Walkability Committee

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ABOUT THE STUDY

St. Matthews has many of the ingredients for a walkable community, including proximity between neighborhoods, parks, schools, and commercial areas. However, gaps in sidewalks, difficult crossings, and traffic conditions limit the ability to walk safely for everyday trips. Data from crash analysis, field observations, and community input all point to the same conclusion: the demand for walking exists, but the network does not consistently support it.

This study identifies where those gaps exist, prioritizes improvements based on safety and community needs, and outlines a clear path forward to create a more connected, comfortable, and functional walking network.

VISION AND GOALS

Community Walkability Vision
A vision for a safer, more connected, and more livable St. Matthews

Guiding Principle
Residents want walking to be safe, continuous, comfortable, and realistic for daily life, not just recreational, but functional for getting to destinations.

GOAL: SAFETY

- Safer Street Crossings
- Slower, Calmer Traffic
- Visibility and Awareness

GOAL: COMPLETE NETWORK

- Filling Sidewalk Gaps
- Neighborhood to Destination Connectivity
- Overcoming Physical Barriers

GOAL: COMMUNITY CHARACTER

- Supporting Daily Life & Local Activity
- Streets That Reflect Community Character

GOAL: COMFORTABLE PLACES

- Accessible, Maintained Walking Spaces
- Personal Comfort and Sense of Security

WHAT SUCCESS LOOKS LIKE

This plan moves the vision forward by focusing on delivery. It starts with lower-cost improvements where residents struggle with: roadway crossings, speeds, and missing links, so results are visible early. Over time, those projects connect into usable routes, closing gaps and building a more complete system.

Early success means:

- Visible improvements across multiple neighborhoods
- Fewer repeat problem areas
- Clear progress toward connected routes
- Confidence to scale investment as results are demonstrated

The goal is not to solve everything at once, but to move forward in a way that is practical, responsive, and clearly improving conditions year by year.

WALKABILITY NEEDS

The 2025 St. Matthews Safety Action Plan (SS4A) identified patterns where serious crashes occur and what factors contribute to them. Rather than isolated issues, the data shows a consistent relationship between driver behavior, intersection design, and high injury corridors.

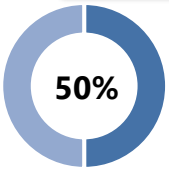
These same conditions directly shape the walking experience. Locations with higher crash risk, such as busy intersections and major corridors, are also the places where walking feels most difficult, uncomfortable, and unsafe. The report findings provide the foundation for understanding the data below and help explain why certain areas of the city present greater barriers to walking.

ISSUES LIMITING WALKING

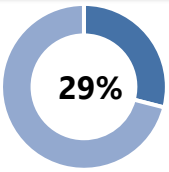
- Sidewalk gaps and missing connections
- Challenging crossings on major roads
- Speeding and driver behavior
- Major infrastructure barriers

IN ST. MATTHEWS*

WHAT CREATES UNCOMFORTABLE CONDITIONS



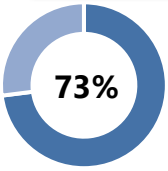
OF CRASHES INVOLVED **DISTRACTED DRIVING**



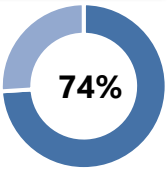
OF CRASHES INVOLVED **AGGRESSIVE DRIVING**

Driver behavior makes crossings feel unpredictable and uncomfortable

WHERE WALKING FEELS MOST DIFFICULT



OF CRASHES ARE AT **INTERSECTIONS**



OF SEVERE CRASHES ARE AT **INTERSECTIONS**

Intersections are difficult for walkability even when crosswalks and signals are present.

PEDESTRIAN EXPOSURE IS HIGHER

43 PEDESTRIAN CRASHES

1 in 5 CRASHES SERIOUS/ FATAL

Severe/Fatal Injury Other/No Injury

When pedestrians are involved in crashes, the outcomes are more serious.

MAJOR ROADS CREATE BARRIERS

Severe crashes occur at higher rates on **major corridors**:

Shelbyville Rd
Breckenridge Ln
Westport Rd

Major corridors are challenging for walking, when they have higher crash rates.

WHAT THIS MEANS

- The most difficult places to walk are also where crashes are most severe.
- Driver behavior and speed make crossings feel unpredictable.
- Major roads create barriers between neighborhoods and destinations.

**KIPDA 2025 St Matthews Safety Action Plan, 2018-2022 Crash Data*

COMMUNITY PRIORITIES

Community input from two open houses and a public survey, along with field observations, highlights both the strengths of St. Matthews and the challenges that limit walking today. Residents value the proximity of destinations and neighborhood character but identified barriers that limit walking. The community priorities reflect what is working and where improvements are needed and help guide how projects were identified and prioritized in this study.

COMMUNITY FEEDBACK

Close to Destinations, Hard to Reach

What's Working Well	What Needs Improvement
▪ Destinations are nearby	▪ Sidewalk gaps break connections
▪ Many trips are short and walkable	▪ Routes don't link neighborhoods to destinations

Walkable Neighborhoods, Challenging Crossings

What's Working Well	What Needs Improvement
▪ Neighborhood streets feel walkable	▪ Crossings are difficult and inconsistent
▪ Short trips are common	▪ Wide roads and turning vehicles create risk

Comfortable in Places, Not Along Corridors

What's Working Well	What Needs Improvement
• Neighborhoods feel comfortable	• Speeding and driver behavior reduce safety
• Many people walk regularly	• Walking along major roads feels exposed

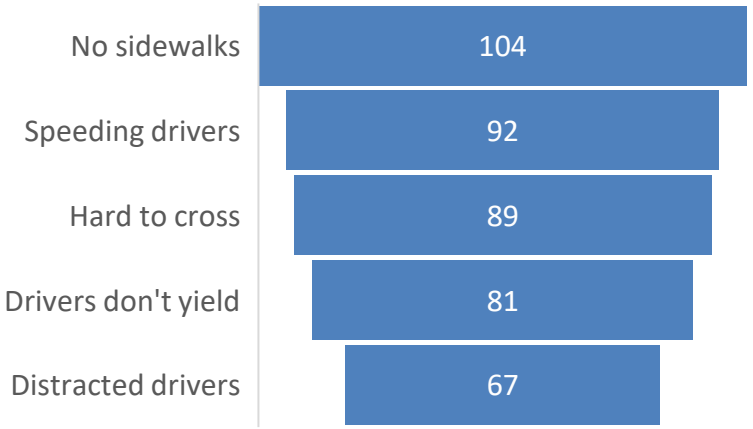
Connected Areas, Divided by Major Roads

What's Working Well	What Needs Improvement
• Destinations are close together	• Major roads create barriers
• Neighborhoods are internally connected	• Limited crossing points between areas

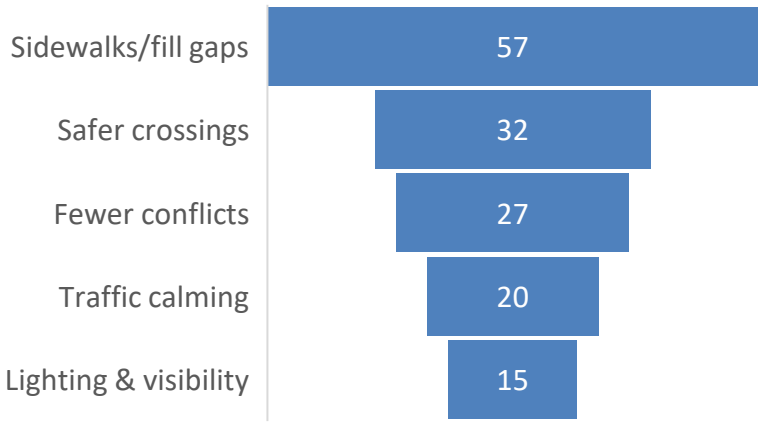
WHAT THIS MEANS

- The demand for walking exists, but the walkable network doesn't support it.
- The concerns are almost entirely: sidewalks, crossing roadways, and driver behavior (speeding/distraction)

What Makes Walking Feel Unsafe?



What Would Improve Walking?

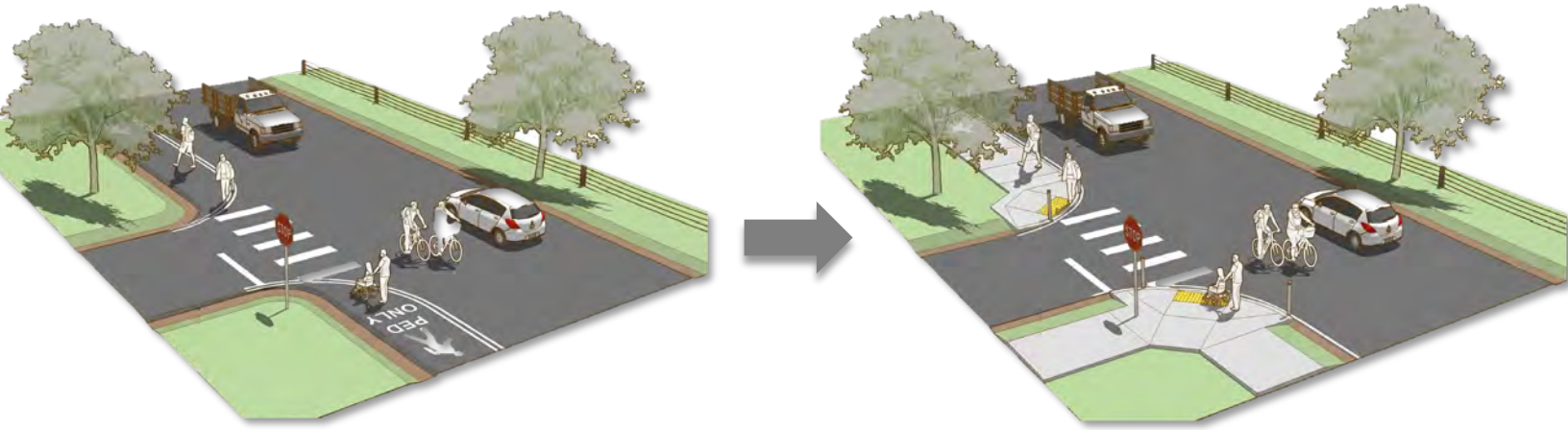


The walkability toolbox outlined in **Chapter 4** of the Walkability Study builds on community input, safety findings, and engineering best practices to define design strategies. These tools are applied based on location, risk, and feasibility, and are most effective when used together to address safety and connectivity issues across the network. Selecting the right approach depends on the specific context, such as roadway type, surrounding land uses, and the nature of safety concerns.

A PHASED APPROACH TO BUILDING WALKABILITY

In corridors with limited space and high demand for walking, striping pedestrian lanes can be an effective first step toward safer, more predictable streets. These quick build treatments define space for people walking, improve visibility, and signal driver awareness without requiring major construction. While not a permanent solution, they establish the foundation for future upgrades.

Over time, as funding becomes available and right-of-way or utility constraints are addressed, these corridors can transition to more durable designs such as buffered facilities, traffic calming, and ultimately fully constructed sidewalks. This phasing approach ensures immediate improvements are not lost, but instead guide and support long-term investment, moving from paint to permanent infrastructure.



Adapted from Small Town & Rural Design Guide

Design Tool	Complete the Network	Safer Crossings	Manage Speed & Conflicts
Sidewalks (new + gap fill + ADA + repair)	X		X
Pedestrian lanes & crosswalks	X	X	X
Crossing islands / refuge medians		X	X
Pedestrian signal timing		X	X
Lighting (corridor + intersection + pedestrian)		X	X
Improved signage & signal visibility		X	X
Traffic calming & speed reduction		X	X
Access management & medians		X	X
Targeted safety treatments		X	X

PRIORITY WALKABILITY PROJECTS

Priority walkability projects were identified based on community input, guidance from elected officials, and observed safety and connectivity needs. The list reflects a balance between addressing the most significant gaps in the network and identifying projects that are realistic to implement.

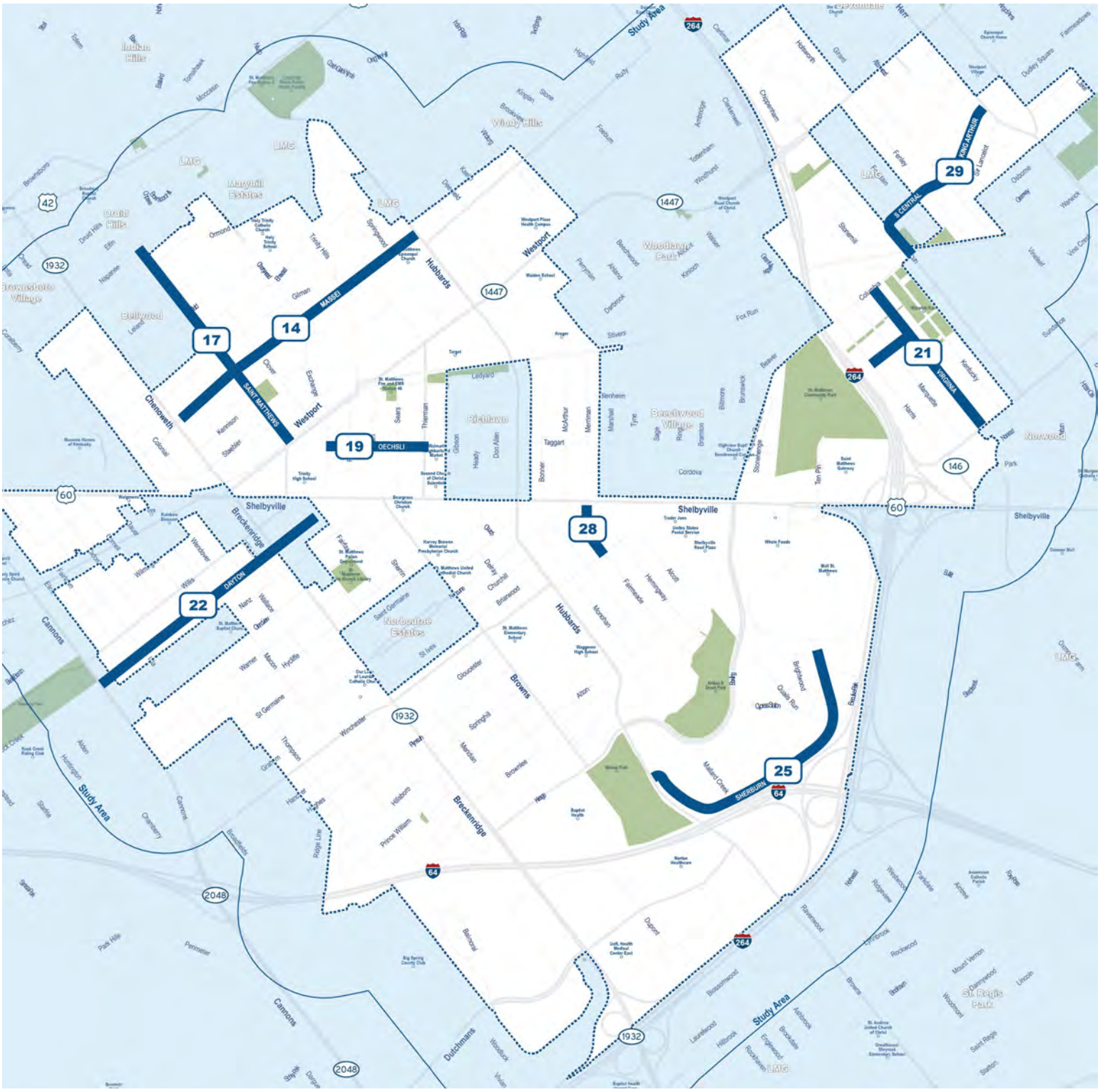
Many locations with need were identified, but physical constraints, funding limitations, and coordination with other city and state-controlled roadways influenced which projects are included here. The result is a focused set of improvements that are both achievable and capable of making a meaningful difference in how people move through the city. The projects listed in the priority projects category include some quick wins and projects that will take longer due to complexity but represent the highest need projects that will serve the greatest population.

PRIORITY PROJECTS

ID	Project Name	Limits	Description	Est. Cost
14	Massie Ave	Chenoweth Ln to Hubbards Ln	Sidewalk and ADA upgrades	$640k-$670k
17	N. St. Matthews Ave	Westport Rd to Napanee Rd	Striped pedestrian path	$125k-$155k
19	Oechsli Ave	Sherrin Ave to Thierman Ln	Striped pedestrian path	$40k-$55k
21	Virginia & Warwick Avenue	Harris Place to Warwick Park Sidewalk Entrance	Sidewalk infill and intersection improvements	$120-$150k
22	Dayton Ave	Cannons Ln to Fairfax Ave	Traffic calming and pedestrian crossings	$120k-$140k
25	Sherburn Ln	Mall St. Matthews to Browns Ln (**3 Phases)	Sidewalk infill	$730k-$820k**
28	Fairmeade Rd	Shelbyville Rd to Winchester Rd	Sidewalk infill	$95k-$115k
29	King Arthur Ln	Herr Ln to Columbia Ave	Striped pedestrian path	$90k -$110k

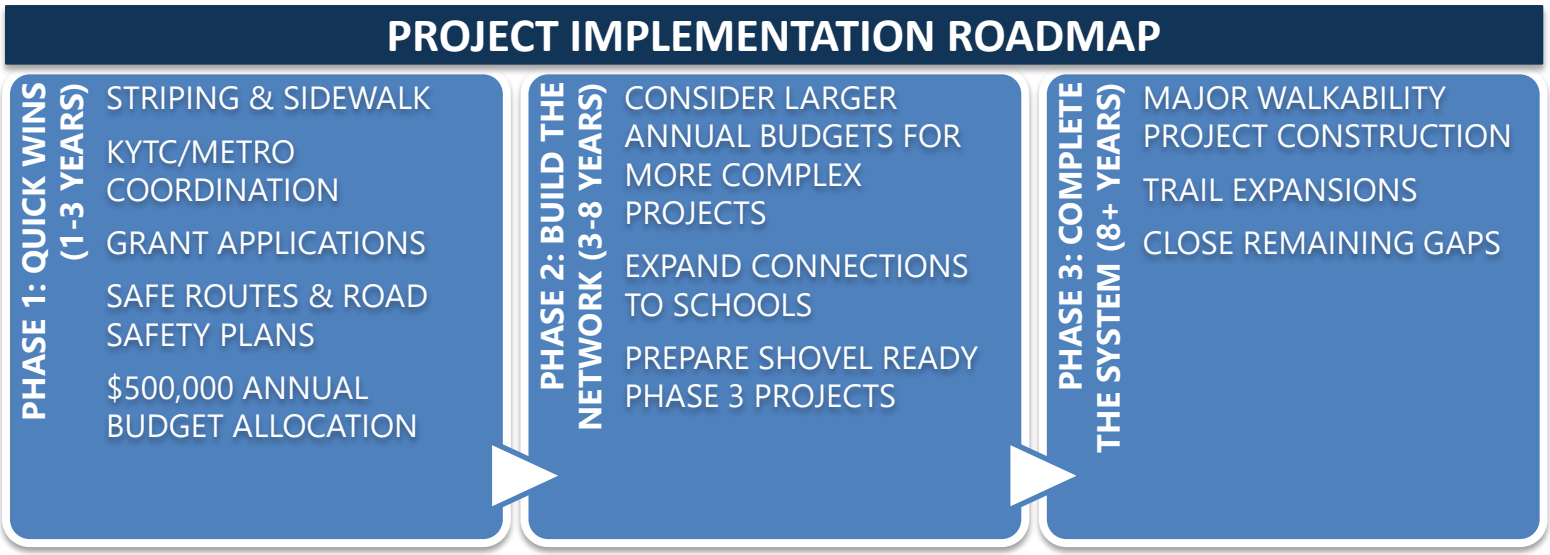
PRIORITY WALKABILITY PROJECTS

The priority projects listed on page 6 are shown on the map to illustrate how improvements are distributed across the city and how they begin to form a connected network. These projects represent near-term opportunities that balance need and feasibility. Additional detail, including proposed improvements and context, is provided in the project sheets included in this summary.



St. Matthews can deliver results by focusing on quick build projects and aligning investments with KYTC and Metro programs. At the same time, setting aside dedicated funding each year for design and grant matching. This creates a steady pipeline of shovel ready projects, positioning St. Matthews to act when larger funding opportunities are announced. While federal funding can introduce added requirements around design and delivery, maintaining readiness gives the City flexibility to pursue those funds selectively when they align with local priorities and community expectations. The cost for inaction is high including continued complaints, missed funding opportunities, and escalating infrastructure costs in later years.

Phase 1 focuses on near-term, quick-build improvements. The plan also identifies a broader set of mid- and long-term (Phase 2 and 3) improvements needed to achieve walkability goals. In addition, priority interagency projects are included where key barriers fall outside St. Matthews control, particularly along KYTC and Louisville Metro corridors. Advancing these projects will require coordination, design readiness, and strategic positioning for future funding.



PHASE 1 FUNDING RECOMMENDATION (NEXT 3 YEARS)

Focus: Get visible improvements on the ground quickly
Years 1-3 is about building momentum for changes. Start with striped pedestrian lanes and crossings, traffic calming, and small sidewalk fixes where people are already walking but space is tight.

Focus work where demand is highest and improvements can be delivered fast. Group similar projects together to save time and money. At the same time, advance safety planning around schools and key corridors to guide what comes next.

Recommended Annual Budget: $500,000

- $200,000 – Sidewalk and ADA fixes
- $150,000 – Striping and traffic calming
- $150,000 – Advance design work and grant matching

Outcome: After three years, St. Matthews has more predictable streets and a clear path to the next round of upgrades.

