

# Preston and Jackson through Smoketown & Shelby Park

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## August 31<sup>st</sup> Meeting Agenda

1. What are the goals of the plan?
2. How specific will the plan's recommendations be?
3. How do the ideas in the plan move toward implementation?
4. Let's discuss:
  - The street design considerations
  - The railroad tracks

The Preston Corridor Plan will create a **vision** for the entirety of the Preston Corridor. The Preston Corridor includes both Preston Street and Preston Highway. The vision must be technically feasible and balance the many neighborhood-level needs with the many city-wide needs that Louisvillians have told Metro to address. Some of our primary goals:

- **Increase the safety of our transportation system.** We want (and need!) to decrease the number of people being injured and killed by traffic violence in our community.
  - We increase safety by eliminating speeding and providing complete, predictable infrastructure for *everyone*.
- **Provide Louisvillians with more, truly useful transportation options.** We do that by Improving TARC's frequency and reliability, by building safe bicycle facilities, by completing sidewalk networks, by improving lighting, and by adding safe, regular crosswalks.

The Preston Corridor Plan will not be able to answer every question about the design of every block. That level of detail will be the topic of the next planning study. This plan will determine the broad strokes and big ideas that the next plan will look at much more closely. At this stage, we are trying to balance the needs of each neighborhood while aligning the plan recommendations with potential funding sources to **increase the likelihood and speed that the ideas in the Plan can be made real**. Given the scale of the project, implementation funds must be secured through Federal sources—mostly likely with the Federal Transit Administration.

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**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.** –Vision Statement

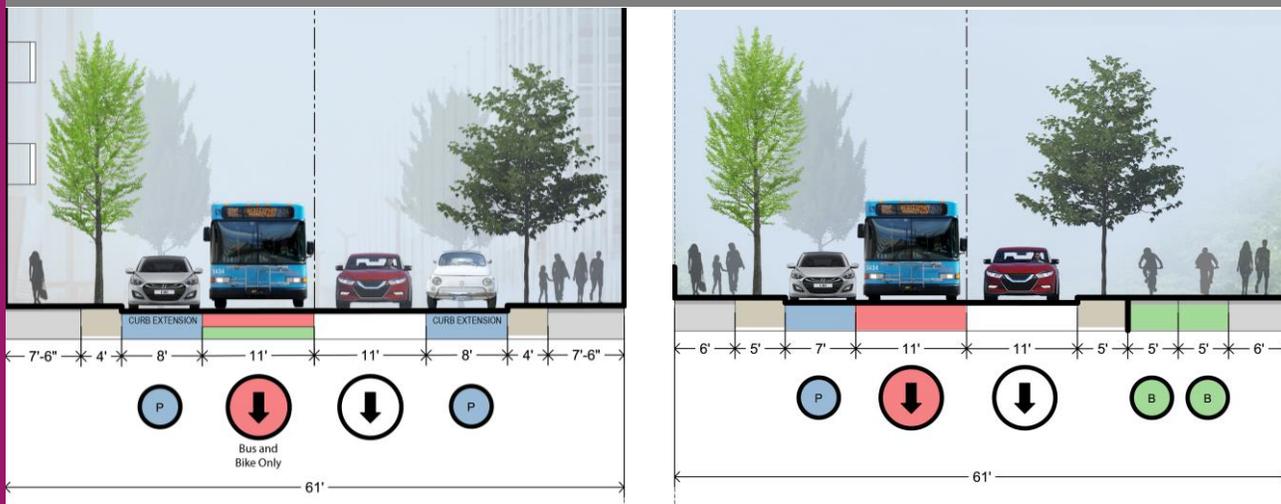
# A 21<sup>st</sup> Century Preston

Since the mid-century, our streets have been designed to move as many *cars* as quickly as possible. This led to the creation of wide, one-way streets with traffic signals frequently timed to allow drivers to quickly move through neighborhoods.

Unfortunately, not all ways of getting around play nicely with all other ways of getting around. The things that make streets efficient for moving cars, make streets dangerous, stressful, and inconvenient for people moving by other means.

