

★ NATIONAL CENTER ★
for
BICYCLING & WALKING

THE
ROBERT WOOD
JOHNSON
FOUNDATION.



Walkable Community Workshops

APRIL 2004



KIPDA
Kentuckiana Regional Planning
and Development Agency

Walkable Community Workshops

April 2004

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The KIPDA Walkable Community Workshops

An Overview

The National Center for Bicycling and Walking (NCBW) coined the term “Walkable Community Workshop” to describe a hands-on session where community members participate in identifying and proposing solutions concerning walkability. In 2003, the NCBW selected the KIPDA Metropolitan Planning Organization (MPO) from among 28 applicants nationwide. In preparation of the workshops, the NCBW held training



Staff members from various MPOs participating in training for upcoming workshops.

for staff from the selected MPOs. KIPDA staff began working closely with the local hosts: Louisville Metro, the City of Jeffersonville, Oldham County and Bullitt County, starting in October 2003 to coordinate the workshops.

Each local host was responsible for deciding where their particular workshop would take place. The sites varied greatly from urban to

rural settings, illustrating the full flavor of the region. Each of the five sites selected has its own unique characteristics and issues; however, solutions proposed at the five workshops could also be applied in a context sensitive way to other areas throughout the region. The sites (Dupont, Fern Creek, Paroquet Springs, 8th Street in Jeffersonville, and KY 393 and KY 146) and the workshops that took place at each are detailed in the following sections of this report.

If you have any questions or comments concerning the workshops, this report, and/or bicycling and walking, please contact Stacey Clark-Gann at KIPDA, via email (stacey.clark-gann@ky.gov), phone (502-266-6084) or regular mail at 11520 Commonwealth Drive, Louisville, Kentucky 40299. Additional information about the NCBW can be found in Appendix D.

What is a Walkable Community Workshop?

What is a Walkable Community Workshop?

Most simply, it is a four-hour session that includes a presentation on what makes a community walkable, a walking audit of a specific area, and a breakout session where everyone attending puts a pencil to paper brainstorming solutions. Each workshop



Oldham County workshop participants braving the weather.

focuses on a particular area and asks participants to study it in terms of walkability: sidewalks, paths, inviting streetscape, destinations, etc. The presentation by the NCBW before the walking audit gives everyone an idea of what goes into making a community walkable and also a common frame of reference. Attendees then participate in a walking audit of the area, mindful of the presentation they've just seen. Once participants return, they break up into small groups and work with maps, markers, and each other to sketch out proposed

solutions. The session ends with each group presenting their solutions and discussing potential next steps.

What is unique to this series of workshops is that the target audience includes everyone: elected officials, planners, developers, advocates, engineers, planning commissioners, community leaders, business owners, health department representatives, interested citizens, police, etc. The reason for this approach is to bring all of the people who can have an impact on a specific area together. Collectively, everyone identifies what the problems and issues are, and together, develop ideas and solutions about how to enhance the community.

Why make a Community Walkable?

Creating a walkable community or further enhancing an already walkable community can have many benefits as the NCBW trainers, Mark Fenton and Megan Hoyt, pointed out.

Obvious Benefits of a Walkable Community:

- Reduced air pollution
- Reduced automotive congestion
- Healthier citizens

Not-so-Obvious Benefits of a Walkable Community

- Increased property values
- Higher sales through increased foot traffic
- Lower crime rates from having more eyes on the street
- Increased safety for pedestrians and bicyclists (as more people walk and bike, motor vehicle operators begin to become more aware of them)
- Greater sense of community

Each workshop may have looked at a specific area, but the solutions proposed can be used in other areas. Solutions are often combined approaches, such as taking into account land use, development codes, maintenance, enforcement, etc. The NCBW did an excellent job of ensuring each workshop participant was well-armed with a variety of potential solutions that could work in a number of contexts and situations.

Problems Identified

Although there were five separate workshops in the KIPDA MPO region, the problems identified were relatively the same in each area. The workshops differed mainly in the site and in the specific solutions that were proposed. The following are the problems cited by participants in terms of making a truly walkable and bikeable community.

- Gaps in the Existing Sidewalk Network
- Bicycle Facilities and Amenities are Needed
- Too Much Traffic Congestion
- Not enough Landscaping
- Not enough Greenspace
- Buildings are not oriented to Pedestrians and Bicyclists
- Not enough Transit Service
- Safety is a Major Concern
- Transit needs to be made more Attractive
- Land Use Decisions directly affect Transportation and vice versa; Decision Makers need to be aware of the Connection
- Transportation Decision Makers need to take into account Alternate Modes when considering Roadway Improvements
- All sidewalks and pedestrian facilities need to be ADA Compliant if they are not already
- Not enough Bicycle and Pedestrian Connections between Residential and Commercial Areas
- Not enough Bicycle and Pedestrian Connections between Residential Areas and Schools
- Not enough Bicycle and Pedestrian Connections between Residential Areas and Recreational Areas
- Regular Maintenance of Pedestrian and Bicycle Facilities is as important as Building the Facilities
- Streetscape (i.e. landscaping, street trees, furniture, etc.) is an Important Component of a Good Walking Environment and needs to be given Additional Consideration in Land Use and Transportation Decisions
- Not enough Multi-use Paths in the Region
- Too Auto-dependent in terms of Development
- Access Management Techniques are needed
- Not enough Bicycle and Pedestrian Recreational Opportunities
- Multimodal (Bicycle, Pedestrian, and Transit) Connections are needed in order to make using Alternate Modes more Attractive

DuPont (Louisville Metro)

A Description of the Area

There are three large hospitals in the area, along with medical office complexes and other related services, such as medical equipment sales, physical therapists, laboratories, etc. There is also non-medical development in the area: retail, service industries, offices, and restaurants. The DuPont commercial area is surrounded by single and multi-family housing on all sides. See page 9 for a map of existing land use.

The three hospitals require a large number of employees, as do the medical complexes that house a number of doctors' offices. Hospitals and physicians also attract a large number of people from across the region as patients. In addition, the 20-plus area restaurants, grocery store, hardware store, eight-screen movie theater, banks, salons, florists, et cetera, have their own employees as well as a large number of customers, including those people who are either working in the medical field in the area, or visiting the doctor or hospital.

Average Daily Traffic

Street Name	From & To	ADT (2004)
Dutchmans Lane	KY 1932 to Browns Lane	15,600
Dutchmans Lane	KY 1932 to Cannons Lane	19,900
Breckenridge Lane (KY 1932)	I-264 to Dutchmans Lane	68,800
Breckenridge Lane (KY 1932)	Dutchmans Lane to Norbourne	29,300
Browns Lane	Lynnbrook Drive to Dutchmans Lane	14,400
Browns Lane	Dutchmans Lane to Sherburn Lane	19,600

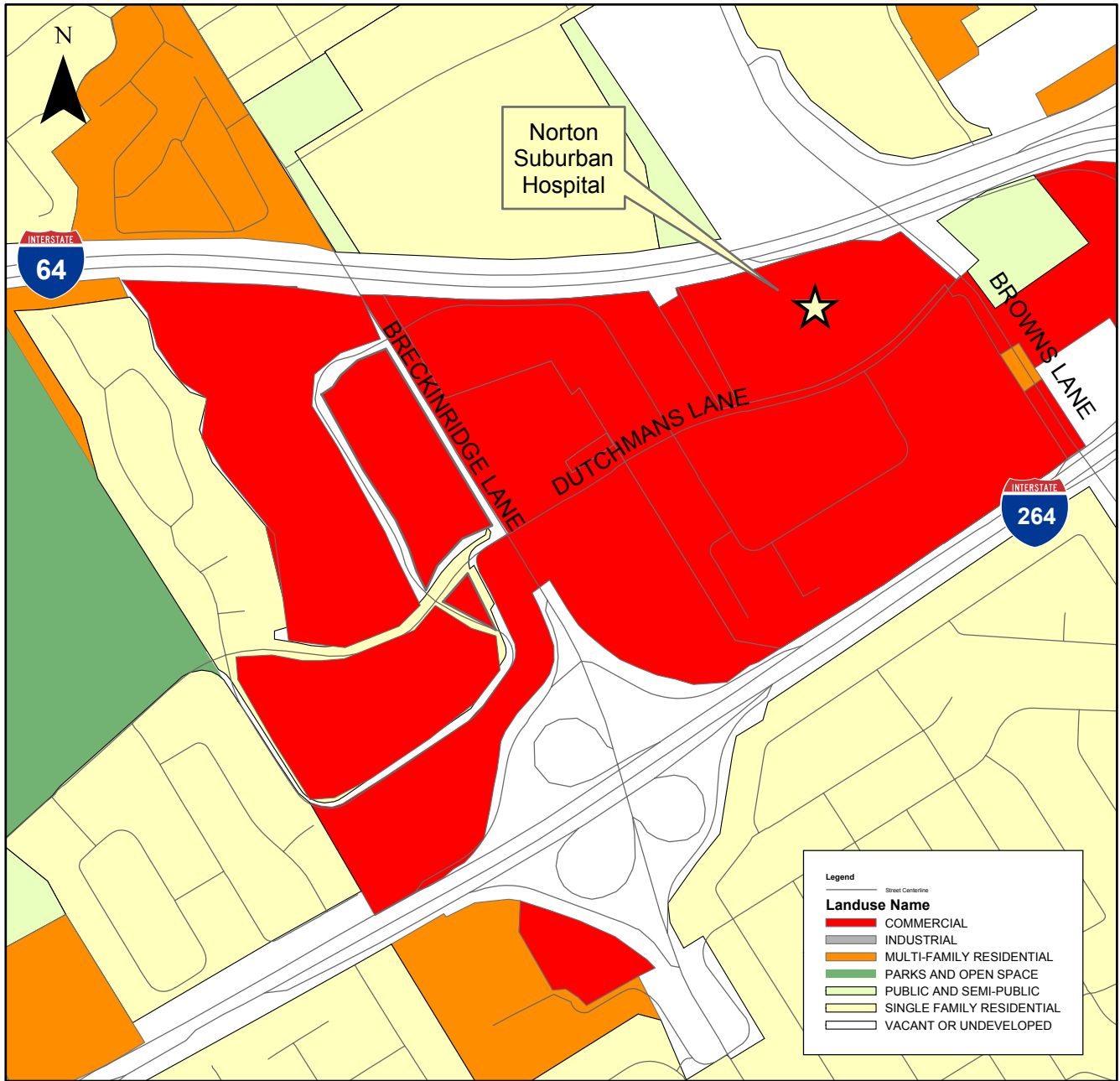
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
19	Muhammad Ali	Local Route
21	Chestnut Street	Local Route
35	Indian Trail/Hikes Lane	Local Route
44	St. Regis Park	Local Route
58	Bashford Manor/Oxmoor	Local Route

The Walking Route

The walking audit took place along Dutchmans Lane, a four-lane roadway connecting Breckenridge and Browns lanes. Beginning at Norton Suburban Hospital, participants walked along Dutchmans Lane, crossed Breckenridge Lane and then continued on the opposite side of Dutchmans to Browns Lane and then back to Norton's, thus completing the loop. The figure on page 11 illustrates the walking route.

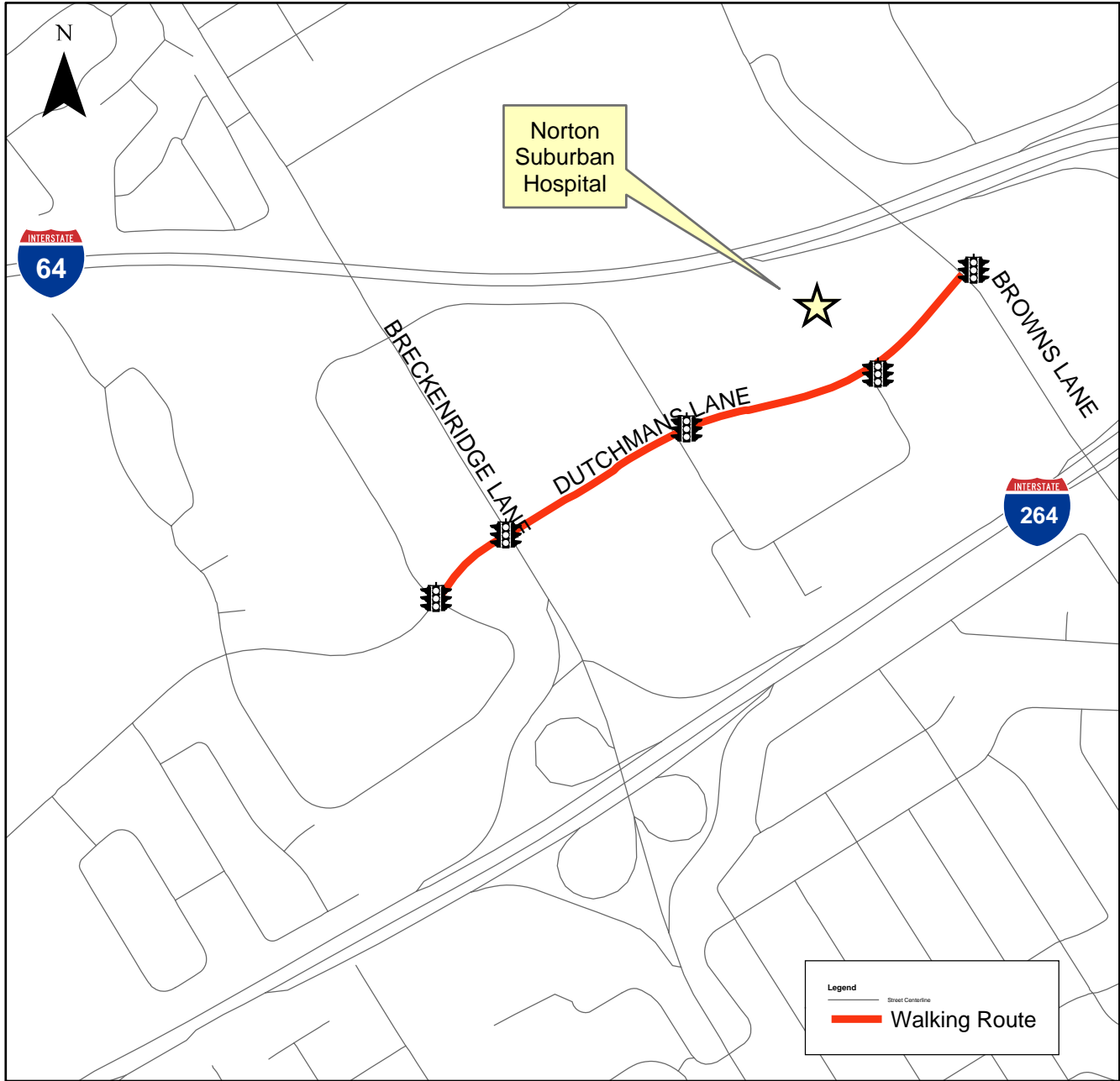


Dupont Landuse

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3,100 Feet

Dupont Walking Route

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Potential Solutions Identified

