



Preston Corridor Plan

Waterfront to the County Line
Advisory Committee #3 | 2.1.22

Today's Agenda

01

Overview of Input to Date

02

What to do at the Railroad?

03

What is the transit Vision Framework?

04

What do we think about Catalytic Sites?

05

Pedestrian + Bicycle Vision Framework
Ideas by Segment

06

Next Steps

Mentimeter Exercise


Go to www.menti.com and use the code **49 56 34 3**

Have you used Mentimeter before?

 Mentimeter



www.menti.com

 **Mentimeter**

Please enter the code

The code is found on the screen in front of you



PRESTON

Corridor Plan

**DESIGN
WORKSHOP**



YOU ARE INVITED! ESTAS INVITADO!

PLEASE JOIN US ON

NOVEMBER 17 6:00-7:30PM

TO SHARE YOUR EXPERIENCES!

NOVEMBER 18 3:30-5:30PM

TO SEE THE IDEAS GENERATED!

Prsrt Std
U.S. Postage
Paid
Louisville, KY
Permit No. 406

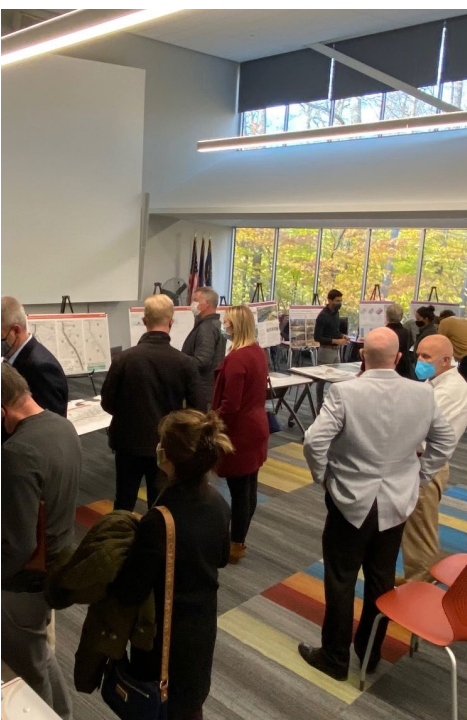
**OVERVIEW OF
INPUT TO DATE**

Vision Statement

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

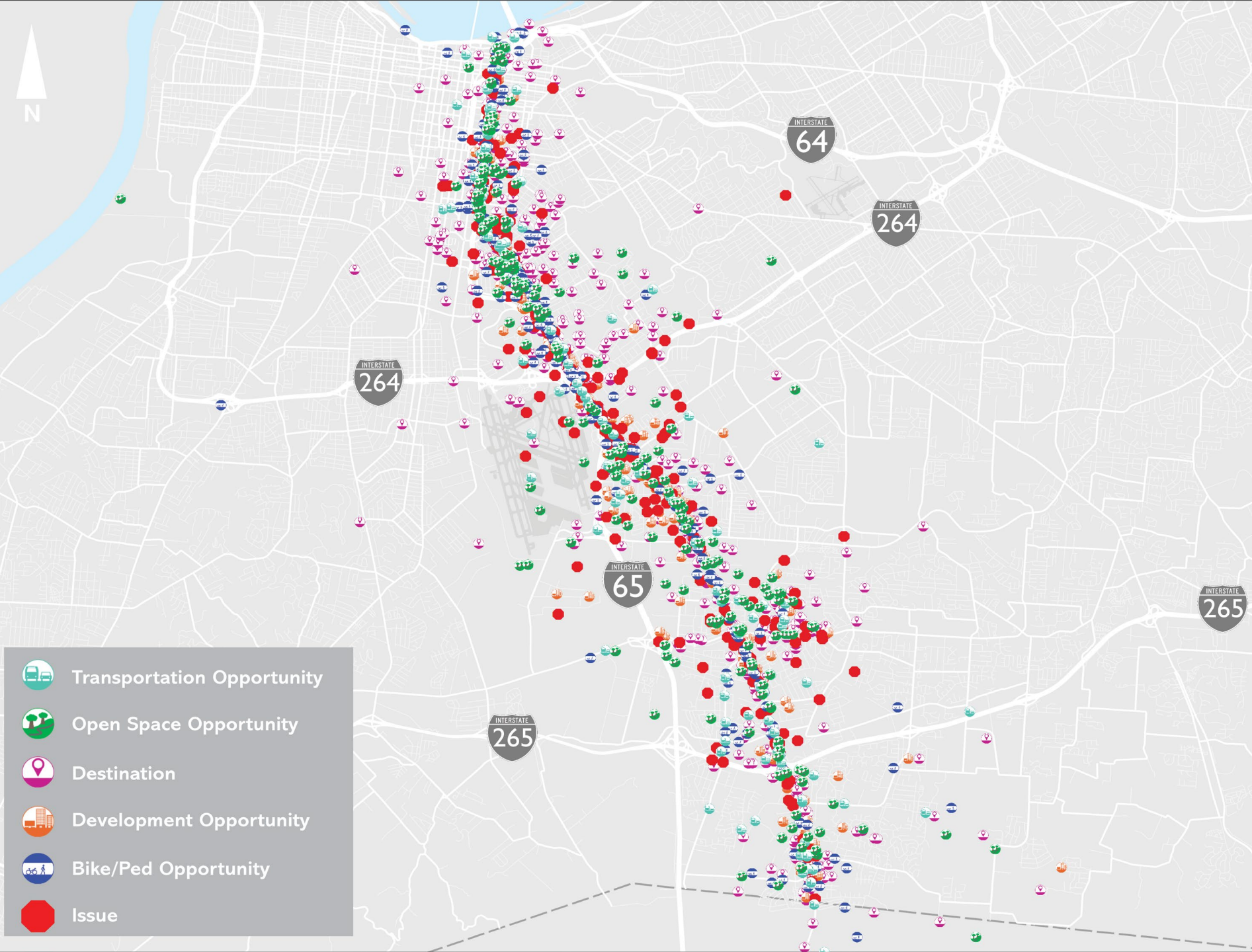
Objectives

Project Objectives	CHASE Principles				
	Connected	Healthy	Authentic	Sustainable	Equitable
O-1: Ensure that all voices are heard in the corridor planning process.	✓	✓	✓	✓	✓
O-2: Build an inclusive vision for the corridor from City to County.	✓		✓	✓	✓
O-3: Connect communities and economies along the corridor.	✓			✓	✓
O-4: Create safe and comfortable spaces in the corridor for all modes.	✓	✓		✓	✓
O-5: Integrate enhanced transit sensitively as the backbone the corridor.	✓		✓	✓	✓
O-6: Ensure space and operations for local freight mobility movements on the corridor.	✓	✓			✓
O-7: Establish infrastructure that will enhance the natural environment on the corridor.		✓		✓	✓
O-8: Define land uses that prioritize people, place, and neighborhoods on the corridor.		✓	✓		✓
O-9: Explore opportunities for growth and infill that uplift the communities along the corridor through economic development and redevelopment.			✓	✓	✓



Design Workshops

- Two days
- Six pop-up events
- Multiple stakeholder discussions
- Dozens of field interviews
- Hundreds of data points collected
- Focused feedback on design elements



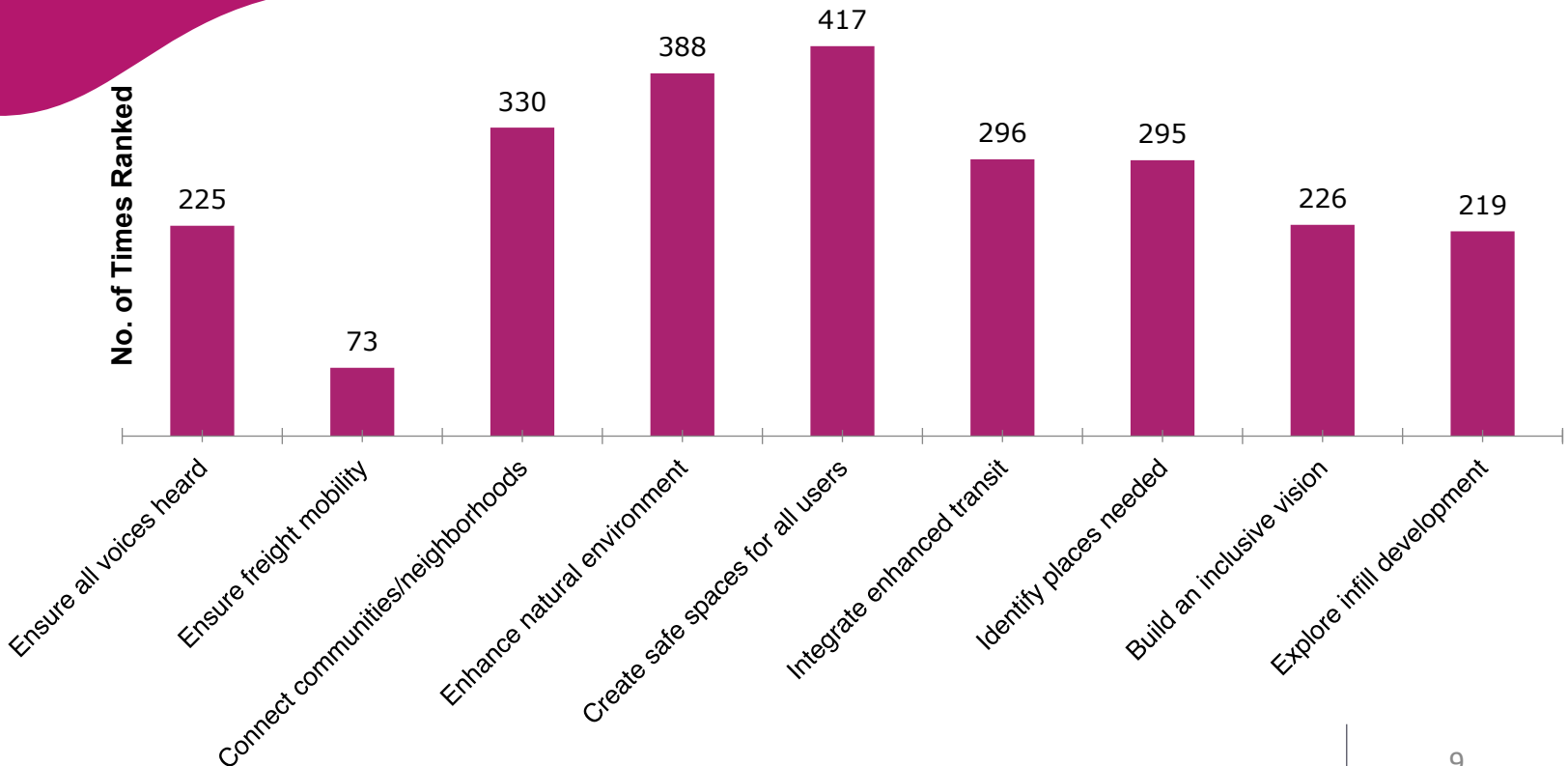
-  Transportation Opportunity
-  Open Space Opportunity
-  Destination
-  Development Opportunity
-  Bike/Ped Opportunity
-  Issue

Public Survey: Objective Ranking

Top objectives:

1. Create safe spaces for all users
2. Enhance natural environment
3. Connect communities/neighborhoods

Preston Corridor Objective Ranking



Public Survey

Input: Transportation and Transit Opportunities

- **Transit**
 - Making transit faster
 - Improved stops at high-use areas
 - Bus shelters at as many stops as possible
 - Extend transit south of I-265
 - Sidewalks needed to/around stops
 - Explore train/trolley possibility
- **Reconnections**
 - Address the railroad crossing
 - Access to parks
 - Bringing neighborhoods together
 - Connecting communities
- **Roadway**
 - Remove curb cuts
 - One-Way conversions
 - Rightsizings needed
 - Add safe bicycle facilities

