mixed use borders the four (4) corners creating a neighborhood commercial zone with a large neighborhood community green. With multiple neighborhoods coming together at this intersection, the neighborhood community green creates opportunities for neighborhood connections and allows for increased green space connectivity. This concept is focused on the connection of neighborhoods through community spaces and mixed use development.

Medium to High Density
(45 - 55 dwelling units per acre)

Likely 3 to 5 Stories with structure parking garages, single-story decks, or screened surface lots.

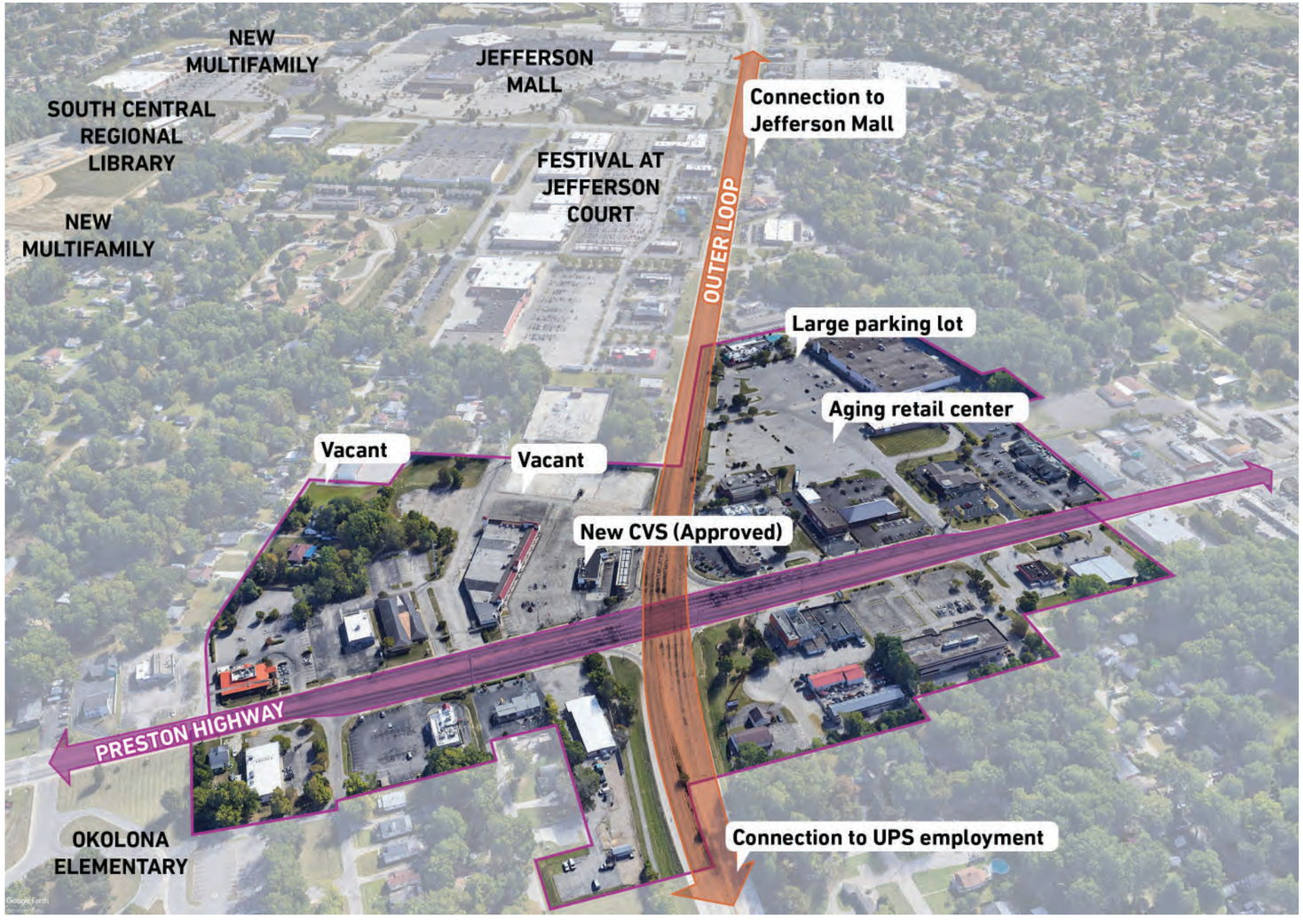
Mixed Use likely on primary streets with residential or office nearby.

Active ground level uses on primary streets or green spaces.

Community greens or pocket parks integrated with new buildings.

Adaptive re-use of historic or underutilized buildings.

Catalyst Site 3: Preston & Outer Loop



Catalyst Sites

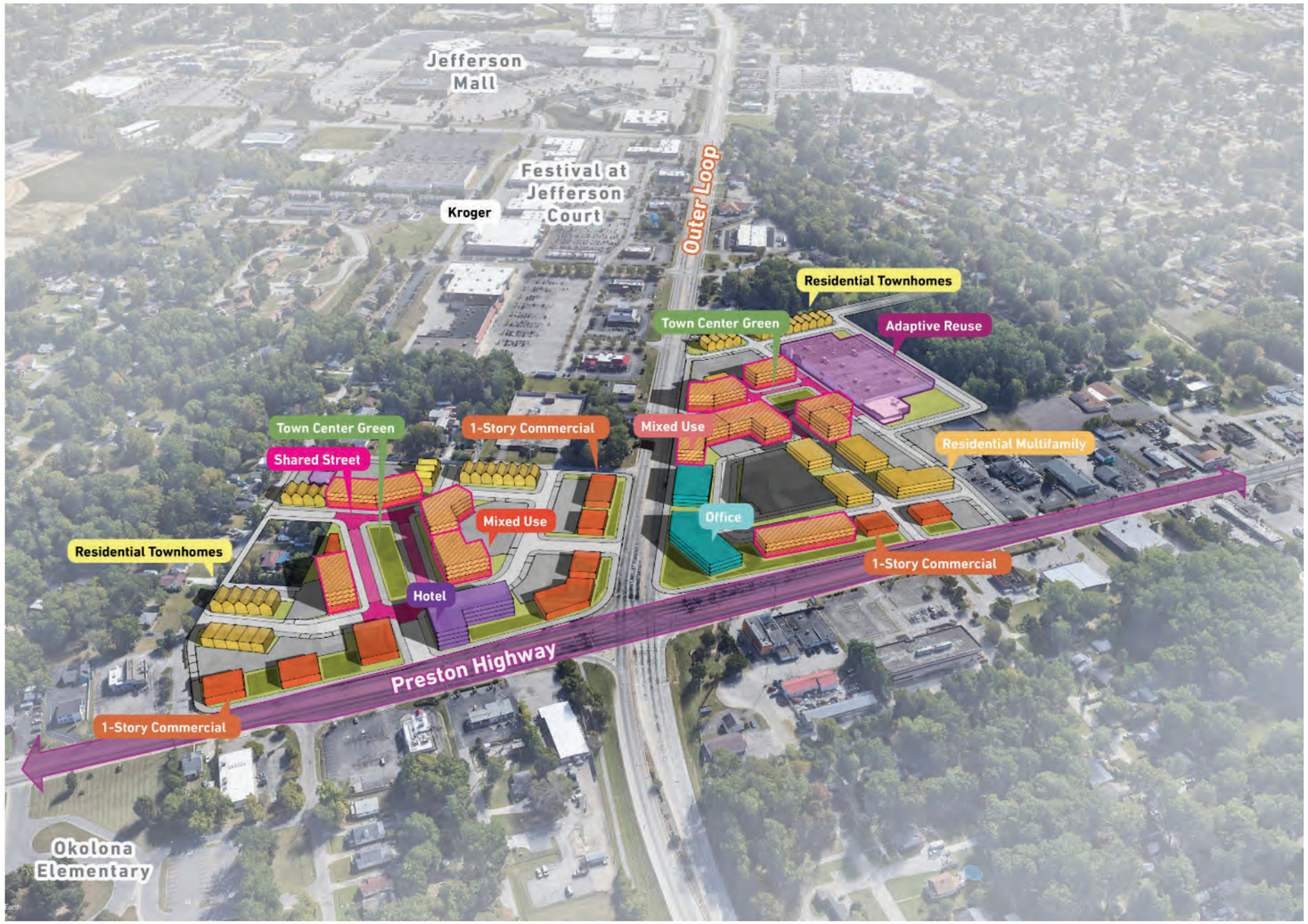
Preston and Outer Loop connect north of the Gene Snyder Freeway in Okolona. Outer Loop runs east/west as a suburban arterial connecting regional destinations, from Jefferson Mall to UPS. Preston runs north/south intersecting Outer Loop. Aging suburban, vacant buildings and large parking lots border the corridors, creating division. Greenery is lacking as buildings and parking lots abut against Outer Loop and Preston Highway. The corridor separates residential and commercial uses, creating a large divide and lack of connection between neighborhoods.

Much of the catalyst site is surrounded by suburban and regional commercial. Both of which have large footprint building setback from the right-of-way with parking directly in front. Many of the buildings within this area do not have direct street access, as parking lots and drive aisles border the corridor in front of these buildings. Residential connects on the back sides of the commercial areas along the north and southwest. Greenery increase in these areas, often creating buffers between the suburban commercial and the residential areas. New multifamily residential is located north of the Jefferson Mall and centered around the South Central Regional Library. Okolona Elementary sits just northwest of the intersecting corridors. Residential in this area while border the commercial, is disconnected from the corridor itself as it tries to create buffer zones between uses.

Zoning along Outer Loop and Preston is centered around commercial directly along both corridors and extending into residential on all sides. Some business and office is spread throughout. Form Districts follow Suburban Marketplace Corridor (SMC) along Preston and some of Outer Loop. Regional Center (RC) is also prominent along Outer Loop, informing the suburban nature of this catalyst site. Surrounding both form districts is the Neighborhood (N) district. Notably this site also sites within a floodplain south of outer loop and directly through Preston in the area.

During the engagement process, community members noted increased traffic within the site, the need for additional green spaces and a want for more residential within the site area. This concept addresses the need for more green spaces, while creating a blend of residential and mixed use through new town centers that promote community connection through central green spaces.

Catalyst Site 3: Preferred Concept



Catalyst Sites

This concept creates new town centers, walkable and shared streets and mixed use developments around new green spaces. One-story commercial and small greens border Outer Loop and Preston, extending the existing commercial corridor. Mixed Use sits further back and faces inward toward the central green spaces creating inviting neighborhood scale town centers. The town centers create community recreation and open space amenities. To the south, a shared street borders a town center green, creating an additional community amenity to connecting to the neighborhood through a pedestrian oriented shared street.

To the north, an office with surrounding green space anchors the corner of Preston and Outer Loop. Pockets of green connect the office space to retail and mixed use development. Mixed use infills in the former surface parking lot and existing buildings are reused creating a new town center. A town center green sits between the mixed use and adaptive reuse site, offering connection through a green space between the town center and the neighborhood. Surrounding the edges of the sites, townhomes transition to the neighborhoods along the corridors. Multifamily residential borders the edges of the site, stepping down in height to blend into the neighborhoods and increases height toward the town center to support the transit hub.

Medium Density
(15 - 45 dwelling units per acre)

Likely 1 to 5 Stories with single-story decks, or screened surface lots.

Mixed Use likely on primary streets with residential nearby.

Active ground level uses on primary streets or green spaces.

Community greens are used as organizing elements.

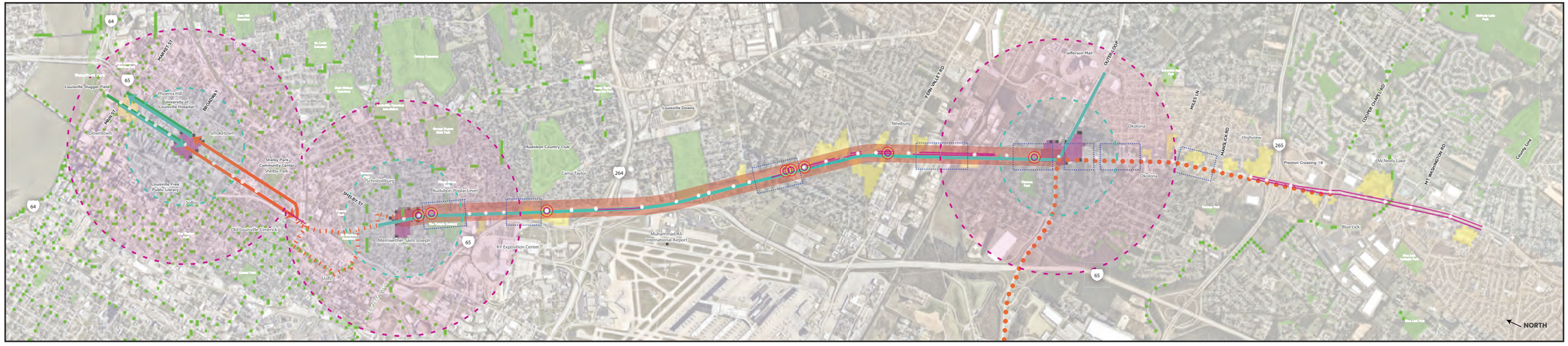
Master Planned phased development to address fully leased or underutilized commercial.