Pedestrian Facilities

Install sidewalks in the following areas:

- Along both sides of all existing roadways in the area including the area adjacent to the Big Springs Golf Course.
- Connecting the Jewish Community Center, all residential areas, offices, and commercial businesses that are adjacent to the north side of I-264.
- Between Baptist East Hospital and Norton Suburban Hospital.
- Both sides of the entrance to the Jewish Hospital Medical Center.
- Install a sidewalk ramp on the east side of Browns Lane at the intersection with Dutchmans Lane to connect to the businesses to the east with the sidewalks on Dutchmans and Browns lanes.
- On both sides of Browns and Breckenridge Lanes where there are gaps.
- Between the neighborhood to the southeast of the Dupont area and the Dupont area.

Install Crosswalks at the following areas:

- At each intersection.
- In front of the Suburban Medical Offices on Dutchmans Lane to connect to restaurants and commercial area on the south side of the roadway.
- Across all driveways that serve offices and businesses in the area.



Courtesy of www.pedbikemages.org/Dan Burden

A clearly marked crosswalk

Pedestrian Overpasses

- Install a pedestrian overpass over Breckenridge Lane connecting the sidewalks on Dutchmans Lane.
- Install a pedway between the second floor of the medical office complex by Norton Suburban Hospital and the second floor of the shopping center on the south side of Dutchmans Lane.

Bicycle Facilities

Install some type of bicycle facility in the following areas:

- Dutchmans Lane
- Breckenridge Lane
- Dupont Road
- Dupont Circle
- Dupont Square
- Browns Lane
- Cannons Lane
- Taylorsville Road
- Along the north side of I-264
- Along the north side of I-64



Courtesy of www.pedbikemages.org/Dan Burden

A bicycle lane

Bicycle Facilities

Install some sort of bicycle facility in the following areas (continued):

- Over I-264 east of the Breckenridge Lane overpass.

Multi-Use Paths

Install a multi-use path in the following areas:

- Along the south side of the middle fork of Beargrass Creek between Big Springs Golf Course and the Mall in St. Matthews.
- On both sides of the creek south, under Dutchmans Lane and I-264 just west of Dupont Circle to the neighboring residential area.
- Create a Multi-use path along Beargrass Creek that would tie into Brown Memorial Park at the corner of Browns Lane and Kresge Way.



Multi-use underpass alongside a creek.

Bicycle & Pedestrian Facilities - General

- Widen the interstate overpass bridge on Browns Lane in order to install sidewalks and bicycle paths.
- There need to be more bicycle and pedestrian facilities in suburban areas.
- Provide bicycle and pedestrian facilities to the movie theater.
- Make it just as easy to access all of the destinations in the area by bicycling and walking as it is by motor vehicle.
- Create recreational hiking and bicycling opportunities.

Safety

Make the following safety improvements:

- Elevate crosswalks at all intersections to make pedestrians more visible and to reduce the number of motor vehicle conflicts with pedestrians.
- Place audible signals at all traffic lights.
- Create a pedestrian refuge area on Breckenridge Lane that will allow people a place to safely stay out of traffic if they are not able to make it across during one light cycle.
- Make walking in the area safe 24-hours a day through design, enforcement, and lighting.
- Improve the lighting.
- Add street lighting.



Example of an elevated cross walk/speed table with a pedestrian refuge area.

Transit

Circulator

- Provide shuttle service in the area with a shuttle station at the northeast corner of Breckenridge Lane and Dutchmans Lane in the existing parking lot.
- Provide a parking garage at the northeast corner of Breckenridge Lane and Dutchmans Lane and run a shuttle service throughout the area.
- Provide trolley shuttle service throughout the Dupont area and down Dutchmans Lane between Bowman Field and Browns Lane.
- Close Dutchmans Lane to motor vehicles and allow only transit, bicyclists, and pedestrians to access the area.

Light Rail

- Install a light rail line along I-64 between downtown Louisville and Blankenbaker Parkway.
- Install light rail station at the following locations:
 - ▶ Old Cannons Lane
 - ▶ Cannons Lane
 - ▶ Breckenridge Lane
 - ▶ Middle Fork of Beargrass Creek (to connect to the proposed sidewalk linking Baptist East Hospital and Norton Suburban Hospital)
 - ▶ Browns Lane

Transit Shelters

- Provide bus shelters.

Motor Vehicle Traffic Flow

Access Management

- Provide only one point of access per block on either side of Dutchmans Lane; provide all other access from side streets.
- Utilize side streets for access management purposes.
- An access management study/plan is needed for the area.
- Create an alternate access point to Norton Suburban Hospital to alleviate some of the traffic on Dutchmans Lane.

Road Diets



A roadway on a diet; recently narrowed from four to two-lanes.



TARC T2: Light Rail

- Place Dutchmans Lane on a road diet by removing two of the travel lanes, putting a median down the center with turn lanes, and bicycle lanes on both sides from Breckenridge to Browns lanes.
- Place Breckenridge Lane on a road diet by removing a travel lane in each direction and placing a median with a pedestrian refuge area.

Motor Vehicle Traffic Flow (continued)

Other

- Construct a tunnel for vehicles at the intersection of Breckenridge Lane and Dutchmans Lane. Create a park on top of the tunnel.
- Provide additional traffic control devices at the interstate ramps.
- Install traffic lights and pedestrian signals on Dutchmans Lane at the entrance to both sides of the Springs complex, more safely connecting the shopping center on the north side to the offices and restaurants on the south side (west of the main entrance).
- Begin charging for parking in the hospital garages in order to encourage people to take trips in the area via other modes of transportation: bicycling, walking, transit.

Streetscape

- Install outdoor eating areas, both along sidewalks and the proposed multi-use path along Beargrass Creek.
- Landscaping is needed in the parking lot at the northeast corner of Breckenridge Lane and Dutchmans Lane to break up the large expanse of asphalt.
- Install trees and landscaping on the proposed Dutchmans Lane median.
- Increase landscaping on the following streets: Dutchmans Lane, Breckenridge Lane, Browns Lane, and in the shopping center.



Land Use

- A master plan of the area is needed to look at all of the issues.
- Additional public involvement is needed.
- More mixed-use development is needed in the area; commercial retail development on the first floor with offices and/or residential on the upper floors.
- Create buildings and streetscapes that are more human in scale.
- Involve hospitals in developing the area. Make optimal use of the limited land available by allowing multi-use, multi-story development. Redevelop area as a park-like campus.
- Redevelop the area in a more traditional sense: pull buildings up to the street edge with sidewalks to make walking more attractive.
- Talk to business owners who currently have their sidewalk entrances closed about making them a main point of entry. Create retail uses on the first floor of existing parking garages in the area.
- Construct a multi-story mixed-use building at the northeast corner of Breckenridge Lane and Dutchmans Lane.
- Redevelop shopping center at the northeast corner of Breckenridge Lane and Dutchmans Lane as a Traditional Town Center where the buildings are at the property line and the parking is located behind the building.



Mixed-use development; retail on the ground floor with residential on upper floors.

Fern Creek (Louisville Metro)

A Description of the Area

Fern Creek is located in southeastern Jefferson County/Louisville Metro. The town center radiates from the intersection of Bardstown Road and Fern Creek Road. The Fern Creek Fire Department, Post Office, Community Center, and High School are all centrally located close to this intersection. Bardstown Road (US 31E) forms the commercial spine of Fern Creek as well as serving as a commuting route for people who live south of Fern Creek and work in Louisville. Moving away from the town’s center, there are various types of commercial retail establishments: restaurants, grocery stores, drug stores, etc. The commercial spine is then abutted by residential land use, made up largely of single-family homes. See the map on page 21 for a map of existing land use.

Although the Fern Creek area has experienced considerable development through recent years, it has an advantage over the other workshop sites in that a small area study was performed in 2001. Many of the items brought up then were reinforced and/or built upon in the workshop, such as creating and maintaining a small town feel; encouraging dense, multi-use development in the town center; and adding park/recreational space.

Average Daily Traffic

Street Name	From & To	ADT (2004)
Bardstown Road	KY 1065 (Beulah Church/Seatonville Road) to KY 1747 (Hurstbourne Lane)	39,100
Fern Creek Road	KY 1065 to Bardstown Road (US 31E)	9,790
Ferndale Road	Watterson Trail South to Fern Creek Road	5,410

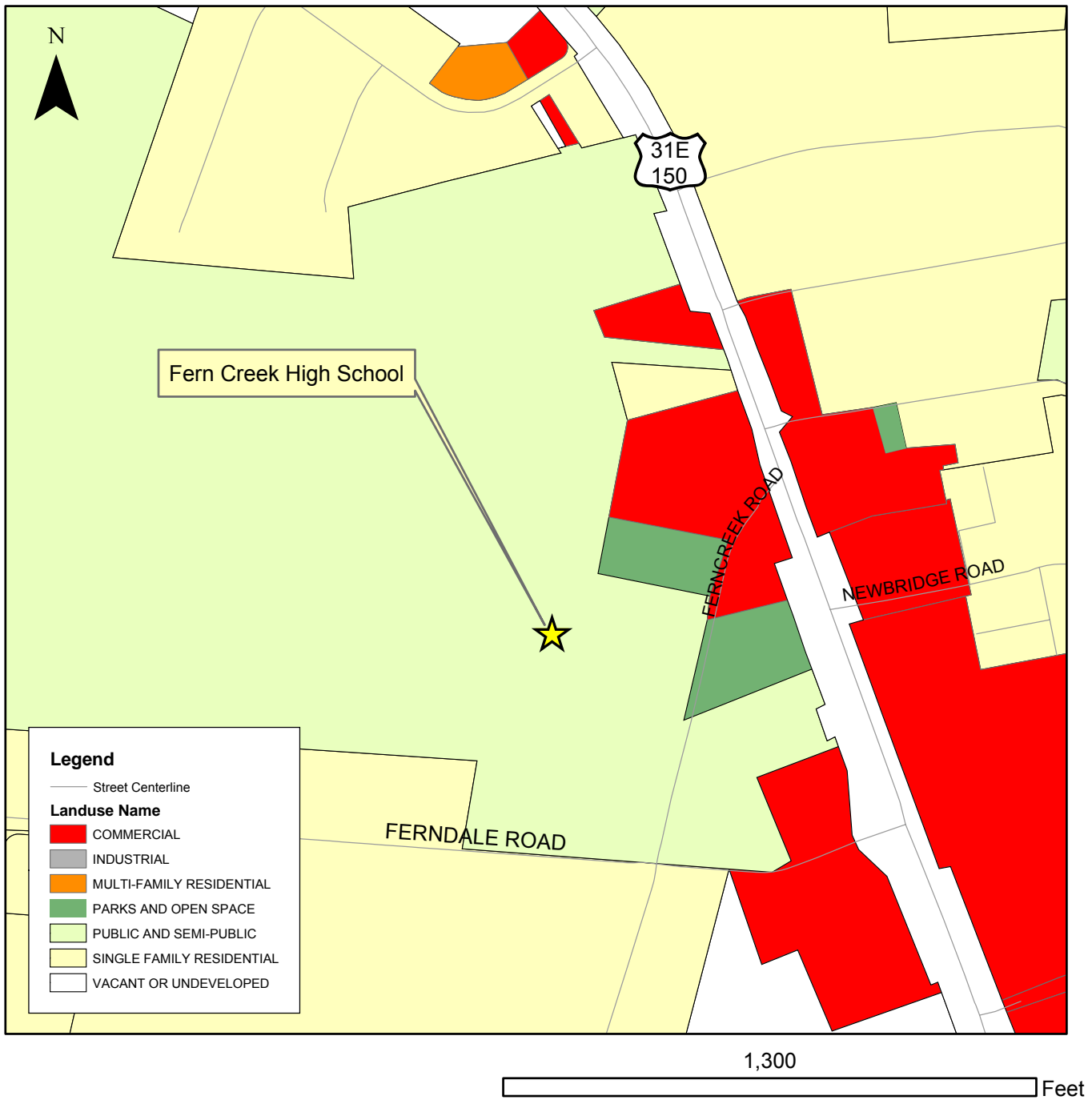
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
17	Bardstown Road	Local Route
43	Poplar Level Road	Local Route

Walking Route

The walking route focused on the town center. Participants began at the Fern Creek Fire Department and walked Ferndale Road to the elementary school. They then made their way through the parking lot of Fern Creek High School, walked up Fern Creek Road to Bardstown Road. Once on Bardstown Road, people walked south to Ferndale Road, and then returned to the Fern Creek Fire Department. See the map on page 23 for an illustration of the walking route.