**Public
Survey
Input:
Bike and
Pedestrian
Opportunities**

BIKE & PEDESTRIAN OPPORTUNITIES

- **General Comments**

- Pollution/litter needs to be addressed
- Beautification needed
- Connect parks to Preston via bike/ped infrastructure
- Safe Routes to Schools
- Better Lighting
- Traffic Calming
- Trees for beautification and shade

- **Connections**

- Reconnect at railroad
- Rebuild ped bridge
- Lighting upgrades
- Neighborhood equity
- Connect Black and White Neighborhoods
- Missing Links:
 - I-264 Bridge
 - I-265 Bridge
 - I-265 to County Line

**Public
Survey
Input:
Bike and
Pedestrian
Opportunities**

BIKE & PEDESTRIAN OPPORTUNITIES

- **Pedestrians**

- Unsafe for pedestrians
- Better/More crosswalks
- High Viz crosswalks
- Sidewalk maintenance
- Complete sidewalk connections needed
- Bumpouts where needed
- Bus stops need pedestrian connections

- **Bikes**

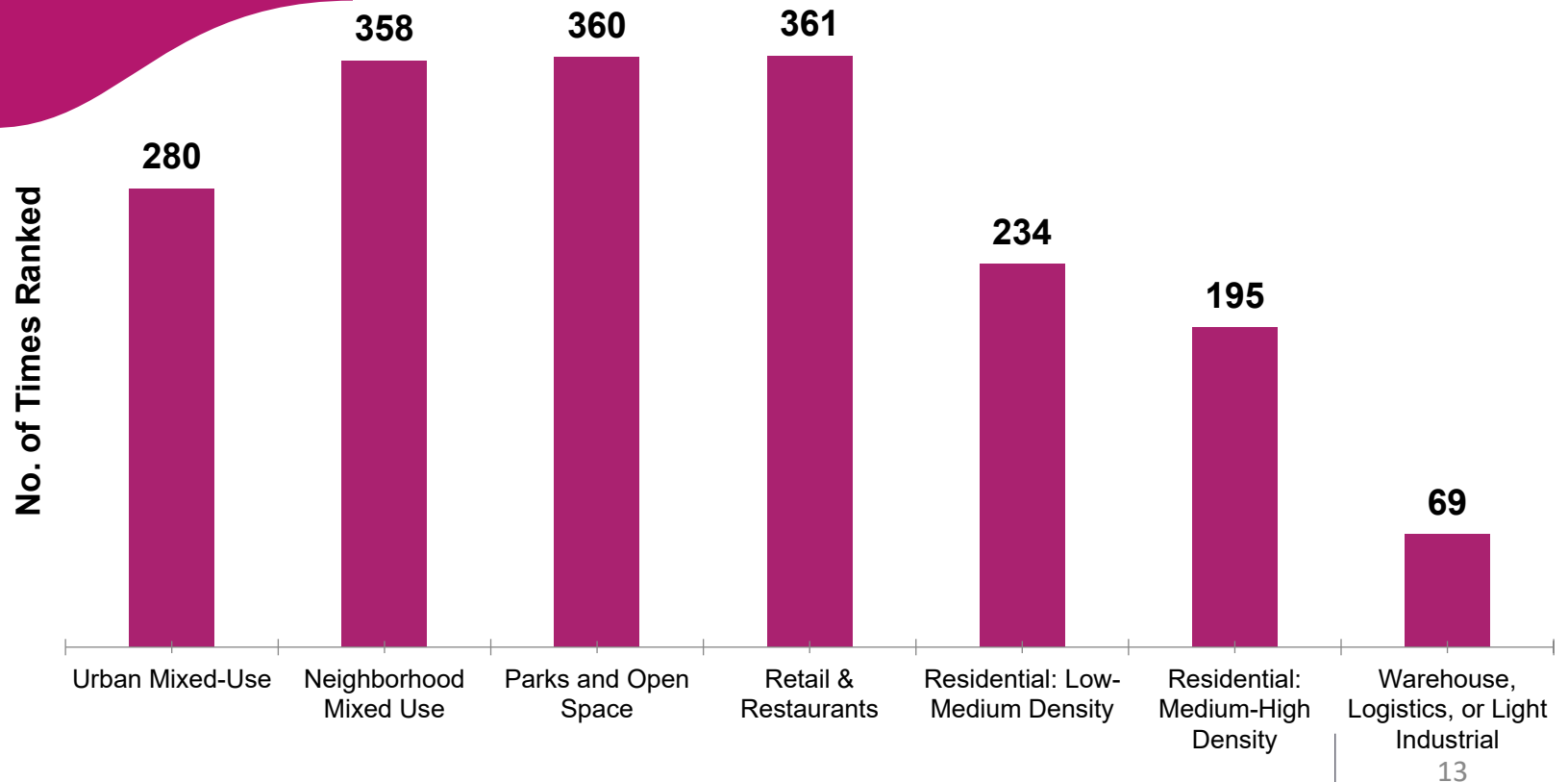
- Unsafe corridor for bikes
- Better/More crossings
- Protected facilities needed
 - at Fern Valley
 - across 264
 - parking-protected north of RR
- Secure bike parking
- Keep one-way but reallocate excess space to other modes
- Bikes shops but no bike lanes
- Bike path along creek/Loop Connections

Public Survey: Corridor Growth Priorities

Top needs identified:

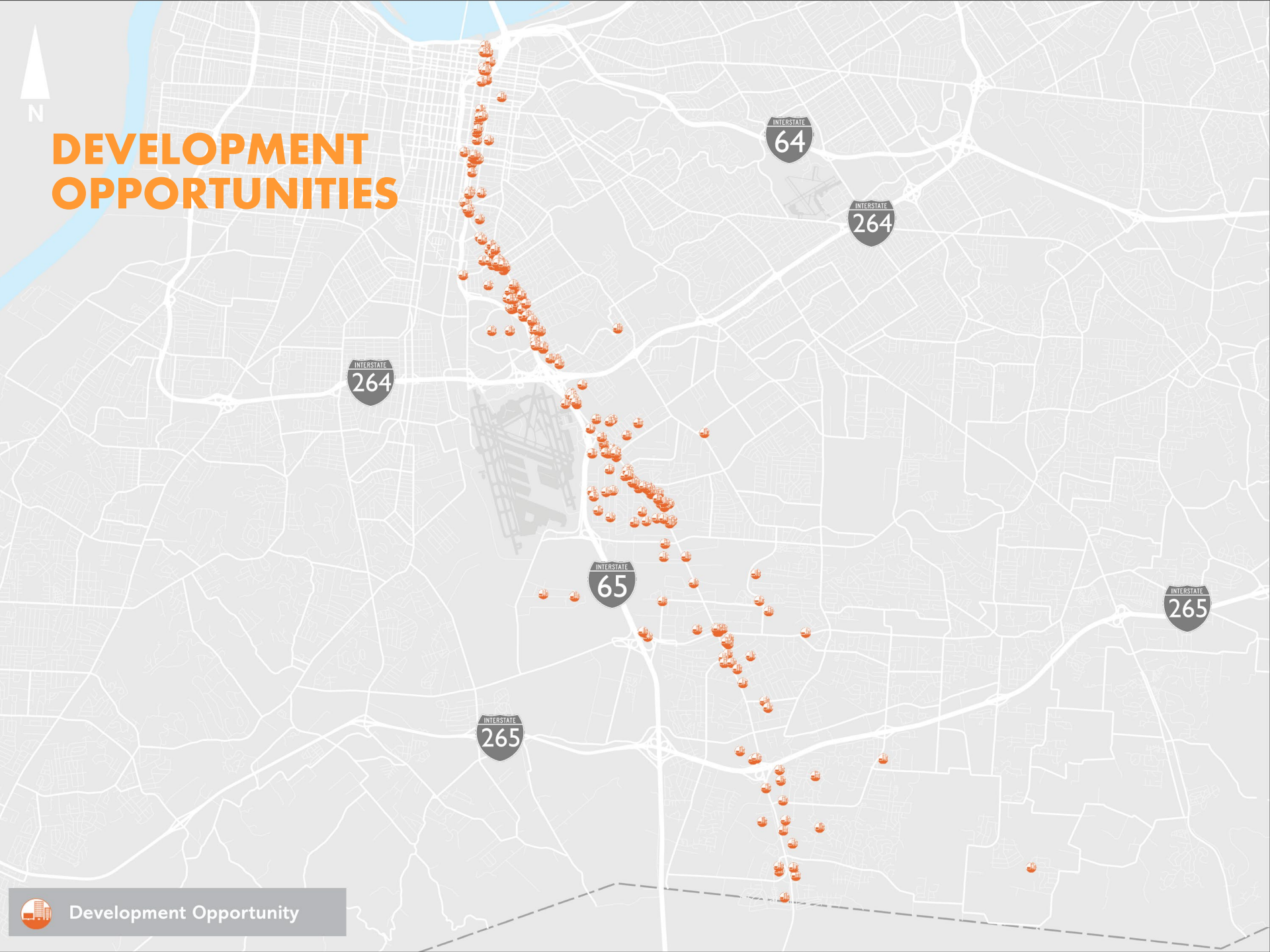
1. Retail and restaurants
2. Parks and open space
3. Neighborhood mixed use

Preston Corridor Growth Priority Ranking



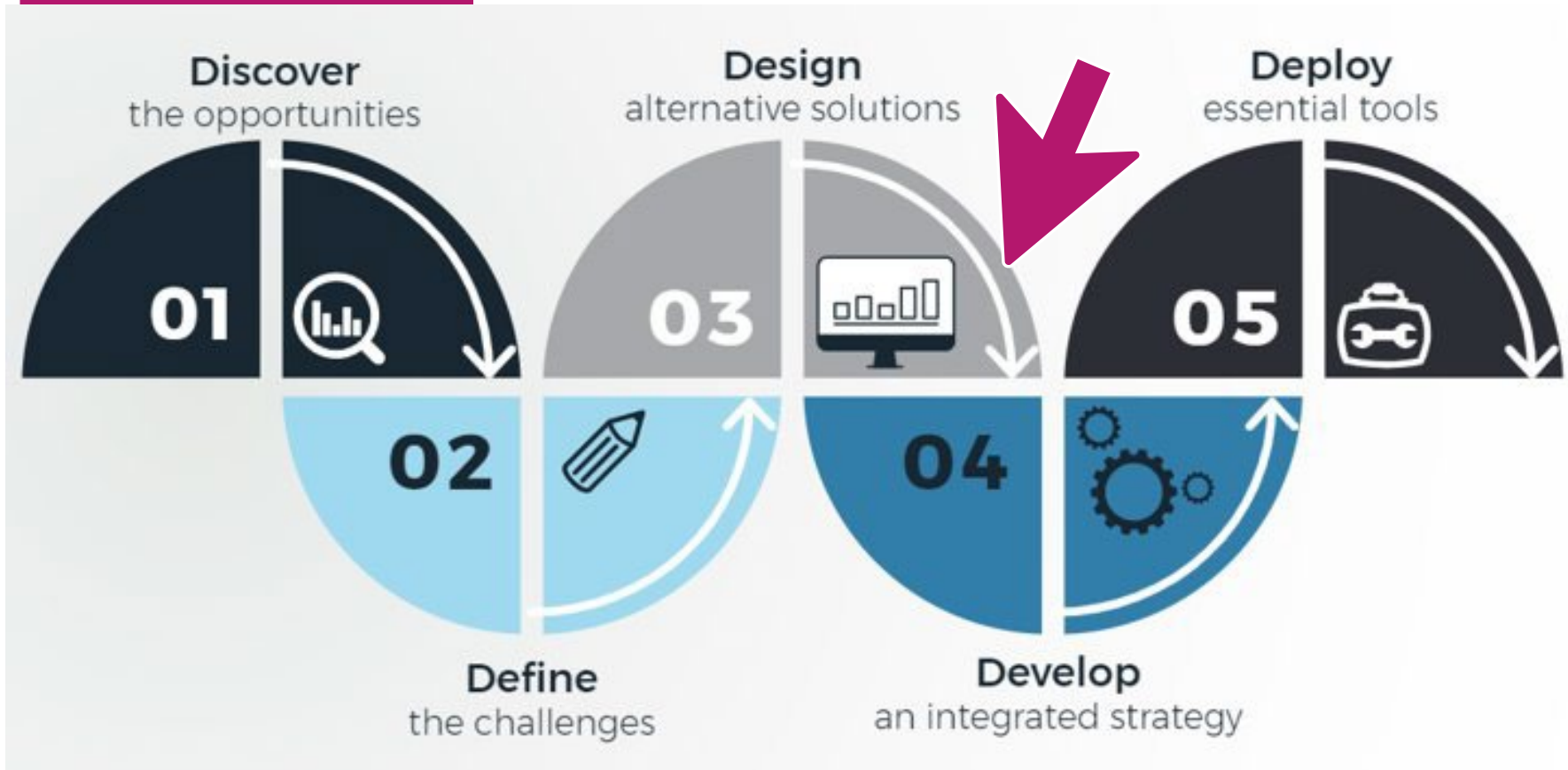


DEVELOPMENT OPPORTUNITIES



Development Opportunity

Process + Schedule



Mentimeter Exercise


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 **Mentimeter**

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A screenshot of the Mentimeter mobile app interface. It shows the URL www.menti.com at the top, the Mentimeter logo, a prompt to enter a code, a text input field containing the code '49 56 34 3', a blue 'Submit' button, and a small note at the bottom stating 'The code is found on the screen in front of you'.