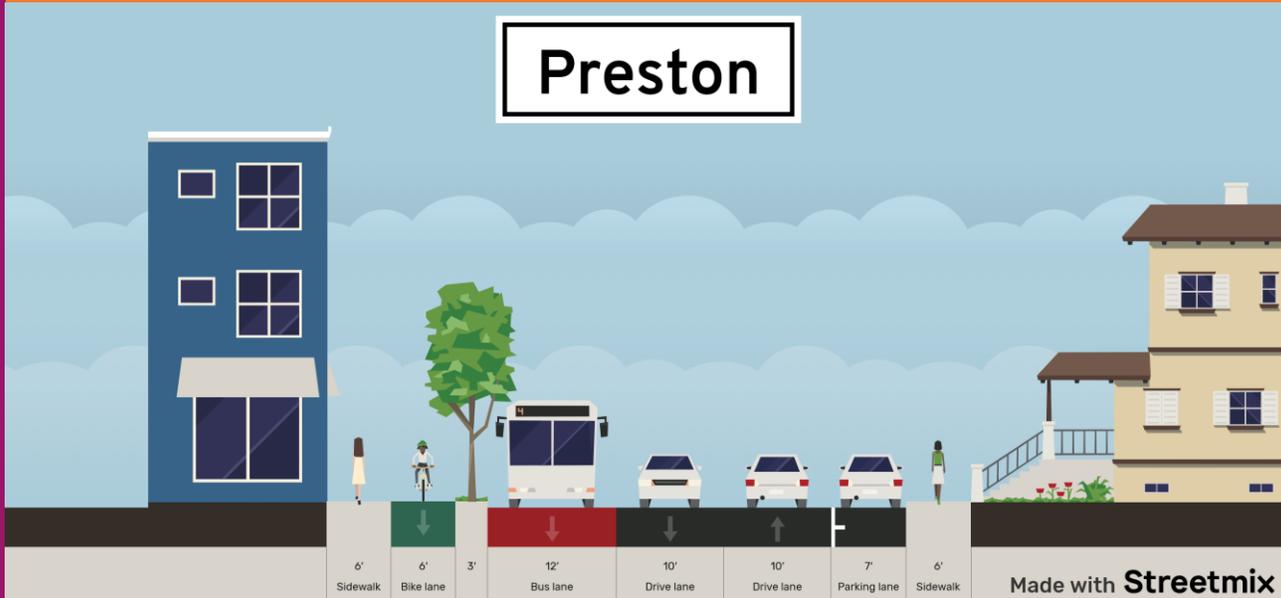
The Preston Corridor Plan will begin the process of shifting the design focus of the street from cars back to *people*.

## Initial ideas proposed by the project team



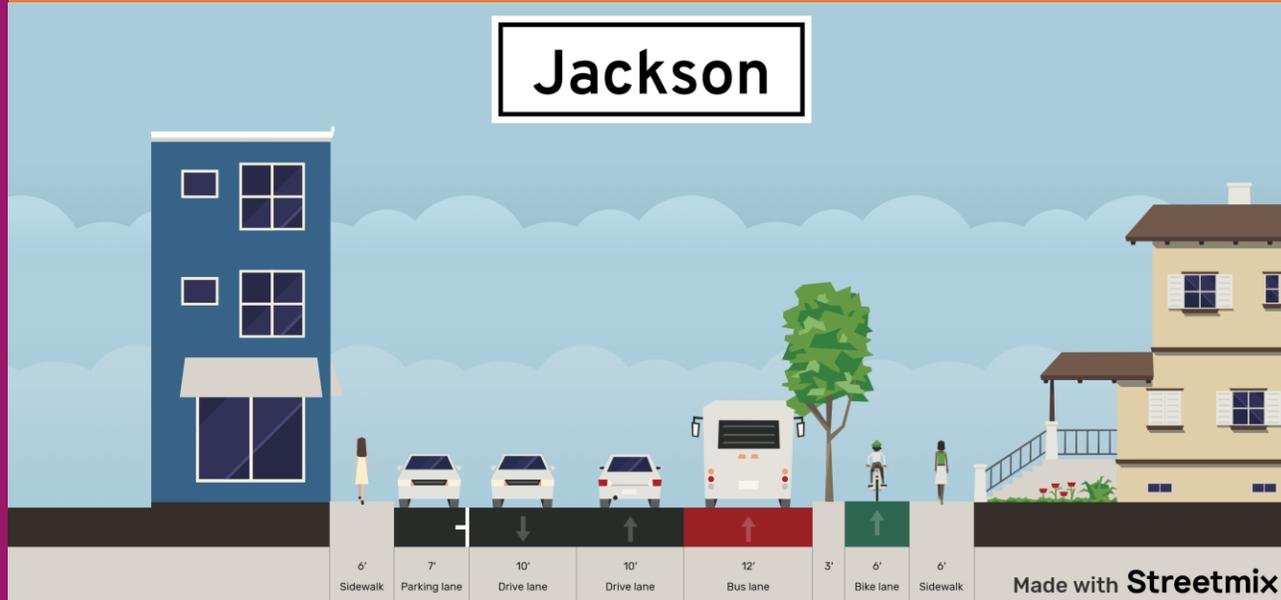
## Updated ideas following your feedback

