



Louisville Loop

WAYFINDING MASTER PLAN

A Master Plan for Navigating the Louisville Loop



A Supplement to the Louisville Loop Design Standards Manual

February 2012



Greg Fischer, Mayor
Louisville Metro Council

This project made possible by a grant through:





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Acknowledgements

The Louisville Loop Wayfinding Master Plan builds upon the Louisville Loop Design Guidelines Manual and continues the vision, community ideals and principles set forth in that guiding document. Several individuals and groups have had a significant influence during the development of the Wayfinding Master Plan. The following are recognized for their commitment and participation in this master plan.

This project made possible by a grant through:



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 Metro Emergency Management Agency
 Metro Public Health and Wellness
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SECTION 1

Introduction and Project Overview

What is Wayfinding?

In its most basic sense, wayfinding can be defined as the way we navigate through the world. It is the cues in the environment that we use to orient ourselves and activities. These cues may be in the form of a natural feature such as a river, a man-made structure such as a bridge or monument, or even signs. Signs can take many forms when orienting people to a destination; this includes in-pavement markings or graphics, banner or street signs, and directional signs.

Louisville currently has multiple wayfinding sign systems, such as Downtown Louisville, bicycle, and park signs. These signs all serve a purpose in directing people and also serve as a brand in representing the system where they are used.



PHOTO: Examples of existing wayfinding along the Louisville Loop



PHOTO: Existing downtown sign



PHOTO: Existing bicycle route sign



PHOTO: Existing Waterfront Park sign



INTRODUCTION & PROJECT OVERVIEW

Louisville Loop Design Standards Manual

In 2009, Louisville Metro Parks developed the Louisville Loop Design Guidelines Manual. It outlined the design standards for all elements along the proposed 100-mile shared-use path around Louisville and aimed to visually and functionally connect independent sections of the Loop being designed and constructed at different times. As of 2011, only 23 miles of the Loop have been constructed.

This manual details a series of wayfinding elements to be implemented along the Loop through the Wayfinding Master Plan, primarily through directional and interpretive signs. The Wayfinding Master Plan is intended to supplement the Louisville Loop Design Guidelines Manual and not supersede or replace it.



Project Funding

The Louisville Loop Wayfinding Master Plan was funded as a portion of the \$7.9 million *Louisville Putting Prevention to Work (LPPW)* grant, an anti-obesity effort from the U.S. Department of Health and Human Services and managed by the Centers for Disease Control and Prevention and the Louisville Metro Department of Public Health and Wellness. The LPPW grant includes 23 strategies that focus on policy, systems and environmental change during a two-year time frame from March 2010 to March 2012. The LPPW grant strategy that funded this project includes improvements to the Louisville Loop.



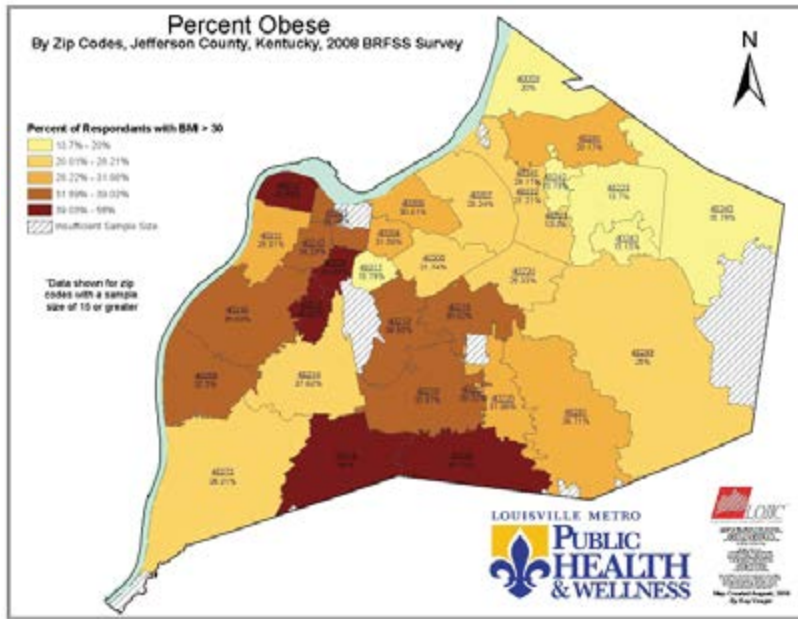
Health Overview

The purpose behind an anti-obesity grant funding this project is to use the Louisville Loop as a tool to increase activity and use of the Loop in high-obesity areas. This project is meant to help citizens understand how the system works, the way it connects to their neighborhoods, and to help the system become easier to use for normal, everyday activities.

According to the Centers for Disease Control and Prevention (CDC), the proportion of overweight adults in the United States has risen from 24 percent in 1960 to 64 percent in 2000. Nationally, 22 percent of American children are now considered obese; this is a 55 percent increase from 1963. With a more obese population, additional health risks and rates of diseases also increase. Obese people are 40 times more likely to develop diabetes; one in three Americans born today will be diagnosed with diabetes. Obesity significantly increases the risk of cancer, heart disease, stroke, high blood pressure, arthritis and other health afflictions. Today, obesity is quickly overtaking tobacco as the major cause of death in the United States.

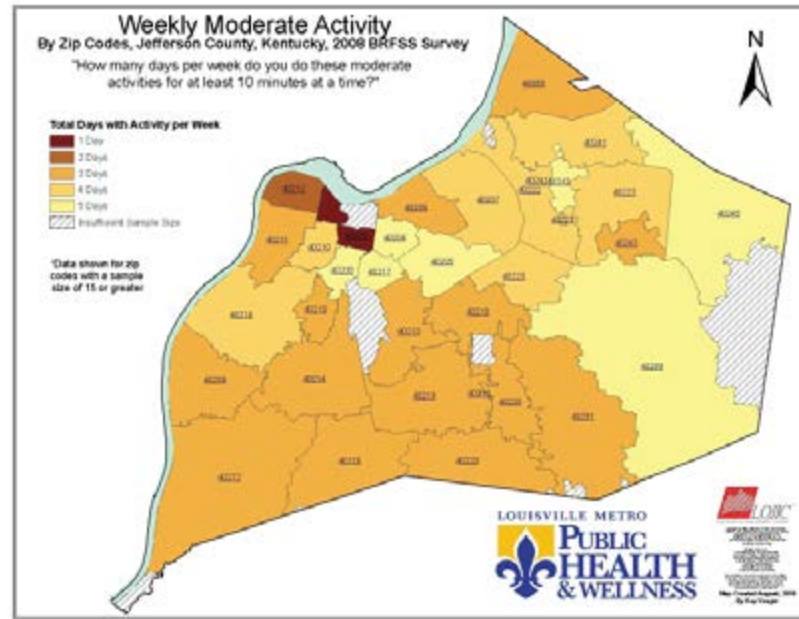
These statistics may be translated to Kentucky and Louisville. In 2005, Kentucky ranked 4th in the U.S. in the highest rate of obese and overweight adults combined, at 63 percent. Within one mile of the constructed portion of the Louisville Loop, obesity rates vary from 28.2 percent to 56 percent, and the percent of children that are obese in this area ranges from six percent to ten percent (see figures on following page).

Obesity is exacerbated by community design issues. Thirty years ago, two-thirds of all children walked or biked to school. Today, only 13 percent of children walk or bike to school, and 73 percent of children fall short of recommended minimum weekly physical activity. As stated by Dr. Richard Jackson, MD, "The largest health crisis of the 21st century will not be disease...it will be combating the sedentary lifestyle that is the cause of the disease. We don't have a health crisis, we have an inactivity crisis." (Jackson, Richard. September 12, 2010. Presentation to the American Society of Landscape Architects 2010 Annual Meeting)



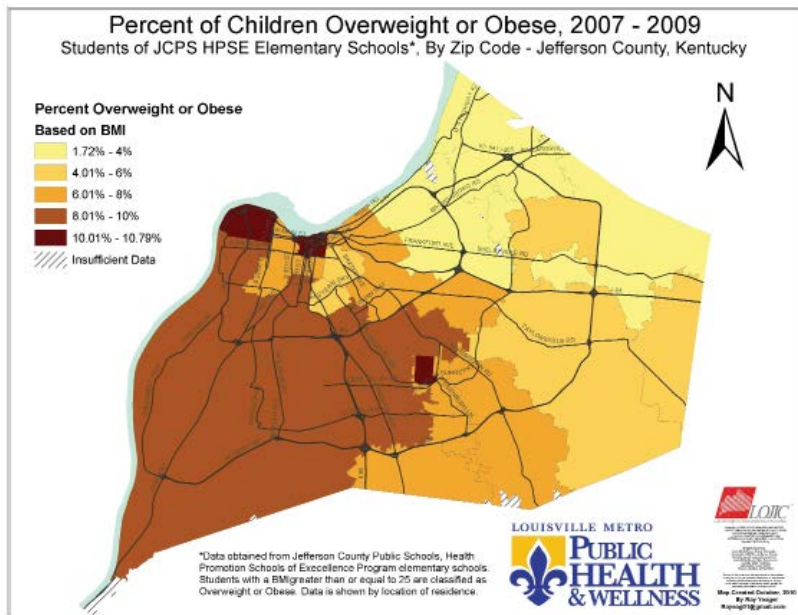
2008 BRFSS (Behavioral Risk Factor Surveillance System)

SOURCE: Louisville Metro Department of Public Health and Wellness

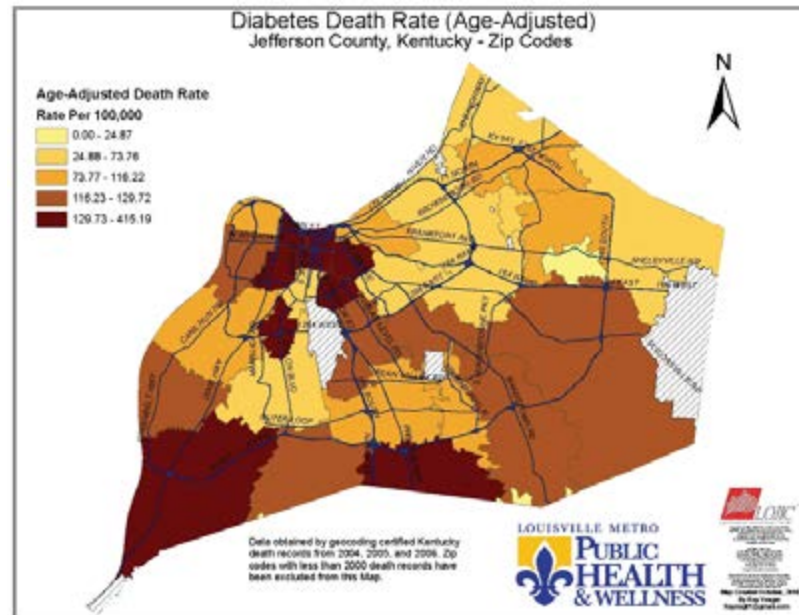


2008 BRFSS (Behavioral Risk Factor Surveillance System)

SOURCE: Louisville Metro Department of Public Health and Wellness



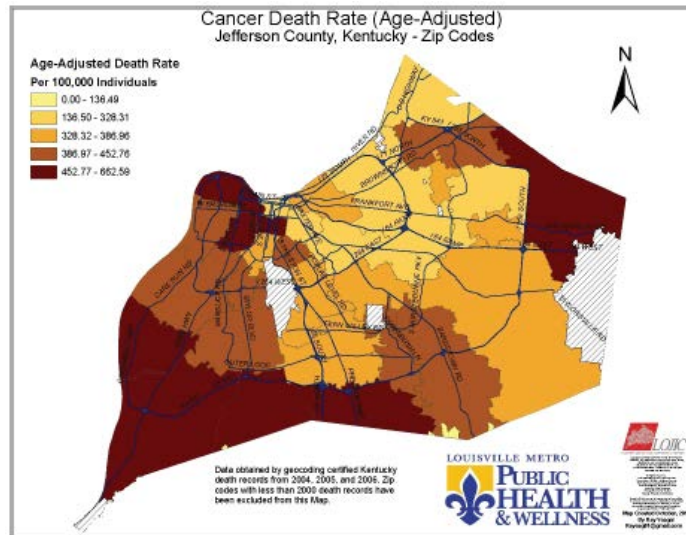
SOURCE: Louisville Metro Department of Public Health and Wellness



SOURCE: Louisville Metro Department of Public Health and Wellness



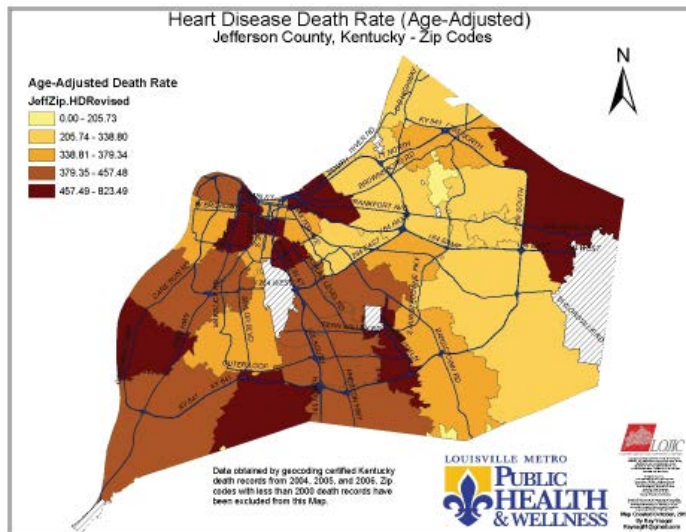
INTRODUCTION & PROJECT OVERVIEW



SOURCE: Louisville Metro Department of Public Health and Wellness

Within one mile of the constructed segment of the Loop, the average number of days per week residents have at least ten minutes of moderate activity is three. The amount of inactivity and obesity can be connected to health risks and diseases in this same area. Health statistics include:

- Diabetes death rate ranging from 73 to 415 deaths per 100,000 residents.
- Cancer death rate ranging from 386 deaths to 662 deaths per 100,000 residents.
- Heart disease death rate ranging from 205 to 823 deaths per 100,000 residents.



SOURCE: Louisville Metro Department of Public Health and Wellness

With the goal of increasing physical activity and decreasing obesity in Louisville, the Wayfinding Master Plan aims to increase access and connectivity to the Loop, highlight connections to and from the Loop for neighborhoods and nearby communities, and promote increased use of the Loop by neighboring residents. By providing wayfinding tools and informative signs, the project will help make the Louisville Loop more user-friendly and provide the tools to make the Loop a vital part of user's daily activities, and an avenue for recreation.

Purpose of this Document

The Design Standards Manual describes and outlines the intended wayfinding elements for the Louisville Loop and establishes a baseline or minimum standard. It does not provide the needed refinements and site-specific details for implementing all signs along the Loop. The Wayfinding Master Plan is intended to go a step further and advance the development of the wayfinding elements of the Design Standards Manual. This master plan will provide the details needed to install and implement the signs along the constructed portion of the Loop. It provides more detailed guidelines for placement of sign, destinations to be included on directional signs, and locations of the wayfinding elements. This plan also builds new interpretive and educational opportunities along the Loop, defining the content and locations of these signs.

Project Overview

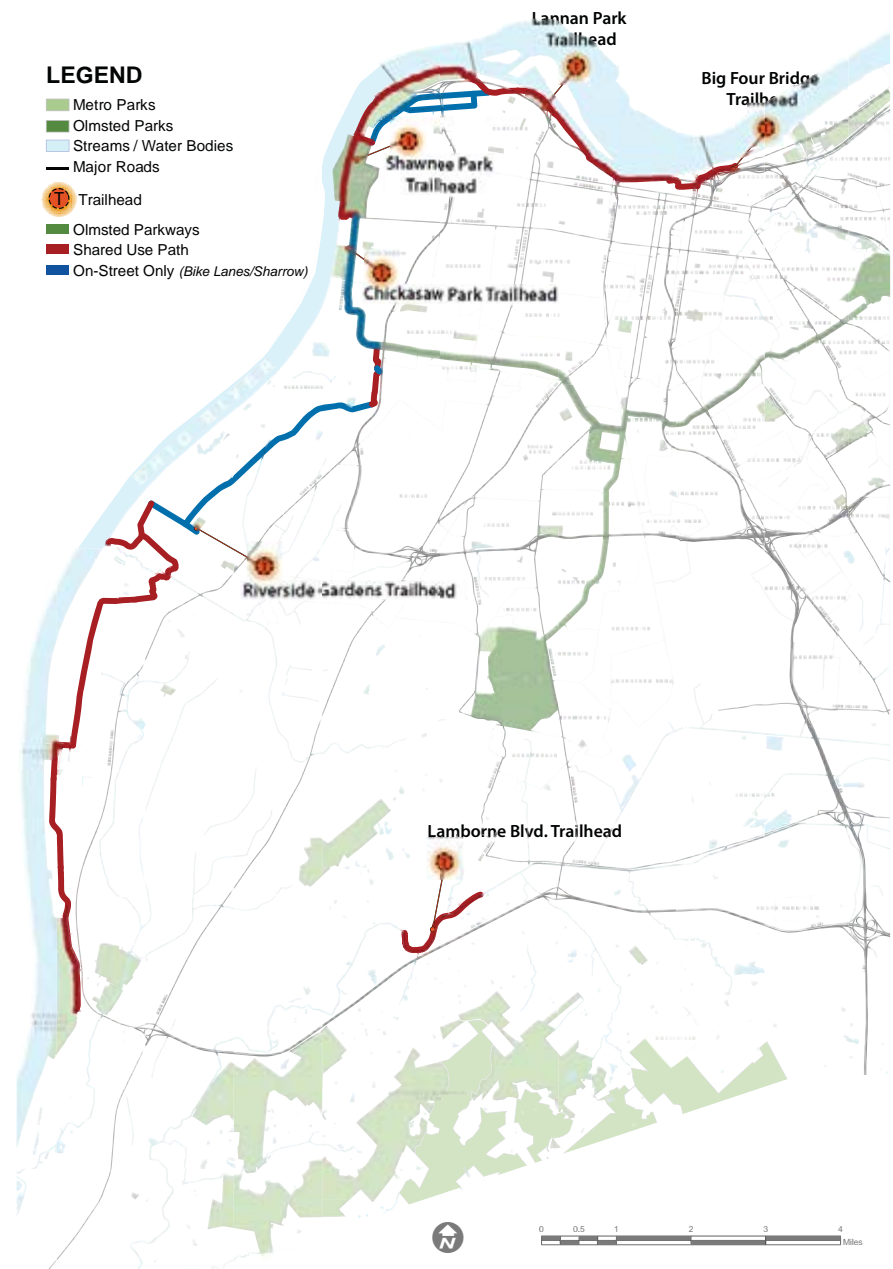
This project includes the development of a master plan of wayfinding sign locations along the entire length of the constructed Loop, interpretive signs, six trailhead locations, the installation of a pilot project at Lannan Park, and finally a construction and installation package for the installation of a portion of the signs in the master plan.