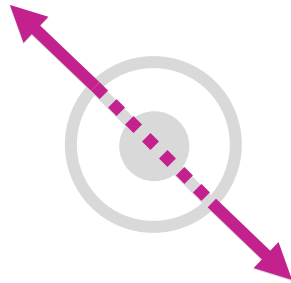
**AND, JUST IN CASE YOU AREN'T
FAMILIAR WITH THE AREA...**

Railroad Alternatives: Connection Analysis

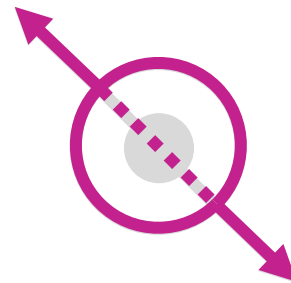
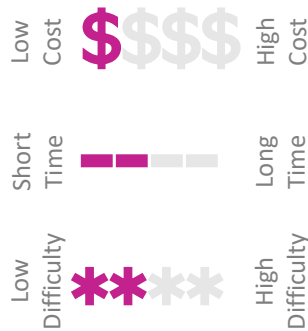
- **Do nothing about the Connection** – Analyze segments to north/south separately for all modes of transportation on Preston.
- **Find a Way Around the Connection** – Look for transit alternatives to Preston on different streets like Shelby or to the west of I-65 and analyze segments to north/south for all modes of transportation.
- **Bold Vision for the Connection** – Depend on the railroad connection on Preston for transit (with potential tunnel, overpass, using infrastructure in place) and analyze all modes of transit and transportation (and potentially build on the "Do Nothing" or "Way Around" alternatives).

Rest of Preston vision and ideas should be possible without connection certainty.

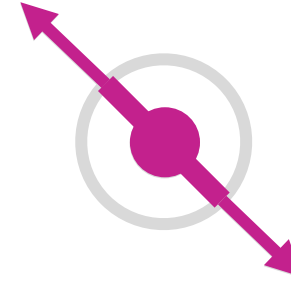
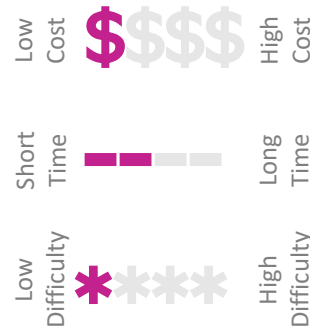
Railroad Alternatives: Connection Analysis



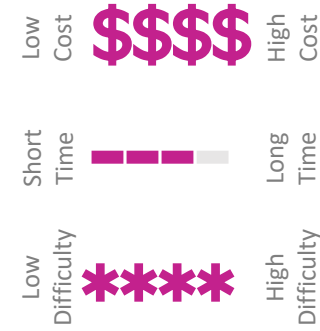
Do nothing about the Connection



Find a Way Around the Connection



Bold Vision for the Connection



Rest of Preston vision and ideas should be possible without connection certainty.



WHAT IS THE BOLD TRANSIT VISION?

Mentimeter Exercise


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Have you used Mentimeter before?

 Mentimeter



www.menti.com

 **Mentimeter**

Please enter the code

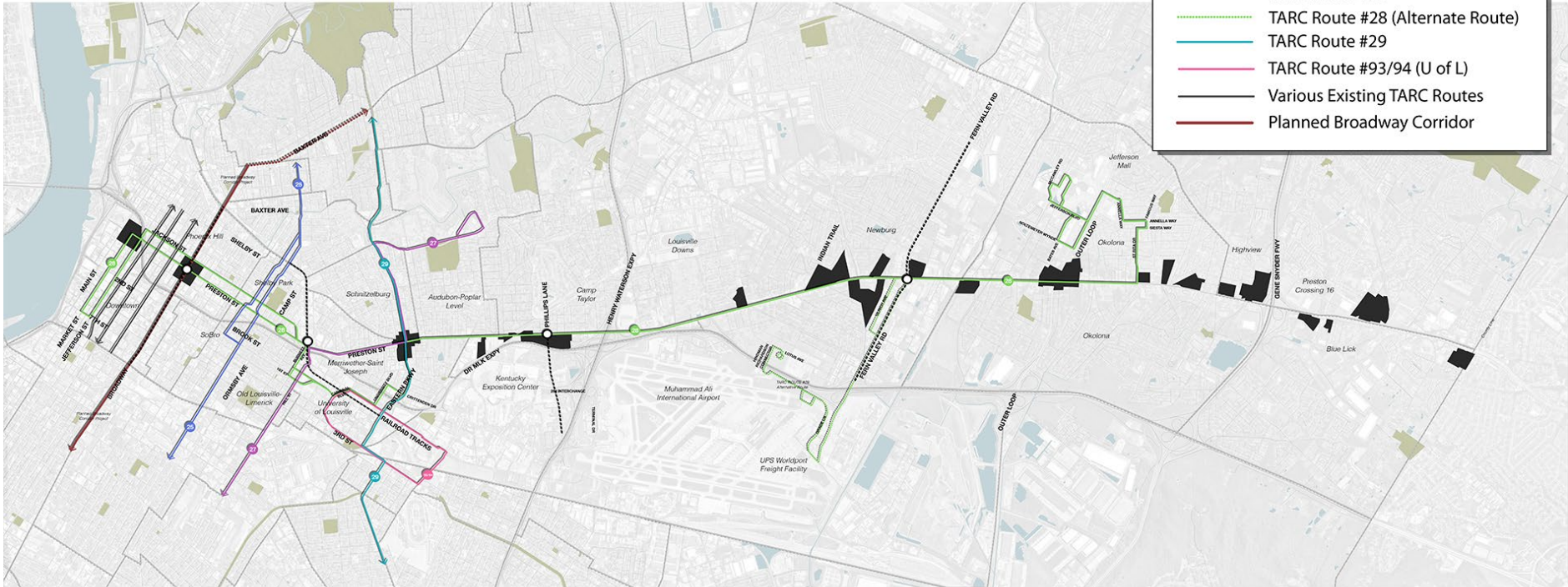
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Transit: EXISTING SERVICE

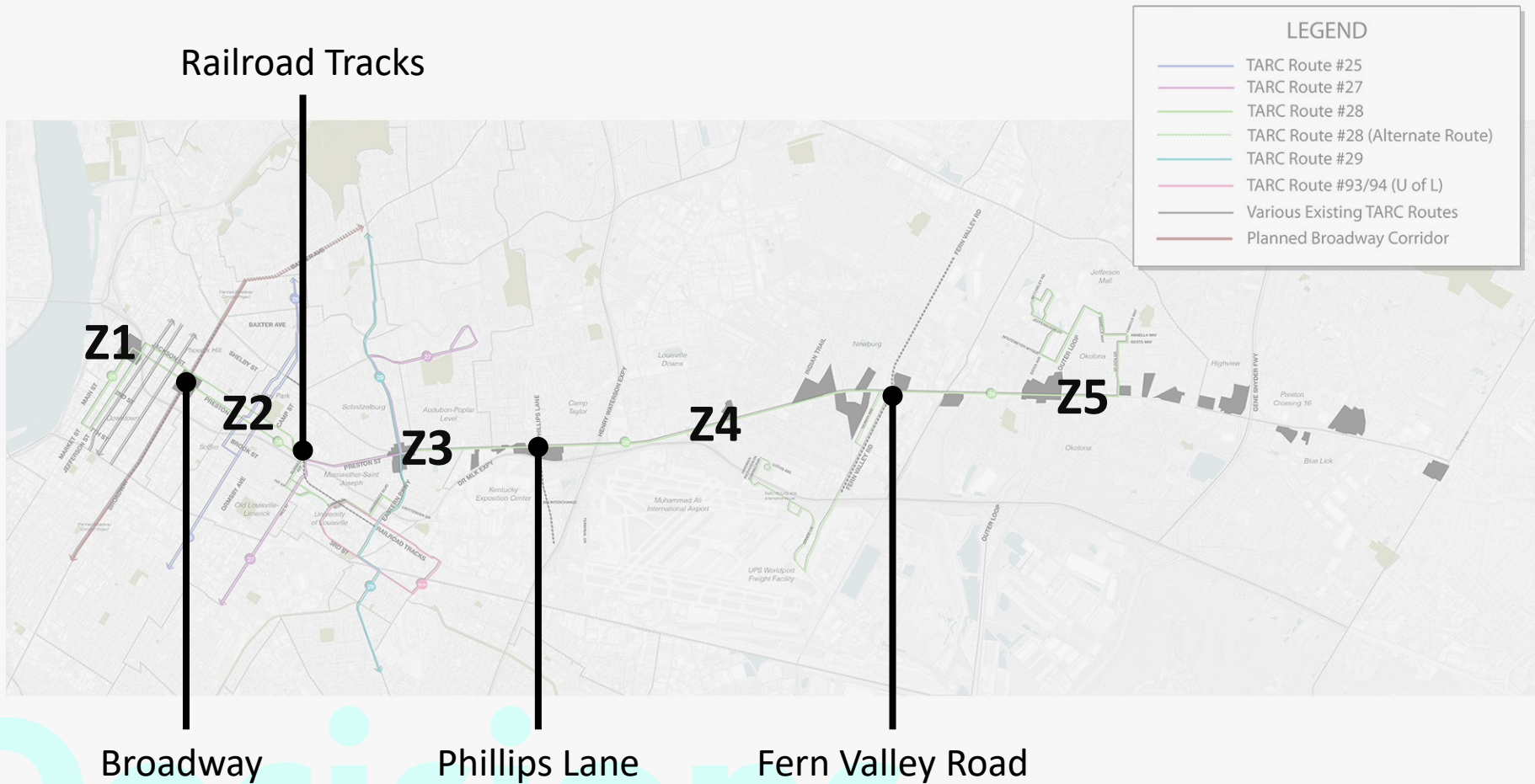
LEGEND

- TARC Route #25
- TARC Route #27
- TARC Route #28
- TARC Route #28 (Alternate Route)
- TARC Route #29
- TARC Route #93/94 (U of L)
- Various Existing TARC Routes
- Planned Broadway Corridor



Services.....

