## Chapter 4

# Implementation

Projects that support pedestrian travel occur on a continuous basis in Louisville, and involve a vast array of public agencies and private entities, including developers and property owners who initiate projects that impact the public right-of-way. The policies and design standards that are established and/or recommended in this Plan will ensure that activities of these different partners will positively impact walkability in Louisville.

This Master Plan provides a method for coordinating among the different entities that implement pedestrian projects and programs. Metro Public Works will primarily be responsible for this continued coordination, and for implementing the recommendations identified in Chapter 3. Therefore, this chapter describes a timeline for implementation and performance measures that will be used by LMPW moving forward.

To determine how the implementation of such facilities should occur, a prioritization procedure has been carried out for the pedestrian study network. The pedestrian study network is a system of roads and paths identified as the primary network for pedestrians; it was developed in part through input received at the 2008 Louisville Pedestrian Summit. 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.

Latent Demand Method:
The Latent Demand Method predicts relative potential non-motorized trips based on characteristics of trip origins and destinations and their relative proximity and concentration/dispersion. While the way the method predicts potential bicycle and pedestrian travel is the same, in the interest of clarity the following description presents only the Pedestrian mode (appendix I).

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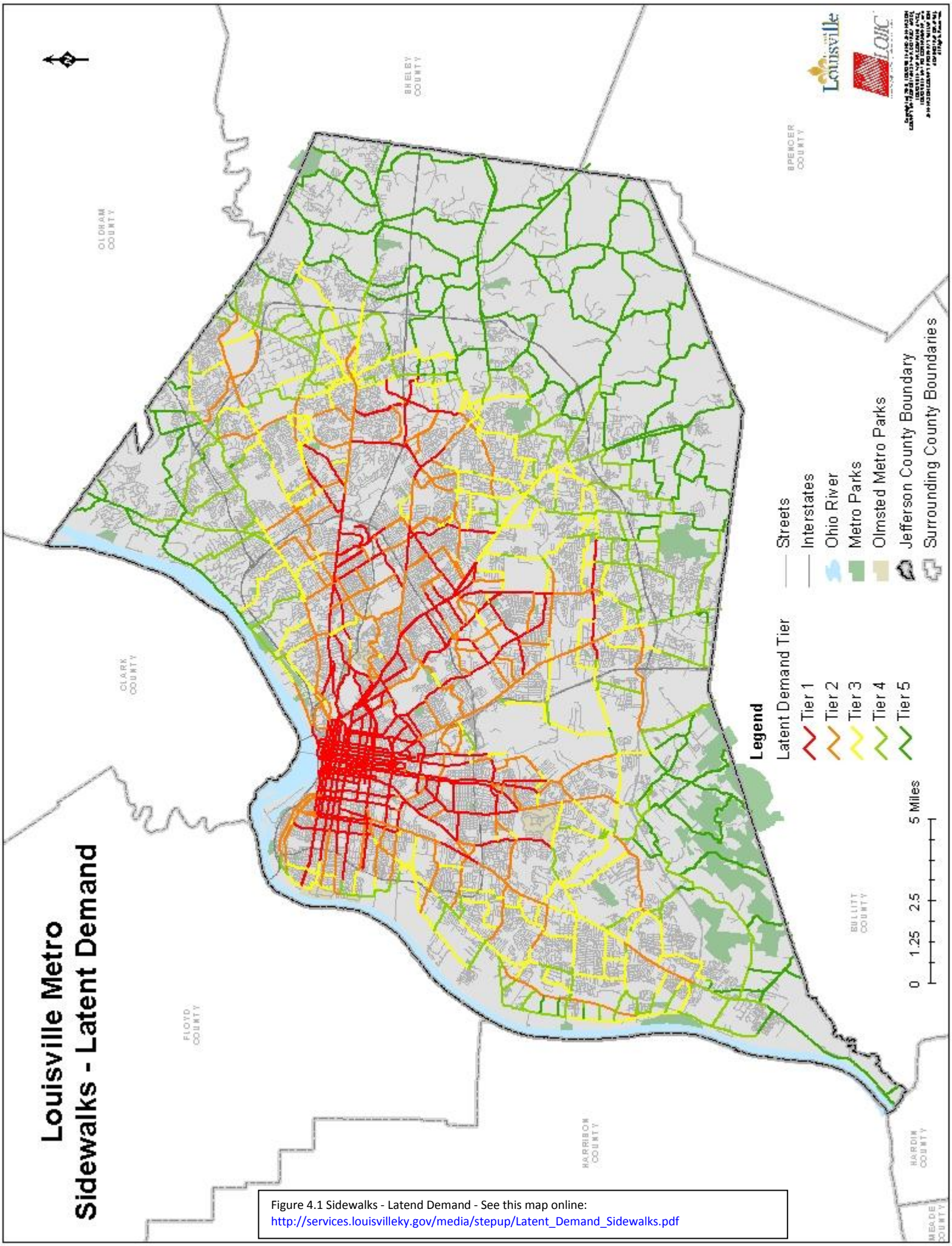


Figure 4.1 Sidewalks - Latend Demand - See this map online:
http://services.louisvilleky.gov/media/stepup/Latent_Demand_Sidewalks.pdf

Prioritization (Benefit-Cost Index):
The facility determination process was conducted for approximately 500 segments. As Louisville Metro is interested in pedestrian projects in areas of high travel demand for the least cost, a straightforward benefit-cost index has been implemented to prioritize potential projects. This index, which is contained in the separately available prioritization list, divides the predicted post-construction number of facility users (as calculated using the latent demand procedure) by the estimated total project cost. Those segments with high benefit-cost indices would serve a relatively high number of pedestrians at a low cost to the implementing jurisdiction.

The results of the prioritization can be used to indicate where short-range projects may be most effective. Specifically, it is recommended that approximately the segments with the tier one and two indices be included in a short-range program following field verification of their feasibility. Construction of these projects within the first several years following plan adoption will allow for increased momentum for many of the remaining prioritized projects (appendix M).