As part of the master plan process, three public input sessions were held to gain valuable input and feedback on the proposed Wayfinding Master Plan. The purpose of the first public meeting was to discuss the overall project with the public. The purpose of the second public meeting was to recap the first public meeting and to provide information regarding sign details with the public. Lastly, the purpose of the third public meeting was to allow the public to view the installed signs and trailhead enhancements at the Lannan Park Trailhead. A more detailed summary of the public input process can be found in Appendix A.

The study area for this master plan includes the constructed portion of the Louisville Loop: starting at the Big Four Bridge in downtown and ending at Farnsley-Moremen Landing in Southwest Louisville. A small length of trail constructed by the Metropolitan Sewer District along Pond Creek is also included. The wayfinding signs are intended solely for use along the Loop, but the signs include destinations and directions off of the Loop in the adjoining neighborhoods. Generally, the destinations off of the Loop are limited to those within a one-mile distance from the Loop. Figure 1-1 shows the study area.

The type of facility along the constructed segment of the Loop varies from a shared-use path to on-street facilities (bike lanes). Figure 1-1 also shows the different types of facilities that make up the current Louisville Loop.

FIGURE 1-1: Overall Route of Study Area





INTRODUCTION & PROJECT OVERVIEW

How to Use this Document

This master plan is intended to provide both written and graphic standards that support the application of wayfinding signs along the constructed portion of the Louisville Loop. Below is a quick reference guide on the individual wayfinding elements in this master plan:

Standard Title
Placement Guidelines and Destination Guidelines
 Description of the guidelines for placement and destinations on signs

Sign Application
 Graphic examples of how sign is applied

Sign Details
 Specific standards and construction drawings for each sign

Sign Face Details
 Details for each sign identified in the Master Plan

Sign Locations
 General locations for all signs

Placement Guidelines

Destination Guidelines

Sign Application - Pedestrian Directional Signs

Sign Application - Vehicular Directional Signs

Sign Detail - Pedestrian Directional Signs

Sign Face Detail

Sign Locations

Sign Type	Sign Type	Sign Type	Sign Type
→ Stoppage Trail 6.0	→ West River Trail 6.0	→ Stoppage Trail 6.0	→ West River Trail 6.0
→ Little Park 6.1	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Big Tree Bridge 6.2	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Madison Avenue 6.3	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Main Street 6.4	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Grand Lane 6.5	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 6.6	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Road 6.7	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Rosewood Lane 6.8	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 6.9	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.0	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.1	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.2	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.3	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.4	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.5	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.6	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.7	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.8	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 7.9	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 8.0	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
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→ Elk Neck Lane 8.2	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
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→ Elk Neck Lane 8.7	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 8.8	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 8.9	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.0	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.1	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.2	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.3	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.4	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.5	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.6	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.7	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.8	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 9.9	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0
→ Elk Neck Lane 10.0	→ Chapman Way 6.0	→ Stoppage Trail 6.0	→ Chapman Way 6.0

Definitions

The following are some specific definitions used within this document that describe wayfinding signs or other key issues of this plan. These terms are intended to supplement the *Louisville Loop Design Standards Manual*.

Access Point: Designated areas and passageways that allow the public to reach the Loop from adjacent streets or community facilities.

Amenities: Any element used to enhance the user's experience and comfort along the Loop.

Community Guide Sign: A street sign used in the community away from the Loop that directs vehicles and pedestrians to the Louisville Loop. These signs are different in appearance than those along the Loop and comply with MUTCD color and placement standards.

Destination: An attraction, location, or significant public place that is highlighted on the directional signs. All destinations shall be publicly owned, not-for-profits, or have significant public funding, and shall be open to public use. Destinations may include public buildings, parks, trail systems, roadways, or other facilities within the public realm.

Directional Sign, Pedestrian-Scaled: Signs that provide direction and distances to destinations along the Louisville Loop. Directional signs are used for user orientation and wayfinding. Directional signs shall be used at key decision points or access points where the Signature Marker is not used. These signs are intended for use by trail users. These signs contain up to eight destinations.

Directional Sign, Vehicular-Scaled: Directional signs that are larger-scaled due to their location along a public street. These signs are used where the Loop contains on-street segments or where the shared-use path parallels a street. Signs are taller and must meet vertical and horizontal clearance dimensions for the street. These signs contain up to five destinations.

Interpretive Sign: An educational display that describes and explains a natural, historic, or cultural point of interest on or along the Louisville Loop.

Loop Shed: One-half to two miles on either side of the Loop depending on the intensity of surrounding adjacent land uses within their geographical boundaries.

Mile Marker: A marker along the shared-use path that identifies the distance from a set point along the path. For the Louisville Loop, "Mile 0" is set at the Big Four Bridge connection to the Loop and counts upward to the west from that point (counterclockwise around the Loop).

Signature Marker: A lighted entry marker used at trailheads on the Louisville Loop. The Signature Marker consists of a post and a directional sign panel that depicts the next regional trailheads in each direction. The sign panel contains up to five destinations.

Trail Identity Sign: A sign used to identify the trail system within a street corridor.

Trailhead: A Physical facility that marks a major access point to the Loop. The shape, size and form of a trailhead will vary and may include amenities such as parking, transit station, drinking fountain, restrooms, benches and art.

Trailhead Sign: A sign used at trailheads to display a map and inform users about the trail segment, trail rules, emergency contacts, and other important trail information.

Note: Additional trail terms and definitions may be found in the Louisville Loop Design Standard Manual.



SECTION

2

Design Principles

A comprehensive public wayfinding system must have a set of clearly articulated goals and objectives to provide definition and direction for the program. It is critical that there exist a clear and concise set of policy statements that reinforce those goals and objectives.

A series of design principles were established for the master plan in the beginning of the process. The principles included the intent of the project, the objectives, and the requirements for what would be included on the wayfinding components. These principles were vetted among not only public officials and agencies, but also with the general public through three public meetings. The following design principles for the Wayfinding Master Plan serve as a guide for the placement, content and orientation of signs along the Loop.



PHOTO: HNTB



DESIGN PRINCIPLES

● The wayfinding sign program will serve to compliment and reinforce the **OVERALL AIMS** of the Louisville Loop.

- The program will implement a critical component of the overall Loop.
- The wayfinding elements will conform to the design principles of the Louisville Loop Design Guidelines Manual.
- The program will reinforce the vision identified in the Louisville Loop Strategic Plan.
- The program will build upon and reinforce the many route planning studies already completed for the Louisville Loop.



PHOTO: Metro Parks

● The wayfinding sign program will promote **HEALTH** and **WELLNESS** in Louisville.

- The program will identify connections from adjoining neighborhoods to the Loop, promoting ease of access for all users.
- The program will encourage and promote use of the Loop within the community by orienting users to connections along the Loop.
- The program will enhance physical fitness opportunities by providing mile markers and distances to help users measure their activities.
- Signs and wayfinding components will promote greater safety and improved emergency access to the Loop.



PHOTO: Metro Parks

● The wayfinding sign program will provide **ORIENTATION** and promote **EASE OF USE**.

- Signs will identify and highlight entries to the Louisville Loop from neighborhoods and environs adjacent to the Loop.
- Signs will promote ease of use by informing users of destinations, distances, and directions.
- Signs and wayfinding program will encourage the use of the Loop for recreation and transportation by promoting non-motorized multi-modal connections to navigate through Louisville.



PHOTO: HNTB

● The wayfinding sign program shall highlight and promote **CONNECTIONS** along the Loop.

- Signs will promote the connections between the Louisville Loop and local communities and neighborhoods.
- Signs will promote connections between the Loop and community facilities or services.
- Signs will reinforce the connection between users and the historic and cultural elements of the region.
- Signs will highlight the different physiographic regions that the Loop traverses.



PHOTO: HNTB

● The wayfinding sign components shall reinforce the **IDENTITY** of the Louisville Loop, providing a unified character for the system, even in disparate or disconnected segments.

- Wayfinding components will be applied uniformly across all constructed portions of the Loop.
- Signs will visually identify all built portions of the Loop.
- Signs will tie together the various Loop systems and facilities (i.e. shared-use path, on-street facilities), promoting a recognizable whole.



PHOTO: HNTB



SECTION

3

Wayfinding Master Plan

Introduction

The goal of the wayfinding signs along the Louisville Loop is for all signs to be informative, functional, and to capture the identity of the Louisville Loop. There is also a need to identify the unique segments of the Loop with a color-coding system. The following section outlines how the overall sign system works and how each individual sign element plays a role in the larger sign family.

Uniformity in design layout, materials, and style are key components of ensuring that this wayfinding system delivers the intended results. The following sign program includes signature marker signs, directional signs, trailhead signs, identity signs, mile marker signs and interpretive signs.



PHOTO: HNTB



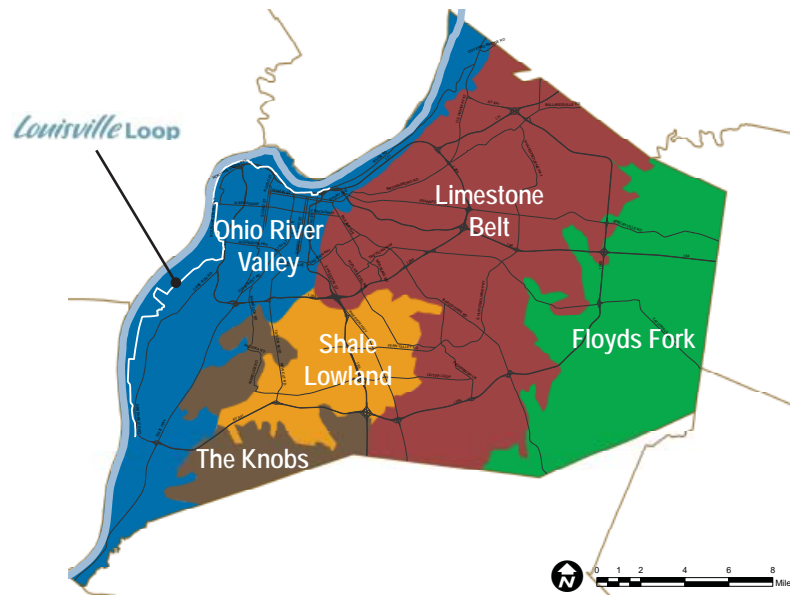
WAYFINDING MASTER PLAN

How the System Works

Cornerstone 2020, Louisville Metro's comprehensive plan, identified five physiographic regions as a unique element to be enhanced in Louisville. Physiographic regions are defined by their distinct topography, geology, native flora and fauna, and history. The five physiographic regions in Louisville include the Ohio River Valley, Limestone Belt, Shale Lowland, Floyds Fork and the Knobs.

The Design Guidelines Manual uses the five physiographic regions as an organizing structure for all signs along the Louisville Loop by assigning each physiographic region a color code. The Louisville Loop logo also alters in color based on its placement along the trail to correspond with the physiographic regions. Figure 3-1 graphically depicts the physiographic regions and their corresponding sign color coding.

FIGURE 3-1: Louisville Physiographic Regions and Color Coding



The general logo for the overall Louisville Loop (shown below) utilizes blue, green and gold. RGB color specifications are included. This logo, and these colors, are used to identify or represent the overall Louisville Loop. Variations to the logo based upon individual trail segments are illustrated at the bottom of this page. These variations are specific to the physiographic regions through which the trail passes.

FIGURE 3-2: Louisville Loop Color Coding



TRAIL SEGMENTS:
Limestone Belt
COLOR:
Red (PMS 1807)
(CMYK = 28,83,70,19)



TRAIL SEGMENTS:
The Knobs
COLOR:
Brown (PMS 463)
(CMYK = 47,55,72,30)



TRAIL SEGMENTS:
Shale Lowland
COLOR:
Orange (PMS 137)
(CMYK = 6,43,100,0)



TRAIL SEGMENTS:
Floyds Fork
COLOR:
Green (PMS 362)
(CMYK = 82,4,100,1)



TRAIL SEGMENTS:
Ohio River Valley
COLOR:
Blue (PMS 2945)
(CMYK = 90,53,8,1)

Wayfinding Element Details

Placement guidelines were developed to determine the location of each sign type. The plan defined policies that are considered when determining destinations on directional signs. These policies were developed based on public input and the Design Guidelines Manual and are incorporated into the appropriate sign elements below. Where applicable, the signs developed in this master plan conform to current state and national documents including the AASHTO Guide for Development of Bicycle Facilities (AASHTO, 1999), the Manual for Uniform Traffic Control Devices (MUTCD) and the Kentucky Transportation Cabinet's Highway Design Manual (Exhibit 1500-01).

The following include the overall color and symbol guidelines:

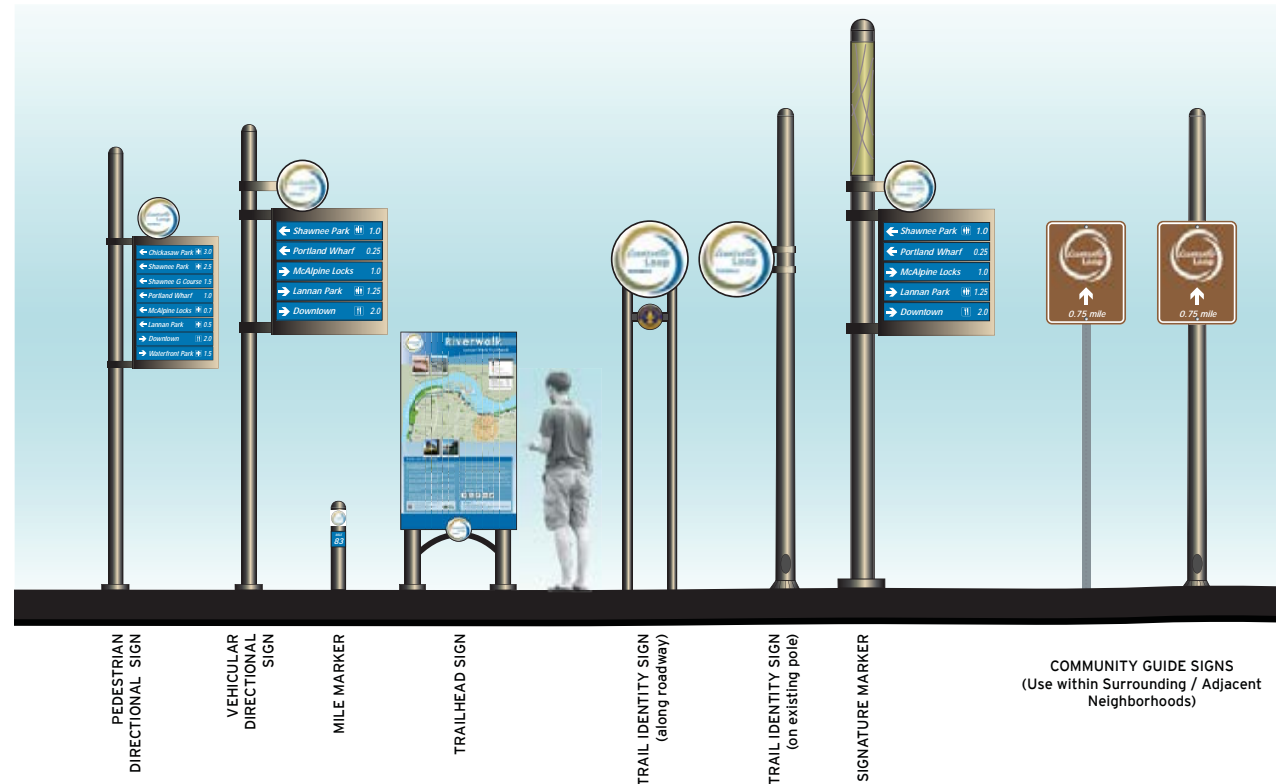
- Sign panel color shall correspond to the designated color assigned to the physiographic region in which the sign is located. All destinations on the panel, regardless of the region in which the destination exists, shall be the same color. Individual destinations will not be color-coded to the physiographic region in which they exist.
- Color designations for signs shall be as outlined in the Louisville Loop Design Standards Manual.
- Public services, such as restrooms, food, transit stops, and similar services, shall be designated through the use of symbols applied next to the destination. Symbols shall conform to standards established by American Institute of Graphic Arts (AIGA). Only publicly-owned services shall be included on the signs (i.e. should not direct users to restrooms at privately-owned facilities).

FIGURE 3-3: Family of Wayfinding Sign Elements

Family of Elements

The Wayfinding Master Plan is comprised of various sign types that were defined in the Design Guidelines Manual. Each sign element is shown in Figure 3-3 and described in more detail later in this chapter.

- Directional Signs
- Mile Markers
- Trailhead Signs
- Trail Identity Signs
- Signature Markers
- Community Guide Signs





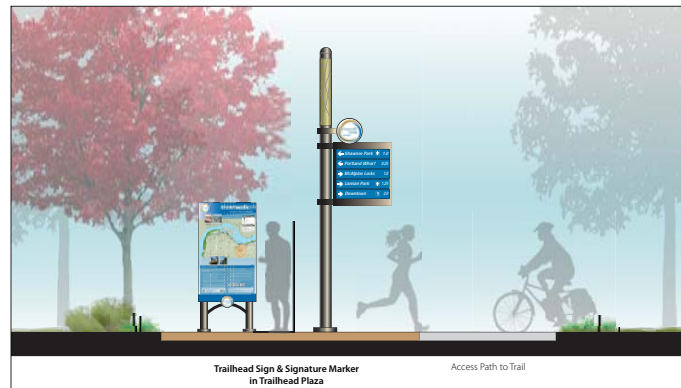
WAYFINDING MASTER PLAN

Wayfinding Master Plan

The Wayfinding Master Plan includes the locations and content for directional and identity signs along the constructed portion of the Louisville Loop. The placement guidelines, applications, design development details and sign faces for each sign type are discussed in this section. Figures 3-4, 3-5 and 3-6 on the following pages show the locations and sign types for the Wayfinding Master Plan.