Transit Vision: DECISION MAKING POINTS



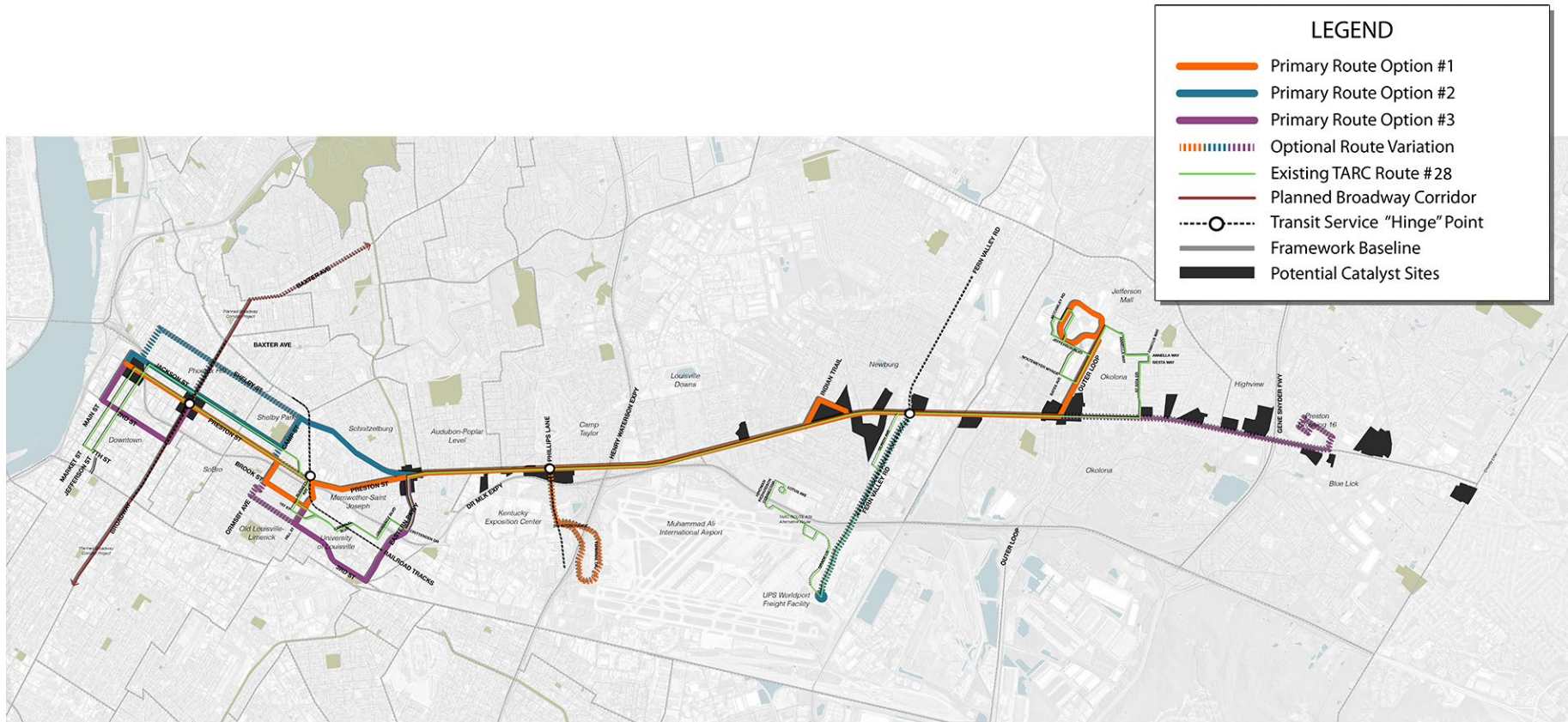
Decisions...

Transit Vision: **CONSIDERATIONS**

- More community engagement and analysis will be needed to bring the Vision we create to life.
- Where is there enough road space to provide all the infrastructure we need to make the transit service work?
- Which routes best help TARC and its drivers safely and efficiently operate the service?
- How often do busses run, and how does the core service and any connecting routes allow people to access their destinations?

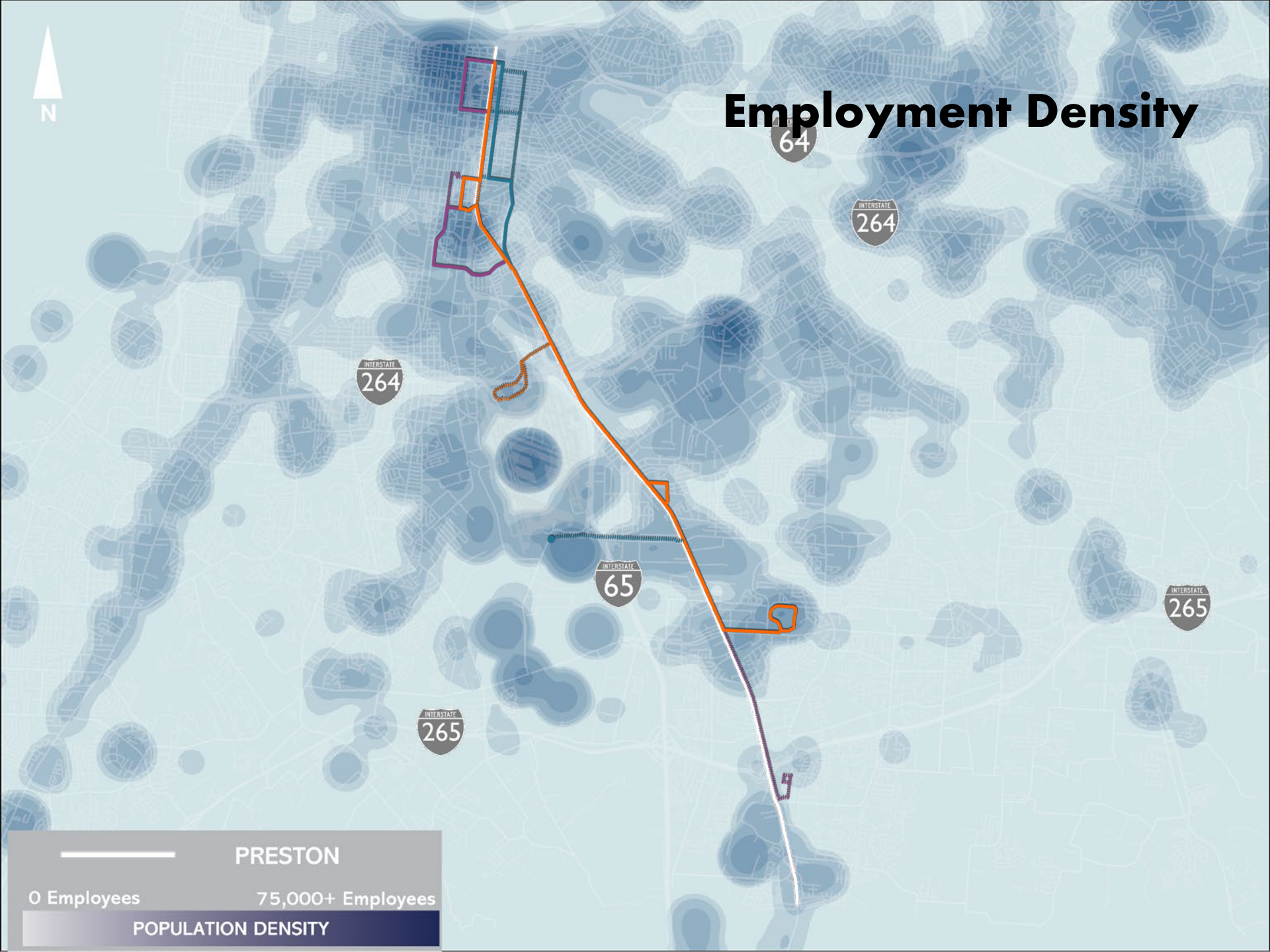
What are the important considerations?

Transit Vision: OPTIONS



Options.....

Employment Density



PRESTON

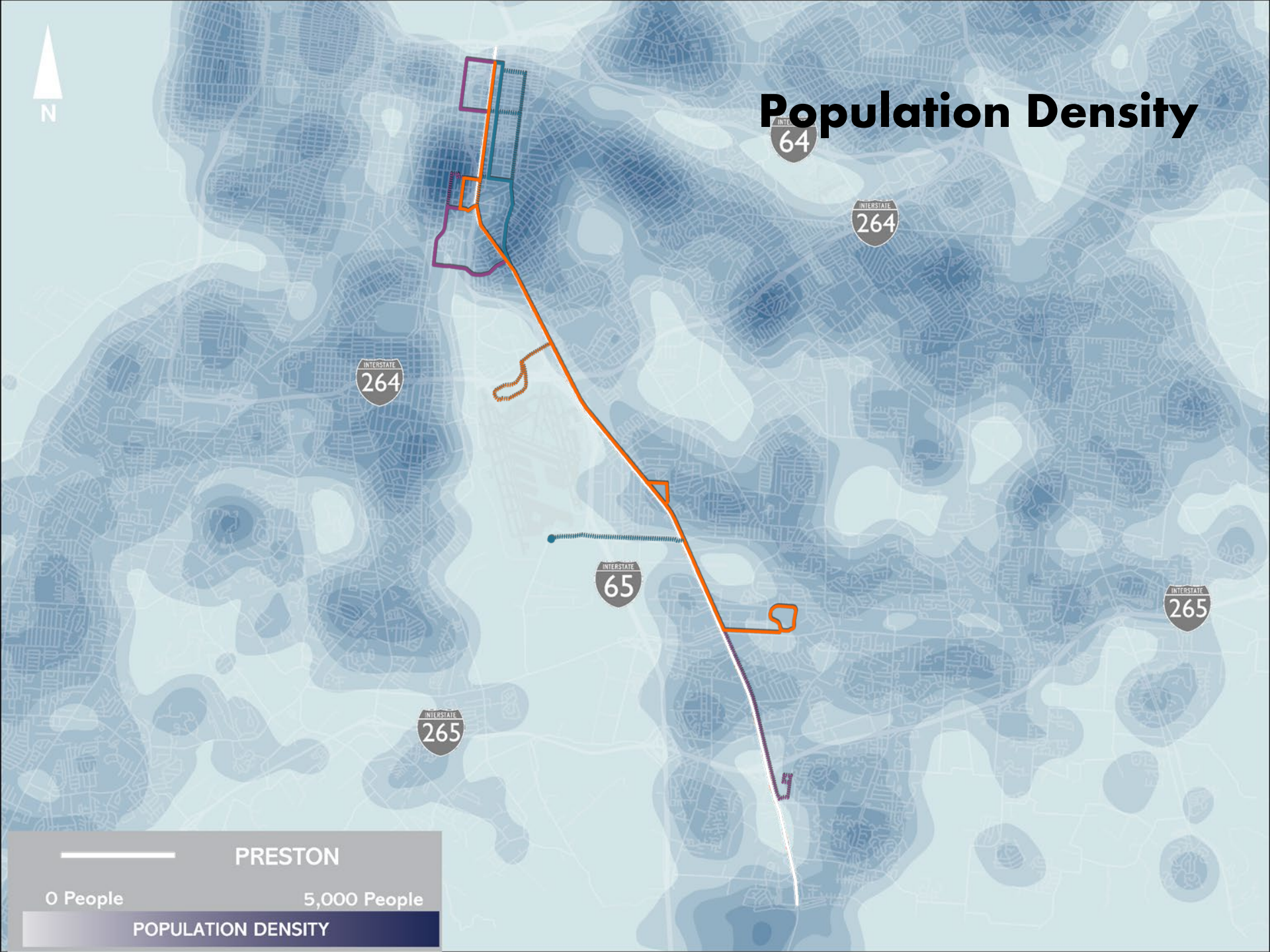
0 Employees

75,000+ Employees

POPULATION DENSITY



Population Density



PRESTON

0 People 5,000 People

POPULATION DENSITY

Transit Vision:

ZONE 1 – BROADWAY NORTH

- Option 1 – Preston (two-way)

- Option 2A – Preston + Jackson (one-way coupler)
- Option 2B – Variation of 2B including Shelby

- Option 3A – Preston (two-way) + 2nd Street
- Option 3B – Jackson (one-way) + 2nd Street

- Option 4A – Broadway North of Preston
- Option 4B – Broadway South of Preston
- Option 4C – Broadway (both N/S)