COORDINATION

Improving walkability in St. Matthews can be complicated with the coordination across multiple agencies with different roles and responsibilities. While the City can address many neighborhood streets and local connections, many of the corridors most frequently identified in the survey, such as Willis Avenue, Shelbyville Road, Breckenridge Lane, and Lexington Road, are owned or controlled by Metro Louisville or the Kentucky Transportation Cabinet (KYTC). As a result, **many of the highest priority issues**, including sidewalk gaps, crossings, and traffic conditions, depend on coordination, funding, and project delivery **beyond direct St. Matthew's control**.

Funding for walking improvements is highly competitive and typically requires strong coordination and alignment across agencies. Federal funding administered through KIPDA often prioritizes projects that demonstrate regional benefit, safety outcomes, and readiness for implementation. Advancing projects along major corridors depends on early coordination with Metro Louisville, KYTC, or other regional partners to position projects for funding.

KIPDA
- Allocates federal funding
- Prioritizes projects regionally
- Long-range planning

KYTC
- Major corridors
- Signals and crossings on state routes
- Final control on biggest barriers

METRO
- Shares jurisdiction on many roads
- Helps deliver projects
- Sets some local policies/standards

ST MATTHEWS
- Neighborhood streets
- Local sidewalks
- Smaller projects

PRIORITY INTERAGENCY PROJECTS

Project Name	Limits	Agency	Project Description
Shelbyville Road	Breckenridge Lane to Bowling Blvd	KYTC	Road Safety Audit, sidewalk infill, pedestrian crossings where appropriate
Breckenridge	Intersection at Dayton Ave	KYTC	Rapid Rectangular Flashing Beacon (RRFB)
Westport Road	Intersection at St. Matthews Ave	KYTC	Intersection improvement and pedestrian crossing of Westport (PHB/RRFB)
Browns Lane	Shelbyville Road to Beargrass Christian Church	Metro	Sidewalk infill
Hubbards Lane	Westport Rd to Bowling Blvd	Metro	Pedestrian crossings, railroad crossing improvements, intersection improvements
Dutchmans Ln Lane	at Breckenridge Lane	Metro	Sidewalk infill
Breckenridge Lane	Kresge Way to I-64 bridge	KYTC	Sidewalk infill
Cannons Lane	At Willis Ave	Metro	Continue Sidewalks and ADA through Willis Avenue intersection

POLICIES FOR WALKABILITY

These policies ensure that walkability is considered in every project and not treated as an add on. The focus is on consistent decision-making, flexibility in constrained streets, and clear expectations for implementation.

EVERY PROJECT INCLUDES WALKABILITY

Require pedestrian consideration in all roadway projects: All street project types, whether maintenance, resurfacing, or capital, should evaluate and include pedestrian improvements where feasible. This avoids missed opportunities and costly retrofits later.

Evaluate conditions early in project scoping: Assess sidewalk gaps, crossings, and access to destinations at the start of every project to prevent late design changes and omissions.

ACCESSIBILITY AND SAFETY

Meet ADA requirements when streets are improved: When roadways are reconstructed or resurfaced, include curb ramps and accessible crossings as required.

Maintain safe, continuous pedestrian routes: Ensure sidewalks and temporary routes remain accessible during construction and maintenance activities.

FLEXIBLE DESIGN

Allow alternative pedestrian facilities where sidewalks are constrained
Where right-of-way, utilities, or drainage limit traditional sidewalks, allow solutions such as:

- Striped pedestrian lanes
- Shared streets
- Reallocated roadway space

Design for lower speeds and safer crossings. Use narrowing, traffic calming, and intersection improvements to support walking, especially on neighborhood streets.

Adopt a "pedestrian first" priority. When space is limited, prioritize walking access over excess vehicular width, especially on residential and neighborhood streets and near schools.

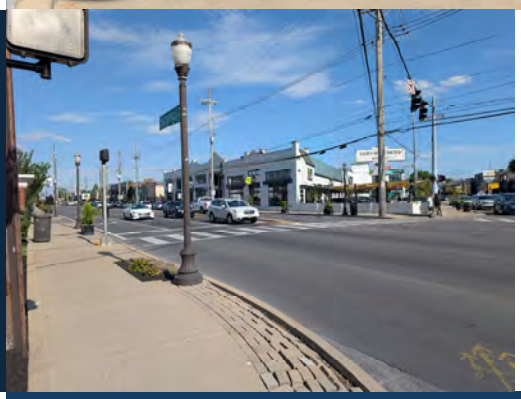
KEY TAKEAWAY

Make walkability the default. These policies ensure that every project, whether small or large, consistently improves safety, fills gaps, and builds toward a connected system.

FINAL THOUGHTS

Improving walkability in St. Matthews is both achievable and necessary. The highest priority improvements are clearly defined and strongly supported by both data and community input. While some projects can be implemented locally, others will require coordination with Metro Louisville, KYTC, and regional partners to advance through funding and design.

St. Matthews can take meaningful steps toward a safer, more connected walking network that supports daily life and enhances quality of life for residents by creating a long-term funding plan to implement the recommendations of this study.



St. Matthews Walkability Study

June 30, 2026

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1. Introduction

The City of St. Matthews is well positioned to support walking. Neighborhoods, parks, schools, and commercial areas are located close together, and many daily trips are short enough to be made on foot. However, gaps in sidewalks, difficult crossings, and traffic conditions limit how well the system functions for everyday travel.

This study identifies the most critical gaps in the pedestrian network and defines a clear, implementable set of projects to address them. The focus is on delivering visible improvements in the near term while building a more complete and connected system over time.

Study Purpose

This study defines a clear and prioritized set of walkability improvements that respond to safety concerns, gaps in the network, and accessibility needs. It is intended to guide near- and mid-term investment decisions, support grant applications, and provide a defensible basis for capital planning.

The study focuses on implementation. It identifies where the pedestrian network is not functioning and translates those conditions into specific improvements, including planning-level costs, phasing, and funding strategies. It also identifies where coordination is required with Louisville Metro and the Kentucky Transportation Cabinet (KYTC), particularly along corridors and crossings outside City control.

Improving walkability is closely tied to safety. The most serious pedestrian crashes occur along higher-speed corridors and at intersections where crossings are limited or unclear.

Walkability also depends on whether the network is complete and usable. In many areas, sidewalks are missing or inconsistent, limiting the ability to make short trips on foot. Accessibility remains a challenge where facilities do not meet current standards.

Finally, walkability is shaped by comfort and separation from traffic. Traffic speed, proximity to vehicles, and sidewalk design influence whether people choose to walk, even where facilities are present.

2. Existing Conditions

St. Matthews is a city of approximately 17,500 residents located east of Downtown Louisville within Jefferson County. The city sits within a patchwork of jurisdictions, including Louisville Metro and several smaller municipalities, with Richlawn and Norbourne Estates fully enclosed within its boundaries. This structure directly shapes how the pedestrian network develops and functions.

Land Use and Travel Patterns

St. Matthews has many of the physical characteristics needed to support walking as part of daily life. Destinations are relatively close together, particularly along the Shelbyville Road corridor, and the street network follows a connected grid pattern that allows multiple routes between neighborhoods and nearby activity areas.

However, the design and layout of development affect whether these trips feel practical. In the downtown core, buildings are oriented toward the street, with shorter distances and more direct connections between destinations. In contrast, larger commercial areas, especially near I-264, are organized around parking and vehicle access. Buildings are set back behind large parking lots, which increases walking distances, creates indirect routes, and introduces more conflict points with traffic.

Pedestrian Network Conditions

The pedestrian network provides a foundation for walking but does not function as a continuous or reliable system. Sidewalks, crossings, and connections exist throughout much of the city, but they are not consistently connected or designed to support everyday travel. As a result, people can use parts of the network, but cannot rely on it for direct, comfortable, and safe routes between destinations.

Sidewalk coverage varies widely. Many streets have sidewalks on only one side, while others include segments that do not connect. Width, condition, and placement also vary, with some sidewalks narrow, deteriorated, or located directly adjacent to traffic with little separation. These inconsistencies create an uneven experience and limit usability for people of all ages and abilities.

The network has developed incrementally, primarily through private development rather than as part of a coordinated system. This has resulted in sidewalks that begin and end abruptly, with gaps between properties and land uses. Even along the same corridor, conditions can change block by block.

Despite these challenges, there are elements that work well. Many corridors already have partial sidewalk coverage that can serve as a foundation for future improvements, and neighborhood streets often provide comfortable walking conditions due to lower traffic speeds and volumes. **Figure 1** shows a high level desktop evaluation of the sidewalk network.

Figure 1: Existing Sidewalk Network

System Constraints and Coordination

Two factors further limit how well the network functions: jurisdictional boundaries and roadway control. Sidewalk connectivity is affected by differences in standards and implementation across jurisdictions. Sidewalks may terminate at municipal boundaries or fail to connect where responsibilities shift between agencies. Incremental development and redevelopment patterns also contribute to gaps, particularly where sidewalks were not required or built at the time of construction.

Several major corridors are not controlled by the City of St. Matthews. Shelbyville Road and Breckenridge Lane are state routes, and Browns Lane is maintained by Louisville Metro. These corridors carry higher traffic volumes and are essential for regional movement, but they also present the greatest barriers to walking due to their width, speed, and limited crossing opportunities.

As a result, many of the most impactful walkability improvements depend on coordination with partner agencies. While the City can advance improvements on local streets, addressing major barriers will require collaboration beyond City control.

Barriers to Walking

Even where sidewalks are present, a range of barriers can limit walkability and reduce the effectiveness of the network **(Figure 2).** Railroad crossings are a common challenge, often lacking dedicated pedestrian space and requiring people to navigate uneven surfaces or share space with vehicles. In several locations, offset intersections create indirect and confusing crossing conditions, reducing visibility between drivers and pedestrians and making navigation less intuitive.

Physical barriers, such as fences, gates, and changes in elevation, further limit direct connections between neighborhoods and destinations. These conditions make short trips longer and less convenient, discouraging walking and reducing access to nearby services.

Pedestrian crossings are a consistent issue across the network and remain one of the most significant barriers to walking. In many locations with clear pedestrian demand, crosswalks are missing or inadequately marked. On major streets, crossing opportunities are often widely spaced, requiring long detours. Even where crossings exist, some intersections lack clear guidance for both drivers and pedestrians, leading to uncertainty and inconsistent behavior.

Figure 2: Barriers to Walking

Pedestrian Safety

Pedestrian safety in St. Matthews is shaped by roadway design, traffic behavior, and gaps in the walking network. The **2025 SS4A Safety Action Plan** establishes a clear framework for understanding these conditions, showing that serious crashes are concentrated in specific locations and tied to consistent patterns such as higher speeds, multiple lanes, and complex turning movements.

The more recent crash data used in this study reinforces those findings and provides a current picture of conditions. From 2020 to 2024, there were 25 crashes involving pedestrians in St. Matthews **(Figure 3)**. Of these, one crash resulted in a fatality and four resulted in suspected serious injuries, while the remainder involved minor or possible injuries. This reflects the same pattern identified in the SS4A plan, where pedestrian crashes occur less frequently but are more likely to result in severe outcomes.

The locations of these crashes follow the same trends identified in the SS4A analysis. The highest concentration of pedestrian crashes occurs along Shelbyville Road, where higher traffic volumes, multiple lanes, and limited crossing opportunities make walking more difficult. The fatal crash during this period occurred along Breckenridge Lane near the UofL Medical Center, and serious injury crashes are distributed across several corridors and intersections throughout the city.

The SS4A plan highlighted how driver behavior, including failure to yield, distraction, and speed, contributes to these crashes. These factors are most influential along major corridors and at intersections, where pedestrians must cross wider roadways and navigate turning traffic. The 2020 to 2024 data verifies these same conditions, reinforcing that pedestrian safety concerns are not isolated, but tied to how streets and crossings function.

The SS4A framework and current crash data point to the same conclusion: pedestrian crashes are concentrated along major corridors and at crossings where traffic conditions are most challenging. Improving safety in these locations requires a focus on clearer crossings, reduced conflicts, and better separation between people and traffic.

Figure 3: Vehicular Crashes Involving Pedestrians (KYTC: 2020-2024)

Crossing and Intersection Control

Safe crossings are fundamental to a functional walking network, but they remain one of the most significant barriers to walkability in St. Matthews. Along major corridors such as Shelbyville Road and Breckenridge Lane, signalized crossings are often spaced far apart, even in areas with active land uses. This creates long detours for pedestrians and encourages midblock crossings at locations that are not designed for safe access.

At the same time, lower volume streets often lack clearly defined crossings. Many intersections are unmarked or do not include visible crosswalks, signage, or design features that signal pedestrian priority. Even where stop control exists, the absence of clear visual cues reduces driver awareness and makes crossings feel uncertain for people walking. As a result, crossing conditions are inconsistent across the network, and the system does not reliably support safe or direct pedestrian movement.

The current approach appropriately prioritizes vehicle flow and efficiency on higher volume corridors, but it does not consistently account for pedestrian crossing needs in places where activity and demand are high. In practice, people tend to choose the most direct path, and when formal crossings are too far apart or inconvenient, many will cross at uncontrolled locations. While some neighborhood intersections function well due to lower traffic volumes and speeds, these conditions are not consistent across the city and do not extend to key corridors where safe, convenient pedestrian crossings are most needed.

Relevant Adopted Plans

Recent plans at the regional and local level consistently support a shift toward more walkable, connected, and multimodal places in and around St. Matthews. While each plan has a different focus, they align on the need to improve safety, connectivity, and access between neighborhoods and destinations.

Move Louisville (2035 Transportation Plan) identifies St. Matthews as a key activity area, with a focus on the medical and employment center, Shelbyville Road, and potential redevelopment areas. The plan supports walkability through investments in major corridors, improved sidewalk connections, and transit oriented development. It emphasizes that growth areas in St. Matthews should evolve to better support walking and transit, particularly in the commercial core where destinations are already close together. Major relevant growth areas and corridors identified in the plan include:

- Employment Centers: Dupont/St. Matthews Medical area
- Major Corridors: Shelbyville Rd
- TOD Possibilities: Potential redevelopment near Frankfort Ave/Shelbyville Rd
- Premium Transit Corridors: Frankfort Ave, Shelbyville Rd
- Priority Project Locations: Oxmoor Farm Bridges, various access and sidewalk connectivity projects

Plan 2040 (Comprehensive Plan) establishes a broader policy framework that directly supports walkability. The plan promotes a connected and accessible transportation system, encourages compact development patterns, and calls for safer, more complete streets. The CHASE principles reinforce the importance of health, connectivity, and equitable access, all of which depend on a functional pedestrian network. While the plan anticipates growth shifting further east, it still emphasizes improving multimodal access within established areas like St. Matthews.

The **2025 SS4A Safety Action Plan** provides the strongest data-driven foundation for walkability improvements. It identifies high crash corridors, intersection risks, and the need for safer crossings, speed management, and completion of pedestrian infrastructure. The plan emphasizes that improving safety for vulnerable users, including people walking, requires both systemic design changes and targeted investments in high risk locations.

Other plans and efforts highlight both opportunities and gaps. Regional trail and park plans focus on recreational connections, but do not strongly address access through St. Matthews, suggesting missed opportunities to link neighborhoods to these systems. The upcoming **Land Development Code update** presents an opportunity to better require pedestrian infrastructure and connectivity as part of future development.

The Transit Authority of River City (TARC) provides bus service in St. Matthews providing a 30-minute frequency along Shelbyville Road and 60-minute frequency elsewhere in the city. This increases the importance of safe walking connections for short local trips and access to nearby destinations.

3. Public Engagement

Public engagement was a central part of the Walkability Study and provided direct insight into how people experience walking in St. Matthews today. Input was gathered through multiple stages, including coordination with the Walkability Committee, an online survey, and in-person open houses. Each effort was designed to build on the others, combining technical analysis with lived experience.

The Walkability Committee helped shape the study direction and priorities, ensuring that local knowledge and stakeholder perspectives were incorporated early in the process. The online survey expanded outreach and captured broad community input on walking behavior, barriers, and desired improvements. Open houses then provided an opportunity to validate findings, discuss tradeoffs, and refine recommendations with direct public feedback.

These engagement efforts ensured that the study reflects both data driven analysis and the realities of people walking in St. Matthews, creating a strong foundation for the vision, goals, and recommended improvements.

Walkability Committee

The Walkability Committee, composed of City Council members and the Public Works Director, met regularly throughout the project to guide the study. The committee met four times over the course of the project, reviewing technical findings, helping shape the direction of analysis, and providing feedback on emerging priorities. Meetings were timed in advance of public engagement milestones so that the committee could review materials and ensure they were clear, accurate, and aligned with community concerns. The committee played a key role in maintaining focus on implementation, ensuring that recommendations are practical, locally supported, and tied directly to conditions on the ground.

Online Public Survey

The online survey collected 165 responses over a three month period (February–May) and provides a clear, data driven snapshot of walking conditions and priorities in St. Matthews.

Respondents represent a mix of regular and occasional walkers, with most indicating they walk at least a few times per week, primarily for recreation, exercise, and short trips to nearby destinations. The survey shows that walking is common but largely limited by infrastructure and safety conditions. Most respondents identified sidewalk gaps and missing connections as the top barrier, followed closely by unsafe crossings and vehicle speeds. Fewer respondents reported walking for daily errands or commuting.

Safety concerns were widespread and consistent. Respondents most frequently cited speeding, lack of yielding, and distracted driving as key issues, with many indicating they feel uncomfortable walking along or crossing high traffic streets. These concerns were not isolated, but instead clustered along specific locations.

The survey results strongly reinforce corridor-level challenges. The most frequently mentioned streets were Shelbyville Road, Breckenridge Lane, Lexington Road, and Westport Road, which were repeatedly identified as difficult or unsafe to walk along or cross. These corridors were flagged for long crossing distances,

limited crossing opportunities, and heavy traffic, matching the patterns identified in the crash and network analysis.

In terms of priorities, responses were consistent and measurable. The improvements with the strongest support include:

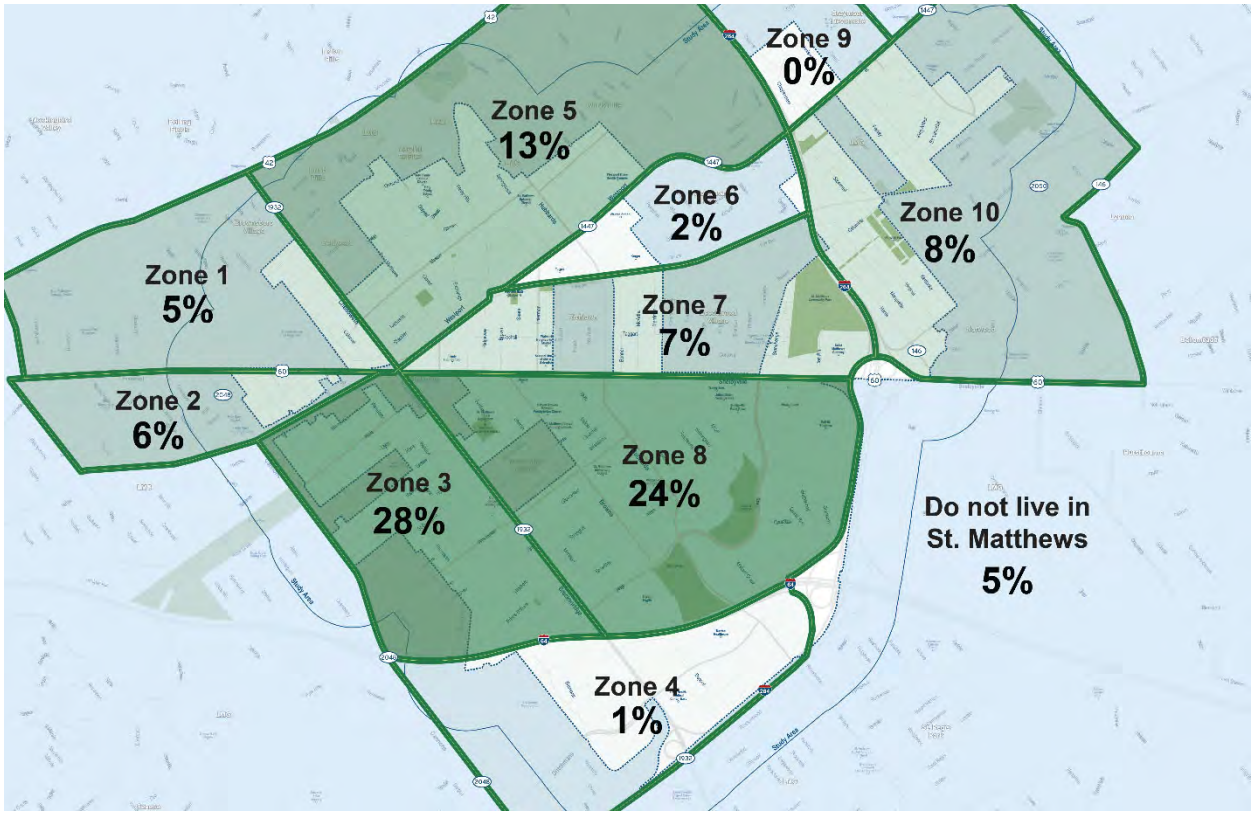
- Filling sidewalk gaps and completing missing links
- Adding or improving marked crossings
- Reducing speeds and improving driver behavior
- Repairing and maintaining existing sidewalks

Overall, the data shows that people already walk frequently, but conditions limit where and how often they choose to walk. The strongest needs are not new amenities but completing the network and improving safety along key corridors and crossings.

