

I am writing to ask that funding is considered for redesigning the one way state highways and city roads that connect our urban neighborhoods in Louisville.

Specific to our neighborhoods of Smoketown, Meriwether and Shelby Park, we ask that KIPDA helps consider an at-grade pedestrian crossing at Preston and Burnett as well as funding for planning and construction of a new walking bridge over the CSX railroad line.

In December of 1956, the Courier Journal quoted City Traffic Engineer Wilbert Watkins as saying "The expressway could be opened without the one-way streets and the closing of Preston. But in that event nearly all traffic would probably stay on Preston and ignore the parallel expressway".

From 1956 to 2022, there has only been a single bridge wrapped in chain link fence that allows to cross the railroad tracks without trespassing on railroad property.

With 60 years of deferred maintenance, once this bridge is condemned for repairs the only way for area residents to go north or south is by illegally walking across the tracks.

Additionally, we ask that a stop sign and safety measures are placed on the Jackson off ramp to slow down cars speeding into the residential neighborhoods immediately next to the interstate. For pedestrians on Preston they must navigate a crossing and a slip lane on this off ramp with both vehicles going more than 40 miles an hour.

We ask that KIPDA helps reconnect our neighborhoods and allows for a better safer road design for all ages.

"Equal focus must be placed biking, pedestrian and public transit. Currently, personal vehicle transportation and traffic is the main focus of all road improvements. Louisville Public Works, Louisville Traffic Engineering Services and the state Traffic Engineering Departments still only grade a street's level of service in regards to vehicle, completely disregarding biking and pedestrian service. Additionally, the standards followed by these departments create challenges for deploying safer bicycle and pedestrian facilities around town (MUTCD and the AASHTO Guide). These have been historically designed with suburban and rural roadways in mind, and does not align with the layout of urban neighborhoods. Louisville needs to transition to a different standard made by and for cities and move to Multimodal Level of Service Analysis for streets.

You can see this in the way the city of Louisville has invested in bike lanes. Our current street level painted "gutter" bike lanes are not functional, safe or accessible to all. Many do not bike because it unsafe and stressful to do so. We need barrier protected bike lines to make biking safe and encourage use. Transportation through biking and pedestrian means are not significantly used today because it is unsafe on our current street design.

KYTC and KIPDA needs to invest in rebuilding the pedestrian bridge over the railway at Preston and Burnett. The intersection desperately needs to be resigned with better lighting, cross walks and traffic calming measures. This vital neighborhood connection point is not used by pedestrian and bikers as it is ugly, hostile and unsafe.

The Preston Corridor Plan needs to consider converting the streets North of the railroad into 2 way streets (Smoketown and Shelby Park.) Seriously consider removing a lane of parking so the streets can be converted into 2 way while also adding a Bus Rapid Transit lane.

More effort needs to be made today in order secure safe and reasonable bike, pedestrian, and transit infrastructure is in place for those who want to use it today and tomorrow. The best way to ensure people use alternate modes is to include the appropriate infrastructure in transportation projects. "

Thank you for your time and consideration.

I'm not sure if this email will make it in time to be read aloud at today's meeting but I would love to see federal funds designated for the two-way conversion of streets in Shelby Park and Smoketown, specifically Preston and Jackson and Oak and St. Catherine. We already have funding in the state budget to convert Logan and Shelby so this would be consistent with the direction the neighborhood is moving. We have proposed a design for what we would like to see for Preston and Jackson as a part of the Preston Corridor redesign in the attached letter. Thank you for your consideration.



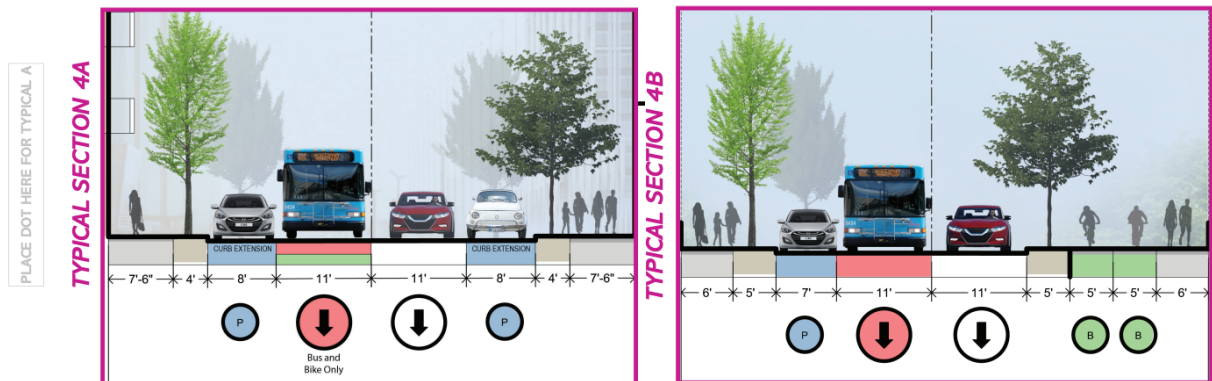
600 E Oak Street
Louisville, KY 40203

Dear Preston Corridor Planning Team,

We are writing in response to the presentation slides and materials that your team has made publicly available in community meetings and on the prestoncorridorplan.org website.