### Preston



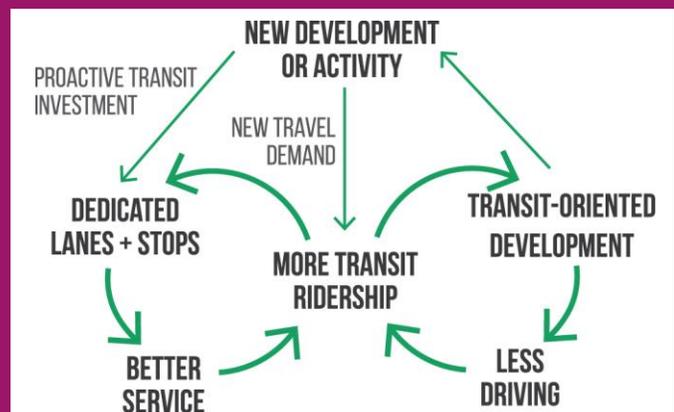
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## Updated ideas following your feedback



The updated designs:

- Improve safety by better organizing the street
- Reduce speeding
- Allow for two-way vehicular movement on both Preston and Jackson
- Maintain necessary bus lanes for BRT viability and funding opportunities
- Maintain parking on both Preston and Jackson
- Ensure that enhanced BRT stations will fit within the current ROW
- Provide economic development opportunities by providing people with new, reliable, useful transportation options
- Prepare Louisville for growth without increasing traffic congestion



The benefits of development designed with transit, walking, and biking in mind build on each other to support sustainable cycles of growth.

## Feedback from Shelby Park and Smoketown

- Speeding is a major concern
- Wrong way driving on Preston
- Streets feel as though they are designed solely for those who are trying to quickly go through their neighborhoods
- Add bus shelters
- Repair sidewalks
- Address railroad crossing
- Connect communities along the corridor
- Two-way street conversions
- Add safe bicycle facilities
- Rightsizing where needed

# Railroad Crossing at Hill

Preston is divided by the railroad at Hill & Burnett Streets. This prevents Preston from being a continuous vehicular or transit route, and it creates a physical barrier between neighborhoods.

Identifying solutions to this challenge was one of the most common comments we received. The project team has looked at various options for adding connectivity across the railroad for all users, including those on foot or bicycle.



## At-Grade Crossing

*Traffic stop with barrier arms.*

- Met with CSX in early 2022 to consider feasibility of a new at-grade crossing.
- Requires **closing 3 existing crossings**, which we don't have.
- "Quiet Zone" status increases costs.
- **BRT service would still be infeasible.**

## Bridge Crossing

*Bridge over or under the railroad tracks.*

- Requires **acquisition of private property** for Right of Way (see above).
- Engineering estimates that the **bridge would cost ~\$23 million**
- Total project cost estimates without the bridge are ~\$125 million+
- A bridge would disconnect Hill Street

## Enhanced Transit with Bike & Ped Connections: A Realistic Solution

While the options above would increase connectivity and create a continuous route, their direct and indirect costs diminish their odds for successful implementation. Routing enhanced transit along Burnett and Brandeis around the railroad provides the most reliable path for the service. It serves both UofL and nearly all residential areas along Preston. Improving the existing pedestrian bridge will increase safety and comfort for those on foot and on bike while providing BRT access to Meriwether. **It is critical to the success of the Preston Corridor Plan that an attractive, safe, and comfortable bike and pedestrian connection be made across the railroad tracks.**



Learn more at [prestoncorridorplan.org](http://prestoncorridorplan.org)

The Office of Advanced  
Planning and Sustainability