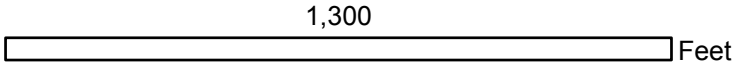
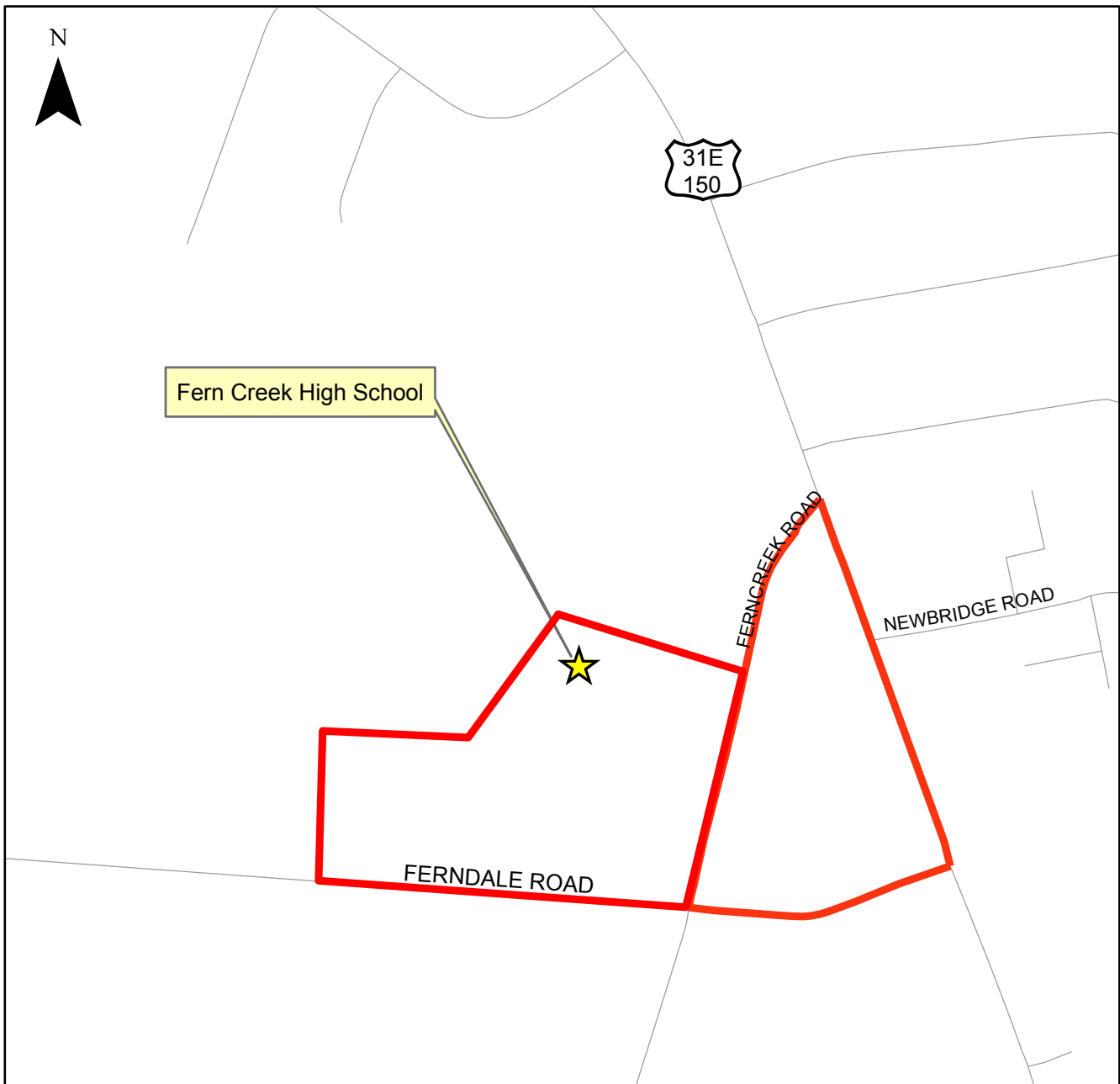


Fern Creek Land Use

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Fern Creek Walking Route

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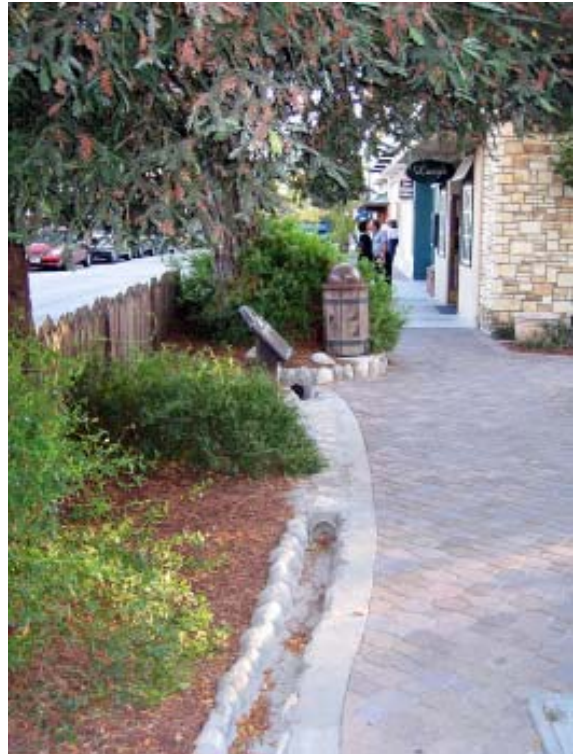


Potential Solutions Identified

Pedestrian Facilities

Install sidewalks in the following areas:

- On both sides of Ferndale Road between Bardstown Road (US 31 E) and Fern Creek Road.
- On the north side of Ferndale Road, west of Fern Creek Road (a sidewalk already exists on the south side).
- On the east side of Fern Creek Road, south of Ferndale Road.
- Connecting Fern Creek Road to the Jefferson Loop Trail.
- On both sides of Kentucky Avenue, Jefferson Avenue, Fern Creek Road (east of Bardstown Road), and Newbridge Road.
- Connecting existing residential area on the east side of Bardstown Road with the commercial development in the area.
- Connecting the two residential developments north of Fern Creek High School and Fern Creek Elementary School to the existing paths/sidewalks north and east of the large baseball diamond.
- On the east side of the driveway from Ferndale Road to Fern Creek Elementary School.
- On both sides of the driveway on the north side of the schools.
- Wider sidewalks on Ferndale Road.
- All existing gaps in current sidewalk network, including those within schoolgrounds.



Sidewalk with landscape and fence as a buffer

Crosswalks:

- Install an elevated pedestrian crossing on Bardstown Road at its intersection with Fern Creek Road.
- Improve the current crosswalk at Bardstown Road and Fern Creek Road.
- Install a crosswalk at the intersection of Fern Creek Road and the closed portion of Old Fern Creek Road.
- Relocate the utility poles on the south side of the Ferndale Road crosswalk at the entrance to Fern Creek Elementary School.
- All pushbuttons for crosswalks need directional signs to indicate which button goes with which street.



A crosswalk

Pedestrian Facilities

Crosswalks (cont.):

- Use the same type of crosswalk signals as those found in the Highlands neighborhood.

Pedestrian Overpasses

- Install a pedestrian overpass over Bardstown Road at the intersection with Ferndale Road.

Current Barriers

- Remove chain link fence at the entrance to Fern Creek Elementary School in order to install sidewalks.



Courtesy of www.pedbikemages.org/ITE PedBike Council

An ADA accessible curb ramp

- Install new and reconfigure existing wheelchair accessible curb ramps throughout Fern Creek to be compliant with current ADA standards.
- Remove chain link fence on south side of Fern Creek High School in order to install sidewalks.
- Strengthen links between schools and park.
- Remove fences or provide entry through existing fences that would allow students to walk to either school from residential areas as well as allow area residents access to existing walking paths.

Multi-Use Paths

- Link existing trails to residential and recreational uses with a multi-use path.

Safety

Make the following safety improvements:

- Install an elevated pedestrian crossing at the entrance to Fern Creek Elementary School.
- Place audible signals at all traffic lights.
- Create a pedestrian refuge island on Bardstown Road that allows people to safely stay out of traffic if they are not able to make it across during one light cycle.



A countdown pedestrian signal

Courtesy of www.pedbikemages.org/ITE PedBike Council

Safety

Make the following safety improvements (continued):

- Install speed stripes at the intersection of Fern Creek Elementary School.
- Install speed stripes on Bardstown Road at the intersection of Fern Creek Road.

Motor Vehicle Traffic Flow

Access Management

- The area is in need of access management measures.
- Remove excessive curb cuts and encourage shared driveways.
- Close the segment of Ferndale Road between Bardstown Road and Fern Creek Road.
- Close the segment of Fern Creek Road between Bardstown Road and Ferndale Road. Provide a new roadway connection that is aligned with Newbridge Road between the gas station and the community center.



A road closing

Road Diets

- Place Bardstown Road on a road diet in the Fern Creek area beginning at Wimsatt Way. The hoped effect is to calm traffic and make it safer for pedestrians and bicyclists in the area.

Other

- Create a village center by closing motor vehicle access to Ferndale Road between Bardstown Road and Fern Creek Road.
- Perform a circulation plan study for Fern Creek High and Fern Creek Elementary schools.
- Change the two-lane driveway on the north side of Fern Creek High School to two-way traffic.
- Create a new access drive for buses to Fern Creek Elementary School from Ferndale Road to circle in front of school. Install a curb on the west side of circle to prevent traffic from exiting driveway. This will provide separation between buses and other vehicles.
- Replace traffic light at the intersection of Fern Creek and Ferndale Road with a roundabout.



A roundabout

Motor Vehicle Traffic Flow

Other(continued)

- Install directional signs to Fern Creek Park at the following intersections: Bardstown Road and Fern Creek Road; Bardstown Road and Ferndale Road; and Fern Creek Road and Fern Dale Road.
- Align Newbridge Road with Ferndale Road.

Streetscape

- Install outdoor eating areas on sidewalks outside of Bardstown Road restaurants.
- Remove the parking lot adjacent to Fern Creek Road in front of Fern Creek High School.
- Make Fern Creek Road into a parkway between Fern Creek High School and Bardstown Road.
- Install benches at the following locations:
 - ▶ On the south side of Ferndale Road across from the south entrance of Fern Creek High School.
 - ▶ On the southeast and southwest corners of the intersection of Ferndale Road and Fern Creek Road.
 - ▶ On the east side of Bardstown Road at the intersection of Bardstown Road and Ferndale Road.
 - ▶ On each corner of the intersection of Bardstown Road and Fern Creek Road.
 - ▶ On the southeast corner of Bardstown Road and Ferndale Road.
- Plant trees and landscape Bardstown Road (mindful to choose species that will cause little problem with overhead wires and uprooting sidewalks).
- Do not allow back-out parking on Bardstown Road.
- Improve streetscape.
- Create more public spaces.
- Provide a planting strip that will serve as a buffer between automobiles and pedestrians on Bardstown Road.
- Provide street furniture in the Fern Creek area.



An outdoor eating area and street furniture



A public plaza

Land Use

- Require development fees to be placed in a sidewalk construction fund.
- Additional public involvement is needed from residents, businesses, etc.
- Create a park in the undeveloped lot east and south of Dairy Queen.
- Create a signature entrance welcoming people to Fern Creek at the intersection of Fern Creek Road and Bardstown Road.



A small park in a suburban area

Other

- Conduct outdoor classes in the wetlands and woods north of the large baseball diamonds and schools.

Paroquet Springs Conference Centre (Bullitt County)

A Description of the Area

Bullitt County is one of the fastest growing counties in Kentucky. This site was selected, in part, due to the amount of development that is taking place in the vicinity. The area surrounding the Paroquet Springs Conference Centre is largely commercial, consisting of grocery stores, retail, restaurants, a lumber yard, gas stations, etc. There are also some human service agency offices located in the shopping center closest to Conference Centre. Residential uses, mainly single-family homes, are tucked between the commercial land uses in the area and downtown Shepherdsville. See page 33 for a map of existing land use.