Based on the survey, the following themes were heard:

- 86% of respondents walk either several times a week, or daily, indicating an active group. Meanwhile, 9% reported they walk once a week, and only 1% stated they never walk.
- 80% of participants walk on neighborhood streets without sidewalks. Additionally, 60% of participants walk along what they considered to be major roads. Only 1% of participants use the off-street bike trails, however there may not be any facilities of this type to use to indicate a preference or user type.
- Most participants walk for recreational purposes, with 95% of participants responding in favor of this. Other trip purposes include access to parks, nature, shopping and dining.
- Respondents are working age; 76% of those who participated in the survey reported their age as 25 to 64 years old. Most participants live in the core areas of the city and do not have any mobility needs which influence how they walk.
- A variety of factors contribute to participants feeling unsafe while walking. Respondents attributed driver behavior to some of it, with 41% citing distractions, 55% citing speeding and 49% voting not yielding. Facilities lacking received the most votes, while 63% reported there are no sidewalks and 54% stated it is hard to cross the street.
- While a few people commented on the quality of the sidewalk, participants primarily seem to want a sidewalk or a place to walk.
- 95% of respondents drive for daily trips, but notably 58% also walk, 14% use a bike or scooter, and 4% use transit.
- When asked which zone respondents lived in, most are concentrated in Zones 3 and 8 (52% combined), with moderate participation in Zones 5 and 10, and minimal input from several outer zones. **Figure 4** shows the breakdown of where respondents live.

Figure 4: Survey Respondent Locations



Survey responses consistently point to a small set of recurring issues that shape how people experience walking in St. Matthews. While individual comments vary, they reflect common challenges related to continuity, safety, and comfort. These themes align closely with the conditions identified through technical analysis and help clarify where improvements are most needed.

Biggest Barriers to Walking

- Sidewalk gaps, inconsistent coverage, and poor conditions make it difficult to walk continuously.
- Wide roads, missing crosswalks, and limited visibility make crossing challenging, especially along major corridors.
- Speeding, failure to yield, and general driver behavior make walking feel unsafe.
- Walking space is often directly adjacent to moving vehicles with little or no buffer.
- Commercial areas prioritize vehicle access, with large parking lots and multiple driveways creating conflicts and indirect routes.
- Lighting, ADA accessibility, and lack of wayfinding further reduce usability.

Improvements That Would Encourage More Walking

- Filling gaps and creating consistent routes to parks, schools, and commercial areas.
- Adding marked crosswalks and improving connections at key locations.
- Dedicated paths or buffered sidewalks that reduce exposure to vehicles.
- Pedestrian cut-throughs and routes that reflect how people travel.

- Safer routes to nearby shopping, schools, and parks.

Survey respondents overwhelmingly prioritized improvements that address everyday pedestrian safety and connectivity. Filling sidewalk gaps and improving crossing safety emerged as the community's highest priorities by a substantial margin. Traffic calming formed a second tier of priorities. Lighting, shared-use paths, and sidewalk repairs with accessible ramps were generally viewed as important supporting improvements but were ranked lower overall. **(Table 1)**

Table 1: Ranked Priorities for Walking Improvements

Improvement	Ranked as #1	Ranked in Top 3
Filling sidewalk gaps	**60 respondents (36%)**	131 respondents (79%)
Safer crossings	42 respondents (25%)	**143 respondents (87%)**
Traffic calming in neighborhoods	31 respondents (19%)	97 respondents (59%)
Lighting improvements	10 respondents (6%)	47 respondents (28%)
Shared use paths	9 respondents (5%)	33 respondents (20%)
Sidewalk repairs & accessible ramps	13 respondents (8%)	44 respondents (27%)

With this feedback, proposed improvements were developed into preliminary concepts that responded to the concerns and priorities and presented to the public in a second round of engagement.

Open House 1

The first public open house was held on March 3, 2026 from 4:30 to 6:30 PM at the St. Matthews Community Center (The Arterburn). The meeting introduced the purpose of the study, existing conditions, and early findings related to pedestrian safety, connectivity, and barriers.

A total of 45 attendees **(Figure 5)** participated in the open house. Interactive displays allowed participants to identify where they currently walk, where they experience challenges, and what improvements they would prioritize. Participants mapped locations with difficult crossings, highlighted missing sidewalk segments, and identified key barriers such as traffic speed, visibility, and incomplete connections.

Input from the open house closely aligned with the survey findings. Participants emphasized the need for safer crossings along major corridors, more consistent sidewalks, and improvements that make walking more predictable and comfortable. Key destinations such as parks, schools, and commercial areas were repeatedly identified as priorities for improved access.

Figure 5: Open House 1

Open House 2

A second public open house was held June 1, 2026, from 4:30 to 6:30 PM at the St. Matthews Community Center to present draft recommendations and gather feedback on proposed projects and priorities. Materials included maps of near-term and long-term projects, as well as a toolkit of potential design strategies intended to improve safety, reduce speeds, and enhance pedestrian comfort. A total of 18 attendees provided input at this open house.

The open house exhibits presented a range of improvements, from quick-build projects such as sidewalk repairs, striping, and traffic calming to larger corridor investments and long-term connections. Draft project locations reflected the same themes identified during earlier engagement, including the need to provide pedestrian facilities on streets such as Willis Avenue, Sherburn Lane, and St. Matthews Avenue, and to improve crossings along major corridors like Shelbyville Road and Breckenridge Lane.

Participants **(Figure 6)** were asked to review these recommendations and provide feedback on priorities, feasibility, and overall direction. Feedback focused on confirming the importance of safety, emphasizing continuous routes over isolated improvements, and supporting a phased approach that delivers visible near-term changes while advancing larger projects incrementally. The open house also reinforced the need for coordination with partner agencies for projects located on state or regional roadways. Feedback on potential improvements and priorities from attendees was positive.

Figure 6: Open House 2

4. Prioritization Framework

The primary constraint on walkability is not distance, but how well the network supports short, everyday trips between nearby destinations. The pattern is clear across existing conditions, crash data, and public input all pointing to a network that works in pieces but breaks down at critical points. Sidewalks are often incomplete, crossings are missing where demand is highest, and traffic speeds on key corridors make walking uncomfortable and, in some cases, difficult to navigate. These are not isolated issues, but recurring conditions that appear in specific locations and follow consistent patterns across the city.

This chapter defines how those patterns are translated into action via goals and objectives that provide the framework used to move to project decisions. It establishes where improvements should be focused, what types of problems they are intended to address, and how multiple issues should be resolved together rather than in isolation.

The priorities in this framework are grounded in three findings:

- Walking is comfortable where speeds are low and crossings and space are defined
- Walking becomes uncomfortable where traffic is frequent, faster, and space is constrained
- Where traffic is fast and volumes are high, and crossings or connections are missing, walking becomes something people only do when they have no other option.

These conditions guide the study recommendations and determine which corridors are prioritized, what types of improvements are proposed, and how projects are phased. The purpose of this section is to make those decisions consistent and defensible. The framework that follows is applied directly in **Chapter 5** to identify projects, define improvements, and organize implementation.

Goals and Objectives

The goals in this study reflect a shared vision shaped by community input, leadership direction, and a detailed review of existing conditions. Residents described where walking feels unsafe, inconvenient, or disconnected. The analysis confirmed those concerns and showed consistent patterns, strong potential for walking, but a system that does not fully support it.

Goal 1: Safety

Improving safety is the most immediate priority. While many neighborhood streets are comfortable, several corridors expose pedestrians to higher traffic speeds, unclear crossings, and limited visibility. Crossing major roads is frequently described as difficult and unpredictable. These conditions align with crash patterns, which show that the most serious incidents occur along higher-volume corridors. Addressing these issues requires making crossings more visible and frequent, improving lighting and markings, and ensuring street design supports slower, more context appropriate speeds.

- **Safer Street Crossings:** Making it easier, clearer, and more predictable for people to cross streets, especially wide or high-speed corridors.
- **Slower, Calmer Traffic:** Designing streets so vehicle speeds match neighborhood context and human activity, reducing intimidation and crash risk for everyone.

- **Visibility & Awareness:** Ensuring people walking are easy to see and clearly visible through lighting, markings, and street design that reinforces yielding behavior.

Goal 2: Complete and Connected Network

The sidewalk network needs to function as a continuous system. Today, sidewalks are present across much of the city, but they do not consistently connect. Gaps interrupt routes, sidewalks are often provided on only one side of the street, and connections to destinations are uneven. Residents repeatedly described routes that should be simple, such as walking to a park, school, or nearby store, but are made difficult by missing segments or indirect connections. This study focuses on turning a fragmented system into a complete network that allows people to move between neighborhoods and destinations without interruption.

- **Filling Sidewalk Gaps:** Creating a complete and connected sidewalk network.
- **Neighborhood to Destination Connectivity:** Linking residential areas to everyday destinations: parks, schools, shops, libraries.
- **Overcoming Physical Barriers:** Eliminating physical barriers that divide neighborhoods and discourage walking.

Goal 3: Comfort, Accessibility, and Maintenance

Comfort and accessibility also shape whether walking is a realistic option. Many sidewalks are narrow, uneven, or in poor repair, which limits their usability for people with mobility needs and reduces overall comfort. In addition, exposure to traffic and poor lighting affect how safe walking feels, especially at certain times of day. Improving the condition, width, and placement of sidewalks, along with visibility and lighting, makes walking more accessible and appealing for a wider range of people.

- **Accessible, Maintained Walking Spaces:** Providing smooth, level, and navigable surfaces that work for strollers, wheelchairs, mobility aids, and aging residents.
- **Personal Comfort & Sense of Security:** Improving lighting so people feel comfortable walking at all times of day.

Goal 4: Community and Character

Walkability in St. Matthews is closely tied to community character. Walking supports everyday life, not just recreation. Residents want to be able to reach schools, parks, and local businesses easily and safely, and they want streets that feel human-scaled and connected to the surrounding neighborhood. This study emphasizes improvements that reinforce that character, rather than introducing designs that feel out of place or overly oriented toward vehicle movement.

- **Supporting Daily Life & Local Activity:** Designing sidewalk networks that support school travel, and access to local businesses, not just recreation.
- **Streets That Reflect Community Character:** Ensuring walking environments feel human scaled and aligned with neighborhood identity, rather than highway or auto oriented.

5. Projects and Prioritization

Improvement projects in this study move from identified needs to a focused and deliverable program. Recommendations draw from data, field observations, and direct public input, identifying where sidewalks are missing, where crossings are limited, and where barriers such as major roads and rail lines interrupt movement. This analysis showed that demand for walking exists. Residents consistently identified the same corridors and routes, often using them despite poor conditions, which points to a network that does not fully support the trips people want to make.

Project selection focused on improvements that address safety, close gaps, respond to community priorities, and connect neighborhoods to everyday destinations such as parks, schools, and commercial areas. Many locations meet more than one of these criteria, where safety concerns, missing infrastructure, and public demand overlap. The study also evaluates how individual projects contribute to a more complete system, emphasizing connections rather than isolated improvements.

Feasibility shapes how projects are organized. Some improvements can be delivered quickly through low cost actions such as striping, signage, or targeted construction. Others require additional design, coordination, or capital investment, particularly along major corridors or where jurisdiction is shared. Because of these differences, projects are not ranked numerically. Instead, they are organized into a phased implementation roadmap that reflects both urgency and deliverability.

Near-term proposed improvements focus on visible improvements that the City can advance quickly. Mid-term efforts build continuity by expanding connections and improving corridors. Long-term projects address more complex barriers and interagency corridors that require sustained coordination but are essential to completing the network. This phased approach allows the City to make steady progress.

Figure 7 illustrates the proposed pedestrian network organized by implementation phase alongside existing sidewalk conditions. The map shows how planned improvements build on the current system to create more continuous and connected routes over time. Each labeled corridor corresponds to a project or set of improvements described in this chapter, organized by phase. Near-term projects focus on closing gaps and improving key crossings, while later phases build longer connections and address more complex corridors.

The phased network and existing sidewalk conditions highlight where the system already supports walking and where improvements are needed to create consistent connections between neighborhoods, destinations, and activity areas across the city.

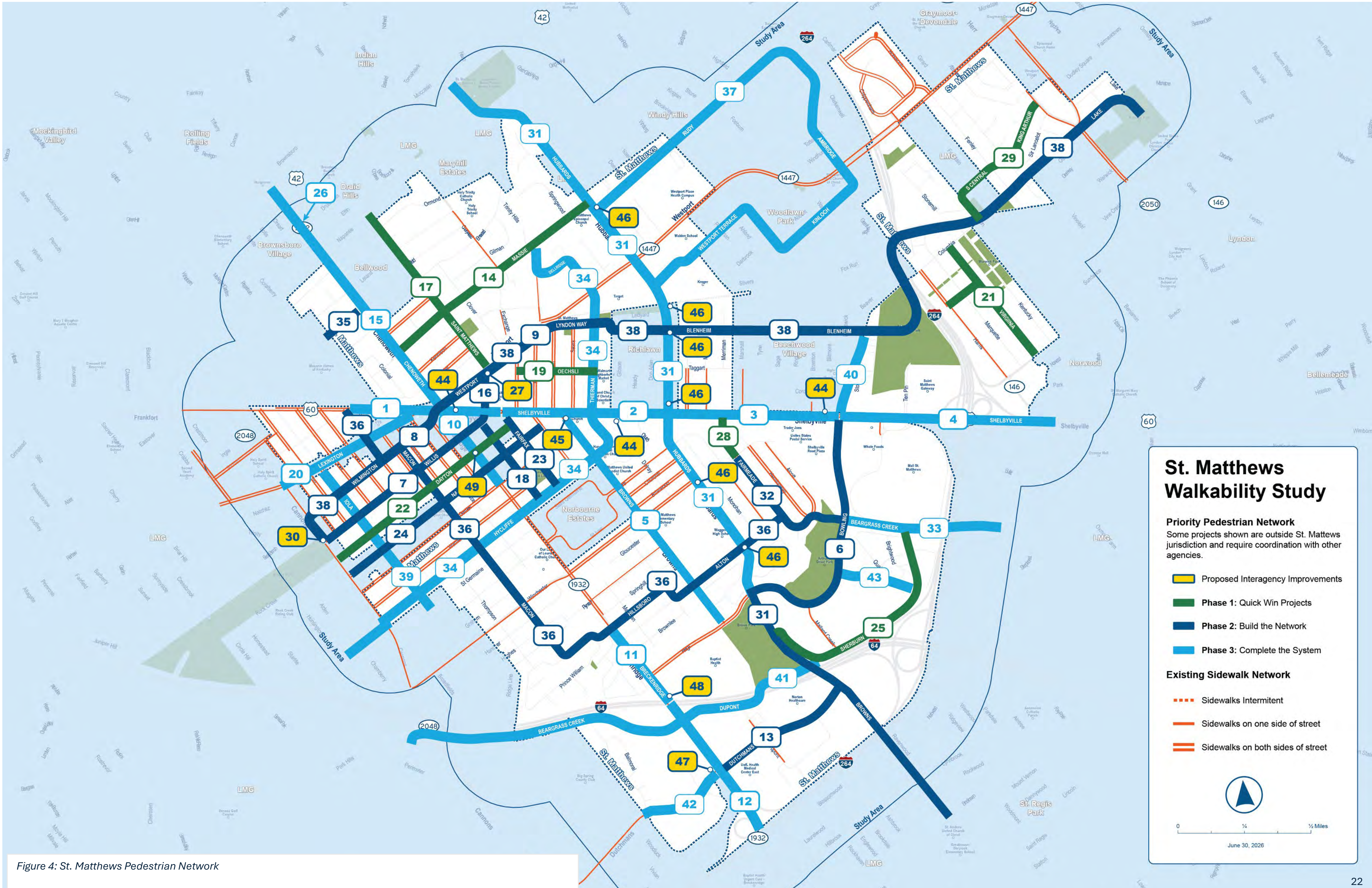


Figure 4: St. Matthews Pedestrian Network

Implementation Road Map

The implementation roadmap organizes recommended improvements into phased actions, recognizing that building a complete and walkable network will require a sustained, step by step approach. Phase 1 focuses on near-term, high impact improvements such as closing critical sidewalk gaps and addressing the most urgent safety issues. Phase 2 expands the network and improves key corridors and crossings, while Phase 3 delivers larger, more complex projects that reshape major barriers and create long-term system change. Improvements are not listed in priority order. Proposed interagency improvements

Phase 1: Quick Wins (1–3 Years)

Phase 1 focuses on improvements that can be delivered in the near term and produce visible results. These projects respond directly to frequently identified concerns and typically address clear gaps in the network or uncomfortable walking conditions. The emphasis in this phase is on making immediate progress. By addressing locations where demand already exists and improvements can be delivered quickly, St. Matthews can demonstrate tangible results while beginning to strengthen the overall network.

Quick win improvements **(Table 2)** include the installation of striped pedestrian lanes, targeted traffic calming measures, and focused sidewalk construction where gaps disrupt otherwise usable routes. These projects are generally located on City-controlled streets and can often be implemented without major reconstruction.


St. Matthews Walkability Study
Priority Pedestrian Network
Some projects shown are outside St. Mattews jurisdiction and require coordination with other agencies.
Phase 1: Quick Win Projects
0
¼
½ Miles
Study Area
St. Matthews
Shelbyville
Westport
Hubbards
Breckenridge
Brownsboro Village
Bellevue
Woodlawn Park
Fleetwood Village
Rivertown
Indian Hills
Holiday Manor
Norbourne Estates
Meadowbrook Farms
Newburg
17
14
19
28
22
29
21
25

Table 2: Proposed Phase 1 Quick Win Improvements

ID	Project Name	Limits	Description	Est. Cost
14	Massie Ave	Chenoweth Ln to Hubbards Ln	Sidewalk and ADA upgrades	$640k-$670k
17	N. St. Matthews Ave	Westport Rd to Napanee Rd	Striped pedestrian path	$125k-$155k
19	Oechsli Ave	Sherrin Ave to Thierman Ln	Striped pedestrian path	$40k-$55k
21	Virginia & Warwick Avenue	Harris Place to Warwick Park Sidewalk Entrance	Sidewalk infill and intersection improvements	$120-$150k
22	Dayton Ave	Cannons Ln to Fairfax Ave	Traffic calming and pedestrian crossings	$120k-$140k
25	Sherburn Ln	Mall St. Matthews to Browns Ln (**3 Phases)	Sidewalk infill	$730k-$820k**
28	Fairmeade Rd	Shelbyville Rd to Winchester Rd	Sidewalk infill	$95k-$115k
29	King Arthur Ln	Herr Ln to Columbia Ave	Striped pedestrian path	$90k -$110k

#14 – MASSIE AVENUE
(Chenoweth Lane to Hubbards Lane)

Rendering of reconstructed sidewalk on Massie Ave. with crosswalk

PROJECT DESCRIPTION

Massie Avenue is classified as a minor collector road, serving several neighborhoods between Chenoweth Lane and Hubbards Lane. The corridor has high pedestrian activity due to the residential area, schools, churches and commercial destinations. In recent years, portions of the corridor have been improved with new sidewalks, including segments adjacent to the Trinity Hills neighborhood and between Ridgeway Avenue and Hubbards Lane. While these improvements have enhanced walkability along portions of the corridor, some substandard sidewalk conditions exist west of Cherrywood Road, creating challenges for people walking to nearby destinations.

Attention would also be given to the crossings of Chenoweth Lane and Hubbards Lane, which would require coordination with Louisville Metro. The concept would provide a continuous, accessible sidewalk along the north side of the corridor, with improved curb ramps and marked crosswalks with lighting improvements at intersections. Together, these improvements would create a more complete and comfortable pedestrian network while strengthening connections between neighborhoods and community destinations.

EXISTING CONDITIONS

- Sidewalk improvements have been completed on portions of the corridor
- Varying sidewalk conditions remain
- Pedestrian crossings at key intersections can be challenging
- Corridor serves neighborhoods, schools, parks, churches and nearby destinations

PROPOSED IMPROVEMENTS

- Reconstruct substandard sidewalks
- Ensure a continuous accessible sidewalk along north side of the corridor
- Improve crossings at Chenoweth Lane and Hubbards Lane
- Upgrade pedestrian curb ramps and intersection accessibility with lighting

KEY BENEFITS

- Continuous pedestrian route along Massie Avenue
- Improved accessibility and ADA compliance
- Safer and more visible pedestrian crossings
- Better connections between neighborhoods and destinations

PLANNING-LEVEL COST ESTIMATE

$640k-$670k

#17 – ST. MATTHEWS AVENUE
(Westport Road to Napanee Road)

Rendering of a pedestrian lane at St. Matthews Ave. and Chenoweth Sq.

PROJECT DESCRIPTION

St. Matthews Avenue experiences sufficient traffic volumes and activity to create discomfort for pedestrians while lacking dedicated walking facilities. Due to limited right-of-way, numerous driveways, utility poles, and roadway drainage, traditional sidewalk construction is challenging, particularly between Westport Road and Massie Avenue.

Drivers could use the full street width, but the marked pedestrian space communicates priority for people walking, with vehicles expected to encroach into the lane only when passing opposing traffic. Because vehicles will occasionally drive over the marked area, maintaining high-quality striping and visibility will be critical to long-term effectiveness. The project could also include enhanced crosswalks, ADA-compliant ramps with other intersection safety improvements. These improvements improve pedestrian connectivity from the neighbors north of Westport Road to destinations in the heart of St. Matthews. This type of treatment reallocating roadway space to a pedestrian path has been used in other locations in Louisville, including Lexington Road and between Seneca and Cherokee Parks. Coordination with KYTC to create pedestrian crossing to Trinity High School and shopping should be considered to complete the connection.

