

Reimagine 9th Street Corridor Plan Louisville, KY

9th Street Today

Reimagining the Street: 3 Options

Preferred Option: The Russell Trail

Piloting Change



Prepared by Gehl
April 2018

Gehl

Site Area

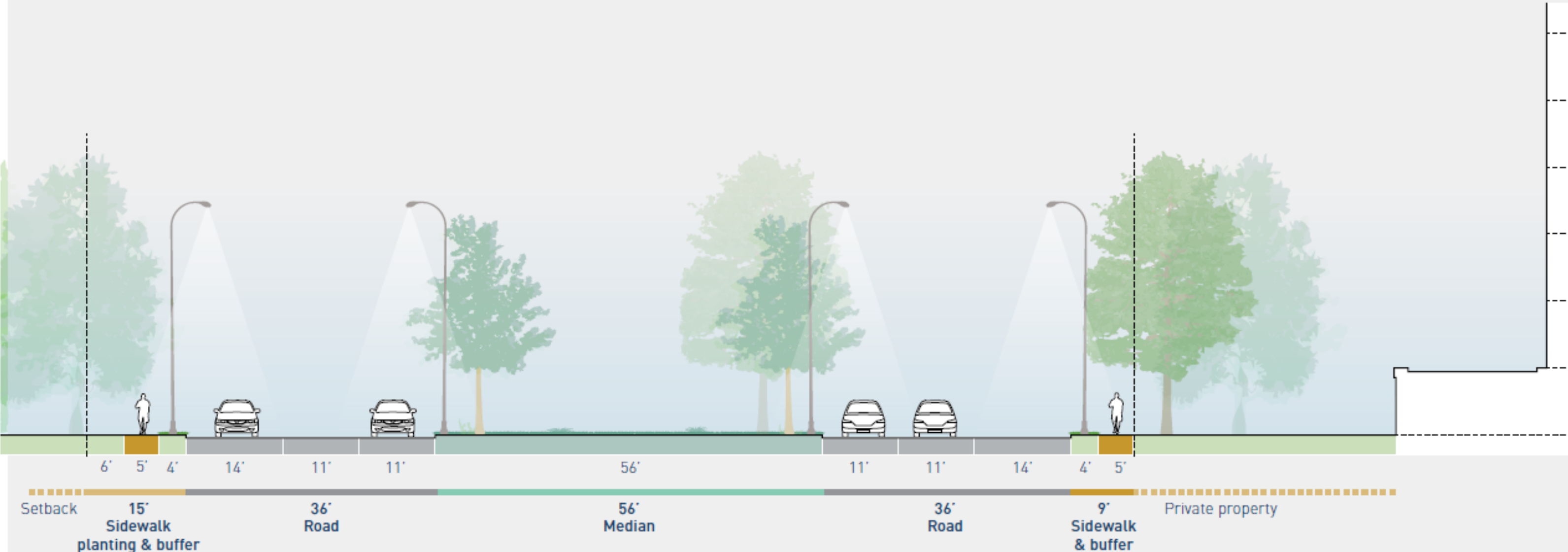
While amenities are relatively few along the corridor today, change is coming to 9th Street with new residential, enhanced transit, and park and open space in development. As energy builds to re-imagine 9th Street, it is crucial to understand how the corridor is used today and where it wants to go tomorrow.



* I-64 Highway Interchange outside of focus. Changes will be required on the northern leg of the Jefferson intersection depending on selected scheme.

EXISTING

Typical Street Section
(Viewing North, between
Muhammad Ali & Liberty)



Setback 6' 15' Sidewalk planting & buffer 5' 4' 14' 11' 11' 56' Median 11' 11' 36' Road 14' 9' Sidewalk & buffer 4' 5' Private property

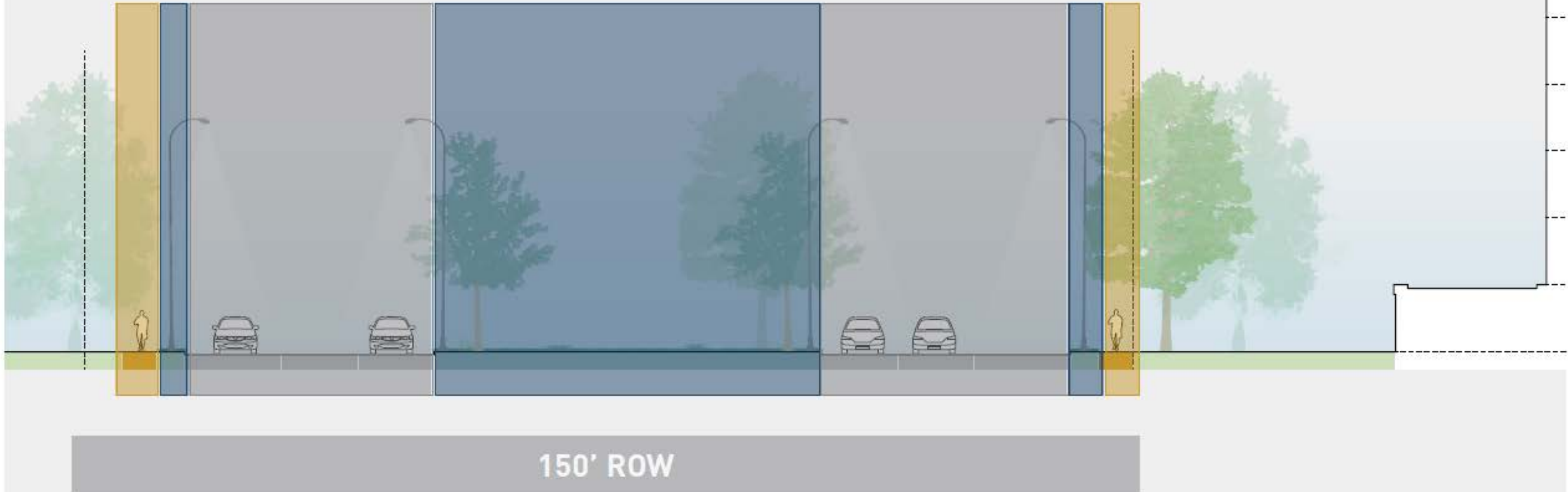
COLOR KEY
■ Sidewalk
■ Planting / Bioswale
■ Car Lane

SECTION KEY
↑ MARKET ST
↑ JEFFERSON ST
↑ LIBERTY ST
↑ MUHAMMAD ALI BLVD
↑ 9th Street
↑ CHRISTY ST
↑ HAZLETON ST
↑ BROADWAY

EXISTING

Typical Street Section
(Viewing North, between
Muhammad Ali & Liberty)

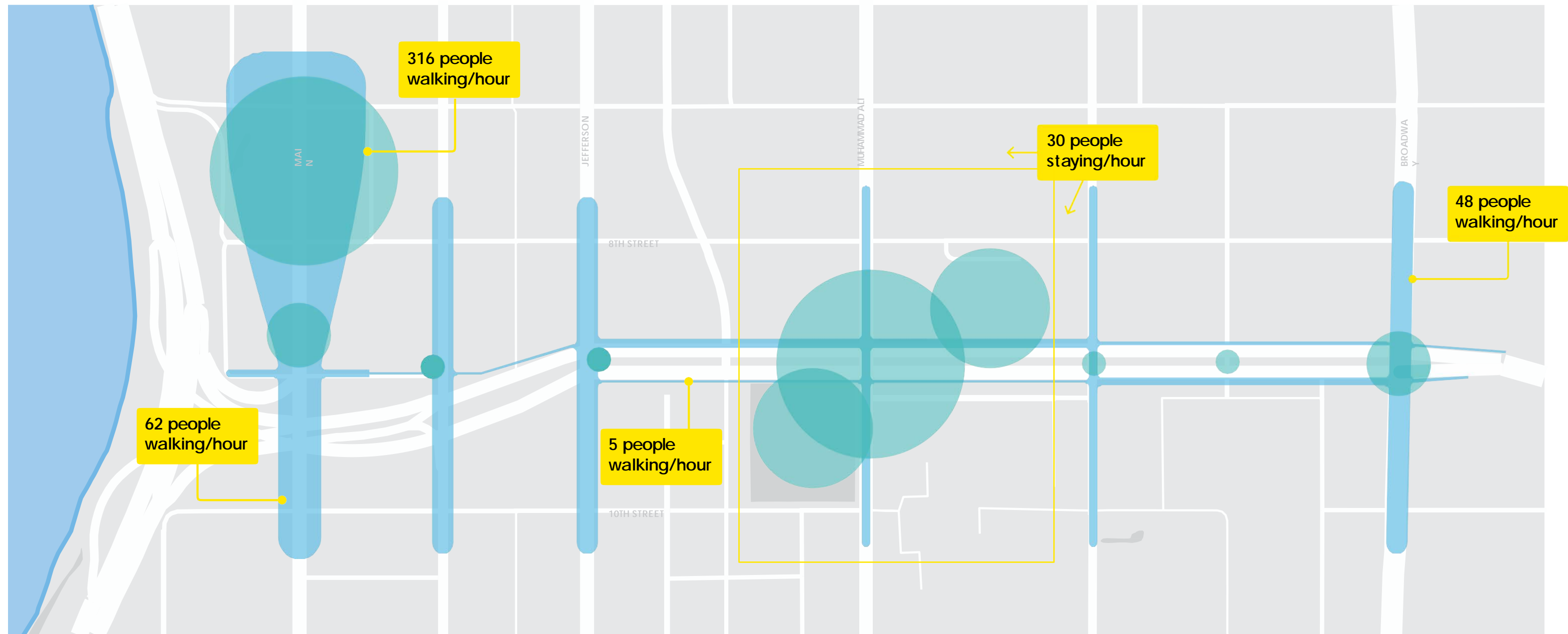
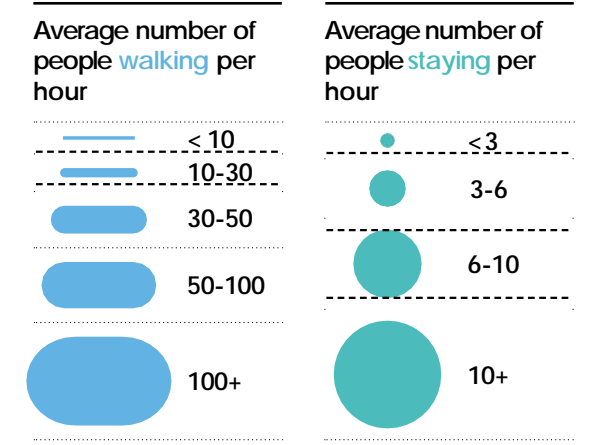
5' Sidewalk 4' Buffer 36" Roadway 56' Median 36" Roadway 4' Buffer 5' Sidewalk



Public Space, Public Life Pulse on the Ground Today

PUBLIC LIFE MAP

In April—with help of 40 volunteers—we mapped and surveyed 9th Street between Broadway and Main for a full Thursday and Saturday. This infographic illustrates the flow of pedestrian activity.



9TH STREET TODAY

The sheer width of the street, several lanes of traffic, and the berm obstructing the view in some places — all contribute to the distinct separation between sidewalks. This also explains the varying pedestrian counts on either sidewalk, despite their parallel orientation one another (see overview map in appendix).

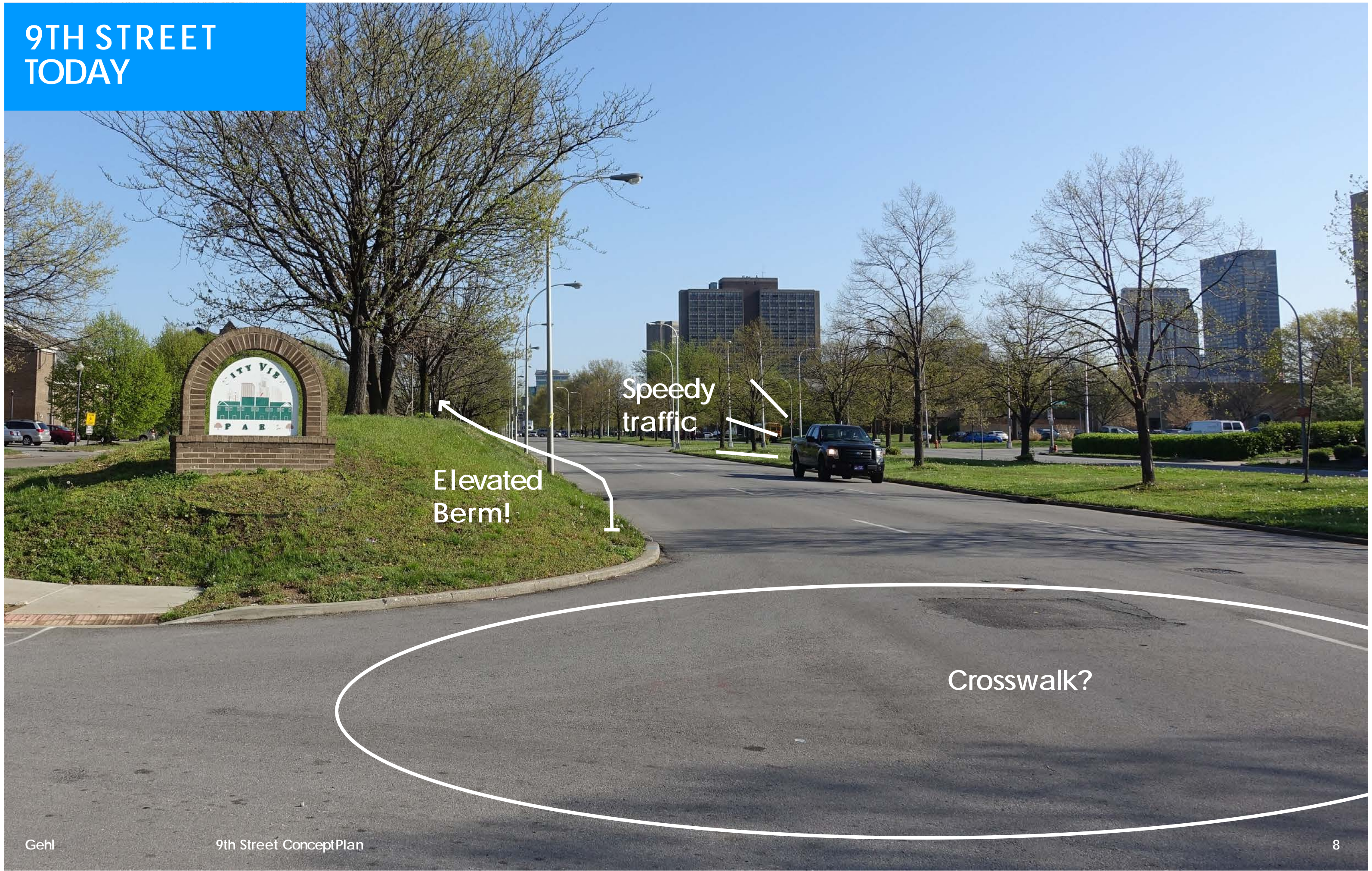
Hello! Is there someone over there?

Up to
175ft
Across

That's 2 basketball courts!

Wide right of way!

9TH STREET TODAY



Elevated
Berm!

Speedy
traffic

Crosswalk?

9TH STREET TODAY

During the week an average of 62 pedestrians walk along 9th Street every hour. On average 28 people an hour cross the street mid-block. In other words, 1 in 2 people walking along 9th street cut across before reaching the intersection.