The Centre is located on Vine Street in Shepherdsville, Kentucky, close to the I-65 interchange at KY 44. The area surrounding the Paroquet Springs Conference Centre serves both local residents and travelers from I-65. The proximity to the interchange makes it a natural stop for gassing up and getting a quick bite to eat. It also enables residents easy access to I-65 if they happen to commute to Louisville on a regular basis. Also intersecting with KY 44 is KY 61 (Preston Highway) to the west. The Bullitt County Courthouse and other municipal buildings are located in downtown Shepherdsville on KY 61, close to the intersection of KY 61 and KY 44.

Average Daily Traffic

Street Name	From & To	ADT (2004)
KY 44	KY 61 (Preston Highway) to the Railroad Crossing	20,200
KY 44	Railroad Crossing to I-65 Overpass	27,300
KY 44	I-65 Overpass to Centerview Drive	19,300

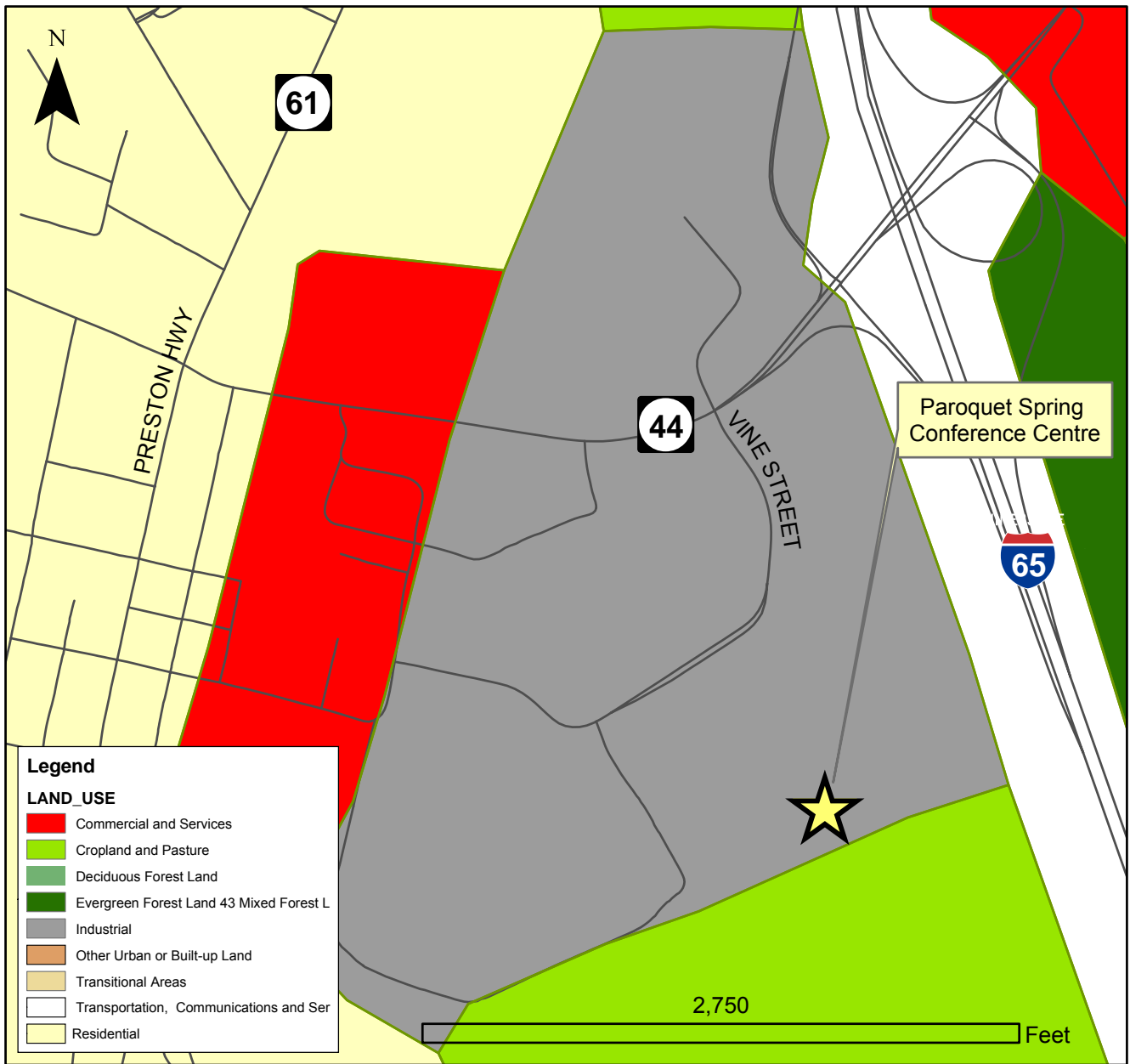
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
66	Mt. Washington - Shepherdsville	Express Route

Walking Route

The walking route focused on the areas surrounding the Paroquet Springs Conference Centre. Participants left the Centre, walked up Vine Street to KY 44, turned west, walked through the shopping center on the south side of KY 44 back to Vine Street, and returned to the Centre. See page 35 for a map of the walking route.

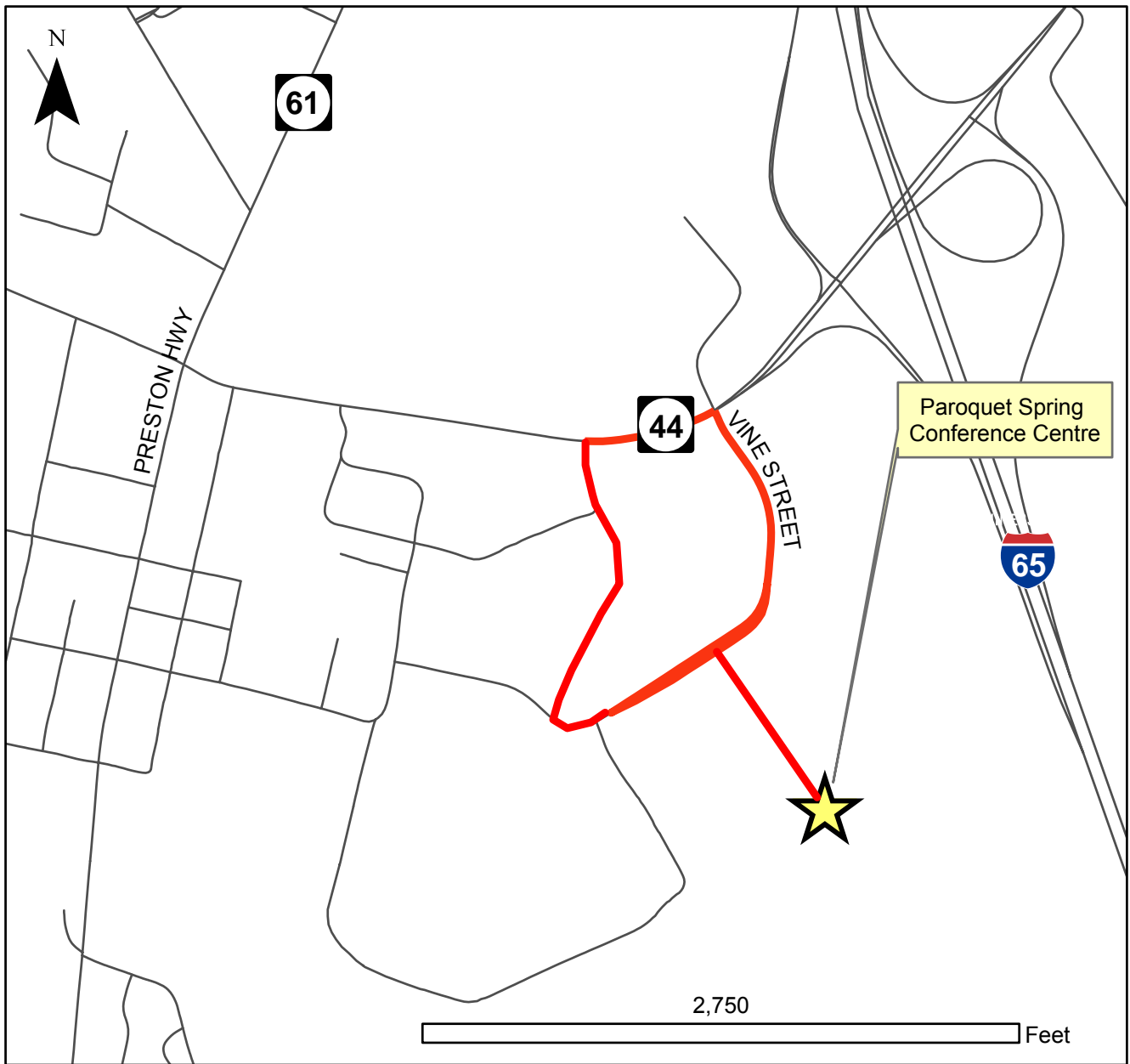


Paroquet Springs Land Use

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Paroquet Springs Walking Route

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Potential Solutions Identified

Pedestrian Facilities

Install sidewalks in the following areas:

- On both sides of entrance driveway to the Paroquet Springs Conference Centre.



Sidewalk with ADA accessible ramp

- Wide (6' - 8') sidewalks along both sides of KY 44, including on the I-65 overpass.
- On both sides of Vine Street connecting the conference center, motels, restaurants, and retail.
- Underneath the train trestle connecting to KY 61.
- By the Rite Aid store connecting to residential areas.

- On both sides of the driveway entrance to the shopping center on the south side of KY 44.
- Behind the shopping center on the south side of KY 44, on both sides of the new road proposed to replace the existing gravel road.
- Connecting to Seven County Services.
- On both sides of any new streets.

Crosswalk

- Install an elevated crosswalk on Vine Street between the YMCA and commercial center.

Other

- Create a pedestrian boulevard in the shopping center on the south side of KY 44.

Bicycle Facilities

- Install clusters of bicycle parking throughout the area.
- Approach one or more of the hotels and/or conference center about renting bicycles once the greenway and multi-use path are complete.



Bicycle parking

Multi-Use Paths

- Connect the shopping areas, residential areas, downtown Shepherdsville, KOA Campground, parks and Salt River greenway with a multi-use path.

Safety

Make the following safety improvements:

- Install additional lighting in the pedestrian connector in the shopping center.
- Install additional street lighting throughout the area to enhance safety.

Motor Vehicle Traffic Flow

Access Management

- Close the main entrance to the shopping center on the south side of KY 44 and provide motor vehicle entry behind the shopping center with parking.
- Remove excessive curb cuts and encourage shared driveways.
- Add a loop road around the shopping center (with the Kroger) on the north side of KY 44 to take some of the traffic on 44 and give drivers an alternate means of getting to KY 61.

Road Diets



A landscaped median

Other

- Place the majority of parking for the shopping center on the south side of KY 44 in the rear of the building.



A multi-use path

- Place KY 61 on a road diet in downtown Shepherdsville, creating two travel lanes, a landscaped median with turning lane, wider sidewalks and bike lanes. The intent is to calm traffic through the area and aid in the revitalization of downtown.

Motor Vehicle Traffic Flow

Other (continued)

- Replace the existing gravel road behind the shopping center on the south side of KY 44 with a paved road that would allow for access to the new parking facility.
- Create a new street in front of the shopping center on the south side of KY 44 with sidewalks and bicycle amenities. Another shopping center would be developed in the existing parking lot and give the area a “Main Street” feel.
- Realign Vine Street with a consolidated drive-through window service.
- Create a new loop road to Vine Street and develop with mixed-use.
- Improve Vine Street and the train underpass to make it bikeable and walkable.

Transit

- Create a shared parking lot at the conference center and use a trolley to shuttle people to and from hotels, shopping, and downtown Shepherdsville.

Streetscape

- Add landscaping to Vine Street by providing a planter strip to serve as a buffer between the roadway and sidewalks.
- Plant street trees along Vine Street.
- Create an outdoor picnic area that could be shared by restaurants, both fast-food and sit-down.
- Create a duck pond/green space in the current detention basin.
- Create an outdoor food court as part of the new development.
- Improve streetscape.
- Create more public spaces.
- Plant trees along all streets in the area in the proposed planting strip between the roadway and sidewalk.
- Create a collective organization of business owners in the area to keep the area clean and landscaped.
- Add a picnic area next to Kart Country.



A landscape buffer between the sidewalk and street

Land Use

- Develop mixed-use multi-story development across from existing shopping center on the south side of KY 44. The intent of such development would be to create a Main Street pedestrian promenade where a person could park and complete a number of errands/ shopping trips at the same time by walking.
- Create a farmers' market in the front portion of the parking lot of the conference center.
- Develop/redevelop the area with mixed-use development and bring buildings closer to the street, providing a more attractive pedestrian environment.
- A mixed-use development that would contain both residential and commercial uses is needed close to the shopping center on the north side of KY 44. Ideally, it could be marketed to seniors and others who do not want to drive or no longer can drive. This will enable them to make trips to the grocery and pharmacy, in addition to other area commercial development by walking, thereby increasing their independence.
- Develop more mixed-use development on Vine Street.



Compact mixed-use, pedestrian-friendly development

Other



A multi-use path along the water's edge

- Create more water-based recreation opportunities along the Salt River to spur economic development and draw tourists to the area.
- Create an educational campaign "Take Five and Walk" to encourage people to see how far they can walk in just five minutes. Pedometers could be given out as incentives.