EXISTING CONDITIONS

- No dedicated pedestrian facility
- Narrow right-of-way and short driveways
- Poor connectivity to key destinations

PROPOSED IMPROVEMENTS

- 5’-wide pedestrian path separated from traffic
- Narrower travel lanes to reduce speeds
- Improved intersection safety, better visibility, ramps/landings at corners

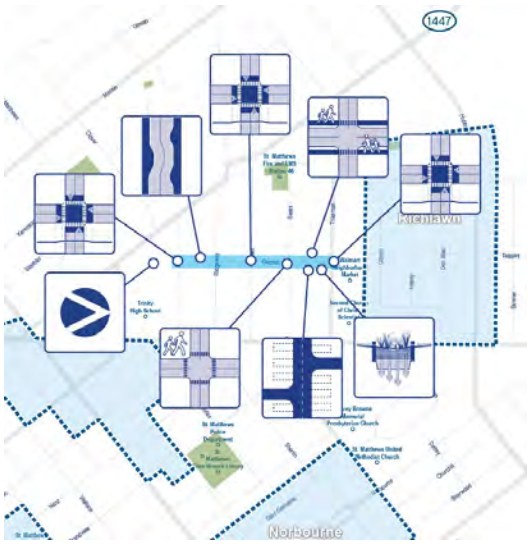
KEY BENEFITS

- Safe, dedicated pedestrian route
- Improves pedestrian comfort
- Improved crossings at intersections and accessibility for all users
- Expands access to the heart of St. Matthews

PLANNING-LEVEL COST ESTIMATE

$125k-$155k

#19 – OECHSLI AVENUE
(N Sherrin Avenue to Thierman Lane)



Rendering of a pedestrian lane at Oechsli Ave. and Ridgeway Ave.

PROJECT DESCRIPTION

This project proposes a painted pedestrian lane along Oechsli Avenue to create a defined space for walking on a narrow residential street where no sidewalks currently exist. The corridor is approximately 18 feet wide, with limited right-of-way to construct traditional sidewalks. The proposed approach establishes around a 5-foot marked pedestrian zone along one side of the street, formalizing existing walking activity and providing a clear expectation that drivers yield to pedestrians. The route serves as an important connection between nearby retail areas and the high school, supporting frequent short trips that are currently uncomfortable or unsafe.

Drivers would use the full street width, but the marked pedestrian space communicates priority for people walking, with vehicles expected to encroach into the lane only when passing opposing traffic. Because vehicles will occasionally drive over the marked area, maintaining high-quality striping and visibility will be critical to long-term effectiveness. Intersection treatments at Oechsli Avenue and Sears Avenue are recommended to discourage cut-through traffic and reinforce the street's role as a low speed, neighborhood corridor. This is a low cost solution in a constrained environment where widening for sidewalks is not feasible.

EXISTING CONDITIONS

- No dedicated pedestrian facility
- Few fronting driveways, creating a relatively uninterrupted edge condition
- Constrained right-of-way limits feasibility of traditional sidewalk construction

PROPOSED IMPROVEMENTS

- Stripe a ~5-foot painted pedestrian lane with pavement markings and symbols to define pedestrian priority space
- Implement curb extensions or raised crosswalks/ markings at Oechsli and Sears intersection to reduce cut-through traffic
- Consider lighting or visibility upgrades where needed

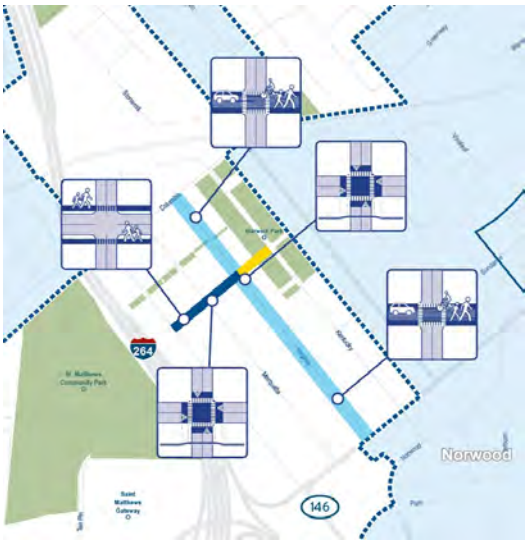
KEY BENEFITS

- Lower solution that can be implemented quickly with minimal disruption
- Improves predictability by defining where pedestrians should walk
- Can be paired with traffic calming to reinforce a lower-speed, neighborhood street environment

PLANNING-LEVEL COST ESTIMATE

$40k-$55k

#21 – VIRGINIA & WARWICK AVENUES
(Harris Place to Warwick Park's Virginia Entrance)



Rendering of raised intersection at Warwick Ave. and Virginia Ave.

PROJECT DESCRIPTION

Virginia Avenue provides an important connection between the surrounding neighborhood and Warwick Park, with a direct sidewalk connection to the park at the Warwick Avenue intersection. Neither Virginia Avenue nor Warwick Avenue currently provides accommodations for people walking, requiring pedestrians to share space with vehicles. Traffic on Virginia Avenue does not stop at the Warwick Avenue intersection. The street's existing design can also encourage cut-through traffic to reach New LaGrange Road, with drivers avoiding Harris Place which has a series of speed humps. This creates conditions that may be uncomfortable for residents walking to the park or other neighborhood destinations.

The proposed improvements focus on improvements along Warwick Avenue that will benefit the whole neighborhood as they seek to enjoy the many amenities at Warwick Park. This will construct a new sidewalk along Warwick Avenue, tying into the existing sidewalks on Harris Place. Warwick Avenue is central to this section of the neighborhood, so this will create a safe and convenient route to feed pedestrians directly into Warwick Park (and thru to Washburn Avenue and Lyndon). The project would also construct raised intersections, with high visibility crosswalks, at Warwick and Marquette Drive and Virginia Avenue. These raised intersections will discourage cut-through traffic and help maintain speeds to the desired level. These improvements would create a slower-speed environment that prioritizes pedestrian comfort, strengthens neighborhood connectivity, and improves access to Warwick Park.

EXISTING CONDITIONS

- No dedicated pedestrian facility
- Pedestrians must share the road with vehicles
- Cut-through traffic uses Virginia Avenue to avoid Harris Place speed humps
- Direct neighborhood connection to Warwick Park lacks pedestrian-focused design

PROPOSED IMPROVEMENTS

- Construct sidewalk on Warwick Avenue
- Raised intersections at Marquette and Virginia for reduced speeds
- High-visibility crosswalk markings
- Enhance connections to Warwick Park and surrounding destinations

KEY BENEFITS

- Improved pedestrian comfort and safety
- Lower vehicle speeds and volumes
- Better access to Warwick Park
- Stronger neighborhood connectivity

PLANNING-LEVEL COST ESTIMATE

$120k-$150k

#22 – DAYTON AVENUE
(Near Cannons Lane to Breckenridge Lane)

Rendering of a pedestrian lane on Dayton at Breckenridge.

PROJECT DESCRIPTION

Dayton Avenue is an important neighborhood connection between nearby destinations such as Seneca Park and shopping, but current conditions make walking uncomfortable. The corridor lacks consistent pedestrian space, and factors like cut-through traffic, speeds, and roadway design create challenges for people walking. This project introduces a striped pedestrian lane along the corridor, paired with targeted traffic calming such as chicanes, curb extensions, and raised crossings to slow vehicles and improve visibility.

The project limits extend to Breckenridge Lane at the city boundary. Because Breckenridge is a KYTC facility, crossing improvements will require coordination and are included as part of interagency priorities, including a recommended RRFB. In the near term, pedestrians can connect via Willis Avenue, but a direct crossing along Breckenridge should be evaluated long term to improve access and complete the route.

EXISTING CONDITIONS

- Limited pedestrian facility between Cannons Ln & Breckenridge Ln
- Numerous pull-off parking pads
- New sidewalk segment approaching Cannons Lane to Seneca Park

PROPOSED IMPROVEMENTS

- Striped pedestrian lane with traffic calming (chicanes, curb extensions, raised crossings) to slow speeds and define space for walking
- Intersection improvements including high-visibility crossings and ADA-compliant curb ramps
- Future crossing at Breckenridge with KYTC.

KEY BENEFITS

- Safe, dedicated pedestrian route
- Parallel route to Willis Ave with much lower traffic volumes and speeds
- Improved crossings at intersections
- Creates new connection to Seneca Park

PLANNING-LEVEL COST ESTIMATE

$120k-$140k

#25 – SHERBURN LANE
(Browns Ln to Mall St. Matthews)

Rendering of new sidewalk on Sherburn Ln. with crossing into Brown Park

PROJECT DESCRIPTION

This project constructs a continuous sidewalk along one side of Sherburn Lane, creating an approximately one-mile connection between the Mall St. Matthews and Browns Park. Today, this corridor lacks a pedestrian facility, despite serving a residential areas with nearby apartments and direct access to retail, jobs, and services. Informal dirt paths leading from adjacent neighborhoods to the mall show clear demand, with residents creating dirt paths along the roadway where no sidewalk exists. Early design and engineering for the full corridor positions the City to pursue larger implementation funding in phases, making this a candidate for leveraging future local, state, and federal dollars.

The project could be implemented in three phases to build toward a complete connection:

- Phase 1: Quails Run Road to Mall St. Matthews, formalizing dirt walking paths to mall destinations
- Phase 2: Mallard Creek Road to Browns Lane, including connection to Brown Park
- Phase 3: Mallard Creek Road to Quails Run Road, completing the full corridor

EXISTING CONDITIONS

- No sidewalk along Sherburn Lane; pedestrians create informal dirt paths to access the mall
- Demand to reach retail, jobs, and services
- Browns Lane identified as a high-volume corridor where crossings are difficult and creates barriers between destinations

PROPOSED IMPROVEMENTS

- Construct a continuous sidewalk along one side of Sherburn Lane (around 1 mile total)
- Prioritize protected crossing improvements of Browns Lane and Sherburn Ln at the mall.

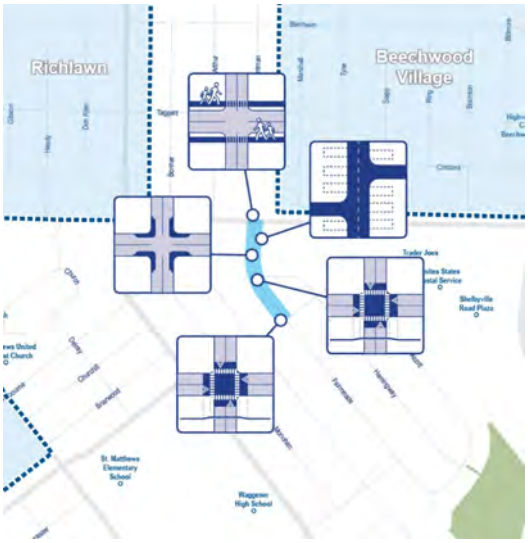
KEY BENEFITS

- Creates a continuous connection between housing, retail, and recreational destinations
- Formalizes existing pedestrian demand, reducing risk from walking in the roadway
- Provides crossing opportunities of major roadways acting as barriers

PLANNING-LEVEL COST ESTIMATE

Phase 1: $430k-$460k
Phase 2: $155k-$185k
Phase 3: $145k-175k
Total: $730k-820k

#28 – FAIRMEADE ROAD
(Winchester Road to Shelbyville Road)



Rendering of improved pedestrian crossing with new sidewalk on Fairmeade Rd.

PROJECT DESCRIPTION

This project proposes construct a new sidewalk along the east side of Fairmeade Road from Winchester Road to just north of Hemingway Avenue, where the route will cross to the west side and connect directly into the existing sidewalk network at Shelbyville Road near Walgreens. Today, there is no sidewalk along this corridor, despite it serving as one of the most direct walking routes from surrounding neighborhoods to shops and services along Shelbyville Road.

The Fairmeade/Shelbyville Road intersection is within a high activity area where turning movements, access points, and traffic volumes increase exposure for people walking. Providing a dedicated sidewalk and defined crossing improves safety, supports short trips, and aligns with the City's goal of connecting neighborhoods to everyday destinations while reducing risk for vulnerable users.

EXISTING CONDITIONS

- No sidewalk along Fairmeade Road
- Direct neighborhood connection to Shelbyville Road commercial corridor
- Evidence of pedestrian activity but no dedicated facilities or continuous path

PROPOSED IMPROVEMENTS

- Construct new sidewalk along the east side of Fairmeade Road from Winchester Road to north of Hemingway Avenue
- Install a controlled or high-visibility crossing near Hemingway to transition pedestrians to the west side and connect to the sidewalk near Walgreens

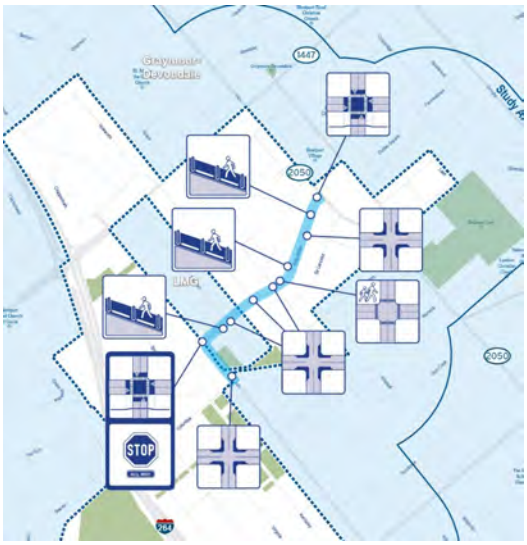
KEY BENEFITS

- Safe, dedicated pedestrian route
- Improves pedestrian comfort
- Aligns with community priorities to fill sidewalk gaps and improve connections to commercial areas

PLANNING-LEVEL COST ESTIMATE

$95k-$115k

#29 – KING ARTHUR LANE
(Washburn Lane to Herr Lane)



Rendering of a pedestrian lane on King Arthur Lane

PROJECT DESCRIPTION

This project proposes a painted pedestrian lane along King Arthur Lane (Herr Ln to Columbia Ave) to create a defined, visible space for people to walk where no sidewalk exists today. The treatment uses pavement markings to designate a shared lane for pedestrians, improving visibility and awareness while maintaining access for residents. King Arthur Lane functions as a local connector between homes and nearby destinations, including a park, supporting short everyday trips that are currently difficult due to gaps in the walking network.

Drivers would use the full street width, but the marked pedestrian space communicates priority for people walking, with vehicles expected to encroach into the lane only when passing opposing traffic. Because vehicles will occasionally drive over the marked area, maintaining high-quality striping and visibility will be critical to long-term effectiveness. This is a low cost improvement that can be implemented quickly, with potential coordination with Louisville Metro Government (LMG) where segments fall under shared jurisdiction.

EXISTING CONDITIONS

- No dedicated pedestrian facility; people walk in the travel lane despite demand for connections
- Residential street with fronting driveways and limited on-street parking

PROPOSED IMPROVEMENTS

- Reallocate 6’ on the north side and retain 8’ of on-street parking on the south side
- Add pavement markings and symbols to clearly define pedestrian space and reinforce driver awareness
- Maintain a shared travel way for vehicles in the remaining space.

KEY BENEFITS

- Lower cost treatment using pavement markings
- Improves visibility and awareness of pedestrians
- Maintains normal operations, including garbage collection and mail delivery, without disruption

PLANNING-LEVEL COST ESTIMATE

$90k-$110k

Proposed Interagency Improvements

Many of the most significant barriers to walking in St. Matthews are located on corridors that are owned and operated by partner agencies. These routes serve important regional transportation functions and include facilities such as Shelbyville Road, Breckenridge Lane, Browns Lane, and portions of Westport Road.

Because these corridors carry higher traffic volumes and speeds, they often present the greatest challenges for pedestrians. They also contain many of the crossings, gaps, and connectivity issues identified through the existing conditions analysis and public engagement process.

The projects shown in **Figure 8** and **Table 4** represent a separate implementation track from the City led proposed improvements. Rather than being organized by phasing, these projects are dependent on coordination with partner agencies, project development schedules, funding availability, and broader corridor priorities. As a result, implementation timing is largely outside the City's direct control.

The City can support these improvements by advancing planning, participating in corridor studies, coordinating during project development, and pursuing joint funding opportunities. Maintaining a defined set of interagency priorities also allows St. Matthews to respond when state, regional, or local funding opportunities emerge.

Common improvement types include:

- Sidewalk infill along major corridors
- New and enhanced pedestrian crossings
- Intersection upgrades and accessibility improvements
- Crossing treatments that connect neighborhoods to schools, parks, and commercial destinations

While these projects may require longer implementation timeframes, they are critical to achieving a complete pedestrian network. Many of the most important connections in St. Matthews depend on improvements along facilities that extend beyond City ownership and jurisdiction.

Figure 8: Proposed Interagency Improvements

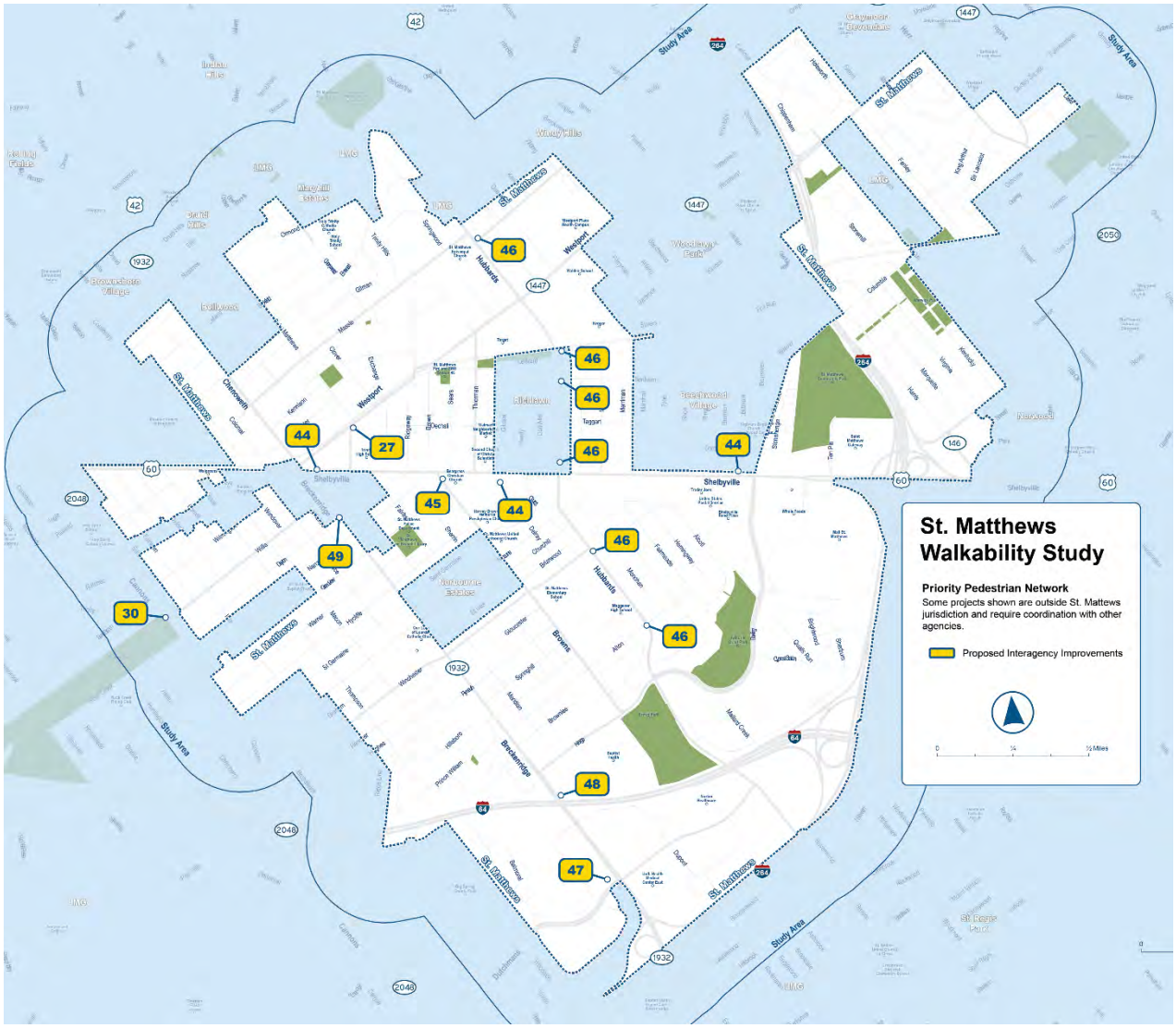


Table 3: Proposed Interagency Improvements

ID	Name	Limits	Agency	Improvement Description
27	Westport Road	Intersection at St. Matthews Ave	KYTC	Intersection improvement and pedestrian crossing of Westport (PHB/RRFB)
30	Cannons Lane	Intersection at Willis Ave	Metro	Continuing sidewalks and ADA through Willis Avenue intersection
44	Shelbyville Road	Breckenridge Lane to Bowling Blvd	KYTC	Road Safety Audit, sidewalk infill, pedestrian crossings where appropriate
45	Browns Lane	Shelbyville Road to Beargrass Christian Church	Metro	Sidewalk infill
46	Hubbards Lane	Westport Rd to Bowling Blvd	Metro	Pedestrian crossings, railroad crossing improvements, intersection improvements
47	Dutchmans Lane	Intersection at Breckenridge Lane	Metro	Sidewalk infill
48	Breckenridge Lane	Kresge Way to I-64 bridge	KYTC	Sidewalk infill
49	Breckenridge Lane	Intersection at Dayton Ave	KYTC	Rapid Rectangular Flashing Beacon (RRFB)

Phase 2: Build the Network (3–8 Years)

Phase 2 improvements **(Figure 9)** expand on the quick wins by strengthening connections between neighborhoods and destinations. These projects typically involve more substantial design or coordination but are critical to improving how the network functions.

Many of these improvements focus on corridor level connections that extend beyond individual blocks. They may include longer sidewalk segments, enhanced crossings, or reconfiguration of roadway space to better accommodate pedestrians. These projects build continuity across the system and begin to address larger gaps identified through both analysis and public input.

In addition to implementation, this phase includes advancing design and coordination for more complex future projects. This ensures that longer term improvements are positioned to move forward as funding and partnerships become available.