PRESTON
Corridor Plan

PRESTON SEGMENT FRAMEWORK

6

Preston Segment Framework



- Bus Only Lane
- Right Turn + Bus Only Lane
- BRT Mixed Traffic
- Future BRT Potential
- Sidewalk Connection
- Crosswalk Needed in Zone
- Existing Bicycle Network
- Park
- High Crash Intersection
- Intersection Improvements
- High Crash Area
- Catalyst Site
- 1/2 Mile Catalyst Buffer
- 1 Mile Catalyst Buffer
- Potential Catalyst Zone

The Future Preston Corridor

In order to meet the needs of the communities along Preston, it must become a safe, complete street. The figure above brings together the tools highlighted in the "Transforming Preston" section, showing how potential transportation improvements and land use, can unite into an identity and sense of place for the corridor moving forward. In addition to Bus Rapid Transit (BRT), the overall plan is to decrease speeds, decrease unsafe turning movements, and provide safer crossings for alternative mobility users, focusing improvements on the most vulnerable users. Bicycle and pedestrian infrastructure, paired with dedicated premium transit service will boost the number of people being moved along Preston, not just the number of cars, and connect people to their destinations, whether along Preston or along routes intersecting Preston.

What does Preston Segment Framework mean?

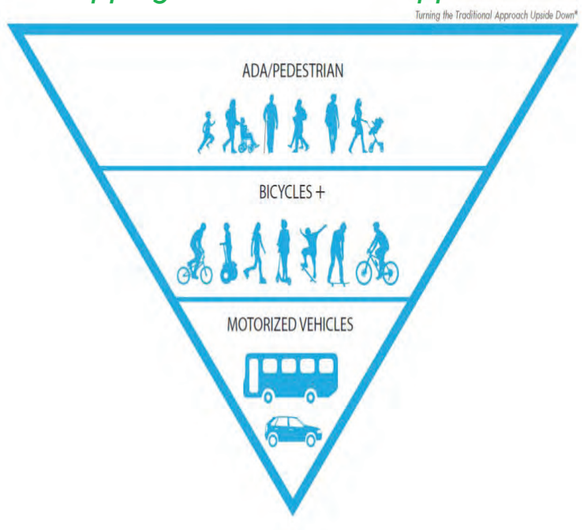
The Preston Corridor Plan is a conceptual document that outlines a conceivable vision for the future of the Preston corridor as the community would prefer it to be. It relies upon the strategies and tools outlined in the various complete streets manuals to ensure that the proposals that follow are reasonable, if still relatively unique in Louisville and Kentucky more generally. The recommendations are supported by industry best practices that have become commonplace in cities around the country. Providing people with safer, more useful, more equitable transportation options was one of the most important messages heard by the project team, and therefore they are prioritized throughout this plan. Future transportation studies, designs, and construction along the corridor should, to all extent possible, advance the ideas within this document.

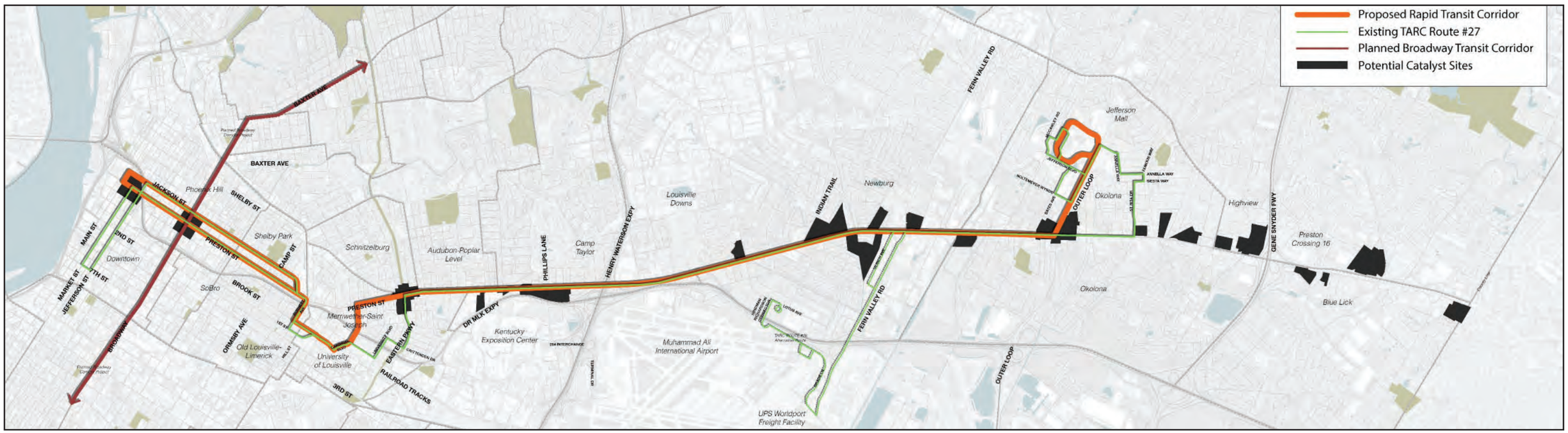
Transportation Improvements

The transportation improvements, shown on the map above, bring together complete streets tools to transform Preston. As identified in the existing conditions section, the middle of the corridor has most of the safety challenges, specifically at intersections and locations without crosswalks.

In addition to BRT, the plan aims to save lives by decreasing speeds, decrease unsafe turning movements, and providing safer crossings for pedestrians, cyclists, and micromobility users. The triangle on the right is a diagram showing how design decisions were prioritized in the creation of this plan. The most vulnerable roadway users have been considered first, followed by the ones who are both least vulnerable and the most likely to cause potential harm to others. As growth continues to occur in our community, we must find ways to move more people along our roadways. Private vehicles, which are becoming larger, are the least space efficient way to move people along our rights-of-way. Giving people other options, such as safe, comfortable sidewalks and bicycle facilities as well as useful BRT service will allow Preston to move significantly more people than it does today at a fraction of the total cost of preparing for and requiring future travelers to drive out of necessity.

Flipping the Traditional Approach





Bus Rapid Transit

To meet the needs of the community, the project team has identified Bus Rapid Transit as the preferred premium transit option for the Preston corridor. It is a more flexible and affordable transit option than rail-based transit while still offering quicker, more efficient, more attractive service. BRT has the potential to support and spur land use changes around stations, and the various technologies that make BRT successful can be strategically deployed to provide the best multi-modal level of service possible. Traffic analyses were done to ensure that the proposed elements would not have out-sized impacts on vehicular traffic along the corridor. The map above shows the preferred route for BRT to be further explored. Given that federal dollars will be needed to realize the transit recommendations of this plan, at least 51% of the identified BRT service area needs to have dedicated lanes. Given the space required to build gold-standard BRT, any future BRT service will have to operate on both Preston and Jackson. Heading north on Preston and South on Jackson as the Route 28 Bus does today. This does not necessarily preclude the two-way conversion of Preston or Jackson. Responding to public feedback, ridership considerations, and the barrier posed by the railroad tracks at Burnett/Hill, the project team suggests that Preston BRT deviate from the corridor just once to serve U of L. The service would terminate at the Jefferson Mall, a regionally significant shopping district. Future crosstown transit routes or other on-demand micro-mobility transfers may be centered around the BRT's southern terminus making it a key link in the future of Louisville's transit system. Additional service or new connections to the south towards Preston Crossing and to the west to the UPS Worldport may be explored by future plans and studies. Specific mobility hubs were not identified during this study and will need to be determined through a future traffic and ridership analysis study.

Benefits of Bus Rapid Transit

Bus Rapid Transit has numerous benefits ranging from a higher frequency to a higher efficiency. Generally, Bus Rapid Transit, which is in operation in cities like Indianapolis, Cleveland, and Richmond, Virgina, provides riders with rail-like service at a fraction of the price. The list below highlights some of the major benefits of BRT along Preston.

- Fast, frequent stops to major destinations
- Unlocks new development opportunities
- Flexible route
- Lower cost than rail transit
- Decrease emissions per capita over time
- Convenient stations with amenities similar to streetcar stations

Segment 1: Waterfront Park to Broadway

Transit

Adding a bus-only lane from Main Street through the end of Segment 1 provides unimpeded bus service through the heart of the hospital district, an employment driver for Louisville and a major destination of transit riders. By having a bus-only lane on Preston and Jackson, the BRT service would provide access in both the north and south directions and mobility hubs would be created at nearly half-mile intervals for a faster, more efficient route.

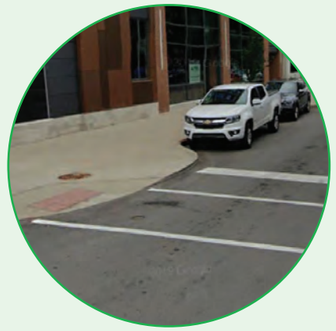
Bicycle + Pedestrian

Some bicycle facilities exist along both Preston and Jackson within this segment. Filling the gaps would create a better connected bicycle network between the planned Main Street and Broadway bicycle facilities and the Louisville Loop in Waterfront Park. Due to space constraints, a bicycle facility would have to either share a lane with the transit service or a parking lane would need to be removed. Pedestrian improvements for this section include curb bumpouts for crosswalks around street parking, while intersection improvements consist of centerline hardening, and filling the sidewalk gap at the I-65 interchange.

Enhanced lighted is needed along Preston and Jackson, especially for pedestrians and at conflict points between vehicles and bikers. Lighting and emergency lights should be included at any mobility hubs and transit stops. Raingardens and greenspace should be incorporated into the street design for stormwater runoff.

Vehicles

To keep an adequate traffic level of service, two travel lanes are needed on both Preston and Jackson, unless a traffic impact study shows how vehicles can use parallel routes and keep the system running well. By minimizing the travel lane to ten feet, the tighter lane width will create a narrow window for drivers and the constriction will make drivers slow down, adding to both vehicular and alternative mobility safety. Ten-foot lanes will still be wide enough for truck accommodation and allows for deliveries in the area. Delivery zones can be added to restrict passenger vehicles from certain parking areas and create space for local business delivery.