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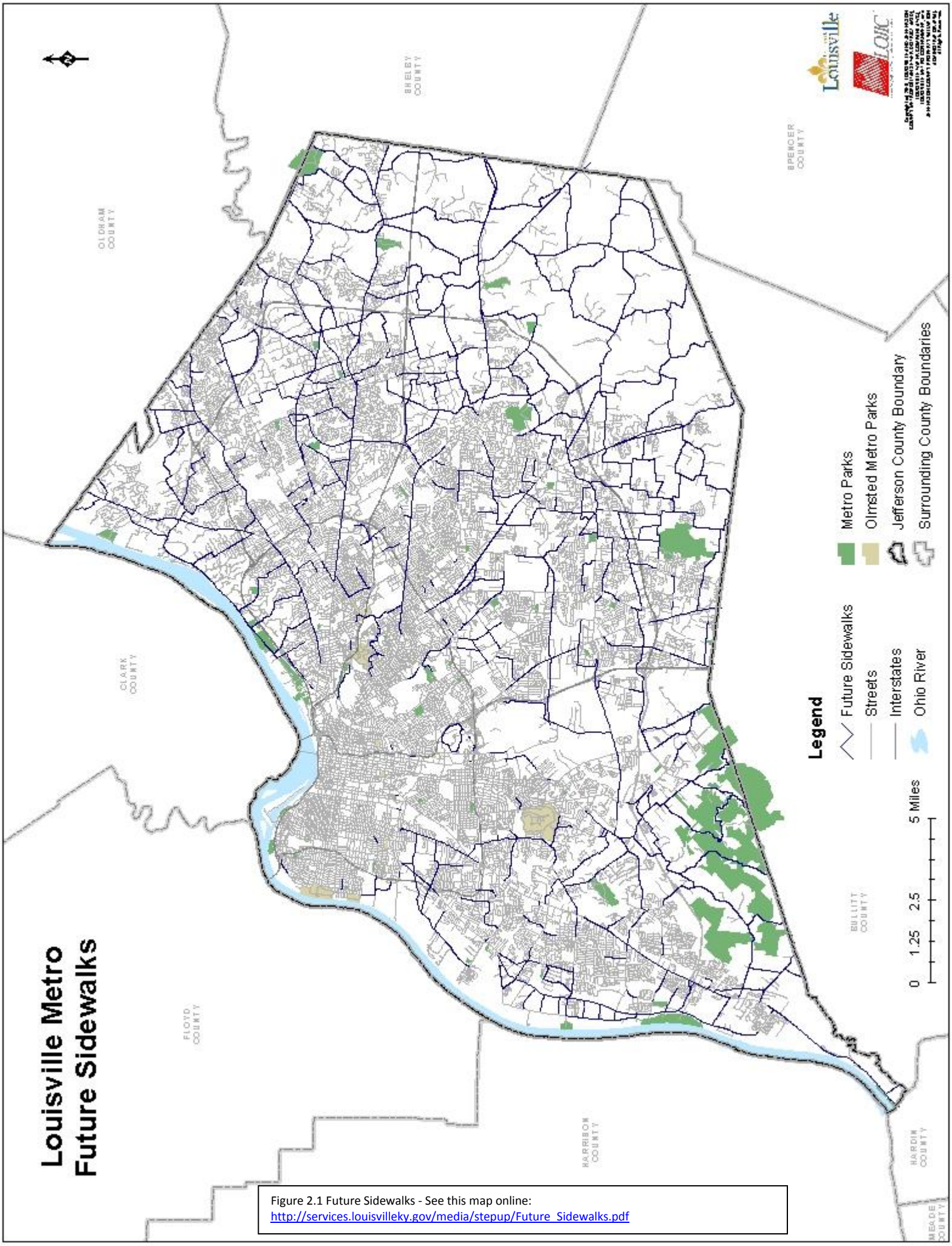


Figure 2.1 Future Sidewalks - See this map online:
http://services.louisvilleky.gov/media/stepup/Future_Sidewalks.pdf

The above project strategies and associated actions are only one of the three “P’s”. The other “p’s” include Policies and Programs. To identify all of the actions that are necessary to achieve these strategies and actions, the Pedestrian Master Plan includes an "Implementation Action Matrix." This matrix, or table, provides the full list of actions that address the plan's focus on programs and policies that make it easier to walk in Louisville.

In addition to organizing all of the actions that are needed, the matrix assigns an owner to each action and identifies the partners with whom the owner will need to coordinate. Milestones, or targets, are provided for each action as well; the milestones indicate the date by which portions of the program or policy are to be completed. Those actions identified in the matrix for completion by 2012 are considered near-term actions, and those identified for completion by 2015 are mid-term actions and those identified for completion by 2030 are considered longer-term actions.

The milestones also provide an easy way for Step Up Louisville to report on the progress made in implementing the plan, information that will be shared with the public, the Louisville Step Up Louisville committee, the Mayor's Office, and City Council each year.

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| Pedestrian Master Plan Implementation Actions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| | **Projects** | | | | | | | |
| **1.1** | **Implement high priority improvements using the prioritization criteria set forth in the Pedestrian Master Plan** | | | **$2,500,000** | **7,500,000** | **37,500,000** | **Capital Investment** | |
| a | Provide sidewalks on both sides of all principal arterial roads and at least one side of all other streets in Louisville where feasible. | LMPW, KIPDA | | Refer to table 1 for list of high priority improvements and associated costs | Refer to table 1 for list of high priority improvements and associated costs | Refer to table 1 for list of high priority improvements and associated costs | | Capital Investment |
| b | Evaluate projects with a defensible, data-driven prioritization process that incorporates pedestrian demand, socio-economic measures, and land use in order to make the most of limited funds and to ensure that improvements best meet needs. | LMPW, KIPDA | SUL | PW's will use prioritization criteria for use in project selection, including CIP prioritization | PW's will use prioritization criteria for use in project selection, including CIP prioritization | PW's will use prioritization criteria for use in project selection, including CIP prioritization | | Policy |
| c | Combine portions of the Pedestrian Master Plan infrastructure list into corridor projects for inclusion in LMPW's | LMPW, KIPDA | | Corridor project list submitted to PW's | Corridor project list submitted to PW's | Corridor project list submitted to PW's | | Capital Investment |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | 2012 | 2015 | 2030 | | |
| | Capital Improvement Projects list. | | | | | | | |
| **1.2** | **Establish criteria and set priorities for constructing pedestrian facilities based upon condition, location and proximity, as well as current and future demand** | | | | **$150,000** | **$300,000** | **Capital Investment** | |
| a | Create a single system to inventory, assess and track sidewalks and roadway facilities. | LMPW, KIPDA | | Ongoing | | | | Capital Investment |
| b | Identify goat trails (informal trails and pathways) that could be improved to serve pedestrians. | LMPW, KIPDA | | Begin with an initial set of trails that connect neighborhoods and connect to destinations such as schools, parks and shopping centers | Use children (such as scout troops, religious youth groups, PTSAs) and aerial photography to document known trails and pathways | Continue to identify and add sidewalks to goat trail areas | | Capital Investment |

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| | | | | 2012 | 2015 | 2030 | | |
| c | Incorporate connectivity and walkability into school zones by developing minimum standards for pedestrian connectivity and walkability. | LMPW, KIPDA | JSCP and other private schools | Identify and evaluate existing school locations and set priorities for retrofits that meet standards | Use hazard bussing requests to identify priority locations for pedestrian improvements. Include the specific locations in the inventory and assessment. Incorporate minimum standards into school zoning standards | Evaluate and up date school zone standards | | Capital Investment |
| d | Coordinate right-of-way improvements adjacent to parks and the Louisville Loop to facilitate pedestrian access to and from parks and to benefit the larger pedestrian network. If the pathway/sidewalk must go on Parks' property, its primary purpose should be | LMPW, KIPDA | Parks | Identify and evaluate existing right-of-way improvements adjacent to parks and the Louisville Loop | Develop policy for public access to and along Parks' properties. | Update policy | | Policy |

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| | to provide access to/from the park. | | | | | | | |
| e | Provide attractive pedestrian access through and across major barriers, including freeways and rail corridors. | LMPW, KIPDA | | | | | | Capital Investment |
| f | Accommodate and improve pedestrian access to and across bridges, railroads, state highways and through interchanges. | LMPW, KIPDA | KYTC, Railroads | 1. Review existing design guidance on railroad crossings (e.g., where to install gates, lights, and required pedestrian clearance times) and work with partner agencies to improve pedestrian access. 2. Identify desired sidewalk minimums over | Update Complete Streets and other relevant standards. Seek funds and implement projects | Seek funds and implement projects | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | 2012 | 2015 | 2030 | | |
| | | | | bridges and overpasses. 3. Update design standards as needed and seek funds to implement improvements. | | | | |
| g | Provide pedestrian access across arterial streets and state routes that divide high demand pedestrian areas. Prioritize projects for improvement using Pedestrian Master Plan criteria. Implement through corridor projects and with other available resources. Seek grant funding as needed. | LMPW, KIPDA | KYTC | Work with KYCT to develop an agency agreement/ partnership about handling state routes in urbanized areas | Implement projects | Evaluate and modify agreement as needed | | Program |

