

## Executive Summary

The 2010 Bike Master Plan is a document that illustrates Louisville's past, present and future steps in reaching Bike Louisville's vision which is:

***As it becomes a healthier and more livable bicycle-friendly community, one with a dynamic economy and diverse transportation system, Louisville will reclaim its heritage as a center for bicycling.***

One important question is why bicycling is important to and for Louisville. Bicycling is important for Louisville for a number of reasons. The most notable reason is how being a bicyclist can increase the quality of life among Louisville's residents. Quality of life can be defined by a number of diverse indicators such as health, safety, built environment aspects, social and economic costs.<sup>1</sup>

Louisville's bicycling history dates back to October of 1897, where 10,000 people rode from Downtown Louisville to Iroquois Park (then Jacobson Park) via 3rd St. and Southern Parkway. Bicycling is essential not only to our individual health, but also to the overall livability of our cities. Modernization for many cities has meant replacing bicycling with motorized travel as a primary form of transportation. Few bicycle facilities were planned when roadways were built, therefore bicycle facilities do not directly connect to destinations such as schools, work and shopping. Because they were designed out of the road network, people bicycle less and drive more.

To address the shift from bicycling less and driving more, Louisville hosted two Bicycle Summits in 2005 and 2009. Many participated, including elected officials, community leaders, pedestrians, professionals and other citizens. This was the start of the Bike Master Plan.

The Bike Master Plan has two primary goals:

- 1. To increase bicycling activity throughout all parts of Louisville by making it a fun, comfortable and accessible mode of travel between 2010 and 2030;**
- 2. To simultaneously reduce the number of cyclists killed and injured in crashes with motor vehicles.**

Through the Bike Master Plan, Louisville will expand the bicycle system to over 550 miles with a total cost of 50 million or an average of 2.5 million per year which will make its transportation system more environmentally, economically, and socially sustainable.

The recommendations in the Plan are supported by a number of studies that provide detailed actions that are needed to strengthen Louisville's policies, codes, and make high priority corridors safer for bicyclists, and generally ensure that road network is designed to accommodate bicyclists. The 2010 Bike Master Plan was built from the previous 2006 bicycle Plan with the addition of the updated goals and objectives which were shaped through Bike Louisville and Bicycle Task Force work in 2009. (For more 2006 Bicycle Plan information please refer to appendix A)

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<sup>1</sup> <http://www.bigcities.govt.nz/indicators.htm>

Crash data obtained from the Kentucky State Police (KSP) Collision Analysis public website from January 1, 2006 to May 31, 2009, was used for these analyses.<sup>2</sup> Maps of the location and severity of crashes can be seen in appendix J.

To determine how the implementation of such facilities should occur, a prioritization procedure has been carried out for the bicycle study network. The pedestrian study network is a system of roads and paths identified as the primary network for bicycles; it was developed in part through input received at the 2005 and 2009 Bicycle Summits. The prioritization procedure is based on an estimation of demand (Latent Demand Method) for pedestrians on these network segments as well as the recommended pedestrian facility type.

The 2010 Bike Master Plan will continue to change as Louisville moves forward to accomplishing its goals.

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<sup>2</sup> <http://crashinformationky.org/KCAP/Public/Home.aspx>