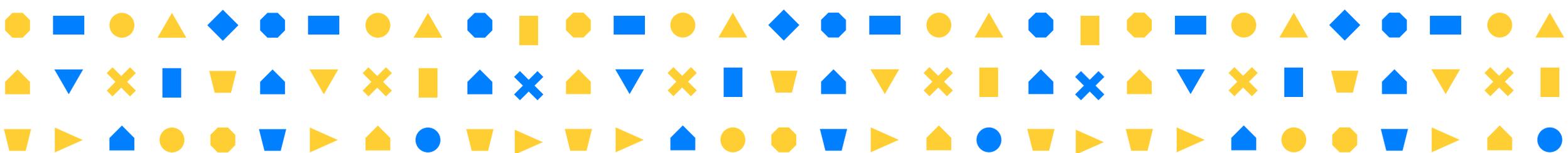


Rightsizing Louisville for Safe Streets



What is Vision Zero?

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

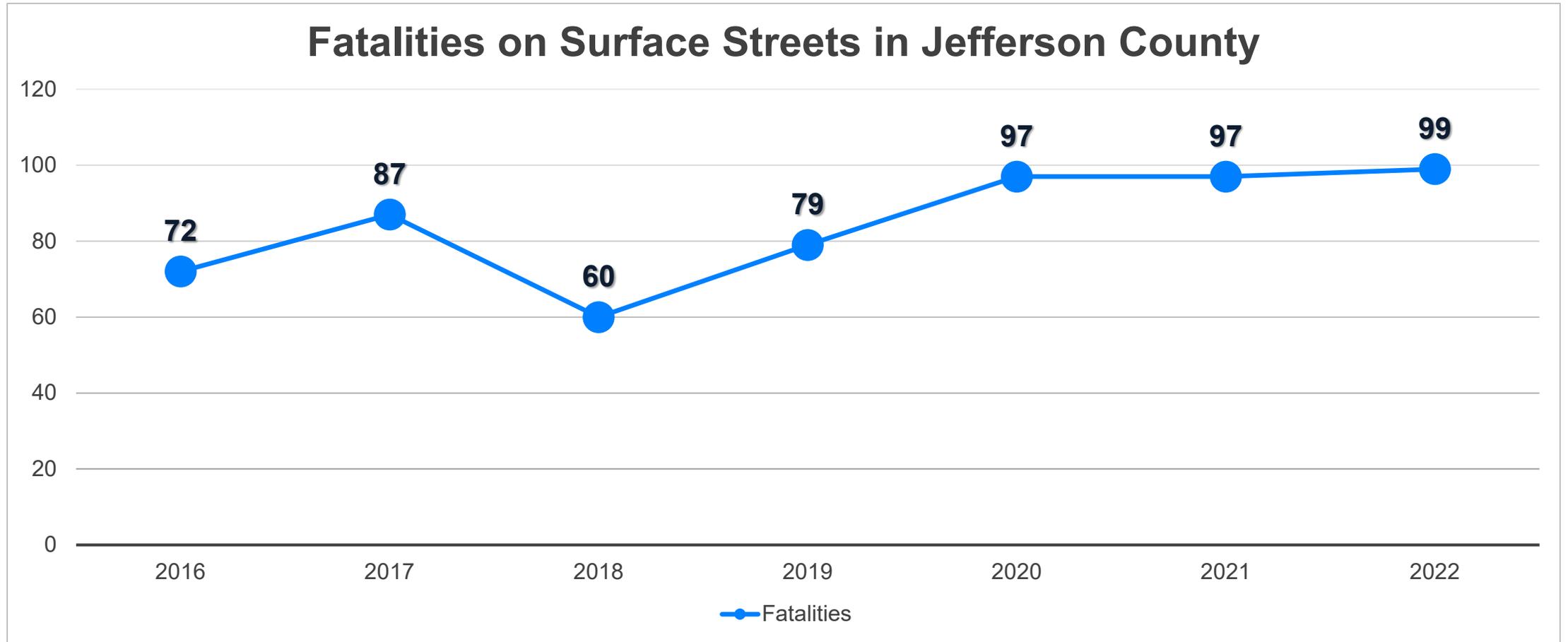


Vision Zero Louisville

Eliminate all traffic fatalities on surface streets by 2050.



Why Vision Zero Louisville?