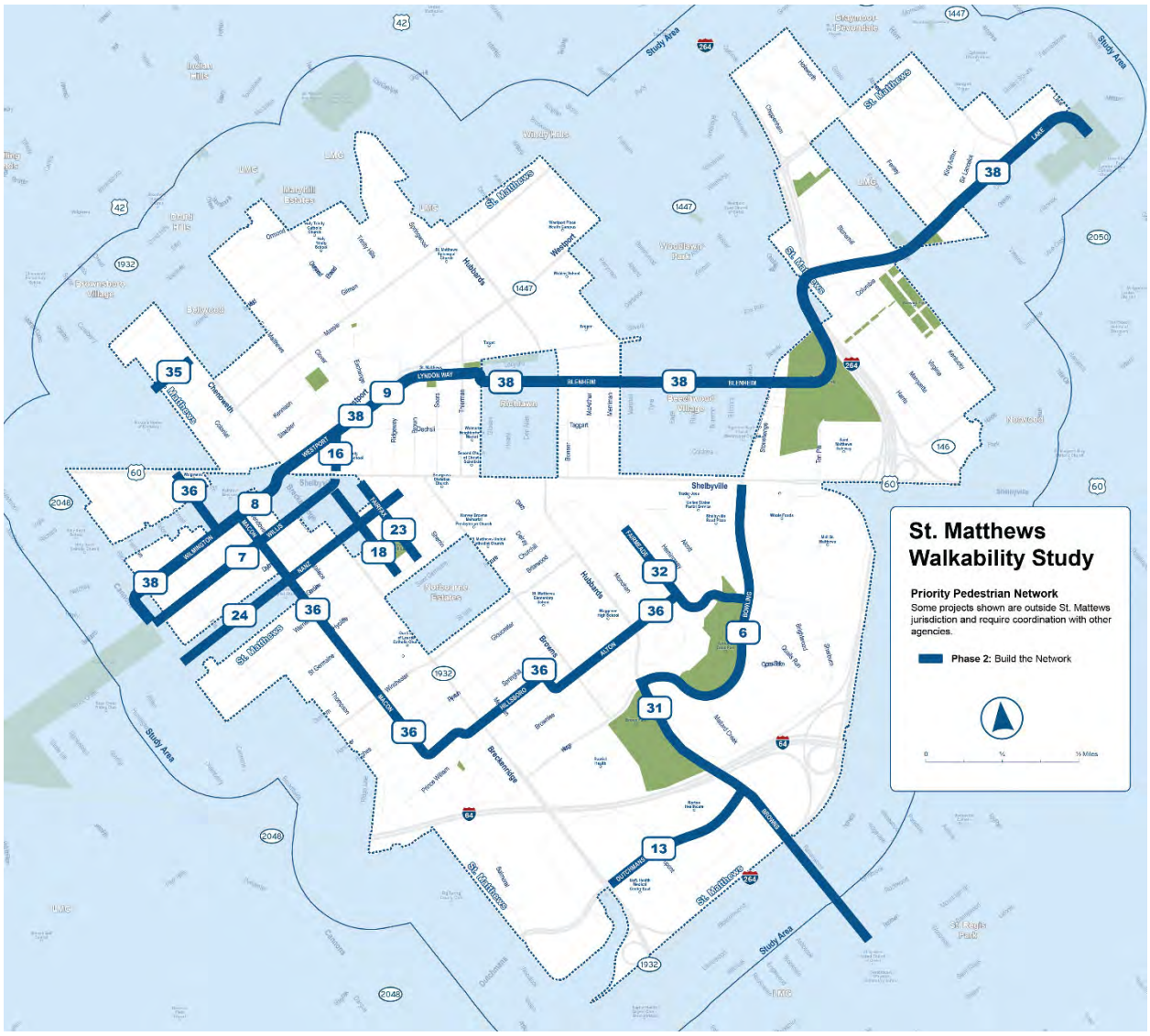


Figure 9: Phase 2 Proposed Improvements

Table 4: Phase 2 Proposed Improvements

ID	Name	Limits	Proposed Improvement
6	Bowling Blvd Crossings & Connections	Shelbyville Rd to Kresge Way	Crossing improvements and gap closures on major corridor
7	Wills Ave Protected Ped Path	Cannons Ln to Breckenridge Ln	Protected pedestrian path separated from traffic
8	Wilmington Ave Shared Street	Cannons Ln to Shelbyville Rd	Shared street with traffic calming for neighborhood connection
9	Lower Westport Rd Improvement	St. Matthews Ave to Hubbards Ln	Corridor retrofit with crossings, access, and streetscape improvements
13	Dutchmans Ln Complete Street	Breckenridge Ln to Browns Ln	Complete street upgrade with multimodal improvements
16	St. Matthews Ave Complete Street	Breckenridge Ln – Westport Rd	Complete street reallocation for all users
18	Meridian Ave Improvement	Shelbyville - St Germaine Ct	Corridor retrofit with targeted pedestrian improvements
23	Fairfax Avenue	Hycliffe to Shelbyville Rd	Shared street or traffic calmed neighborhood corridor
24	Nanz Avenue	Macon to Breckenridge	Shared street or sidewalk infill corridor
31	Browns Lane South	Bowling Blvd to Lynnbrook Drive	Phased sidewalk or shared-use path along major corridor
32	Fairmeade Rd (2)	Winchester Ave to Bowling Blvd	Connection filling gaps between neighborhood routes
35	Washington Square Shared Street	Chenoweth Lane to Masonic Homes	Pedestrian priority shared street
36	Macon + Hillboro + Alton school connector	Frankfort Avenue to Fairmeade Rd	Neighborhood connector linking schools and residential areas
38	Seneca Park + St. Matthews Park + Robsion Park Connector	Cannons Ln to Herr Ln	Multi route park connector linking major destinations

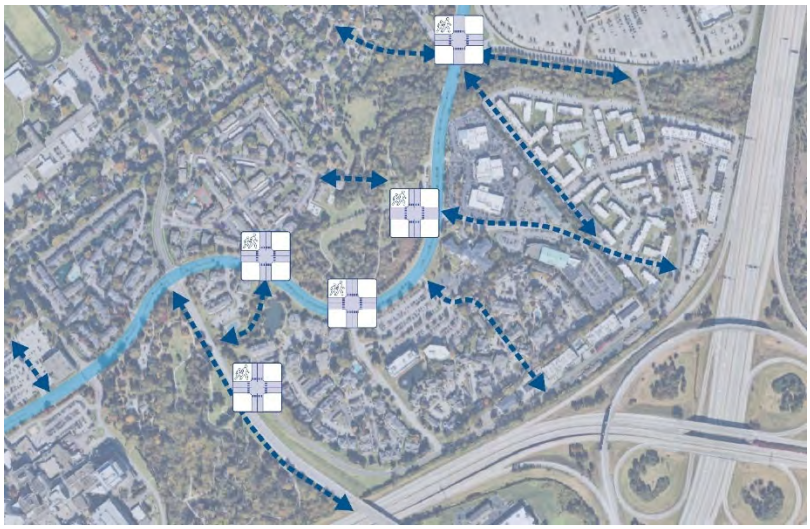
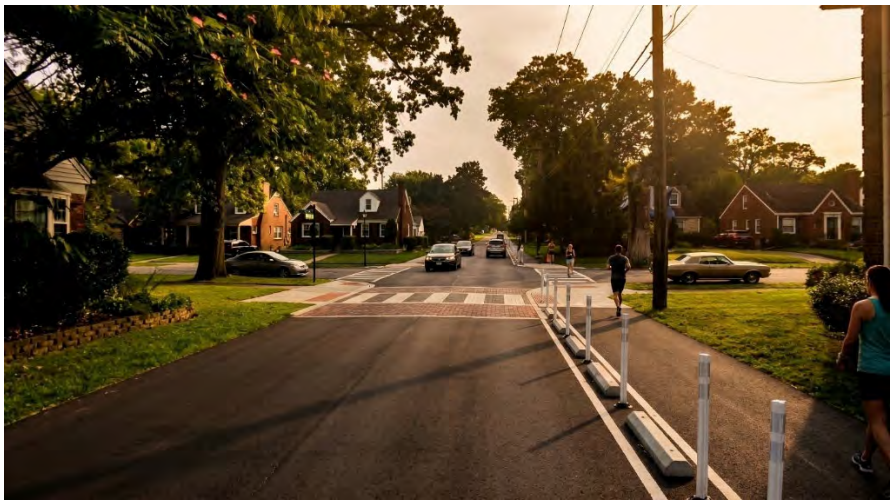


Figure 10: Improvement ID 6: Bowling Boulevard Crossings and Connections

This proposed improvement focuses on adding marked crosswalks and reducing curb radii at key intersections to shorten crossing distances and improve visibility. It also includes targeted pedestrian connections between neighborhoods and Bowling Blvd to improve access to nearby parks and shopping, using simple treatments that can be implemented incrementally.



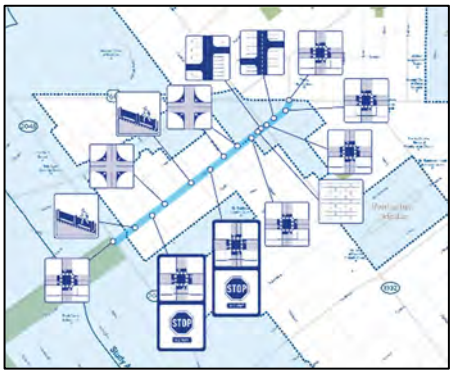


Figure 11: Improvement ID 7: Willis Avenue

Pedestrian path along Willis Avenue using lane shifts and delineators, with added all-way stops at Iola and Macon to slow traffic and connect to parallel low-stress routes; ties into nearby St. Matthews improvements and focuses on a separated walking space with intersection upgrades.

Figure 12: Improvement ID 13: Dutchmans Lane Complete Street

This proposed improvement focuses on Dutchmans Lane as a primary corridor serving the St. Matthews Medical Center, with targeted upgrades to improve walking conditions as activity continues to grow. Improvements may include adding sidewalks on both sides, enhancing crossings, and improving access to transit stops, supported by further study of roadway design and operations. Implementation may require coordination with Louisville Metro and KYTC, where the corridor extend beyond City control.

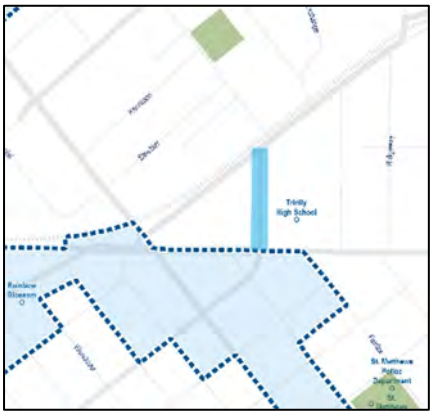


Figure 13: Improvement ID 16: St. Matthews Avenue Complete Street

Redesign St. Matthews Avenue between Shelbyville Road and Westport Road to make walking more practical within existing constraints. Improvements focus on filling sidewalk gaps where possible, keeping sidewalks more consistent, organizing on-street parking, and making targeted intersection upgrades such as a midblock crossing if warranted. Minor changes to alley and parking lot access can also help reduce conflicts and make it easier to move between businesses and the street without major reconstruction.

Figure 14: Improvement ID 18: Meridian Avenue

This proposed improvement focuses on making Meridian Avenue easier and safer to walk along by adding sidewalks on both sides between Shelbyville Road and Grandview Avenue, along with targeted crossing and traffic calming improvements at key intersections. Implementation would require coordination with Louisville Metro, where portions of the corridor fall outside City limits.

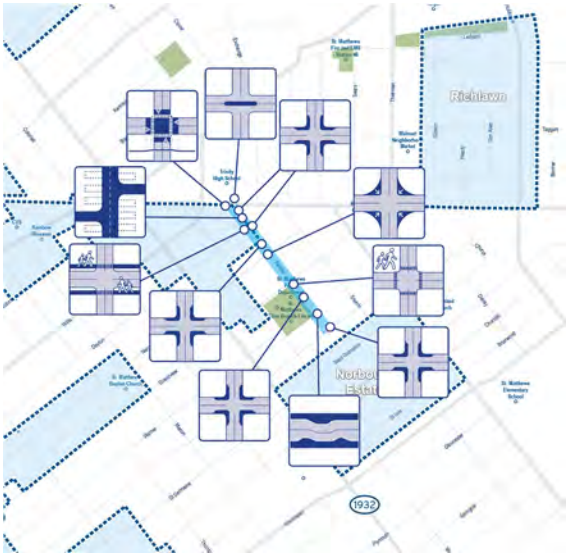


Figure 15: Improvement ID 23: Fairfax Avenue

Complete the sidewalk network approaching Shelbyville Road and improve the transition into the crossing. This proposed improvement includes coordination with KYTC to identify appropriate crossing enhancements along the corridor, addressing the long spacing between signals. The route extends to destinations including City Hall and the Library.

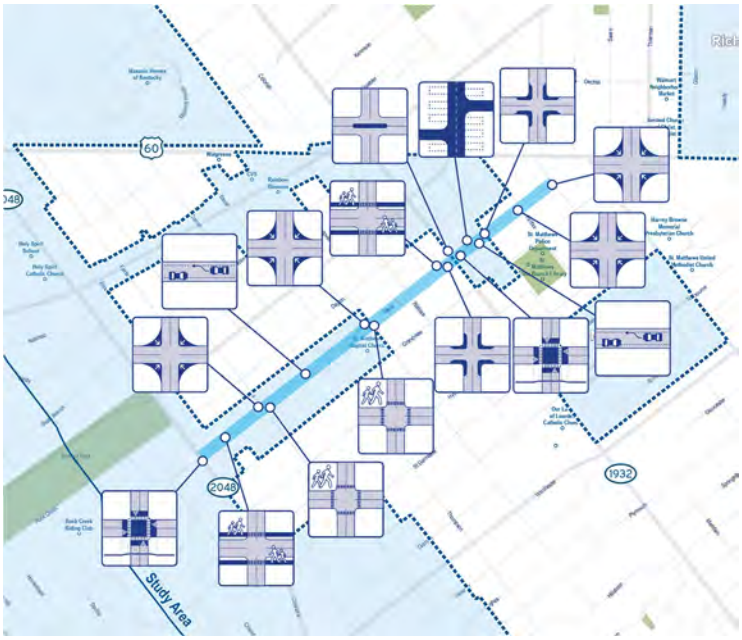


Figure 16: Improvement ID 24: Nanz Avenue

This proposed improvement focuses on using traffic calming measures to support a lower speed, neighborhood oriented route, including pavement markings, intersection treatments, and targeted calming features. Sidewalk gaps would be filled where feasible within City limits, with coordination with Louisville Metro as needed, to create a more consistent and usable walking environment.

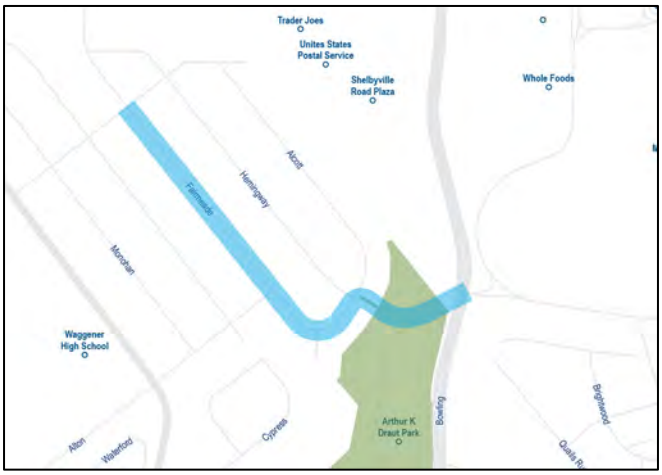


Figure 17: Improvement ID 32: Fairmeade Rd (2) to Bowling Blvd

This proposed improvement creates a new non-vehicular connection between the neighborhood and Bowling Blvd. Sidewalk improvements north of Winchester Road address higher traffic conditions, while south of Winchester alternative treatments such as a shared street or protected path may be more appropriate. A new shared use path from Alcott Road through an existing easement would connect to Arthur K. Draut Park and provide a direct route to Shelbyville Road Plaza and Bowling Blvd, improving access to nearby services.

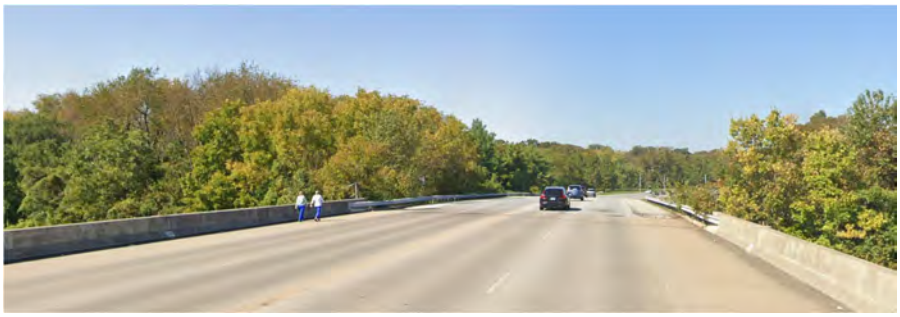


Figure 18: Improvement ID 31: Browns Lane (South of Kresge Way)

This proposed improvement creates a continuous pedestrian connection between the medical center and Brown Park, including a link to Sherburn Lane, upgraded crossings at Sherburn and Dutchmans, and interim measures such as delineators and edge line enhancements. Implementation will require coordination with Louisville Metro, with improvements designed to provide near-term benefits while allowing for future corridor upgrades.

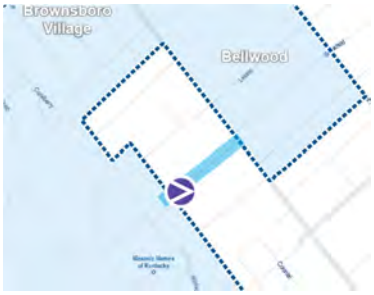


Figure 19: Improvement ID 35: Washington Square Shared Street

This proposed improvement focuses on reinforcing the street as a low-speed local connection, with targeted intersection upgrades at Chenoweth Drive and simple design elements that slow traffic and clarify pedestrian priority.

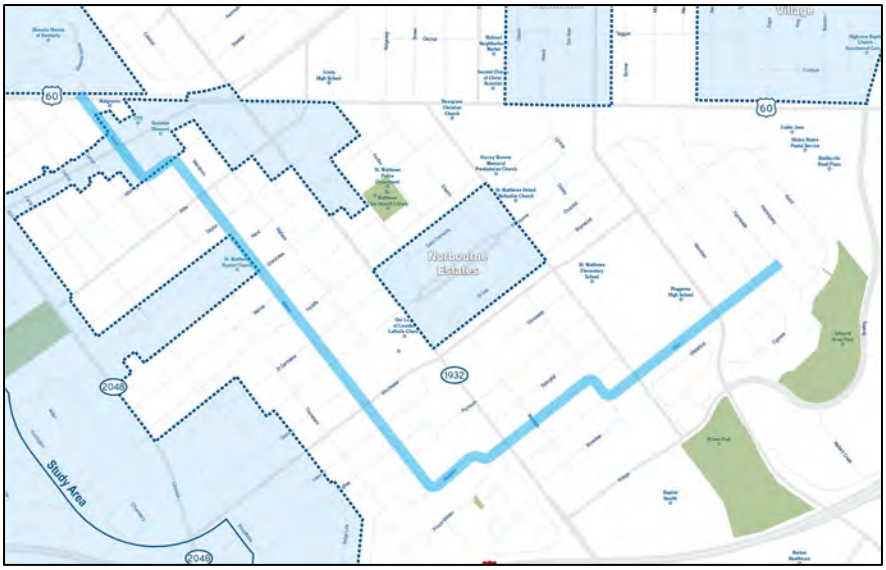


Figure 20: Improvement ID 36: Macon Avenue + Hillsboro + Alton School Connector

This project establishes a continuous walking route through neighborhoods south of the St. Matthews commercial area, where sidewalks are limited. It connects key destinations and builds an initial spine for future network improvements. Targeted crossing upgrades at major intersections, along with wayfinding and traffic control changes, would improve accessibility along the route without requiring major reconstruction.

Figure 21: Improvement ID 38: St. Matthews Connector (Seneca, St. Matthews, and Robsion Parks)

This proposed improvement responds to gaps in connectivity across I-264 and along Westport Road by establishing a more continuous, low-stress route between neighborhoods, parks, and the St. Matthews commercial area. The route is intended to better connect areas on both sides of the expressway and improve access to destinations such as Seneca Park. Implementation will require coordination with agencies outside City limits, particularly along state and Metro-controlled corridors and KYTC controlled crossings to make the route functional.

Phase 3: Complete the System (8+ Years)

Phase 3 proposed improvements **(Figure 22** and **Table 5**) address the most complex and impactful challenges in the network. These projects are often located along major corridors, in constrained environments, or in areas requiring significant reconstruction.

Common characteristics of Phase 3 projects include the need for right-of-way acquisition, utility relocation, drainage improvements, or coordination with multiple agencies. In many cases, these corridors also serve regional traffic and require balancing competing demands.

Despite their complexity, these projects are essential to achieving a complete and fully connected network. They address major barriers that currently limit movement across the city and provide long-term opportunities to improve safety and accessibility at a larger scale.