To start, thank you for your work on this project and for developing a set of goals and plans for Louisville's future. We would like to respond to the plan broadly and give our specific feedback as it relates to transportation and mobility in the Shelby Park and Smoketown neighborhoods — that is, “Segment 2” of your existing plan.

SEGMENT 2: FINZER ST TO RAILROAD



We understand and support the transportation goals of the overall plan. For the plan as a whole, we see the mobility-related goals to be:

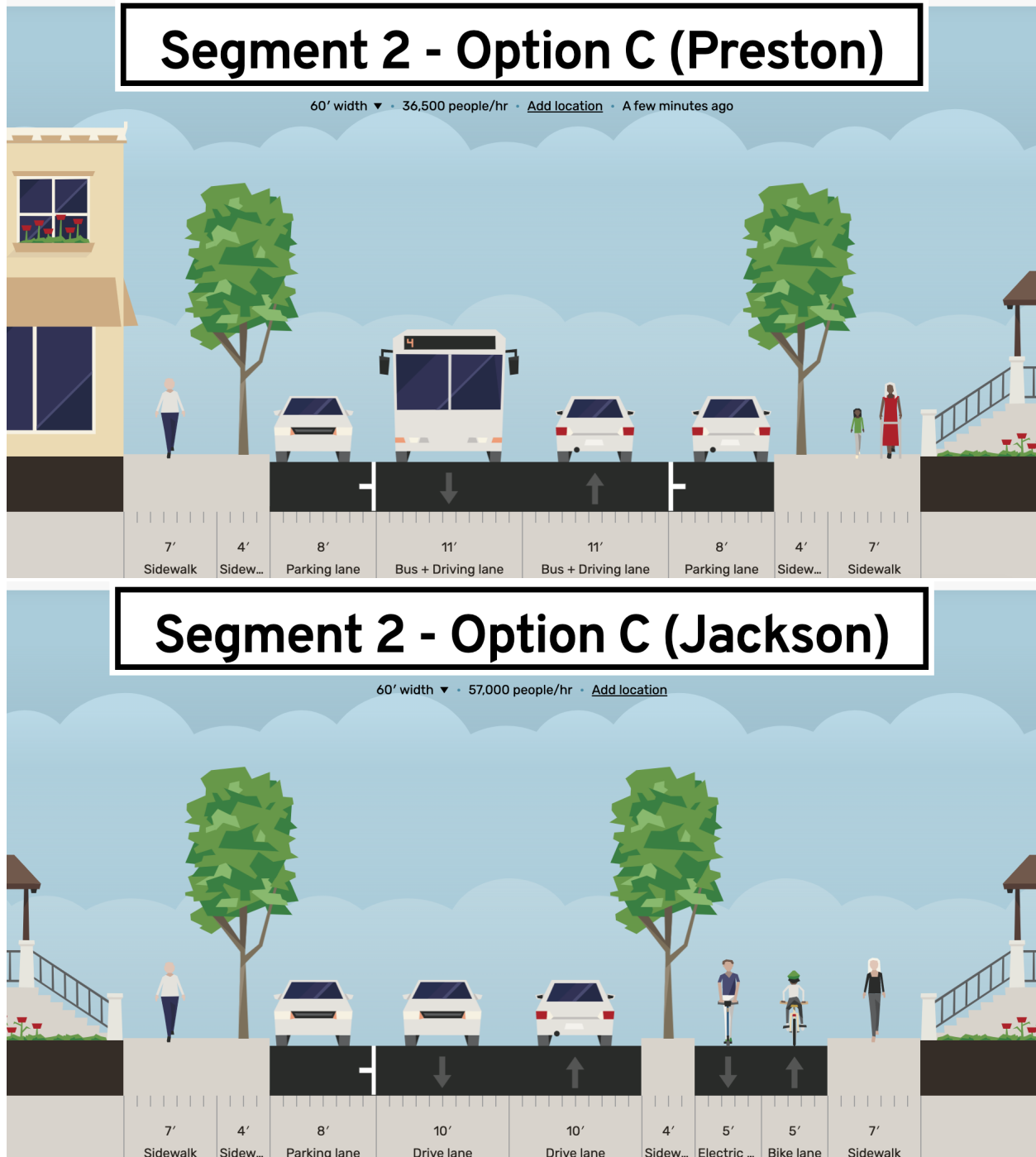
1. Connect communities and economies along the corridor.
2. Create safe and comfortable spaces in the corridor for all modes of transportation.
3. Integrate premium transit sensitively as the backbone for the corridor.
4. Ensure space and operations for local freight mobility movement on the corridor.
5. Establish infrastructure that will enhance the natural environment along the corridor.