The Safe System Approach



[Image: What is a Safe System Approach?, U.S. DOT FHWA](#)

The Safe System Approach



Death/serious injury
is unacceptable



Humans make
mistakes



Humans are
vulnerable



Responsibility is
shared



Safety is proactive



Redundancy
is crucial

Safe Streets and Roads for All Grant

- 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. DOT

Safe Streets and Roads for All Grant

Two Grant Types:

1. Planning and Demonstration Grants
2. Implementation Grants



Image: U.S. DOT

Safe Streets and Roads for All Grant

- 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.



Published On: April 13, 2021

VISION
ZERO
LOUISVILLE



Vision Zero Louisville
Safety Report 2013-2017

Safe Streets and Roads for All Grant

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



Published On: April 13, 2021

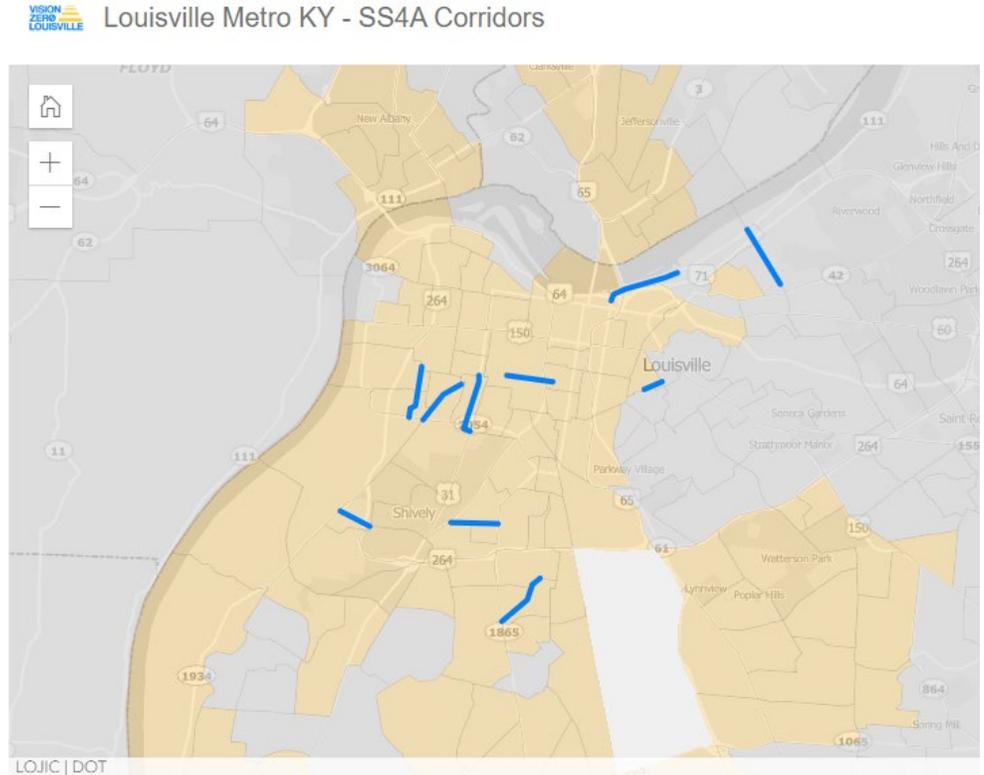
VISION
ZERO
LOUISVILLE



Vision Zero Louisville
Safety Report 2013-2017

Safe Streets and Roads for All Grant

- 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



Safe Streets and Roads for All Grant

Table 3. Rightsizing Project Readiness

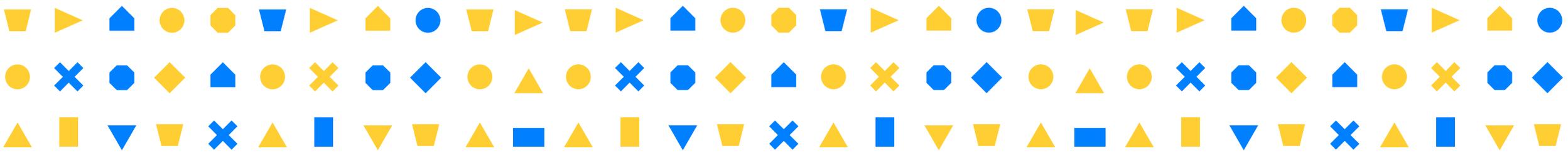
Corridor	2023				2024				2025				2026				2027				Comments
	Q1	Q2	Q3	Q4																	
Wilson Ave (CS 1025F)																					Includes construction of sidewalk facilities.
W Oak Street (CS 1022F)																					Includes construction of one mini-roundabout and one signal rebuild.
E Oak Street (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

Safe Streets and Roads for All Grant

Looking ahead...

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



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