8th Street (Jeffersonville)

A Description of the Area

Downtown Jeffersonville is an urban environment where streets are laid out on a grid system. This area is already a pedestrian friendly environment. The land use is civic, commercial, industrial, and residential, with both single-family and multi-family homes. There are street trees, landscaping, and a fairly good sidewalk system already in place. There are a few vacant lots, but no huge holes in the downtown framework. Most of the parking is on-street, either diagonal, front-end first or parallel. The Ohio River is to the south and is currently undergoing a major redevelopment effort along the waterfront. One of the key features of the redevelopment that is planned is a bicycle/pedestrian shared-use path that will connect Jeffersonville with Clarksville and New Albany, and eventually, downtown Louisville.

Average Daily Traffic

Street Name	To & From	ADT (2001)
8th Street	Spring Street to Wall Street	13,200

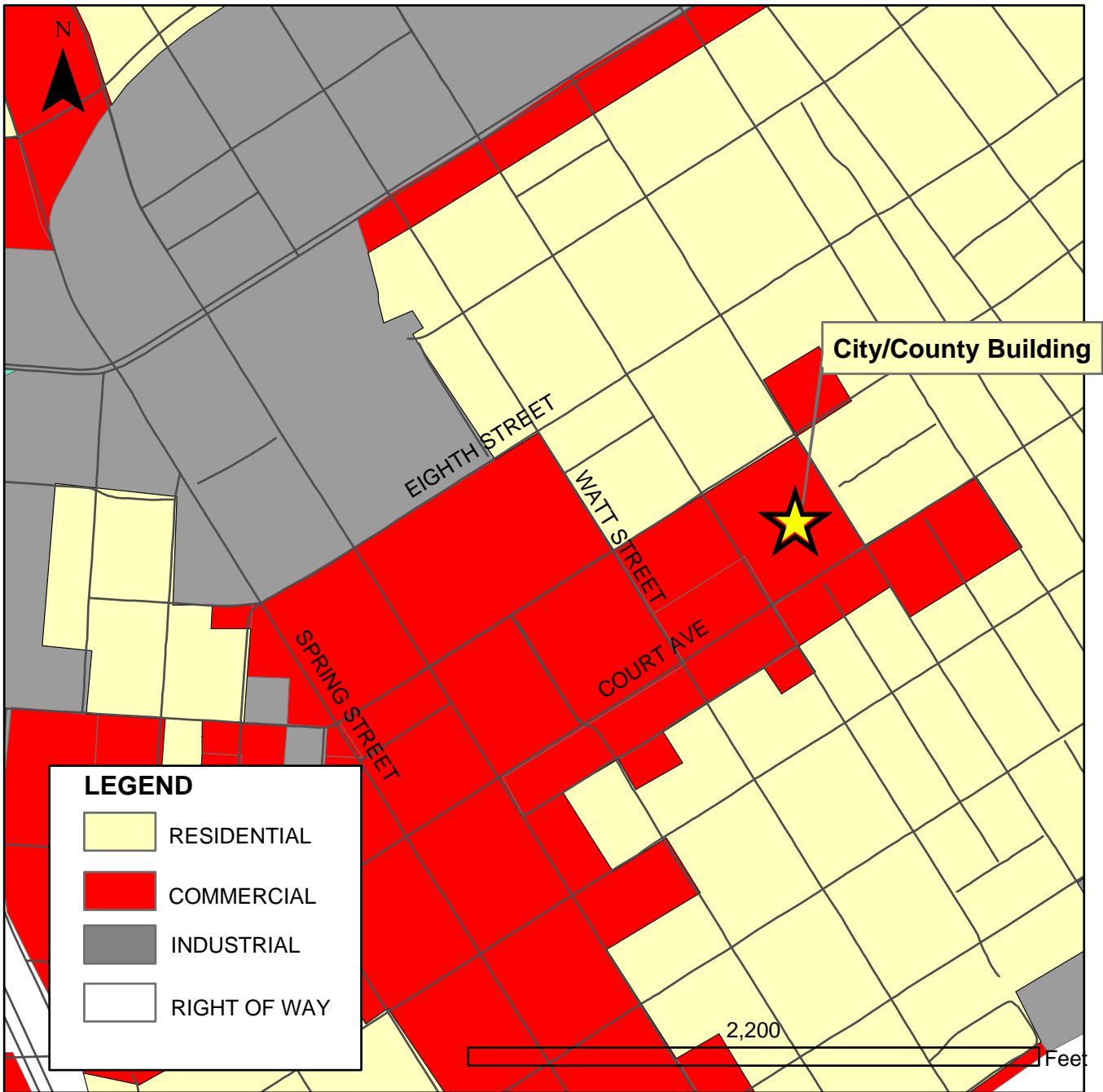
Source: KIPDA, 2001

Transit Authority of River City Service

Route Number	Route Name	Route Type
2	Second Street	Local Route
71	Jeffersonville	Local Route

Walking Route

The walking route began at the City/County Building located at 501 East Court Avenue. Participants walked up Watt Street to 8th Street, then headed east on 8th Street to Spring Street, following Spring Street to Court Avenue, and then returned to the City/County Building. Please see page 45 for a map of the walking route.

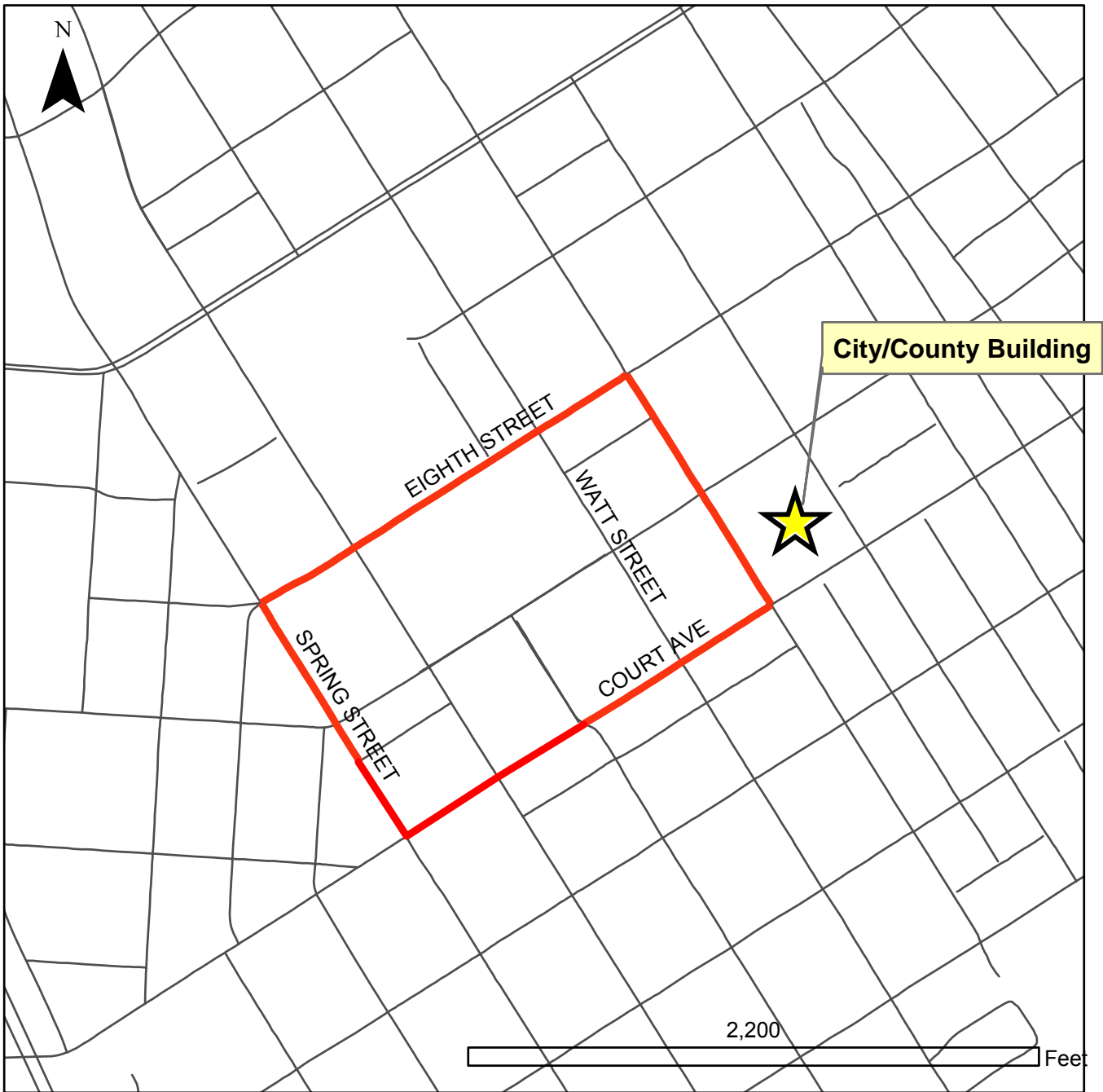


Jeffersonville Land Use

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Jeffersonville Walking Route

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Potential Solutions Identified

Pedestrian Facilities

Sidewalks

- Install sidewalks throughout Jeffersonville where gaps in the system currently exist.
- Install a sidewalk on 8th Street in front of the apartment building.
- Widen the 8th Street sidewalks to allow for two to three people to walk abreast.
- Properly maintain current sidewalks.
- Remove steps to the sidewalk at 10th street.

Crosswalk

- Clearly and uniformly mark all crosswalks in downtown Jeffersonville.
- Provide a clearly marked crosswalk at the intersection of Locust Street and Court Avenue.

Bump-Outs

- Install bump-outs at all four corners of the intersection of Spring Street and 8th Street.
- Install bump-outs on all four corners of Spring Street and 7th Street.
- Install bump-outs on all four corners of Locust Street and Court Avenue.
- Install bump-outs on all downtown intersections.



A bump-out

Courtesy of www.pedbikeimages.org/Dan Burden

Transit

- Improve existing transit shelters.
- Place wayfinding maps for downtown Jeffersonville in the area's transit shelters, and specifically at the one at the corner of Spring Street and Court Avenue.

Motor Vehicle Traffic Flow

Traffic Calming

- Begin back-in diagonal parking throughout downtown Jeffersonville.
- Provide back-in diagonal parking on one side of Watt Street.
- Traffic calming measures are needed on 8th Street.
- Traffic calming measures are needed at the intersection of 7th Street and Walnut Street.



Back-in diagonal parking

Motor Vehicle Traffic Flow (continued)

Road Diets

- Place Court Avenue on a road diet from Locust Street to Fulton Street, providing one lane in each travel direction, back-in diagonal or parallel parking with bike lanes on both sides. A landscaped median would be placed in the center with pedestrian refuge areas to aid those who are unable to cross the street during the light cycle.
- Place 8th Street on a road diet by narrowing the existing lanes, creating wider sidewalks and adding bike lanes on both sides of the roadway. On-street parking can be removed if the right-of-way is currently not wide enough to accommodate the proposed street section.

Traffic Circles

- Replace current traffic control measures with a traffic circle at the intersection of 7th Street and Spring Street.
- Replace current traffic control measures with a traffic circle at the intersection of 8th Street and Walnut Street.
- Replace current traffic control measures with a traffic circle at the intersection of Wall Street and 8th Street.



Traffic circle in use

Other

- Extend the landscaped median on Court Avenue to Fulton Street. Provide pedestrian refuge areas on the median.
 - A traffic study is needed at the intersection of 7th Street and Spring Street in order to determine what measure need to be taken to make the intersection safer for pedestrians and motorists.
 - Make Michigan Street one-way and provide a stop sign at the intersection of Michigan and 8th Street.
 - Replace current stop sign with a better positioned one at the intersection of Wall Street and 8th Street as well as installing a traffic island to better guide traffic.



A landscaped median in an urban setting

Streetscape

- Add planters with flowers throughout downtown Jeffersonville. The local businesses could be approached to help pay for some of the expense.
- All proposed medians need to be landscaped.
- Provide landscaping and greenery at the intersection of 8th Street and Spring Street.
- Add additional street furniture throughout the area.



Street furniture and landscaping

Land Use

- Develop mixed-use multi-story development on the Pfau property (empty lot behind the library).
- Build a parking garage with government office on the first floor at 7th and Watt streets to replace the existing parking lot.
- Replace LifeSpring parking lot with a parking garage with retail businesses on the first floor.
- Redevelop the area around the intersection of 7th Street and Walnut Street for mixed-use residential/office/commercial.
- Redevelop the area on Spring Street between 7th and 8th streets as mixed use with commercial on the bottom floor and offices/condominiums/apartments on the upper floors.



Mixed-use development

KY 393 and KY 146

A Description of the Area

Oldham County is one of the fastest growing counties in Kentucky today. Surrounding the intersection of KY 393 and KY 146 are a number of schools, a country club, municipal agencies, retail establishments, a community center, the aquatic center, a planned recreational area in addition to the facilities already present, and single-family residences. Both KY 146 and 393 are two-lane roads with little to no shoulder. The Kentucky Transportation Cabinet is in the process of realigning KY 393 to make it safer, which is one of the reasons this site was selected. The hope is that the information and input gathered at the workshop can aid in determining what the new roadway and surrounding area will look like when the project is complete. In addition, there is a greenway planned with a multi-use path that will run along KY 146 from LaGrange to the Oldham/Jefferson County line. The greenway will give Oldham County residents more travel choices, especially when thinking about accessing the many amenities close to this intersection. See the map on page 51 for existing land use.