ID Trail Identity Sign:
Trail Along Roadway



TH Trailhead Sign:
Orientation at Trailhead

SM Signature Marker:
Orientation & Direction



CG Community Guide Signs:
In Neighborhoods



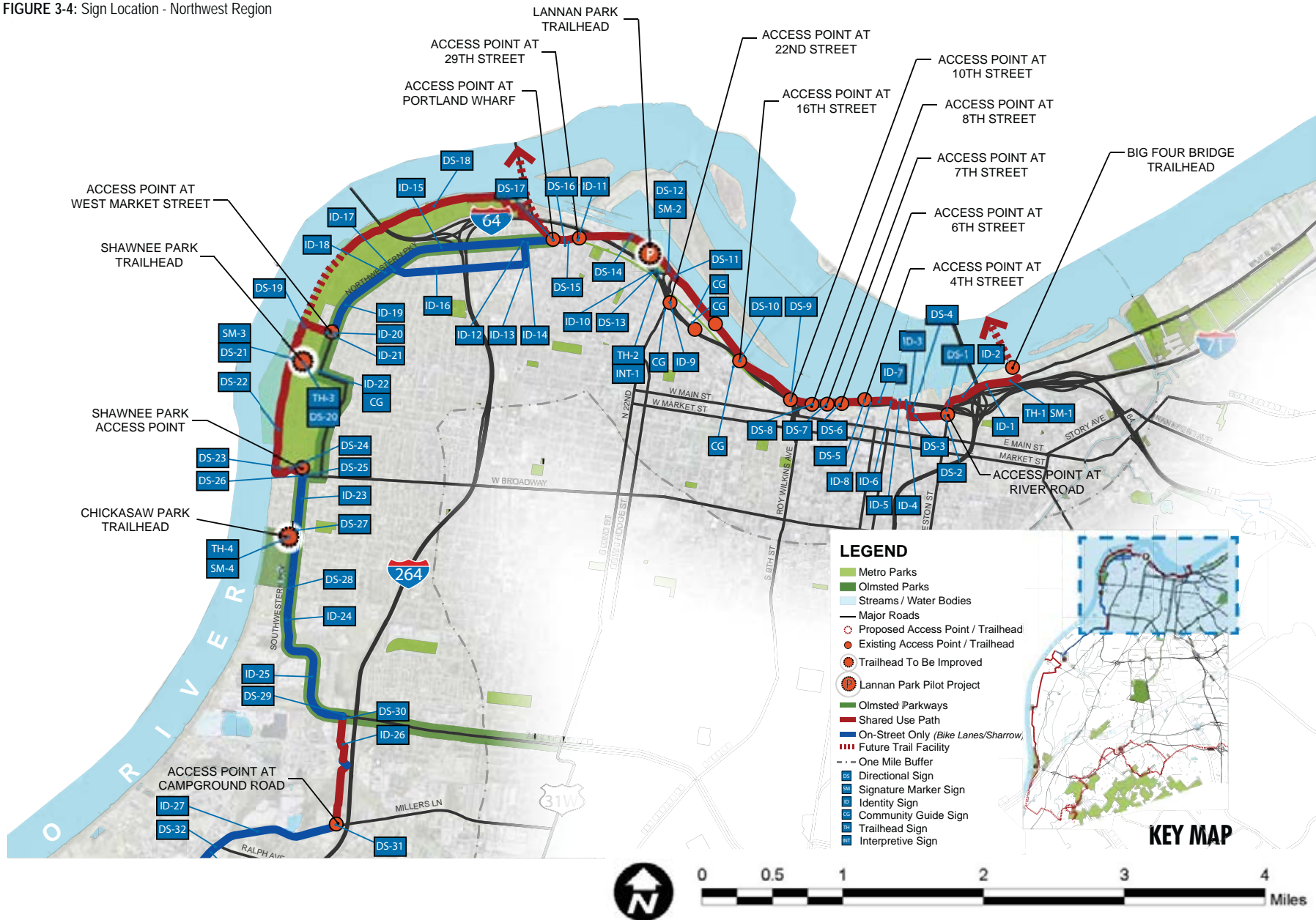
DS Directional Sign:
Pedestrian-Scaled



DS Directional Sign:
Vehicular-Scaled

SIGN LOCATION MASTER PLAN - NORTHWEST RIVER AREA

FIGURE 3-4: Sign Location - Northwest Region

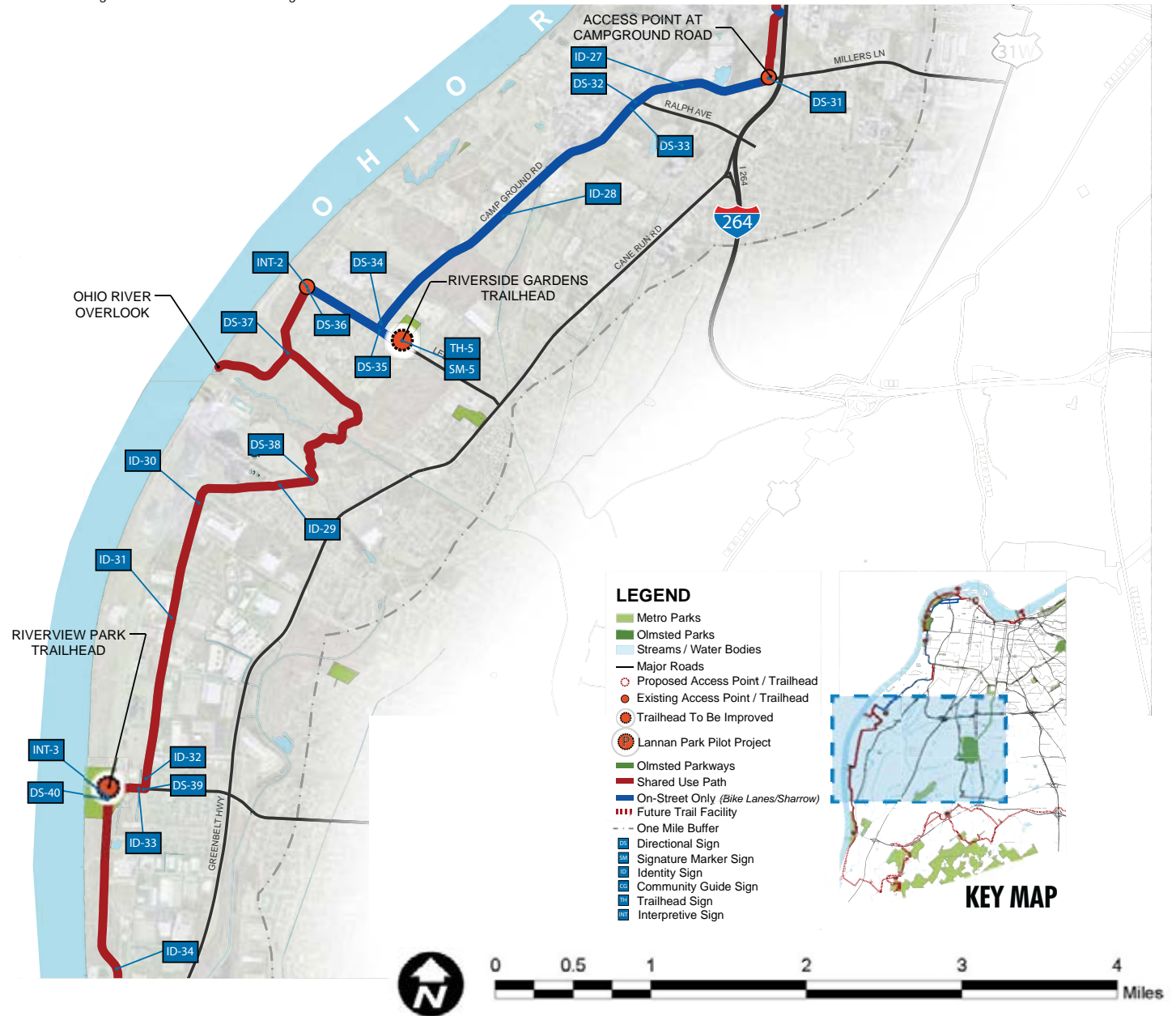




WAYFINDING MASTER PLAN

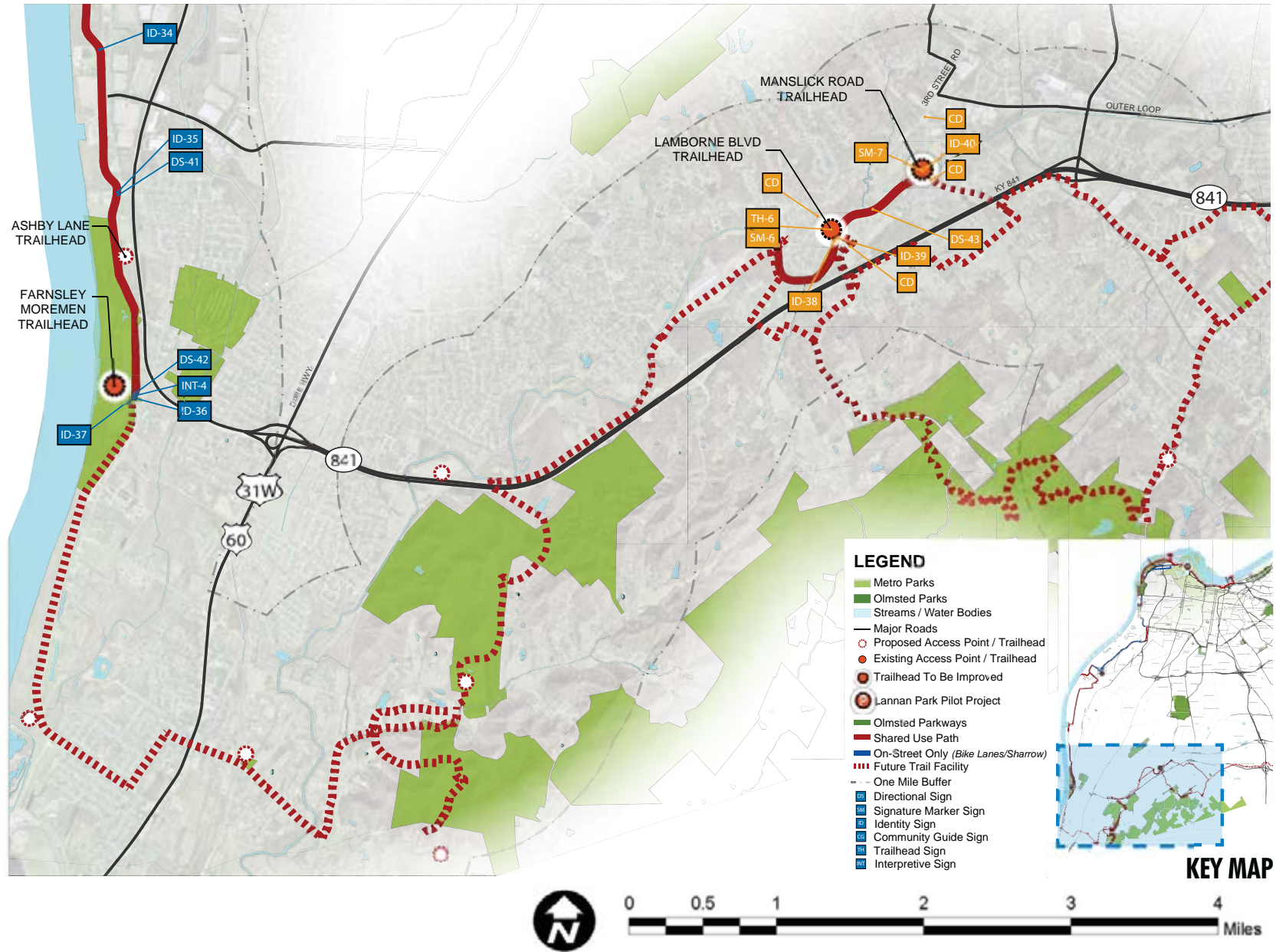
SIGN LOCATION MASTER PLAN - WEST-CENTRAL RIVER AREA

FIGURE 3-5: Sign Location - West Central Region



SIGN LOCATION MASTER PLAN - SOUTHWEST AREA

FIGURE 3-6: Sign Location - Southwest Region





SIGNATURE MARKERS

Placement Guidelines

The purpose of the Signature Marker is to create a unique and recognizable symbol that identifies the Louisville Loop. This element, placed at trailheads and major access points, serves as a confirmation that visitors are entering the Louisville Loop system. The lighted marker includes materials and forms consistent with the design features found throughout the Louisville Loop and provides an orientation sign for users entering at these points. The entire Loop will not be illuminated, therefore, the lighting serves as a key wayfinding tool to further reinforce the branding and identity of the route.

- Signature Markers shall be placed at trailheads and designated access points along the system (See Section 3, trailhead and access points, in the Design Guidelines for placement locations). The Signature Marker is used in addition to the Trailhead Sign discussed later in this section.
- The Signature Marker is a vertical system that includes a pole option which has a removable top that can accommodate a light fixture or graphic to reinforce the Loop system to users and visitors. This key branding effort will serve to highlight and mark the trail.
- Key wayfinding information regarding nearby destinations and amenities on the Loop shall be included for orientation. All destinations shall be located on the Loop and approved by Metro Parks prior to fabrication.

When placed at trailheads, Signature Markers are also accompanied by Trailhead Signs.

Destination Guidelines

Signature Markers are intended to be placed at trailheads or key access points along the Loop. As entry markers to the trail, they are intended to provide overall regional directions for travel on the Loop. As a user enters the trail, the signature marker identifies the major regional attractions that will be found in each direction FROM the trailhead. The guidelines for destinations on the Signature Markers include:

1. All destinations on the Signature Markers shall be regional in nature. These include large parks, cultural and historic sites, upcoming trailheads, and recognized regional locations such as "downtown."
2. All destinations shall be on the Louisville Loop.
3. Signature Markers shall be limited to five (5) destinations per sign.
4. Since the signs are multi-directional, distances will be identified in two directions. Distances counter-clockwise (in the direction of ascending mileage) on the Loop shall be listed on top. Distances clockwise (in the direction of descending mileage) shall be listed on the bottom portion of the sign face.
5. Signature Markers shall not contain advertising. Business names and logos shall not be used unless the business name is part of the official designation for a public facility.

Sign Application - Signature Marker



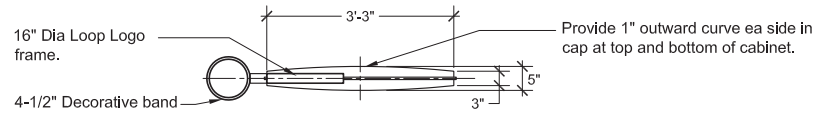
Trailhead Sign & Signature Marker
in Trailhead Plaza