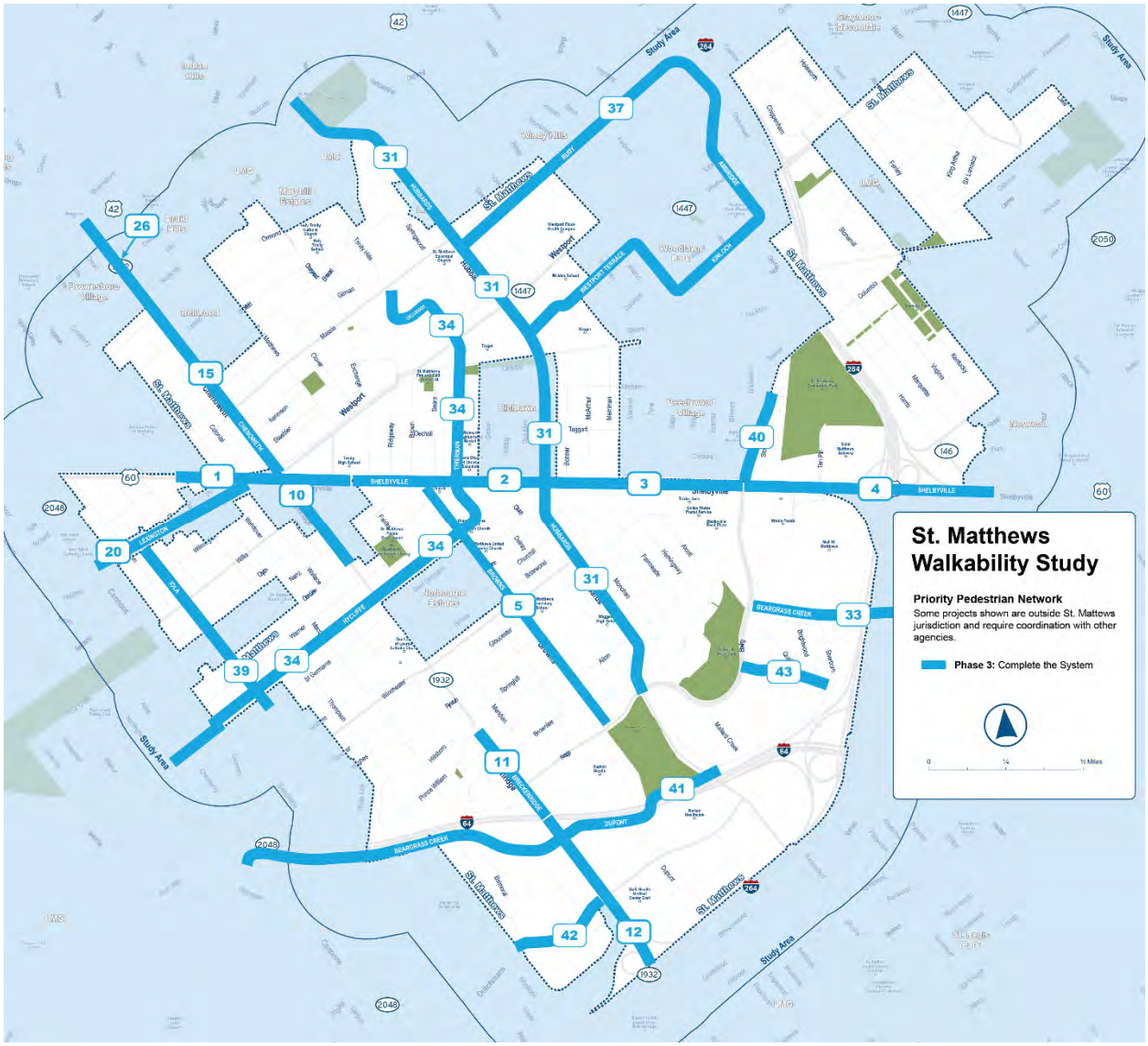


Figure 22: Phase 3 Proposed Improvements

Table 5: Phase 3 Proposed Improvements

ID	Project Name	Limits	Proposed Improvements
1	Shelbyville Road (1)	Bauer Ave to Fairfax Ave	Corridor study for crossings, access management, and pedestrian improvements along commercial corridor
2	Shelbyville Road (2)	Fairfax Ave to S Hubbard Ln	Corridor-wide improvements including crossings, sidewalk infill, and operations in coordination with KYTC
3	Shelbyville Road (3)	S Hubbards Ln to Bowling Blvd	Long-term corridor upgrades with improved crossings and continuous pedestrian facilities
5	Browns Lane North	Shelbyville Road to Kresge Way	Sidewalk/trail completion and crossing upgrades along major corridor
10	Breckenridge (1) Improvement*	Shelbyville Rd to Grandview Ave	Corridor study for pedestrian crossings, access, and safety improvements
11	Breckenridge (2) Improvement*	Hillsboro Rd to I-64	Crossing and corridor safety improvements along constrained arterial
12	Breckenridge (3) improvement*	I-64 to I-264	Long-term corridor improvements with crossings and pedestrian access upgrades
15	Chenoweth Lane Sidewalk	Brownsboro Rd - Shelbyville Rd	Sidewalk infill to complete missing segments along connector street
20	Lexington Rd Sidewalk Widening	Cannons Ln – Shelbyville Rd	Widen and improve existing sidewalks along key corridor
26	Chenoweth Lane	At Druid Hills	Intersection redesign with improved crossings and safety treatments
31	Hubbards Lane Share Use Project	Brownsboro Road to Kresge Way	Phased shared use path or sidewalk connection along major corridor
33	Beargrass Creek Trail to Oxmoor	Bowling Boulevard to Oxmoor Lane (over or under I-264)	Regional trail connection over/under I-264 linking parks and retail
34	Thierman & Hycliff Ave Improvement	Massi Ave to Cannons Lane	Neighborhood traffic calming and connection improvements
37	Windy Hills and Woodlawn loop	Loop that starts and ends at Hubbards Ln	Neighborhood loop with improved low-stress walking connections
39	Iola Crossings Improvement	Lexington Road to Hycliffe Ave	Targeted crossing and traffic calming improvements along corridor
40	Stonehenge Dr Sidewalk	Shelbyville Road to Blenheim Rd	Sidewalk infill to connect residential area to main corridor
41	I-64 Trail	Sherburn Lane to Cannons Lane	Shared use path
42	Dutchmans West/Parkway Sidewalk	Cannons Ln to Breckenridge Ln	Sidewalk/trail connection supporting medical corridor access
43	Sherburn to Bowling cut through	Sherburn Lane to Bowling Blvd	New pedestrian cut-through improving access to retail and corridors

6. Governance and Coordination

This chapter establishes the governance framework for advancing walkability in St. Matthews. The focus of this section is not to prescribe specific design treatments, but to define how decisions are made, who is responsible, and how the City will implement improvements within a system that includes multiple governing entities.

Unlike larger cities with full control over transportation and land use, implementation in St. Matthews depends on coordination across three primary layers: the City, Louisville Metro, and state and regional agencies. As a result, the effectiveness of this plan relies on aligning local actions with external processes and investments. The policies in this chapter clarify where the City has direct authority, where it should coordinate, and how it can influence outcomes.

Implementation of this plan requires a clear understanding of ownership, authority, and decision-making responsibilities. Given this structure, St. Matthews does not control all factors that influence walkability. Instead, the City should implement improvements through a combination of direct action, coordination, and advocacy.

The City of St. Matthews is responsible for maintaining the sidewalk network, managing local streets, advancing capital projects, and representing community priorities in external processes. The City's ownership of sidewalks, including maintenance and accessibility compliance, establishes a direct and ongoing responsibility to ensure that pedestrian infrastructure is safe, accessible, and connected.

Sidewalk Maintenance and Accessibility

The City generally manages the sidewalk network along streets that are maintained by St. Matthews. This includes responsibility for routine maintenance, repair, and long term replacement of sidewalks, curb ramps, and related pedestrian facilities.

Because the City retains responsibility for accessibility compliance, maintenance including repair and replacement of sidewalks and curb ramps have been assumed by St. Matthews. The City should prioritize improvements based on safety, connectivity, and accessibility needs, with particular attention to eliminating barriers within the network and ensuring continuous routes.

The rating framework described in **Figure 23** is intended to provide a general method for evaluating sidewalk and pedestrian facility conditions and identifying maintenance needs. It offers a consistent way to understand the relative severity of issues across the network and to support project scoping and prioritization. This framework is provided for guidance only and should not be used as a substitute for applicable design standards or regulatory requirements. The City should consult current federal, state, and local accessibility standards and guidelines, including ADA requirements, when evaluating conditions and determining appropriate improvements. As design standards and regulatory requirements evolve, this framework should be reviewed and updated as needed to remain aligned with current practice.

Sidewalk Rating Matrix					
Sidewalk Condition	**A - Compliant**	**B - Good**	**C - Fair**	**D - Poor**	**F - Failed**
ADA Compliance Level	Fully ADA Compliant	Functional for almost all users	May not be functional for some users	Not functional for most users and/or may present hazards for all users	Essentially nonexistent as a developed pedestrian route
Firm and Stable	Firm, stable, and slip resistant				
Width	48 in. or greater	<48 in. - 36 in.	<36 in. - 32 in.	<32 in	<32 in.
Cross-slope	0 - 2%	2 - 5%	5 - 9%	9 - 12%	> 12%
Faults/chanes in level	< 0.25 in.	0.25 - 0.5 in.	0.5 - 1.5 in.	1.5 - 3 in.	> 3 in.
Faults (count, between sidewalk and driveway or curb ramp)	None	< 20 / 100 ft	> 20 / 100 ft		
Cracks (measure of maintenance serviceability)	None / Minor (less than .125)	Moderate (.125-.5)	Severe (greater than .5 inches or at least 3 moderate cracks)		
Vertical Clearance	> 80 in.			< 80 in. (vegetation, guy wires, etc.)	

Figure 23: Example ADA Sidewalk rating matrix

Capital Programming

Capital programming and project prioritization are central to advancing walkability in a consistent and deliberate manner. A structured scoping process should consider factors such as connectivity, safety concerns, proximity to key destinations, and existing infrastructure conditions. Prioritization can be guided by how effectively a project addresses network gaps, serves communities with disabilities, improves continuity, or can be coordinated with planned roadway, utility, or maintenance work. Projects that align with resurfacing or reconstruction efforts often present efficient opportunities to incorporate pedestrian improvements with limited additional cost.

As part of capital programming, providing sidewalks on both sides of a street is generally considered the desired outcome, particularly along corridors with higher activity or where continuous access is needed. However, in many cases, physical, financial, or operational constraints may limit the feasibility of constructing sidewalks on both sides. In these situations, providing a continuous sidewalk on at least one side of the street can still significantly improve connectivity and accessibility compared to having no

pedestrian facility. When evaluating whether sidewalks can be provided on one or both sides, it may be appropriate to consider a range of constraints, including:

- Limited right-of-way or need for property acquisition.
- Significant grading or topographic challenges.
- Presence of utilities or drainage infrastructure.
- Impacts to existing structures or access points.
- Environmental features such as mature trees or waterways.
- Cost limitations relative to available funding.
- Coordination requirements with state or regional agencies.

Where constraints exist, documenting the rationale for providing a sidewalk on one side, rather than both, can support transparency and inform future improvements. Incremental projects may provide opportunities to expand sidewalk coverage and move toward more complete build-out conditions.

Development Coordination

Development patterns and site design play a major role in how people move between destinations. Many opportunities to improve walkability occur as sites are developed, redeveloped, or incrementally modified over time.

Coordination around site design should focus on improving how properties connect to each other and to the public street. Small changes to layout, access, and circulation can improve safety, reduce conflicts, and create more direct walking routes without requiring large-scale redevelopment.

These improvements are often incremental. As sites change, there are opportunities to strengthen connections, reduce gaps, and create more consistent routes along corridors and between destinations. This may include:

- Providing direct and visible pedestrian routes between the street and building entrances
- Connecting adjacent properties to reduce short vehicle trips
- Simplifying circulation and reducing conflicts between vehicles and pedestrians
- Reinforcing clear and continuous paths through sites and along frontages

Because St. Matthews is responsible for maintaining its sidewalk network, there is a direct interest in how new and modified pedestrian infrastructure connects to the broader system. Sidewalks, curb ramps, and crossings should be designed to be durable, accessible, and consistent with the surrounding network to support long-term maintenance and usability.

Local Street and Parking Management

Local street and parking design affects how people move between destinations. During project scoping and maintenance, conditions should be evaluated to identify where parking layout, driveway access, and site circulation create conflicts or limit safe pedestrian movement.

Improvements should focus on simplifying access, reducing unnecessary conflict points, and strengthening connections between adjacent properties and the public street where possible. This

includes reviewing both new and existing access points. Existing driveways and circulation patterns should be evaluated to determine where consolidation, reconfiguration, or clearer organization can improve safety and reduce turning conflicts.

These changes should be considered alongside zoning requirements, development patterns, and site specific constraints, which often govern how access and circulation are designed. Existing access points may reflect prior approvals or regulatory requirements, and any modification should be evaluated in coordination with applicable agencies. While not all conditions can be addressed in a single project, targeted improvements can be identified that improve safety and access within these constraints. Some best practices are:

- Align pedestrian paths with natural desire lines rather than indirect routes
- Minimize the number and width of driveways to reduce conflict points
- Design site circulation to separate or clearly organize pedestrian and vehicle movement
- Connect adjacent properties to allow movement between sites without re-entering main streets
- Locate parking in a way that does not interrupt primary pedestrian routes
- Ensure crossings within parking areas are visible, intuitive, and easy to identify

State and Regional Coordination

Many of the primary corridors within St. Matthews are under the jurisdiction of the Kentucky Transportation Cabinet (KYTC), with additional planning and funding coordination through regional partners such as KIPDA. Decisions related to roadway configuration, signal operations, and major capital improvements on these corridors are made at the state and regional level.

As a result, improvements within these corridors depend on coordination, timing, and alignment with broader state and regional priorities. Direct control is limited, but consistent engagement creates opportunities to influence how projects are scoped, funded, and delivered. Coordination may focus on aligning local priorities with state and regional initiatives and identifying opportunities to advance improvements through partnership. In practice, this can include:

- Participating in corridor studies and planning efforts to shape long-term vision and priorities
- Providing local context and data during project development to inform design decisions
- Identifying projects that align with state or regional funding programs
- Coordinating with KYTC and KIPDA on grant applications, including planning and implementation funding
- Partnering on larger projects where local participation can help advance state or federally funded improvements

Early and ongoing engagement is often the most effective way to influence outcomes. Projects that are well defined, supported by local planning efforts, and aligned with funding priorities are more competitive and more likely to advance.

Given the complexity of state-controlled corridors, a corridor-based approach may be more effective than isolated project requests. Corridor studies, feasibility analyses, Roadway Safety Audits (RSA's) and concept level planning can help establish shared priorities and identify improvements that are both locally

supported and feasible within state processes. Incremental progress is common in these types of projects and improvements may occur through a combination of state-led projects, locally initiated studies, and opportunistic upgrades tied to resurfacing or reconstruction.

Decision-Making Processes and Accountability

Clear and consistent internal processes are essential to turning policy into action. Implementation is most effective when expectations are understood early and applied consistently across projects, rather than addressed late or on an ad hoc basis. In practice, this means establishing a repeatable approach that:

- Considers pedestrian needs early during project scoping
- Uses consistent criteria to evaluate safety, access, and network continuity
- Documents decisions, including constraints or tradeoffs that affect outcomes
- Coordinates input across departments and with external partners

Defining roles and responsibilities within the City can help reduce uncertainty about who is responsible for reviewing, advancing, or coordinating specific aspects of a project. This clarity becomes especially important when projects involve multiple agencies or funding sources. Where constraints limit what can be delivered, documenting those conditions and decisions can help inform future projects and create a clearer record of progress.

Funding and Implementation Strategy

Advancing walkability improvements generally needs a combination of local funding and external resources. Integrating pedestrian improvements into the Capital Improvement Program creates a baseline for consistent investment while also positioning the City to leverage outside funding. A coordinated approach to funding may include:

- Aligning local projects with regional, state, and federal funding programs
- Packaging smaller improvements into larger project bundles to increase competitiveness
- Coordinating with KYTC, KIPDA, and Louisville Metro on projects that overlap jurisdictional boundaries
- Pursuing both planning grants (studies, corridor plans) and implementation funding

Phased implementation is often the most practical path forward. Near-term efforts may focus on lower-cost improvements and maintenance driven upgrades, while more complex projects, particularly those on state-controlled corridors, may require longer timelines, additional coordination, and multiple funding cycles. Projects that are well defined, supported by prior planning work, and aligned with partner priorities are more likely to advance.

Ongoing Coordination and Adaptation

Implementation will occur incrementally through a combination of City-led projects, private development, and partner-led improvements. Maintaining regular coordination with Louisville Metro, KYTC, KIPDA, and community stakeholders can help ensure that opportunities are identified early and acted on when they

arise. Periodically revisiting project priorities, funding strategies, and coordination practices allows the City to adjust its approach based on what is working and where new opportunities exist.

Practical Policy Focus Areas

Given the structure of local governance, the most effective policies are those that align with areas the City directly controls. The following focus areas represent practical, high-impact actions that can be implemented locally:

- **Sidewalk maintenance and replacement:** Manage sidewalks as a core public asset, with clear prioritization of repairs and upgrades.
- **ADA compliance and accessibility improvements:** Integrate accessibility improvements into all applicable projects and ongoing maintenance.
- **Project scoping and review processes:** Establish a consistent internal review approach to ensure pedestrian considerations are included early.
- **Capital programming and prioritization:** Use clear criteria to guide which projects move forward and when.
- **Local street and parking management:** Adjust circulation and parking conditions to improve access and reduce conflicts where feasible.
- **Documentation and accountability practices:** Track decisions, constraints, and outcomes to support transparency and future planning.
- **Coordination protocols:** Maintain a consistent approach to engaging with Louisville Metro, KYTC, and regional partners.
- **Control access:** Establish an access management policy to regulate driveway spacing.

7. Funding and Policy Framework

The projects identified in **Chapter 5** can be delivered, but only through a consistent and coordinated funding strategy that aligns local investment with state, regional, and federal programs. The direction: make early, visible improvements while continuing to build toward a complete network. That direction depends on more than identifying projects. It requires a funding approach that supports continuous progress and positions the St. Matthews to leverage outside resources when larger opportunities arise.

The ability to implement these projects depends as much on policy as it does on funding. Funding provides the resources to build improvements, but policy determines how consistently and effectively those resources are used. In many communities, pedestrian improvements remain limited not because of a lack of funding, but because they are not embedded in routine decision-making. This study takes a different approach by directly linking funding strategy to policies that ensure walkability is addressed as part of ongoing investment in the transportation system.

Establishing a Local Funding Program

A dedicated, recurring local funding program is the foundation for implementation. This study recommends an annual investment of approximately $500,000, scaled for the size of the network and the number of gaps identified through the existing conditions review. A recommended annual budget builds momentum for changes:

- $200,000 – Sidewalk and ADA fixes
- $150,000 – Striping and traffic calming
- $150,000 – Advance design work and grant matching

The purpose of this funding is not to deliver all projects at once, but to create a continuous program. Each year, improvements can be made across multiple locations, closing small gaps, upgrading crossings, and addressing accessibility issues, while also advancing design work for larger efforts. These annual investments build a system that is more connected and more reliable.

The first three years should focus on building visible, low-cost improvements such as striped pedestrian lanes, enhanced crossings, traffic calming, and targeted sidewalk fixes in locations where people are already walking but conditions are incomplete or uncomfortable. Work should focus on where demand is highest and where improvements can be delivered quickly. Similar projects should be grouped to maximize efficiency, while safety planning around schools and key corridors is advanced to guide future investments.

This funding supports ADA upgrades and maintenance. Much of the existing network does not meet current accessibility standards, and many sidewalks are deteriorating. Without consistent funding, these issues accumulate, and facilities become difficult or unusable in practice. Regular investment allows the City to replace aging infrastructure before failure occurs, upgrade curb ramps and crossings to current standards, and maintain recently constructed facilities. This reflects how transportation systems are maintained at the state and regional level, where infrastructure is improved incrementally and each year’s investment contributes to a larger outcome.

Connecting Local Funding to Regional and State Programs

Local funding alone will not deliver the full set of projects identified in this study, particularly those along major corridors or requiring significant reconstruction. Advancing these projects depends on coordination and alignment with state, regional, and local partners.

The improvements identified in this study are structured to align with how projects are funded and delivered across these systems. Projects that address safety, improve crossings, and strengthen connections between neighborhoods and destinations are more competitive and more likely to advance through these programs.

Local investment acts as a catalyst supporting steady progress while preparing more complex projects for future implementation. Many corridor-level projects will require a combination of funding sources and coordination across agencies. This layered approach reflects how projects are typically delivered, where local funding, state programs, and federal funding are combined to advance improvement. The result is a system where annual local investment supports steady progress and unlocks additional funding. Priorities for aligning local funding with external funding include:

- Focus on projects that improve safety, crossings, and connections
- Advance design and project definition early to improve competitiveness
- Use local funding to prepare projects for state and federal programs
- Coordinate improvements along corridors that extend beyond City control
- Combine funding sources to deliver larger, more complex projects

Phasing Funding Strategy

Funding decisions in this study are directly tied to how projects are prioritized, phased, and delivered. The intent is to make steady progress each year while building a complete and connected pedestrian network. Investments are not made randomly or by corridor type alone, but based on how well a project improves the overall function of the network. Projects are prioritized based on their ability to create usable routes. Funding should focus on:

- Closing sidewalk gaps that break otherwise continuous routes
- Improving crossings at high demand or difficult locations
- Connecting neighborhoods to nearby destinations such as parks, schools, and commercial areas
- Completing corridor segments rather than isolated locations

The phased structure of this study defines how funding is applied over time. In the near term, funding is focused on lower-cost, high impact improvements that can be delivered quickly, including sidewalk infill, striping, crossing upgrades, and traffic calming. These projects address known issues and provide visible results early.