Average Daily Traffic

Street Name	To & From	ADT (2004)
KY 393	I-71 Northbound ramp to KY 146 Junction (East)	7,930
KY 393	KY 146 Departure (West) to Cedar Point Road	3,320
KY 146	KY 1817 to KY 393	11,500
KY 146	KY 393 to Dawkins Road	8,780
KY 146	Dawkins Road to KY 53 in LaGrange	9,420

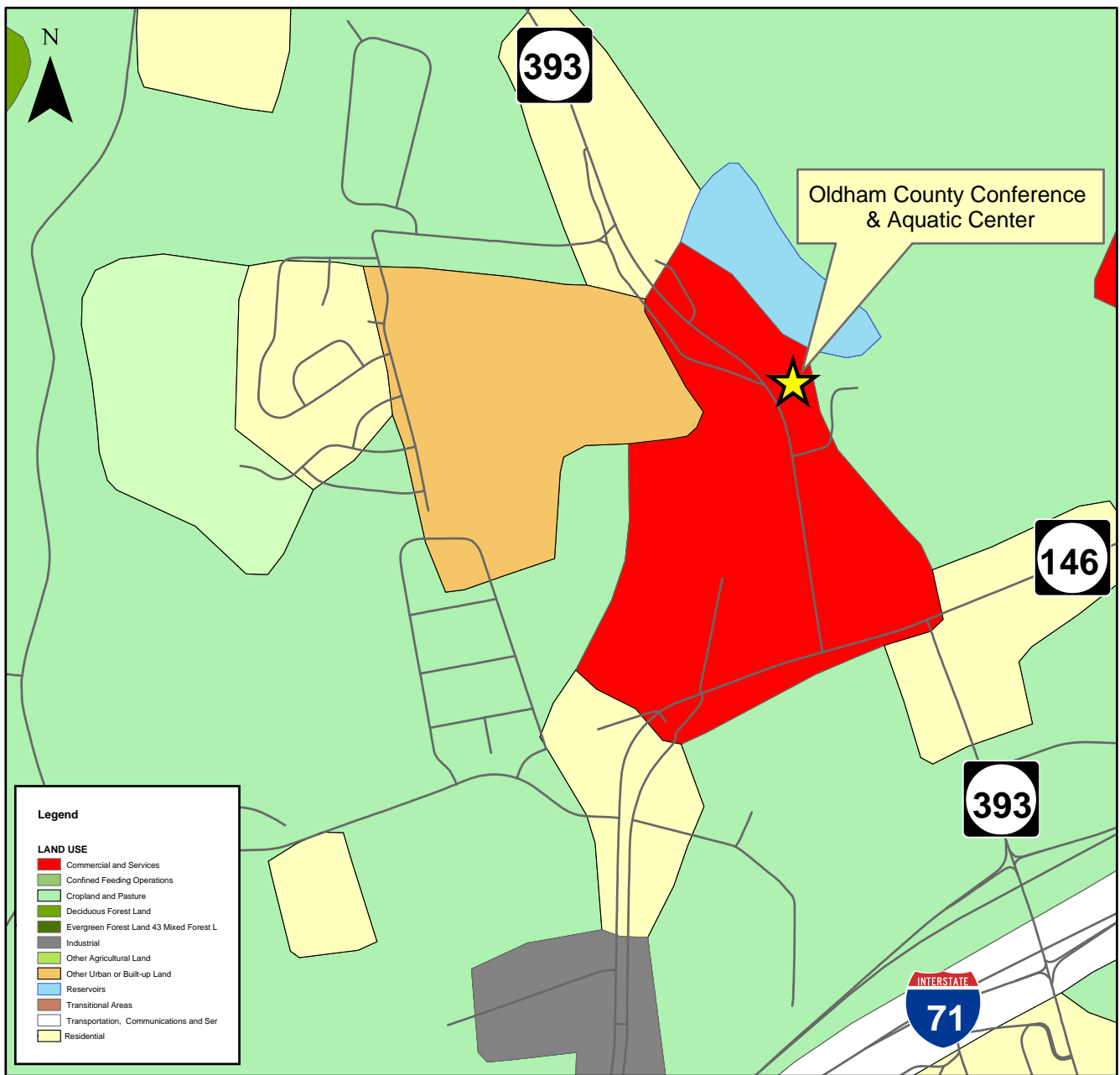
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
64	Oldham County	Express

Walking Route

The walking route centered around the Oldham County Aquatic Center. The group began at the Aquatic Center and walked up Kentucky 393 to view traffic patterns at the high school when school was let out for the day. The group continued up KY 393 to the intersection of KY 146, turned around and explored some of the areas off of the road, such as the school, a portion of the county club entrance that will be closed to motor-vehicle traffic, and the senior center. Please see page 55 for a map of the walking route.

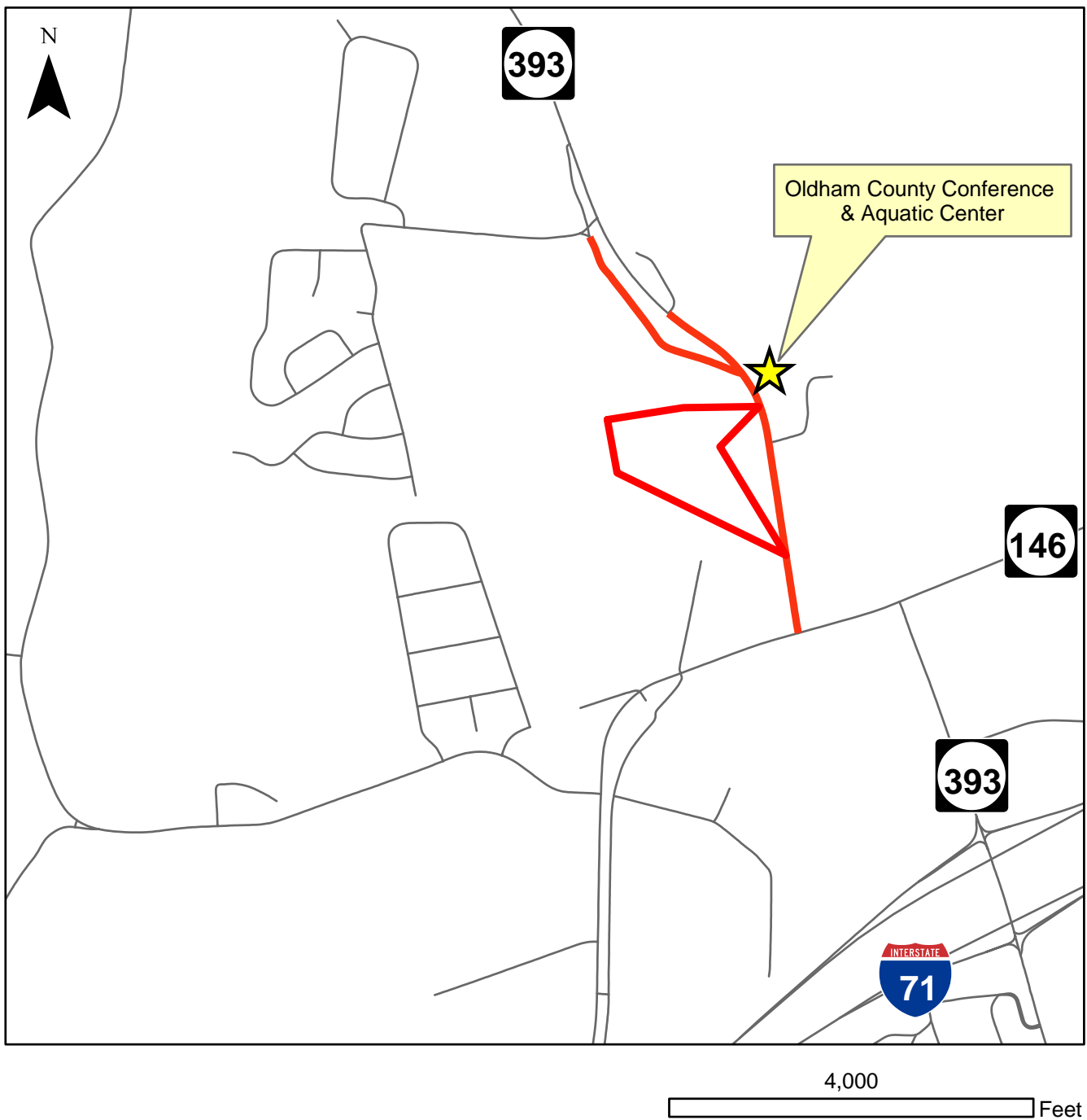


Oldham County Land Use

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Oldham County Walking Route

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Potential Solutions Identified

Pedestrian Facilities

Sidewalks

- Increase the sidewalk network in Pewee Valley.
- Install sidewalks on both sides of KY 393 (current and proposed) that will connect to the planned Oldham County Greenway.
- Create a sidewalk ordinance.
- Install sidewalks that will connect the high school with nearby retail development.
- Install sidewalks on both sides of all school driveway entrances.
- Install an east/west sidewalk or multi-use path that would connect the residential area to schools.



An alternative sidewalk treatment

Multi-Use Paths

- Create a multi-use path loop that would connect all of the parks in Oldham County.
- Build spur multi-use paths from the planned Interurban Greenway into neighborhoods and commercial centers.
- Create a multi-use path that would connect the ball fields and the Aquatic Center, and connect to the planned Interurban Greenway.
- Create a multi-use path that would loop around the senior center, lake, and Aquatic Center.
- Connect area residential areas to parks and schools using multi-use paths.
- Connect nodes of activity with multi-use paths.
- Connect schools, planned sports complex, and Aquatic Center with a multi-use path. Also connect to the planned Interurban Greenway.



A multi-use path

Multi-Use Paths (continued)

- Develop a greenway hub around the Aquatic and Community centers.
- Develop multi-use paths or other bicycle and pedestrian facilities as alternatives to school bus routes.
- Create non-motorized loop in planned park.
- Create a multi-use path around the lake.
- Create a multi-use path that would connect the industrial park on Allen Lane to the planned Interurban Greenway/KY 146.

Transit



A multimodal transit Center

- Create a mobility center at the intersection of KY 393 and KY 146 that would have a transit stop, a park-and-ride lot, bicycle parking, and a connection to the planned Interurban Greenway. This could also provide shared parking with proposed mixed-use development next to the high school.

Motor Vehicle Traffic Flow

Intersection of old and new KY 393

- Install a traffic signal with a ped scramble cycle (This type of signal stops motor vehicle traffic in all directions and allows pedestrians to move across the entire intersection).
- Install a roundabout to control and calm traffic flow.
- Reconsider use of old KY 393 once the new portion is built. Maybe motor traffic would be limited to certain days and times, or perhaps only pedestrians, bicyclists, and buses will be able to access the roadway.



A roundabout with a pedestrian refuge area.

Motor Vehicle Traffic Flow (continued)

Intersection of old and new KY 393(continued)

- Install a roundabout at the park entrance and old KY 393 to calm traffic.

Other

- Install a pedestrian scramble signal at the intersection of KY 146 and KY 393.
- Connect stub roads in existing developments to new roads in new developments to build a more interconnected roadway network and lessen congestion on arterials.
- Remove the guardrail on Old Cedar Park Road to allow for the installation of pedestrian amenities (sidewalk or shared use path).

Land Use

- Develop mixed-use multi-story development at KY 146 and KY 393.
- Develop alternatives to strip developments, such as compact commercial nodes.
- Adopt design standards for street sections, sidewalks, multi-use paths, bicycle lanes and other bicycle and pedestrian amenities.
- Explore the possibility of a pedestrian overlay zone and/or architectural review standards.
- Create mixed-use retail/office/residential development in between high school and existing commercial development.
- Provide trail connections to industrial areas.
- Create mixed-use village center on old KY 393.



A compact and walkable retail area

Attendee Evaluation

At the end of each workshop, attendees were asked to fill out an evaluation. Some of the questions asked for ratings, while others were open-ended. For the purpose of this document, the percentages will be given for the ratings questions. Highlights from the open-ended questions are contained on the following page. Please see Appendix C for a sample evaluation form.