Access Path to Trail

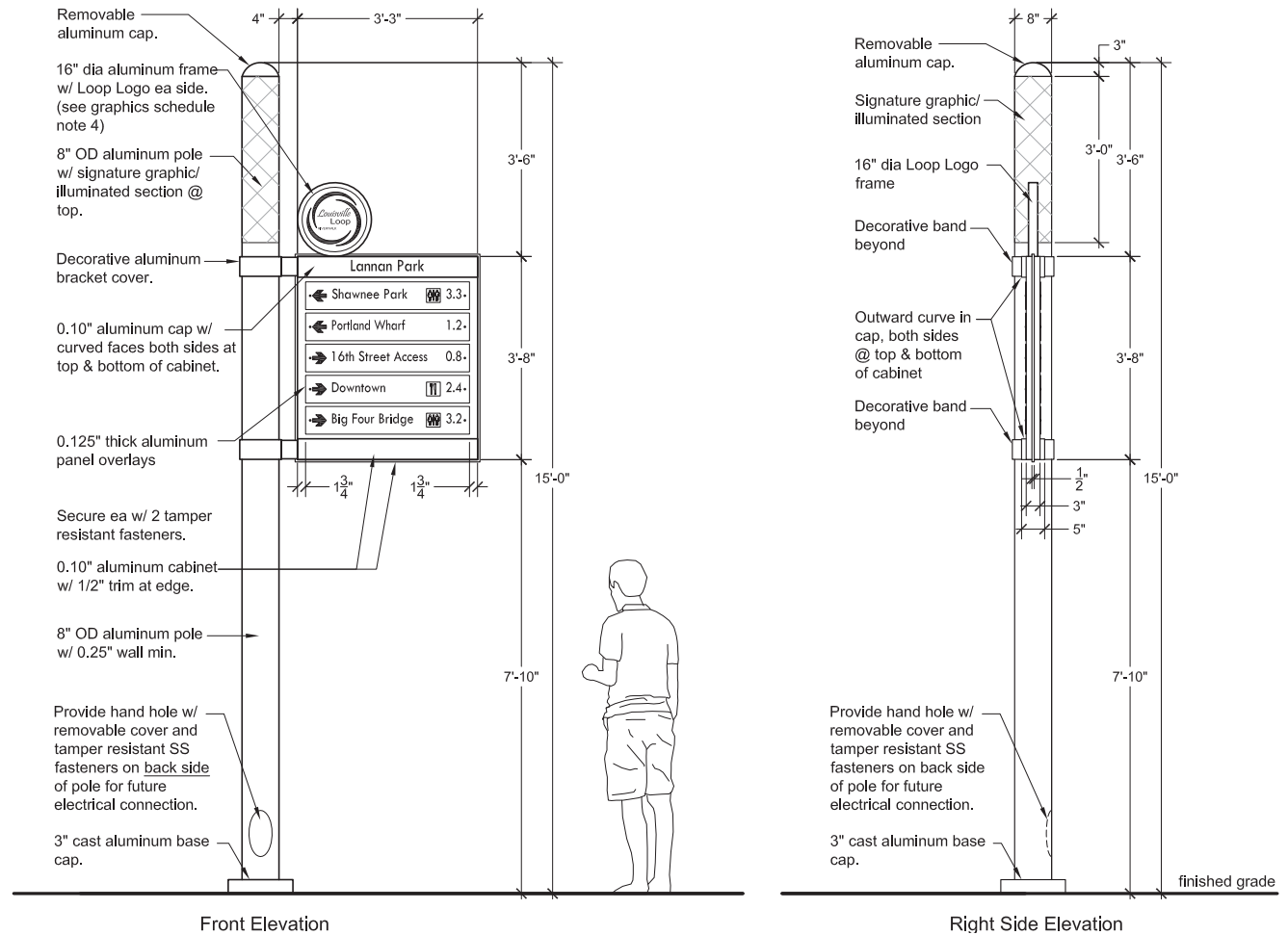


SIGNATURE MARKERS

Sign Detail - Signature Marker

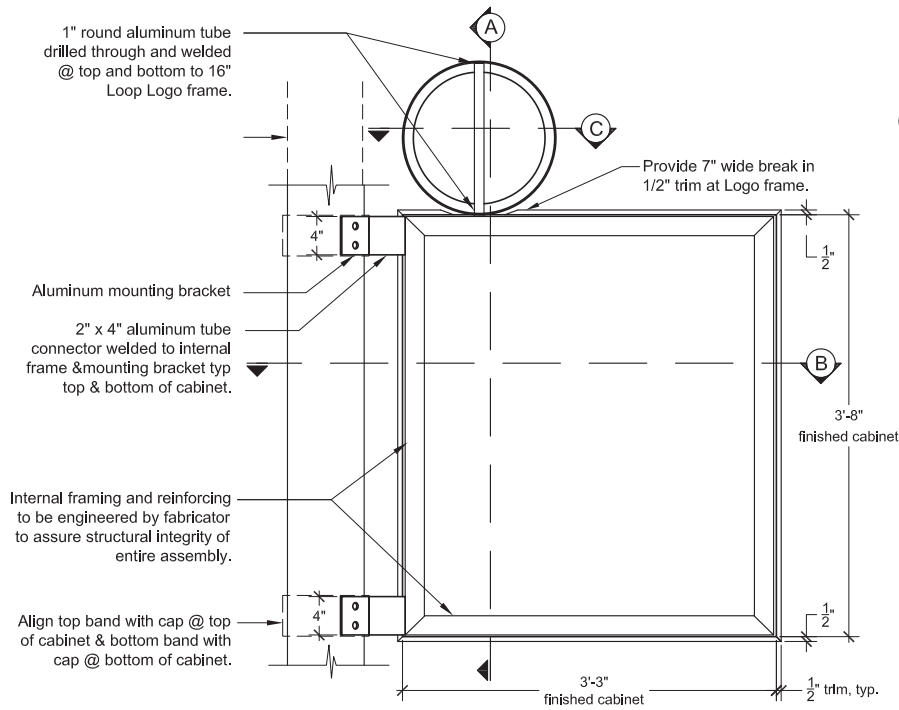


Signature Marker -- Plan

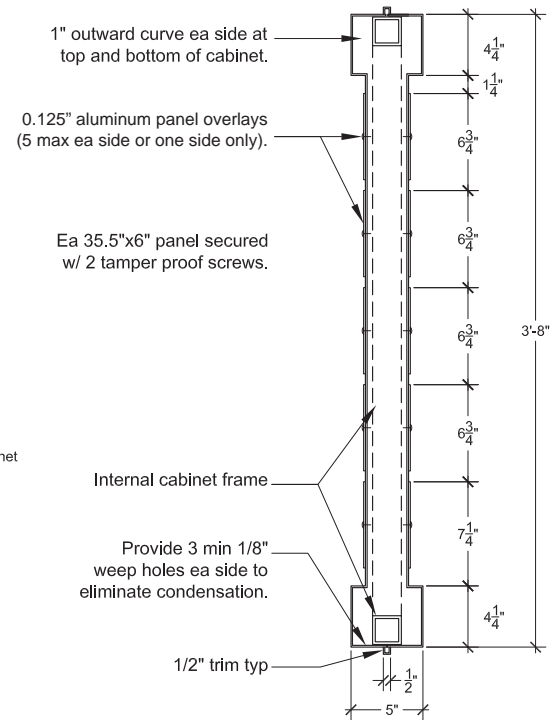


Signature Marker -- Elevations

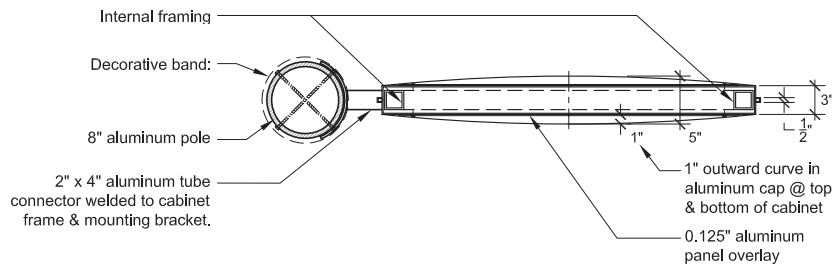
Sign Detail - Signature Marker



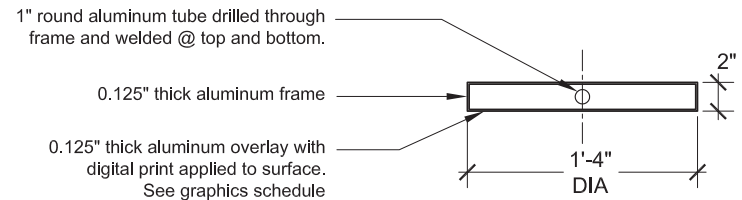
Cabinet Section



Section A



Section B



Section C



SIGNATURE MARKERS

Sign Face Detail

Signature Markers will be used at all trailheads and access points. The Signature Marker panels illustrated to the right indicate the correct color coding, destinations, and sign face details that should be incorporated into the final design, construction and installation of all Signature Markers in this Master Plan. Signature Marker locations may be referenced in Figures 3-4, 3-5 and 3-6.

Area Amenity Symbols

On all signs that include destinations (such as Signature Markers and Directional Signs), symbols indicating area amenities will be included. These symbols include the following:



Restroom facilities available



Dining establishments available

LANNAN PARK SIGNATURE MARKER

SM-2: SOUTH SIGN FACE

← Portland Wharf	1.2
← Shawnee Park	3.3
→ 16th Street	0.8
→ Downtown	2.0
→ Big Four Bridge	3.2

SHAWNEE PARK SIGNATURE MARKER

SM-3: EAST SIGN FACE

← Chickasaw Park	1.6
← River. Gardens	7.4
→ Portland Wharf	2.6
→ Lannan Park	3.0
→ Big Four Bridge	6.6

BIG FOUR BRIDGE SIGNATURE MARKER

SM-1: NORTH SIGN FACE

← Indiana Greenway	0.7
→ Great Lawn	0.7
→ Riverwalk	1.1
→ Belle of Louisville	1.1
→ Lannan Park	3.4

SM-1: SOUTH SIGN FACE

← Great Lawn	0.7
← Riverwalk	1.1
← Belle of Louisville	1.1
← Lannan Park	3.4
→ Indiana Greenway	0.7

CHICKASAW PARK SIGNATURE MARKER

SM-4: WEST SIGN FACE

← Shawnee Park	1.6
← Lannan Park	4.5
→ River. Gardens	5.9
→ Levee Trail	6.2
→ Riverview Park	10.9

RIVERSIDE GARDENS SIGNATURE MARKER

SM-5: NORTH SIGN FACE

- Levee Trail 0.7
- River Overlook 1.8
- Riverview Park 5.4
- Chickasaw Park 5.4
- Farn.-Moremen 9.0

SM-5: SOUTH SIGN FACE

- ← Levee Trail 0.7
- ← River Overlook 1.8
- ← Riverview Park 5.4
- ← Chickasaw Park 5.4
- ← Farn.-Moremen 9.0

FARNSLEY-MOREMEN SIGNATURE MARKER

SM: EAST SIGN FACE

- Riverview Park 3.7
- River. Gardens 10.1
- Chickasaw Park 15.5
- Shawnee Park 17.1
- Portland Wharf 18.9

SM: WEST SIGN FACE

- ← Riverview Park 3.7
- ← River. Gardens 10.1
- ← Chickasaw Park 15.5
- ← Shawnee Park 17.1
- ← Portland Wharf 18.9

RIVERVIEW PARK SIGNATURE MARKER

SM: WEST SIGN FACE

- Farn.-Moremen 3.7
- ← River Overlook 4.8
- ← River. Gardens 5.4
- ← Chickasaw Park 10.4
- ← Shawnee Park 11.9

SM: EAST SIGN FACE

- ← Farn.-Moremen 3.7
- River Overlook 4.8
- River. Gardens 5.4
- Chickasaw Park 10.4
- Shawnee Park 11.9

LAMBORNE BLVD SIGNATURE MARKER

SM-6: EAST SIGN FACE

- Manslick Road 0.8

SM-6: WEST SIGN FACE

- ← Manslick Road 0.8

ASHBY LANE SIGNATURE MARKER

SM: EAST SIGN FACE

- ← Farn.-Moremen 1.1
- Riverview Park 3.7
- River. Gardens 9.0
- Chickasaw Park 14.5
- Shawnee Park 16.0

SM: WEST SIGN FACE

- ← Riverview Park 3.7
- ← River. Gardens 9.0
- ← Chickasaw Park 14.5
- ← Shawnee Park 16.0
- Farn.-Moremen 1.1

MANSLICK ROAD SIGNATURE MARKER

SM-7: EAST SIGN FACE

- ↑ Lamborne Blvd 0.8



DIRECTIONAL SIGNS

Placement Guidelines

Directional signs are used for orientation and wayfinding. Directional signs shall be used at key decision points or access points where the Signature Marker is not used. These signs are intended for use by trail users.

- Directional signs shall be placed along the Loop at locations where the Loop crosses a road, at an access point to the Loop, or where the Loop crosses a bike path or greenway.
- Directional signs shall indicate the nearest rest area, access point and trailhead, nearby points of interest (communities, commercial districts, historic features, parks, and museums), or other significant public facilities.
- Directional signs along the Loop shall be placed a minimum of 20' and a maximum of 50' in both directions from the intersection of the Loop and local streets so that a user entering the Loop can readily identify the route. Directional signs identifying and directing to a crossing shall be placed a minimum of 20' and a maximum of 50' prior to the intersection.
- Directional sign poles shall be placed a minimum offset of 5' from the edge of pavement.

Directional signs are intended to be used to inform Loop users of destinations, both on and off of the Loop. Signs are used at smaller neighborhood access points and locations along the trail, including:

- Areas where there is a split in the main Loop route and users can choose to go in different directions.
- Areas where the trail changes type, such as the transition from shared-use path to on-street facilities.
- In areas with greater than two miles of distance between access points where signs are used to confirm direction of travel.
- Areas where signs may be used to direct trail users to facilities and other amenities off of the main route of the Loop.
- When installed, sign panels shall be perpendicular to the edge of the trail unless indicated otherwise.

Destination Guidelines

The guidelines for all destinations on the Directional Signs include:

1. All destinations shall be publicly-owned, not-for-profits, or have significant public funding, and shall be open to public use. These destinations may include public buildings, parks, trail systems, roadways or other facilities within the public realm.
2. All specific destinations off of the Loop shall be located within one mile of the Louisville Loop.
3. General destinations such as "districts" may be included if the district is widely recognized in the Louisville community. Such destinations may include historic districts, neighborhood centers, recognized regional descriptions (downtown), specific community or town names, redevelopment areas, historic communities, entertainment districts, or similar destinations, if they meet the other criteria outlined herein.
4. Services, such as restaurants and eateries, shall only be designated as outlined in the overall color and symbol guidelines.
5. Directional signs shall not contain advertising. Corporate names shall not be used unless the corporate name is part of the official designation for a public facility or included as a corporate sponsorship which follows the design and placement as specified in the Louisville Loop Design Standards Manual.