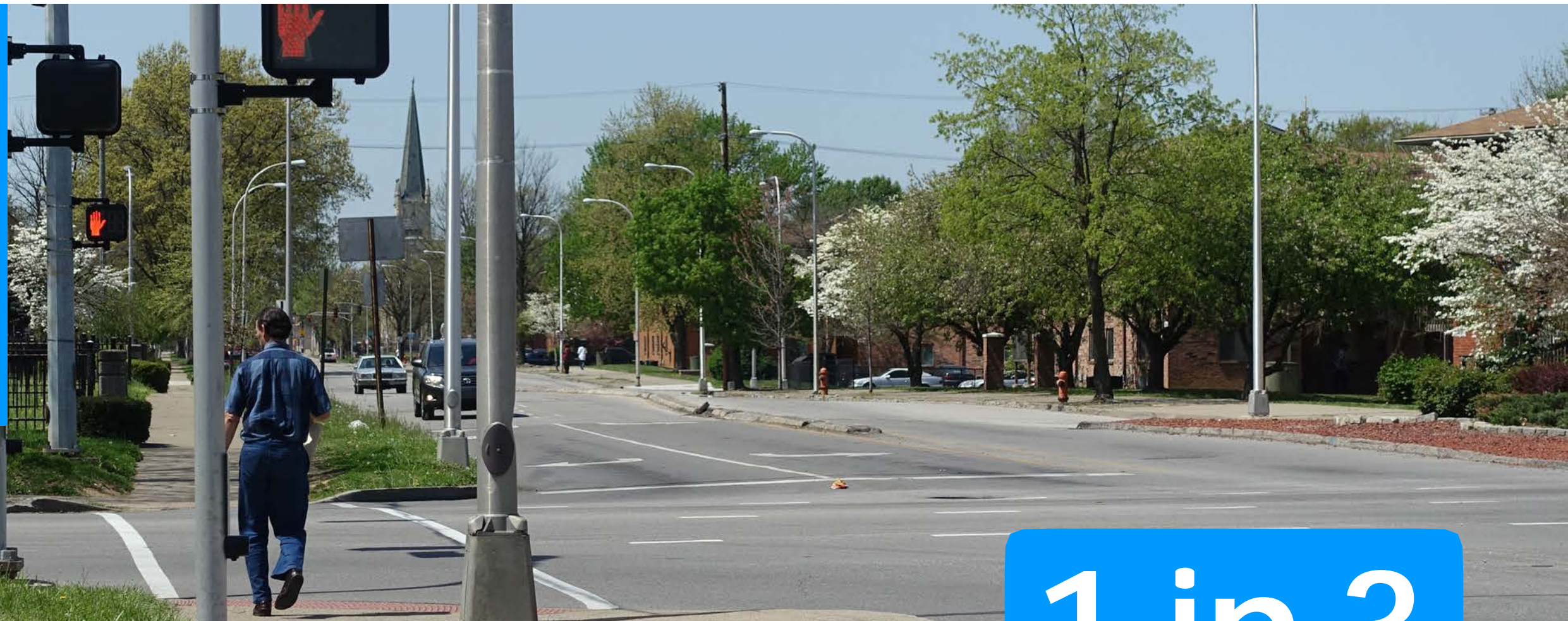
The distance between intersections is too far for people, so they cut through midblock

255

PEOPLE ARE CROSSING MIDBLOCK EVERYDAY

9TH STREET TODAY

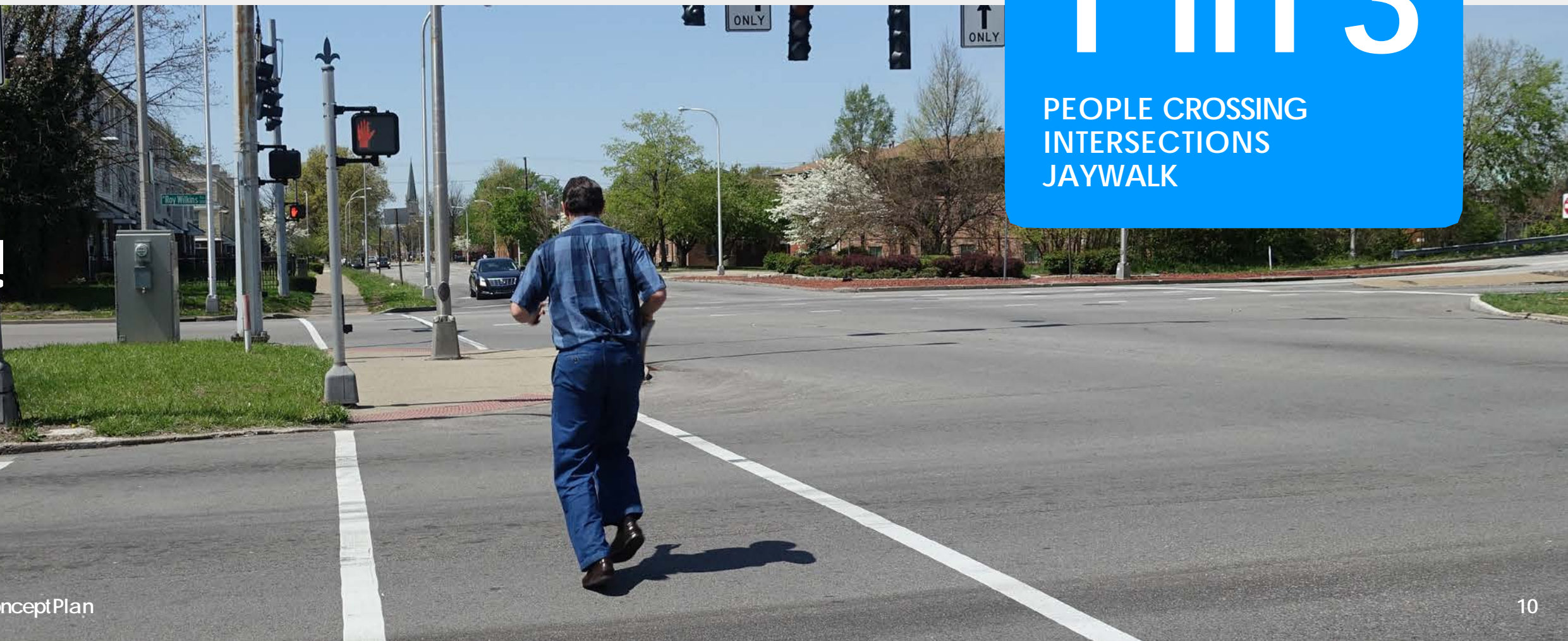
An average of 220 people an hour were counted crossing intersections on 9th Street. 75 of them were walking against the red light. That's 678 in a day.



1 in 3
PEOPLE CROSSING INTERSECTIONS JAYWALK

● Ready
● Set
● → Go!

AND WITH ONLY 20 SECONDS BEFORE THE SIGNAL CHANGES, SOMETIMES YOU HAVE NO CHOICE!



9TH STREET TODAY

The median has nice trees and a welcoming canopy, but there are no invitations to stay.

Nice trees, but where do I stay?

How do I get here?

9TH STREET TODAY

Beecher Playground is consistently busy throughout the week, with around 10 people hanging out in the park at any given time. In the evening, the number of people spikes. At 6pm, over 100 people were recorded hanging out in the playground, 80 of which were children playing. On Saturday an average of 50 people spend time here between noon and 7pm.



Nodes of activity off 9th Street, around Muhammad Ali and Main Street

80

PEOPLE PLAYING SPORTS ON A THURSDAY NIGHT IN BEECHER PLAYGROUND



And families and kids bring these spaces to life

1/2

OF ALL PEOPLE SURVEYED HANGING OUT WERE KIDS, 14 YEARS AND YOUNGER

9TH STREET TODAY

The intersections at Broadway (18 cyclists), Muhammad Ali (10 cyclists), and Main St (22 cyclists) were the busiest for cyclists crossing 9th St, while the block between Chestnut and Muhammad Ali (18) was the busiest for cyclists moving along 9th Street.

I guess I'll stick to the sidewalk

100

CYCLISTS WERE SURVEYED ON 9TH STREET THROUGHOUT THE DAY

9TH STREET TODAY

More than 80% of the edges people walk along are inactive, and only few locations have public seating available. These are located at either end of the street, on Main Street and Broadway.

83%
OF EDGES ARE
INACTIVE

Narrow
Sidewalk

No safe way
to cycle

Little protection from
micro-climates like
sun and rain

9TH STREET TODAY

I found a
shady spot!



Over 200
responses!

Shared Qualities

We asked what urban qualities residents, workers, commuters and visitors of the area value and envision for 9th street. Distilled from over 200 public responses, key spatial qualities and shared values rose to the top



jazz in the Park



Shade - trees provide a soft edge to canopy



ACTIVE FUN FOR ACTIVE KIDS



I love that there are no mobile devices in this picture



unexpected Inspiration



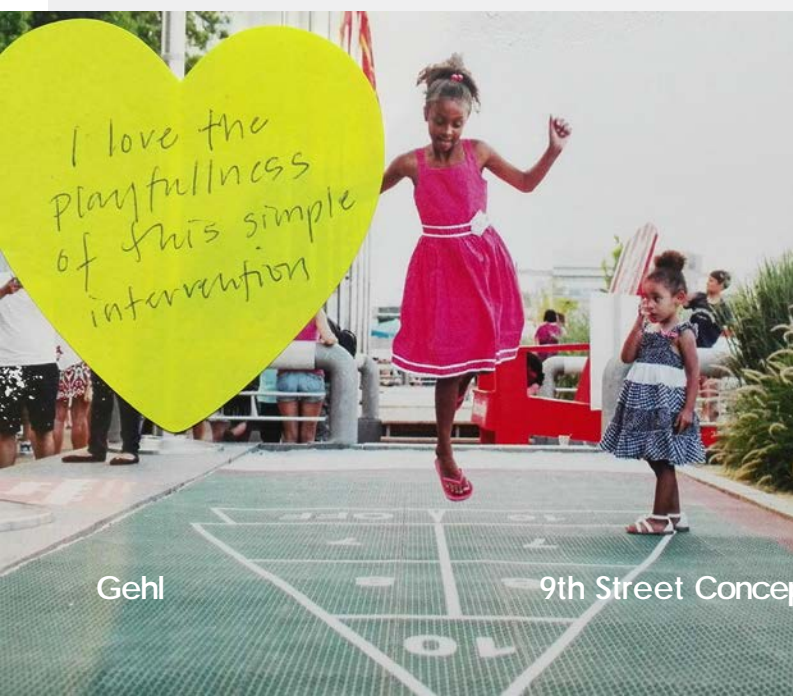
Public Spaces to enjoy



OPEN, CONTEMPLATIVE SPACE



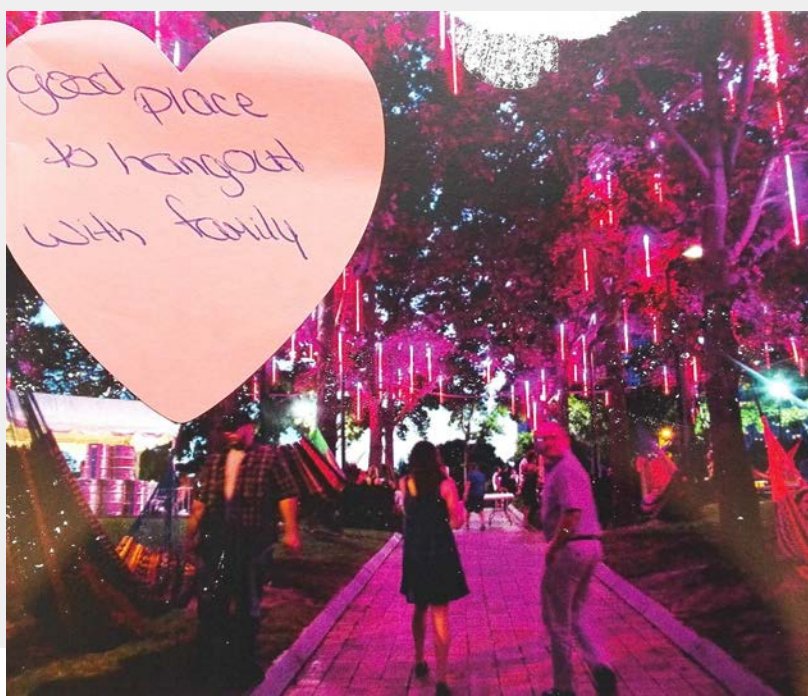
Multi-use multi-modal blocks pedestrian space from cars



I love the playfulness of this simple intervention



watch movies with family



good place to hangout with family



Glass, light color, beauty

SHARED URBAN QUALITIES

1 Neighborhood & Family Friendly Amenities

Fun and unique children's playspaces

Watch movies with family

Places for teenagers to hang out and be active

2 Places to Relax & Spend time

Greenery and flowers! Need more colors in the green spaces!

Places to sit, lounge, and people watch

Yes to neat chairs!

3 Bold, Creative & Unexpected Experiences

Engaging water activities for all ages

Public art that's engaging after dark

Plaza with whimsical unique elements

4 Open Play & Recreation Areas

Diversify the sports facilities that are offered. Something other than basketball

Engaging programs and events

Dusk/nighttime placemaking (interesting engaging lighting)

5 Safe, People-First Infrastructure

Provide safe crossing for children who have to cross when trying to catch the bus!

Safe seating and shelter areas for JCPS bus stops.

The space needs to be activated at night. It needs to be well lit and feel safe

1 Neighborhood & Family Friendly Amenities

Fun and unique children's playspaces

Watch movies with family

Places for teenagers to hang out and be active

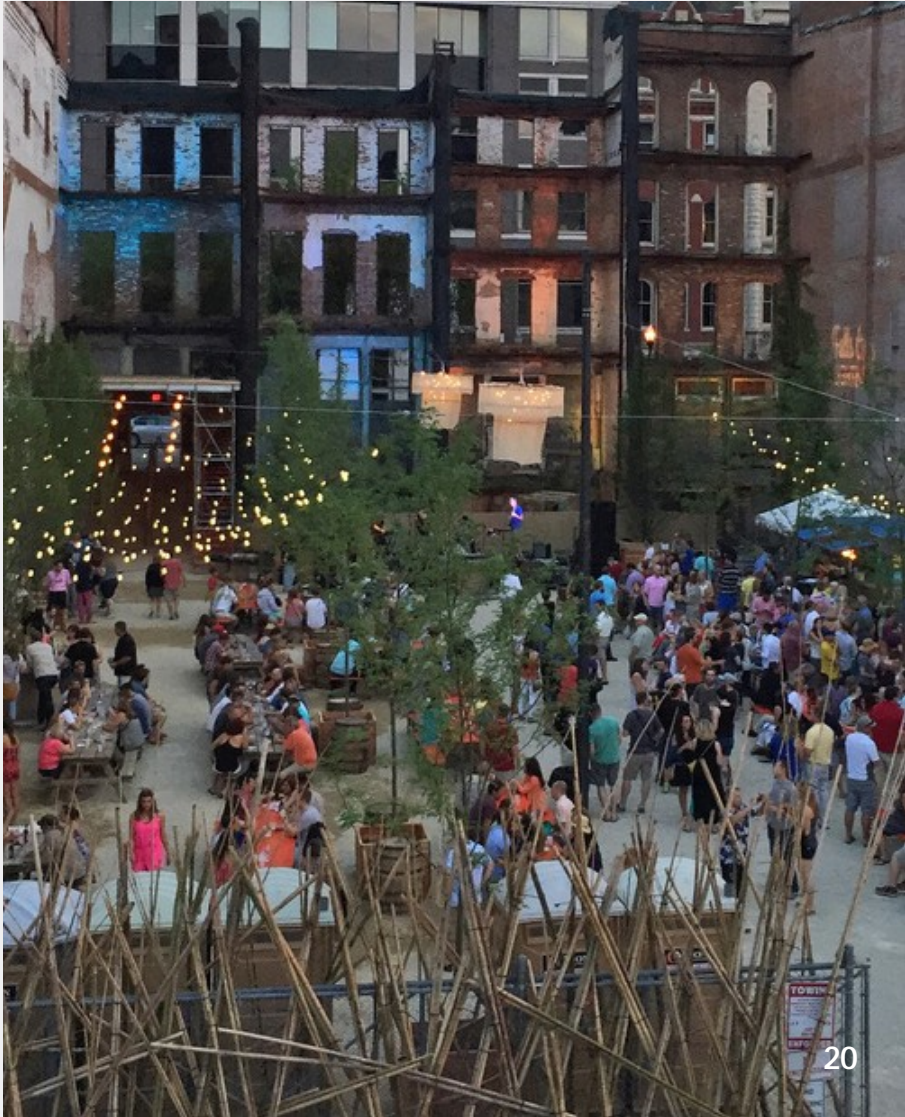


2 Places to Relax & Spend Time

Greenery and flowers! Need more colors in the green spaces!