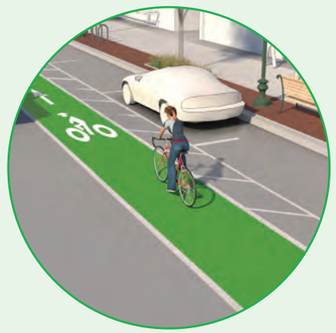


Curb Extensions

Enhanced Crosswalks

Bus Rapid Transit Lanes

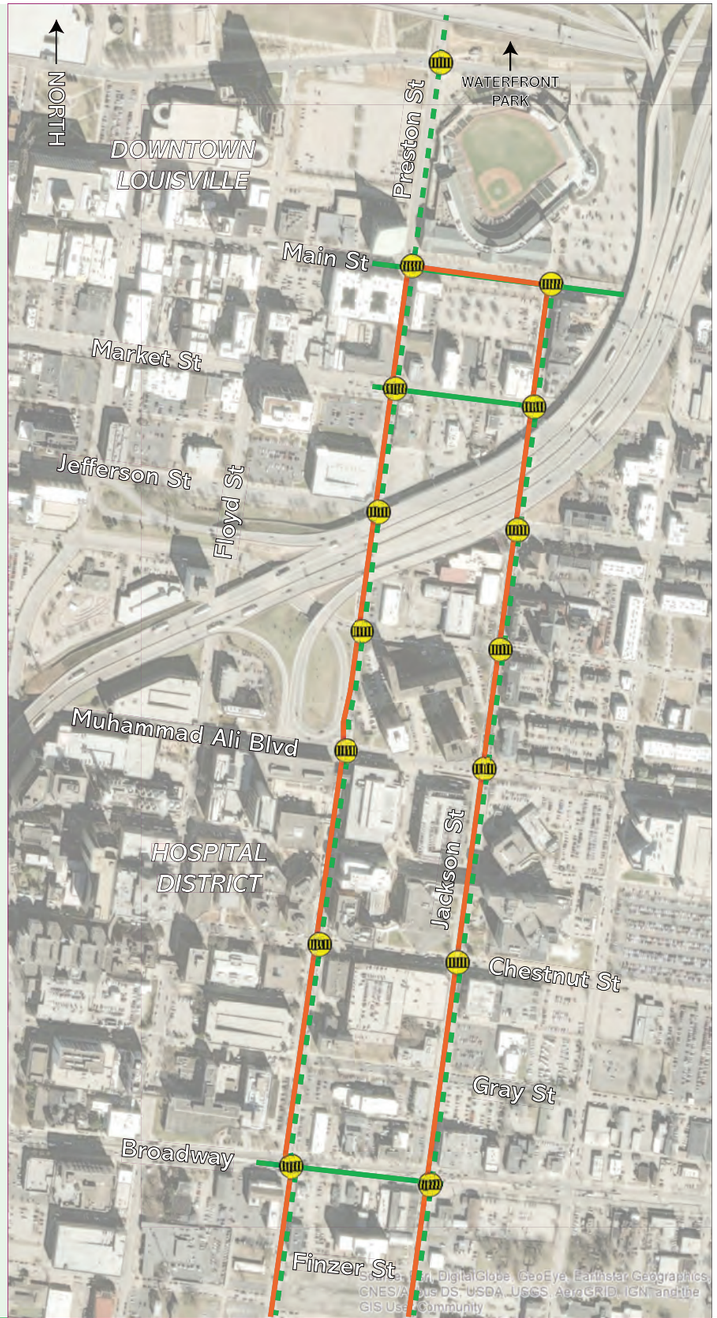
Bus Shelters



Bike Infrastructure

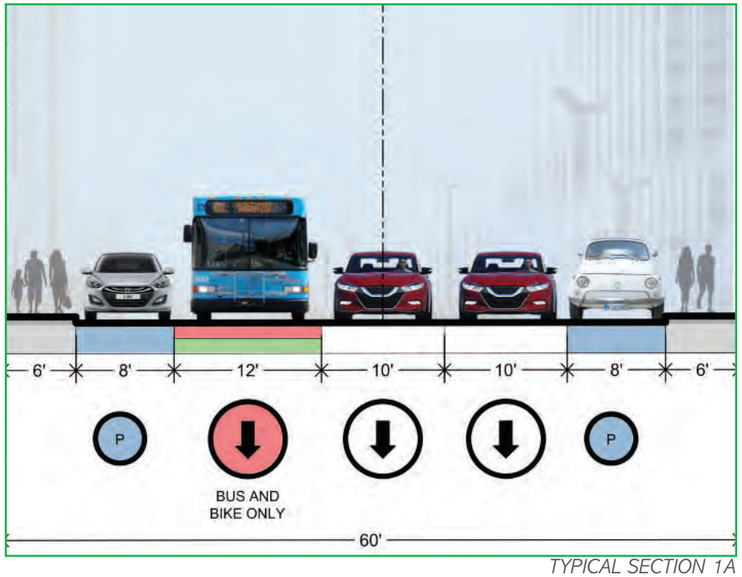
Raingardens/Greenspace

*Some of the tools that should be incorporated into this segment, though the list is not all inclusive.

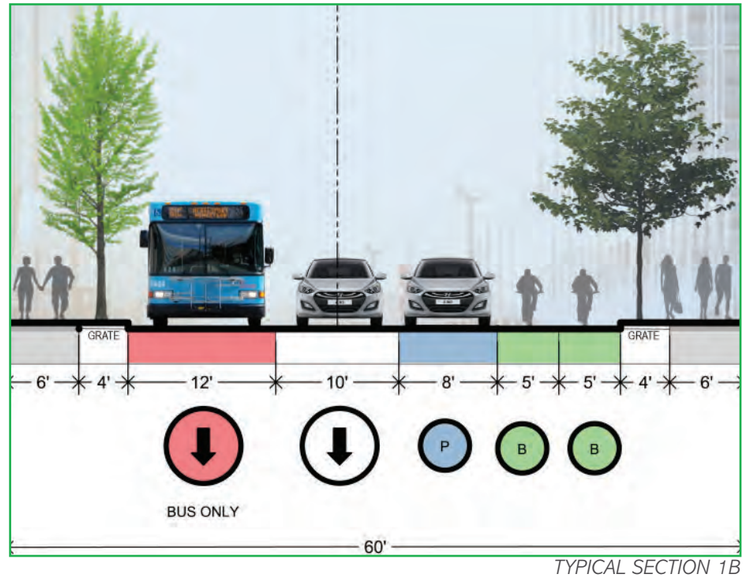


Segment 1 Possible Typical Sections

This urban segment of Preston holds a lot of opportunity for transportation improvements. Three potential typical sections were created to show what the Preston and Jackson corridors could look like given each stays one-way and is 60 feet wide. The first section keeps both vehicular travel lanes and on-street parking, as that was emphasized throughout this study by stakeholders and the public outreach. To add a transit-and-bike-only lane, the travel lanes must be thinned to ten feet and the sidewalks reduced to an urban minimum of six feet. The second typical section, 1B, provides a different look by removing one vehicular travel lane and parking lane, which would provide the segment with a two-way bicycle facility and keeping the existing street trees, allowing for a more walkable and bike-able area. Typical section 1C shows a two-way conversion with a trade-off zone highlighted to show where a further study would be needed to identify the utilization for the five feet in green.

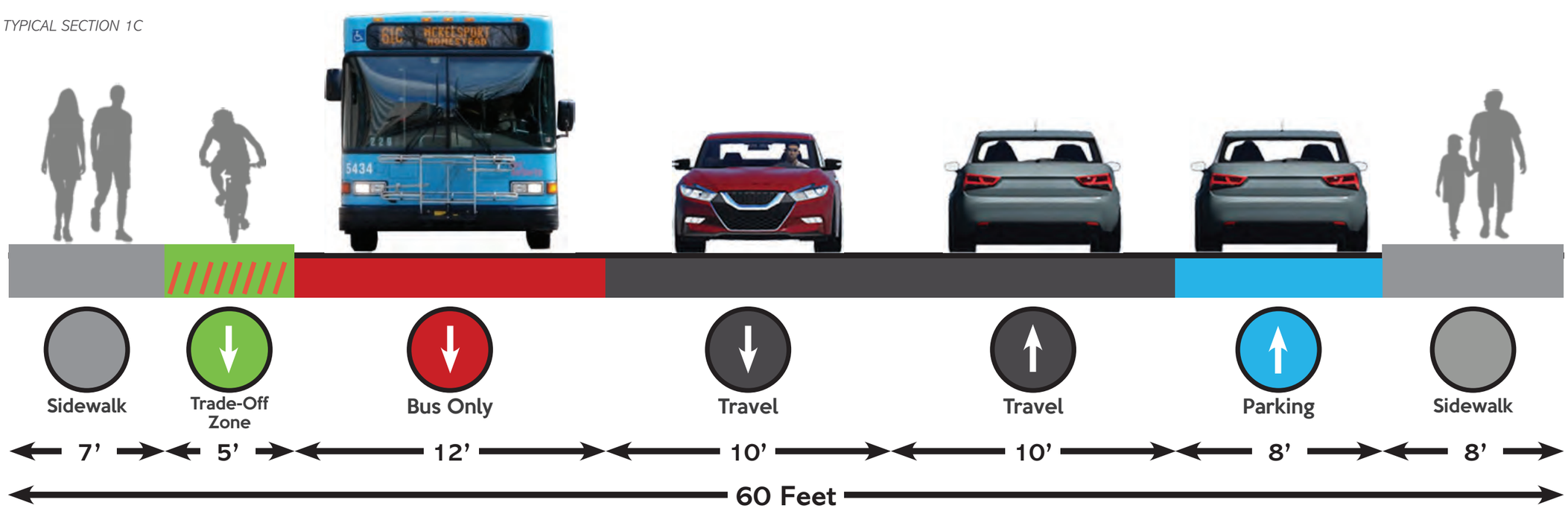


TYPICAL SECTION 1A



TYPICAL SECTION 1B

TYPICAL SECTION 1C



Segment 2: Broadway to Railroad Tracks

Transit

Adding a bus-only lane from Finzer Street through the end of Segment 2 provides unimpeded transit service through the heart of Smoketown and Shelby Park, two vital and vibrant neighborhoods. A bus-only lane or bus-and-bike-only lane is important to provide a congestion-free path for TARC service. Bus lanes are necessary in this segment if 51% of the service is to operate in a dedicated ROW (a requirement for Federal Transit Administration Funding).

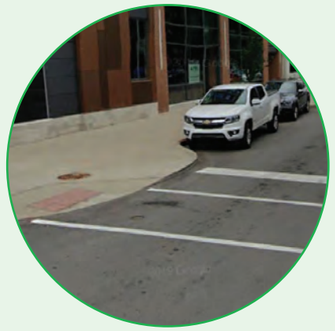
Bicycle + Pedestrian

Bicycle facilities are a key safety addition on both Preston and Jackson as they have been shown to improve safety for all road users, whether one is using a bicycle or not. Sidewalks line both sides of Preston and Jackson; however, sidewalk maintenance is an ongoing issue and is needed in this segment. A sidewalk gap exists near the intersection of Preston and Jackson in the southern end. Filling the gap is necessary to properly connect to the pedestrian bridge over the railroad. KYTC has not scored the pedestrian bridge condition, but survey participants have asked for the bridge to be better maintained or rebuilt.

Enhanced lighting is needed along Preston and Jackson, especially for pedestrians and at conflict points between vehicles and cyclists. Lighting and emergency lights should be included at any mobility hubs and transit stops. Raingardens and greenspace should be incorporated into the street design for stormwater runoff.

Vehicles

Preston and Jackson do not need to be two, one-way streets to manage current traffic demands. Removing one lane of traffic does not significantly increase congestion. The space can be better used to give more people more transportation options. Segment 2 is not part of the National or State Freight Networks. Ten-foot lanes are tight for trucks, but they are wide enough for deliveries to be made in the area. Delivery zones can be added to restrict passenger vehicles from certain parking areas and create space for local business delivery.

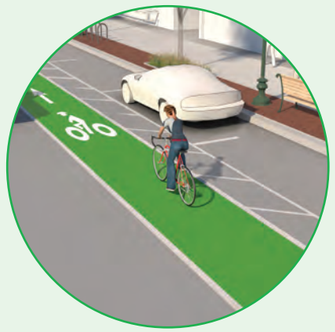


Curb Extensions

Enhanced Crosswalks

Bus Rapid Transit Lanes

Access Management



Bike Infrastructure

Raingardens/Greenspace

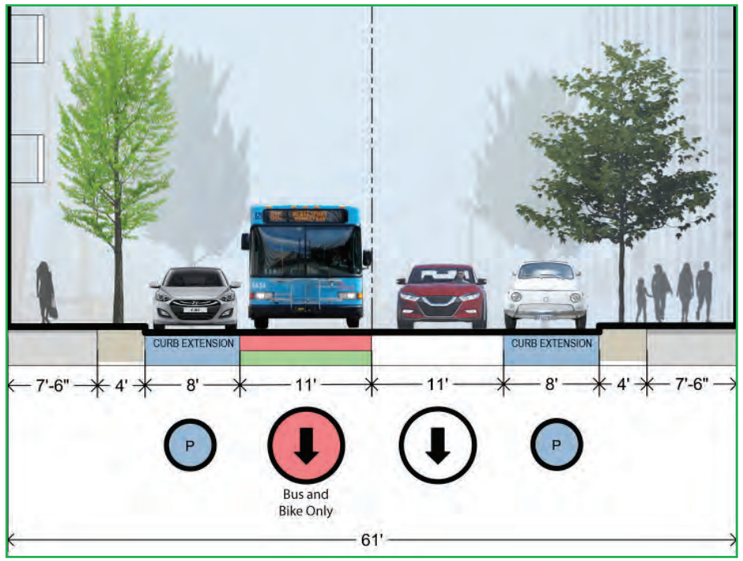
*Some of the tools that should be incorporated into this segment, though the list is not all inclusive.