(+) Good Connection to Hospital

(+) Better Connection to Nulu

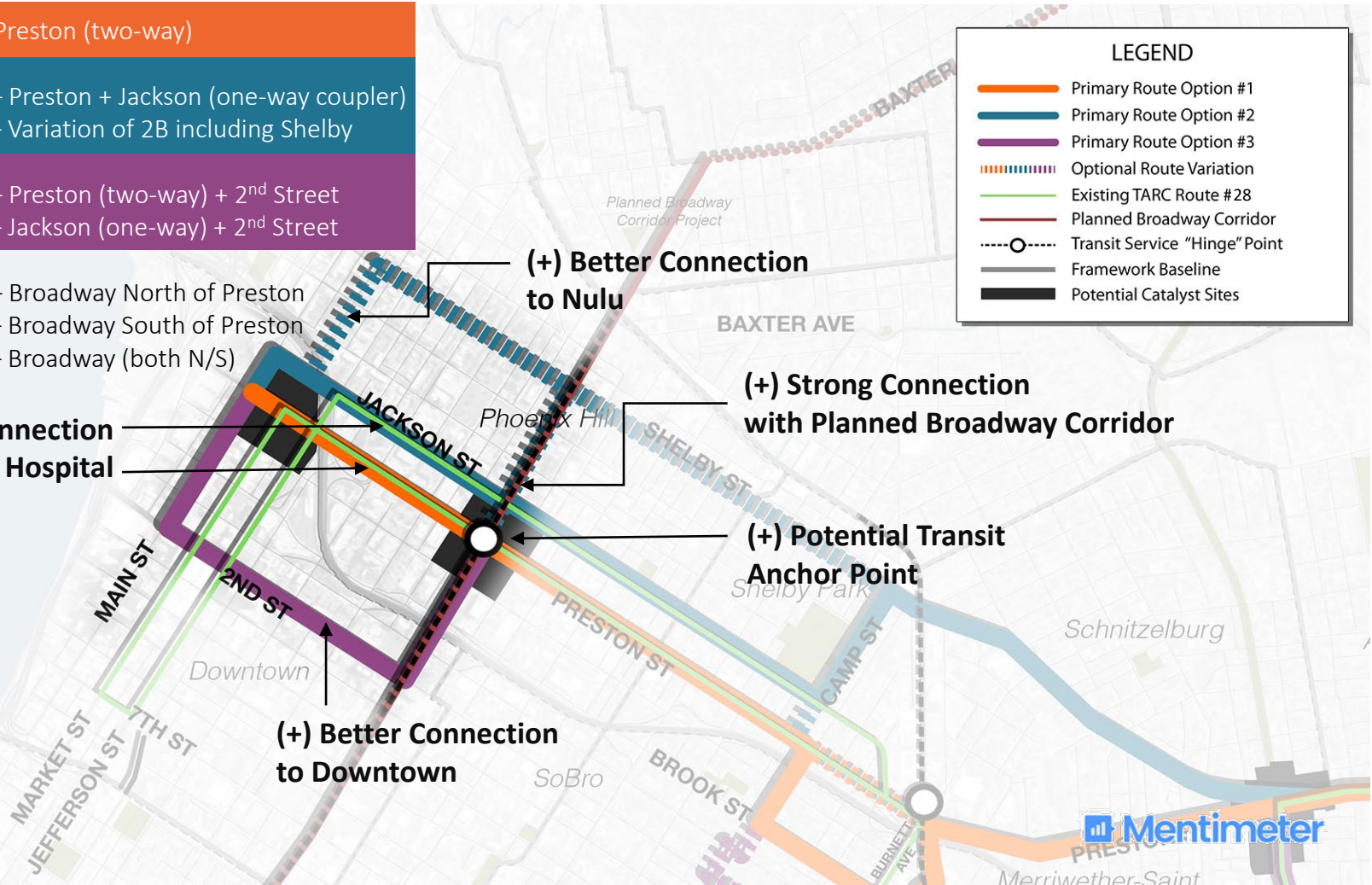
(+) Strong Connection with Planned Broadway Corridor

(+) Potential Transit Anchor Point

(+) Better Connection to Downtown

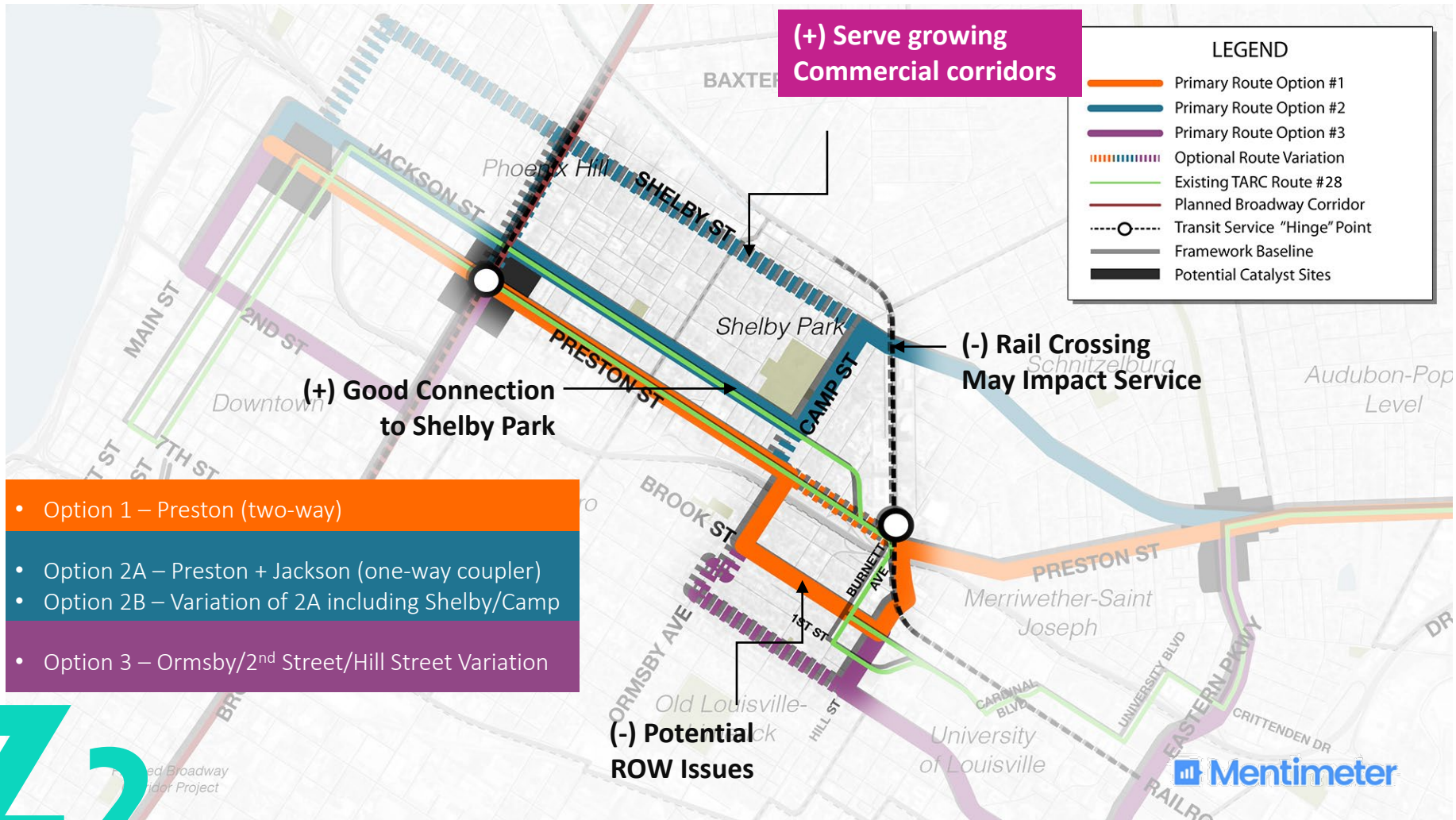
LEGEND

- Primary Route Option #1
- Primary Route Option #2
- Primary Route Option #3
- Optional Route Variation
- Existing TARC Route #28
- Planned Broadway Corridor
- Transit Service "Hinge" Point
- Framework Baseline
- Potential Catalyst Sites



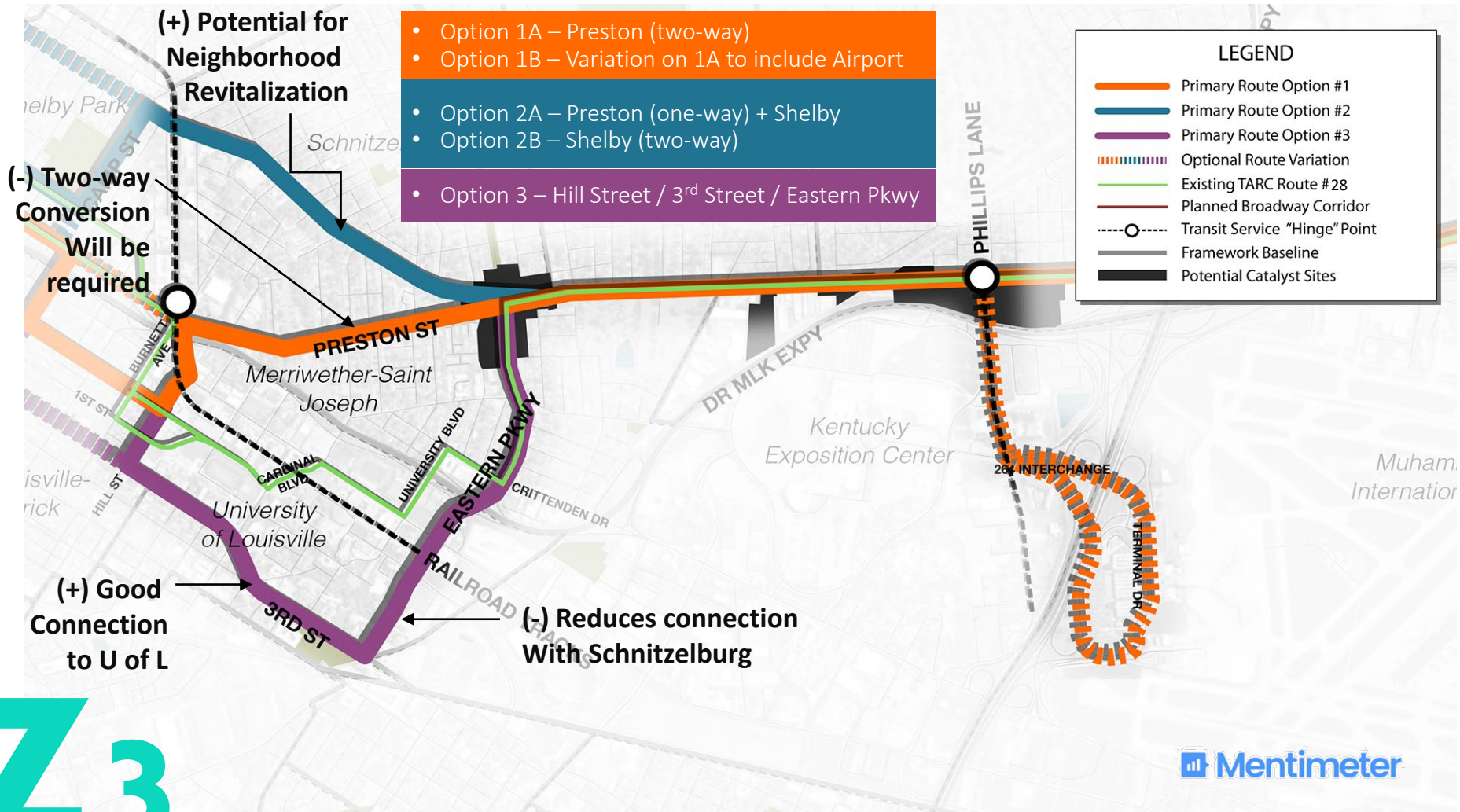
Transit Vision:

ZONE 2 – BROADWAY to RAILROAD TRACKS



Transit Vision:

ZONE 3 – RAILROAD TRACKS to PHILLIPS LANE



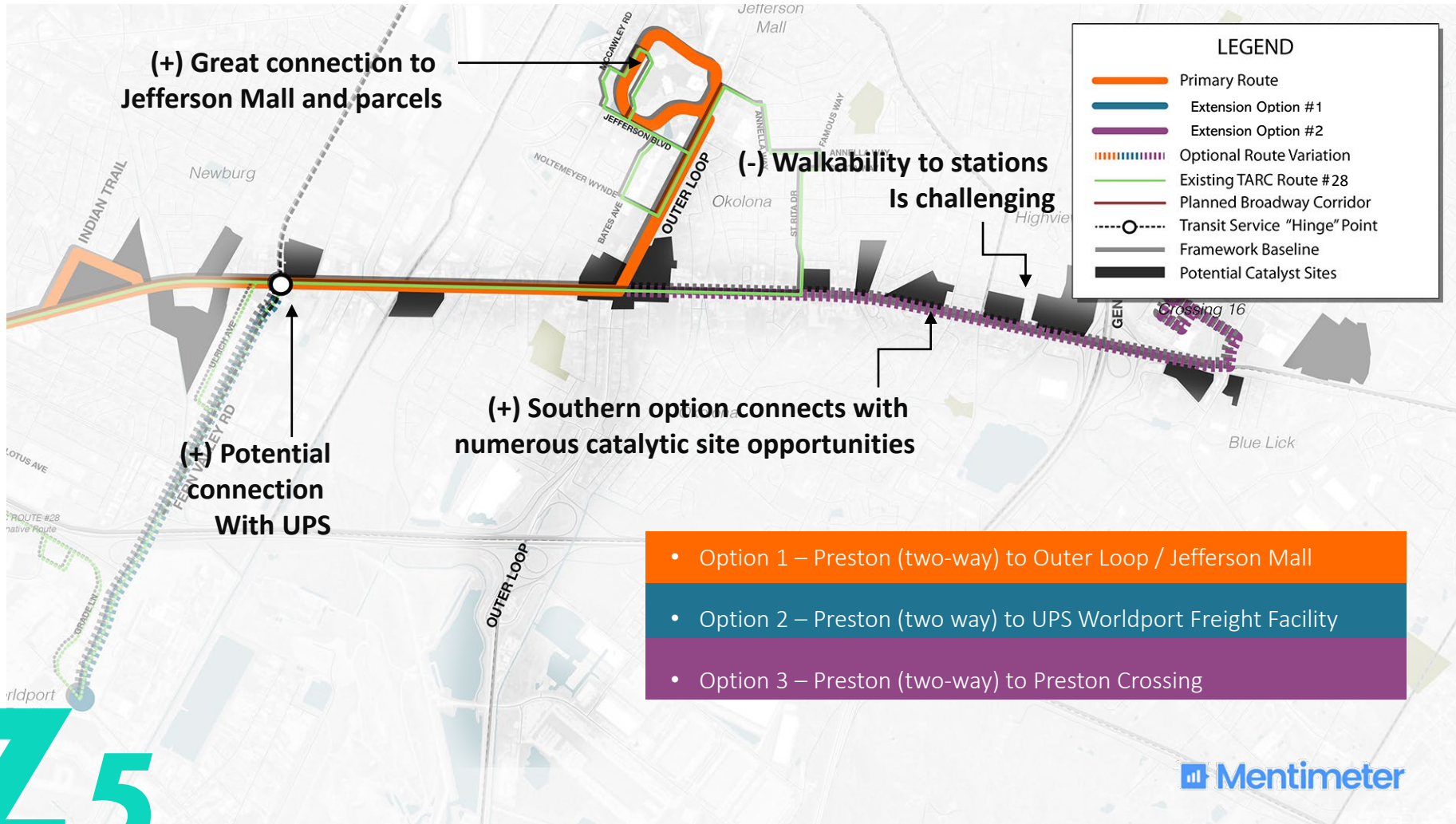
Transit Vision:

ZONE 4 – PHILLIPS LANE TO FERN VALLEY ROAD

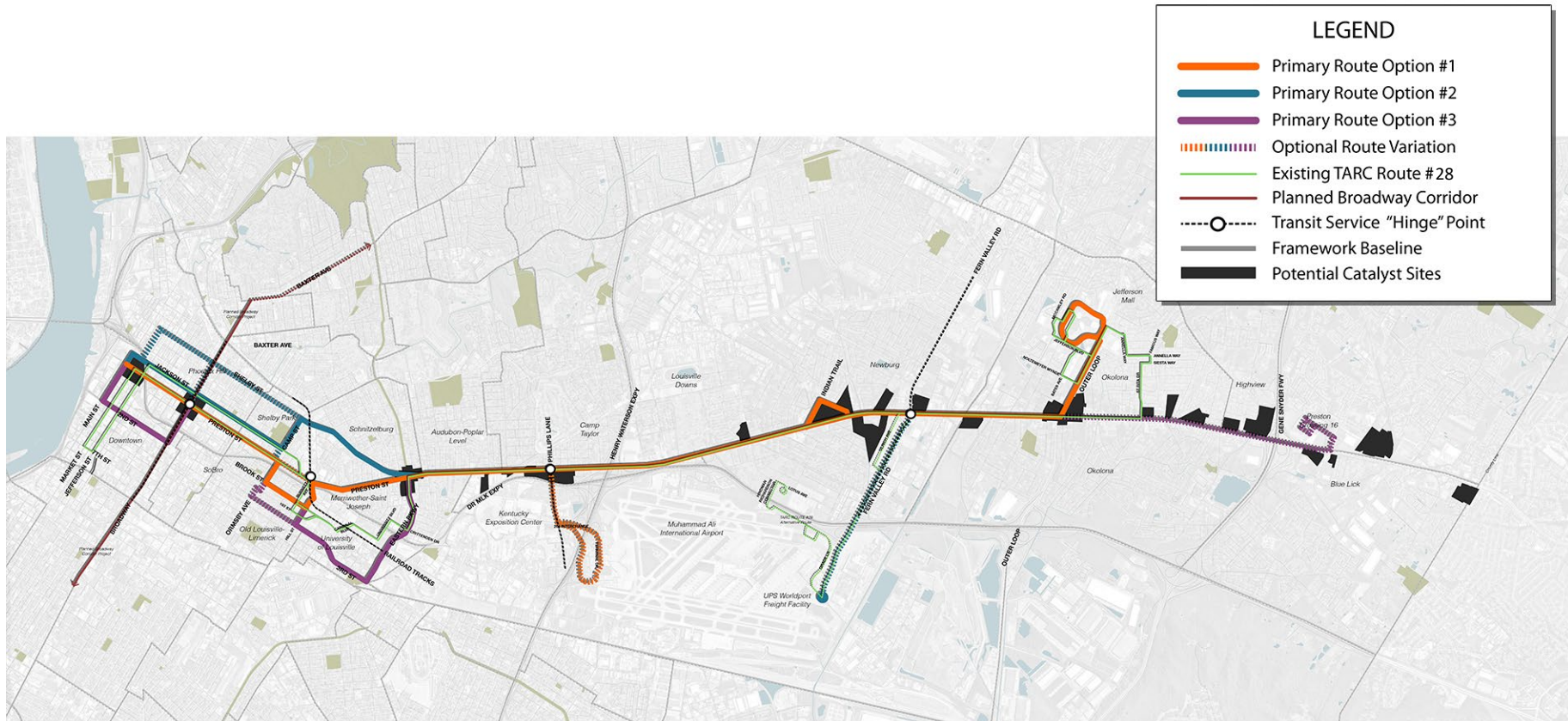


Transit Vision:

ZONE 5 – FERN VALLEY ROAD to END OF THE LINE



Transit Vision: What did we miss?

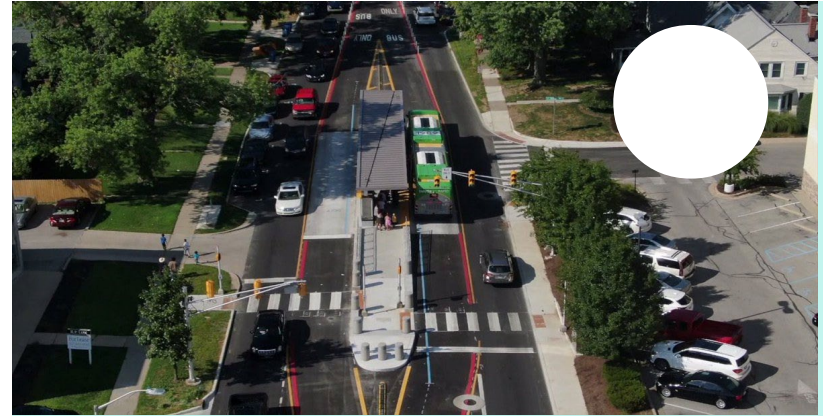


Corridor.....

Transit Vision: What does the transit look like?

- Common Elements:
 - Upgraded stations?
 - Improved connecting services?
 - Faster trips?
 - Runs earlier in the morning and later in the evening?
 - More vehicles more often?
- Some goals can be contradictory and are not compatible with one another.
- Balancing cost, engineering feasibility, and political support for the changes needed to make the service work

Images Sourced from Google Images



What is the transit?

Transit Vision: What is enhanced bus service?

Images Sourced from Google Images

“Enhanced bus service”

Improved bus amenities such as shelters, etc.

- Stops at key locations to allow for faster service
- Improved ticketing and fare collection
- More frequent service (15-30 minutes)
- Additional signage
- Typically less costly than other services.



Metro*Plus; Cincinnati, OH

Transit Vision: What is bus rapid transit?

Images Sourced from Google Images

Bus Rapid Transit (BRT)

- Prominent stations with passenger amenities
- “Roll-on” bus design that allows passengers with strollers or wheelchairs to board without a ramp
- Limited stops
- Traffic priority such as exclusive bus lanes, queue jumps, and traffic signal priority
- Enhanced information including real-time arrivals
- Very frequent service (7-15 min)
- Unique branding
- Alternative, off-board methods for fare collection
- Modestly increased development potential due to fixed alignment



Red Line BRT, IndyGO; Indianapolis, IN

Transit Vision: What is streetcar service?

Images Sourced from Google Images

Streetcars

Higher infrastructure costs than bus modes

- Enhanced Stations with passenger amenities
- Vehicles carry more people than buses but fewer than Light Rail
- Can operate in mixed traffic or own right-of-way
- High economic development potential
- Typically used in more densely developed urban core areas
- Typically slower than light rail with many more stops
- Somewhat frequent service (12-15 min)



KC Streetcar; Kansas City, MO

Transit Vision: What is light rail service?

Images Sourced from Google Images

Light rail transit (LRT)

- Fixed and permanent route
- Dedicated stations
- Carries a lot of people
- Faster than most bus services
- Fewer stations than most bus services
- Somewhat frequent service (15-30 min)
- High infrastructure costs
- Requires exclusive lane when street running



The Tide: Norfolk, VA

Transit Vision: Please give us your preference!