Places to sit, lounge, and people watch

Yes to neat chairs!



3

Bold, Unexpected & Layered Experiences

*Engaging water
activities for all ages*

*Public art that's
engaging after dark*

*Plaza with whimsical
unique elements*



4 Open Play & Recreation Areas

Diversify the sports facilities that are offered. Something other than basketball

Engaging programs and events

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5 Safe, People-First Infrastructure

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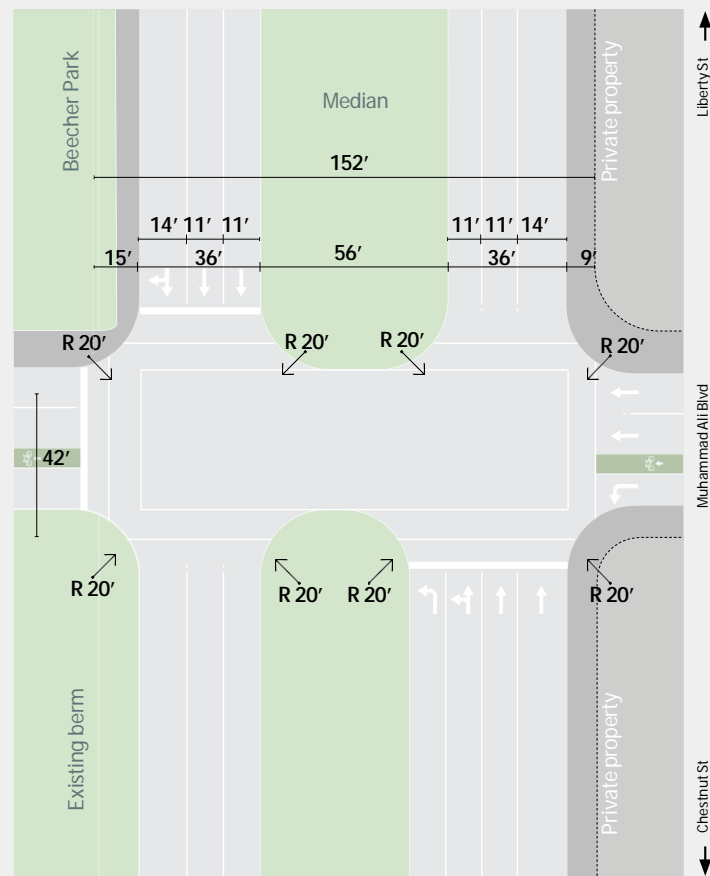
Less “Sting like a bee”

Less “Sting like a bee”
More “Float like a butterfly”

OPTIONS

0 Existing Conditions

- Wide lane width (11'-14')
- Inconsistent and unclear pedestrian crossings / markings
- Short pedestrian crossing signal (20 seconds)
- Narrow sidewalks
- Few places to sit and stay comfortably

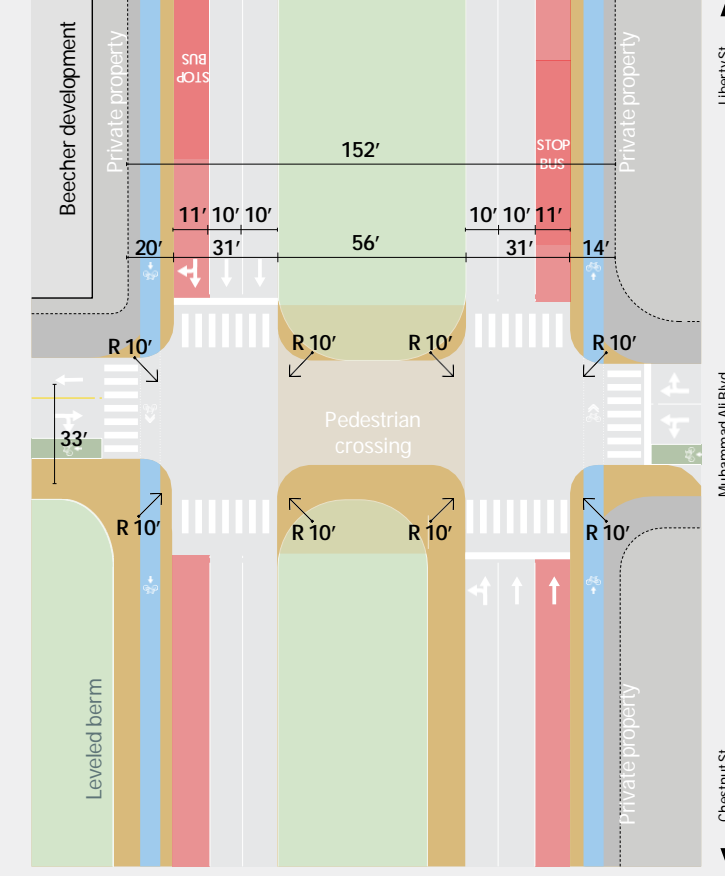


COLORKEY

New pedestrian space	New Bike lane
Existing Sidewalk	Existing Bike lane
Car Lane	Bus/Car lane
Existing sidewalk limit	Proposed Bus Stop

1 Urban Boulevard

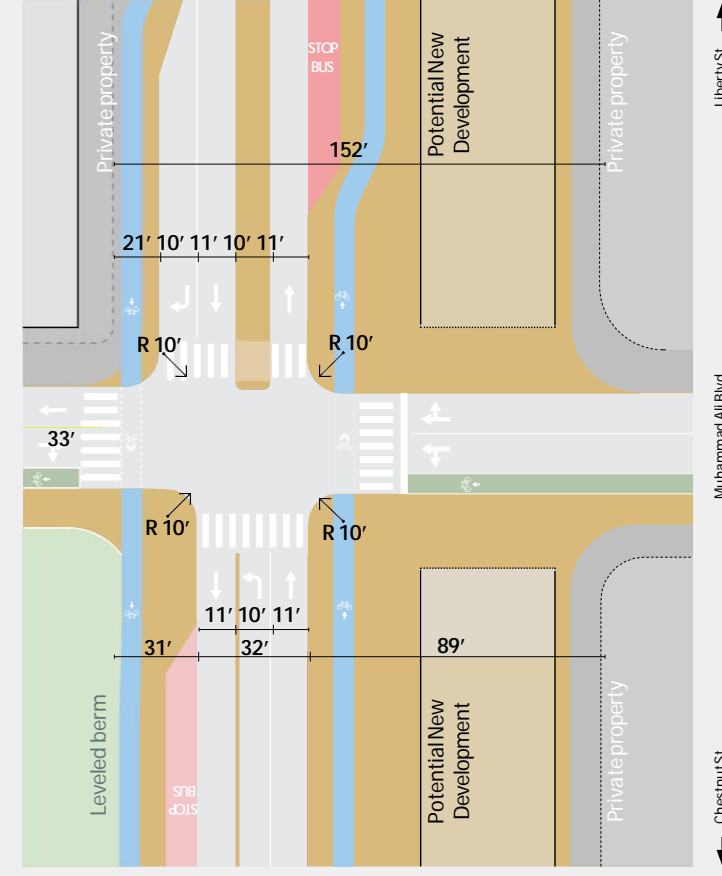
- Reduced lane width (10'-11')
- Reduced turning radius (10')
- Separated bike lanes
- Expanded median
- Programmed multi-use trail down the median
- Improved pedestrian crossings
- Improved sidewalk greenery and canopy



Prototypical Plan / Intersection Overview

2 Urban Street

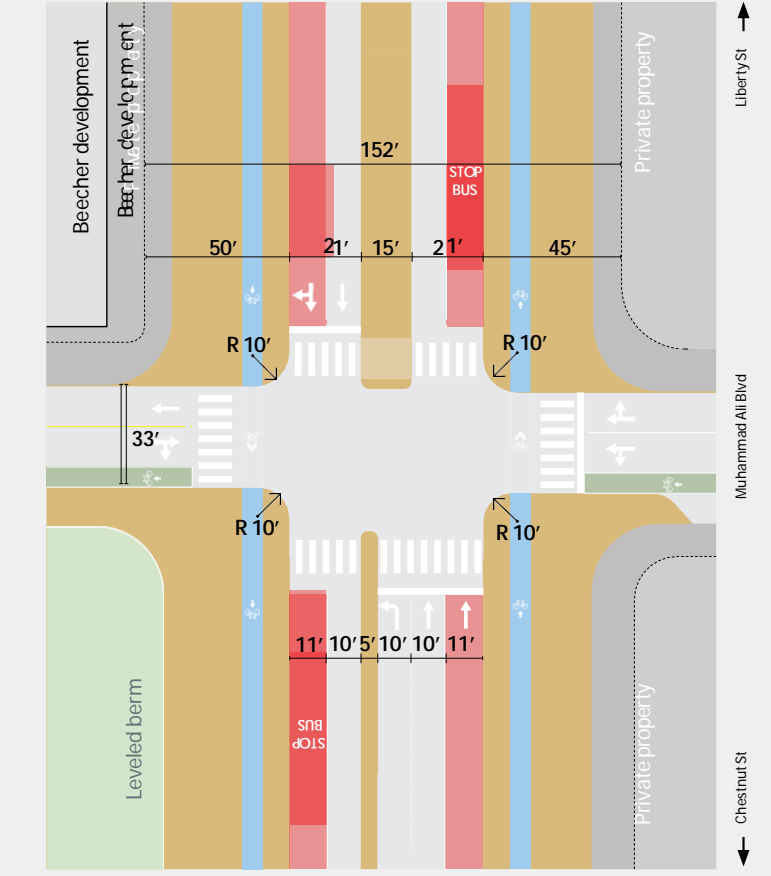
- Reduced Roadway
- Reduced lane width to (10'—11')
- Reduced turning radius (10')
- Increased potential development area
- Separated bike lanes
- Improved buffer and bus stop amenities
- Improved pedestrian crossings
- Wider sidewalk space
- Improved sidewalk greenery and canopy



Prototypical Plan / Intersection Overview

3 Urban Parkway

- Reduced Roadway
- Reduced lane width (10'—11')
- Reduced turning radius to (10')
- Separated bike lanes
- Improved buffer and bus stop amenities
- Improved pedestrian crossings
- Wider sidewalk space
- Improved sidewalk greenery and canopy



Prototypical Plan / Intersection Overview

Urban Boulevard

An option maximizing the existing layout, leveraging the median as the gathering place.

1

URBAN BOULEVARD

Typical Street Section
(Viewing North, between Muhammad Ali and Liberty)

10' Sidewalk 10' Bike & Buffer 31' Roadway 56' Multi-Use Trail 31' Roadway 9' Bike & Buffer 5' Sidewalk



150' ROW

COLOR KEY

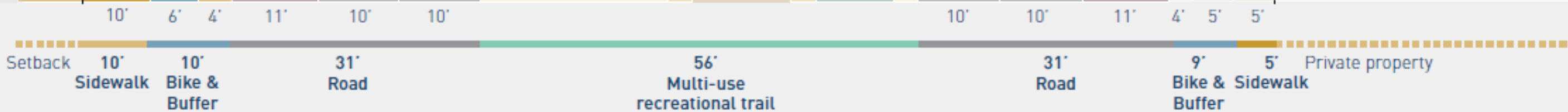
- Sidewalk
- Furnishing Zone
- Programmable space
- The Russell Trail
- Bike Lane
- Planting / Bioswale
- Car Lane
- BRT / Car Lane

SECTION KEY

1

URBAN BOULEVARD

Typical Street Section
(Viewing North, between Muhammad Ali and Liberty)



COLOR KEY	SECTION KEY
 Sidewalk	MARKET ST
 Furnishing Zone	JEFFERSON ST
 Programmable space	LIBERTY ST
 The Russell Trail	MUHAMMAD ALI BLVD
 Bike Lane	CHESTNUT ST
 Planting / Bioswale	MAGAZINE ST
 Car Lane	BRADLEY ST
 BRT / Car Lane	