INTERSECTION IMPROVEMENTS
BICYCLE + PEDESTRIAN IMPROVEMENT
BUS ONLY LANE
ADD SIDEWALK

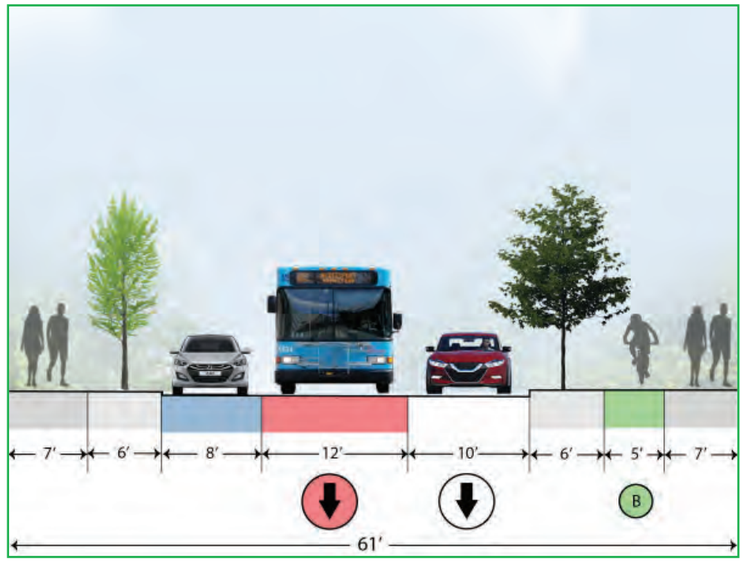
Segment 2 Possible Typical Sections

Segment 2 has a lot of opportunity for improvements that would better support the residential areas around Preston. Three potential typical sections were created to show what the Preston and Jackson corridors could look like with the given right-of-way of 61 feet if the corridors stay as a one-way pair. Typical section 2A keeps both vehicular travel lanes and on-street parking, as that was emphasized throughout this study by stakeholders and the public. To add a transit-and-bike-only lane, the travel lanes must be thinned to ten feet while the sidewalks could remain around 7.5 feet. Typical section 2B, provides a different look by removing one vehicular travel lane and parking lane, which would provide the segment with a one-way bicycle facility and keep the existing street trees, allowing for a more walkable and bike-able area. Due to traffic impacts, typical section 2B is not recommended without a further traffic impact study.

A two-way section is examined in typical section 2C per the public response. It is important to note that a two-way section will require trade-offs by eliminating street parking on one side and whether to provide a bicycle lane or keep street trees on one side of the road.

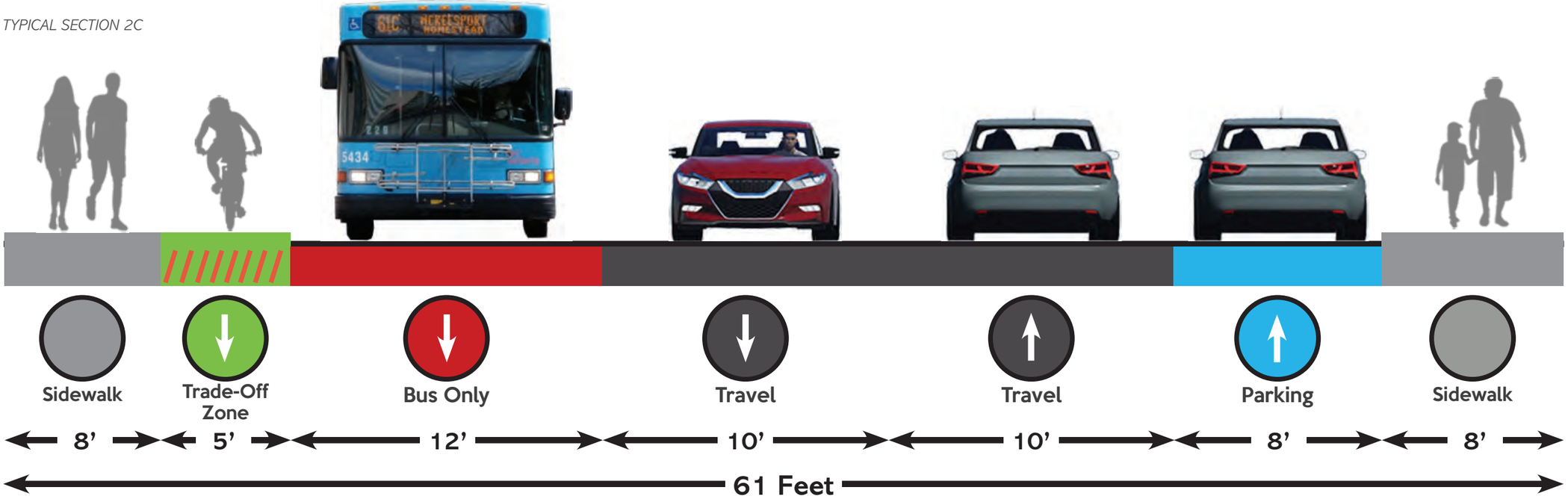


TYPICAL SECTION 2A



TYPICAL SECTION 2B

TYPICAL SECTION 2C



Segment 3: Railroad Crossing to Locust Lane

Transit

The bus-only lanes remain a key feature in "completing" Preston in this segment. Transfers at Eastern Parkway are common making this node incredibly important to the larger TARC system. A mobility hub and premium transit service are ideal for this location. Transit lanes in most of this segment can act as "RBAT" (Right and Business Access Transit) lanes, allowing right turning vehicles to use the transit lane when turning into businesses in the area.

Mobility Hubs should be incorporated where possible to align with development and redevelopment opportunities. These hubs can create spaces for people to access the destinations around them. These hubs should incorporate artistic design and placemaking that is contextual to the community.

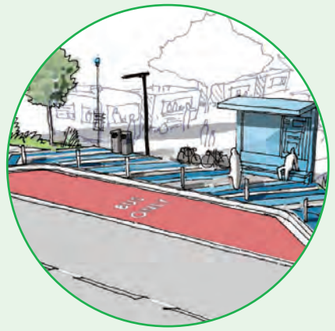
Bicycle + Pedestrian

The University of Louisville is a major destination with many students and employees living in Segment 3. Connecting UofL via the proposed bicycle facility along Eastern Parkway in the Eastern Parkway Study should be a top priority. Crosswalks are critical as speeds are higher in this major arterial section. A lane reduction to reduce speeding should be considered.

Enhanced lighting is needed along Preston, especially for pedestrians and at conflict points between vehicles and bikers. Lighting and emergency lights should be included at any mobility hubs and transit stops. Raingardens and greenspace should be incorporated into the street design for stormwater runoff.

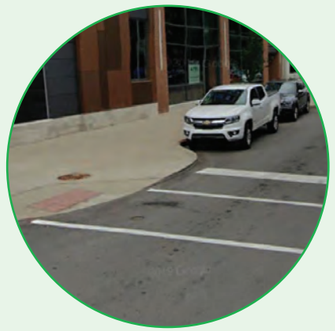
Vehicles

Preston's capacity in this segment exceeds current traffic demand. Reallocating a travel lane in each direction would not have a drastic effect on the overall level of service in this area. Reducing the speed limit from 35 mph to 25 mph would offer significant safety benefits to those without overly impacting travel times. Additional traffic and transit ridership studies are needed to develop a final, preferred alternative. Due to funding federal funding considerations, dedicated bus lanes are needed south of Eastern Parkway in this segment.



Mobility Hubs

Enhanced Crosswalks



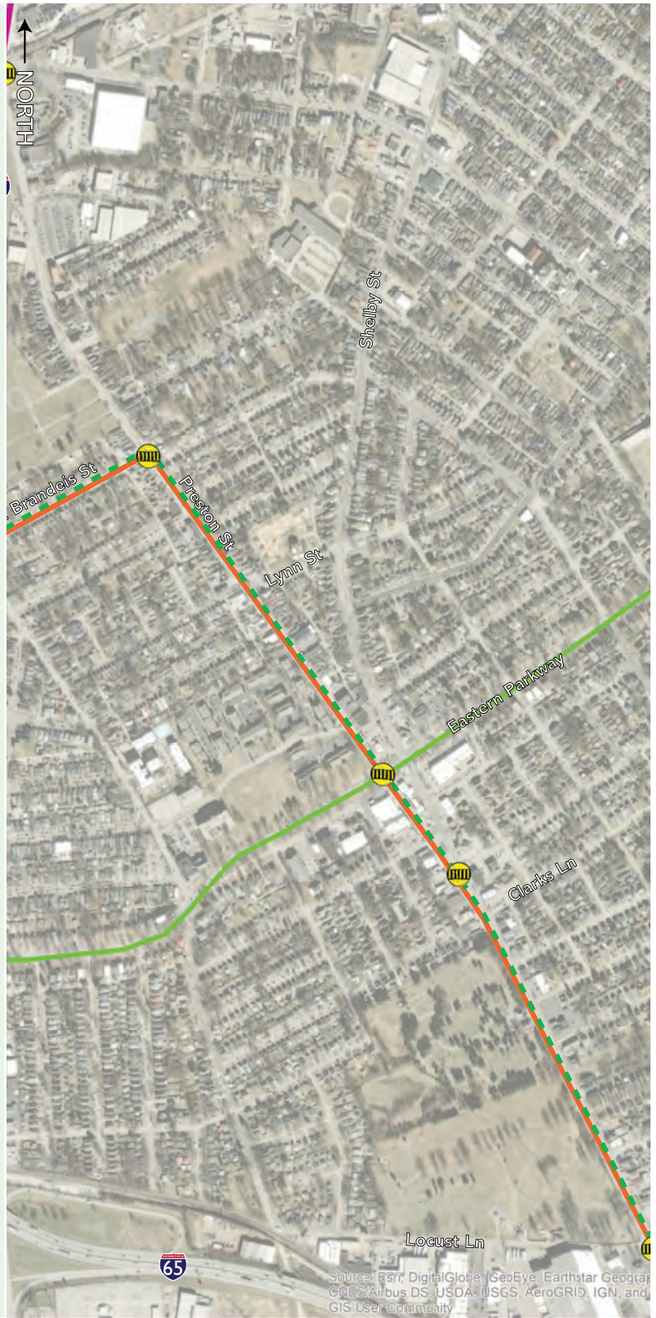
Curb Extensions

Bike Infrastructure

Road Diet

Raingardens/Greenspace

*Some of the tools that should be incorporated into this segment, though the list is not all inclusive.

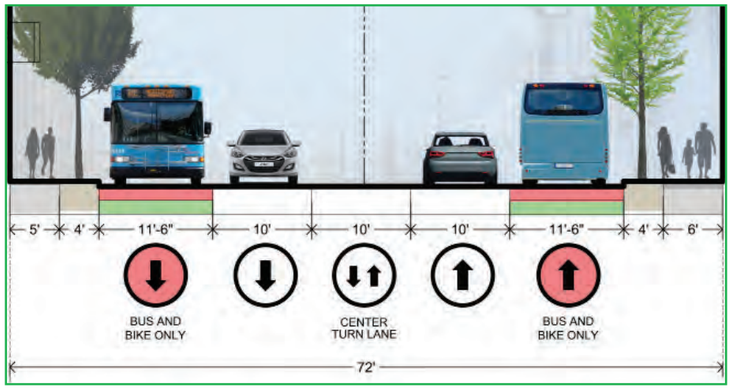


INTERSECTION IMPROVEMENTS
BICYCLE + PEDESTRIAN IMPROVEMENT
BUS ONLY LANE
ADD SIDEWALK
LOUISVILLE LOOP (PROPOSED)

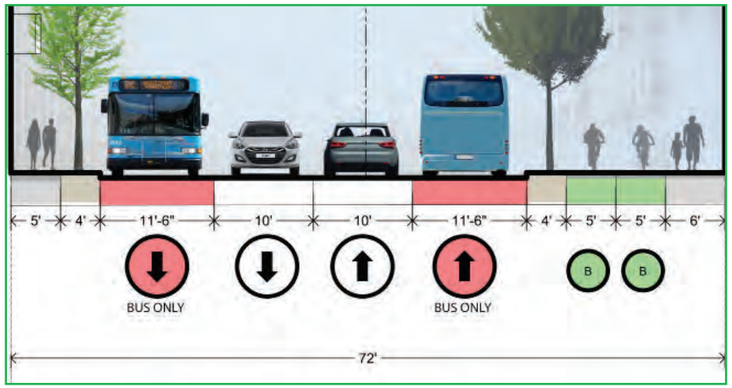
Segment 3 Possible Typical Sections

Preston converts from an urban neighborhood area near the University of Louisville into a minor urban arterial south of Eastern Parkway in Segment 3. The residential portion will see similar improvements to Segment 2. As Preston transitions into a minor arterial, three different typical sections were developed to highlight what Preston could look like in the Eastern Parkway area of the corridor. Typical section 3A includes two curb running transit and bike only lanes, removing one travel lane but also keeping the two-way left turn lane for business access. Typical section 3B removes the two-way left turn lane and a travel lane in each direction, provides a curb running transit-only lane, and adds a two-way protected cycle track. Typical section 3C shows a center-running transit lane, removing a travel lane in each direction and providing wide sidewalks with a two-way cycle track. All of the typical sections highlight a parkway feel to show the continuation of the parkway system from Eastern Parkway and adding to the overall tree canopy of Louisville. The images to the right show a 3-Dimensional rendering of each typical section.