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| | | | | 2012 | 2015 | 2030 | | |
| h | Review all design standards related to pedestrian overpasses/bridges, underpasses, and stairway improvements and retrofits. Revise as needed to support safe pedestrian passage. Address the following: acceptable slopes and grades to meet or exceed Public Rights-of-Way Accessibility Guidelines and design elements such as lighting, landscaping, public art, and street furniture that help to mitigate the impacts of the grade separation and improve personal security. | LMPW, KIPDA | KYTC | Review Standard Plans, and Bridge and Stairway Retrofit guidelines as needed | Review conditions at existing grade-separated facilities in high demand areas and prioritize improvements | Implementent reviewed conditions at existing grade-separated facilities in high demand areas and prioritize improvements | | Capital Investment |
| i | Incorporate shortened pedestrian crossings into roadway designs by providing clear direction on curb bulbs and median islands, as well as other options that reduce the number of lanes a | LMPW, KIPDA | | | | | | |

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| | | | | 2012 | 2015 | 2030 | | |
| | pedestrian must cross at an uncontrolled location (e.g., by eliminating peak hour parking restrictions). | | | | | | | |
| j | Identify and analyze skewed intersections on angled streets, particularly where at least one of the streets is collector level or higher. Modify and adapt for safe pedestrian crossing where feasible. | LMPW, KIPDA | | Identify and map skewed intersections where at least one of the street segments is a collector or higher. | Analyze and prioritize intersections needing modifications. Seek funding for priorities. | | | |
| k | Incorporate findings from performed Walkability Assessments and establish protocol for evaluating and funding prioritized wishes identified by the community. | LMPW | | Review performed Walkability Assesments and identify prioritized wishes, verify findings and develop funding streams to implement. Establish funding protocol for past and future assessments. | Seek funding to implement priorities from the assessments. | | | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | 2012 | 2015 | 2030 | | |
| l | Develop system for identifying and reporting inadequate or missing curb ramps at alleys. | LMPW | | | | | | |
| **1.3** | **Evaluate current signal timing practices and revise, as needed, to balance pedestrian crossing delay and demand with full intersection functionality** | | | **$150,000** | **$500,000** | **$1,500,000** | **Capital Investment** | |
| a | Evaluate and revise current signal timing practices, which focus on eliminating congestion, in balance with pedestrian crossing demand and pedestrian wait times as well as full intersection functionality. Initial focus should be placed on the Central Business District. | LMPW | | Currently implementing the shortest cycle length to most safely and efficiently moving multimodal traffic | | | | Policy |
| **1.4** | **Identify a long-term and sustained investment strategy to fund pedestrian improvements** | | | | | | **Capital Investment** | |

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| | | | | 2012 | 2015 | 2030 | | |
| a | Leverage investments across funding programs and with a broad range of partners | LMPW, KIPDA | | Generate a list of potential partners | Collaborate on priority projects | | | Capital Investment |
| b | Develop a process to leverage funding from CIP, O&M, and private development. | LMPW, KIPDA | | Develop protocol allowing cross-checking of investment opportunities | | | | Capital Investment |
| | **Policies** | | | | | | | |
| **2.1** | **Use existing resources to create more value for fewer dollars** | | | | | | **Policy** | |
| a | Coordinate pedestrian improvements with construction projects such as roadway maintenance, repaving, painting, sewer and water works, and utility corridors. | LMPW | MSD, Parks | Assess how pedestrian improvements are addressed during current construction projects | Update Complete Streets Policy to ensure pedestrian improvements are considered during construction projects | | | Policy |

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| | | | | 2012 | 2015 | 2030 | | |
| b | Require routine pedestrian (and bicycle) accommodation with off-site impacts (both new or redevelopment), and a full transportation analysis, with performance based specifications. | LMPW, PDS, PDS | | Integrate into Complete Streets Policy | | | | Policy |
| c | Create process to use fee-in-lieu funds for sidewalk improvements. Phase out program by requiring that sidewalks must be built unless explicitly impossible. When fee is to be provided in lieu of facility, add a 20% surcharge to act as disincentive to deferring in-kind construction and to assure adequate funds to provide compensatory facility. | LMPW, PDS, PDS | | Assess and update fee-in-lieu program | Continue to implement program and update as needed | Continue to implement program and update as needed | | Policy |

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| | | | | 2012 | 2015 | 2030 | | |
| d | Systematically use Council Members' discretionary funds for pedestrian facility repairs and improvements. | LMPW | Metro Council | Provide each Council Member a prioritize list of sidewalk improvements | Continue to up date the prioritize list of sidewalk improvements for Council Members | Continue to up date the prioritize list of sidewalk improvements for Council Members | | Policy |
| e | Coordinate work by the Economic Development Department, such as streetscape improvement programs and walkability improvements. | LMPW, PDS, PDS | Economic Development | Start collaborations with Economic Development | | | | Policy |
| **2.2** | **Inspect and enforce right-of-way encroachments** | | | | | | **Policy** | |

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| | | | | 2012 | 2015 | 2030 | | |
| a | Continue LMPD's inspection and enforcement programs to address removal of private encroachments in the public right-of-way that impact the walkable zone. Clearly identify to the public LMPW's current policy of denying permits for objects in the right-of-way that encroach on the walkable zone and addressing existing encroachments through the following actions: 1) promote voluntary compliance, and 2) if voluntary compliance is not effective, issue a notice of violation as needed so that encroachments that impact the walkable zone are removed. | LMPW, PDS, PDS | | Develop and implement training for LMPW inspectors on the benefits of maintaining a walkable pedestrian zone free of encroachments. Clarify Louisville's encroachment policy through SDOT's online resources, and as part of the "Travel Right Guide" Define policy or regulatory changes that would enable LMPW to more effectively address right-of-way encroachments | Identify if additional street use inspection hours are needed to record encroachments so they can be dealt with quickly. Complete policy or regulatory changes, as needed | Evaluate and update program | | Program |

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| | | | | 2012 | 2015 | 2030 | | |
| b | Advance the work of the LMPW working group on construction closures and implement recommendations to cover the following topics: 1) improve coordination between proximate construction sites' use of the right-of-way; 2) provide timely and easily accessible web-based information on current and planned sidewalk construction closures with alternate routes; 3) review sidewalk and street closure fees, permitted closure lengths, and permit renewal requirements; 4) maintain pedestrian access during construction, including keeping the walkable zone free of signage and equipment; and 5) ensure that inspections are timely and frequent. | LMPW, PDS, PDS | | Assess current efforts | Evaluate efforts and revise as needed | Evaluate efforts and revise as needed | | Policy |

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| | | | | 2012 | 2015 | 2030 | | |
| **2.3** | **Use Louisville's Compete Streets policy more fully** | | | | | | **Policy** | |
| a | Give the Complete Streets Manual regulatory force by incorporating relevant portions into the Land Development Code (PDS). | LMPW, PDS, PDS | MSD, Parks | Assess Complete Streets short falls | Address short falls and revise Complete Streets | | | Policy |
| b | Reduce the number of cases in which pedestrian facilities may be eliminated by establishing clear, specific language in the PDS addressing under what circumstances facilities would not be required, taking into account all reasonable alternatives. | LMPW, PDS, PDS | | Assess current cases, determine next steps | | | | Policy |
| c | Implement the Thoroughfare Typology hierarchy system adopted as part of the Complete Streets Manual, which matches bicycle and pedestrian facilities with functional class, design, speed and Form Districts. | LMPW, PDS, PDS | | Determine first steps to implement the Thoroughfare Typology hierarchy system | | | | Policy |