1

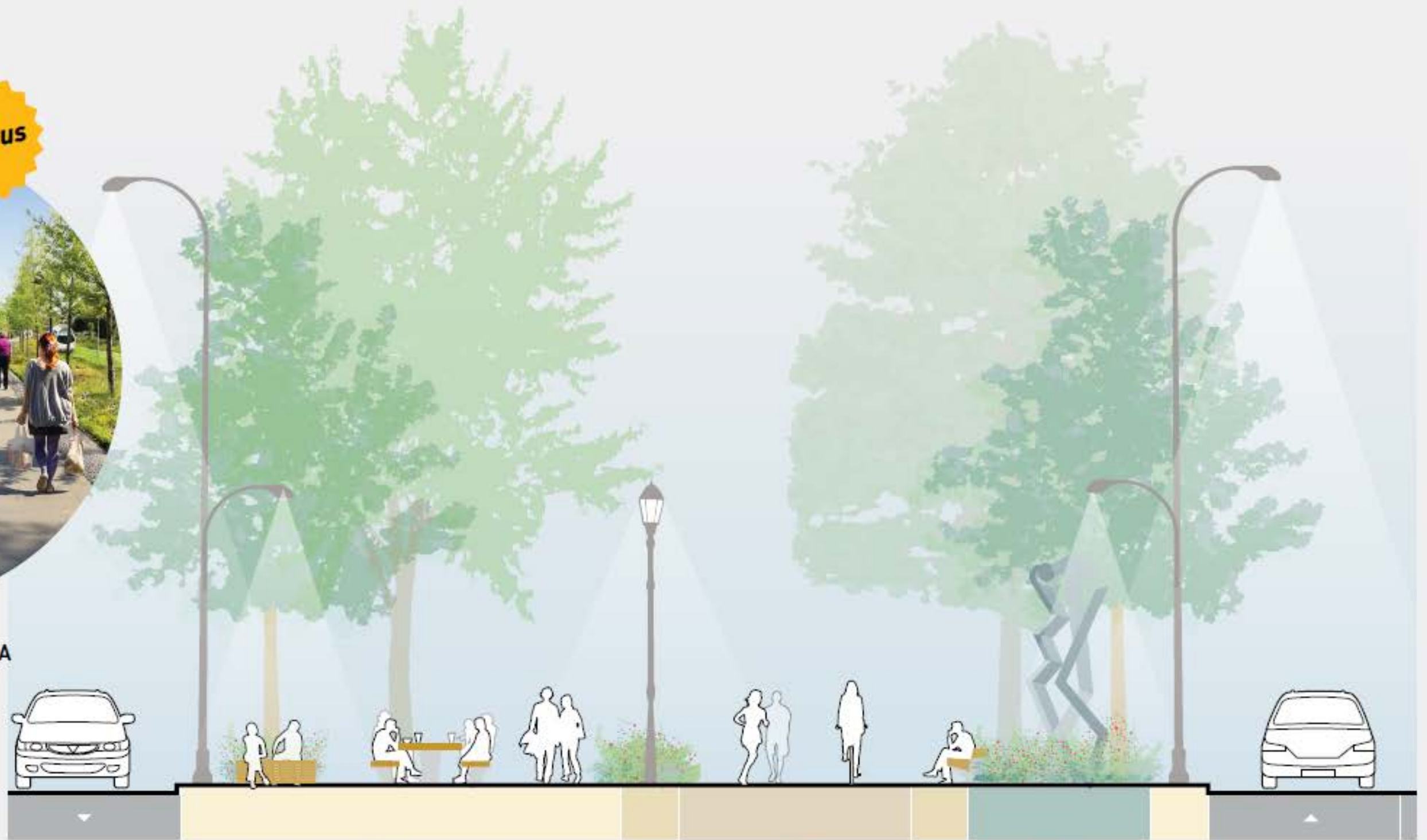
URBAN BOULEVARD

Multi-use Recreation Trail

In Focus



The BeltLine — Atlanta GA



30'
Furnishing zone/
Programmable space

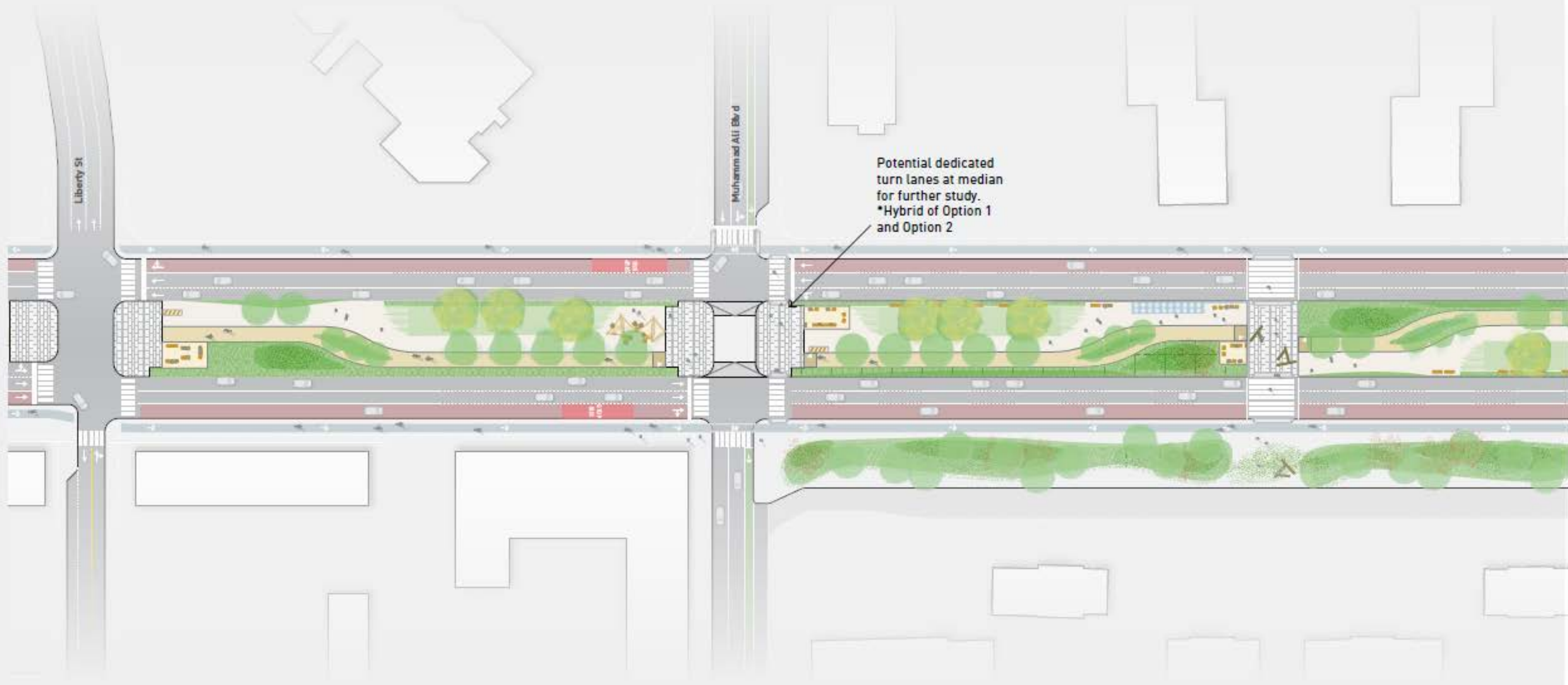
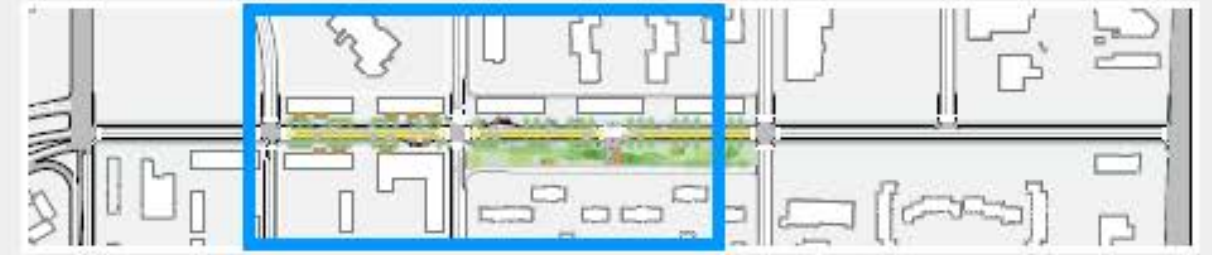
12'
Recreational path

14'
Planting area
Bioswale

1

URBAN BOULEVARD

Illustrative Plan



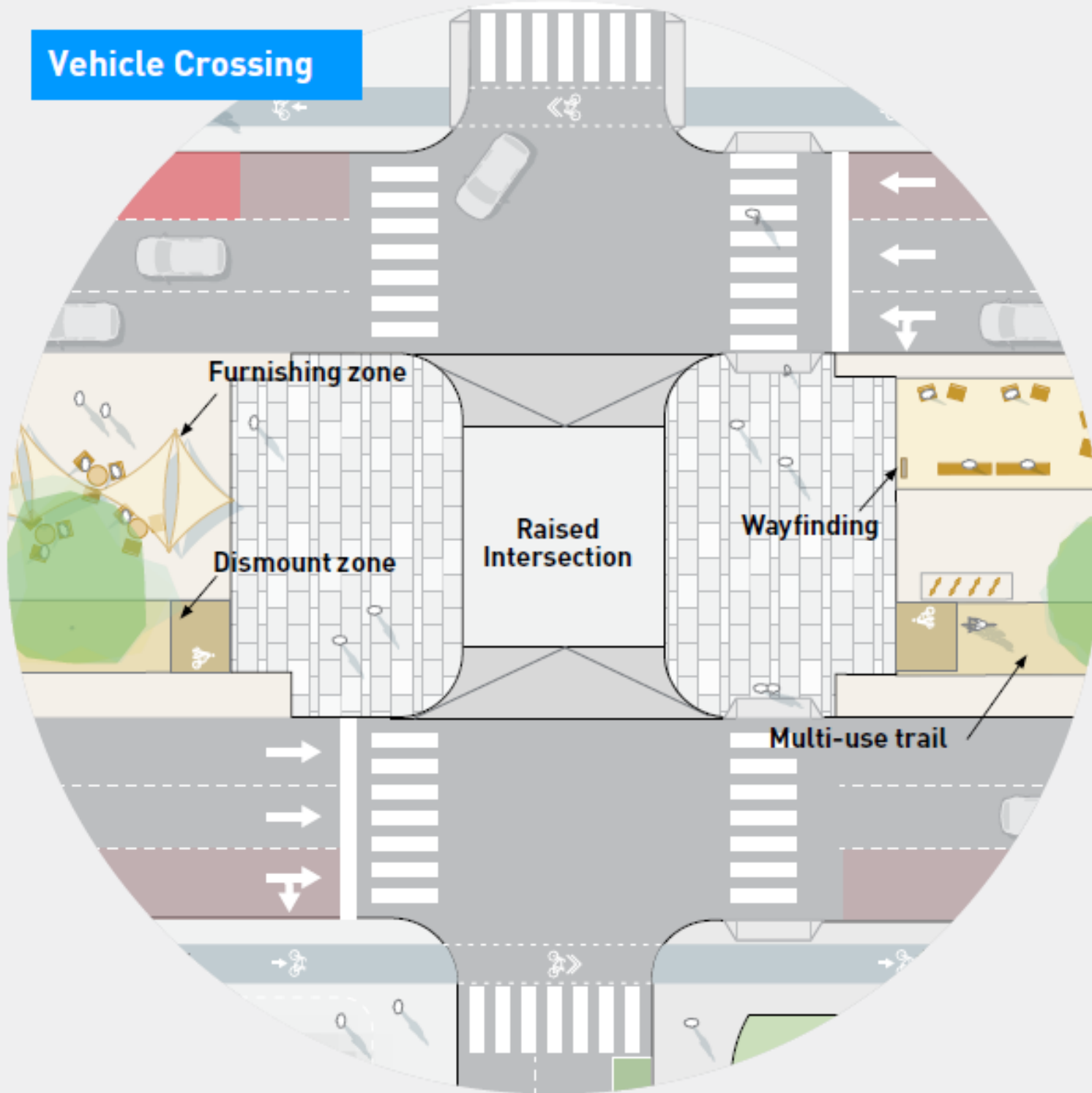
Potential dedicated
turn lanes at median
for further study.
*Hybrid of Option 1
and Option 2

1

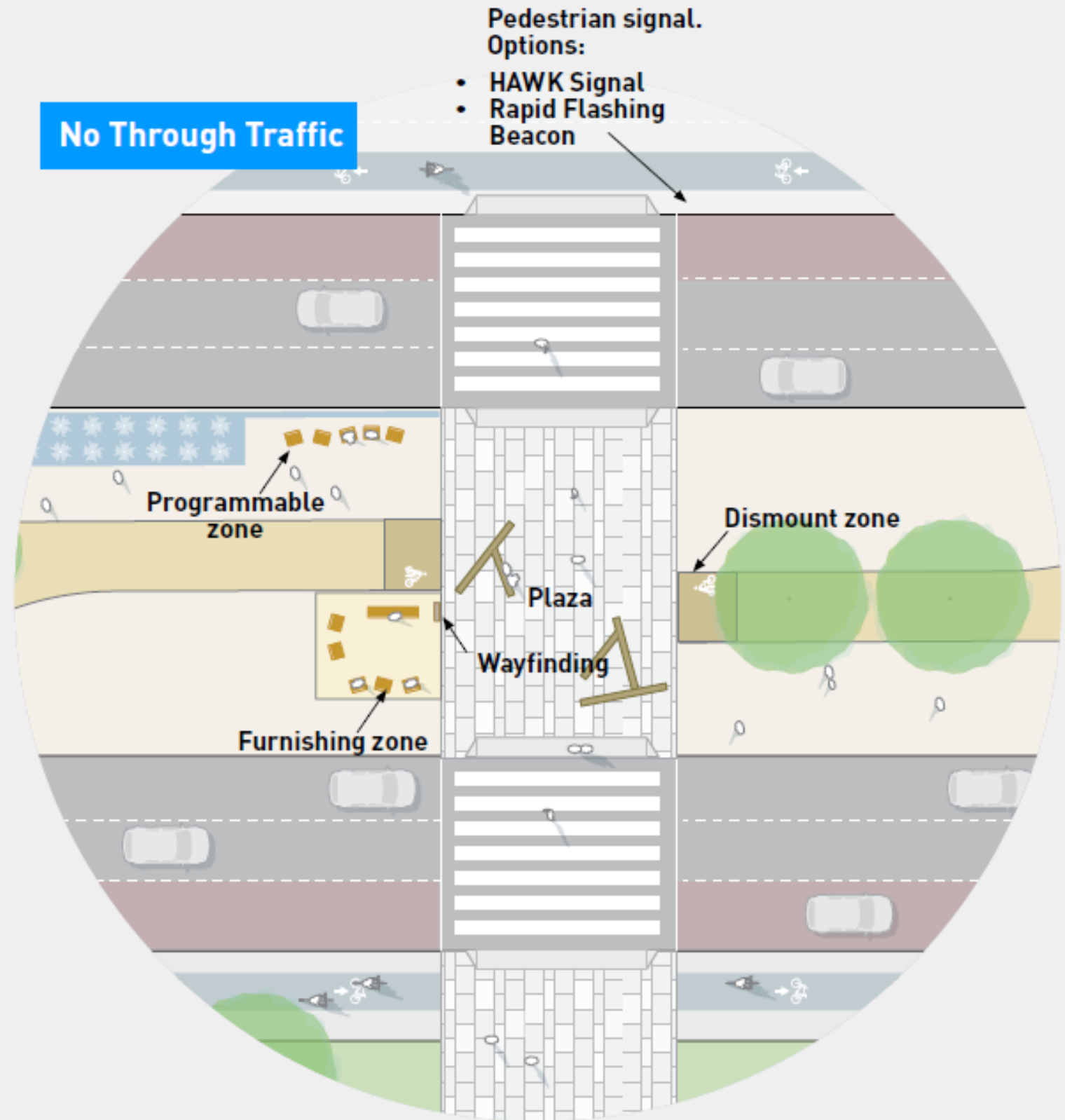
URBAN BOULEVARD

Intersection Detail

Vehicle Crossing



No Through Traffic



envisioned



implemented

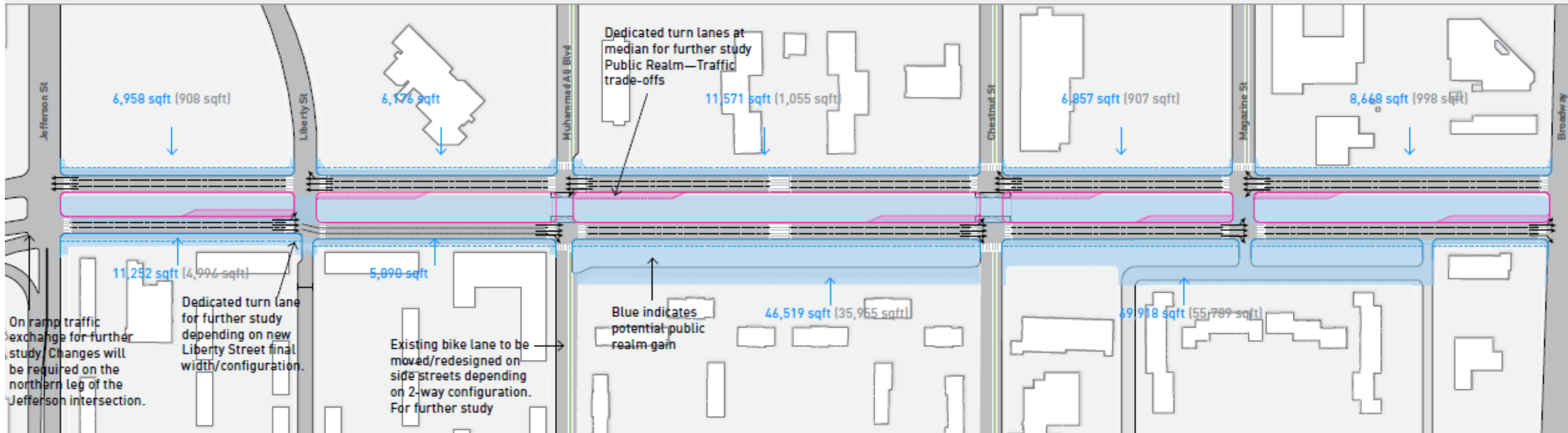


1

URBAN BOULEVARD

Configuration Diagram

TOTAL PUBLIC REALM GAIN
174,000 sqft



COLOR KEY

- Public Realm
- Median

All side streets west of 9th St considered 2-way.