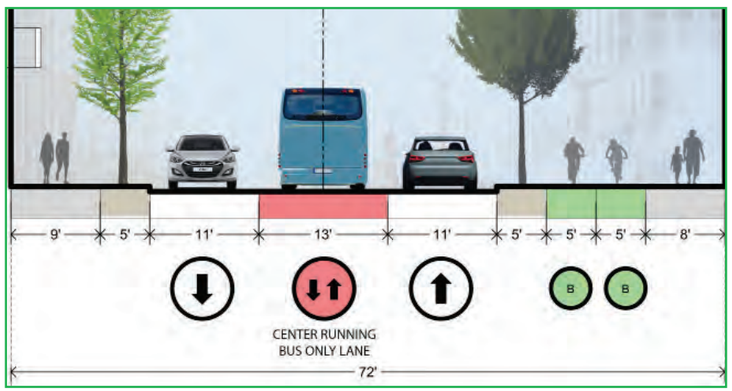
INDIANAPOLIS, INDIANA - INDYGO'S CENTER RUNNING BRT IS AN EXAMPLE OF WHAT CENTER RUNNING BRT COULD BE ON PRESTON IF TYPICAL SECTION 3C IS SELECTED.



TYPICAL SECTION 3A



TYPICAL SECTION 3B



TYPICAL SECTION 3C

TYPICAL SECTION 3A

TYPICAL SECTION 3B

TYPICAL SECTION 3C

Segment 4: Locust Lane to I-264

Transit

Segment 4 has some of the lowest transit ridership along the corridor; however, a mobility hub providing connections to the Expo Center and the airport could spark business activity and investment in the area while boosting ridership.. The transit-only lanes provide a premium connection from the segments above and the key transit drivers in the south. Transit lanes can also act as RBAT lanes, allowing right turning vehicles to use the transit lane when turning into businesses in the area.

Mobility Hubs could be useful near the Phillips Lane intersection and the area near the Audubon neighborhood, whether at Rosemary Lane or Audubon Parkway. A Mobility Hub at Phillips Lane would create improvements and key connections through walkable facilities to the small shopping nodes and the Kentucky Fairgrounds and event center.

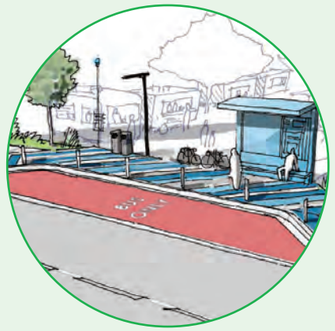
Bicycle + Pedestrian

Similar to transit, bicycle and pedestrian facilities serve as a connection between the northern and southern segments while also providing a mobility option for residents and employees in the area. Many safety concerns were raised in Segment 4, with crosswalk safety being seen as increasingly important since speeds are higher in this minor arterial section. Lighting and thinner travel lanes would slow vehicles and provide greater visibility to vulnerable road users.

Enhanced lighting is needed along Preston, especially for pedestrians and at conflict points between vehicles and bikers. Lighting and emergency lights should be included at any mobility hubs and transit stops. Raingardens and greenspace should be incorporated into the street design for stormwater runoff.

Vehicles

Current traffic counts and signal timing show a need for the current capacity of Preston. Removing a travel lane in each direction may have an unacctably adverse effect on level of service in this area. Thinner travel lanes aim to slow vehicles down, which may add to congestion during peak hours. Removing a lane in typical section 4B will need to be studied in a future traffic and transit ridership study to weigh the trade-offs.



Mobility Hubs

Enhanced Crosswalks

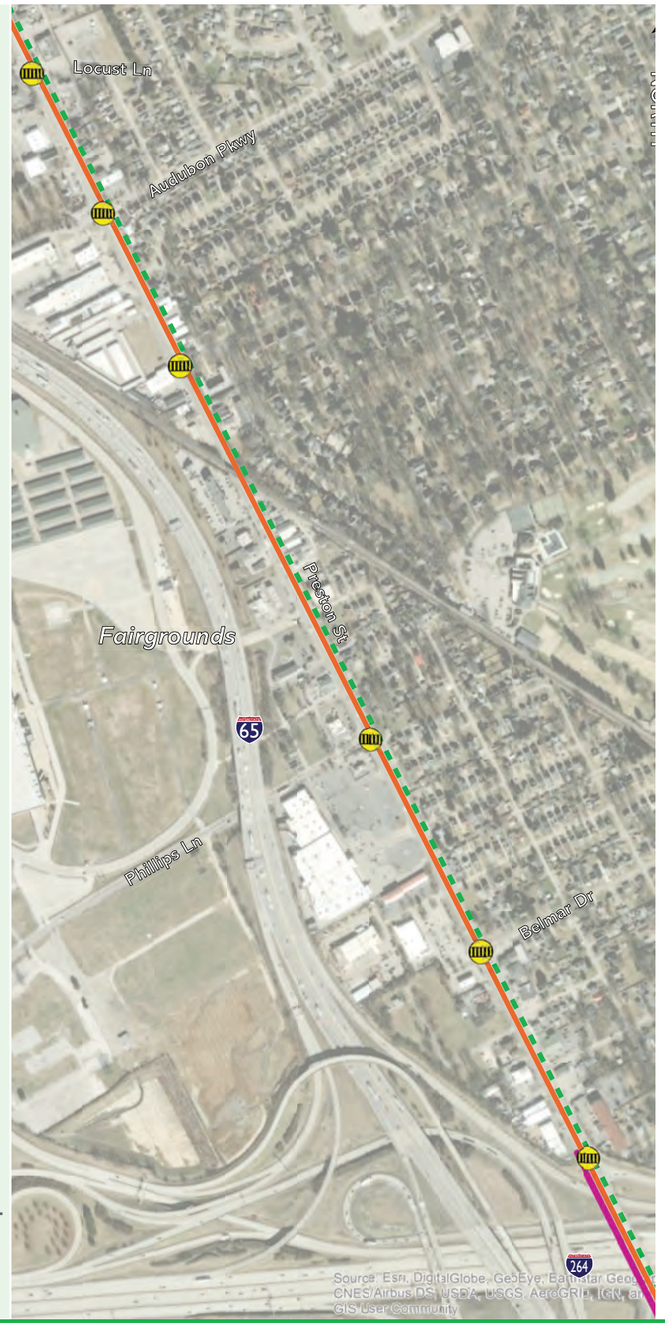
Bus Rapid Transit Lanes

Bike Infrastructure

Road Diet / Narrow Lanes

Raingardens/Greenspace

*Some of the tools that should be incorporated into this segment, though the list is not all inclusive.



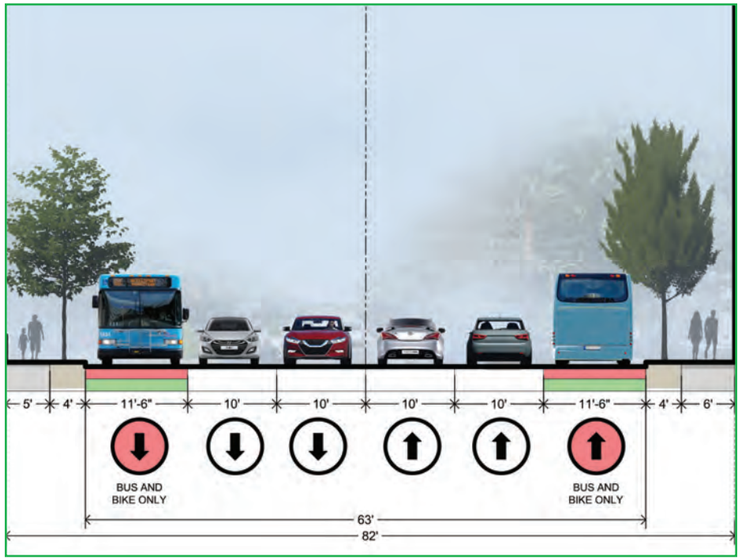
INTERSECTION IMPROVEMENTS
BICYCLE + PEDESTRIAN IMPROVEMENT
BUS ONLY LANE
ADD SIDEWALK

Segment 4 Possible Typical Sections

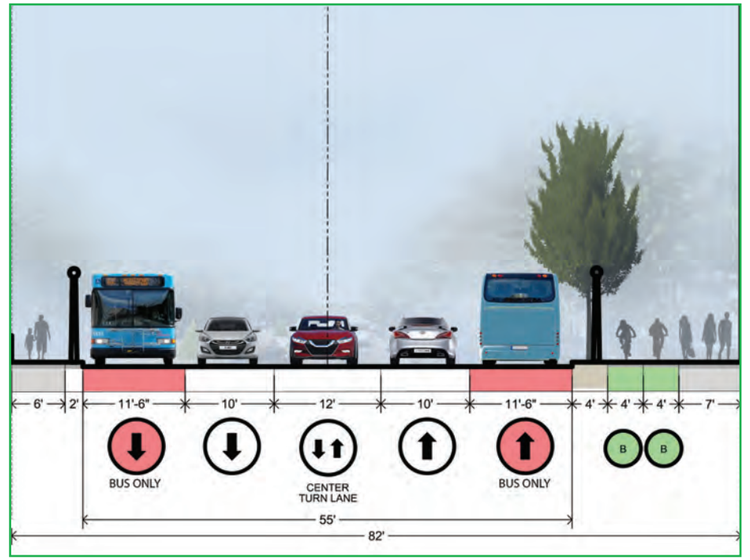
Because Segment 4 runs parallel to I-65 and the Fairgrounds, it has some unique considerations. The area is home to many vital, small businesses. It also hosts large events and sees tremendous amounts of traffic as a result. Two typical sections were shown for Segment 4. Typical section 4A includes two curb running transit and bike only lanes, removing the two-way left turn lane but keeping the two travel lanes. Typical section 4B keeps the two-way left turn lane and a removes a travel lane in each direction, provides a curb running bus-only lane, and adds a two-way protected cycle track. All of the typical sections continue the parkway feel from Segment 3 to the north.

How would BRT work at the railroad underpass?

Currently, the footprint for Segment 4 at the underpass is 58 feet wide. The current traffic can handle one less lane in each direction from Segment 3 through Belmar Drive, meaning the current cross section along the bottom can function appropriately unless a future traffic impact study conflicts.

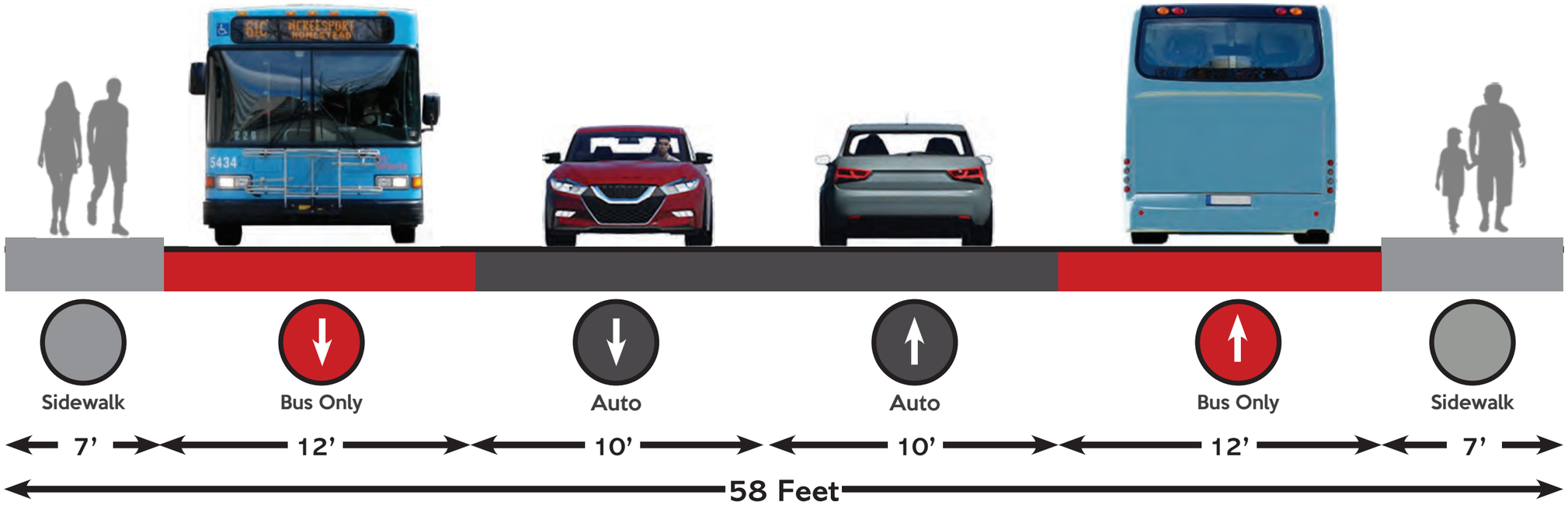


TYPICAL SECTION 4A



TYPICAL SECTION 4B

UNDERPASS CROSS SECTION



Segment 5: I-264 to Tower Road

Transit

Segment 5 has moderate transit ridership due to its employment and commercial zones. Localized shuttle service from Preston to Ford or UPS would amplify the ridership even further in this segment. Bus lanes, added to the typical section within the existing right-of-way, can also act as RBAT lanes, allowing right turning vehicles to use the transit lane when turning into businesses in the area.