1. The Power Point Presentation was:

Dupont	Excellent – 48%	Good – 52%	Fair – 0	Poor – 0
Fern Creek	Excellent – 40%	Good – 60%	Fair – 0	Poor – 0
Bullitt County	Excellent – 82%	Good – 18%	Fair – 0	Poor – 0
Jeffersonville	Excellent – 50%	Good – 50%	Fair – 0	Poor – 0
Oldham County	Excellent – 61%	Good – 39%	Fair – 0	Poor – 0
TOTAL	Excellent – 55%	Good – 45%	Fair – 0	Poor – 0

2. The Walking Audit was:

Dupont	Excellent – 28%	Good – 64%	Fair – 2%	Poor – 0
Fern Creek	Excellent – 40%	Good – 53%	Fair – 7%	Poor – 0
Bullitt County	Excellent – 82%	Good – 18%	Fair – 0	Poor – 0
Jeffersonville	Excellent – 33%	Good – 67%	Fair – 0	Poor – 0
Oldham County	Excellent – 22%	Good – 72%	Fair – 6%	Poor – 0
TOTAL	Excellent – 37%	Good – 57%	Fair – 5%	Poor – 0

3. The Discussion of Next Steps was:

Dupont	Excellent – 22%	Good – 74%	Fair – 4%	Poor – 0
Fern Creek	Excellent – 57%	Good – 36%	Fair – 7%	Poor – 0
Bullitt County	Excellent – 90%	Good – 0	Fair – 10%	Poor – 0
Jeffersonville	Excellent – 33%	Good – 67%	Fair – 0	Poor – 0
Oldham County	Excellent – 35%	Good – 59%	Fair – 6%	Poor – 0
TOTAL	Excellent – 42%	Good – 53%	Fair – 5%	Poor – 0

4. Overall, how useful was the Workshop to You?

Dupont	Very – 37%	Somewhat – 52%	Little – 11%	None – 0
Fern Creek	Very – 73%	Somewhat – 27%	Little – 0	None – 0
Bullitt County	Very – 82%	Somewhat – 18%	Little – 0	None – 0
Jeffersonville	Very – 71%	Somewhat – 29%	Little – 0	None – 0
Oldham County	Very – 76%	Somewhat – 4%	Little – 0	None – 0
TOTAL	Very – 62%	Somewhat – 34%	Little – 4%	None – 0

5. Overall, how useful was the Workshop to the Community?

Dupont	Very – 48%	Somewhat – 44%	Little – 7%	None – 0
Fern Creek	Very – 87%	Somewhat – 13%	Little – 0	None – 0
Bullitt County	Very – 91%	Somewhat – 0	Little – 9%	None – 0
Jeffersonville	Very – 71%	Somewhat – 14%	Little – 14%	None – 0
Oldham County	Very – 75%	Somewhat – 25%	Little – 0	None – 0
TOTAL	Very – 70%	Somewhat – 25%	Little – 5%	None – 0

Here are some highlights from the open-ended questions:

The most useful part of this workshop was:

- Getting different folks together
- The presentation at the beginning
- Dreaming about the possibilities
- Opportunity for all to contribute
- Seeing strategies that have worked in other areas
- The synergy between all of the different interests in the project area
- Community Discussion
- Individual table discussion
- Makes you think what could be
- Awareness of these issues

The least useful part of this workshop was:

- None
- The rain
- All was beneficial
- Political officials did not hear it all
- Negativity from local members in the group towards local businesses – not the way you get cooperation

What specific next steps would you like to see taken in your community?

- Redesign streets and transportation system
- Bring in the developers and planners and start education towards policy changes that create communities where everything you need (grocery, doctor, entertainment) is accessible without jumping in the car
- Maintenance of existing sidewalks
- Task force to implement immediate fixes and study to develop a plan
- Continue what we did today
- Explore viable ways to complete the network in a practical and timely fashion
- Follow up the ideas
- Examine areas where issues of health are at the highest risk
- Require more from developers to take this lead

What specific next steps are you willing to take?

- I am willing to teach and spread the vision
- Facilitate a comprehensive plan update
- Meet with the city officials
- Health Education
- I'm taking the lead in my neighborhood
- Raise the bar for site plan review
- Getting Involved!

Appendix A

Attendees

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Judy Hall
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JACOBI TOOMBS & LANZ
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Clarksville IN 47129 -1896

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Appendix B

Media Coverage

“A Step Toward Helping Nondrivers: Walkers’ and Cyclists’ Woes Examined”

By Jessie Halladay
The Courier-Journal
March 2, 2004

In some places in the Dupont area, where Dutchmans and Breckenridge lanes meet, the sidewalks are so cracked and ragged they are dangerous to walk on.

In other places, smooth, safe sidewalks dead-end into landscaping, leaving people no place to walk but the street.

Then there are the places where there is no sidewalk at all.

It’s these conditions that a group of community planners and walking advocates found yesterday when they toured — on foot — the busy section surrounding Norton Suburban Hospital yesterday.

The tour was part of a workshop presented by the National Center for Bicycling and Walking and sponsored by the Kentuckiana Regional Planning and Development Agency.

It was designed to get local officials and residents thinking about how to make streets safer for people not in vehicles.

“This is really a classically unwalkable and hopeless-looking place,” said Mark Fenton, a national facilitator brought in for the workshop.

“But the good news is, places this bad and worse have made the turnaround.”

For some people, regardless of whether anything changes in the Dupont area, the workshop was a lesson in thinking more like those who don’t drive everywhere.

Lula Howard, chairwoman of the Louisville Metro Planning Commission, said she will review plans that come before her with more of an eye toward pedestrian safety.

Howard was disturbed by some of the things she saw on the walk and said it’s important to keep walkers, and people with physical disabilities, in mind when planning.

“We have to focus on how we’re going to get handicapped people in these pedestrian activities because in some places you can’t even use a wheelchair or a walker,” she said.

Yesterday’s workshop, held at Norton Suburban, was the first of five planned in the region.

Others will be held in the Fern Creek area, Shepherdsville, Oldham County and Jeffersonville, Ind., over the next two days.

And three workshops will be held in the Lexington area at the end of the week.

During yesterday’s four-hour session, about 30 advocates of making Louisville a friendlier walking and biking town discussed what they would like to see change, not only in the Dupont area but the entire city.

Participants, ranging from city planners to environmentalists to health-care workers, listed their dreams for a city in which pedestrians and bikers don't have to brave dangerous conditions in order to get from place to place.

Among their ideas: tree-lined paths, pedestrian overpasses to bypass busy streets and bike lanes.

"Ideas are just flowing out of everybody," said Stacey Clark-Gann, who works with KIPDA. She said ideas generated at the workshop will be compiled and presented to city government to see whether they could be implemented.

By having workshops, instead of funding specific projects, local people start to develop the skills they need to make long-term changes, said Fenton, of the National Center for Bicycling and Walking.

"We can inspire, instruct and validate," he said.

"We try to leave them with very specific ideas."

Sheila Oldham-Smith, who works for the Louisville Metro Health Department, said she decided to participate because it's important to make it easier for people to walk during their everyday routines, helping them stay fitter.

The workshop, she said, was a chance to achieve "change that will make an effective walking space."

“Walks on the Wildside”

By Brian Moore
The Courier-Journal
March 10, 2004

On the days Mark Fenton isn't serving as host of his weekly PBS TV series about fitness and travel called “America's Walking,” he is traveling around the country educating leaders about how to make their towns more friendly to pedestrians and bicyclists.

Last week he stopped in Shepherdsville, and he wasn't impressed with the conditions pedestrians face there — to put it mildly.

During a half-hour walk from the Paroquet Springs Conference Centre to the Kroger store and back, Fenton pointed out what he called disastrous problems pedestrians face while trying to navigate the city.

There were no sidewalks, crossing signs didn't work at the Ky. 44 entrances to Burger King and the Shepherdsville Square shopping center, and there were rocky road shoulders where people walk within a foot of passing traffic.

His message to leaders: making towns more pedestrian-friendly reduces traffic accidents and fatalities because drivers come to expect pedestrians and use more caution. And making it safer to get around on foot would lead to healthier children because parents would feel more comfortable letting them go outside to play, he said.

“Don't doubt that modest changes could have a huge impact on a community,” Fenton told about 20 Bullitt County leaders. “We're seeing mall-and-sprawl development, but we should have housing areas surrounding commercial centers. That way people can walk instead of drive.”

His presentation was part of a series by the National Center for Bicycling and Walking. It was sponsored by the Kentuckiana Regional Planning and Development Agency.

Fenton called on city and county planners to consider “crazy ideas” in building their communities: Instead of building huge subdivisions away from retail centers, create mixed-use areas of retail, commercial and residential. Instead of minimum setbacks to keep businesses from crowding the streets, have maximum setback requirements to bring storefronts to the street, thereby moving large parking lots behind the buildings.

Fenton led 10 people, including local leaders, Realtors, and tourism and school officials, on the walking tour. He pointed out that there are 10 restaurants within a quarter-mile of the conference center. But there are no sidewalks leading to any of them, making it more difficult for someone attending an event at the center to skip out for a quick lunch or dinner.

He also suggested that schools be built in dense residential areas to encourage students to walk to school and to prevent long lines of cars when parents pick up and drop off their children.

“Idling cars create pollution all around schools, and kids just walk right out into it,” Fenton said.

Those who attended last week's event said they didn't realize the importance of building their towns to better suit pedestrians.

"Shepherdsville isn't really walker-friendly at all," said Pat Smith-Darnell, the safe and drug-free schools coordinator for Bullitt County schools. "It would be nice if we could give that feel, because it's short distances here between a lot of things. But what should be a really nice walk is almost treacherous, as it is now."

Mount Washington City Councilwoman Joetta Calhoun said the seminar helped her recognize the barriers preventing her city from being a walkable community. She said she planned to use the information to meet with other county leaders to organize a plan to seek grants for sidewalks and trails.

"Simply because we are so automobile-oriented, you don't notice those things about your city that make it hard on walkers. I think we have to start realizing that land use and transportation decisions affect the general livability of our community."

“Officials get Course in Walkway Benefits”

By Leslie Ellis
The Courier-Journal
March 10, 2004

If you want to get around Buckner — a growing hub with five schools, recreation facilities and subdivisions — don’t even think about walking or riding a bike.

Sidewalks and bike lanes are nonexistent. Want to get from the high school to the aquatics center a few blocks north? Just jump the 2-foot deep drainage ditch to cross the street, then hike on the grass.

Or want a soft drink over at Subway on Ky. 146? Hoof it cross-country.

Or maybe you live nearby in Grand Villa. Scratch walking home. There are no paths linking schools and the subdivisions that have sprung up around them, and walking along Ky. 146 is perilous at best.

Even getting from the senior citizens center to the community center and athletic fields on the east side of Ky. 393 is tricky. There’s no path linking them. You have to traipse over uneven terrain.

“We need a more kid-friendly way to get through Buckner,” said Paul Clinton, a longtime proponent of developing a network of paths through Oldham County, including a Buckner loop with spurs linking the parks and subdivisions.

He was among a dozen people who hiked up Ky. 393 one afternoon last week as after-school traffic whizzed by to get a better feel for how to make things safe to walk or ride a bike so people weren’t so dependent on vehicles to get around.

“There are several small subdivisions nearby,” said Oldham Magistrate Beverly McCombs. “Maybe we could get them to connect” to the 50-acre park the county plans to develop nearby.

Clinton and McCombs were among the 25 local officials and residents who attended a workshop on “walkable communities” presented by the National Center for Bicycling and Walking and sponsored by the Kentuckiana Regional Planning and Development Agency. Other workshops were held last week in Metro Louisville and Southern Indiana.

They came away with some new ideas — from putting stores closer to the road to encourage sidewalk browsing and slow traffic on the roads to building two-lane roads with bike lanes instead of four-lane thoroughfares.

“Oldham County has become very automobile dependent,” Judge-Executive Mary Ellen Kinser said at the start of the workshop. People used to laugh at the idea of building paths and sidewalks, Kinser said. But the community “is starting to embrace the idea.”

Oldham already has some projects in the works that would foster walking and cycling.

Greenways for Oldham County is working on developing a 13-mile, multi-use path from Pewee Valley to La Grange that generally would follow Ky. 146 but would include a loop connecting recreation facilities and schools in Buckner. The group is working on securing right of way and money.

While the widening of Ky. 22 from Crestwood to Centerfield is still several years away, plans include construction of sidewalks linking subdivisions in that fast-growing corridor.

And county and state highway engineers are reworking plans for realigning Ky. 393 north of Ky. 146 to coordinate vehicle and pedestrian access in the Buckner area. The realignment will eliminate the dogleg intersection.

“In Oldham County, you have a lot of isolated development,” said Mark Fenton, the leader of the workshop that was part pep-talk, part reality check. “You need to talk about how to deal with that issue.”

But doing things differently, he said, “is going to be contentious. It is not going to be easy.”

Fenton, an expert on walking, is the former editor-at-large of *Walking* magazine, host of the PBS series “America’s Walking,” and was a five-time member of the U.S. national race walking team.

Walkable and bikable communities have networks of paths and sidewalks that are safe to use and easily accessible, he said. They have compact development that mixes retail and residential. And there’s not only a civic commitment to make a community walkable, but involvement from builders and developers, he said.

That can include building sidewalks in subdivisions, linking subdivisions with pedestrian paths or building retail centers with sidewalks in front and storefronts close to the road, instead of massive parking lots. That “village” approach, he said, encourages walking and slows traffic.

Land use “is the biggie out here,” Fenton said. “The more you can mix things up (residential, work and retail) and have things closer together, the more you can have people using trails. It’s time as a county to address this.”

But some county residents don’t want high-density development, several people said, nor do they want commercial development next door. And some don’t want connector paths alongside their yards.

Fenton also offered tips to slow traffic and make it safer for pedestrians and cyclists. Pavement can be raised slightly at intersections to slow vehicles, or traffic circles can be used instead of traditional intersections. Curbs that narrow driving lanes and landscaping, such as tree-lined streets, also slow traffic.