Sign Application - Pedestrian-Scaled Directional Signs



Shared-Use Path

Directional Sign

Sign Application - Vehicular-Scaled Directional Signs



Roadway

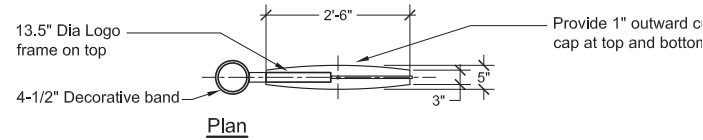
Vehicular-Scaled Directional Sign

Shared-Use Path

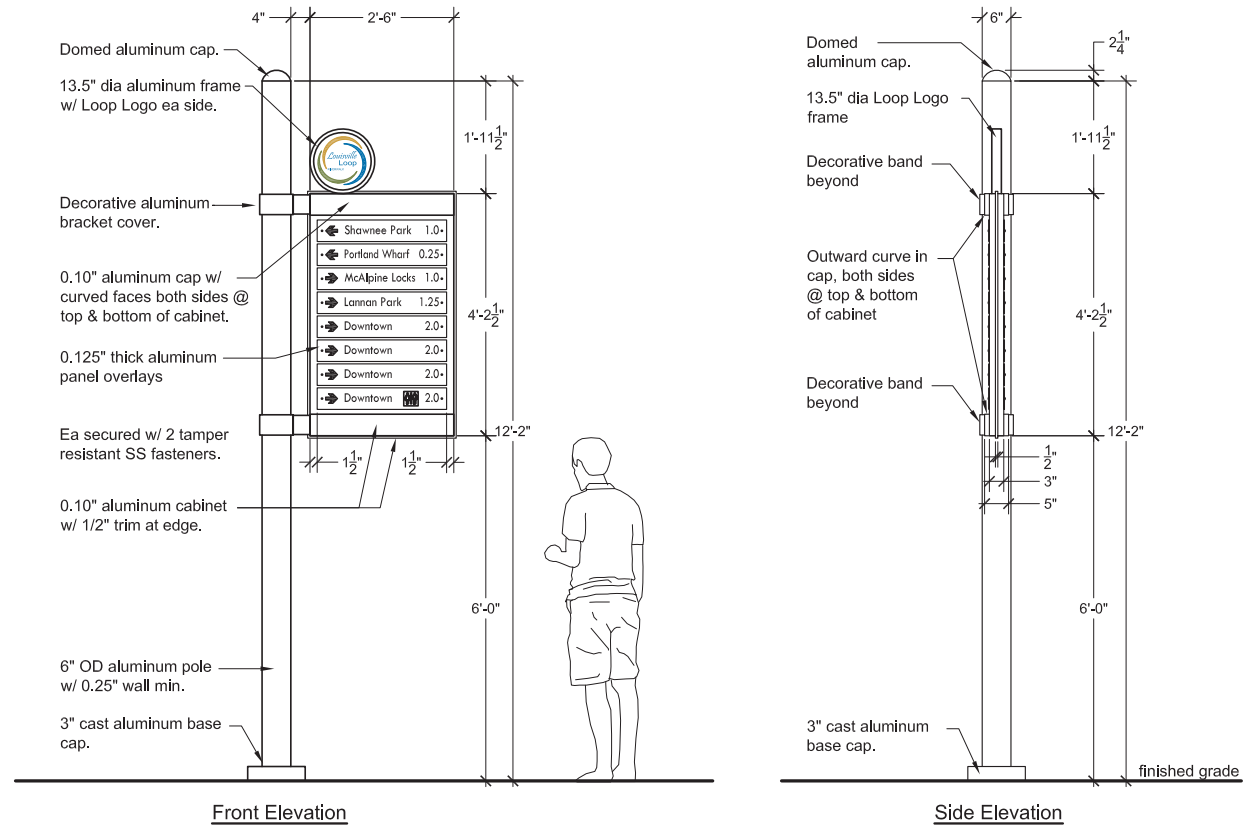


DIRECTIONAL SIGNS

Sign Detail - Pedestrian-Scaled Directional Signs



Pedestrian Directional Sign -- Plan

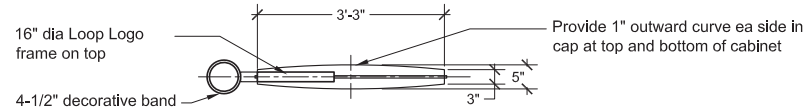


Pedestrian Directional Sign -- Elevations

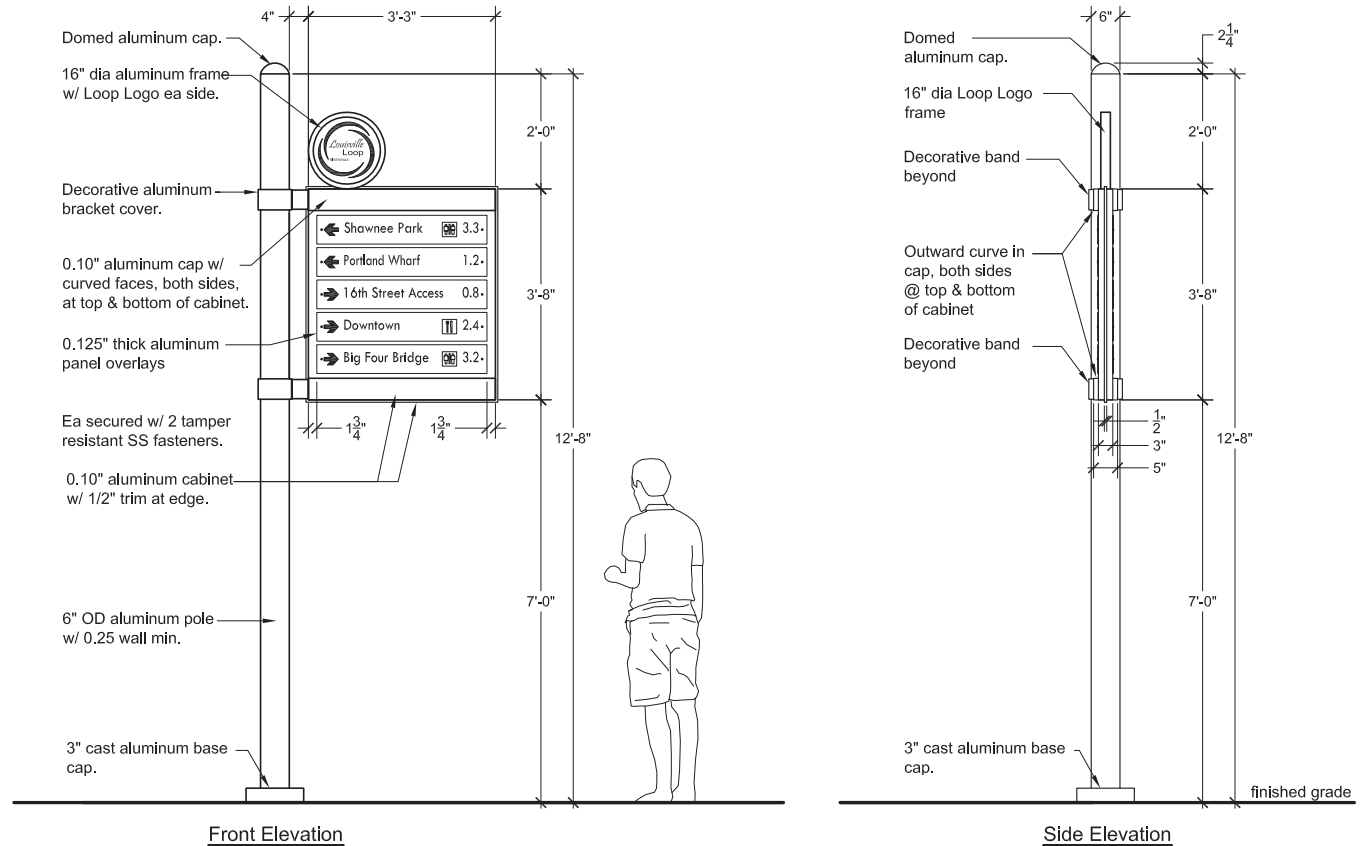


DIRECTIONAL SIGNS

Sign Detail - Vehicular-Scaled Directional Signs

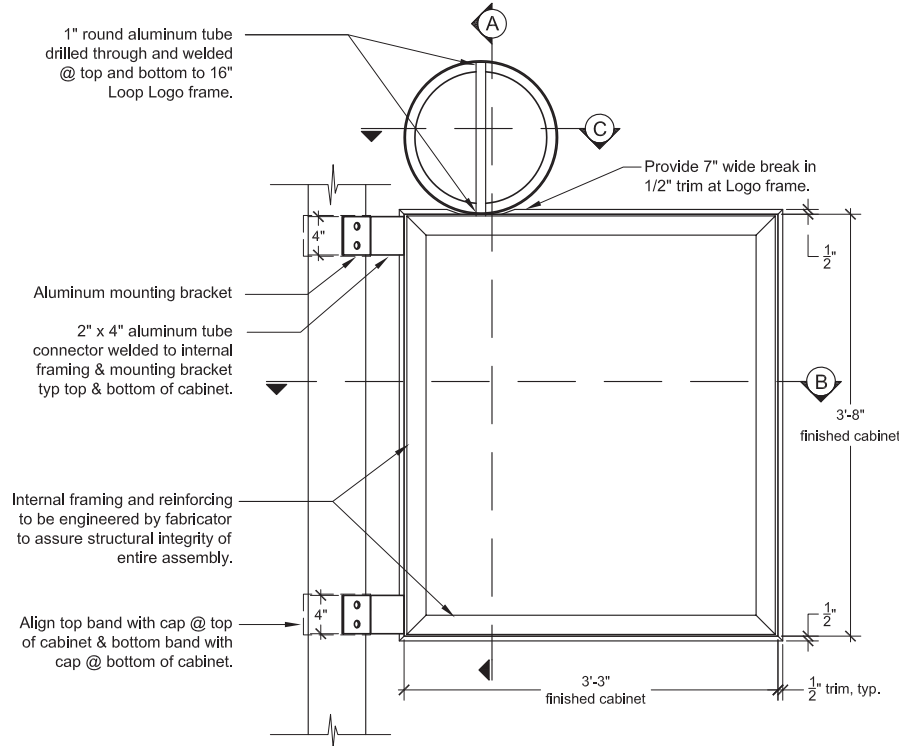


Vehicular Directional Sign -- Plan

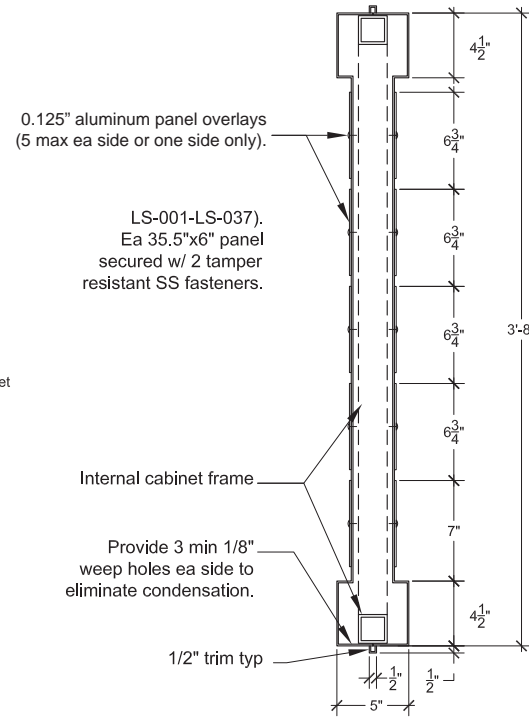


Vehicular Directional Sign -- Elevations

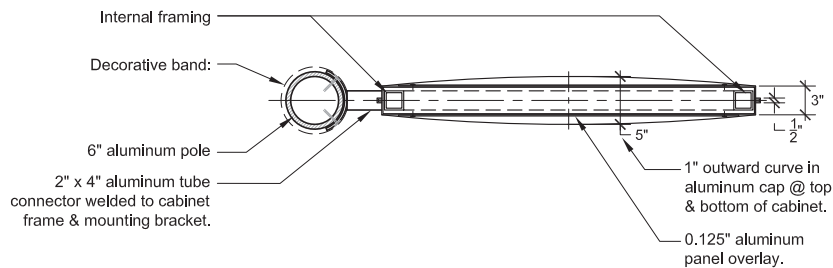
Sign Detail - Vehicular-Scaled Directional Signs



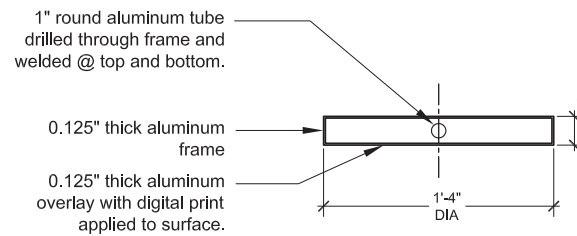
Cabinet Section



Section A



Section B



Section C



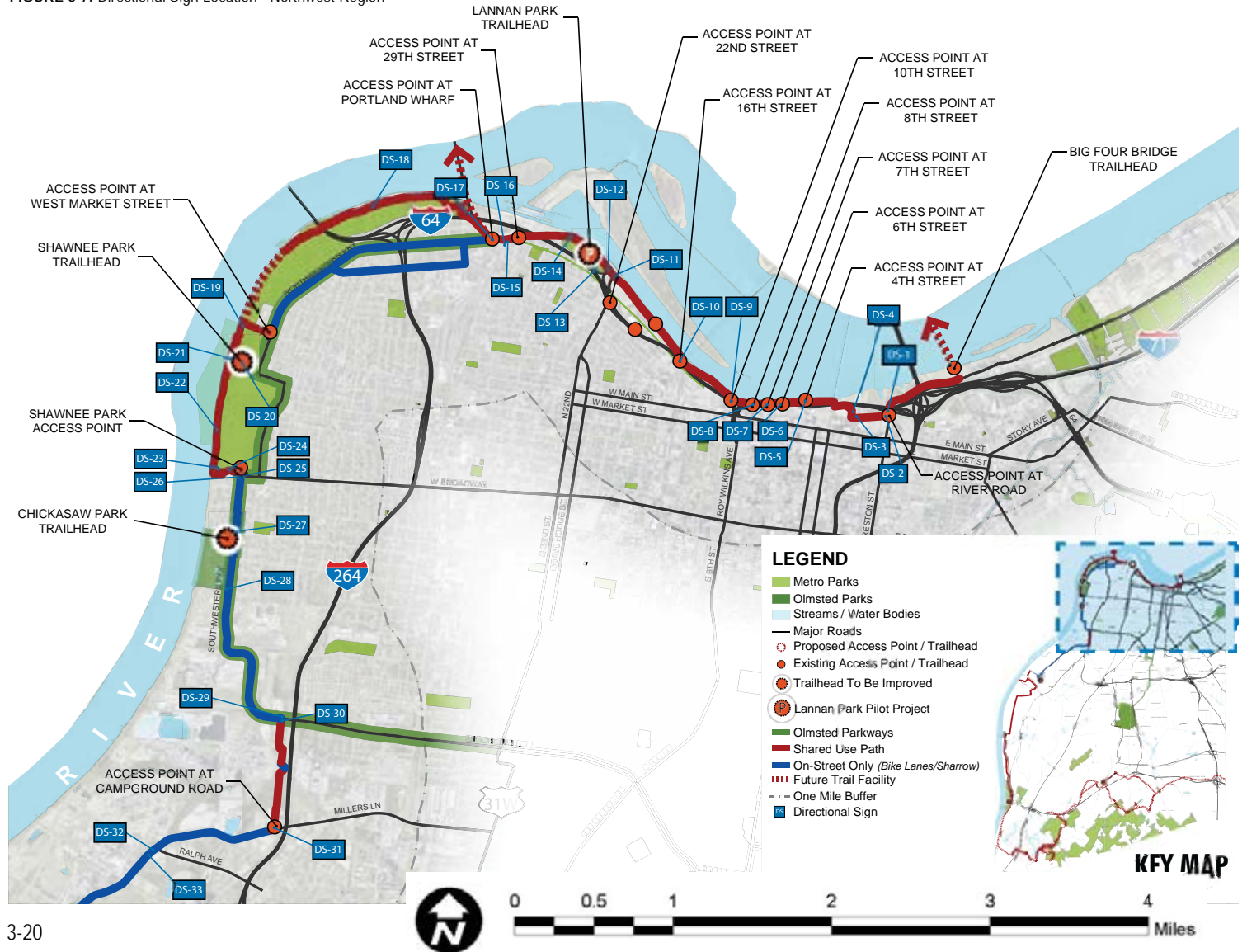
DIRECTIONAL SIGNS

Sign Face Detail

Directional Signs will be along the Louisville Loop at key decision points or access points. The following directional sign panels indicate the color coding, destinations and sign face details that should be incorporated into the final design, construction and installation of all Directional Signs in this Master Plan. Each directional sign location can be referenced on Figures 3-7, 3-8 and 3-9.

SIGN LOCATION MASTER PLAN - NORTHERN RIVER AREA

FIGURE 3-7: Directional Sign Location - Northwest Region



DS-1: NORTH SIGN FACE

← Skate Park	0.3
↑ Main Street	0.2
→ Great Lawn	0.0
→ KFC Yum! Center	0.5
→ Riverwalk	0.7
→ Belle of Louisville	0.7
→ Lannan Park	2.6

DS-1: SOUTH SIGN FACE

↑ Lincoln Memorial	0.5
↑ Big Four Bridge	0.7
↑ Butchertown G'way	1.5

- **Sign Location:** River Road & Witherspoon Intersection, located on River Road
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-3: EAST SIGN FACE

← Main Street	0.2
↑ KFC Yum! Center	0.2
→ Riverwalk	0.5
→ Belle of Louisville	0.5
→ Lannan Park	2.3

DS-3: WEST SIGN FACE

↑ Slugger Field	0.3
↑ Lincoln Memorial	0.7
↑ Big Four Bridge	0.9
↑ Butchertown G'way	1.8

- **Sign Location:** West River Road / Bingham Way & Witherspoon Intersection, located on Witherspoon
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-2: EAST SIGN FACE

↑ Riverwalk	0.4
↑ KFC Yum! Center	0.5
↑ Belle of Louisville	0.7
↑ Lannan Park	2.6
→ Great Lawn	0.0

DS-2: WEST SIGN FACE

← Lincoln Memorial	0.5
← Big Four Bridge	0.7
← Butchertown G'way	1.5
→ Main Street	0.2

- **Sign Location:** River Road & Witherspoon Intersection, located on Witherspoon
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-4: NORTH SIGN FACE

← Slugger Field	0.3
← Lincoln Memorial	0.7
← Big Four Bridge	0.9
← Butchertown G'way	1.8
↑ Main Street	0.2
→ KFC Yum! Center	0.2

DS-4: SOUTH SIGN FACE

↑ Riverwalk	0.5
↑ Belle of Louisville	0.5
↑ Lannan Park	2.3

- **Sign Location:** West River Road / Bingham Way & Witherspoon Intersection, located on River Road / Bingham
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction



DIRECTIONAL SIGNS

DS-5: EAST SIGN FACE

↑	Museum Row	🍴	0.3
↑	KY Center for Arts		0.3
↑	Lannan Park	♿	1.8
→	STAIR ACCESS FOR:		
-	Main Street	🍴	0.2
-	Convention Center		0.3
-	Visitors Center	♿	0.4
-	4th St. Live	🍴 ♿	0.4

DS-5: WEST SIGN FACE

↑	KFC Yum! Center		0.1
↑	Waterfront Park	♿	0.4
↑	Big Four Bridge	♿	1.4
←	STAIR ACCESS FOR:		
-	Main Street	🍴	0.2
-	Convention Center		0.3
-	Visitors Center	♿	0.4
-	4th St. Live	🍴 ♿	0.4

- **Sign Location:**
River Road & 4th Street Intersection, located on River Road
- **Sign Format:**
Double-sided pedestrian sign
- **Sign Placement:**
Perpendicular to trail / road
- **Sign Purpose:**
Reinforce direction

DS-6: EAST SIGN FACE

←	Muhammad Ali Ctr.		0.0
←	Main Street	🍴	0.1
←	KY Center for Arts		0.1
←	Museum Row	🍴	0.1
←	Metro Gov't Center		0.3
↑	Lannan Park	♿	1.7

DS-6: WEST SIGN FACE

↑	KFC Yum! Center		0.2
↑	Waterfront Park	♿	0.6
↑	Big Four Bridge	♿	1.6
→	Main Street	🍴	0.1
→	KY Center for Art	🍴	0.1
→	Metro Gov't Center		0.3

- **Sign Location:**
River Road & 6th Street Intersection, located on River Road
- **Sign Format:**
Double-sided pedestrian sign
- **Sign Placement:**
Perpendicular to trail
- **Sign Purpose:**
Reinforce direction

DS-7: NORTH SIGN FACE

←	KFC Yum! Center	0.4
←	KY Center for Art	0.3
←	Waterfront Park	0.7
←	Big Four Bridge	1.7
→	Museum Row	0.2
→	Lannan Park	1.6

DS-7: SOUTH SIGN FACE

←	Museum Row	0.2
←	Lannan Park	1.6
→	KY Center for Art	0.3
→	KFC Yum! Center	0.4
→	Waterfront Park	0.7
→	Big Four Bridge	1.7

- **Sign Location:** River Road & 7th Street Intersection, located at Parking Lot Entrance
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Parallel to trail
- **Sign Purpose:** Users entering / exiting trail

DS-9: NORTH SIGN FACE

←	Museum Row	0.2
←	Belle of Louisville	0.6
←	KFC Yum! Center	0.6
←	Waterfront Park	0.9
←	Big Four Bridge	2.0
→	Lannan Park	1.3
→	McAlpine Locks	2.3
→	Shawnee Park	5.0

DS-9: SOUTH SIGN FACE

←	Lannan Park	1.3
←	McAlpine Locks	2.3
←	Shawnee Park	5.0
→	Museum Row	0.2
→	Belle of Louisville	0.6
→	KFC Yum! Center	0.6
→	Waterfront Park	0.9
→	Big Four Bridge	2.0

- **Sign Location:** River Road & 10th Street Intersection, located at Trail Access
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Parallel to trail
- **Sign Purpose:** Users entering trail

DS-8: NORTH SIGN FACE

↑	Museum Row	0.1
↑	Main Street	0.1

DS-8: SOUTH SIGN FACE

←	Lannan Park	1.5
←	McAlpine Locks	2.1
←	Shawnee Park	4.8
→	KY Center for Arts	0.3
→	Belle of Louisville	0.4
→	KFC Yum! Center	0.5
→	Waterfront Park	0.7
→	Big Four Bridge	1.8

- **Sign Location:** River Road & 8th Street Intersection, located at Trail Access
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Parallel to trail
- **Sign Purpose:** Users entering / exiting trail

DS-10: NORTH SIGN FACE

↑	Russell Neigh.	0.1
↑	Boone Square Park	0.6

DS-10: SOUTH SIGN FACE

←	Lannan Park	0.8
←	McAlpine Locks	1.4
←	Portland Wharf	2.0
←	Shawnee Park	4.1
→	Downtown	0.7
→	Belle of Louisville	1.1
→	Waterfront Park	1.4
→	Big Four Bridge	2.5

- **Sign Location:** 16th Street Access Point / Louisville Loop, located on Access Path
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Parallel to trail
- **Sign Purpose:** Users entering / exiting trail



DIRECTIONAL SIGNS

DS-11: EAST SIGN FACE

← Commercial Area	♿ 0.3
← Portland Neigh.	0.1
↑ Lannan Park	♿ 0.1
↑ U.S. Marine Hospital	0.3
↑ Portland Museum	0.5
↑ McAlpine Locks	♿ 0.8
↑ Portland Wharf	1.3
↑ Shawnee Park	♿ 3.4

DS-11: WEST SIGN FACE

↑ Downtown	♿ 1.4
↑ Belle of Louisville	1.7
↑ Waterfront Park	♿ 2.1
↑ Big Four Bridge	♿ 3.2
→ Portland Neigh.	0.1

- **Sign Location:**
22nd Street
Access Point /
Louisville Loop,
located on Access
Path
- **Sign Format:**
Double-sided
pedestrian sign
- **Sign Placement:**
Perpendicular to
trail
- **Sign Purpose:**
Users entering /
exiting trail

DS-12: EAST SIGN FACE

← Portland Neigh.	0.3
← Portland Museum	0.3
← U.S. Marine Hospital	0.5
← Portland Park	0.6
↑ Portland Wharf	1.2
↑ McAlpine Locks	♿ 0.8
↑ Shawnee Park	♿ 3.3

DS-12: WEST SIGN FACE

↑ Downtown	♿ 1.5
↑ Belle of Louisville	1.8
↑ Waterfront Park	♿ 2.2
↑ Big Four Bridge	♿ 3.2
→ Portland Neigh.	0.3
→ Portland Museum	0.3
→ U.S. Marine Hospital	0.5
→ Portland Park	0.6

- **Sign Location:**
Lannan Park
East Access
Point / Louisville
Loop, located on
Louisville Loop
- **Sign Format:**
Double-sided
pedestrian sign
- **Sign Placement:**
Perpendicular to
trail
- **Sign Purpose:**
Users entering
/ exiting trail,
Reinforce
direction