Mobility Hubs should be incorporated where possible and to align with development and redevelopment opportunities. These hubs allow people to access the destinations around. These hubs should incorporate artistic design and placemaking that is contextual to the community. Some potential Mobility Hub locations include Durrett Lane, Gilmore Lane, E Indian Trail Shopping Center, and Fern Valley Road.

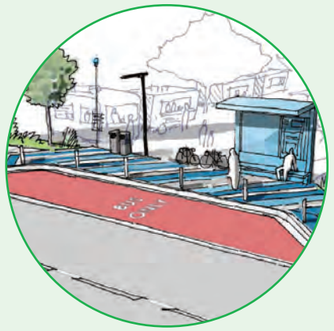
Bicycle + Pedestrian

There are some major sidewalk gaps throughout Segment 5 that will need to be filled. Adding a shared use path would provide more mobility options for cyclists and pedestrians. A median would provide crossing pedestrians and cyclists a refuge, cutting the crossing distance in half to minimize pedestrian and cyclists level of stress. Pedestrian scale lighting adds visibility and safety to ill-lit locations.

Enhanced lighting is needed along Preston, especially for pedestrians and at conflict points between vehicles and bikers. Lighting and emergency lights should be included at any mobility hubs and transit stops. Raingardens and greenspace should be incorporated into the street design for stormwater runoff.

Vehicles

Current traffic counts and signal timing show a need for the current capacity of Preston. Removing a travel lane in each direction may have an effect on level of service in this area. Thinner travel lanes aim to slow vehicles down and increase safety. Access management through a center median helps to eliminate left turning vehicles, increasing both safety and efficiency along the corridor.



Mobility Hubs

Enhanced Crosswalks

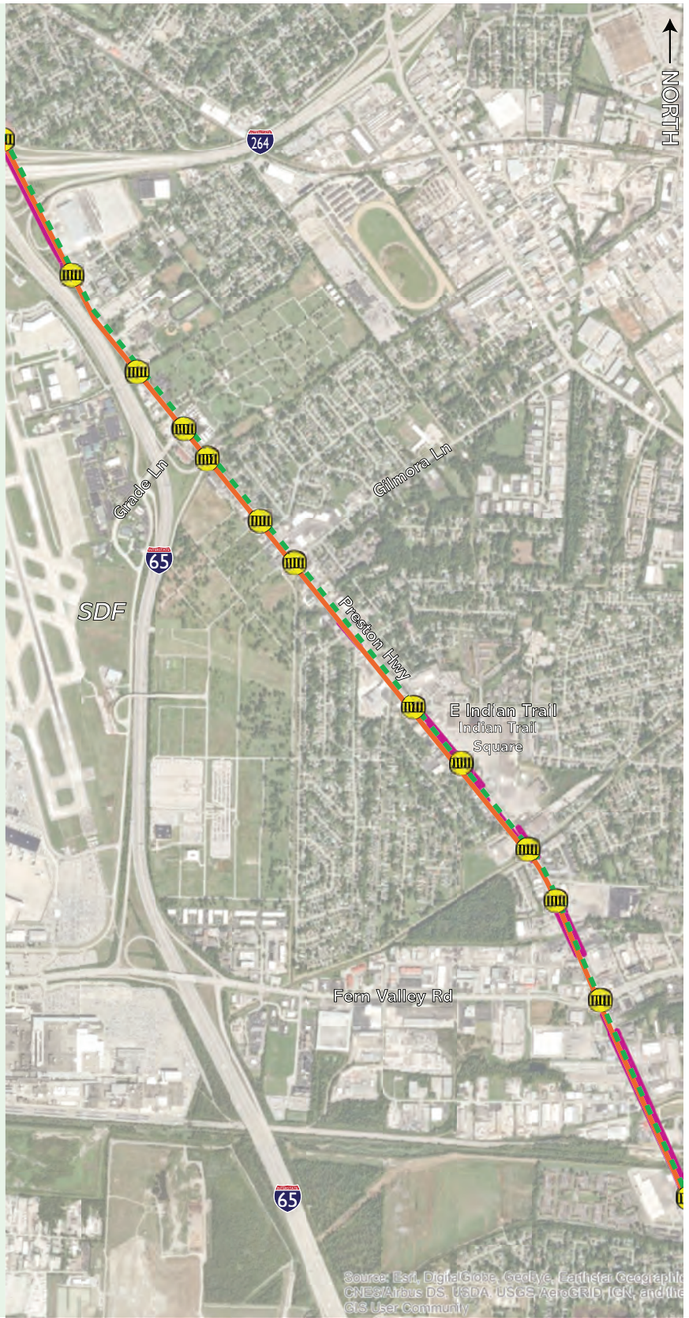
Pocket Parks

Bike Infrastructure

Road Diet

Center Median

*Some of the tools that should be incorporated into this segment, though the list is not all inclusive.

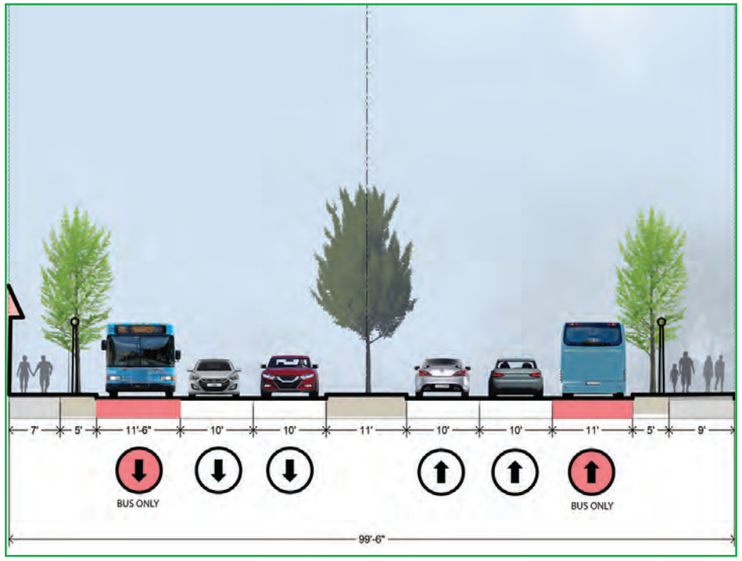


Segment 5 Possible Typical Sections

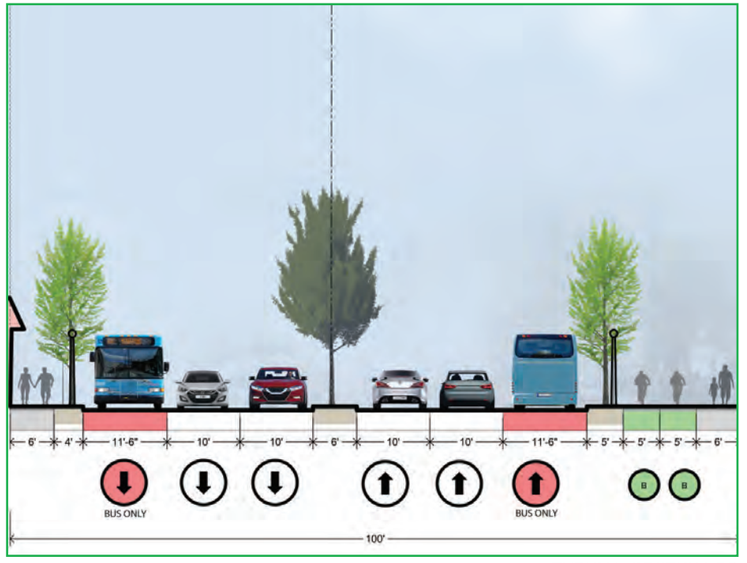
Segment 5 has direct access to the UPS Worldport and Ford. Providing mobility options for employees is a crucial need along Preston. Two typical sections were created to show potential transportation options along Segment 5. Typical section 5A shows curb-running transit-only lanes with two travel lanes in each direction with a wide median that can allow for left turn lanes at major intersections. Typical section 5B shows curb-running transit-only lanes with a smaller median, providing access management and a shared use path.

How would BRT work in at the Fern Valley intersection?

Currently, the footprint for the Fern Valley intersection is 124 feet wide. Lanes can be thinned from 12 feet to 11 feet, adding space for a bus only lane on one side, while the right turn lane in the opposite direction can be retrofitted into a right and business access transit (RBAT) lane. A shared use path and wider sidewalks can take up some of the grass barrier between traffic and the existing sidewalk.

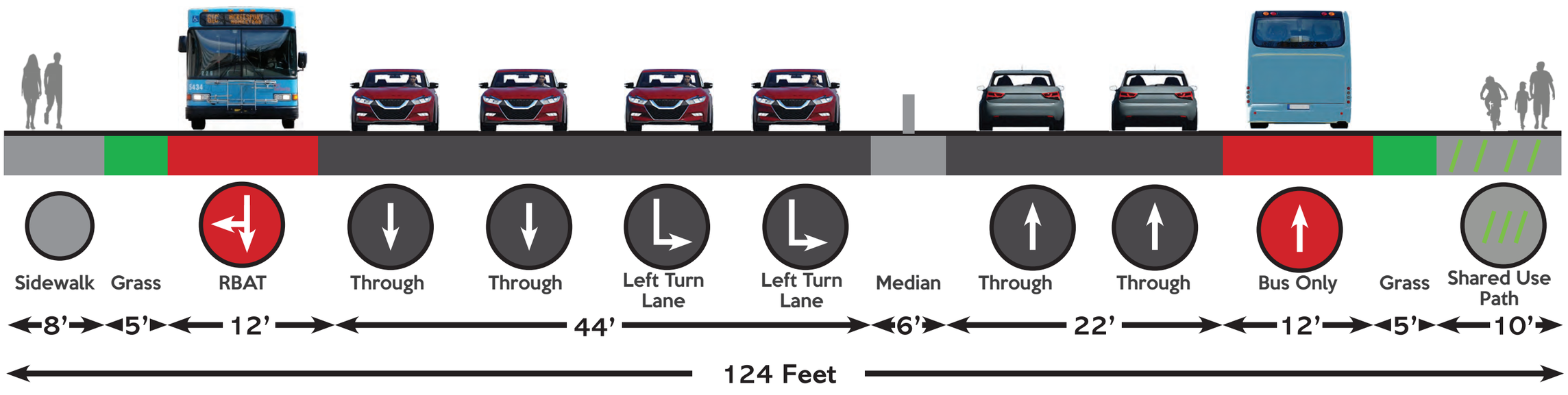


TYPICAL SECTION 5A



TYPICAL SECTION 5B

FERN VALLEY INTERSECTION CROSS SECTION SOUTHBOUND APPROACH



Segment 6: Tower Rd to I-265

Transit

Segment 6 has high transit ridership along the corridor due to residential areas, employment drivers, and commercial zones, specifically near the Jefferson Mall. Currently, dedicated bus lanes are shown turning at Outer Loop towards the Jefferson Mall. The bus lanes can also act as RBAT lanes, allowing right turning vehicles to use the transit lane when turning into businesses in the area. Transit signal priority is important in the southbound direction at McCawley Road, as the BRT turns left at Outer Loop and will need to be at the front of the queue. A detailed view of the Outer Loop intersection is shown on the next page, highlighting the potential design of the intersection with a mobility hub adding to the transit oriented development and future connections to the west or the south.