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| d | Use the Walkability Leadership Task Force to oversee and coordinate multi-modal transportation review of development projects, and work with the governmental structure. | LMPW | | Currently addresses through Step Up Louisville | | | | Policy |
| e | Encourage the Kentucky Transportation Cabinet (KYTC) to use the Complete Streets Policy for state roads in Louisville Metro. | LMPW, KYTC | | Invite KYTC to Step Up Louisville's meetings, share how other states have implemented Complete Streets on States roads | | | | Policy |
| **2.4** | **Create an expanded set of design standards for pedestrian paths and sidewalks** | | | | | | **Policy** | |

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| | | | | 2012 | 2015 | 2030 | | |
| a | Prepare an expanded set of sidewalk standards (for pedestrian paths and walks), an updated standard driveway detail, and a curbless pedestrian path design standard for inclusion in Louisville's Standard Plans. Advance these standards through the LMPW review committee and Louisville's review committee. Publish design details in the Right-of-Way Improvements Manual. | LMPW | | Determine if Complete Streets address these concerns and if not assess the gaps | Create an expanded set of sidewalk standards | | | Policy |
| b | Develop specific standards for pedestrian connectors between cul-de-sacs and other subdivision connections to ensure functionality and safety (size, width, fencing limitations, lights, etc.). Require full connectivity in subdivision design standards and retrofits. | LMPW, PDS, PDS | | Determine if Complete Streets address these concerns and if not assess the gaps | Create an expanded set of sidewalk standards | | | |

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| | | | | 2012 | 2015 | 2030 | | |
| c | Revise utility infrastructure (e.g., poles, cabinets, vaults, hand holes) and street furniture placement guidelines so that they do not impact the walkable zone or preempt the ability to install curb ramps at corners. Balance the needs of required utility safety clearances and tree canopy coverage goals. | LMPW | | Determine if Complete Streets address these concerns and if not assess the gaps | Create an expanded set of sidewalk standards | | | |
| d | Establish street lighting standards to: 1) discuss pedestrian-oriented lighting in more detail; 2) locate light posts in such a way as to maintain a clear pedestrian zone; 3) include both retrofits and new construction in lighting design standards; and 4) achieve concurrency with International Dark Sky Association "approved dark-sky friendly" standards. | LMPW, PDS, PDS | | Determine if Complete Streets address these concerns and if not assess the gaps | Create an expanded set of sidewalk standards | | | Policy |

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| | | | | 2012 | 2015 | 2030 | | |
| **2.5** | **Define construction options for property owners to repair sidewalks** | | | | | | **Policy** | |
| **a** | Ensure all sections of sidewalks are accounted for by the responsible property owner | | | Assess and clarify properly owner's sidewalk responsibilities | Ensure property owner's are maintaining and fixing sidewalks in front of their property | Ensure property owner's are maintaining and fixing sidewalks in front of their property | | |
| b | Develop and publish a list of suggested contractors for sidewalk repairs and right-of-way improvements to assist property owners with sidewalk maintenance in support of a clear pedestrian zone. | LMPW, Private Utilities | | List published and distributed to community groups | Evaluate and modify as needed | Evaluate and modify as needed | | Program |
| c | Explore public/private cost-sharing possibilities for sidewalk and streetscape improvements. | LMPW, Private Utilities | | Draft guidelines for partnering with adjacent property owners on frontage upgrades | Develop program for cost sharing | Evaluate and modify as needed | | Program |

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| | | | | 2012 | 2015 | 2030 | | |
| **2.6** | **Update guidelines for crossing treatments** | | | | | | **Policy** | |
| a | Update guidance on crossing treatments to accomplish the following: 1) allow pedestrian crossing islands (or similar crossing aides) where appropriate for controlled and uncontrolled intersections with three lanes or fewer; 2) clarify the set of acceptable crosswalk tools (including alternate marking treatments and in-pavement flashers) and appropriate placement guidelines for each; 3) create flashing beacon guidelines and sign standards; and 4) evaluate existing roadway crossing elements used in proximity to transit stops, based on guidance available from FHWA's Pedestrian Safety Guide for Transit Agencies. | LMPW | | Assess current Standards and the Traffic Manual | Update Standard Plans, and the Traffic Manual as needed | | | Policy |

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| | | | | 2012 | 2015 | 2030 | | |
| b | Update guidelines for installing marked crosswalks and stop bars. Update crosswalk marking guidelines to address the following issues: 1) define when to mark crosswalks at all legs of an intersection or at multiple intersections in a corridor; 2) develop criteria for marking crosswalks on non-arterials outside of school zones; 3) routinely install stop bars at all intersections with marked crosswalks at least 4 feet back from the edge of the crosswalk marking and clearly sign the stop bar location to encourage driver compliance; 4) establish guidelines for the placement of stop bars so that new stop bars are coordinated with existing loop detectors; and 5) develop guidance for | LMPW | | Assess current Standards and the Traffic Manual | Update, Standard Plans, and the Traffic Manual as needed. Install stop bars at marked crosswalks as part of all new improvement projects | | | Policy |

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| | | | | 2012 | 2015 | 2030 | | |
| | marking stop bars at locations with unmarked crosswalks. | | | | | | | |
| **2.7** | **Educate and Enforce "no parking" restrictions at intersection approaches** | | | | | | **Policy** | |
| a | Remove parking and increase enforcement of no standing or parking restrictions within 20 feet upon the approach to a crosswalk. Explore mechanisms other than signage to designate the restrictions in locations | LMPW, PDS, PDS | | Determine how this can be implemented as part of Louisville's Complete Streets policy | Implement as part of Louisville's Complete Streets policy, through existing parking programs and on a complaint | | Policy | Policy |

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| | where signage does not currently exist. Update existing codes, as needed, to allow bicycle and scooter parking within this 20 feet zone in certain situations. | | | | basis from Louisville's Police Department and the public | | | |
| **2.8** | **Develop and maintain short block lengths to maximize pedestrian crossing opportunities** | | | | | | **Policy** | |
| a | Discourage street and alley vacations that result in long blocks without adequate pedestrian access. | LMPW, PDS, PDS | | Assess current guidelines for vacations, clarifying the definition of "public benefit" | If needed update guidelines for vacations, clarifying the definition of "public benefit" | | | |