Images Sourced from Google Images



Enhanced bus service



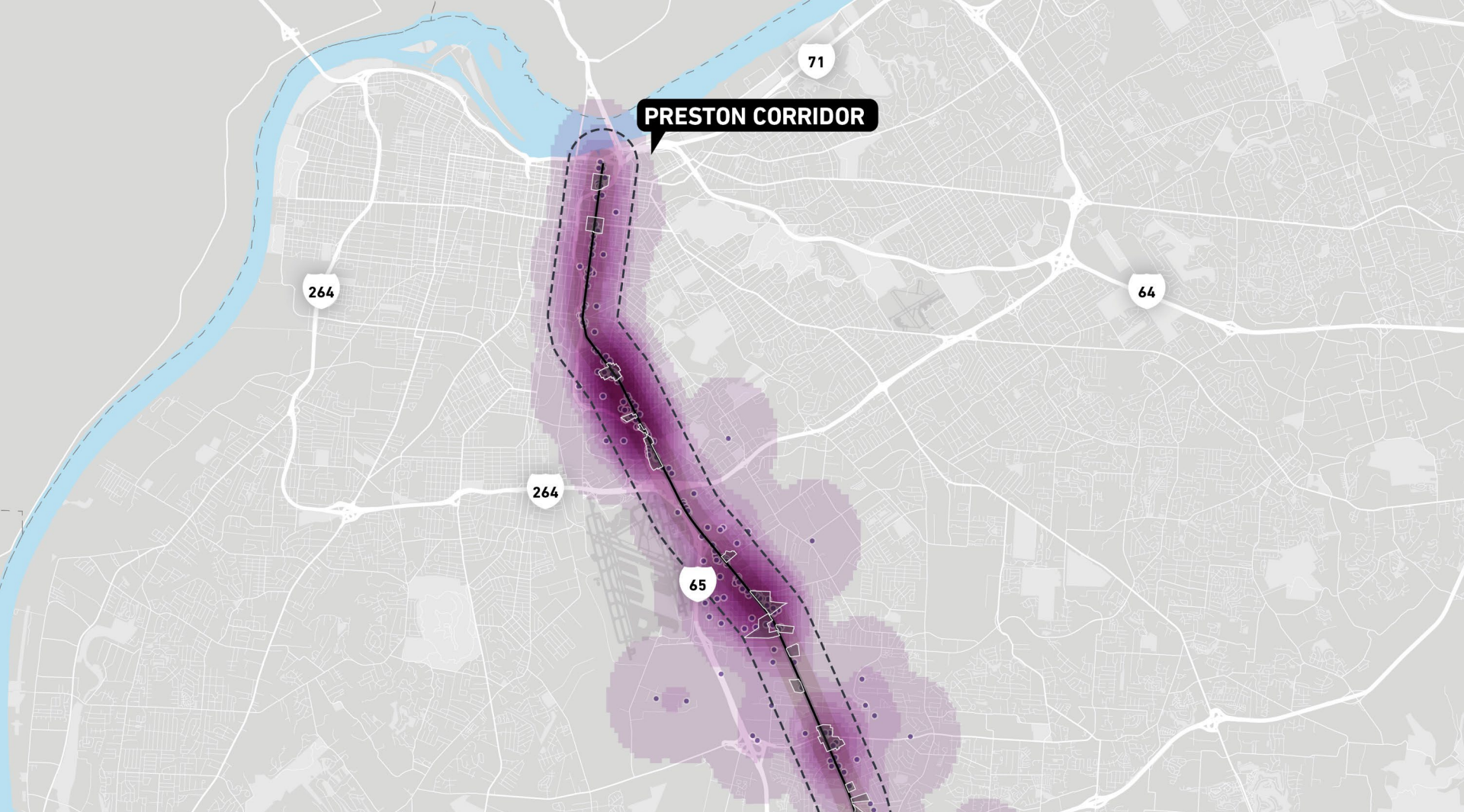
Bus rapid transit



Streetcar service



Light rail service



PRESTON CORRIDOR

264

71

64

264

65

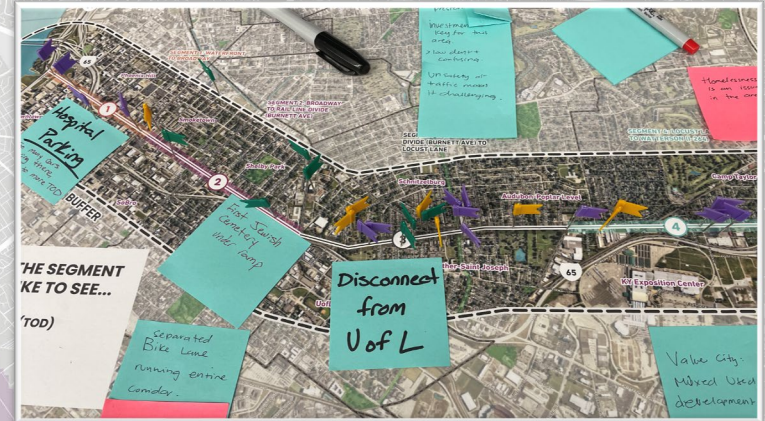
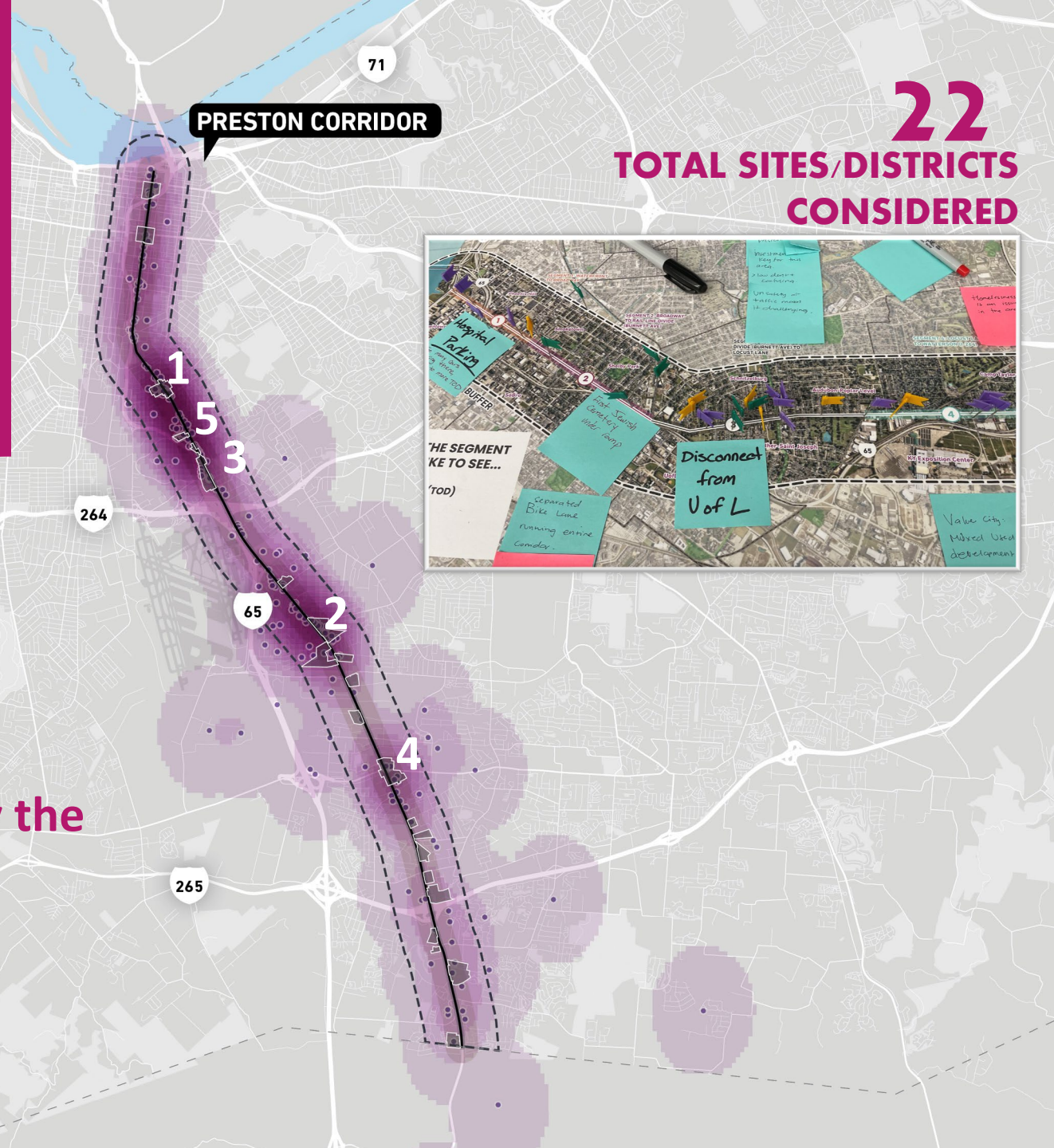
265

**WHAT DO WE THINK ABOUT
CATALYTIC SITES?**

What We Heard Recap: Sites with Support

22

TOTAL SITES/DISTRICTS
CONSIDERED



The sites/districts
most supported by the
community were...

1. Eastern Parkway
2. Indian Trail Center
3. Expo Center
4. Outer Loop
5. Audubon Park Gateway

Selection Criteria



Transit/Infrastructure

- Near Move Louisville Priority Project with High Impact
- Near Potential Hinge Point
- Near existing ridership nodes

Areas of Need

- Located in Vulnerable Neighborhoods
- Within a Park Need Area
- Located Near or Accessible to Employment Centers

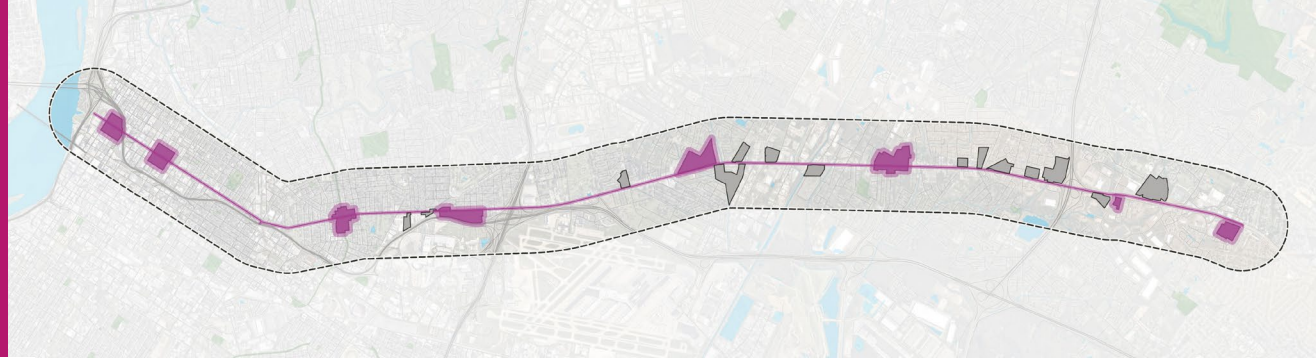
Development Potential

- Sized to Allow a Mix of Uses
- Site has development readiness to allow for Use/Service
- Value Creation identified by stakeholders or community

Leveraging Assets

- Connection + Co-Location with Other Investments
- Site is underutilized or underperforming market
- Publicly Owned Land or Willing Property Owner

Applying the Criteria



The TOP 8 Sites and Districts with...

