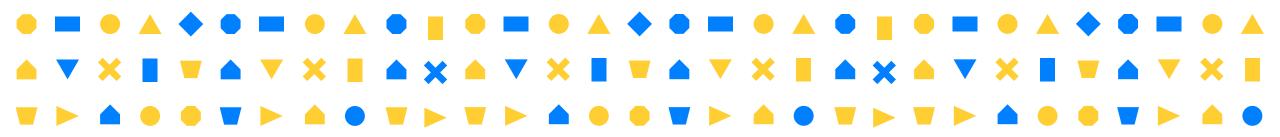


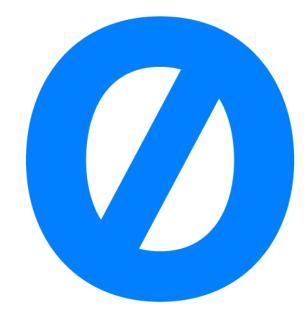
Rightsizing Louisville for Safe Streets

VISION ZERØ LOUISVILLE



What is Vision Zero?

Eliminate all traffic fatalities and serious injuries while increasing safe, healthy, equitable mobility for all.







Vision Zero Louisville

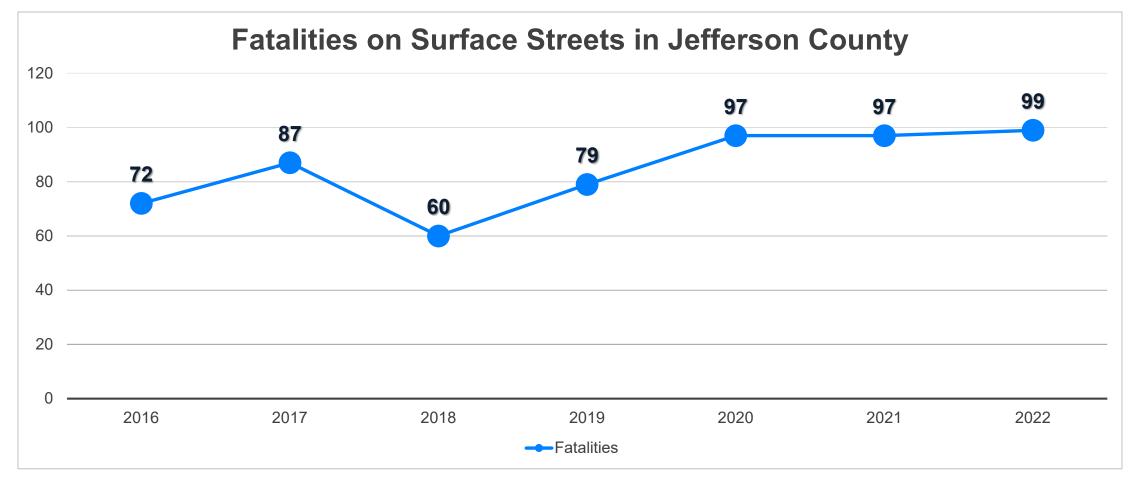
Eliminate all traffic fatalities on surface streets by 2050.







Why Vision Zero Louisville?





Date Range: January 1, 2016 – December 31, 2022. Data Source: Kentucky State Police Excludes interstates, freeways, and parking lots.



The Safe System Approach







The Safe System Approach





Safe System Approach presentation, U.S. DOT FHWA



- New grant program established by the Bipartisan Infrastructure Law, passed in 2021.
- Appropriated \$5 billion over 5 years (2022-2026)
- Grant program goal: Prevent roadway deaths and serious injuries.







Image: U.S. DO

- Two Grant Types:
- 1. Planning and Demonstration Grants
- 2. Implementation Grants







Image: U.S. DO

- Between 2019 and 2021, Louisville Metro Public Works and consulting firm Palmer Engineering developed the Vision Zero Louisville Safety Report.
- Utilized systemic and reactive approaches to assess transportation safety across all of Louisville, not just one corridor.







- Used the Safety Report to qualify for SS4A Implementation Grant.
- Systemic Risk Factors included 4-lane undivided roadways.

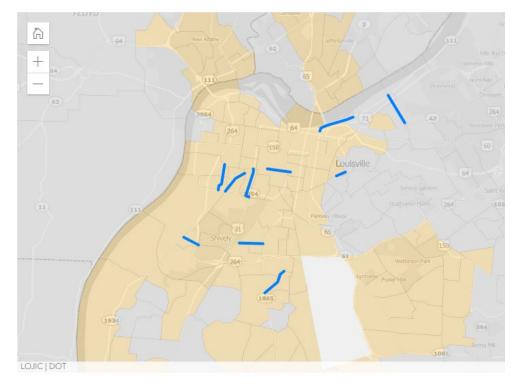






- Safety Report identified 22 corridors for potential rightsizing.
- Excluded 11 corridors due to project overlap.
- Selected 10 corridors.
- 9 overlap with Justice40 areas (using new guidelines).









Why Rightsize?