DS-13: EAST SIGN FACE

← I-64 Overpass	0.0
← Portland District	0.2
← U.S. Marine Hospital	0.2
← Portland Museum	0.4
← Portland Park	0.5
↑ Riverwalk	0.3
↑ McAlpine Locks	0.6
↑ Portland Wharf	1.2
↑ Shawnee Park	3.3

DS-13: WEST SIGN FACE

↑ Riverwalk	0.1
↑ Downtown	1.5
↑ Big Four Bridge	3.3
→ I-64 Overpass	0.0
→ Portland District	0.2
→ U.S. Marine Hospital	0.2
→ Portland Museum	0.4
→ Portland Park	0.5

- **Sign Location:** Lannan Park Trailhead / I-64 pedestrian Overpass, located on access path to pedestrian overpass
- **Sign Format:** Double-Sided pedestrian sign
- **Sign Placement:** perpendicular to trail
- **Sign Purpose:** Change in direction

DS-15: NORTH SIGN FACE

← Portland Park	0.2
→ Portland Wharf	0.4
→ Shawnee Park	2.5
→ Chickasaw Park	4.0

DS-15: SOUTH SIGN FACE

↑ Lannan Park	0.5
↑ McAlpine Locks	0.7
↑ Downtown	2.4
↑ Big Four Bridge	4.1
→ Portland Park	0.2

- **Sign Location:** Montgomery at 30th Street, located on 30th Street
- **Sign Format:** Double-sided vehicular sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Reinforce direction

DS-14: EAST SIGN FACE

← Portland Neigh.	0.5
← U.S. Marine Hospital	0.7
← Portland Museum	0.8
← Portland Park	0.8
↑ McAlpine Locks	0.3
↑ Portland Park	0.8
↑ Portland Wharf	0.9
↑ Shawnee Park	3.0

DS-14: WEST SIGN FACE

↑ Downtown	1.8
↑ Belle of Louisville	2.2
↑ Waterfront Park	2.5
↑ Big Four Bridge	3.6
→ Portland Neigh.	0.5
→ U.S. Marine Hospital	0.7
→ Portland Museum	0.8
→ Portland Park	0.8

- **Sign Location:** Lannan Park west access point / Louisville Loop, located on Louisville Loop
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Users entering / exiting trail, Reinforce direction

DS-16: EAST SIGN FACE

↑ Portland Wharf	0.4
↑ Shawnee Park	2.5
↑ Chickasaw Park	4.0

DS-16: WEST SIGN FACE

← Lannan Park	0.5
← McAlpine Locks	0.7
← Downtown	2.4
← Big Four Bridge	4.1
↑ Portland Park	0.2

- **Sign Location:** Montgomery at 30th Street, located on Montgomery Street
- **Sign Format:** Double-sided vehicular sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Reinforce direction



DIRECTIONAL SIGNS

DS-17: NORTH SIGN FACE

← Lannan Park	♿ 0.6
← McAlpine Locks	♿ 0.8
← Downtown	♿ 2.5
← Big Four Bridge	♿ 4.2

DS-17: SOUTH SIGN FACE

← Loop Detour	0.0
← Shawnee Park	♿ 2.4
← Chickasaw Park	♿ 3.8
↑ Portland Wharf	0.2

- **Sign Location:**
Northwestern Parkway at 31st Street, located on Northwestern
- **Sign Format:**
Double-Sided vehicular sign
- **Sign Placement:**
Perpendicular to trail
- **Sign Purpose:**
Reinforce direction

DS-18: EAST SIGN FACE

↑ Shawnee Park	♿ 1.8
↑ Chickasaw Park	♿ 2.9

DS-18: WEST SIGN FACE

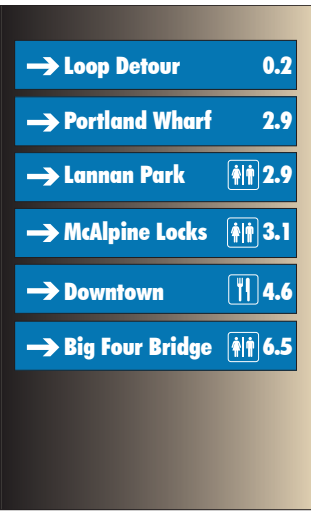
↑ Portland Wharf	0.6
↑ Lannan Park	♿ 1.7
↑ McAlpine Locks	♿ 1.8
↑ Downtown	♿ 3.8
↑ Big Four Bridge	♿ 5.2

- **Sign Location:**
Wooded trail between Portland Wharf and Shawnee Park, located on Trail
- **Sign Format:**
Double-sided pedestrian sign
- **Sign Placement:**
Perpendicular to trail
- **Sign Purpose:**
Reinforce direction

DS-19: NORTH SIGN FACE



DS-19: SOUTH SIGN FACE

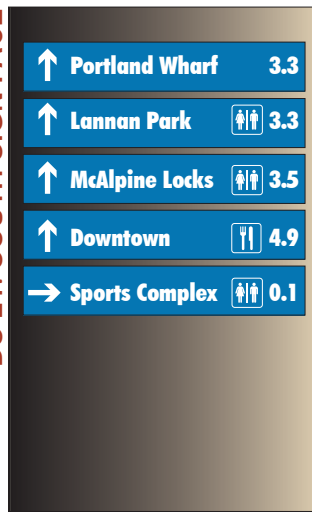


- **Sign Location:** Wooded trail connection at Northwestern Parkway at Market Street, located on Trail
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Reinforce direction

DS-21: NORTH SIGN FACE



DS-21: SOUTH SIGN FACE



- **Sign Location:** Shawnee Park Trailhead, located on trail
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction; Reinforce direction

DS-20: SOUTH SIGN FACE



- **Sign Location:** Shawnee Park Trailhead, located on access trail
- **Sign Format:** Single-sided pedestrian sign
- **Sign Placement:** Parallel to trail
- **Sign Purpose:** Change in direction; Reinforce direction

DS-22: NORTH SIGN FACE



DS-22: SOUTH SIGN FACE

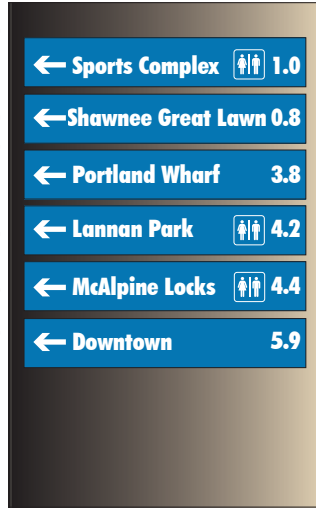


- **Sign Location:** Trail in wooded floodplain in Shawnee Park, located on Louisville Loop
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Reinforce direction

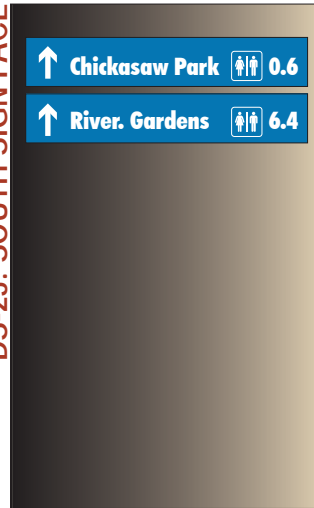


DIRECTIONAL SIGNS

DS-23: NORTH SIGN FACE

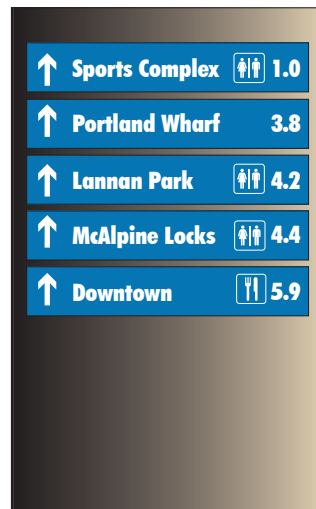


DS-23: SOUTH SIGN FACE



- **Sign Location:** Shawnee Park southern access point at Shawnee Park Road, located at trail split
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-24: EAST SIGN FACE

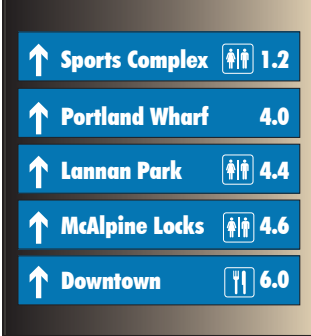


DS-24: WEST SIGN FACE

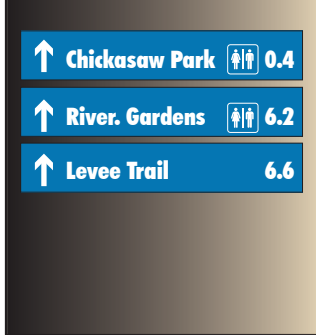


- **Sign Location:** Shawnee Park southern access point at Shawnee Park Road, located near shelter
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-25: SOUTH SIGN FACE

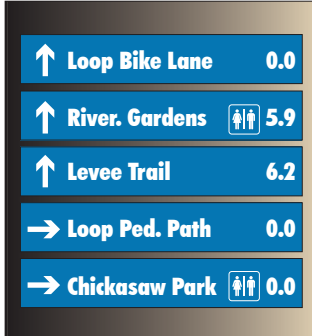


DS-25: NORTH SIGN FACE



- **Sign Location:** Northeast Parkway at Broadway Avenue, located on Southwestern Parkway, Southeast corner
- **Sign Format:** Single-sided vehicular sign
- **Sign Placement:** Perpendicular to roadway
- **Sign Purpose:** Change in direction; Off-street facility to on-street facility

DS-27: NORTH SIGN FACE



- **Sign Location:** Southwestern Parkway at Chickasaw Park Road, located on Southwestern Parkway, Southwest corner
- **Sign Format:** Single-sided vehicular sign
- **Sign Placement:** Perpendicular to roadway
- **Sign Purpose:** Reinforce direction

DS-26: SOUTH SIGN FACE



DS-26: NORTH SIGN FACE

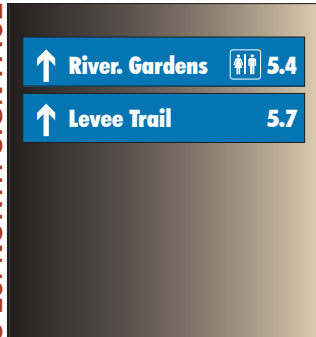


- **Sign Location:** Southwestern Parkway at Broadway Avenue, located on Southwestern Parkway, Southwest corner
- **Sign Format:** Single-sided vehicular sign
- **Sign Placement:** Perpendicular to roadway
- **Sign Purpose:** Change in direction; Off-street facility to on-street facility

DS-28: SOUTH SIGN FACE



DS-28: NORTH SIGN FACE



- **Sign Location:** Southwestern Parkway at Chickasaw Park South Entrance, located on Southwestern Parkway, Southeast corner
- **Sign Format:** Double-sided vehicular sign
- **Sign Placement:** Perpendicular to roadway
- **Sign Purpose:** Reinforce direction



DIRECTIONAL SIGNS

DS-29: SOUTH SIGN FACE

← Chickasaw Park	♿ 1.3
← Shawnee Lily Pond	2.2
← Shawnee Park	♿ 3.3
← Portland Wharf	6.0
← Lannan Park	♿ 6.4
← Downtown	♿ 8.1
↔ Algonquin Parkway	0.0

DS-29: NORTH SIGN FACE

→ Chickasaw Park	♿ 1.3
→ Shawnee Lily Pond	2.2
→ Shawnee Park	♿ 3.3
→ Portland Wharf	6.0
→ Lannan Park	♿ 6.4
→ Downtown	♿ 8.1
↔ Algonquin Parkway	0.0

- **Sign Location:**
Algonquin Parkway at 41st Street, located at Southeast corner
- **Sign Format:**
Double-sided pedestrian sign
- **Sign Placement:**
Perpendicular to trail
- **Sign Purpose:**
Change in direction

DS-30: EAST SIGN FACE

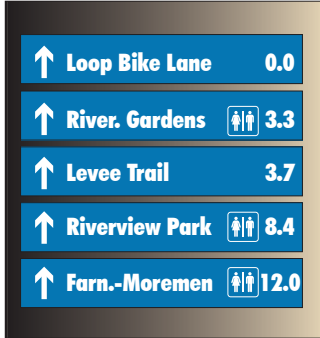
↑ Algonquin Parkway	0.0
↑ Chickasaw Park	♿ 1.3
↑ Shawnee Park	♿ 3.3
← River. Gardens	♿ 4.2
← Levee Trail	4.5

DS-30: WEST SIGN FACE

↑ Algonquin Parkway	0.0
→ River. Gardens	♿ 4.2
→ Levee Trail	4.5
→ Riverview Park	♿ 9.2

- **Sign Location:**
Algonquin Parkway at 41st Street, located at Southeast corner
- **Sign Format:**
Double-sided vehicular sign
- **Sign Placement:**
Parallel to trail
- **Sign Purpose:**
Change in direction

DS-31: EAST SIGN FACE



DS-31: WEST SIGN FACE



■ Sign Location: Loop at Camp Ground Road, located east of railroad tracks

■ Sign Format: Double-sided vehicular sign

■ Sign Placement: Perpendicular to trail

■ Sign Purpose: Change in direction

DS-33: SOUTH SIGN FACE



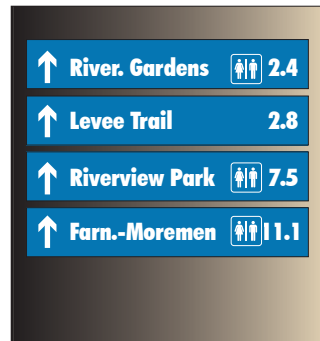
■ Sign Location: Loop at Camp Ground Road and Ralph Avenue, located at Southwest corner

■ Sign Format: Single-sided vehicular sign

■ Sign Placement: Perpendicular to trail

■ Sign Purpose: Reinforce direction

DS-32: NORTH SIGN FACE



■ Sign Location: Loop at Camp Ground Road and Ralph Avenue, located at Northwest corner

■ Sign Format: Single-sided vehicular sign

■ Sign Placement: Perpendicular to trail

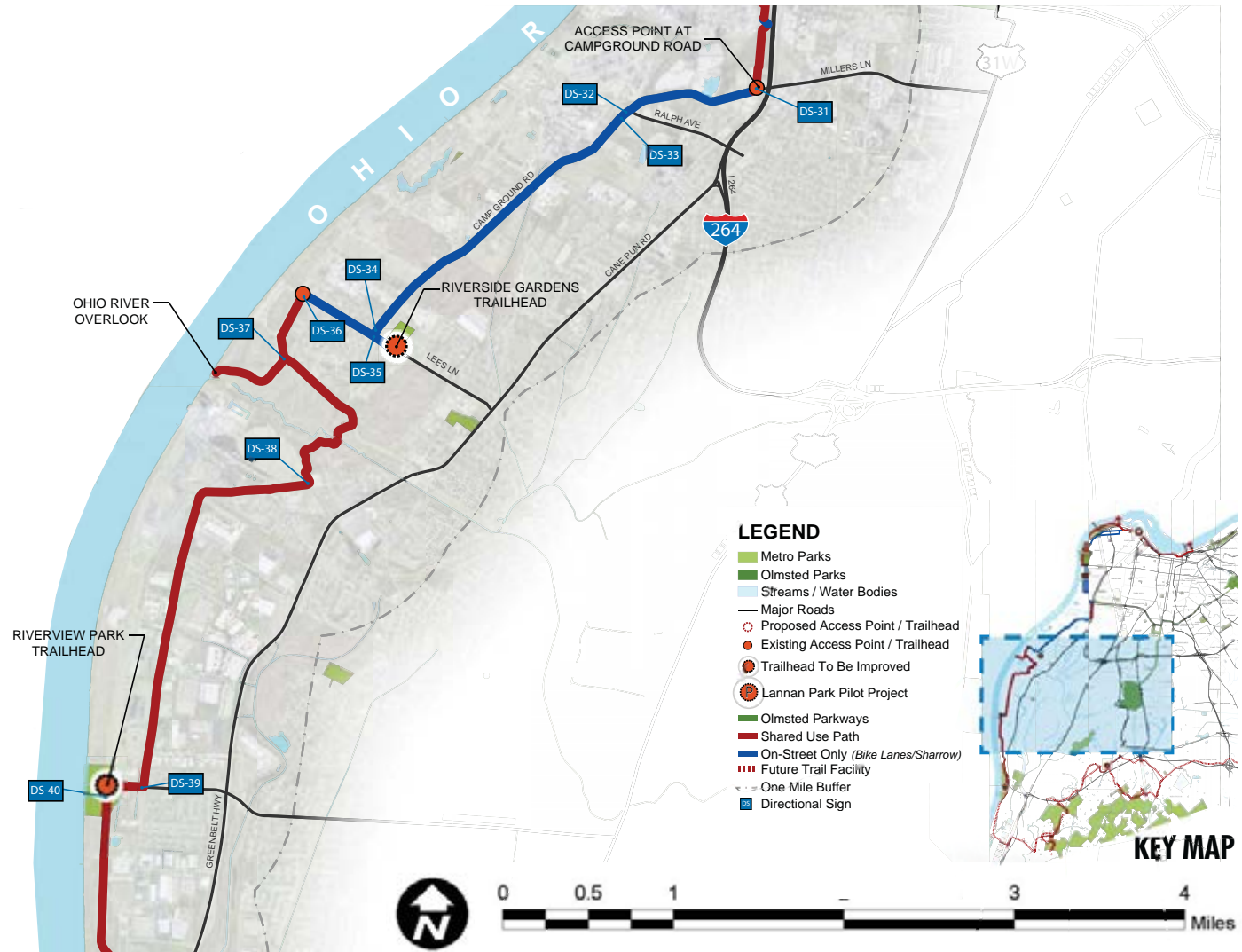
■ Sign Purpose: Reinforce direction



DIRECTIONAL SIGNS

SIGN LOCATION MASTER PLAN - WEST-CENTRAL RIVER AREA

FIGURE 3-8: Directional Sign Location - West Central Region



DS-34: NORTH SIGN FACE

← River. Gardens	♿♿ 0.2
→ Levee Trail	0.5
→ River Overlook	1.6
→ Riverview Park	♿♿ 5.2
→ Farn.-Moremen	♿♿ 8.9