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| | | | | 2012 | 2015 | 2030 | | |
| b | Maintain short block distances wherever possible to improve pedestrian access. Identify locations where mid-block crossings would effectively shorten blocks longer than 600 feet. | LMPW | LMPW, Design Commission, Design Review Boards, Council | Create a strategy to address long block distances | Strengthen language in the Transportation Strategic Plan related to street and alley vacations. Develop a GIS-based list of locations with blocks longer than 600 feet in high priority areas | | | Policy |
| **2.9** | **Evaluate design speed as part of all corridor projects** | | | | | | **Policy** | |
| a | Ensure predictable location of curb ramps through Metro's current standards and guidelines, including the Right-of-Way Improvements Manual and Traffic Manual. | LMPW, PDS, PDS | | Assess Complete Streets, and Traffic Manual. | Assess and update Complete Streets, and Traffic Manual if need be. | | | Policy |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| b | Revise curb radii standards to create tighter turns to slow traffic in locations that do not have high volumes of truck or bus turning movements and in balance with emergency response needs. | LMPW | | Proposed changes to standards (including revised mountable curb standard profile to improve access for emergency response vehicles in balance with pedestrian safety and traffic calming goals) reviewed by partners | Begin implementation through Complete Streets program and in high priority areas | Continue implementation. Review standards and revise as needed | | Policy |
| c | Use a combination of engineering, enforcement, and evaluation tools to reduce speeds along corridors within high priority areas. Prioritize locations near parks, community centers, and neighborhood business districts. Where appropriate, add speed zone limits and signage (including radar speed signs), and expand the use of enforcement efforts | LMPW | | Establish zones of pedestrian priority in the High Priority Areas identified in the plan. Conduct regular crosswalk “stings” with plain clothes police enforcement | Define the policy and design guidance tools (e.g., frequency of crosswalk marking, lane diets, signal timing changes) to be tested. Identify location for test study and conduct pre-test evaluation | Evaluate test location and (based on outcomes of test study) implement in other high priority areas | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | (e.g., speed vans, red light cameras) in these areas. | | | | to serve as a baseline | | | |
| **2.10** | **Address modal conflicts that result from Complete Streets implementation** | | | | | | **Policy** | |
| a | Ensure that Pedestrian Master Plan recommendations are coordinated with implementation and update activities for other modal plans (e.g., Thoroughfare Plan, Bicycle Master Plan,) and other metrowide strategic plans (e.g., Cornerstone 2020). | LMPW | PDS, Modal Stakeholders | Include links and references to the Pedestrian Master Plan in the Comprehensive Plan Update, and the Transportation Strategic Plan Update | | | | Policy |
| **2.11** | **Use land use and zoning tools to encourage and support pedestrian-** | | | | | | **Policy** | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | **friendly growth and development** | | | | | | | |
| a | Evaluate and consider revising Land Development Code Form District standards to promote and provide incentives for wider use of pedestrian-oriented development. Prioritize review of dimensional standards for non-residential and mixed-use developments in the suburban form districts of the Land Development Code to assure that the standards address safe pedestrian accessibility and promote walkable environments. | LMPW | | Evaluate current Land Development Code Form District standards to promote and provide incentives for wider use of pedestrian-oriented development. | Prioritize review of dimensional standards for non-residential and mixed-use developments in the suburban form districts of the Land Development Code to assure that the standards address safe pedestrian accessibility and promote walkable environments. | | | Policy |
| b | Identify Cornerstone 2020 plans goals and policies that should be revised or created to support implementation of the | LMPW | | Currently address in the Pedestrian Master Plan, update as needed | | | | Policy |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | Pedestrian Master Plan. | | | | | | | |
| **2.12** | **Integrate public spaces with adjacent businesses** | | | | | | **Policy** | |
| a | Develop program of renovation assistance for small business owners to improve their frontage, including repair of sidewalks or walkways. | LMPW, PDS, PDS | PDS | Explore small business funding options for improvements | Develop program for improvements and criteria for program participation | Implement program and evaluate | | Program |
| b | Work with parking garage owners and management companies to eliminate the "caution, vehicles exiting" warning message to focus the message on the drivers instead. | LMPW, PDS, PDS | | Create a list of parking garages and start creating campaign with parking garage companies | Review campaign for warning messages and update | | | Program |
| **2.13** | **Develop guidelines for car-free and shared space streets** | | | | | | **Policy** | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| a | Begin to implement shared space streets, with a commitment to developing guidelines and protocols for implementation. Explore possible locations for shared-space streets through examining space allocation in the right-of-way (e.g., narrowing streets, pedestrian-only streets, woonerfs). | LMPW | PDS, Real Property | Develop pilot project | Implement pilot project and evaluate. | Update guidelines in Complete Streets | | Program |
| b | Expand program of 2nd Sunday (car-free streets) each year. Focus on locations with strong community interest. Sustain and expand summer street closures in major parks. | LMPW | | Host 2nd Sunday, evaluate and expand into other days | Host 2nd Sunday, evaluate and expand into other days | Host 2nd Sunday, evaluate and expand into other days | | Program |
| c | Pilot a Car-Free Weekend program, in which Louisvillians are encouraged to live car-free for an entire weekend. | LMPW | | Develop program scope and test concept with various community groups | Implement Car Free Louisville weekend | Expand to Car free week | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| **2.14** | **Coordinate transit stop and pathway accessibility needs between Louisville and the Transit Authority of River City (TARC)** | | | | | | **Policy** | |
| a | Develop a program that evaluates transit stops and pathways two blocks in each direction from the stop, including all intersections. | LMPW, PDS, PDS | TARC | Create GIS data base of TARC stops and pathways two blocks in each direction | | | | Policy |
| b | Review current ADA transition plan, consolidating all plans for improving the pedestrian network for persons with disabilities. | LMPW | ADA | Review current ADA transition plan and update through Complete Streets | | | | Policy |
| c | Coordinate with TARC on efforts to provide better service as reflected in TARC's strategic plan. | LMPW | TARC | | | | | Policy |
| d | Coordinate with TARC to improve bus stop amenities such as shelters, lighting and service information. | LMPW | TARC | Coordinate with TARC to identify lack in bus stop amenities such as shelters, lighting and service | Improve bus stop amenities such as shelters, lighting and service | | | Policy |