As the program progresses, funding expands to corridor-level improvements that build continuity across the network. These projects require more design and coordination and are advanced to position them for regional, state, or federal funding. In the long term, larger and more complex projects, particularly along major corridors, are delivered through a combination of local investment and external funding, with early local work focused on design, coordination, and project readiness.

Pedestrian improvements should also be incorporated into routine projects wherever possible. Integrating sidewalks, crossings, and accessibility upgrades into resurfacing, reconstruction, and maintenance work allows the City to make incremental progress across multiple locations each year.

Safety and system performance guide funding decisions throughout all phases. Projects that address higher speeds, improve crossings, and reduce conflicts are prioritized, both to improve conditions locally and to align with state and regional funding priorities. At the same time, ongoing maintenance and accessibility upgrades are essential to ensure that the network remains usable as it expands.

Appendix A Walkability Toolbox

This toolbox is intended to support engineering-level decision making during project scoping, concept development, and preliminary design. It should be applied once a corridor, segment, or intersection has been identified for improvement and there is a need to evaluate feasible design treatments under existing operating conditions.

The guidance is based on established national references, including FHWA proven safety countermeasures, FHWA STEP guidance, NACTO design guidance, and the Small Town and Rural Multimodal Networks Guide. It is not a design standard or substitute for agency criteria. Rather, it provides a structured framework to screen, compare, and refine design alternatives using engineering judgment.

The toolbox is organized around the primary variables that govern treatment selection:

- Number of lanes and cross section
- Operating speed (not posted speed)
- Average daily traffic (ADT)
- Access density and turning conflict frequency

These factors define the feasible range of treatments and whether an approach is appropriate, conditionally appropriate (interim or site-specific), or not recommended.

Application should begin with a clear identification of the controlling constraint. Typical conditions include lack of continuous pedestrian space, excessive crossing distance or delay, high operating speeds, or unmanaged conflicts from turning vehicles. Once the primary constraint is identified, the matrices in this chapter can be used to narrow the set of feasible treatments and identify combinations that address the condition.

The toolbox is intended to be applied as a system. Most locations will require multiple coordinated treatments to achieve a measurable safety or comfort benefit. For example, on a multi-lane corridor, providing a sidewalk alone is typically insufficient without concurrent improvements to crossing control, median refuges, or access management. Similarly, on constrained local streets, pedestrian lanes may be combined with traffic calming or visual narrowing to achieve acceptable operating speeds.

Treatment selection becomes more constrained as speed and volume increase. On corridors operating above approximately 30 mph or exceeding 8,000–10,000 ADT, separation and crossing control become the primary design strategies, and shared-space or exposure-based treatments are generally not appropriate. On arterial corridors, improvements should focus on edge separation, controlled crossings, and access management rather than speed reduction alone.

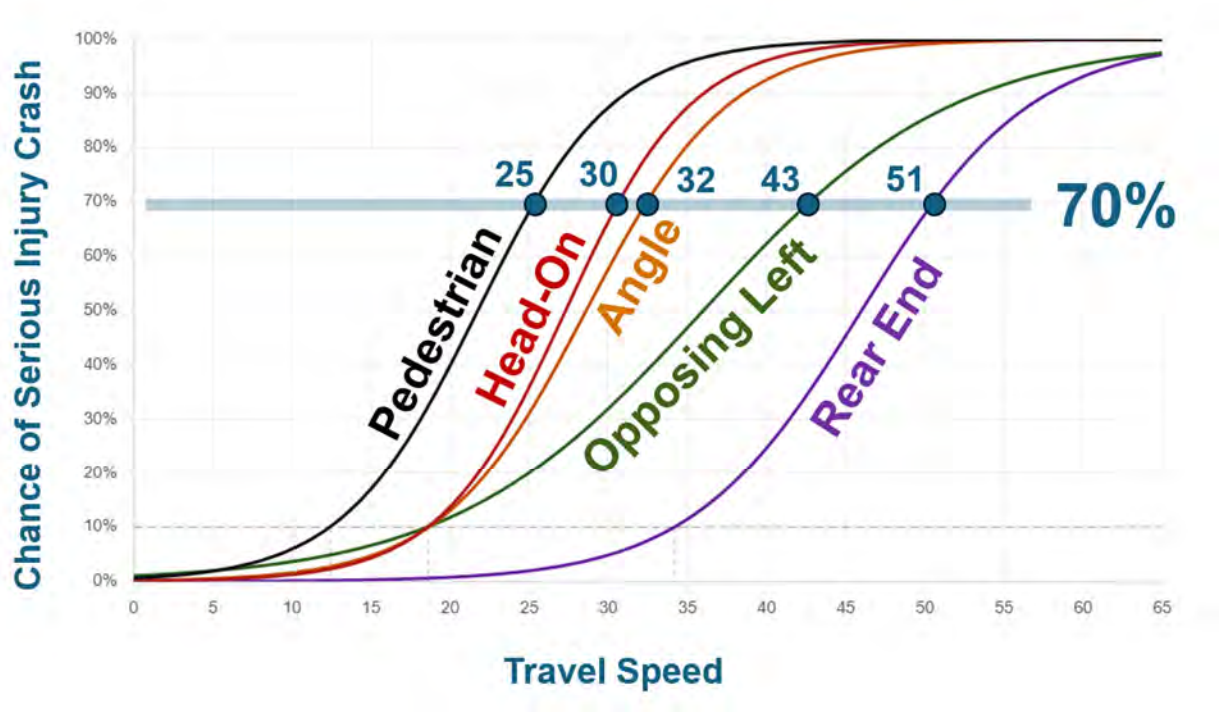
Crossing treatments should not be selected independently of traffic conditions. All uncontrolled and midblock crossings, particularly on multilane corridors, should be evaluated using FHWA STEP guidance to determine whether a refuge island, RRFB, pedestrian hybrid beacon (PHB), or full signal is warranted based on speed, volume, and crossing demand. Median refuge islands should be considered a component of the crossing system rather than a standalone treatment.

Engineering judgment is required to interpret and apply this guidance. Site constraints such as right-of-way, drainage, utilities, and adjacent land use will influence feasibility and design detail. In many cases, interim or phased solutions may be appropriate, particularly where full reconstruction is not immediately achievable.

This toolbox is intended to be used in conjunction with the improvement recommendations. This chapter provides the framework for how those improvements can be designed, evaluated, and advanced in a consistent and defensible manner.

Walkability Concepts

Speed-Safety Relationship: Crash severity increases sharply as speeds rise. At a driving speed of 35 miles per hour a collision with a pedestrian has a greater than 90% chance of resulting in severe injury. Lower speeds reduce both the likelihood and severity of crashes. Managing speed is one of the most effective ways to improve walkability.



Self-Enforcing Streets: Self-enforcing streets are designed so that drivers naturally travel at safe speeds without relying primarily on enforcement. This is achieved through consistent design elements such as narrower lanes, vertical deflection, or visual friction that communicate an appropriate operating speed.

ADA Accessibility: Accessible design ensures sidewalks, crossings, and signals work for users of all abilities. Features such as curb ramps, smooth surfaces, adequate widths, and detectable warnings improve safety and usability for everyone, not just those with disabilities.

Context sensitive design: Walkability improvements should respond to the specific context of each street, not apply a single standard everywhere. Street type, surrounding land use, traffic speed, and pedestrian

activity all influence what treatments are appropriate. A neighborhood street with low speeds may function well as a shared environment with traffic calming, while a higher-speed corridor requires clearly defined pedestrian space, separation from traffic, and controlled crossings. Context sensitive design is about balancing these conditions to create streets that are safe, functional, and aligned with how people use them, rather than relying on one approach.

Design Tools

This section is intended to support engineering judgment during project scoping and preliminary design. It does not replace established standards such as the AASHTO Green Book, MUTCD, or agency specific criteria. Instead, it provides a structured framework to evaluate and apply pedestrian design tools based on existing field conditions, operating characteristics, and the specific constraints of a corridor. The guidance is meant to inform decision making where standard design solutions may not be feasible or where multiple competing factors must be balanced.

The toolbox should be applied after a need has been identified through analysis, safety review, or project development. Typical conditions include gaps in pedestrian facilities, unsafe or uncontrolled crossings, or operating speeds that are not consistent with adjacent land use. The purpose of this section is to translate those conditions into a set of feasible and defensible design responses.

The matrices relate treatments to the conditions under which they are generally most appropriate. Key inputs include roadway classification, operating speed, traffic volume, and access density, along with observed pedestrian demand. These factors define the range of viable treatments and help distinguish where a tool may be effective, conditionally appropriate, or not recommended. Treatments that function well on low speed local streets may not perform as intended on higher speed corridors without additional controls or separation.

Application begins with evaluating existing conditions on the ground. This includes confirming functional classification, measuring operating speeds, understanding traffic volumes and turning movements, and identifying the primary constraint affecting pedestrian travel. Common constraints include lack of continuous walking space, limited right-of-way, excessive crossing distance or delay, high vehicle speeds, or frequent access-related conflicts. Once these factors are defined, the matrices can be used to identify appropriate treatments within those constraints.

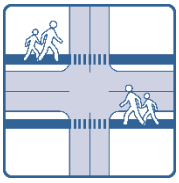
In most cases, effective pedestrian design requires combining multiple strategies rather than relying on a single treatment. Continuous pedestrian space, safe and frequent crossings, and speed management must be addressed together to produce measurable improvements in safety and usability. Layering complementary treatments, such as combining sidewalk improvements with crossing control and traffic calming, is typically more effective than isolated interventions. The toolbox is organized to support this approach, helping move from individual design elements to coordinated, corridor level solutions.

Use this table to quickly identify which tools are most appropriate when a corridor feels unsafe or uncomfortable for walking.

Corridor Conditions	Likely Issues	Recommended Tools	Guidance
≤25 mph (low-speed streets)	Speeding, cut-through traffic, unclear pedestrian space	Speed humps/cushions, chicanes, shared streets, sidewalks or pedestrian lanes.	Walking works when speeds are low. Prioritize physical speed control. Shared streets only at low volumes.
25–30 mph (transition streets)	Speeds too high for comfort, limited visibility, narrow or missing buffers	Sidewalks with buffer, curb extensions, lane narrowing, traffic calming, marked crossings.	This is the tipping point. Use multiple measures to keep speeds near 25 mph and define dedicated walking space.
30–35 mph (borderline walkable)	Exposure to traffic, uncomfortable sidewalks, longer crossings	Buffered sidewalks, refuge islands, enhanced crossings (RRFB), limited calming.	At this speed, walking depends on separation and controlled crossings, not just calming.
35+ mph (high-speed corridors)	High stress, wide crossings, low yielding, barrier effect	Sidepaths or wide buffered sidewalks, signals (PHB), medians, access management.	Walking requires full separation and controlled crossings. Do not rely on exposure or shared space.
Any speed with gaps or poor connections	Missing links, indirect routes	Sidewalk infill, pedestrian lanes (interim), site connections, midblock crossings.	Connectivity matters as much as speed. Close gaps first, then upgrade conditions.

Sidewalks

Pedestrian Walkways



Sidewalks are the primary facility for walking and provide a dedicated, accessible path separated from traffic. They are most effective when continuous, adequately wide, and buffered from vehicles by trees, parking, or landscaping. Sidewalk design should consider frontage, clear walking space, and a furnishing zone to support comfort and accessibility. Signs, raised utilities, and trees should be located outside of the clear path of the sidewalk and meet all PROWAG and other required ADA treatments.

Best practices:

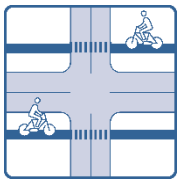
FHWA Walkways and Sidewalks

https://highways.dot.gov/safety/proven-safety-countermeasures/walkways

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Provide 5–6 ft sidewalk where feasible; shared street or shoulder acceptable as interim where space is constrained
2 lanes (neighborhood connectors)	25–30 mph	3,000–8,000	Provide sidewalks on both sides (5–6 ft minimum); include buffer (grass strip or parking) where possible
2–3 lanes (collectors)	30–35 mph	8,000–15,000	Provide sidewalks on both sides (6 ft minimum); include buffer (planting strip, parking, or curb separation); address crossings at intersections
4+ lanes (arterial corridors)	35+ mph	15,000–40,000+	Provide wider sidewalks (6–10 ft) with strong buffer (planting strip, grade separation, or barrier); consider sidepath where frontage is limited

Shared-Use Paths / Sidepaths

Pedestrian Walkways



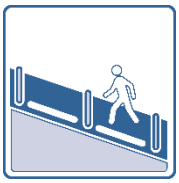
Shared-use paths, also called sidepaths, are wider facilities used by both pedestrians and bicyclists, typically 8 to 12 feet wide, but most commonly 10 feet, and run parallel to a roadway but are separated from traffic. These are appropriate along higher speed corridors or where off-street space is available but require careful design at driveways and crossings to reduce conflicts. Shared-use paths are best when access management is highly controlled.

Best practices:
FHWA Shared Use Path Design Guide
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/shared_use_path

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2–3 lanes (limited driveways or fewer turning conflicts)	30–40 mph	6,000–15,000	Provide path with separation from roadway (curb or buffer); useful where continuous sidewalks are missing
4 lanes (commercial corridors with frequent driveways)	35–45 mph	12,000–25,000	Use path with physical separation; carefully manage driveway crossings and visibility
4+ lanes (major arterial corridors)	40–45+ mph	20,000–40,000+	Use path as primary pedestrian facility; include strong separation (buffer, grade, or barrier) and controlled crossings
Corridors at edge of city or suburban areas	35–45 mph	8,000–20,000	Shared use path preferred over sidewalk; prioritize continuous routes with fewer interruptions
High-activity urban streets (frequent storefronts and crossings)	Any speed	10,000–20,000	Use cautiously; frequent driveways and pedestrian activity create conflicts; wider sidewalks are often more effective

Pedestrian Lanes / Shoulders Matrix

Pedestrian Walkways



A pedestrian lane is an interim or temporary pedestrian facility that may be appropriate on roads with low to moderate speeds and volumes. A pedestrian lane is a designated space on the roadway for exclusive use of pedestrians. The lane may be on one or both sides of the roadway and can fill gaps between destinations in a community. Pedestrian lanes are not appropriate where vehicular speeds or volumes are high. Pedestrian lanes should follow applicable ADA design requirements.

Best practices:

Small Town and Rural Design Guide

Pedestrian Lane -Rural Design Guide

Source: Small Town and Rural Design Guide

Corridor (Lanes)	Operating Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Preferred: Marked pedestrian lanes or shared space; simple striping and signage are sufficient
2 lanes (neighborhood connectors, constrained)	≤30 mph	3,000–5,000	Appropriate / Typical: Paved shoulder or edge lane with striping; consider delineators for added separation.
2–3 lanes (collectors, lower end)	≤30–35 mph	5,000–8,000	Possible but not ideal: Pedestrian lanes may be used as interim treatment only; require buffering and additional physical barriers
2–3 lanes (collectors, upper end)	>30–35 mph	8,000–12,000	Not recommended: Pedestrian lanes expose users to traffic; prioritize sidewalks or separated facilities
4+ lanes (arterial corridors)	35+ mph	12,000+	Not appropriate

Rectangular Rapid Flashing Beacons

Crossing Treatments

The FHWA Safe Transportation for Every Pedestrian (STEP) Guidance, shown below, provides a framework for selecting pedestrian crossing treatments based on roadway configuration, traffic volume, and vehicle speeds. Using the STEP countermeasure matrix, agencies can evaluate which treatments are appropriate for a specific crossing location and determine when multiple treatments should be used together. Users locate the roadway type and corresponding speed and traffic conditions in the matrix, then review the recommended countermeasures for that combination.

RRFBs (Flashing Beacons)

RRFBs are user-activated flashing lights placed at crosswalks to increase driver awareness and yielding. They are highly effective at uncontrolled crossings under certain conditions as recommended by the FHWA STEP Guidance.

Best practices:
FHWA RRFB Guidance
https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

Given the set of conditions in a cell,

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

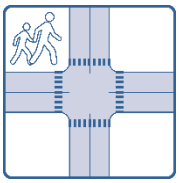
1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning sign
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.
**The PHB and RRFB are not both installed at the same crossing location.

Source: FHWA

Crosswalks

Crossing Treatments



Midblock Crossings

Midblock crossings provide a designated location for pedestrians to cross between intersections where crossing demand exists. The FHWA STEP Guidance can be used to identify appropriate treatments based on roadway conditions, with midblock crossings often paired with high-visibility crosswalks, refuge islands, RRFBs, curb extensions, or other measures to improve visibility and safety.

Best practices:
FHWA Lesson 12 - Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, July 2006 - FHWA-HRT-05-107

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Marked crosswalk standard; use basic striping and signage; consider curb extensions to shorten crossings
2 lanes (neighborhood connectors)	≤30 mph	3,000–8,000	High-visibility crosswalk (ladder style); consider advance signage, median refuge (if width allows), and lighting. Consider median refuge or flashing beacon if traffic speeds are higher than 30mph.
2–3 lanes (collectors)	30–35 mph	8,000–15,000	Enhanced crossing required: high-visibility markings + median refuge or flashing beacon (RRFB); consider curb extensions or speed tables where appropriate
4+ lanes (arterial corridors)	35+ mph	15,000+	Only at controlled locations: require signalized crossing (PHB or full signal) or refuge median with RRFB; crossings should be spaced strategically, not frequent

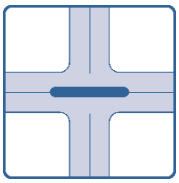
Marked Crosswalks

Marked crosswalks define where pedestrians should cross and increase visibility to drivers. They are most effective on lower-speed streets or when paired with additional treatments on busier roads. **Use the FHWA STEP Guidance under RRFBs to select the appropriate treatment.**

Best practices:
FHWA Crosswalk Marking Selection Guide
Medians and Pedestrian Refuge Islands in Urban and Suburban Areas | FHWA

Median Refuge Islands

Crossing Treatments



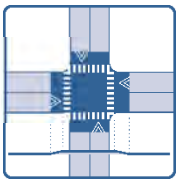
Median refuge islands reduce crossing distance and allow pedestrians to cross in two stages. In some locations, refuge islands can be paired with offset or staggered alignments, sometimes called Z-crossings, to improve visibility, slow turning movements, and encourage pedestrians to face oncoming traffic between crossing stages. The island alone does not determine safety. **Crossing control should be selected using FHWA STEP guidance,** which increases the level of treatment as speed and volume increase.

Best practices:
FHWA Proven Safety Countermeasures – Medians
Medians and Pedestrian Refuge Islands in Urban and Suburban Areas | FHWA

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local or neighborhood streets)	≤30 mph	≤8,000	Refuge island optional; use where crossing distances are longer or near destinations; often paired with marked crosswalk
2–3 lanes (collectors)	30–35 mph	8,000–15,000	Refuge island recommended at midblock and uncontrolled crossings; helps reduce exposure and organize crossings
4 lanes (undivided or with turn lane)	30–40 mph	12,000–25,000	Refuge island strongly recommended; splits crossing into two stages and improves visibility; should be paired with appropriate crossing control
4+ lanes (arterial corridors)	35+ mph	15,000–40,000+	Refuge island essential but not sufficient alone; must be paired with enhanced or signalized crossing treatments

Raised Crosswalks/Raised Intersections

Crossing Treatments



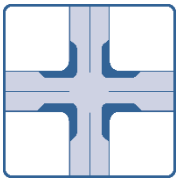
Raised crosswalks bring the roadway up to sidewalk level, slowing vehicles while emphasizing pedestrian priority. They are most appropriate on lower-speed streets.

Best practices:
FHWA Traffic Calming ePrimer
https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Raised crosswalks or raised intersections standard; use at intersections and midblock locations to control speed and define pedestrian priority
2 lanes (neighborhood connectors)	≤25–30 mph	3,000–8,000	Use raised crosswalks at key locations such as schools, parks, and neighborhood centers; spacing based on need and combined with signage or markings
2–3 lanes (collectors)	30–35 mph	8,000–15,000	Use selectively at high demand crossings with lower speeds; consider raised crossings only where speeds are controlled and geometry supports vertical deflection
4+ lanes (arterial corridors)	≥35 mph	≥15,000	Not recommended; vertical deflection is typically not appropriate; prioritize signalized crossings, median refuges, or other controlled crossing treatments

Curb Extensions (Bulb-outs)

Crossing Treatments



Curb extensions extend the sidewalk into the street at crossings, reducing crossing distance and improving visibility between pedestrians and drivers. They also slow turning vehicles. Older residential streets may not have enough right-of-way to properly construct curb ramps. To reduce right-of-way costs and property acquisition delays on projects, bulb outs may be considered. Bulb-outs at intersections can increase the visibility of pedestrians, especially children, by placing them within the driver's sight line and creating a shorter crossing distance. This treatment is recommended where there are low traffic volumes, speeds and on-street parking.

Best practices:
NACTO Curb Extensions
https://nacto.org/publication/urban-street-design-guide/intersections/curb-extensions

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Use bulbouts at intersections and midblock crossings to shorten crossing distance and improve visibility; spacing based on block length
2 lanes (neighborhood connectors with parking)	25–30 mph	3,000–8,000	Standard treatment at crossings; use with on-street parking to define lane width and reduce turning speeds
2–3 lanes (commercial or mixed-use corridors)	≤30–35 mph	8,000–15,000	Use at key crossings and intersections where parking is present or speeds are controlled; coordinate with turning movements and transit stops
4+ lanes (arterial corridors)	35+ mph	15,000+	Use selectively and only with controlled crossings (signals or refuges); limit to locations with lower speeds, defined turn lanes, or frontage conditions; avoid continuous application

Road Diet / Reallocation

Speed Management Tools

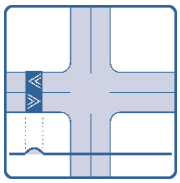
Road diets convert excess travel lanes into other uses such as sidewalks, bike lanes, or medians. They reduce conflicts, improve safety, and create space for pedestrian improvements without expanding right-of-way.