- **Sign Location:** Loop at Camp Ground Road and Lees Lane, located at Northwest corner
- **Sign Format:** Single-sided vehicular sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Reinforce direction

DS-36: NORTH SIGN FACE

↑ Levee Trail	0.0
↑ River Overlook	1.1
↑ Mill Creek Bridge	1.9
↑ Cane Run Road	2.4
↑ Riverview Park	♿♿ 4.7
↑ Farn.-Moremen	♿♿ 8.3

DS-36: SOUTH SIGN FACE

→ River. Gardens	♿♿ 0.7
→ Chickasaw Park	♿♿ 5.8
→ Shawnee Park	♿♿ 7.8

- **Sign Location:** Loop and Lees Lane Terminus at Levee, located on Levee
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-35: WEST SIGN FACE

← Chickasaw Park	♿♿ 5.3
← Shawnee Lily Pond	6.2
← Shawnee Park	♿♿ 7.3
↑ River. Gardens	♿♿ 0.2

DS-35: EAST SIGN FACE

↑ Levee Trail	0.5
↑ River Overlook	1.6
↑ Farn.-Moremen	♿♿ 8.9
→ Chickasaw Park	♿♿ 5.3
→ Shawnee Park	♿♿ 7.3

- **Sign Location:** Loop at Camp Ground Road and Lees Lane, located at Southwest corner
- **Sign Format:** Double-sided vehicular sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Reinforce direction

DS-37: NORTH SIGN FACE

↑ Mill Creek Bridge	0.8
↑ Cane Run Road	1.3
↑ Riverview Park	♿♿ 4.2
↑ Farn.-Moremen	♿♿ 7.9
→ River Overlook	0.6

DS-37: SOUTH SIGN FACE

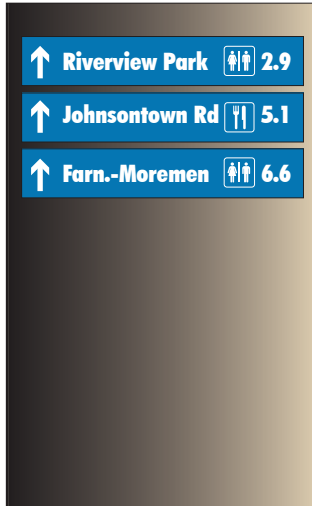
← River Overlook	0.6
↑ River. Gardens	♿♿ 1.2
↑ Chickasaw Park	♿♿ 6.3

- **Sign Location:** Levee Trail at Overlook Split, located at trail split
- **Sign Format:** Double-sided vehicular sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

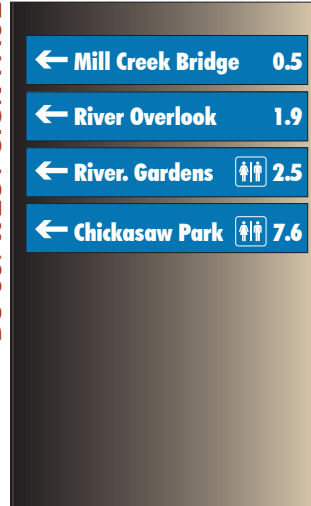


DIRECTIONAL SIGNS

DS-38: EAST SIGN FACE

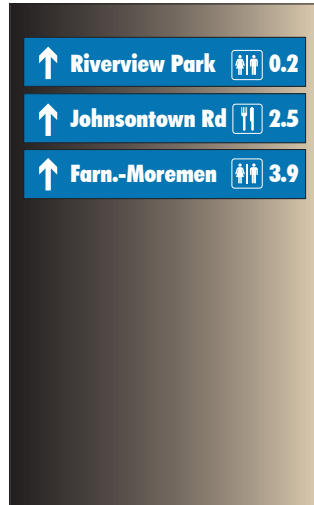


DS-38: WEST SIGN FACE

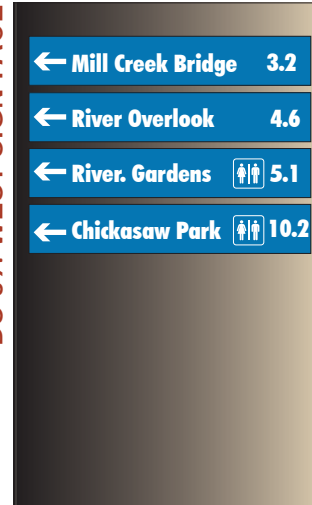


- **Sign Location:** Levee Trail at Cane Run Road, located along Cane Run Road
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-39: EAST SIGN FACE



DS-39: WEST SIGN FACE



- **Sign Location:** Loop at Cane Run Road and Greenwood Avenue, located along Greenwood Avenue
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Change in direction

DS-40: NORTH SIGN FACE

↑	Johnsontown Rd		2.2
↑	Farn.-Moremen		3.7
→	Riverview Park		0.0
	- Splash Park		
	- Playground		
	- Boat River Access		

DS-40: SOUTH SIGN FACE

←	Riverview Park		0.0
	- Splash Park		
	- Playground		
	- Boat River Access		
→	Louisville Loop		0.0
→	River Overlook		4.8
→	River. Gardens		5.4
→	Chickasaw Park		10.4

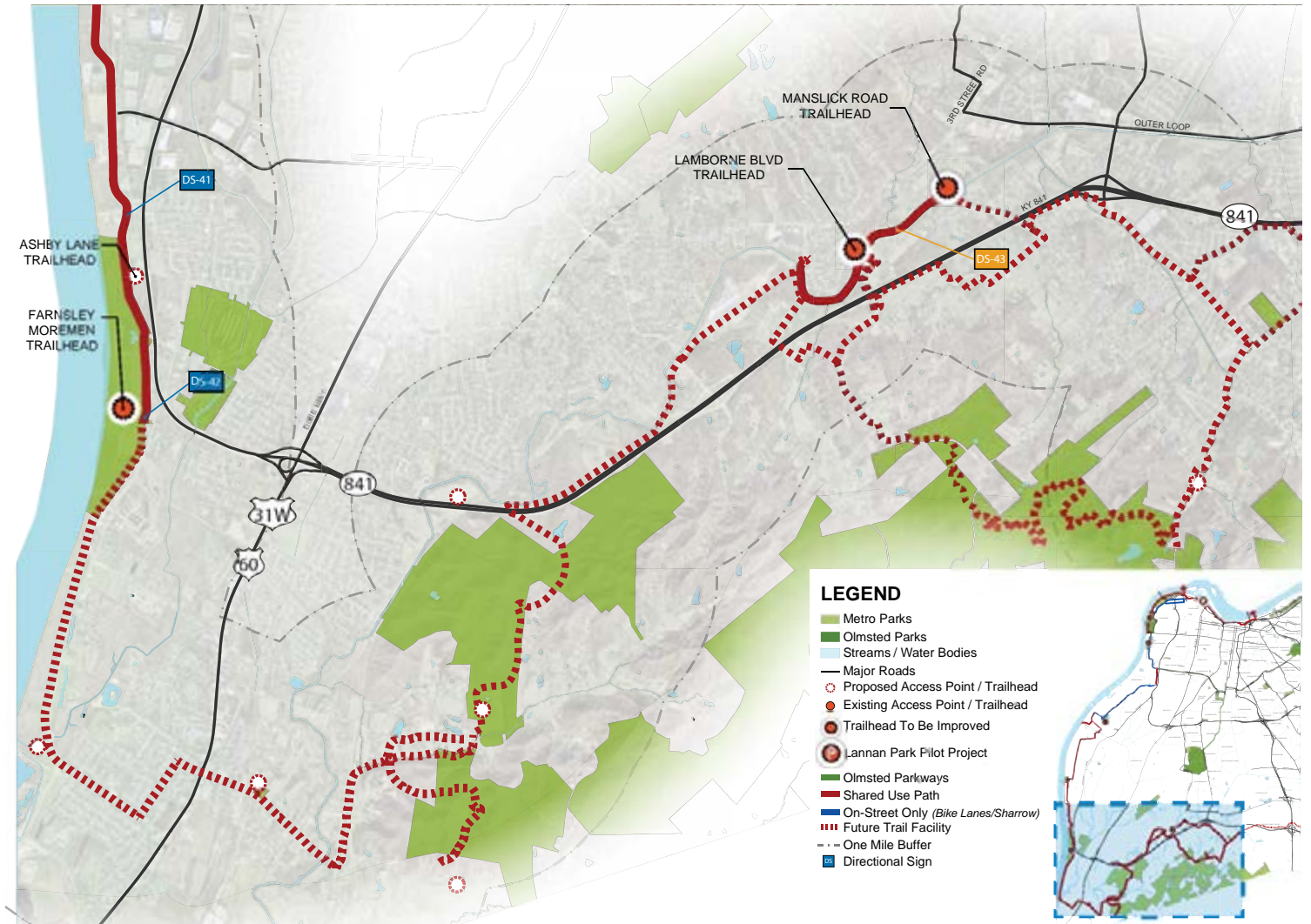
- **Sign Location:**
Loop at Riverside Park, located at Trail Access
- **Sign Format:**
Double-sided pedestrian sign
- **Sign Placement:**
Perpendicular to trail
- **Sign Purpose:**
Change in direction



DIRECTIONAL SIGNS

SIGN LOCATION MASTER PLAN - SOUTHWEST AREA

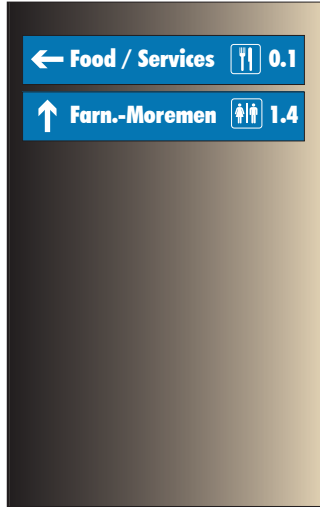
FIGURE 3-9: Directional Sign Location - Southwest Region



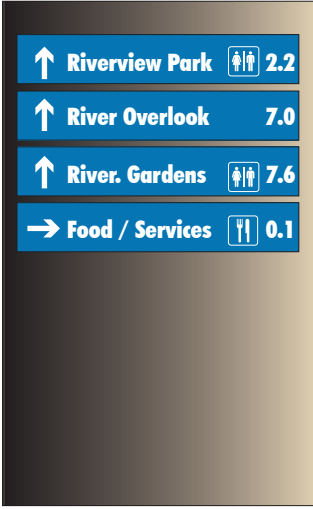
KEY MAP



DS-41: NORTH SIGN FACE



DS-41: SOUTH SIGN FACE



- **Sign Location:** Loop at Johnstown Road, located at trail access
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Users entering / exiting trail

DS-43: NORTH SIGN FACE



DS-43: SOUTH SIGN FACE

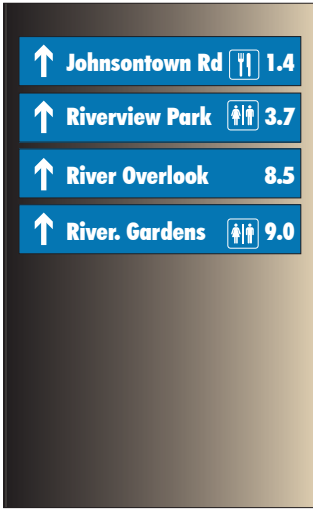


- **Sign Location:** MSD Loop Trail between Manslick and Lamborne, located along trail
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Perpendicular to trail
- **Sign Purpose:** Reinforce direction

DS-42: NORTH SIGN FACE



DS-42: SOUTH SIGN FACE



- **Sign Location:** Loop Near Farnsley-Moremen, located at trail access
- **Sign Format:** Double-sided pedestrian sign
- **Sign Placement:** Parallel to trail
- **Sign Purpose:** Users entering / exiting trail; Change in direction



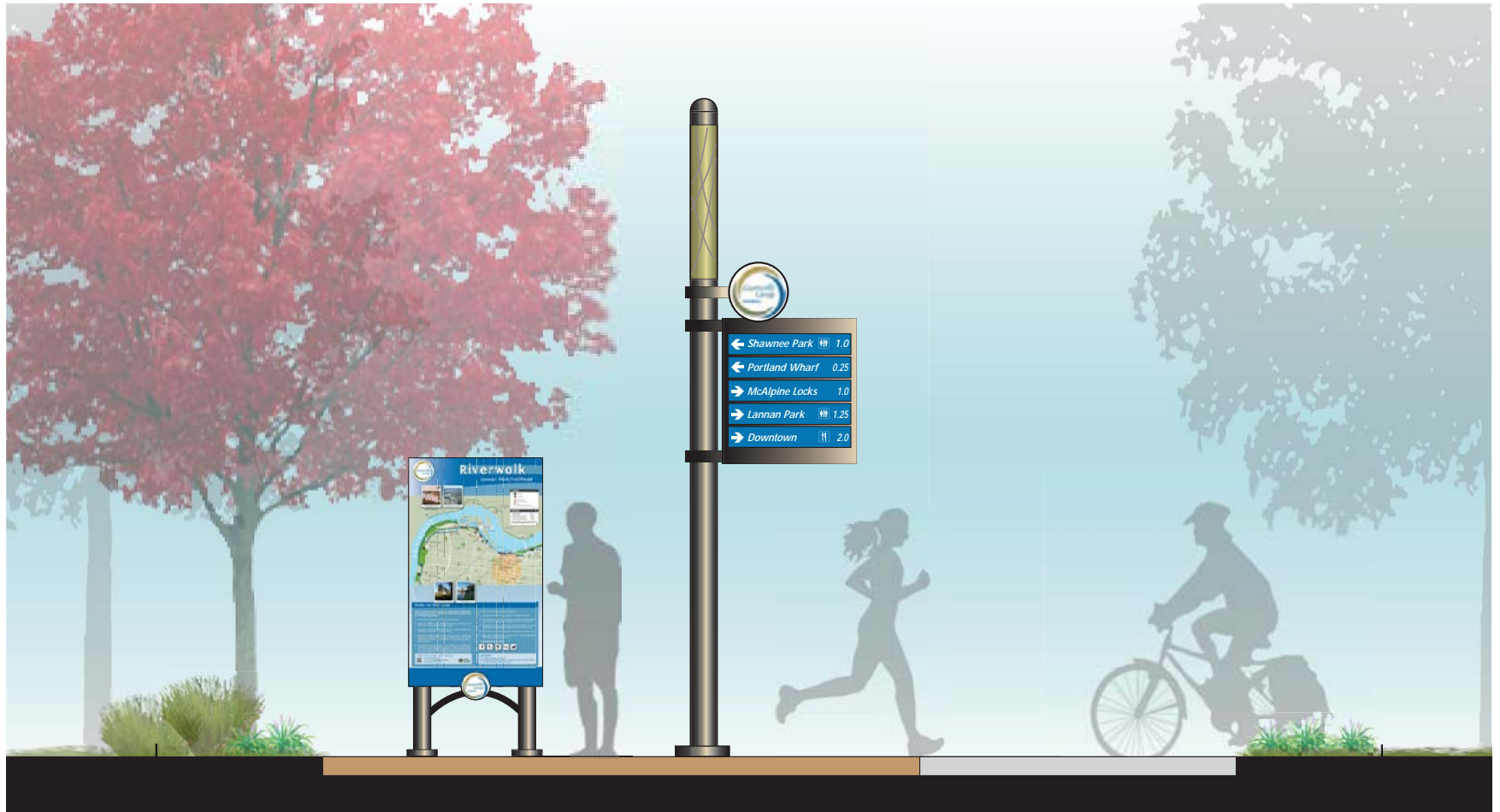
TRAILHEAD SIGNS

Placement Guidelines

As the main access points to the Louisville Loop, trailheads become the front door to the entire system. Trailhead signs will be used to communicate critical information in a user-friendly way. Signs will also reinforce the overall theme and aesthetic of the Louisville Loop.

- Trailhead signs shall be included at all trailheads for the Louisville Loop.
- Signs shall contain Louisville Loop logo and color coding to match the particular physiographic region of the Loop.
- Signs shall contain the following information for trail users:
- Front sign face, or sign face oriented toward trail user, shall include an enlarged area map of the particular trail route segment, trail rules, and additional information that may be needed by users entering the system from this trailhead. Sign shall face users entering the trailhead from the parking area.
- Back sign face, or sign face oriented away from trail user, shall include a map of the entire Louisville Loop system and shall clearly mark the location of this trailhead.