Within Shelby Park and Smoketown, we support each of these five goals except for Goal #4. We do not think it is appropriate to use neighborhood streets such as Jackson and Preston for the purpose of moving freight. Given the proximity to I-65 (where freight can already move freely) and the reality that Jackson and Preston are neighborhood streets (where we would like to see residents and local businesses thrive), we believe that prioritizing freight operations should not be considered a goal of the proposals for Segment 2.

With that stated, we do support the four other transportation goals outlined in your plan. Given the two options your team presented for Segment 2, we strongly prefer Option B. However, we would like to present an alternate proposal (Option C) that we feel would better achieve the goals of the plan, while also aligning with our vision for the future of the neighborhood.

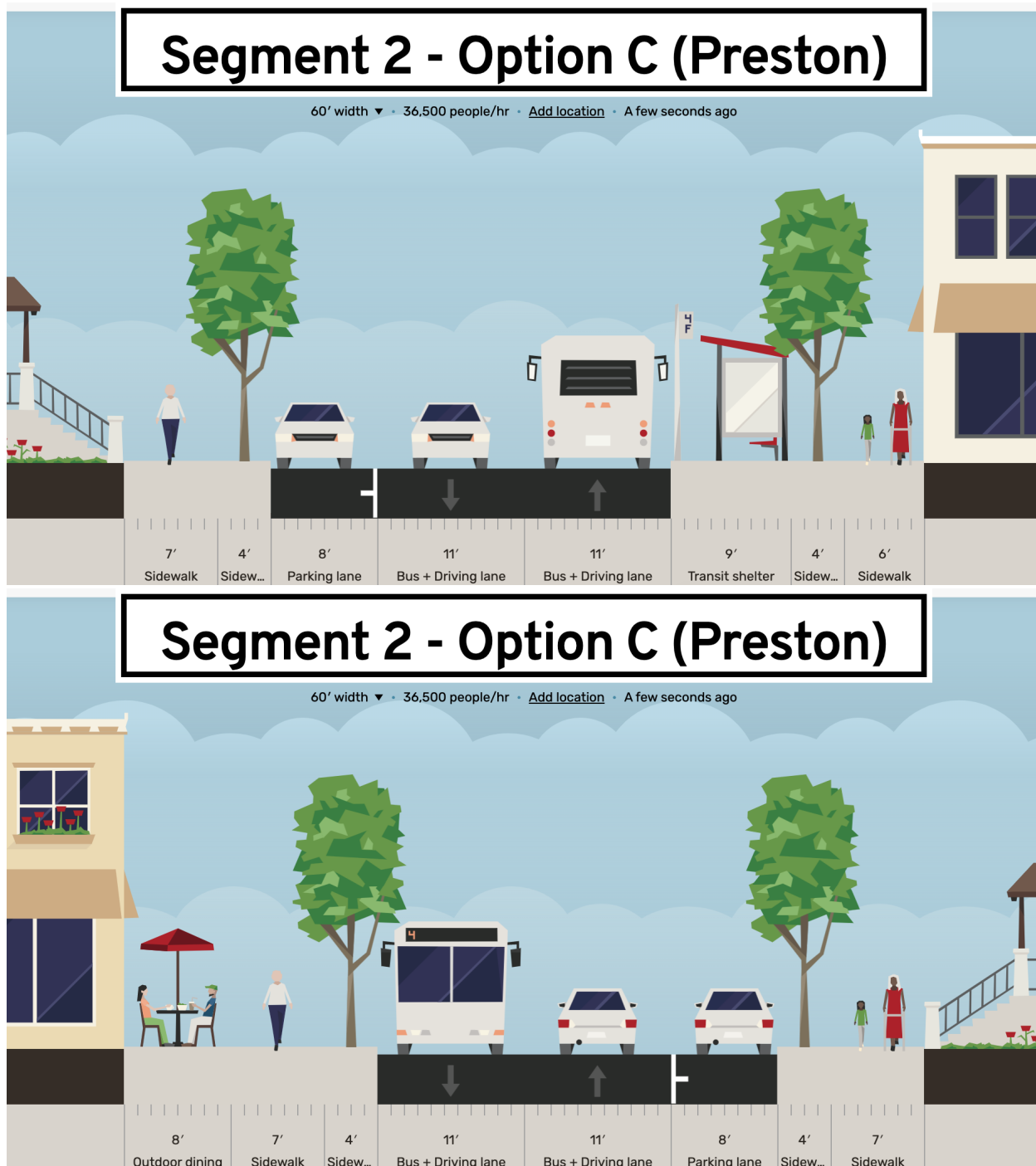
A Third Way: Option C

In our Option C, Jackson and Preston Streets are both converted to two-way traffic but their redesigns are treated differently. We would like to see Preston prioritized as the transit corridor, while Jackson is reimagined as a quiet, neighborhood road. Broadly speaking, these are the cross-sections we have in mind for Preston and Jackson:



We think that Preston can become a vibrant mixed-use corridor akin to Bardstown Rd and Frankfort Ave, and that focusing all transit activity on a single street will improve its viability and

usefulness. Using the cross-section above as the basis for a future Preston St, we think that bus bulbs and bumpouts can be implemented to enhance local business — creating a vibrant, walkable commercial corridor. Below are images that demonstrate that vision and expand on the baseline concept for our proposed Option C for Preston St:



Currently and in your plans for the corridor, Jackson St is an off-ramp for I-65 and a northbound thoroughfare for State Route 61. Our vision for Jackson St is that it is disconnected from the interstate system, converted to two-way, and drastically calmed to better serve the

neighborhood community. Your Option B proposes a two-way bike path for Segment 2, an idea we would like to see as part of a reimagined Jackson. Considering the residential density along Jackson, as well as the street's proximity to Meyzeek Middle School and urban green spaces (Shelby and Ballard Parks), we think that a narrower, calmer Jackson with a bike/scooter lane would better serve the community's residents.

Keeping One-Way vs. Converting to Two-Way

While your Option B implements many desirable streetscaping elements, it proposes keeping Jackson and Preston as one-way streets. *To state it directly: Maintaining Preston and Jackson as one-way would be an unacceptable outcome for us as part of this process.* We believe that converting Preston and Jackson to two-way is the most important tool available for re-making our neighborhood streets vibrant, multimodal, traffic-calmed, walkable, and safe.

Traffic count data on the KIPDA website shows modest traffic volumes on Preston and Jackson in our neighborhood. For example, a 2019 study by Metro Public Works showed ADTs of 7,800 and 5,500 on Preston and Jackson, respectively. The sum of these counts (13,300) is comparable to counts for some of the city's most vibrant mixed-use corridor streets — Frankfort Ave, Goss Ave, and Bardstown Rd. To put another way: we believe that the excess capacity of Preston and Jackson results in speeding and unsafe driver behavior. We think that focusing the majority of traffic onto Preston would serve as a “rightsizing” measure comparable to the other road diets undertaken in the city (Lexington Rd, Bardstown Rd, and Southern Pkwy, for example).

While we totally support the vision of Preston as a transit corridor, the reality is that there is currently only one bus route on Preston and Jackson (Bus Route #28), and that route is serviced with 15 minute headways. Given this level of service and the modest traffic volumes, we do not think there is any reason to create bus-only lanes on Jackson and Preston in Shelby Park and Smoketown. Implementing bus-only lanes through the neighborhood would seem to necessitate keeping Preston and Jackson as one-way, and again, this is an outcome we do not support.

A Vision to Achieve the Plan's Goals

In comparison to Options A and B presented in your plan, we believe that a two-way street and bus route on Preston be a more effective way to achieve Goals 1, 2, and 3 outlined above. We believe that the Option C we've presented would better connect the local community and economy (Goal 1); create a safer, more comfortable space for walking, driving, and transit use (Goal 2); and more sensitively integrate transit into the corridor (Goal 3). Additionally we believe that our Option C for Jackson St would be a stronger way to achieve goals 1, 2, and 5. It would better connect the community to parks and schools (Goal 1); create a safer, more comfortable space for all modes of transportation (Goal 2); and establish infrastructure that would enhance the natural environment (Goal 5).

In conclusion, we would like to ask that the Preston Corridor Planning Team consider our “Option C” as an alternative to the “Segment 2 - Options A and B” currently in the planning

documents. We welcome your feedback on our proposal, and we would politely request that our groups meet to discuss the viability of our Option C before the Preston Corridor Plan is finalized.

We again thank you for the time your team has put into developing the Preston Corridor Plan. We appreciate the work you are doing on behalf of the city's future.

Sincerely,

A handwritten signature in black ink, reading "Maria Gurren". The signature is written in a cursive, flowing style. The first name "Maria" is written in a larger, more prominent script, and the last name "Gurren" is written in a smaller, more compact script. The signature is positioned on a light gray rectangular background.

Maria Gurren
President, Shelby Park Neighborhood Association