AREA GAIN

Total Public Realm Gain:
173,809 sqft

Potential Dev Area
100,608sqft



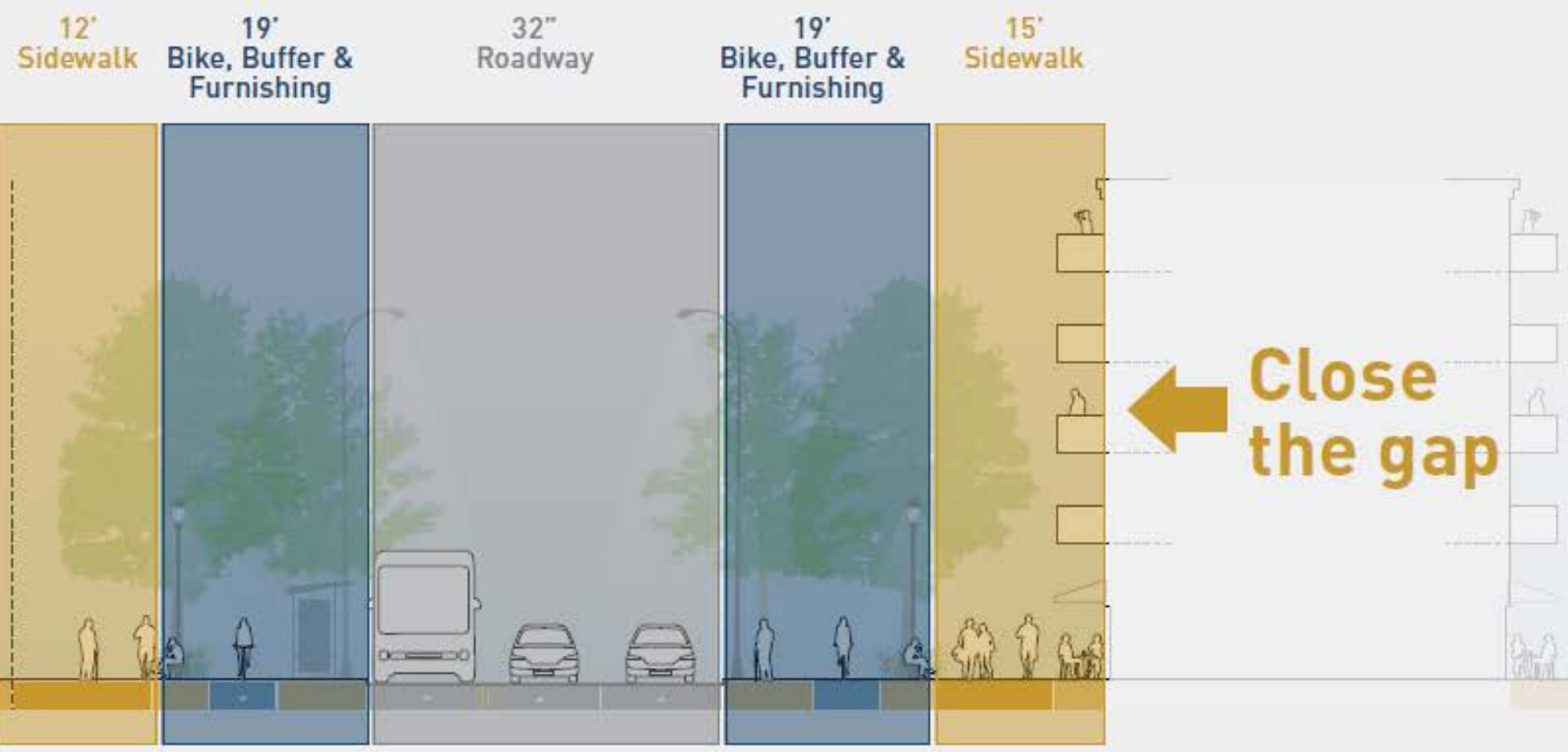
Urban Street

A thought experiment for the future
of 9th street — returning the street
to a neighborhood scale

2

URBAN STREET

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)



Historic Walnut Street

100' ROW ~40-50' DEPTH

150' EXISTING ROW

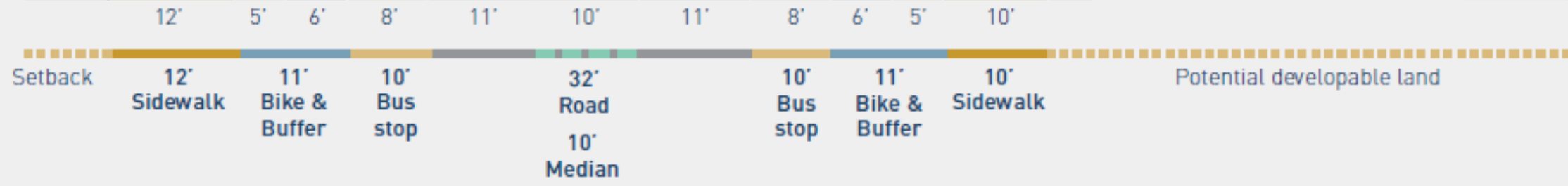
- COLOR KEY**
- Sidewalk
 - Furnishing Zone
 - Programmable space
 - Bike Lane
 - Planting / Bioswale
 - Car Lane



2

URBAN STREET

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)

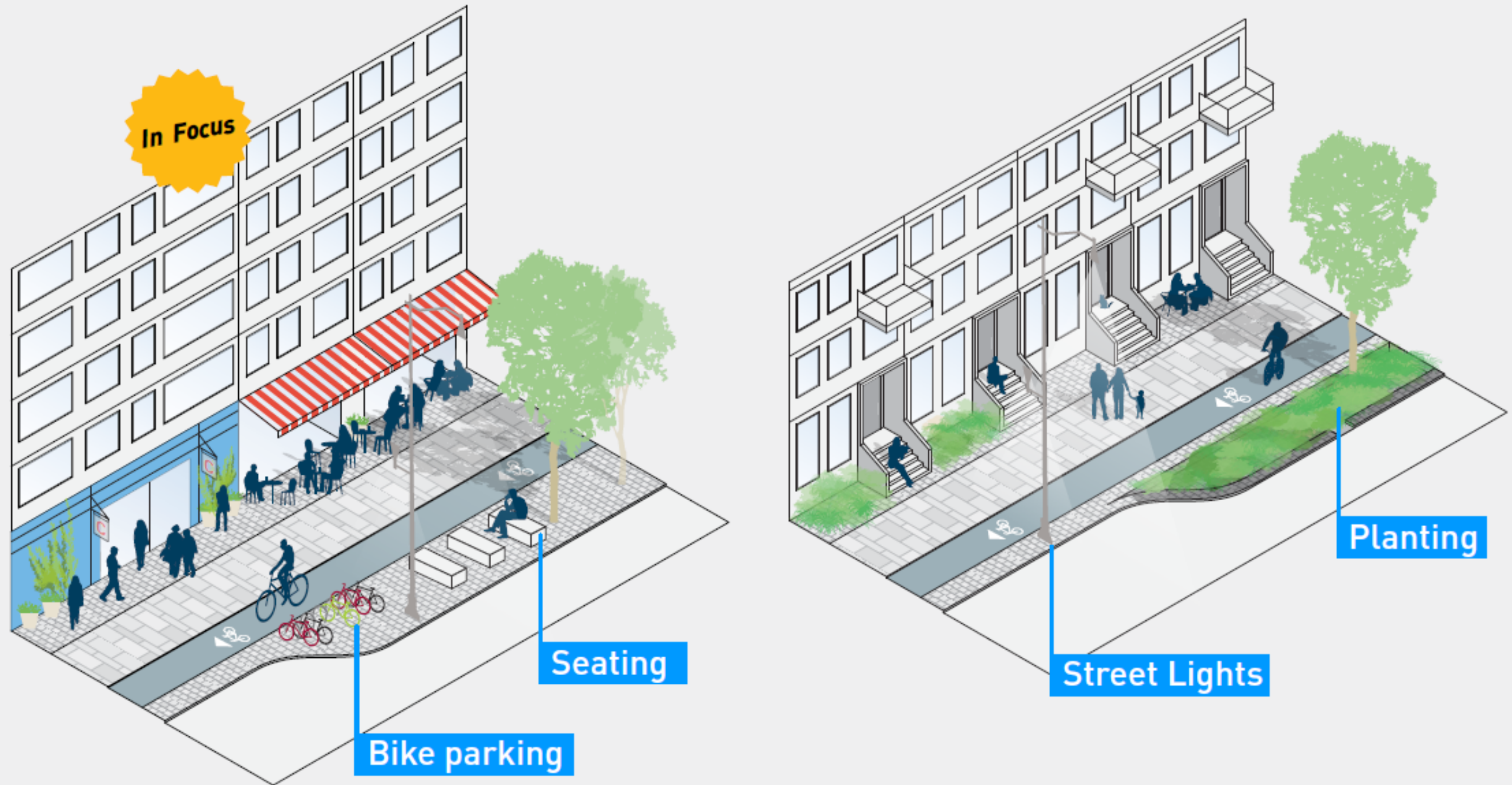


COLOR KEY	SECTION KEY
 Sidewalk	
 Furnishing Zone	
 Programmable space	
 Bike Lane	
 Planting / Bioswale	
 Car Lane	

2

URBAN STREET

Active ground floor and street level articulation example





TRAINING
STUDIO
• ONE-ON-ONE TRAINING
• PARTNER TRAINING
• GROUP CLASSES

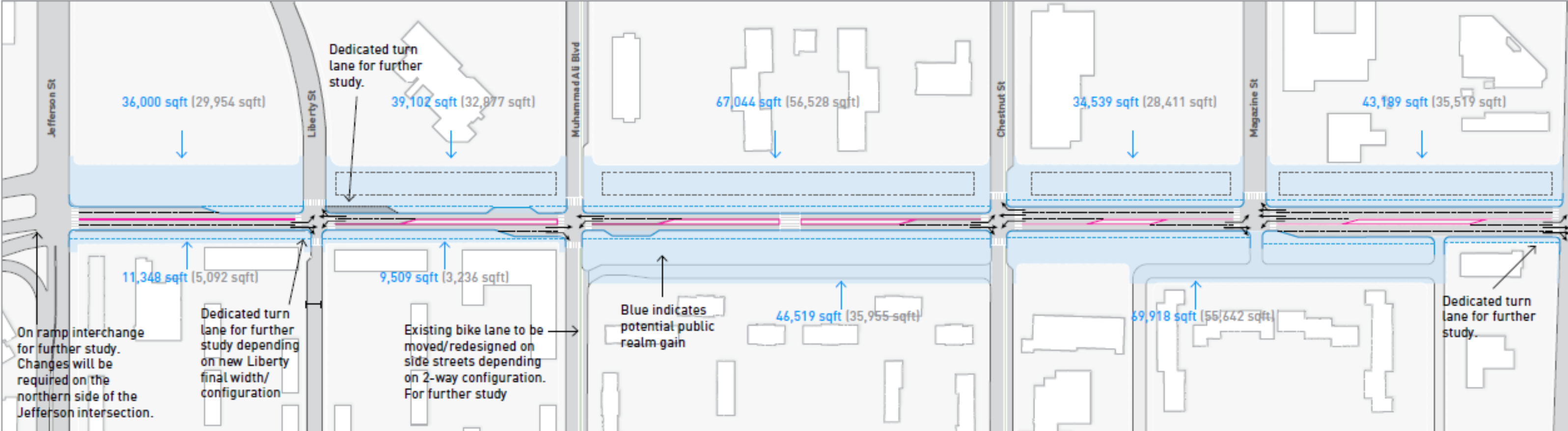
Ted's
MUSTARD GRILL

2

URBAN STREET

Configuration Diagram

TOTAL PUBLIC REALM GAIN
357,000 sqft



COLOR KEY

- Public Realm
- Median

All side streets west of 9th St considered 2-way.

AREA GAIN

Total Public Realm Gain:
357,173 sqft

Potential Dev Area
283,214 sqft



Urban Parkway

An option focused on weaving a high quality public realm into the neighborhood

3

URBAN PARKWAY

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)

20'
Sidewalk

12'
Bike, Buffer &
Furnishing

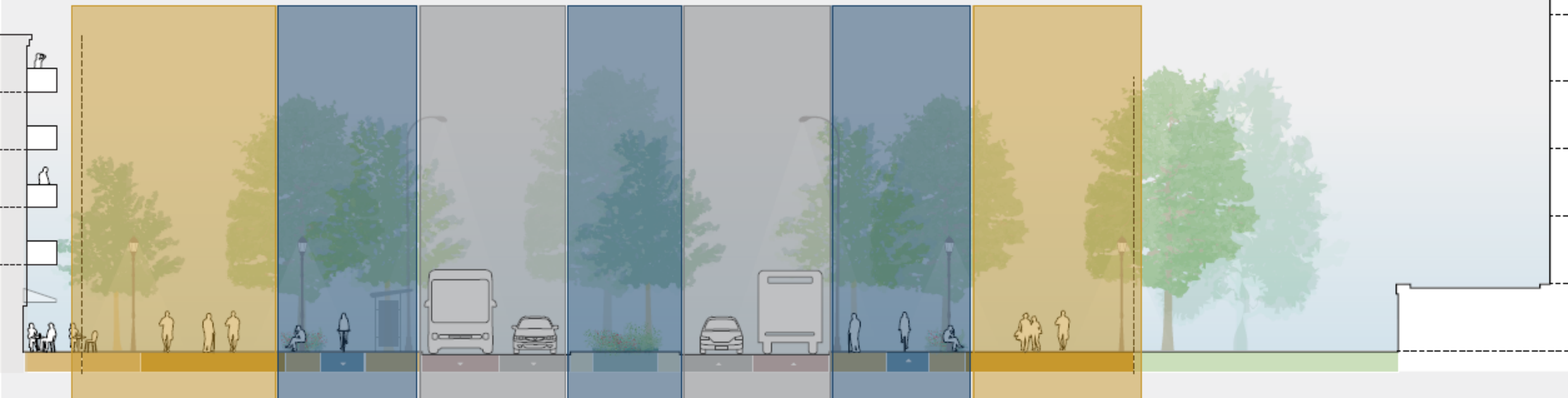
21'
Roadway

15'
Median

21'
Roadway

20'
Bike, Buffer &
Furnishing

25'
Sidewalk



150' ROW

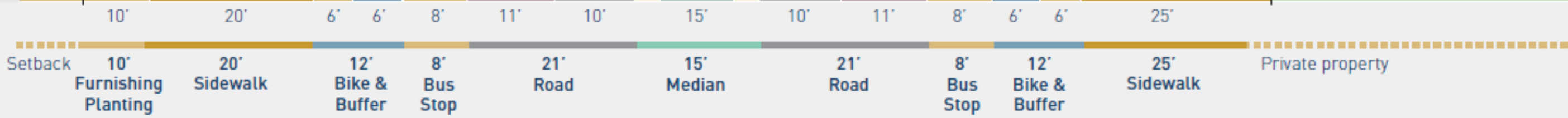
- COLOR KEY**
- Sidewalk
 - Furnishing Zone
 - Programmable space
 - Bike Lane
 - Planting / Bioswale
 - Car Lane
 - BRT / Car Lane



3

URBAN PARKWAY

Typical Street Section
(Viewing North, between
Muhammad Ali and Liberty)



COLOR KEY

 Sidewalk
 Furnishing Zone
 Programmable space
 Bike Lane
 Planting / Bioswale
 Car Lane
 BRT / Car Lane