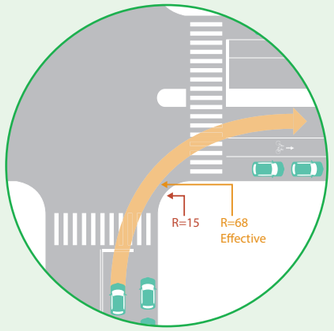
A Mobility Hub is ideal where the BRT route turns on Outer Loop. This location has the potential for placemaking and connections with surrounding land uses.

Bicycle + Pedestrian

Preston has two major sidewalk gaps along this segment. The first is in the northern part across the railroad crossing and the second is in the southern portion across I-265. Sidewalk infrastructure will need to be connected throughout. Pedestrian crossings are available at all signalized intersections, but a lot of pedestrians cross at mid-block locations without a crosswalk because of the long distances between intersections, resulting in a higher than average number of pedestrian crashes and fatalities. Safer mid-block crosswalks should be added along Segment 6 to complement existing signalized crossings. A shared use path is shown on typical section 6B to connect bicycle infrastructure in the north and south.

Vehicles

Current traffic counts and signal timing show a need for the current capacity of Preston. Removing a travel lane in each direction may have an effect on level of service in this area. Thinner travel lanes slow vehicles down and increase safety. Access management through a center median helps to eliminate left turning vehicles, increasing both safety and efficiency along the corridor. Channelized right turns should be eliminated to slow turning vehicles down and increase vehicular and pedestrian safety.

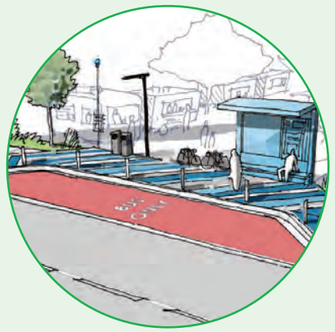


Channelized Right Turn Removal

Pedestrian Refuge Island

Placemaking

Bike Infrastructure



Mobility Hubs

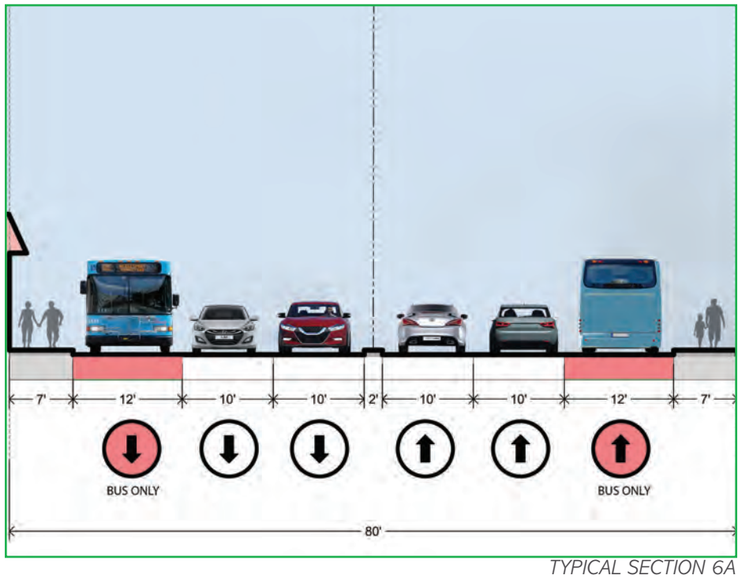
Center Median

*Some of the tools that should be incorporated into this segment, though the list is not all inclusive.

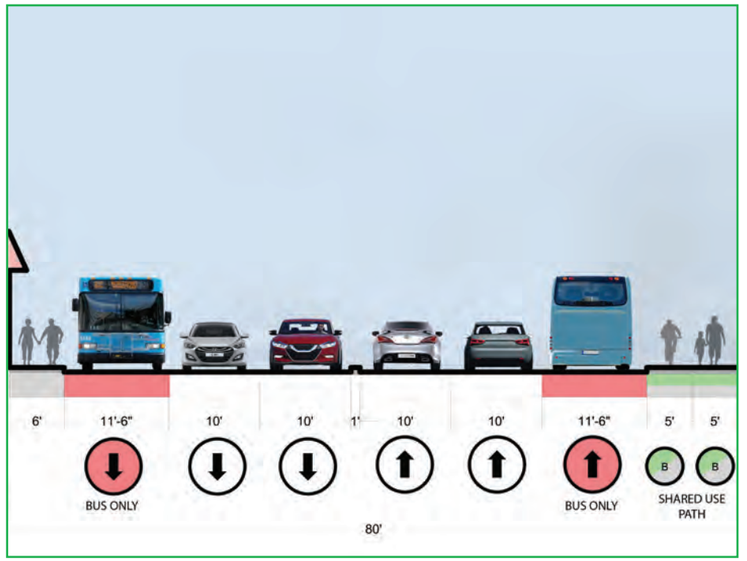
INTERSECTION IMPROVEMENTS
BICYCLE + PEDESTRIAN IMPROVEMENT
BUS ONLY LANE
ADD SIDEWALK
LOUISVILLE LOOP (PROPOSED)

Segment 6 Possible Typical Sections

Segment 6 is surrounded by commercial and residential zones, while also connecting to Outer Loop, I-265, and the Jefferson Mall within the area. Providing mobility options for employees and residents is a high priority. Two typical sections were created to show potential transportation options along Segment 6. Typical section 6A shows curb-running transit-only lanes with two travel lanes in each direction with a thin median that eliminates left turning vehicles at minor intersections. Typical section 6B shows curb-running transit-only lanes with a thin median, providing access management and a shared use path.



TYPICAL SECTION 6A

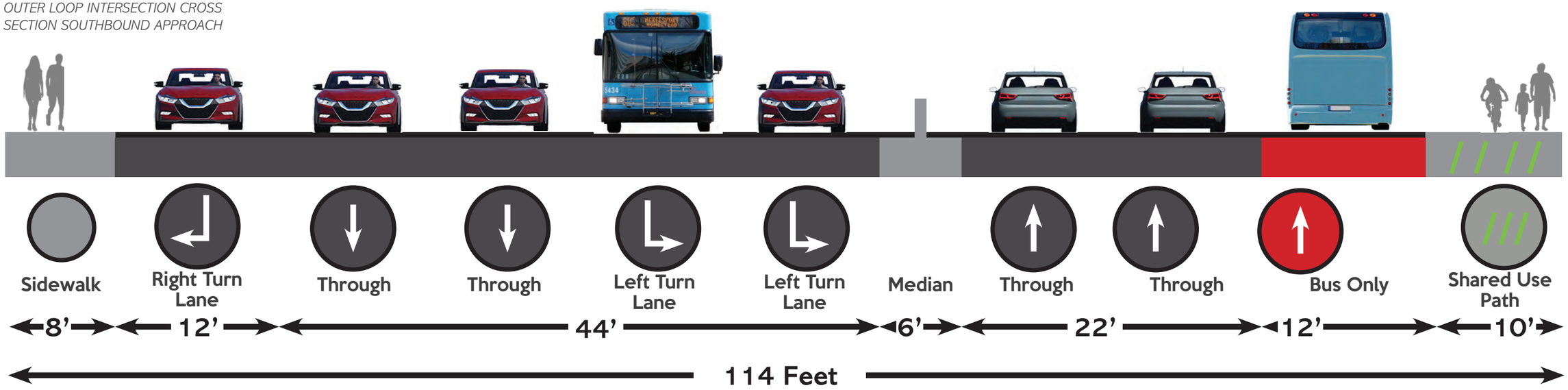


TYPICAL SECTION 6B

How would BRT work in at the Outer Loop intersection?

Currently, the footprint for the Outer Loop intersection is 114 feet wide. Lanes can be thinned from 12 feet to 11 feet, adding space for a bus only lane on northbound side. Due to the BRT line turning towards the Jefferson Mall, signal priority must be given at the McCawley Road intersection to place the bus at the front of the queue in the right-most left turn lane. A shared use path and wider sidewalks can take up some of the grass barrier between traffic and the existing sidewalk.

OUTER LOOP INTERSECTION CROSS SECTION SOUTHBOUND APPROACH



Segment 7: I-265 to Bullitt County Line

Transit

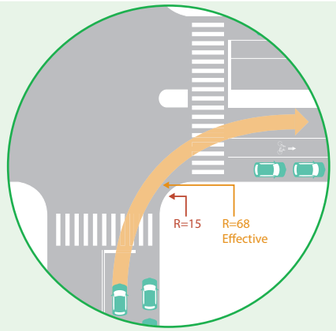
The current potential premium transit recommendation stops in Segment 6, but a potential future transit spur enters Segment 7 and turns around at Cooper Chapel Road. Paratransit service is available in this segment and a future TARC line may benefit the commercial zones and residents of this area.

Bicycle + Pedestrian

The Louisville Loop will potentially run through Segment 7, as shown on the map to the right. A cyclist connection from the Louisville Loop may benefit both recreational cyclists and commuters heading towards the north. Pedestrian crossings exist at all signalized intersections, but the pedestrian buttons are placed on strain poles without sidewalk access, not meeting ADA standards. Sidewalk infrastructure should be added along this segment far enough from high speed traffic, but all intersections need sidewalks and safe crosswalks for crossing pedestrians. Completing the sidewalk infrastructure to the county line will connect the entire corridor for active transportation needs.

Vehicles

Current traffic counts and signal timing show a need for the current capacity of Preston. A future traffic study may be conducted to provide signal timing or infrastructure improvements if a safety or traffic congestion issue arises.



Channelized Right Turn Removal

Pedestrian Refuge Island

Placemaking

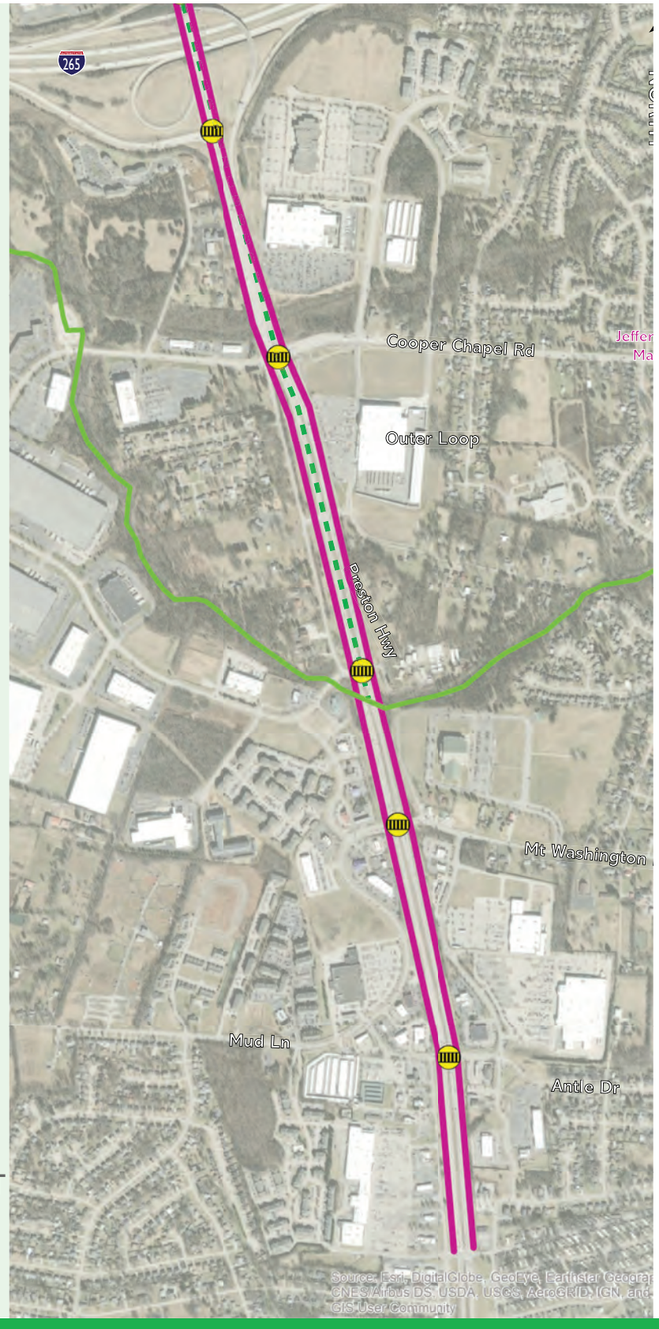
Shared Use Path

Enhanced Crosswalks

Center Median

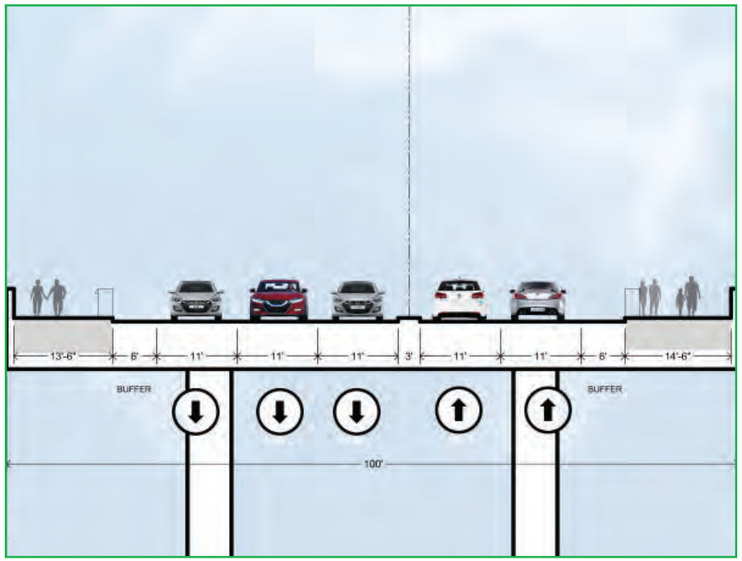
*Some of the tools that should be incorporated into this segment, though the list is not all inclusive.