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| | | | | information. | information. | | | |
| **2.15** | **Create a parking strategy to encourage trip-chaining by walking** | | | | | | **Policy** | |
| a | Broker joint-use parking agreements, supported by site plan review process that rewards joint-use parking elements, i.e., expedited review/permitting. | LMPW, PDS, PDS | | Ongoing, Promote, Evaluate and update | Ongoing, Evaluate and update | | | Policy |
| b | Joint Use Parking consider when two or more uses on the same or separate properties are located along a transit route and have different peak use times. | LMPW, PDS, PDS | | Ongoing, Promote, Evaluate and update | Ongoing, Evaluate and update | | | Policy |
| c | Establish a set aside of avoided parking construction costs for pedestrian-friendly facilities. | LMPW, PDS, PDS | | | | | | Policy |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | 2012 | 2015 | 2030 | | |
| d | Use developer set asides (see item "a" above) from reduced parking requirements to pay for pedestrian-friendly facilities. | LMPW, PDS, PDS | | | | | | Policy |
| | **Programs** | | | | | | | |
| **3.1** | **Identify a long-term and sustained investment strategy to fund pedestrian improvements** | | | | | | **Program** | |
| a | Develop a strategy to allocate a reasonable and sustainable amount of funding for pedestrian improvements and maintenance, including reallocation of transportation funding to prioritize pedestrians. | Council | LMPW | Funding strategy included in budget request | Report | Update | | Policy |
| b | Develop a framework for resource allocation to guide investment decisions between programmatic and project delivery needs. | LMPW | PDS | Report to Council | | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| c | Continue to work with regional and state agencies to improve funding criteria so that non-motorized projects are competitive for as many fund sources as possible. | LMPW | KIPDA | Ongoing | Ongoing | Ongoing | | Capital Investment |
| d | Explore innovative funding tools for both general pedestrian improvements and specific needs. | LMPW | | Identify potential scenarios . Define method to assess viability of possible new fund sources | Test scenarios and develop policy draft defining preferred options | Implement policy | | Program |
| **3.2** | **Implement a program to communicate to property owners, public and private utilities, Metro staff, and the general public the importance of keeping this zone clear and in good condition** | | | | | | **Program** | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| a | Develop a "Travel Right" guide to communicate to Louisvillians general travel and right-of-way information, both regulatory and encouraging. Information might include: regulations, ranging from speed limits to parking restrictions to laws about white canes and guide dogs to crossing laws; the impact of speed on crash severity, to encourage drivers to slow down; contact information for LMPW's various programs (e.g., Sidewalk Repair Program); great neighborhoods for walking; and hidden staircases. | LMPW | | Develop and distribute guide with input from agency and community partners | | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| b | Develop and distribute LMPW's educational brochure (geared toward property owners) about sidewalk and tree maintenance and further develop a communications campaign for property owners that addresses responsibilities in the right-of way, including: the responsibility to maintain the sidewalk/walkway, planting strip, and vegetation adjacent to their property (including removal of snow and ice); a list of materials that are appropriate for sidewalk repairs and locations where the materials are commonly available; and information about neighborhood design requirements. | LMPW | PARKS | Develop and distribute guide with input from agency and community partners | Evaluate and update brochure | Expand communication program to include new topics | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| c | Encourage pole consolidation, especially in areas where sidewalk space is limited, pedestrian demand is high, and pole replacement is anticipated. | LMPW | Private Utilities | Update the Traffic Manual to clarify pole consolidation policy | Work with partners to create supportive policies in their guidance and standards documents | Review and update | | Policy |
| d | Use easements to secure additional space for walking. | LMPW | | Review options for using easements to secure additional space for walking | Develop easement policy | Adopt and evaluate. Develop standard form | | Program |
| e | Promote a clear zone for tree canopy at intersections, via a setback for new trees or a pruning window for existing trees. Balance visibility and lighting needs with tree canopy coverage goals. | **LMPW, PDS, PDS** | | Update PDS and Standard Plans | | | | Program |
| **3.3** | **Establish and implement a predictable maintenance cycle for crosswalks and stop bars** | | | | | | | **Program** |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| a | Define a maintenance cycle for crosswalk restriping to ensure that markings are clear and highly visible to drivers and pedestrians. Identify maintenance cycles appropriate to levels of intersection use for Metro maintenance, as well as guidance for utility or other private development work. Revise internal tracking and communication tools to reflect changes. | LMPW, KIPDA | | Establish internal policy guidance to define hierarchy of cycles for high, medium, and low priority intersections. Update GIS to indicate locations | Revise maintenance request forms, the Pavement Opening and Restoration Rules, and the LMPW Asset Management Status and Condition reports to encourage consistent application | | | Program |
| **3.4** | **Implement and evaluate enhancement and enforcement programs** | | | **40,000** | **60,000** | **180,000** | **Program** | |
| a | Continue to fund and implement crosswalk emphasis patrols (e.g., crosswalk stings) in balance with jaywalking citations. Identify appropriate locations for focused enforcement | LMPD, LMPW, KIPDA | | Continue campaigns and track performance measures | | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | efforts, including in the high priority areas identified in the plan. Evaluate the effectiveness of jaywalking citations on improving pedestrian safety. | | | | | | | |
| b | Develop a pilot program to measure the success of existing enforcement and engineering efforts at intersections. | LMPD | LMDPHW, LMPW, KIPDA | Research and create a working group to create a pilot program | Create the pilot program and implement program. Evaluate and update program | | | Program |
| c | Continue to work with Step Up Louisville to encourage using CPTED (Crime Prevention through Environmental Design) analysis for neighborhood improvements. | LMPD, LMDPHW | LMPW, KIPDA | Host the CPTED training | | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| d | Develop an aggressive Enforcement Program that includes zero tolerance penalties for speeding in a school zone and parking on sidewalks within one mile of school. | LMPD, LMPW, PDS, PDS | | Develop the campaign and track performance measures. Expand the Neighborhood Speed Reduction Program to include street-level changes, business and resident involvement and enforcement. | Update and continue program | | | Program |
| e | Advocate for increase enforcement and safety resources at intersection crosswalks and mid-block crossings. | LMPD, LMPW, PDS, PDS | | Coordinate efforts with Street Sense. Research, develop, implement and evaluate an evidence base campaign | | | | Program |
| **3.5** | **Encourage transit providers to locate transit stops close to signalized intersections** | | | | | | **Program** | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| a | Encourage transit providers to locate transit stops as close to signalized intersections as possible to facilitate pedestrian crossings while maintaining visibility. | TARC | | Review current transit stop locations and determine if a policy needs to be defined | | | | Policy |
| b | In determining the location and spacing of bus stops, work with transit providers to balance the needs of fast and reliable transit service against providing adequate pedestrian access. | TARC | | Review current transit stop locations and determine if a policy needs to be defined | | | | Policy |
| **3.6** | **Advance a social marketing campaign to promote walking** | | | **$150,000** | **$400,000** | **$1,200,000** | **Program** | |
| a | Design and implement a pedestrian safety education campaign that targets drivers and pedestrians. | Mayor's Office | LMDPHW, LMPW, KIPDA, TRIMARC | Move from Branding Street Sense to creating targeted campaigns | Evaluate and update the campaign to ensure it reaches its target audience | Evaluate and update the campaign to ensure it reaches its target audience | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | 2012 | 2015 | 2030 | | |
| b | Retain a marketing consultant to develop a social marketing program to promote walking. Focus on the role of walking in promoting health (e.g., the health impacts of short trips), walking as a cost-saving approach (e.g., save money on gas), walking as a conservation measure (e.g., improve the environment), and the impact of walking on community building (e.g., meet your neighbors). Evaluate the effectiveness of the campaign. | Mayor's Office | LMDPHW, LMPW, KIPDA, TRIMARC | Ongoing through Street Sense | Evaluate and update the campaign to ensure it reaches its target audience | Evaluate and update the campaign to ensure it reaches its target audience | | Program |
| c | Use public service announcement traffic reports to provide walkability information such as: remind drivers that “pedestrians are everywhere”, announce “good” intersections, advise pedestrian network detours due to | Mayor's Office | LMDPHW, LMPW, KIPDA, TRIMARC | Ongoing through Street Sense | Evaluate and update the campaign to ensure it reaches its target audience | Evaluate and update the campaign to ensure it reaches its target audience | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | construction or special events. | | | | | | | |
| d | Publicize the number of pedestrian-vehicle crashes. | Mayor's Office | LMDPHW, LMPW, KIPDA, TRIMARC | Collect and assess current crash data to better target the SS campaigns | Collect and assess current crash data to better target the Street Sense campaigns | Collect and assess current crash data to better target the Street Sense campaigns | | Program |
| e | Share marketing techniques and approaches to effectively promote services, programs, and facilities that support walking. | Mayor's Office | LMDPHW, LMPW, KIPDA, TRIMARC | Connect promotion of walking with Metro wide sustainability initiatives (e.g., Go Green) and develop additional events that promote walking. | | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| f | Develop an effective encouragement program that includes family safety audits, crossing guards at targeted intersections, community policing and neighborhood watch activities during walking to/from school times, and information about SRTS for those involved in designing environments in which children walk or bicycle to school. | LMDPHW, LMPW | LMDPHW, LMPW, KIPDA, TRIMARC | Research successful programs and determine how to implement a similar program in Louisville | Implement, evaluate and update | | | Program |
| g | Explore partnerships with private organizations to fund incentive programs and events that encourage walking. | LMDPHW | Parks | Hold forum to discuss ideas with business groups and local walking groups | Implement new programs | Evaluate program | | Program |
| **3.7** | **Create or expand programs that promote the benefits of walking** | | | **$20,000** | **$40,000** | **$70,000** | **Program** | |
| a | Expand programs that promote walking for physical and mental | LMDPHW, LMPW, KIPDA | | Create a list of walking events Louisville hosts | | | | Program |