Best practices:
FHWA Road Diet Informational Guide
https://safety.fhwa.dot.gov/road_diets

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
4 lanes (undivided)	25–35 mph	≤20,000	Convert to 3 lanes (one lane each direction + center turn lane); reallocate space for buffered bike/ped space or wider sidewalks; introduce on-street parking in commercial or mixed-use segments where it supports access
4 lanes (undivided)	30–40 mph	12,000–25,000	Convert to 3 lanes where feasible based on operations; add center turn lane to manage access; use reclaimed space for buffered bike/ped space, wider sidewalks, or targeted on-street parking; enhance crossings
4+ lanes (divided or constrained)	35+ mph	20,000–40,000+	Evaluate lane reconfiguration only through corridor study; otherwise add median/refuge crossings, improve edge conditions (buffered sidewalks or sidepaths), and introduce segment-based parking or edge buffering in lower-speed frontage areas

Speed Humps / Cushions

Speed Management Tools



Speed humps and cushions are raised areas in the roadway that slow vehicles to target speeds, typically 15–20 mph. Cushions include gaps to allow emergency vehicles to pass.

Best practices:
FHWA Traffic Calming ePrimer
https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Space every 300–500 ft to maintain low speeds
2 lanes (neighborhood connectors)	≤25–30 mph	3,000–8,000	Space 300–600 ft (closer where speeds or cut-through traffic are higher); combine with signage and intersection controls
2–3 lanes (collectors)	30–35 mph	8,000–15,000	Use selectively; consider speed tables at crossings or near schools rather than continuous spacing
4+ lanes (arterial or major collector)	35+ mph	15,000+	Not appropriate; focus on separation, crossings, and access management instead

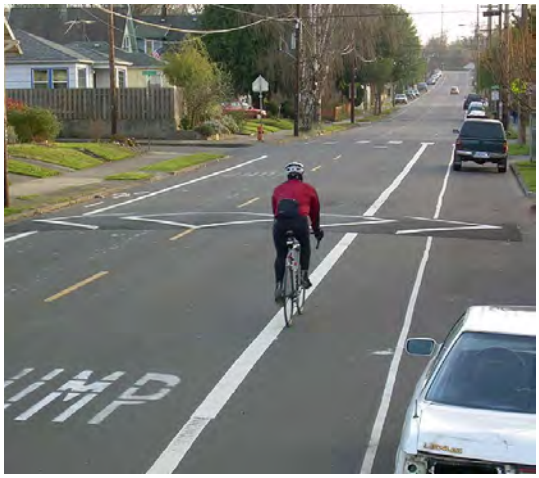
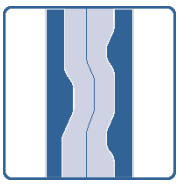


Image Source: FHWA

Chicanes / Lateral Shifts

Speed Management Tools



These introduce horizontal curves into the roadway, requiring drivers to slow and adjust steering. They are most effective on neighborhood streets.

Best practices:
FHWA Traffic Calming Guide
Traffic Calming ePrimer | FHWA

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Install physical chicanes using curb extensions, planters, or parking offsets; space every 200–400 ft to create frequent deflection
2 lanes (neighborhood connectors)	≤25–30 mph	3,000–8,000	Use lateral shifts with striping, flexible delineators, or alternating parking; space 300–600 ft; combine with intersection controls to reinforce lower speeds
2–3 lanes (collectors)	30–35 mph	8,000–15,000	Limited to segment based lateral shifts (e.g., near crossings or schools); rely on edge narrowing or parking to create friction rather than full chicanes
4+ lanes (arterial or major corridor)	35+ mph	15,000+	Not appropriate; focus on edge separation, access management, and controlled crossings instead

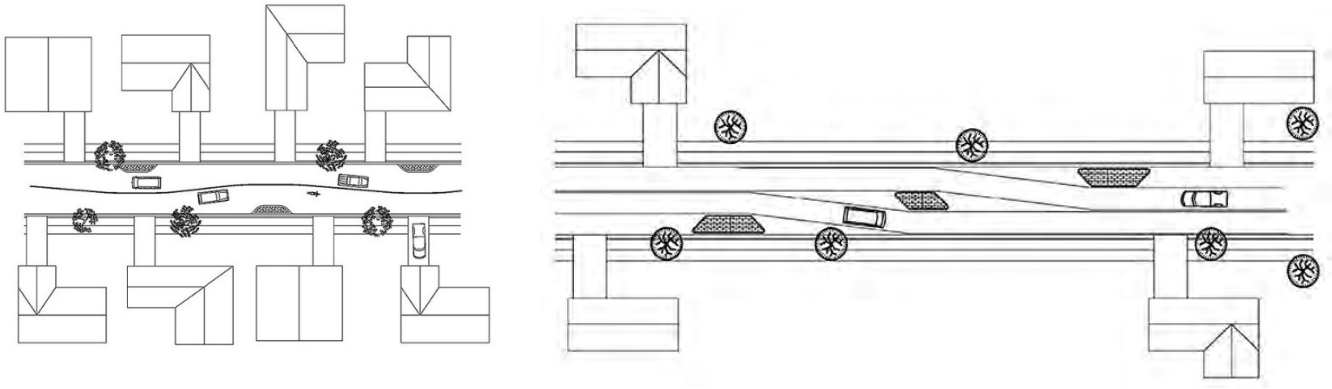
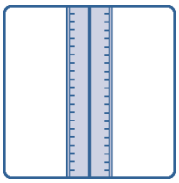


Image Source: FHWA; Chicane (left) Lateral Shift (right)

Lane/Street Narrowing

Speed Management Tools



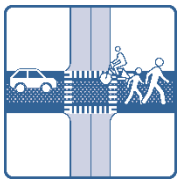
Reducing lane width or overall roadway width creates a visual and physical cue that lowers speeds. This can be done through striping, curb extensions, or added buffers. Lane narrowing can be used to reallocate space for pedestrian lanes as an interim measure in constrained conditions, serving as an interim step toward more permanent sidewalk or separated facilities. See design tools under Pedestrian Walkways for more information.

Best practices:
FHWA Speed Management Guidance
Lower Citywide Speed Limits and Design Changes

Corridor (Lanes)	Speed	Volume (ADT)	Typical Treatment
2 lanes (local streets)	≤25 mph	≤3,000	Narrow lanes (10 ft) or use visual narrowing with edge lines, parking, or landscaping to reinforce low speeds
2 lanes (neighborhood connectors)	25–30 mph	3,000–8,000	Narrow lanes (10–11 ft); add painted or physical curb extensions at intersections; use parking or striping to visually frame travel lanes
2–3 lanes (collectors)	30–35 mph	8,000–15,000	Use lane narrowing (10.5–11 ft) where feasible; add buffered edges, turn lanes, or median elements to reduce perceived width and manage conflicts
4+ lanes (arterial corridors)	35+ mph	15,000+	Narrow lanes where possible (11 ft typical); pair with sidewalks, sidepaths, or edge treatments like street trees; focus on perceived narrowing rather than reducing capacity

Shared Streets

Speed Management Tools



Shared streets are low-speed environments where pedestrians, cyclists, and vehicles use the same space. Design features reduce visual cues for drivers and emphasize pedestrian priority.

The criteria that are used to evaluate a shared street include:

1) A primarily residential neighborhood;
2) Prevalence of very high or high priority absent sidewalks;
3) Motor vehicle volumes less than 1,000 cars per day;
4) Ability to create a gateway indicating one is entering a different environment;
5) Neighborhood preference for shared streets;
6) Low to no prior crashes of any severity;
7) Constructability barriers to building sidewalks;
8) Mature trees or other natural elements in the streetscape; and
9) Likelihood to improve pedestrian access to schools, transit, parks, or other pedestrian attractors such as grocery stores, libraries, etc.

Best practices:
NACTO Shared Streets
https://nacto.org/publication/urban-street-design-guide/streets/shared-streets

Corridor (Lanes)	Operating Speed	Volume (ADT)	Typical Treatment
2 lanes (downtown or activity streets)	≤15 mph	≤1,000	Shared street design appropriate; use curbless or low-curb design, paving treatments, and strong visual cues to indicate pedestrian priority
2 lanes (neighborhood streets)	≤20 mph	≤1,000	Shared street or flexible shared space appropriate; use signage, pavement markings, and traffic calming to maintain low speeds
2 lanes (neighborhood connectors)	20–25 mph	1,000–2,500	Possible but not ideal; only appropriate with strong traffic calming, clear gateway treatments, and demonstrated neighborhood support
3 lanes (collectors)	>25 mph	>2,500	Not recommended; volumes and speeds create conflicts; use sidewalks, crossings, and traffic calming instead

Appendix B Phase 1 Cost Estimates

#14 Massie Avenue

(Hubbards Ln to Chenoweth Lane)

*New crossings across Hubbards Ln and Chenoweth Ln not included since Metro road and will take further coordination

*Does not include other paving of Massie Ave except at the 3 raised intersections

Item	LF	SY	Unit Cost	Cost (2026 Dollars)	Notes
5' Sidewalk	2500	1389	90	$ 125,000	4" concrete, 4" DGA Existing sidewalk Cherrywood to Hubbards to remain. Replace sidewalk Chenoweth to Cherrywood (includes ramps)
	EACH	**SY**	**Unit Cost**	**Cost**	
Driveway apron reconstruction	10	133	130	$ 17,333	6" Concrete, 4" DGA Assume some driveway aprons for reconstruction
Pavement markings	300		5	$ 1,500	Assumes crosswalk markings for all intersections where sidewalk continues through, and all four legs at St. Matts Ave, 30' per leg
	SY	**Tons**	**Unit Cost**	**Cost**	
Raised intersections	1067	184	120	$ 22,080	Cherrywood, Clover, St Matts Ave. Estimate at 3" Asphalt for area of the intersection. Cherrywood 60'x40', Clover/St Matts 60'x60'
	LF		**Unit Cost**	**Cost**	
Curb extensions	200		50	$ 10,000	Assumed each corner at St Matts Ave
Reduce radii	200		20	$ 4,000	Sawcut pavement to reduce existing turning radii
		EACH	**Unit Cost**	**Cost**	
Lighting at intersections		6	5000	$ 30,000	6 intersections - Ridgeway, Trinity Hills Ln, Cherrywood, Clover, St Matts Ave, Woodrow Add additional streetlight at a minimum
Drainage improvements	**LF**	**EACH**	**Unit Cost**	**Cost**	
Storm sewer pipe 15"	1250		120	$ 150,000	Drainage improvements would be associated with the new
Catch basins		7	3000	$ 21,000	Assume half length for 15" pipe. One new inlet per 200' feet.
	CY		**Unit Cost**	**Cost**	
Earthwork	889		25	$ 22,222	Assumed earthwork for new sidewalk grading and drainage.
			Construction	$ 403,136	
			w/ 30% Cont.	$ 524,076	
			Mobilization 5%	$ 26,204	
			Design	$ 104,815	Surveying, design, public involvement, project bidding, construction support
			Total	**$ 655,095**	

#17 St. Matthews Avenue

(Westport Rd to Napanee Rd)

Item	LF	SF	Unit Cost	Cost (2026 Dollars)	Notes
Ped lane markings	7620		5	$ 38,100	Thermo paint pavement markings to identify a ped lane designated area
Hatching 12"	800		5	$ 4,000	Additional hatching across intersections
Pedestrian signage		80	50	$ 4,000	
	LF		**Unit Cost**	**Cost**	
Improve intersection crossings	600		50	$ 30,000	Build curb or use other markings/delineators to reduce intersection radii, crosswalk markings,
					(Assumed curb and four corners of intersection for cost estimate)
					@ Massie, Elmwood
		EACH	**Unit Cost**	**Cost**	
Lighting at intersections		4	5000	$ 20,000	Improved intersection lighting at railroad, Massie, Elmwood, Leland
Drainage improvements	**LF**	**EACH**	**Unit Cost**	**Cost**	
Storm sewer pipe 15"				$ -	
Catch basins				$ -	
	CY				
Earthwork				$ -	
			Construction	$ 96,100	
			w/ 30% Cont.	$ 124,930	Design, public involvement, project bidding, construction support
			**Mobilization 5%	$ 6,247	**It is recommended to bundle the ped lane/intersection projects to one or two lettings
			**Design	$ 10,000	No surveying expected
			Total	**$ 141,177**	

#19 Oechsli Avenue

(N Sherrin Ave to Thierman Lane)

Item	LF	SF	Unit Cost	Cost (2026 Dollars)	Notes
Ped lane markings	2700		5	$ 13,500	Thermo paint pavement markings to identify a ped lane designated area
Hatching 12"	250		5	$ 1,250	Additional hatching across intersections
Pedestrian signage					
	SY	**Tons**	**Unit Cost**	**Cost**	
Raised intersections	400	69	120	$ 8,280	3" asphalt; Oechsli/Sears
		EACH	**Unit Cost**	**Cost**	
Lighting at intersections		1	5000	$ 5,000	Best location for lighting improvements to be determined
Drainage improvements	**LF**	**EACH**	**Unit Cost**	**Cost**	Drainage not impacted
Storm sewer pipe 15"				$ -	
Catch basins				$ -	
	CY				
Earthwork				$ -	None/minimal earthwork
			Construction	$ 28,030	
			w/ 30% Cont.	$ 36,439	Design, public involvement, project bidding, construction support
			**Mobilization 5%	$ 1,822	**It is recommended to bundle the ped lane/intersection projects to one or two lettings
			**Design	$ 10,000	No surveying expected
			Total	**$ 48,261**	

#21 Virginia and Warwick Avenues

(Harris Pl to Warwick Park entrance on Virginia)

Item	LF	SY	Unit Cost	Cost (2026 Dollars)	Notes
5' Sidewalk	700	389	90	$ 35,000	Construct new sidewalk along Warwick from Harris Pl to Virginia Ave
	EACH	**SY**	**Unit Cost**	**Cost**	
Driveway apron reconstruction	1	16	130	$ 2,022	One driveway crossing, is crushed stone, but reconstruct as conc apron
Pavement markings	120		5	$ 600	30' across Marquette, 3 legs at Virginia into park
	SY	**Tons**	**Unit Cost**	**Cost**	
Raised intersections	667	115	120	$ 13,800	3" asphalt; Warwick/Marquette, Warwick/Virginia
		EACH	**Unit Cost**	**Cost**	
Lighting at intersections				0	Existing lighting sufficient
Drainage improvements	**LF**	**EACH**	**Unit Cost**	**Cost**	
Storm sewer pipe 15"	100		120	$ 12,000	storm sewer adjustments to tee into existing
Catch basins		4	3000	$ 12,000	assumed 4 new/relocated basins
	CY				
Earthwork	20		50	$ 1,000	Assumed earthwork for new sidewalk grading and drainage.
			Construction	$ 76,422	
			w/ 30% Cont.	$ 99,349	
			Design	$ 35,000	Surveying, design, public involvement, project bidding, construction support
			Total	**$ 134,349**	

#22 Dayton Avenue

(Near Cannons Ln to Breckenridge Ln)

Item	LF	SF	Unit Cost	Cost (2026 Dollars)	Notes
Ped lane markings	6800		5	$ 34,000	Thermo paint pavement markings to identify a ped lane designated area
Hatching 12"	500		5	$ 2,500	Additional hatching across intersections
Pedestrian signage		70	50	$ 3,500	
	LF	**EACH**	**Unit Cost**	**Cost**	
Reduce intersection radii	600		50	$ 30,000	Build curb or use other markings/delineators to reduce intersection radii; Wallace, Macon, Iola
Chicanes		3	5000	$ 15,000	Build chicanes with delineators and/or qwik kurb, or similar
		EACH	**Unit Cost**	**Cost**	
Lighting at intersections		1	5000	$ 5,000	Best location for lighting improvements to be determined
Drainage improvements	**LF**	**EACH**	**Unit Cost**	**Cost**	Drainage not impacted
Storm sewer pipe 15"				$ -	
Catch basins				$ -	
	CY				
Earthwork				$ -	None/minimal earthwork
			Construction	$ 90,000	
			w/ 30% Cont.	$ 117,000	Design, public involvement, project bidding, construction support
			**Mobilization 5%	$ 5,850	**It is recommended to bundle the ped lane/intersection projects to one or two lettings
			**Design	$ 10,000	No surveying expected
			Total	**$ 132,850**	

#25 Sherburn Ln

(From Mall to Browns Lane)

*Note-Phase 2 for connection into Brown Park may require additional coordination/cost for signal adjustments into the park

Item	LF	SY	Unit Cost	Cost (2026 Dollars)	Notes
5' Sidewalk - Phase 1	1025	569	90	$ 51,250	Phase 1 Quails Run Road to Mall St. Matthews - some stretches the apartments have existing sidewalks. Also uses shoulder of bridge new mall for ped crossing.
5' Sidewalk - Phase 2	1650	917	90	$ 82,500	Phase 2 Mallard Creek to Browns Lane, also sidewalk connection into park to existing path
5' Sidewalk - Phase 3	1375	764	90	$ 68,750	Phase 3 Mallard Creek to Quails Run
	EACH	SY	Unit Cost	Cost	
Driveway apron reconstruction		0	130	$ -	Assume no driveways to reconstruct
	LF				
Pavement markings Ph1	75		5	$ 375	Assumes crosswalk markings for all intersections where sidewalk continues through
Pavement markings Ph2	75		5	$ 375	For new marked crossing into Brown Park
Pavement markings Ph3	125		5	$ 625	Across the apartment entrances
Tree removal	EACH		Unit Cost	Cost	
Tree removal Ph1	0			$ -	
Tree removal Ph2	0			$ -	
Tree removal Ph3	15		1000	$ 15,000	
Drainage improvements	LF	EACH	Unit Cost	Cost	
Drainage Ph1	1450	10	120	$ 204,000	Constructing in ditch and existing headwalls, so assumed constructing new storm sewer between Quail Run and Mall though more targeted design possible depending on final proposed; $120/LF pipe; $3000/inlet
Drainage Ph2				$ -	Assumed drainage over sidewalk to existing curb and gutter storm sewer system
Drainage Ph3				$ -	Assumed minimal work, sidewalk will be on island
	CY		Unit Cost	Cost	
Earthwork Ph1	304		25	$ 7,593	Assumed earthwork for new sidewalk grading and drainage. 2500' subtra
Earthwork Ph2	733		25	$ 18,333	Assumed drainage over sidewalk to existing curb and gutter storm sewer system
Earthwork Ph3	407		25	$ 10,185	Assumed for constructing sidewalk and grading for ramps etc

			Percent of total	*Subtotal*	
Phase 1 subtotal	$	263,218	*57%*	***$ 444,838***	
Phase 2 subtotal	$	101,208	*22%*	***$ 171,042***	
Phase 3 subtotal	$	94,560	*21%*	***$ 159,807***	
All phases subtotal	$	458,986			
w/ 30% cont.	$	596,682			
Mobilization 5%	$	29,834			
Design	$	149,170			Surveying, design, public involvement, project bidding, construction support
Total	**$**	**775,687**			

#28 Fairmeade Road

(Winchester Rd to Shelbyville Rd)

Item	LF	SY	Unit Cost	Cost (2026 Dollars)	Notes
5' Sidewalk	560	311	90	$ 28,000	Construct new sidewalk along Warwick from Harris Pl to Virginia Ave
	EACH	**SY**	**Unit Cost**	**Cost**	
Driveway apron reconstruction	3	16	130	$ 2,080	Assume 3 driveway aprons to reconstruct
	LF				
Pavement markings	200		5	$ 1,000	30' across Marquette, 3 legs at Virginia into park
	SY	**Tons**	**Unit Cost**	**Cost**	
Raised intersections	400	69	120	$ 8,280	3" asphalt; Fairmeade and Winchester
		EACH	**Unit Cost**	**Cost**	
Lighting at intersections				0	Existing lighting sufficient
Drainage improvements	**LF**	**EACH**	**Unit Cost**	**Cost**	Assumed yards will drain over sidewalk, follow existing drn patterns, no proposed storm system
Storm sewer pipe 15"			120	$ -	
Catch basins			3000	$ -	
	CY				
Earthwork	249		50	$ 12,444	Assumed earthwork for new sidewalk grading and drainage.
			Construction	$ 51,804	
			w/ 30% Cont.	$ 67,346	
			Mobilization 5%	$ 3,367	
			Design	$ 35,000	Surveying, design, public involvement, project bidding, construction support
			Total	**$ 105,713**	

#29 King Arthur Lane

(Washburn Ln to Herr Ln)

Item	LF	SF	Unit Cost	Cost (2026 Dollars)	Notes
Ped lane markings	4900		5	$ 24,500	Thermo paint pavement markings to identify a ped lane designated area
Hatching 12"	400		5	$ 2,000	Additional hatching across intersections
Pedestrian signage		50	50	$ 2,500	
	LF		**Unit Cost**	**Cost**	
Reduce intersection radii	600		50	$ 30,000	Build curb or use other markings/delineators to reduce intersection radii
					Girard, Fenley, Fountain
		EACH	**Unit Cost**	**Cost**	
Lighting at intersections		1	5000	$ 5,000	Best location for lighting improvements to be determined
Drainage improvements	**LF**	**EACH**	**Unit Cost**	**Cost**	Drainage not impacted
Storm sewer pipe 15"				$ -	
Catch basins				$ -	
	CY				
Earthwork				$ -	None/minimal earthwork
			Construction	$ 64,000	
			w/ 30% Cont.	$ 83,200	Design, public involvement, project bidding, construction support
			**Mobilization 5%	$ 4,160	**It is recommended to bundle the ped lane/intersection projects to one or two lettings
			**Design	$ 10,000	No surveying expected
			Total	**$ 97,360**	