3

URBAN PARKWAY

Cycle Track + Social Sidewalks

In Focus



Queens Quay — Toronto ON



50 FT. PUBLIC REALM

10' Furnishing and Planting

20' Sidewalk

6' Furnishing and Planting

6' Bike lane

8' Buffer & Bus stop

11' BRT/car lane

46

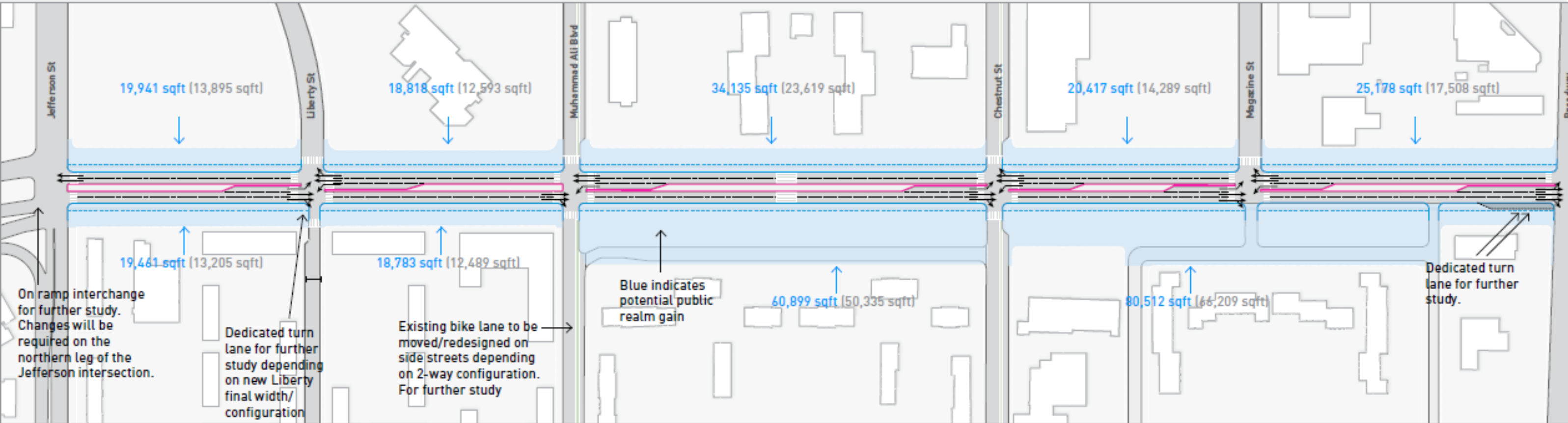


3

URBAN PARKWAY

Configuration Diagram

TOTAL PUBLIC REALM GAIN
298,000 sqft



COLOR KEY

- Public Realm
- Median

All side streets west of 9th St considered 2-way.

Total Public Realm Gain:
 298,144 sq ft

Potential Dev Area
 224,142 sq ft



Evaluating the Options

High Level Public Life & Traffic Analysis Comparison

* See Appendix for High-Level 9th Street Traffic Review for more detail on Traffic analysis

- ↑ Option Improves Condition
- Option Accommodates
- ↓ Option Challenges Condition

1 Urban Boulevard

Public Space, Public Life

- **Access**
This option would require people to cross traffic at multiple points, creating complexity and potential people/motorist conflicts.
- ↑ **Quality and Experience**
This option provides adequate space to create an engaging public realm, but places a high burden on programming to make it feel inviting and part of people's everyday experience.
- ↓ **Stewardship & Ownership**
Being an island, maintenance and developing sense of local pride in the space could be challenging since its not connected to any logical residences.
- ↓ **Reaching Out**
This option would create a clear and legible link to the waterfront park, but not work well to close the gap by doubling down on the median.
- **Open Space Stickiness**
Bold and imaginative programming and design in the median, but less seamless access
- Transit**
- ↑ **Impact on BRT**
This option would better accommodate the proposed BRT, potential for a bus only lane.
- Traffic**
- **Safety**
This option would raise some safety concerns and challenges connecting people to the median, and coordinating traffic.
- ↑ **Capacity**
This option would provide adequate traffic capacity.

2 Urban Street

Public Space, Public Life

- ↑ **Access**
Narrow typical section would be easier for pedestrians to cross.
- ↑ **Quality and Experience**
This option provides tremendous opportunity to create a truly human scaled street
- ↑ **Stewardship & Ownership**
This option leaves a manageable area to maintain and program, providing less room to create a destination
- ↑ **Reaching Out**
This option would create a clear and legible linking to the waterfront park, a reduced R/W would reduce the barrier effect of the street as a separator between downtown and the Russell neighborhood
- **Open Space Stickiness**
Creates a great street, but less space for any bold public realm gesture.
- Transit**
- **Impact on BRT**
This option would accommodate the proposed BRT
- Traffic**
- ↑ **Safety**
Narrower crossings, slower speeds, and more eyes on the street would contribute to pedestrian and bicycle safety.
- ↓ **Capacity**
Traffic demand may exceed capacity for this option within the planning horizon; possibly on opening day.

3 Urban Parkway

Public Space, Public Life

- ↑ **Access**
This option would maintain acceptable traffic flow, while better accommodating pedestrians and bicycles.
- ↑ **Quality and Experience**
This option provides adequate space to develop and program an engaging public realm.
- **Stewardship & Ownership**
Thoughtful programming is essential, which requires invested partners. Sections without clear ownership run the risk of being leftover space. Running adjacent to residences could help inspire a strong sense of local pride of place.
- **Reaching Out**
This option would create a clear and legible link to the waterfront park, and begin to close the gap by reducing the distance across the street
- ↑ **Open Space Stickiness**
Opportunity to create a seamless neighborhood and citywide destination with a wow factor.
- Transit**
- ↑ **Impact on BRT**
This option would better accommodate the proposed BRT
- Traffic**
- ↑ **Safety**
Narrower crossings, slower speeds, and more eyes on the street would contribute to pedestrian and bicycle safety.
- ↑ **Capacity**
This option would provide adequate traffic capacity.

High Level Public Life & Traffic Analysis Comparison

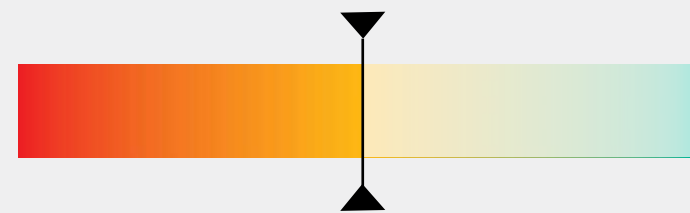
* See Appendix for *High-Level 9th Street Traffic Review* for more detail on Traffic analysis

1 Urban Boulevard

Public Life



Safety



Efficient Traffic



2 Urban Street

Public Life



Safety



Efficient Traffic



3 Urban Parkway

Public Life



Safety



Efficient Traffic



↑
Preferred concept

Preferred concept based on
public realm, transit, and
traffic evaluation



The Russell Trail: 9th Street's Urban Parkway

From Broadway to the Riverfront, The Russell Trail will transform 9th Street into a linear park woven together with destination draws, a clear and engaging link to the waterfront, and everyday community amenities for adjacent neighbors.

Structuring The Russell Trail

The Russell Trail

From a commercial truck route,
to an urban boulevard.



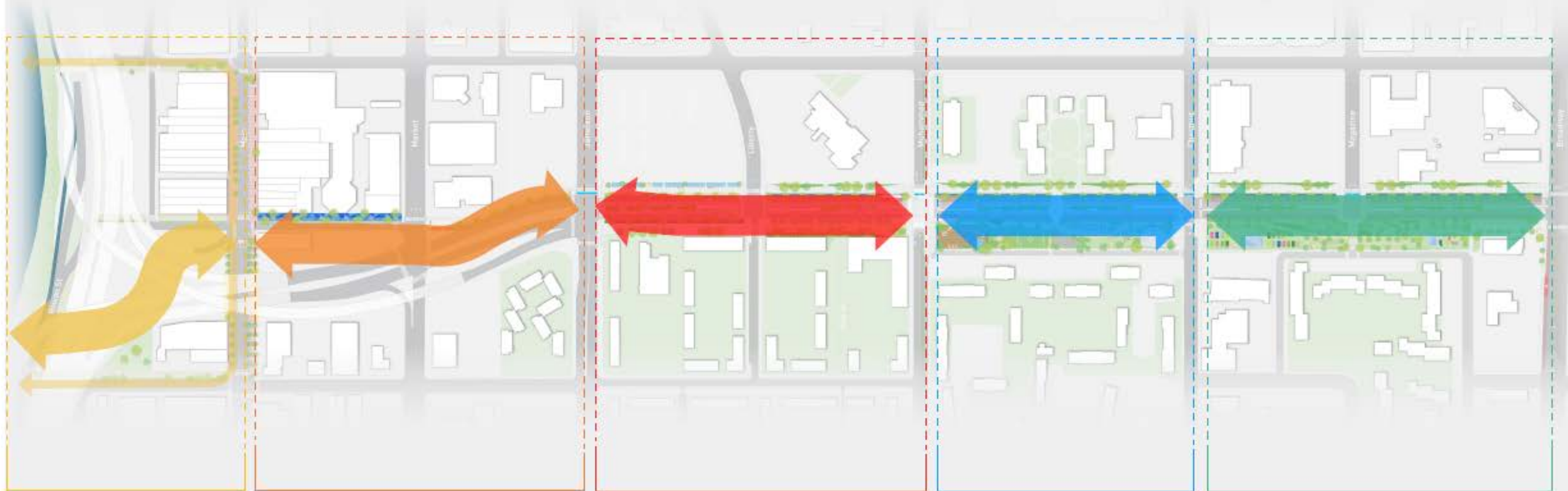
The Russell Trail

From a isolated median to
connected linear park.



The Russell Trail

5 programmatic zones,
responding to the urban
qualities we heard.



**WATERFRONT
CONNECTION**

**DOWNTOWN
ART LINK**

**RETAIL
FRONT PORCH**

**PLAY &
RECREATION**

**GARDEN &
LEARNING LAB**

The Russell Trail

A cohesive experience



WATERFRONT CONNECTION

RETAIL FRONT PORCH

GARDEN & LEARNING LAB

DOWNTOWN ART LINK

PLAY & RECREATION

The Russell Trail

Through-line elements



CLEAR & SAFE CROSSINGS



COMFORTABLE BUS STOPS



GRADE SEPARATED BIKE PATH



BLUE INFRASTRUCTURE



BIOSWALES & GREEN INFRASTRUCTURE



MIXED USE BIKE & PED TRAIL



ENGAGING LIGHTING

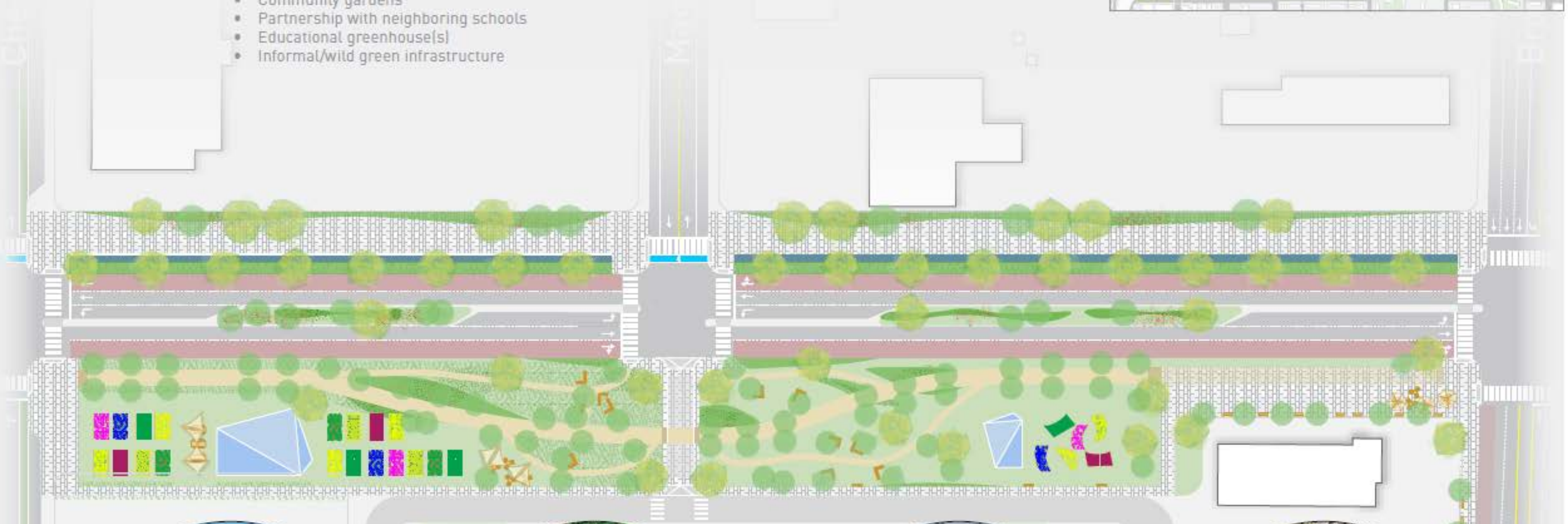


Garden & Learning Lab
 Quiet, lush and green,
 prioritizing community
 partnerships.

Key Ingredients

- Bold welcome node
- Food trucks service nearby offices
- Food learning and living lab
- Community gardens
- Partnership with neighboring schools
- Educational greenhouse(s)
- Informal/wild green infrastructure

GARDEN & LEARNING LAB



NEIGHBORHOOD GARDEN



GREEN SNUGS



SCHOOL & COMMUNITY LEARNING LAB



SOUTHERN GATEWAY



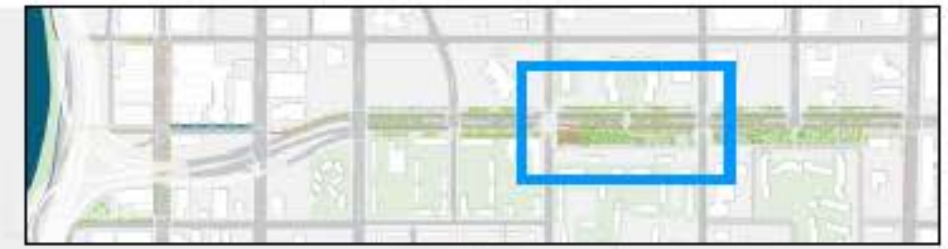
Play & Recreation

Communal activity zones, prioritizing open, inclusive recreation

Key Ingredients

- Mixed recreation, play, and sports
- Designed with sports equipment and courts
- Open space for community gathering
- Meet, greet, and play