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| | health. | | | | | | | |
| b | Create more Car-free neighborhood guides such as the guide for the Clifton Neighborhood. | LMDPHW, LMPW, KIPDA | | Create a list of communities and car-free guides | Continue the program and update | | | Program |
| c | Expand auto trip reduction programs to encourage more people to travel by means other than the private automobile (including by walking). Increase the number of people participating in a Metro-sponsored commute trip reduction program each year. | TARC | LYMPH, LMPW, KIPDA | Research successful programs and team up with worksites to implement programs | Continue the program and update | | | Program |
| d | Explore the possibility of a "Ride Free" day (or other lower cost promotional activities) on all local and regional transit to encourage people to walk and take transit instead of driving. | TARC | LYMPH, LMPW, KIPDA | Research successful programs and develop a similar program | Continue the program and update | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| e | Develop "Walk to Work" day, possibly in collaboration with "Bike to Work" month. Also explore an ongoing program of "Walk to Work Fridays" and "Walk to Work" month. | LMDPHW | | Research successful programs and develop a similar program | Continue the program and update | | | Program |
| f | Encourage employer-based programs that offer incentives to walk and use transit with disincentives to drive. | LMDPHW | KMOM | Collaborate with worksite wellness departments and Kentucky Metro on the Move to promote employee wellness through walking | Continue the program and update | | | Program |
| g | Offering employees a choice between bus passes and free parking. | TARC | LMPW | Determine a sustainable business model for this program | Continue the program and update | | | Program |
| h | Continue to promote Louisville as a pedestrian friendly at the national, regional and local level. | LMDPHW, PDS, LMPW, KIPDA | | Work towards improving Louisville's place in AMPA and Prevention magazine's | Continue the program and update | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | ranking of the walkability of cities. | | | | |
| i | Continue neighborhood walkability assessments for neighborhoods, incorporating assessment information into the inventory. | PDS, LMDPHW | LMPW, KIPDA | Ongoing , continue to promote and share results | Ongoing , continue to promote and share results | Ongoing , continue to promote and share results | | Program |
| j | Develop criteria and review process for comment based on physical activity and environmental impacts of all new projects. Use existing processes as models for Louisville, such as Decatur, Georgia. | LMDPHW | | Collaborate with the Department of Public Health and Wellness to develop criteria | Ongoing , continue to promote and share results | | | Policy |
| **3.8** | **Increase school-specific pedestrian programs** | | | **$400,000** | **$800,000** | **$2,400,000** | | |

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| a | Create a Safe Routes to School program and team to evaluate engineering needs at all Louisville Metro schools and apply for SRTS funding. | LMPW, KIPDA | KYTC, KIPDA | Maintain and expand funding for infrastructure improvements through the Safe Routes to School Program. Continue funding two (2) schools per year and explore opportunities to expand this to additional schools. | | | | Program |
| b | Explore partnerships with private schools to expand Safe Routes to School Program to these schools. | Parks, LMPW, KIPDA, LMDPHW | KYTC, Private Schools | Scope the programs to identify components and partners | Establish working group to scope Safe Routes to School Program for private schools | Expand Safe Routes Program to private schools | | Program |
| c | Develop Safe Routes to Transit and Safe Routes to Parks programs, including infrastructure improvements (e.g., walkways, signs) and | TARC, PARKS | LMPW, LMDPHW | Scope the programs to identify components and partners | Implement and evaluate programs | Expand safe routes to transit and parks | | Program |

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| | safety education for various user groups. | | | | | | | |
| d | Develop a strong safety education program that includes videos for kids, mandatory street-crossing education and bicycle education programs as part of the physical education/practical living curriculum. | JSCP, LMDPHW | LMPW, KIPDA | Create videos and implement in schools | Update and continue program | | | Program |
| e | Participate in Walk to School Day (http://www.walktoschool-usa.org). | JSCP, LMDPHW | LMPW, KIPDA | Promote Walk to School Day October 6th 2010 for all Louisville schools | | | | Program |
| **3.9** | **Create materials to communicate general travel and right-of-way information** | | | **$5,000** | **$8,000** | **$32,000** | **Program** | |
| a | Add walking routes to My Neighborhood Maps site. | | | | | | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
| | | | | | | | | |
| | | | | 2012 | 2015 | 2030 | | |
| b | Expand pedestrian way finding efforts Metro wide, to include maps, signage in the right-of-way, and web-based tools. Focus way finding at transit stops, to encourage coordination of walking and transit trips. | Parks, LMPW, KIPDA | LMDPHW | Develop way finding task force to coordinate a comprehensive approach for Metro way finding, including efforts between pedestrian and bicycle way finding | Install way finding kiosks and signs in Louisville's neighborhoods | Evaluate way finding design standards and update as needed | | Program |
| c | Expand mapping to support pedestrians through the following steps: 1) Develop walking maps for all Louisville neighborhoods; 2) Compile existing neighborhood walking maps to create a "master" walking map for Louisville 3) Develop thematic walking maps/routes for Louisville (e.g., Walks with Kids, Dog Walks, View Walks, Art Walks, Tree Walks, Historic Walks). | Parks, LMPW, KIPDA | LMDPHW | Create "master" recreational walking map of existing Mayor's Miles and Metro trails | Develop internet-based walking map standards. Prioritize neighborhood mapping projects | Develop maps | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| d | Collaborate with Metro and TARC to improve pedestrian connections to destinations through on-board destination/way finding guides, stop announcements linked to destinations, flexible routing for events, and better marketing of services and destinations. | TARC, Parks, LMPW, KIPDA | LMDPHW | Define specific actions | Begin program implementation | Evaluate and update as needed | | Program |
| **3.10** | **Use social networking to communicate project information in a timely and efficient manner** | | | **$15,000** | **$20,000** | **$100,000** | **Program** | |
| a | Communicate project information to those affected in a timely and efficient manner through development of neighborhood listservs and/or partnerships with local blogs. | LMPW, KIPDA | CART | Launch interactive website and evaluate use | Develop LMPW standard communication protocol | Evaluate and update as needed | | Program |
| b | Simplify Louisville's online resources to improve usability, accessibility, navigability, and | LMPW, KIPDA | LMDPHW | Online tools upgrades identified | Update online tools | Evaluate online tools | Program | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| | coordination. | | | | | | | |
| c | Create a web-based community toolbox to fully engage residents in contributing to an on-going assessment of the pedestrian network. Residents could use the toolbox for information-sharing and reporting, i.e., report repairs, identify "good" walking facilities, etc. Louisville could use the toolbox to communicate with the community on issues such as sidewalk construction or closures. Montgomery County, Maryland's web-based program allows residents to track development projects can serve as a model. Additionally, the Maryland Department of Transportation is using | LMPW, KIPDA | LMDPHW | Create web-based toolbox | Update | Update | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| | Google maps in developing a statewide trails network. | | | | | | | |
| **3.11** | **Develop and launch training modules for Louisville Metro staff** | | | **$15,000** | **$30,000** | **$90,000** | **Program** | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| a | Develop and launch training modules for Metro staff, including topics such as: implementation of recommendations from the Pedestrian Master Plan; project conceptualization, design, and construction (as multiple programs build pedestrian facilities); accessibility needs of people with disabilities (training for all LMPW employees who participate in the planning, design, and construction of pedestrian facilities); pedestrian-appropriate intersection and crosswalk lighting schema (provided by Lighting Design Lab); and alternative sidewalk standards and maintenance requirements. | LMPW | KIPDA | Develop training modules | Implement training modules | Evaluate and revise training modules | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| b | Improve regional coordination around pedestrian issues through training modules. | LMPW | KIPDA | Invite to participate in Step Up Louisville Pedestrian meetings | Invite to participate in Step Up Louisville Pedestrian meetings | Invite to participate in Step Up Louisville Pedestrian meetings | | Program |
| **3.12** | **Establish better communication and coordination among staff and departments working on related issues** | | | | | | **Program** | |
| a | Establish active Louisville partnerships to encourage walking, bicycling, and transit use through coordination for these modes (e.g., prioritize pedestrian access to stops and services when planning for transit service/route changes). | | | Step Up Louisville | | | | Program |
| **3.13** | **Revise and update the plan, its data module, and the project list regularly** | | | | | | **Program** | |
| a | Revise and update the Pedestrian Master Plan every five years. | | | | Plan update | plan update | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| b | Update the Plan's data module and project list annually (with a significant data update anticipated when 2010 Census data is available). | | | Integrate new census data into data model | Continue updates | Continue updates | | Program |
| c | Develop and distribute geocoded capital projects list so that all departments have timely information about Metro projects to facilitate internal coordination and leveraging opportunities. | | | Determine appropriate forum for collecting and distributing information | Distribute lists yearly | Distribute lists yearly | | Program |
| d | Evaluate data collection and management processes/needs to determine appropriate data for use in tracking success of plan and identifying future improvements. | | | Evaluate data collection and data needs | Upgrade or revise data collection procedures | Evaluate and update | | Program |
| e | Maintain and update inventories of assets (e.g., the sidewalk inventory), including capture of capital projects and private | | | Develop data collection approach for private installations and | Update | Update | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| | development. | | | capital projects | | | | |
| f | Track and report on plan performance measures. | | | Develop and launch a "dashboard" portal for reporting key indicators of success in the Pedestrian Master Plan, focusing on specific, measureable goals and the progress made toward meeting those goals. | Continue to track | Continue to track | | Program |
| g | Coordinate stewardship of the Pedestrian Master Plan with Step Up Louisville. Ensure that necessary training is provided to assist SUL in this role. | | | Train Step Up Louisville yearly on stewardship and outreach. Work with Mayor's Office and Council to review Board membership to | Train Step Up Louisville yearly on stewardship and outreach | Train Step Up Louisville yearly on stewardship and outreach | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | 2012 | 2015 | 2030 | | |
| | | | | address community and users | | | | |
| e | Submission of projects/programs | LMPW, KIPDA, TIP | | Submission of projects/programs to KIPDA annually for inclusion in the KIPDA Metropolitan Transportation Plan and TIP | | | | |
| f | Coordinate the transmission of Pedestrian Master Plan data to a public interface for use by LMPW to provide readily available project information during the permitting and inspection processes. | LMPW | DPS | Hold inter-departmental and inter-agency training sessions | Ongoing | Ongoing | | Program |
| **3.14** | **Expand the Mayor's Miles Program to** | | | **$5,000** | **$10,000** | **$30,000** | **Program** | |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| a | Include schools, neighborhoods and commercial areas. | JSCP, LMDPHW | LDMD, LMPW, KIPDA | Create an inventory of potential Mayor's Miles | | | | Program |
| b | Create mechanism for citizens who already incorporate walking into their daily routine to track their mileage; and promote walking by enabling neighborhoods and community groups to track their progress and accurately perceive distance, thus promoting and sustaining active lifestyles. | KMOM, LMDPHW | LMPW, KIPDA | Ongoing through KMOM | | | | Program |
| **3.15** | **Increase opportunities for driver education about pedestrians** | | | **$5,000** | **$10,000** | **$30,000** | | **Program** |
| a | Education/re-education as part of driver's license renewal. Change process to get license, e.g. on test; include pedestrians or bicyclists as part of driving test. Conduct on-going | LMPW, KIPDA | Driving Schools | Contact driver education schools and partner to integrate pedestrian safety curriculum | Evaluate and expand to other schools | Expand to other schools | | Program |

| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| Numbering System | **Objectives** and associated strategies | IMPLEMENTATION LEAD | PARTNERS | ACTION MILESTONES FOR COMPLETION BY END OF | | | PRIMARY ACTION | ASSOCIATED ACTION TYPE |
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| | | | | 2012 | 2015 | 2030 | | |
| | educational process about changes. For example, show a video on pedestrian safety at DMV offices. Reduce car insurance to reflect this. | | | | | | | |
| b | Advocate for cell phone free areas for drivers and pedestrians. | LMDPHW, LMPD | LMPW, KIPDA | | | | | Program |
| **3.16** | **Evaluate pedestrian crash data as part inventory and assessment.** | | | | | | **Program** | |
| a | Collect pedestrian crash data. | LMPD | LMPW, LMDPHW | Create an annual longitudinal graph of pedestrian crash data | | | | Program |
| b | Assess pedestrian crash data. | LMPD | LMPW, LMDPHW | Determine crash trend and use information to improve projects, policy's and programs | | | | Program |
| **Totals** | | | | **$3,309,024** | **$9,532,030** | **$43,436,060** | | |
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| Pedestrian Master Plan Implementation Actions | | | | | | | | |
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| | | | | | | | | |
| | | | | 2012 | 2015 | 2030 | | |
| | **Legend** | | | | | | | |
| | **Metro Public Works** | **LMPW** | | | | | | |
| | **Louisville Metro Police Department** | **LMPD** | | | | | | |
| | **Louisville Metro Department of Public Health and Wellness** | **LMDPHW** | | | | | | |
| | **Kentuckiana Regional Planning & Development Agency** | **KIPDA** | | | | | | |
| | **Louisville Inspections Permits** | **IPL** | | | | | | |
| | **Kentucky Transportation Cabinet** | **KYTC** | | | | | | |
| | **Jefferson County Public Schools** | **JCPS** | | | | | | |
| | **Parking Authority of River City** | **PARC** | | | | | | |
| | **Coalition for the Advancement of Regional Transportation** | **CART** | | | | | | |
| | **Intelligent Transportation Systems (ITS)** | **TRIMARC** | | | | | | |

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As described in Chapter 1, this Master Plan sets forward two primary goals:

1. **To improve and expand current pedestrian deficiencies—by preparing a capital improvement process that enables Louisville to increase the pedestrian facility network through retrofitting and expanding current deficient sidewalk and pedestrian crossing locations between 2010 and 2030;**
2. **To simultaneously reduce the rate of pedestrian crashes between 2010 and 2030.**

The objectives and recommendations in Chapter 3 are designed to achieve these goals. In order to measure progress over time, this chapter sets forward two performance measures that will help LMPW staff, elected officials and citizens to determine if implementation activities are having the desired effect. The two performance measures are provided below in Table 4.1:

| Table 4.1 Performance Measures | Data Item | Baseline Measurement | Performance Target | Data Collection Frequency |
|---|---|---|---|---|
| **Performance Measure #1** | Number of pedestrians walking and using transit buses | Household Travel Surveys, Census Data | Measureable increase annually through 2030 | Every year |
| **Performance Measure #2** | Number of reported pedestrian deaths and injuries metro wide | 2004-2009 average for fatalities and injuries | Reduce pedestrian deaths and injuries by 5%, every year, adjusting for exposure | Annually, with a rolling three year average |

Performance monitoring will be led by the LMPW, Pedestrian and Bicycle Program with support from the LMPW, Policy and Planning Administration. The Pedestrian Master Plan Implementation Action table provides a general timeframe for achieving the recommendations per Chapter 3.

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