- INTERSECTION IMPROVEMENTS
- BICYCLE + PEDESTRIAN IMPROVEMENT
- BUS ONLY LANE
- ADD SIDEWALK
- LOUISVILLE LOOP (PROPOSED)

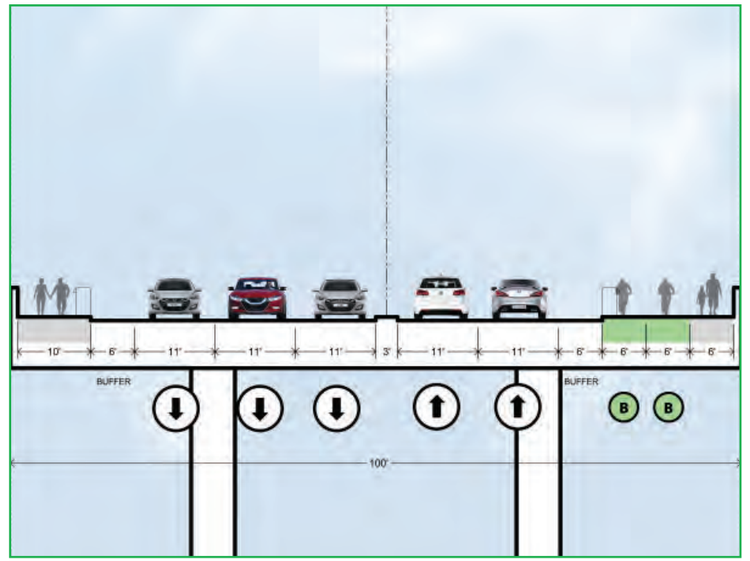


Segment 7 Possible Typical Sections

Segment 7 is a suburban and rural land use with a high speed highway environment. Segment 7 is surrounded by commercial and residential zones, while also connecting to I-265 in the north. Strava Metro data shows high pedestrian and cyclist activity zones immediately adjacent to Preston within the neighborhoods, but the activity is scarce along Preston itself. Providing mobility connections for employees and residents to the north is a key component to this segment. Two typical sections were created to show potential transportation options on the bridge over I-265, which serves as a barrier to Segment 7. Typical section 7A shows wide sidewalks being added where the wide shoulders currently exist. Similar to typical section 7A, typical section 7B adds in wide sidewalks and a two-way cycle track on the right side to connect cyclists from the potential location of the Louisville Loop to the northern segments. A third typical section, 7C, is shown for active transportation infrastructure additions to Preston south of I-265. A wide footprint is available and adding pedestrian connections for the residential and commercial zones will keep pedestrians off of the shoulders.

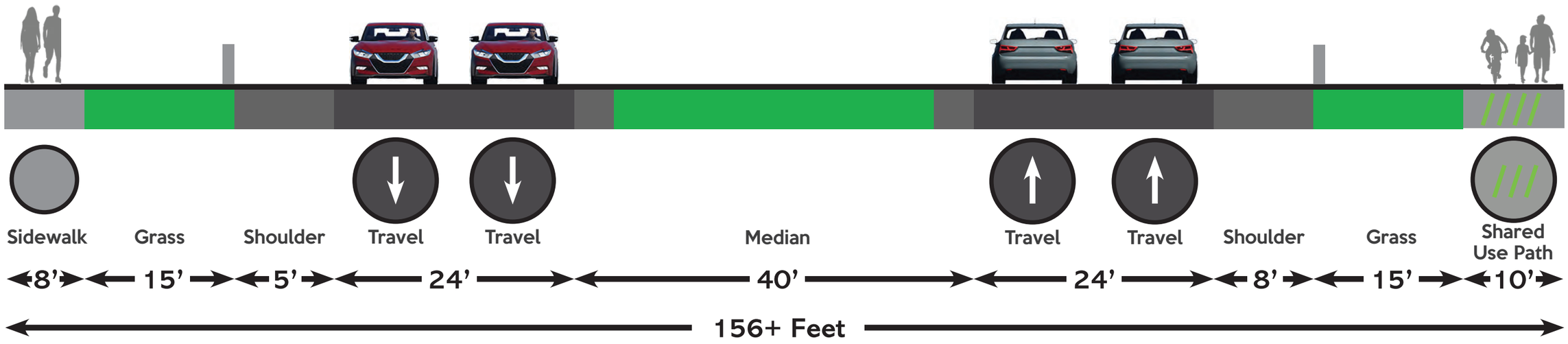


TYPICAL SECTION 7A



TYPICAL SECTION 7B

TYPICAL SECTION 7C



PRESTON
Corridor Plan

NEXT STEPS 7

NEXT STEPS

This Plan sets forth a framework and vision for the transformation of Preston. By relying on proven safety counter measures, and tools from the KYTC Complete Streets, Roads, and Highways Manual and the Louisville Complete Streets Guide, the following steps outline the actions needed to move the ideas explored within this document closer to reality. Achieving the vision of enhanced transit and a BRT system will require significant additional study and investment, but some recommendations can and should be implemented as quickly as possible. They need not wait for federal funding to be secured. Coordination between the various entities responsible for maintaining Louisville's transportation system will be critical to the long-term success of the Preston corridor.

Short-Term to Mid-Term Improvements

Short to mid-term improvements are crucial to making the framework and vision of Preston a reality. Below is a table highlighting short and mid-term improvements. Coordination with other agencies will be needed for some action steps and those agencies are noted.

Tactical Urbanism

Tactical urbanism is the act of doing small, low-cost solutions to show users how a strategy works but does not implement a full build project. Tactical urbanism projects show the public what is possible with the space they have. The picture to the right shows an example of tactical urbanism for cyclists and pedestrians in making a roadway a Complete Street. Local funding sources and some grants can be used to make tactical urbanism demonstrations a reality relatively quickly.

Short-Term to Mid-Term Improvement	Coordination with TARC	Coordination with KYTC
PHASE I		
Share the plan with City Council and Planning Commission to gather comments and prepare for adoption.		
Create a Preston Corridor Plan Committee. This committee should be representative of the cities, agencies, and champions involved in the plan and the corridor to help move the vision forward. It should include large employers and groups desiring change to land use and transportation.		
Ensure the Preston Corridor Plan is incorporated into applicable regional long-range and state transportation plans.		
Develop Design Development Standards and Form Based Code Districts for Station Areas along the corridor. Consider submitting for FTA TOD grant.		
Identify changes to zoning in order to implement the land use recommendations along the corridor and at potential catalytic sites.		
Develop simple maintenance and landscaping plans and resilient native plants to help reduce the urban heat island and help reduce flooding issues. Identify partners in each segment to help implement.		
Create a branding campaign for the corridor to educate and market the vision for the transformation of Preston with the community and developers.		
PHASE II		
Share the plan with TARC Board to gather comments and request adoption.	√	
Conduct a Transit Ridership Study to evaluate and solidify BRT as the preferred transit option. Use the result to submit Preston to the Presidential List.	√	
PHASE III		
Focus on improvements at intersections and in Segments 4 through 6 where the Vision Zero analysis showed the most issues.		√
Coordinate with KYTC to conduct a detailed traffic study along the corridor. KYTC has funding in the 2022-2028 Enacted Highway Plan to perform a study from MP 1.395 (Commerce Crossings Drive) to 8.400 (Briden Avenue) (Segments 4 through 6).		√
The transit ridership study and traffic study should be coordinated to identify the biggest potential for mode shift and appropriately consider traffic flow.	√	√
The traffic study should include enhanced pedestrian mobility along and across Preston.		√
The traffic study should include on-street bicycle facilities where shown in the framework plan.		√
Align traffic study with safety and crash data. Use Vision Zero analyses and crash modification factors to improve safety for all modes.		√
Identify where bike/pedestrian projects overlap with other roadway maintenance or improvement projects to capitalize on available opportunities to make incremental improvements to the bike/pedestrian facilities. Explore partnerships with adjacent landowners to make multimodal improvements.		√

Mid-Term to Long-Term Improvements

Mid to long-term improvements represent the final, large steps needed to accomplish the goals and vision set forth by the plan. The improvements below are organized in an order of flow toward transformation.

Mid-Term to Long-Term Improvement	Coordination with TARC	Coordination with KYTC	Land Use Component
Continue to build out bicycle and pedestrian priorities and connections. Re-evaluate if other connections are needed based on changes in land use over time.			√
Implement urban heat island and landscaping improvements through transportation or development and parcel improvements.		√	√
Perform survey in Segments 1 through 6 to begin preliminary design based on the BRT recommendations from the Ridership Study and verify recommendations to prepare for final design and funding.	√	√	√
Evaluate other transit connections to the BRT service.	√		√
Consider submitting for FTA TOD grant, if not already done, for station and mobility hubs. Reevaluate needs at the hubs considering land use and developments.	√		√
Finalize BRT design and submit for federal implementation grant using RAISE and FTA Small Starts(depending on size and scope it could be new starts). Consider other federal and state funding sources – Reconnecting Communities, Safe Streets For All, TAP, CMAQ, etc.	√	√	√
Refine operating plan and estimated operating cost.	√	√	√
Refine capital plan and prepare estimated capital cost.	√	√	√
Determine level of local support to advance project.			
Obtain assessment of level of environmental analysis from FTA.	√		√
Conduct environmental assessment.		√	√
Confirm non-Section 5309 funding commitments.			
Prepare implementation plan and schedule.	√	√	√
Revisit railroad disconnect when a BRT vision is moving forward. At the time that enhanced transit is becoming real on the corridor, revisit opportunity to reconnect Preston.	√	√	√

Funding Sources

Funding sources are important to keeping the Preston Corridor Plan moving forward. It is important to note that funding can take time and the final product can take anywhere from 5-10+ years. Sometimes administrations add new grants and those can be incorporated and explored for additional funding opportunities. The following are possible local and federal funding sources, linked with the source, time frame, and what the final outcome could look like.

Transit Development Districts + Local Funds

Transit Development Districts (TDD) are special economic development districts defined by a contiguous boundary drawn around a planned or existing transit station. The purpose of a TDD is to provide economic tools and strategies that support local communities in implementing high-quality transit-oriented development. They do so by capturing incremental growth in local property tax and income tax revenue. This revenue is then used to fund public investments around a transit station, in order to enable or incentivize TOD. TDDs are commonly enabled by state-level legislation that specify parameters for their implementation, such as boundary size and required approval process. The boundaries are generally established through a process outlined in the enabling legislation.

Source: TDD | Time Frame: 3-5 Years

Source: MWAA

RAISE/FTA Small Starts Grants

The RAISE Discretionary Grant Program is intended to help communities build transportation projects that have significant local or regional impact and improve safety and equity. The maximum that can be requested is $25 million. Projects are evaluated on safety, environmental sustainability, quality of life, mobility, community, and connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation, making Preston an ideal project for this type of funding.

A BRT line is eligible for funding under the Federal Transit Administration's competitive Capital Investment Grant (CIG) Program, also known as Section 5309. It would be considered a "Small Starts" project in the Corridor-Based BRT category.

Source: RAISE | FTA Small Starts | Time Frame: 5-10+ Years

Source: IndyGO Red Line

PRESTON

Corridor Plan

For further information, please contact:
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www.prestoncorridorplan.org