PLAY & RECREATION



COMMUNITY DECK



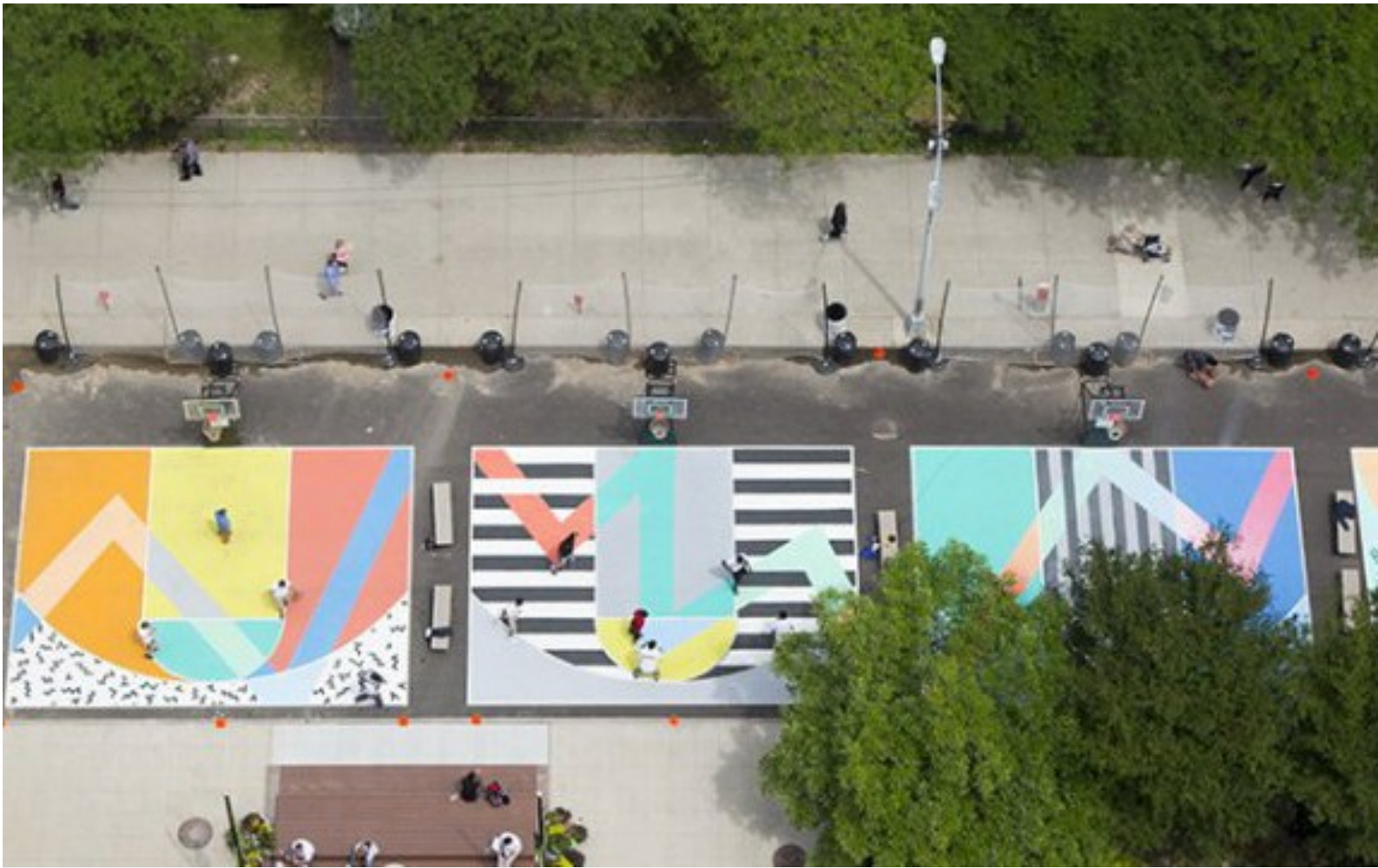
ADRENALINE POCKETS



LOUNGE GARDEN



MULTI-PURPOSE REC COURT



Gehl 9th Street Concept Plan



Retail Front Porch

Local market square.
Pop-up Commercial Street

Key Ingredients

- Mini-retail/market opportunities
- Shared space street/plaza
- Connects to residential front porches
- Crossover corner at Muhammad Ali Blvd
- Retail and food trucks
- Formal pathways and staying areas
- Create edge against parking area

RETAIL FRONT PORCH



CREATIVE CANOPIES



MICRO-PODS



FLEXIBLE MARKET SPACE



SHARED PLAZA



Downtown Art Link
Comfortable micro-climates, urban walkway punctuated with street art

- Key Ingredients**
- Connect to existing city fabric
 - Shaded hardscape design
 - Formal green infrastructure
 - Art integrated into street

DOWNTOWN ART LINK



BOLD SURFACE



ART INSTALLATIONS



URBAN STREET



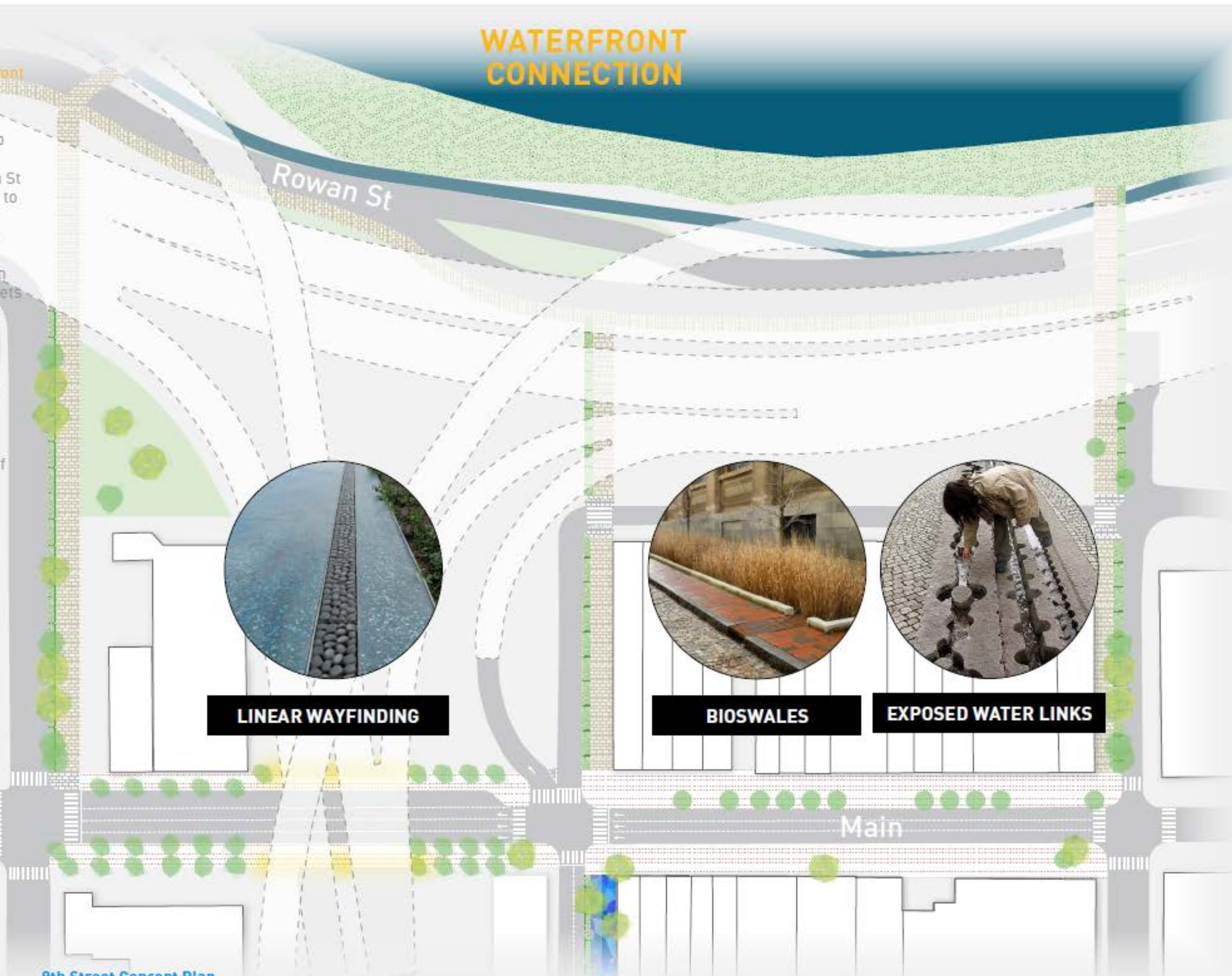
GENEROUS SIDEWALKS

Waterfront Connection
Comfortable and legible
connection to the waterfront

Key Ingredients

- Connection through to River Road.
- Urban design on Main St maintained, extended to 10th St.
- Intersection nodes at Market and Main
- Pleasant urban design along connecting streets
- Indicate node at Main and 10th and 8th
- Informal/wild green infrastructure
- Frame views towards Ohio River
- Use waterfront park design language
- Exposed water run-off

WATERFRONT CONNECTION



LINEAR WAYFINDING



BIOSWALES



EXPOSED WATER LINKS





Portland, OR



Gehl

9th Street Concept Plan



Hunter's Point, Long Island City, NY

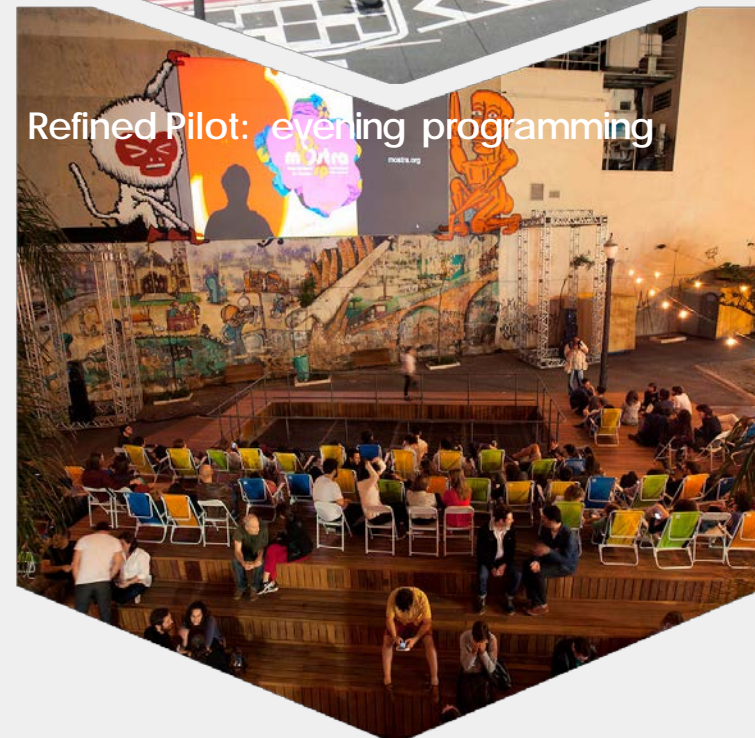
Pilot — a communication project with an infrastructure component



Piloting Change

Testing Strategies through Pilot Projects

A series of temporary pilot projects, carried out in an iterative process, can generate buzz and begin to set the groundwork for a balanced street that provides space for people while testing optionality.



Pilot example:
São Paulo Pilot

Early Activation

Key areas to test now through light weight pilot projects.

The Knot

Coming Soon! Temporary Public Art/lighting enhancement. Includes use of Public Parking lot on South Side of Main

Waterway Cycle-track

Bollard protected two-way bike path that connects 9th street to the waterfront.

***PRIORITIZE**

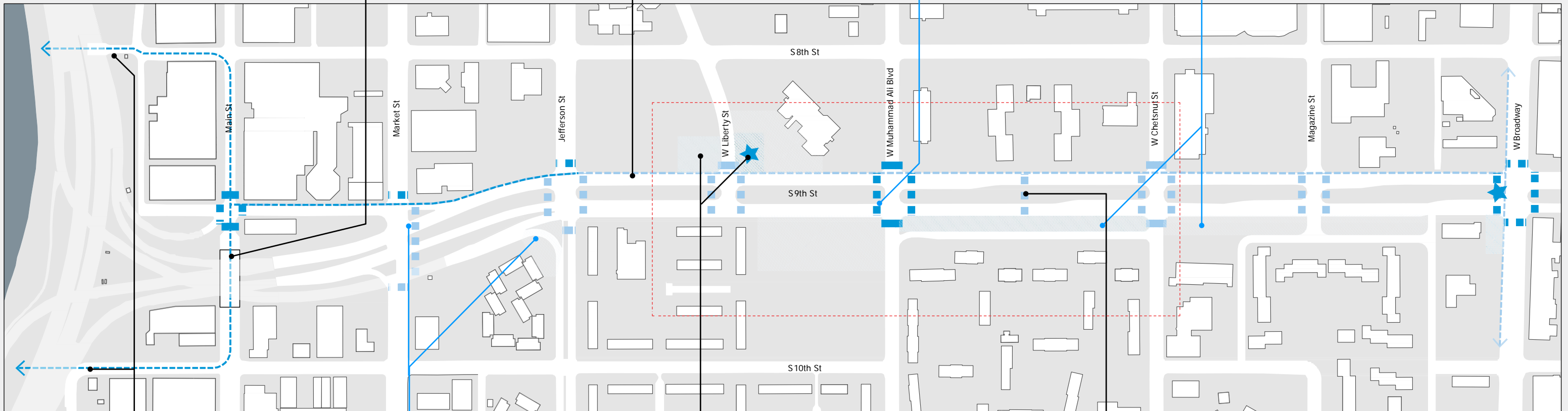
9th Street Crossings

Improve the pedestrian experience at the intersections by shortening the crossing distance and waiting time—it should feel like the pedestrian journey continues without interruption. Clear striping.

***PRIORITIZE**

Level the Berm

Pilot removal of the berm. Program this space as a great front porch for the street. Partner with adjacent residents and Central High School to create a responsive program



Access to the waterfront

Make access to the water really clear and inviting: lighting, creative canopies, art and programming to help make this a magnet

***PRIORITIZE**

No Slip Zone

Test closing the slip lane off the on-ramp and slip lane at Market Street. Combine with bold crossway for people and longer traffic signal. Measure impact on traffic, but also people crossing.

9 for 9 Weekend Market

Start testing and establishing 9th Street as a destination. Begin with a weekend market fair where locals can exhibit and sell their products, restaurants can set up food kiosks, and where visitors can experience a new 9th street experience—one outside their cars! Potential brand the event on 9 summer weekends.

9th Street Shortcuts

Formalize midblock crossings, making both halves of 9th Street more seamlessly connected with safe, fun, and intuitive and mid-block crossings

Moving forward

Material palette for early activation projects

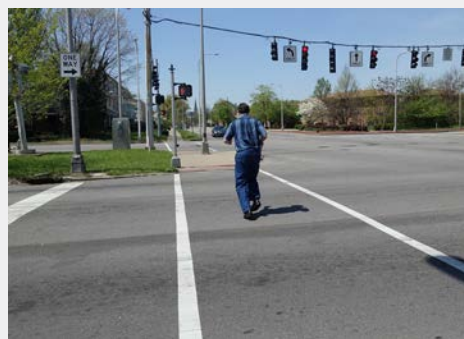
PEOPLE-FIRST INFRASTRUCTURE

Create a safe network for people to move around in, whether walking or cycling along the street, or crossing at intersections.

Focus on inviting the most vulnerable users — children and elderly — to use the streets, and everyone else will follow.

Existing Conditions

- Intersections are unsafe due to a lack of clear demarcations.
- The distance between marked intersections is too long for convenience.
- The levels of comfort - seating, lighting, shade - are extremely low.



Protected Bike lanes

Bike lanes can be implemented on a temporary basis while a more permanent design is under preparation. This should be used to generate support in the project's early stages while testing the best routes.



Planters and white paint, Toronto, Canada

Low fidelity, high visibility, Frenchtown, FL

Midblock Crossings

Midblock crossings improve the pedestrian circulation by adding connections across long blocks in order to reduce travel time and convenience.



Narrow the pad, New York



Colorful pattern is painted on the ground to highlight the opportunity to cross midblock.

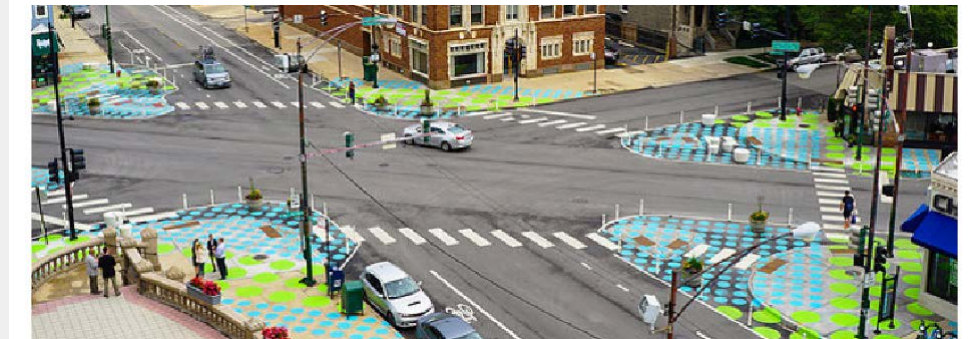
Crosswalk Improvements

Crosswalks can be enhanced by using paint on the ground, and by creating corner extensions that slow the traffic and limit the distance from one side to the other.