4-lane undivided roadway

- Pros: Throughput
- Cons: Higher speed; weaving; rear end collisions in interior lanes due to lack of turn lane; "roadway departure" in exterior lanes due to proximity to poles, trees; higher pedestrian crash risk due to crossing 4 lanes.

W. Oak Street @ 11th Street







Why Rightsize?

3-lane section

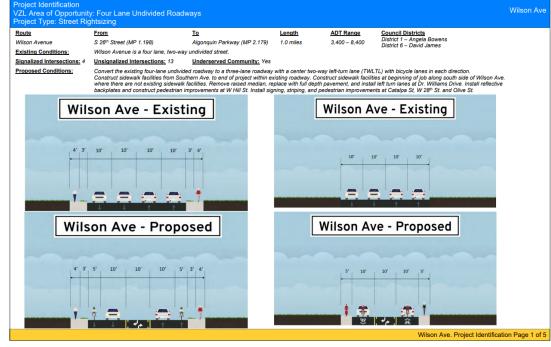
- Pros: Dedicated left turn lane; reduced crossing distance for pedestrians, side street turns; buffer from curb; speeds closer to posted speed limit.
- Cons: Congestion during peak hours; driving in turn lane; gutter bike lanes.

S. 3rd Street after rightsizing









Identification ZL Area of Opportunity: Four Lane Undivided Roadways oject Type: Street Rightsizing

Improvement Cost Summary			
Description	Cost Estimate		
Street Rightsizing	\$469,000		
Intersection Improvements			
Wilson Ave. @ Dr. Williams	\$167,000		
Wilson Ave. @ W Hill (Signal)	\$41,000		
Wilson Ave. @ Catalap (Signal)	\$34,000		
Wilson Ave. @ S 28th St. (Stop)	\$21,000		
Wilson Ave. @ Olive St. (Stop)	\$25,000		
Sidewalk Facilities Along Corridor	\$1,112,000		
	\$1,869,000		
MOT, Staking, Mob / Demob (6.5%)	\$187,000		
Contingency (20%)	\$412,000		
Construction Total	\$2,468,000		
Design Fee (15%)	\$371,000		
Construction Inspection (10%)	\$247,000		
Data and Performance Reporting (3%)	\$75,000		
Program Management (2%)	\$50,000		
Railroad Coordination	\$25,000		
Cost Estimate Total	\$3,236,000		

Corridor Crash Summary: (2013-2017)									
everity		Crashes	Total						
eventy	Signalized	Total							
K	1	1	1	3					
A	3	4	-	7					
В	11	13	1	25					
С	12	12	5	29					
0	72	62	19	153					
Total	99	92	26	217					

Pedestrian and Bicycle Crash Breakdown								
Pedestrian	Bicycle							
6 Total	1 Total							
3-Signal 3-Int Other	1-Int Other							
1-A 2-B 2-C 1-O	1-A							

Benefit Cost Analys B/C Ratio = 4.81 \$17,294,890 Benefit (present value \$3,597,982 Cost

Wilson Av

Proposed project expected to reduce 9 crashes annually, 1 of which involving fatality or serious injury.

Service Life: 20 years Benefit: 19% reduction in all crashes Cost: Cost Estimate Total + Resurface Cost Discount Rate: 7%





Table 3. Rightsizing Project Readiness

Corridor		20	23			2024			202	5			2026				20	27		Comments
Contact	Q1	Q2	Q3	Q4	Q1	Q2 Q	3 Q4	Q1	Q2	Q3 (Q4 Q	1 (Q2 (13	Q4	Q1	Q2	Q3	Q4	
Wilson Ave (CS 1025F)																				Includes construction of sidewalk facilities.
W Oak Street (CS 1022F)																				Includes construction of one mini-roundabout and one signal rebuild.
E Oak Street (CS 1016G)																				Concept plans developed. Includes one signal rebuild.
Berry Blvd (US 60A)																				Includes construction of bus pads and shelters.
Crums Lane (KY 2049)																				Includes one signal rebuild.
River Road (CS 1001B)																				Concept plans developed. Construct raised medians. Install corridor lighting.
Zorn Avenue (CS 1004B)																				Concept plans developed. Relocate curb and gutter and construct proposed sidewalk.
S 22nd St. (US 31W)																				Includes construction of three mini-roundabouts.
Southern Parkway (CS 1078F)																				Resurface and install corridor lighting.
Louis Coleman Jr. Drive (CS 1246H)																				Includes construction of three mini-roundabouts.

Milestone Color	Project Milestones	Milestone Description					
	Design	Plans, Specifications, Cost Estimate					
	Environmental Clearance	No Impacts Anticipated					
	Public Involvement	Engagement and Awareness					
	Procurement	Bid Documents and Pre-Construction					
	Construction	Construction Activities and Inspection					





Looking ahead...

- Sign grant agreement with FHWA.
- Assign project managers and consultants.
- Refine design with input from area residents.





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Claire Yates

Transportation Planner II, VZL Program Manager Transportation Division Department of Public Works & Assets Louisville Metro Government

> claire.yates@louisvilleky.gov (502) 574-3197

VisionZeroLouisville.org