Workshop participants came up with a “wish list” for the Buckner of the future. Armed with colored markers and aerial maps, they drew in paths networking out from the trail Greenways hopes to build along Ky. 146. There were trails linking subdivisions and the schools and the parks and a nearby business park. A “walk and ride” parking lot was proposed, as was a retail center with shops and movie theaters across from the high school.

Several participants said the workshop gave them a new perspective.

“I don’t think I had thought about sidewalk communities,” said Magistrate Paula Gish, herself an avid walker. And Magistrate Steve Greenwell said it will be important to consider building connector paths through Buckner and other communities.

“Program centers on Walking, Bicycling Capacity”

By Jon Reiter
The Evening News
March 11, 2004

Neighborhoods are more than just places where people live.

They are cultural, activity and civic centers, and afford unique opportunities for health and fitness. That's if they're set up the right way, according to Mark Fenton, an instructor with the National Center for Bicycling and Walking in Boston, Mass.

Fenton was on hand in Jeffersonville yesterday to guide public officials and concerned citizens through one of five “Walkable Community” workshops being conducted in the Louisville metro area this week.

The goal of the workshop, which was paid for by a grant through the Kentuckiana Regional and Planning Development Agency (KIPDA), was to show local leaders how they can set up their community to be more pedestrian and bicycle friendly.

The morning session included a walking tour of a several-block area encompassing the City-County Building and Eighth, Spring, Watt and Wall streets and Court Avenue.

“It's great for your health. It's great for your community's health,” said Fenton, who is also the host of America's Walking, a weekly fitness show on PBS.

“Fifty years ago, two-thirds of all kids walked or biked to school,” he said. “There has been a big change.”

To accentuate what he was talking about, Fenton and fellow instructor Megan Hoyt showed graphs highlighting the spread of obesity through the Midwest. People aren't walking or biking as much, and less activity has resulted in more people getting fat, they said.

“They are saying there's going to be an obesity epidemic in this country,” Fenton said. “I would argue it's already here.”

Another item that was discussed was holding developers of subdivisions accountable for making their neighborhoods more accessible for pedestrians and bicyclists.

Fenton argued that despite the fact developers often don't want to pay for bicycle or pedestrian trails, doing so can increase the value of their property.

“People want that access now,” he said. “It used to be golf courses; now it's whether or not you have access to trails.”

But to get people to walk outside, communities have to be safely set up for pedestrian and bicycle access. On the 45-minute walk through Jeffersonville yesterday, Fenton pointed out several obstacles to that end.

Several stop signs along the route were set too far back from intersections, resulting in decreased motorist visibility. Some boulevards along Court Avenue didn't extend far enough toward intersections or up to crosswalks — which could give pedestrians a place to pause when crossing against traffic.

Tony Decker, assistant fire chief, said he believes the city's sidewalk system needs updates. Not having sidewalks often forces cyclists or pedestrians into the roads — where they're more likely to be struck by vehicles.

“You go to any neighborhood in the city and you see places where the sidewalks are missing,” Decker said. “It's a safety hazard.”

County Commissioner David Lewis, who was also in attendance, said he believes Americans are too married to their automobiles.

Lewis said he would like to see bike lanes added to some city streets and an improved sidewalk system.

“I think we're being too dependent on the automobile, and that's going to come back to haunt us,” he said.

Despite these shortcomings, Hoyt and Fenton applauded the city for having a walkable street grid in place and for generally being pedestrian-friendly.

“You have an awesome infrastructure here,” Hoyt said. “What we're hoping to hear is ... if we need to add something, let's make it better than what we already have.”

After the tour, participants were asked to look at maps of the walking area and mark what they thought was needed to make it more pedestrian and bicycle friendly.

They came back with several suggestions, which were compiled and will be part of the city's upcoming master development plan, according to Planning and Zoning Director Chris Padgett.

“It's important to have a vision, to have a plan (for development),” Padgett said. “Our future decisions will be based upon that document.”

Padgett also noted several projects, including renovation of the Big Four Bridge, the Ohio River Greenway Project and the Rails to Trails program — which are in development and all include pedestrian and bicycle access.

“This is going to give us a better idea of where we want to be,” Padgett said of the seminar.

“Walkable Community Workshop offers Insight on KY 393”

By Julie Satterly
The Oldham Era
March 11, 2004

There was no doubt about it. Paul Clinton felt out of place.

As his shoes sank in the mud and his jacket became more damp from the drizzling rain, Clinton watched as school buses took over the access road near the Ky. 393 school campus that was once occupied by a small group of pedestrians.

When asked how he felt about having to push himself off the road, Clinton didn't hold back.

“I felt like a fish out of water,” said Clinton, a county resident involved in the interurban greenways project. “There's no place for a pedestrian to walk here.”

Clinton was one of several county residents and officials invited to participate in a walkable community workshop March 3 presented by The National Center for Bicycling and Walking. The workshop was made possible through a grant provided by Kentuckiana Regional Planning and Development Agency, applied for by Oldham County Judge-Executive Mary Ellen Kinser and Planning and Zoning Director Louise Allen.

Participants studied the intersection of Ky. 393 and Ky. 146 during the workshop, walking the area and then mapping out ideas to make it more pedestrian friendly.

Kinser said at the beginning of the workshop that making Oldham County a walkable community is important to the county's vitality and to residents' health.

“Oldham County has become very automobile dependent,” she said. “And in order to get around just from the high school to Wendell Moore park, the safest thing to do is to get in the car and drive it. ... Walking it would be very easy if there was a way to do so.”

Kinser said making a community walkable is also a health issue, as many people do not have the means in their communities to carry out a healthy lifestyle through walking.

“Prominence of cars, videos and computer games and leisure activity has increased lifestyle problems for every American,” Kinser said. “An individual must choose to be active. ... But it's much easier to choose to be active if you're given the facilities and the means to do it.”

Kinser said the Ky. 393 and Ky. 146 area was chosen because the project had to combine a highway that had been approved and is under design. She said a plan for North Ky. 393 was brought to the table in November, but it lacked options for walking and effectively driving from the high school and Wendell Moore park to the 55-acre sports park currently being developed. Officials sent that plan back to the drawing board, she said, and the workshop would provide a tool to help develop that plan.

As the workshop began, each participant told the group what his or her vision for the community is

— and as the list began to grow, ideas of greenways, walkability, linking parks to neighborhoods and healthier lifestyles were brought forth.

Mark Fenton, a consultant with The National Center for Biking and Walking and a planning and zoning commission member in his hometown near Boston, Mass., talked with the group about the plan for making a community walkable. He said a lack of pedestrian options causes higher health risks for certain diseases for members of the community because sedentary lifestyle is encouraged. He said communities have to act now to enhance the lives of their residents and also economic development in the area.

“I challenge you, is that what we are by system, by habit, building in Oldham County?” Fenton said. “What are we going to do about it?”

Fenton said there are five elements important in creating a vision — networking, land use decisions, safety, functional details of destination site and a civic commitment from the community.

To provide a solid network in the area, Fenton said sidewalks should be required on every street, with a 5-foot minimum. He stressed the importance of complying with the Americans with Disabilities Act in angled drives and curb ramps. He also suggested improving connections with a transit system and trails and greenways, as well as creating spur trails that go through neighborhoods to reach industrial areas.

Land-use decisions are an important factor in Oldham County, Fenton said. Smart growth is important in networking, he said, in that poor growth will encourage driving and will not promote avenues for walking in a community. He gave an example of two communities where children had to get to school — in one, the only option was to drive around the perimeters of the neighborhood only to get stuck in traffic, while the other provided trails and connectors from subdivisions to schools so students could walk to school easily.

“Destinations have to be close enough together,” Fenton said. “You’ve gotta get there. It’s time as a county to do this. To not act is to make a decision. You guys have to know it’s a decision to not do anything.”

Fenton encouraged the group to look at how pedestrian access could promote economic activity, as well as changing planning and zoning bylaws to allow more pedestrian-friendly environments.

After Fenton’s presentation, participants split into two groups to tour the Ky. 393 and Ky. 146 area. Walking through the mud and rain at around 3:15 p.m. offered insight into how school traffic operates and what could be done to alleviate congestion and provide safe walking and bicycling options.

Kinser said the North Ky. 393 proposal brought forth in November did not provide pedestrian access for those traveling from the schools to the sports park, and also made driving difficult.

“To get to the sports park, people had to shift from the old road to the new road to the school parking lot to the access road,” Kinser said. “There was no pedestrian access. ... It’s very sad that you have to drive to the sports field to get to the sports field.”

After returning from their walk, participants returned to map out options for making the 393 area more walkable. Several groups drew plans that connected interurban greenways to surrounding

schools, sports parks and subdivisions by connecting trails, as well as providing pedestrian signs, sidewalks, taking out guardrails and providing shared parking. The installation of a roundabout on 393 to provide safer pedestrian crossings was discussed, as well as encouraging the development of a shopping district near the schools that provided grassroots stores and unique development.

Judy Hall, who is also involved in the greenway project in Oldham County, asserted to the group that county officials must act now to achieve this vision for the community.

“If you don’t think about it now, things will get in the way,” Hall said. “This is the time we should be looking at these things. It’s the big picture.”

Kinser said she would like to hear community input on some of the plans created by participants. She said officials have the opportunity now to put something on paper and gauge public opinion about such a project.

Fenton told the group they must put forth the effort now.

“It’s going to be paramount for every one of you to be the vocal point for this plan,” Fenton said. “You guys are going to have to be the sales people.”

Appendix C

Sample Evaluation

Form

**Walkable
Community
Workshop Series**

★ NATIONAL CENTER ★
for
BICYCLING & WALKING

THE
ROBERT WOOD
JOHNSON
FOUNDATION.



Funding provided by the Robert Wood Johnson Foundation, the Kentuckiana Regional Planning & Development Agency (KIPDA), the Kentucky Transportation Cabinet (KYTC), and the Indiana Department of Transportation (INDOT).
Sponsored by the Kentuckiana Regional Planning & Development Agency (KIPDA) in partnership with the Louisville Metro Government.

**A Walkable Community Workshop: Louisville Metro
Workshop Area: DuPont
(Breckenridge Lane & Dutchmans Lane)**

Monday, March 1, 2004

12:30 p.m.

Norton Suburban Hospital

6001 Dutchmans Lane

Plaza 3, Room 1

Louisville KY 40220

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

- 1) The PowerPoint presentation was:
 excellent good fair poor
- 2) The walking audit/walkabout was:
 excellent good fair poor
- 3) The discussion of possible local strategies and next steps was:
 excellent good fair poor
- 4) Overall, how useful was this workshop to you?
 very somewhat a little not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
 very somewhat a little not at all
- 6) The most useful part of this workshop was:
- 7) The least useful part of this workshop was:
- 8) What specific next steps would you like to see taken in your community?
- 9) What specific next steps are **you** willing to take?
- 10) Please check any that apply to you:
 community resident
 elected official
 student (grade/level: _____)
 employee of local agency (which one? _____)
 employee of regional agency (which one? _____)
 employee of federal agency (which one? _____)
 other: (please specify) _____
- 11) Please share any additional comments on the back of this page.

Appendix D

National Center for

Bicycling & Walking

Information

The National Center for Bicycling and Walking (NCBW)

as taken from www.bikewalk.org/ncbwservices/aboutncbw.htm

The National Center for Bicycling & Walking (NCBW) is the major program of the Bicycle Federation of America, Inc. (BFA), a national, nonprofit [501(c)(3)] corporation established in 1977. Our mission is to create bicycle-friendly and walkable communities. The NCBW is governed by a volunteer board of directors and operates from offices located in Washington, DC (headquarters), Middlebury, Vermont, and Missoula, Montana.

The NCBW is not a membership organization; our revenue comes from grants, contracts, and consulting fees. In 2001, the NCBW was awarded a multi-year grant from The Robert Wood Johnson Foundation (RWJF) to provide information and resources to communities and professionals working to create more activity-friendly communities. This program is referred to as Active Living's Technical Assistance Center, or ALTAC for short. The grant is part of RWJF's efforts to provide improved opportunities for Americans to be physically active on a daily basis in the communities where they live and work. It is the largest grant ever awarded to the National Center for Bicycling & Walking.

Ongoing NCBW activities include:

- providing specialized consulting services in the areas of long-range planning, policy development, public involvement, route selection, planning and design guidelines for bicycle and pedestrian facilities
- training programs for public health and transportation agencies
- economic development and tourism planning and analysis
- organizing and managing workshops and conferences, including the biennial Pro Bike / Pro Walk conference.

In addition, we produce CenterLines, our bi-weekly electronic news bulletin, as well as the quarterly NCBW Forum. All of our publications and programs are supplemented by our comprehensive web site (www.bikewalk.org), supporting the efforts of individuals and organizations working on bicycling and walking initiatives.

Finally, the NCBW works with local, state, and national bicycle, pedestrian, and transportation advocates to bring about changes in government policies, programs, and procedures to help create more bicycle friendly and walkable communities.

To learn more about Walkable Community Workshops and/or the NCBW, please see the following:

**<http://www.bikewalk.org>
1506 21st Street NW, Suite 200
Washington, D.C. 20036
(202) 463-6622
FAX (202) 463-6625**