Corner extensions, Mendoza, Argentina

Artistic crosswalk, Pittsburgh, Pennsylvania



Nighttime Lighting

A grove or median of trees can be lit artistically, creating both a sense of safety for passersby and an experience.



PROGRAMMING

Invite people to participate in events and activities to begin changing people's mindset about the use of 9th Street. The programming should be co-created with local stakeholders and community organizations to anchor people's sense of ownership of the spaces early on.

Event & Market Days

Markets are a great way for communities to come together around locally produced food and goods. Markets typically attract a wide variety of people.



Micro Retail

Micro retail centers are a great way to provide community amenities in walking and cycling distance from residential neighborhoods.



Existing Conditions

- Very few planned activities take place along 9th Street.
- 83% of the street edges are inactive or vacant, which create a boring experience.
- Children and young adults hang out on vacant parking lots and in Beecher Park



Partnerships

Partnering with neighborhood schools, community centers, and private local stakeholders creates a sustainable foundation for organizing activities.



Healthy Community

Organizing activities relating to health, like urban gardening and sports events, can bring children and families together



A LINEAR EXPERIENCE

Make the most of the underused linear spaces along 9th Street, like the berm and the median. These spaces can provide experiences unique from typical square public spaces and keep inspiring passersby sense of curiosity and imagination

Existing Conditions

- Long stretches without places to stay
- Exposure to the elements, and traffic



Creative Canopies

Whether walking along or spending time in linear spaces, proper shade is necessary to secure a minimum level of comfort, especially in hot climates.



Lush and Green

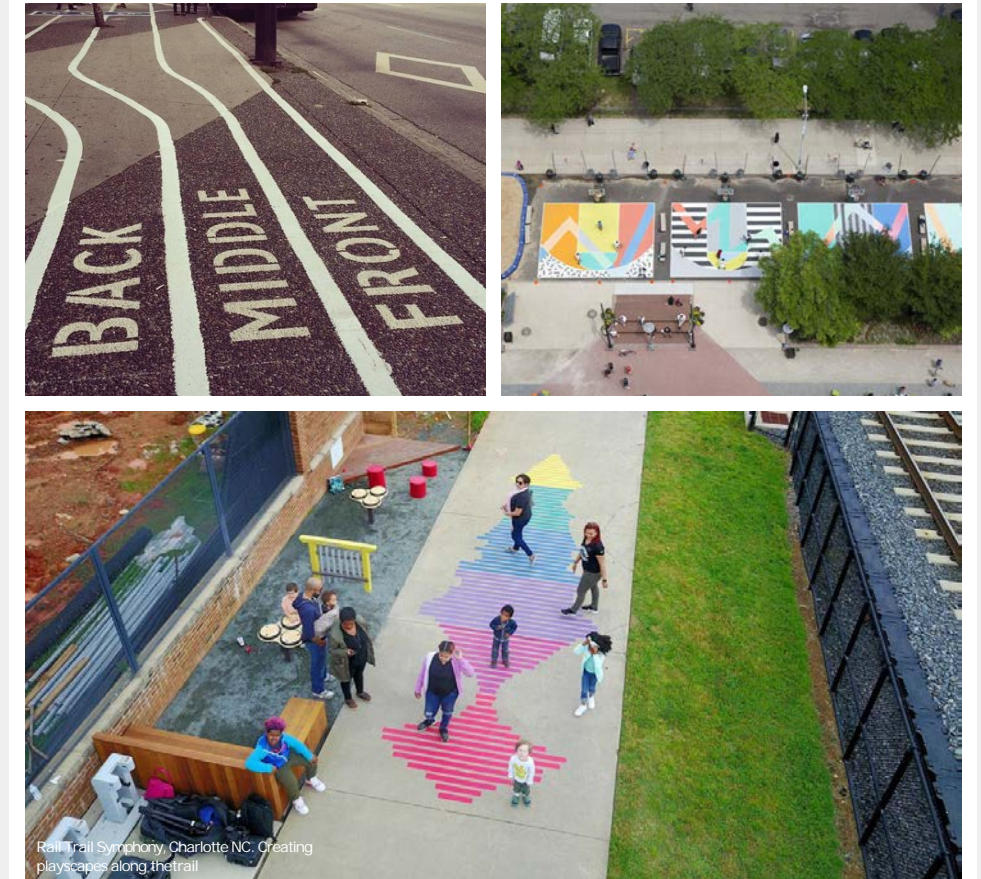
Green and rain gardens can be planted along streets with the help of the community and schools to provide a more comfortable micro-climate and calm traffic



Example 1: Detroit, Michigan

Play Along the Way

An excess of linear space can be used to integrate fun and recreational activities into a streetscape, like urban bowling, running tracks, or an obstacle course. We call this play along the way.



Urban Thinkscape, Philadelphia PA



PermaPLAY, Chicago



MAGNETIC ELEMENTS

Utilize large open spaces, underused parking lots, and adjacent parks to create places where people want to spend time along 9th Street. These should also enhance the experience for people passing through or along the street, ideally inviting them to linger longer and return.

Existing Conditions

- There is an abundance of open space, but most of it is assigned for cars.
- The few public spaces have a low quality of urban furniture and few invitations.
- The variety of activities to partake in is extremely limited.



Engaging Pockets

To create a successful public space in an otherwise inactive area requires some elements of interest. These can be static and low-maintenance.



Urban pianos are easy to install and they can dramatically change the soundscape of a plaza. Detroit, Michigan



Old spaces, like a freeway underpass, can be used for alternative and fun activities. Richmond, Australia



OXIDPlay platform, Houston, TX



Urbanperiscope

More than Lighting

Though public spaces are typically used less at night, it is important that they stay inviting through the evening, signaling safety for passersby and extending potential leisure and recreational hours.



A simple installation can create a pleasant ambiance without over-lighting the space. Detroit, Michigan



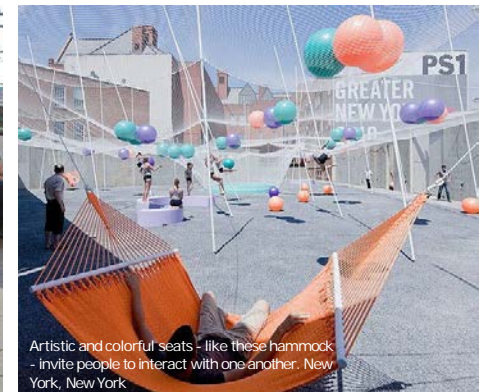
Seating elements are also swings and light, creating an inviting nighttime environment. Boston, Massachusetts

Social Seating

Seating should be integrated regularly along any linear stretch, whether used functionally or playfully. This will invite more vulnerable users, like the elderly and families, while inspiring a sense of curiosity.



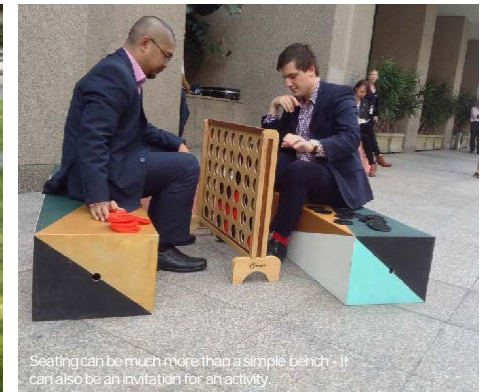
A long wooden bench with integrated tables and plants creates a calm meeting place. San Francisco, California



Artistic and colorful seats - like these hammock - invite people to interact with one another. New York, New York



An alternative seat lining a linear green stretch turns a left-over space into a destination.



Seating can be much more than a simple bench - it can also be an invitation for an activity.



Moving Forward

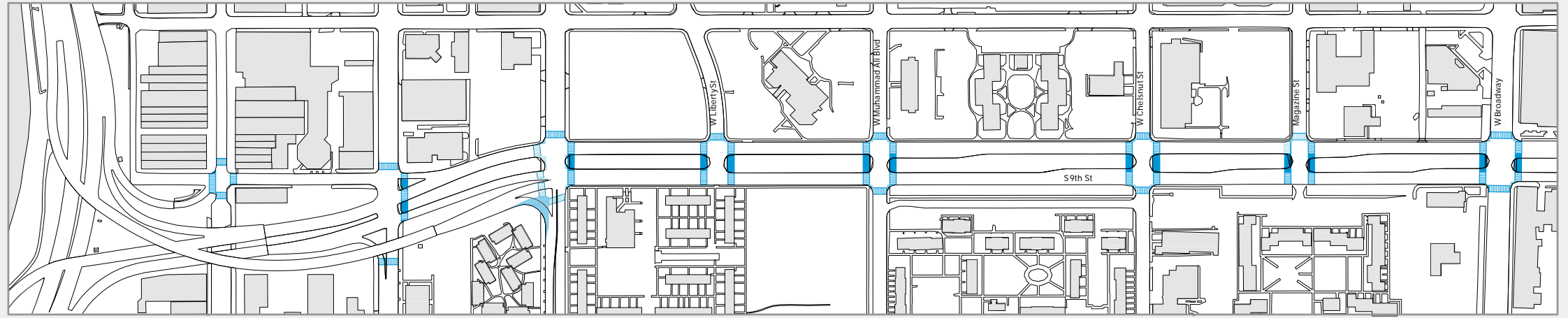
Prioritizing next step: where to start

LOW FIDELITY PILOT:
STARTING NOW

Improving connections and walkability begins with safety.

Piloting change on 9th Street should begin with 3 key, low fidelity, low cost, safety projects in 2018.

1. Clear crosswalk striping & painted bump-outs at all intersections. Close Slip lane at Jefferson intersection. Consider abold, colorful and graphic crossing at Muhammad Ali and Broadway.
2. Lengthen pedestrian lead-time at signals.
3. Improve the ambiance of the street with median tree up-lighting. This can also work to slow traffic down and improve visibility along the corridor.



Bulb-outs and clearly painted crossings along the corridor at each intersection should be a prioritized first step. Consider bolder graphics and colors as well as planters and bollards to slow motorists while giving pedestrians a shorter distance to cross.

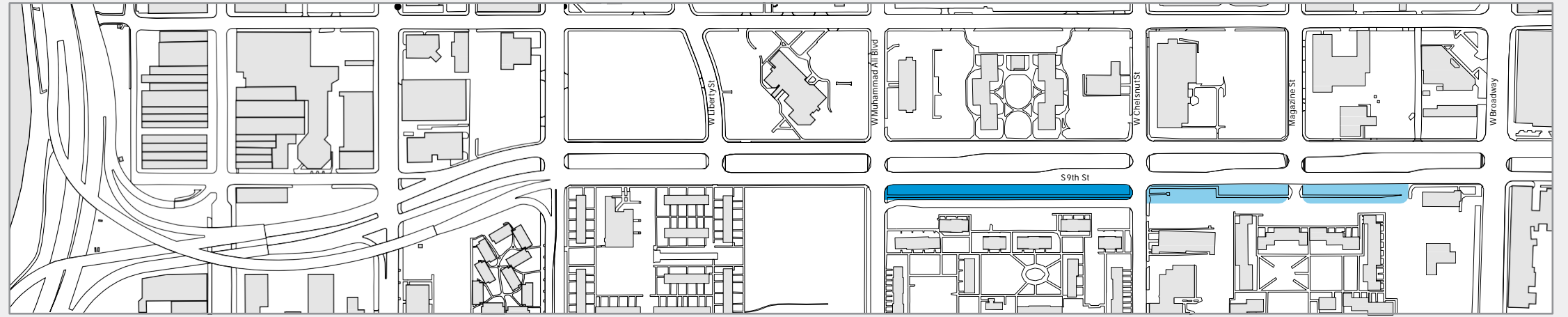


Lighting the trees in the median will create a strong and inviting visual impact.

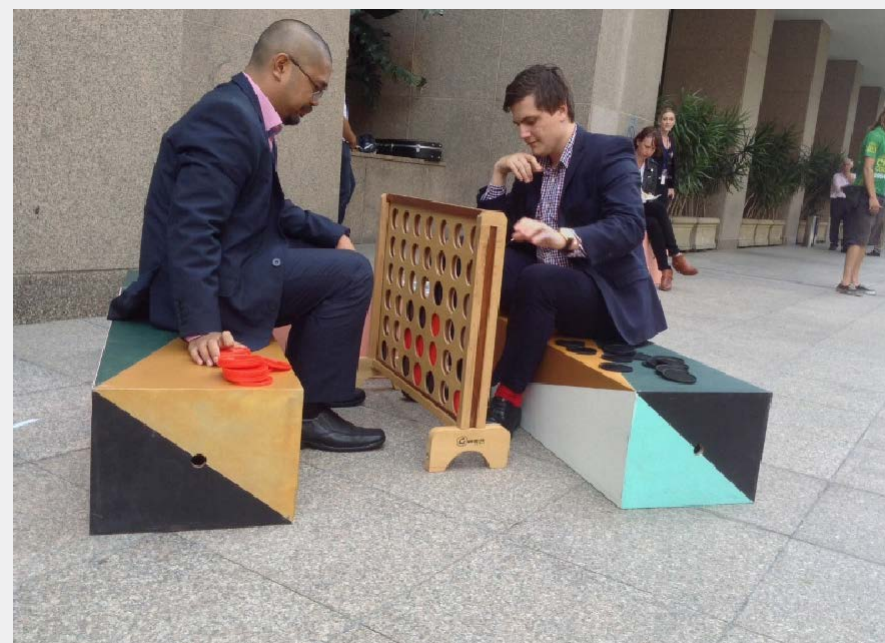
HI-FIDELITY PILOT:
MAKING A BOLD CHANGE EARLY

Bolstering invitations to stay with a transformational pilot

The berm, which runs from Muhammad Ali to Broadway along the western edge of 9th Street, should be leveled and made into a community asset. Prioritize activating the section between Ali and Chestnut where there is concentrated activity today. Focus on playful elements which do not rely on heavy programming and coordinating. Instead, look to furnishing this space with linear play elements and places to relax: emphasizing comfortable microclimates (shade, lighting, protection from traffic noise). It will be essential to include adjacent residents and community leaders in the process early and often to help co-create, and to identify a partnering organization with stewardship capacity.



Work to grade and level the length of the berm, while prioritizing the section nearest Muhammad Ali Blvd (in dark blue) for activation.



Play along the way. Rely less on heavy programming, but rather set the table for residents to plug in and play, relax. KaBOOM's Play Everywhere Challenge provides a strong template to for low cost, high impact linear play in "en route" public spaces (such as bus stops, sidewalks, etc).

Early Activation: Small Steps Towards Big Change

With new residential development coming to 9th Street, the corridor is primed to begin testing a series of low-cost, high-impact pilot projects that can be experienced, measured, evaluated, and refined by the City, residents, and local partners and champions.

Improving pedestrian safety is the first step — clear crossings, generous signal timing for people, and bump-outs to shorten walking distances.

Next, leveling and replacing the berm with a linear park space will invite stakeholders and users to see, test, and experience 9th Street in new ways. Helping to redefine the street not just as an efficient traffic corridor, but a viable neighborhood place for people to spend time and connect.

Finally, by making people a part of the pilot project process early and often, Louisville can start to build excitement and local ownership around these improvements, creating a case for longer-term interventions.



Client Team

Louisville Metro Planning



Project Team

Gehl is a people first design consultancy. We work with clients to create mutually beneficial relationships between people's quality of life and their built environment.

We are Urban Planners, Designers, Architects, Landscape Architects, Sociologists, and Real Estate Professionals.

Gehl

In Partnership with

EHI, HDR, and Neel Schaffer