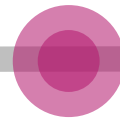
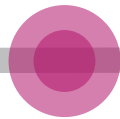
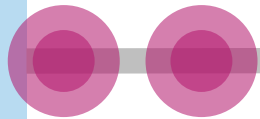
- Reliable (or planned) Transit/Infrastructure
- Within Areas of Need
- With Development Potential
- Near Assets that can be leveraged

Downtown Gateway

Eastern Parkway

Indian Trail Shopping Center

Peddler's Mall Plaza



**Preston +
Broadway**

**Expo
Center**

Preston

**Outer Loop
Node**

**Commerce
Crossing Dr.**

Rail Line

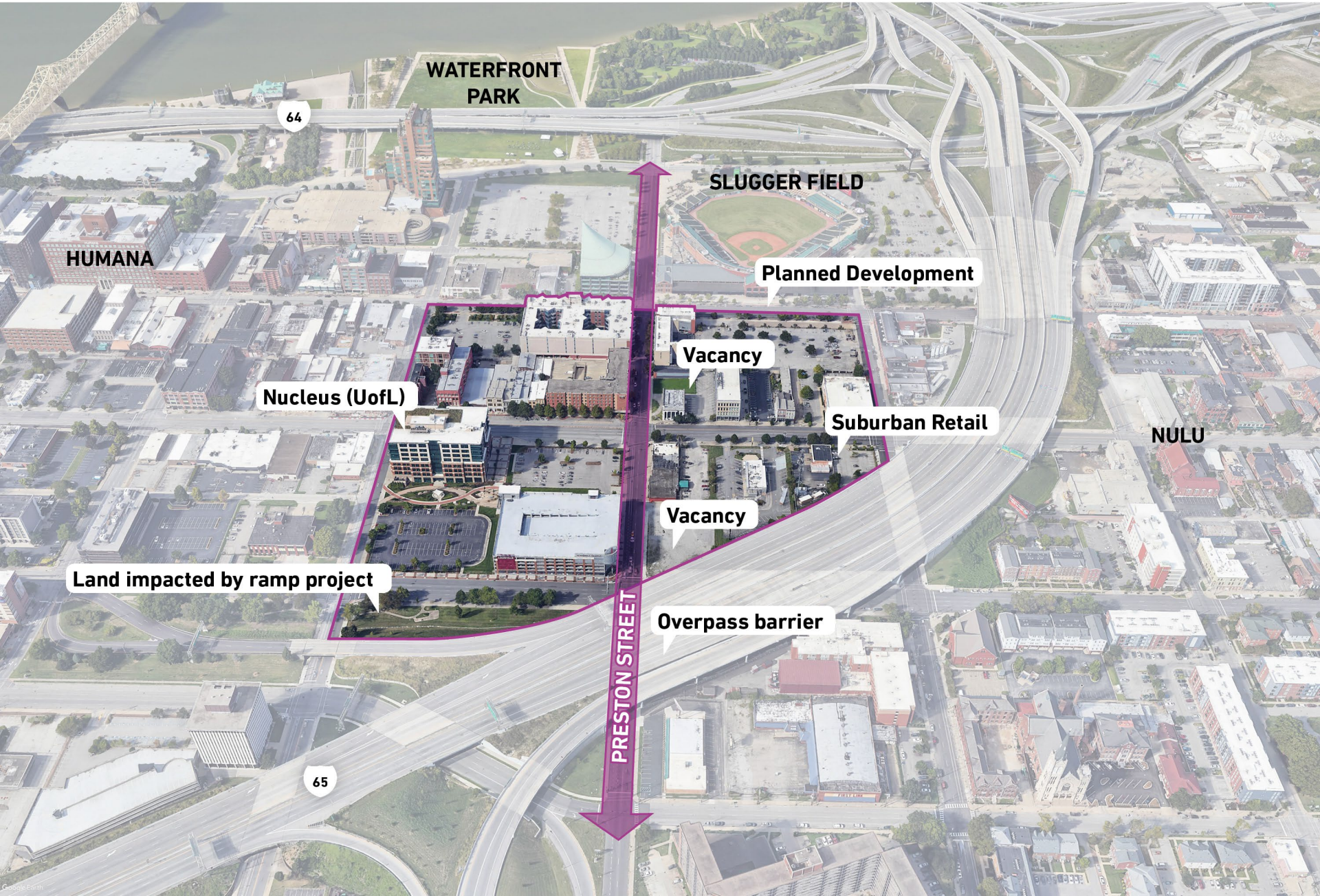
Rail Line

264

265

County Line

Site 1: Downtown Gateway



Site 2: Preston + Broadway



Site 3: Preston + Eastern + Shelby



MERRIWETHER

SCHNITZELBURG

PRESTON STREET

SHELBY STREET

Suburban Developments

Student Apts.

Open Space

SAINT JOSEPH

Vacant

Vacant

EASTERN PKWY

PARKWAY VILLAGE

SAINT JOSEPH

PRESTON HIGHWAY

Site 4: Expo Center



KENTUCKY
EXPOSITION CENTER

FAIRGROUNDS

SAINT
JOSEPH

Gateway to Expo Center

PHILLIPS LANE

65

Railroad
Overpass

State Ownership

Retail Center for sale

Large surface lots

AUDUBON
PARK

PRESTON HIGHWAY

Residential frontage

PRESTONIA

AUDUBON
COUNTRY CLUB

Site 5: Indian Trail Square



Site 6: Outer Loop



NEW
MULTIFAMILY

JEFFERSON
MALL

SOUTH CENTRAL
REGIONAL
LIBRARY

FESTIVAL AT
JEFFERSON
COURT

Connection to Jefferson Mall area

NEW
MULTIFAMILY

Large parking lot

Vacant

Vacant

Aging retail center

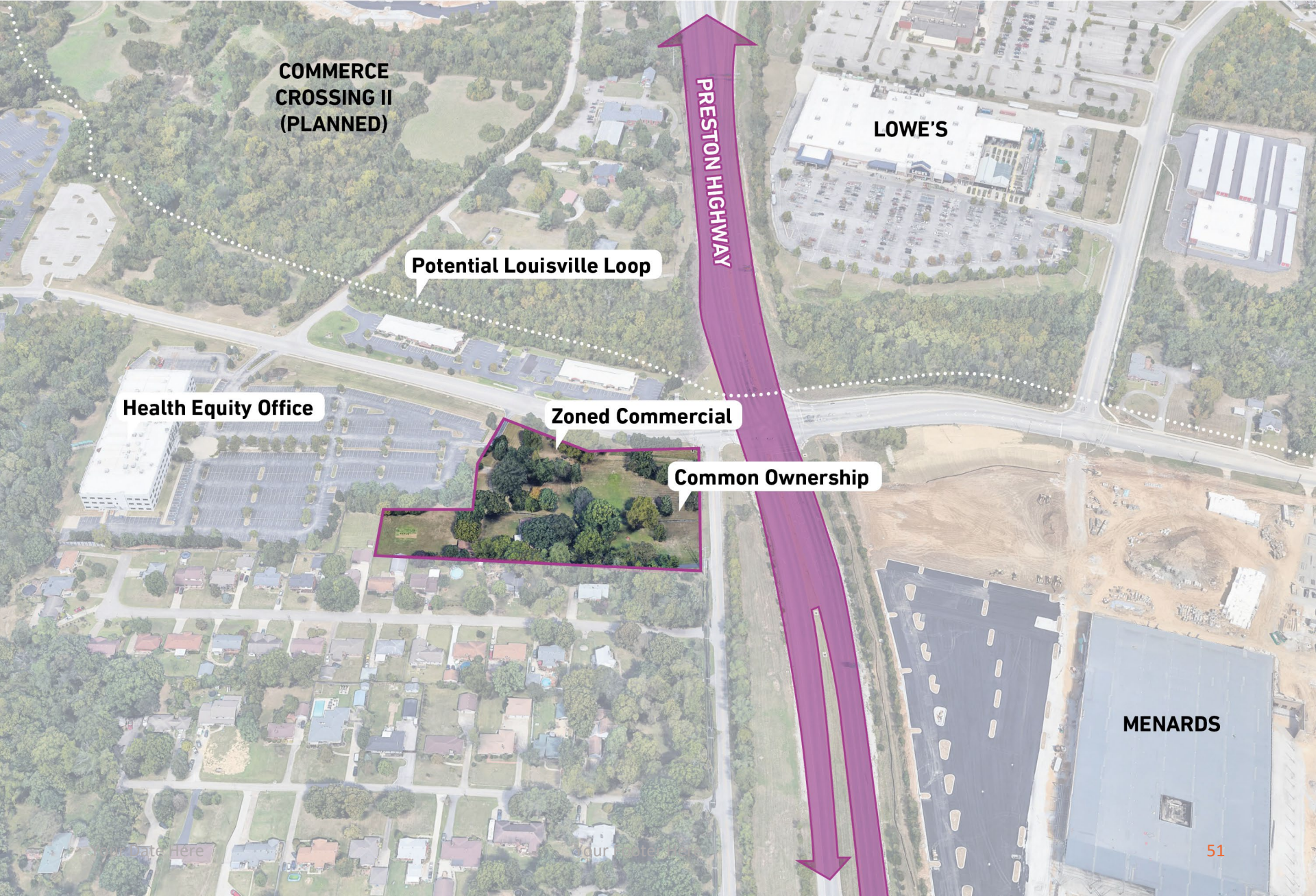
New CVS (Approved)

PRESTON HIGHWAY

Connection to UPS employment

OKOLONA
ELEMENTARY

Site 7: Commerce Crossing Drive



COMMERCE
CROSSING II
(PLANNED)

PRESTON HIGHWAY

LOWE'S

Potential Louisville Loop

Health Equity Office

Zoned Commercial

Common Ownership

MENARDS

Site 8: Peddler's Mall Plaza



Dollar General

HILLVIEW WOOD APARTMENTS

Peddler's Mall

Tractor Supply

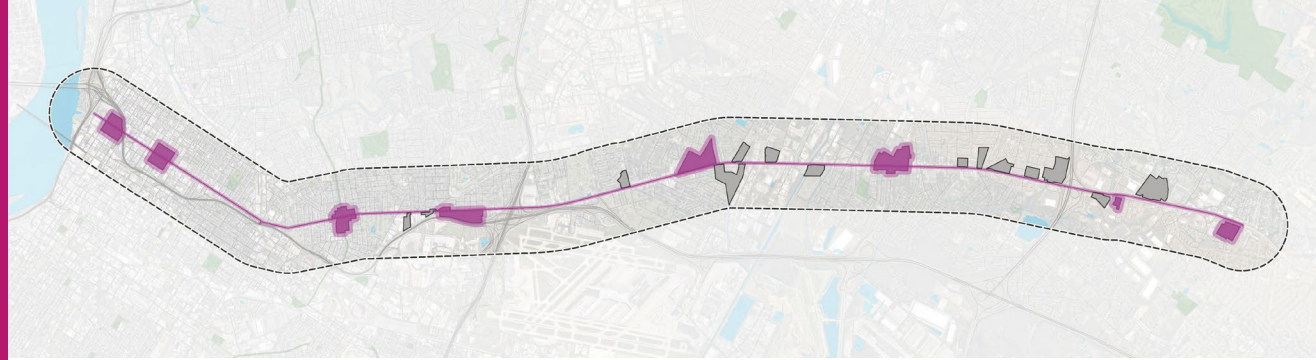
KROGER

Large Surface Lot

PRESTON HIGHWAY

Large setback with berm

Which sites have the greatest opportunity?



 Mentimeter

Out of the sites we shared today, **which sites have the greatest potential for Transit Oriented Development?**

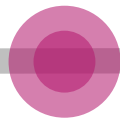
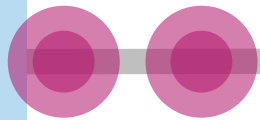
(Please select up to 3 sites)

Downtown Gateway

Eastern Parkway

Indian Trail Shopping Center

Peddler's Mall Plaza



**Preston +
Broadway**

**Expo
Center**

Preston

**Outer Loop
Node**

**Commerce
Crossing Dr.**

Rail Line

Rail Line

264

265

County Line

Your Vision for Future Development Character



 Mentimeter

What type(s) of development would you like to see happen at the sites you selected?

(Images below are general ideas)



Walkable



Mixed Use



Jobs and Employment



Retail and Restaurants



Apartments/Condos



Townhomes/Flats



Parks and Open Space



Grocery and Services



PEDESTRIAN + BIKE VISION IDEAS BY SEGMENT

Pedestrian and Bike Vision: LET'S BEGIN.

- ✓ High Visibility Crosswalks
- ✓ Make crossing the corridor safe
- ✓ Fill in the sidewalk gaps
- ✓ Enhance sidewalk widths and surface quality
- ✓ Incorporate multi-use path on southern end
- ✓ Look for bike connections on corridor or parallel routes
- ✓ Better connections for transit
- ✓ Pedestrian lighting near activity centers
- ✓ Include midblock crossings on long blocks
- ✓ Look for opportunities for pedestrian refuge islands on southern end

High Visibility Crosswalks

Crosswalk without Street Lights



Crosswalk with Street Lights





NEXT STEPS

Next Steps

- Finalize transit framework
- Analyze street and lane changes
- Finalize modal options and other amenities for segments
- Pick catalytic sites and create typology based on committee input
- Go back out to public for input
- Develop integrated strategic framework

segment, and are there



Thank you!

QUESTIONS?