Sign Application - Trailhead Sign



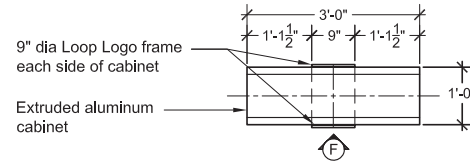
Trailhead Sign & Signature Marker
in Trailhead Plaza

Access Path to Trail

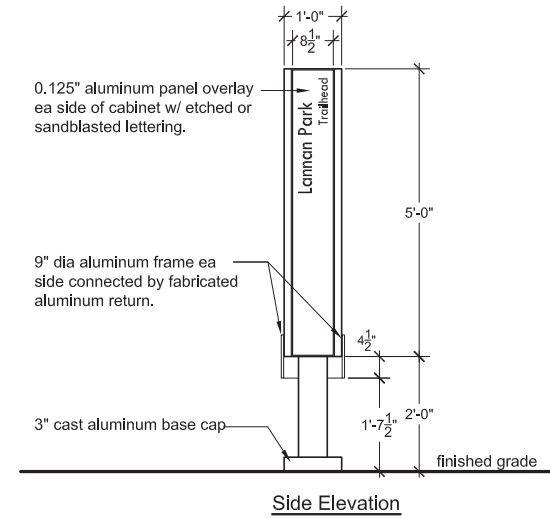
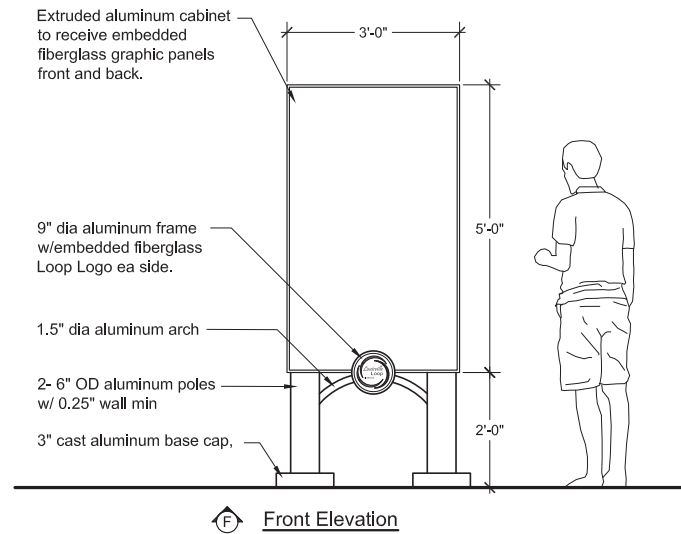


TRAILHEAD SIGNS

Sign Detail - Trailhead Sign

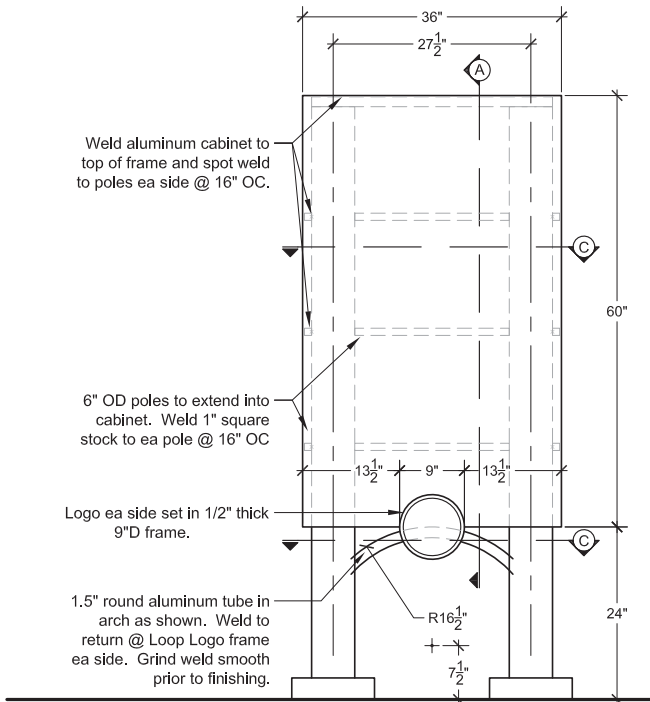


Trailhead Sign -- Plan

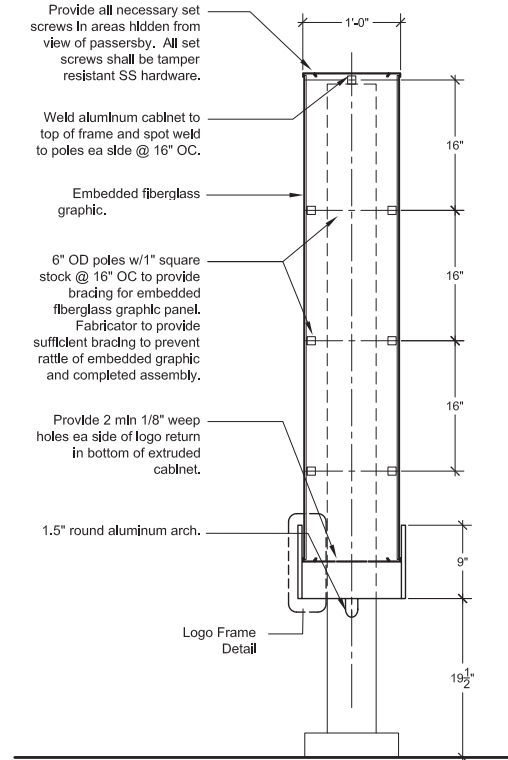


Trailhead Sign -- Elevations

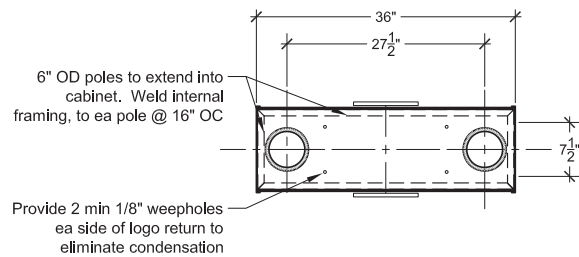
Sign Detail - Trailhead Sign



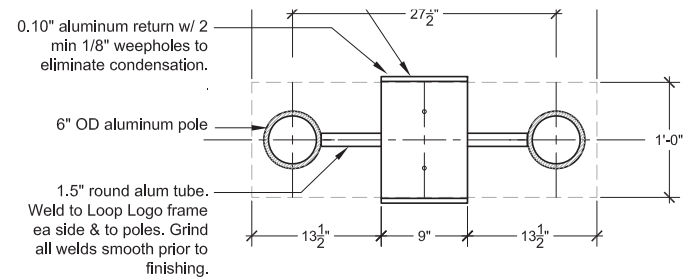
Cabinet Section



Section A



Section B



Section C



TRAILHEAD SIGNS

Trailhead Maps - Graphic Standards

The maps on all trailhead signs should be graphically similar in order to reinforce that the Louisville Loop is one system. The map on the following page depicts the graphic intent for each trail segment map that will be on each trailhead sign. Symbols, such as those used for trailheads, access points, points of interest, commercial districts, parks and completed trail segments, should match those shown to the right. In addition, the overall colors, line types, labels and graphic style should match the existing trail segment map on the following page.

-  Trailhead
-  "You Are Here" Trailhead
-  Access Point
-  Point of Interest
-  Commercial Districts
-  Park
-  Completed LOOP Trail Segment
(color to match Physiographic Region)



Trailhead Map - Graphic Standard



Lannan Park Trailhead Sign - Installation





TRAIL IDENTITY SIGNS

Placement Guidelines

The purpose of the Trail Identity sign is to identify the Loop to vehicles where the Loop and existing streets come together or cross. It also serves to reassure Loop users that they are on the correct path. Signs shall be placed within clear view for all drivers approaching the sign.

- Trail Identity signs should be placed along streets where the shared-use path parallels or crosses streets.
- Where the path parallels a street, Trail Identity signs should be placed facing traffic where the path and street begin to run side by side. For long stretches, place identity sign a minimum of 1 per mile for the entire length. Signs should be placed on both sides of the street, even if the path exists on only one side, as illustrated in the Louisville Loop Design Standards manual. Signs should also be placed at major intersections where the path runs parallel to a street.
- Place identity sign a minimum 2' from back of street curb.
- Trail Identity signs should be placed at all locations where the path crosses a street.
- Trail Identity sign panel may be placed as a stand-alone sign, attached to an existing street light or utility pole, or attached to another overhead structure.

Sign Application - Trail Identity Sign



Roadway

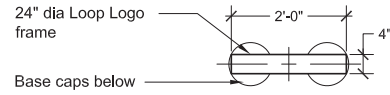
Trail Identity Sign

Shared-Use Path

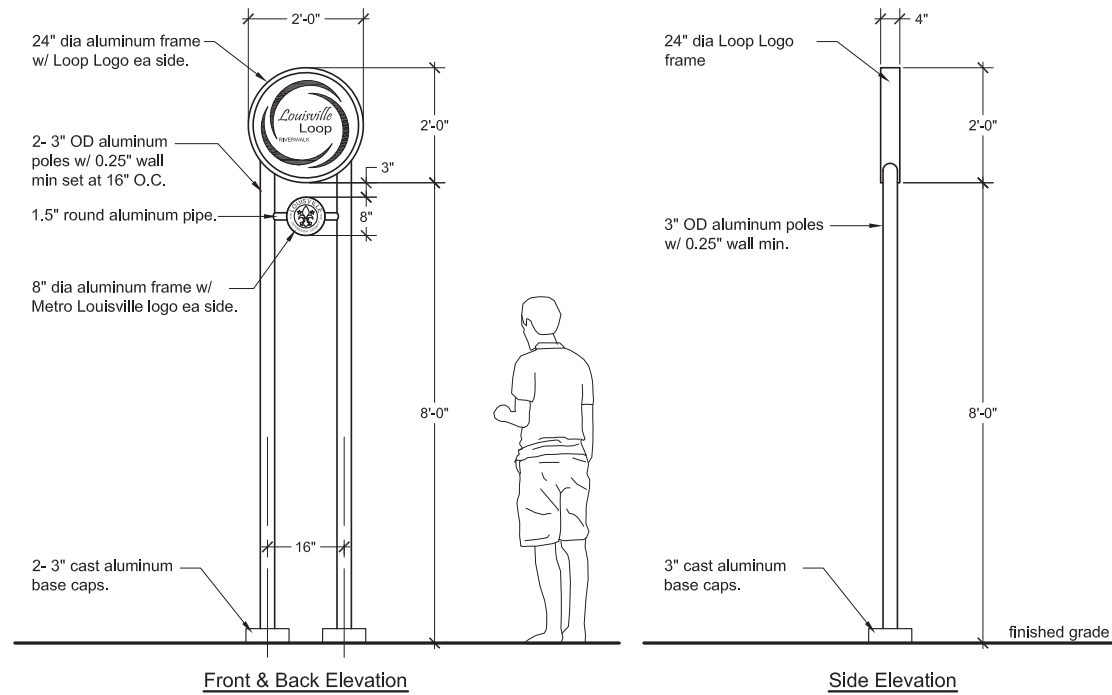


TRAIL IDENTITY SIGNS

Sign Application - Trail Identity Sign

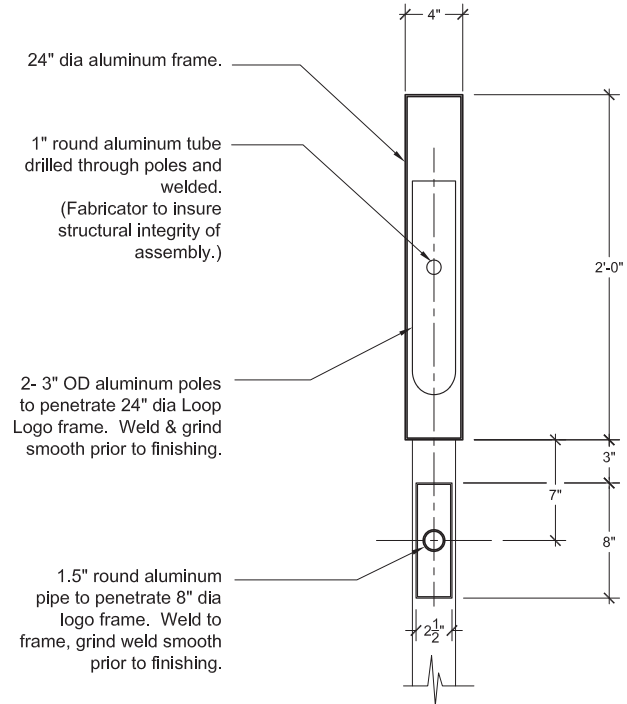
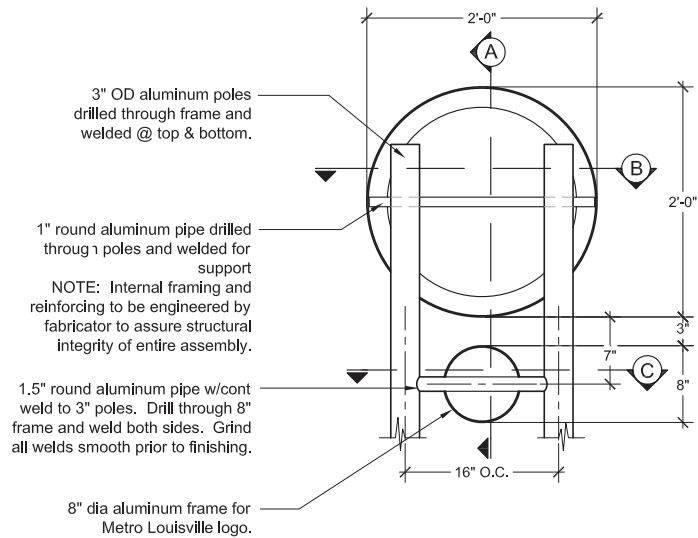


Identity Marker Plan



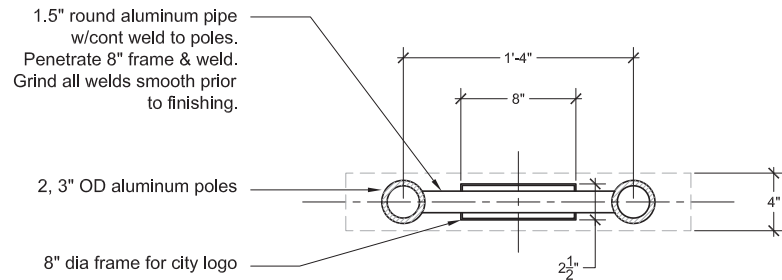
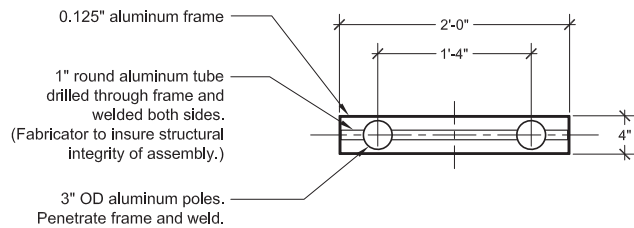
Identity Marker Elevations

Sign Application - Trail Identity Sign



Cabinet Section

Section A



Section B

Section C



MILE MARKERS

Placement Guidelines

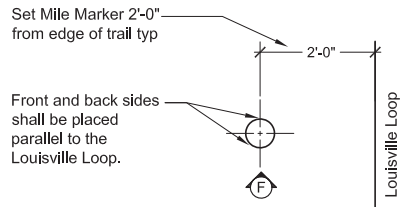
The purpose of mile markers is to allow users of the Louisville Loop to identify their location, physiographic region, and to aid in emergency response.

- Mileage calculations shall originate in downtown with the zero point of the Loop at the base of the Big Four Bridge. Mileage shall be calculated counter-clockwise.
- Regardless of section or time of construction, the entire Loop shall have sequential calculations and consistent mile markers to aid in emergency response on the trail per safety standards from Metro Safe.
- Vertical mile markers shall be used at every quarter mile designation with the exception of the Loop adjacent to Waterfront Park where the markers shall be in pavement plaques.
- Vertical mile marker should be placed on the side of the shared-use path that is not adjacent to any street, a minimum 2' from edge of pavement.

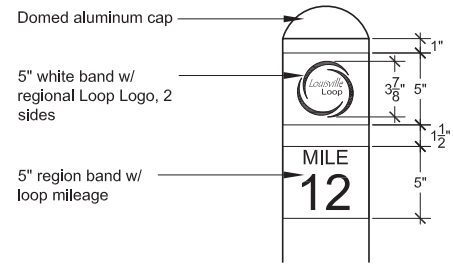


Typical Mile Marker

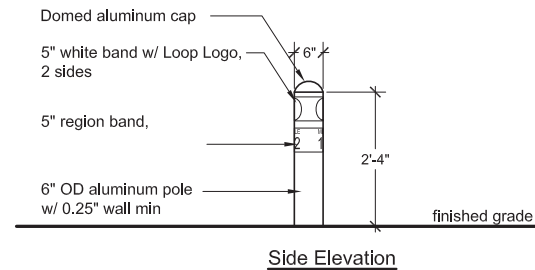
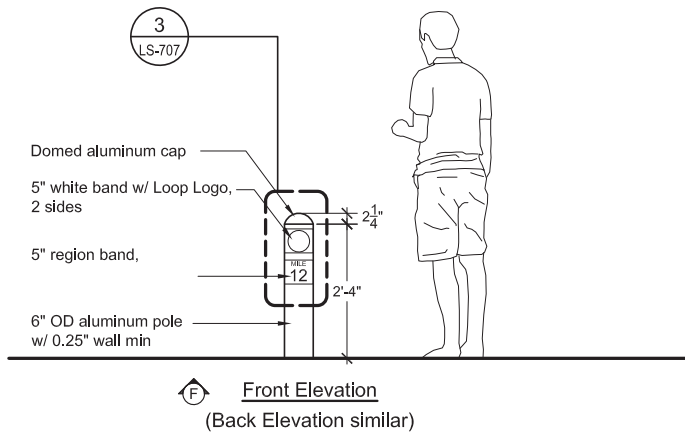
Sign Application - Mile Markers



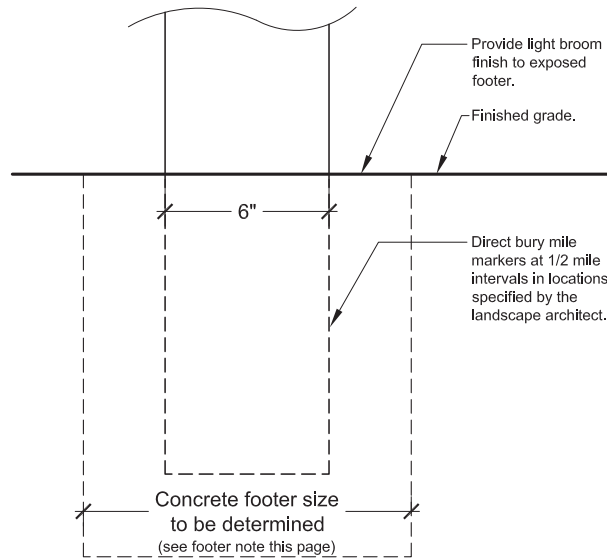
Mile Marker -- Plan



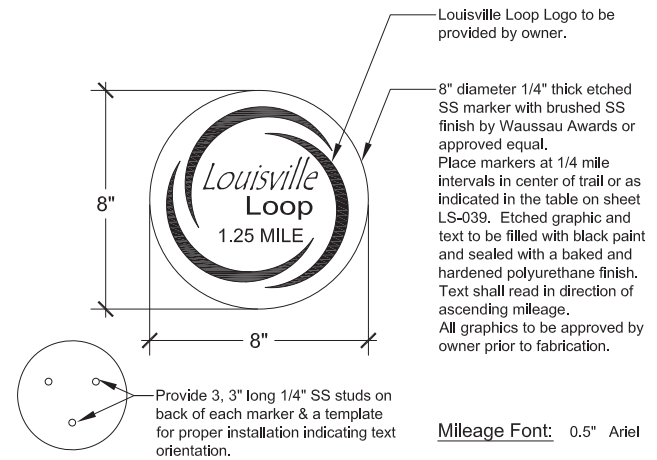
Mile Marker -- Detail



Mile Marker -- Elevations

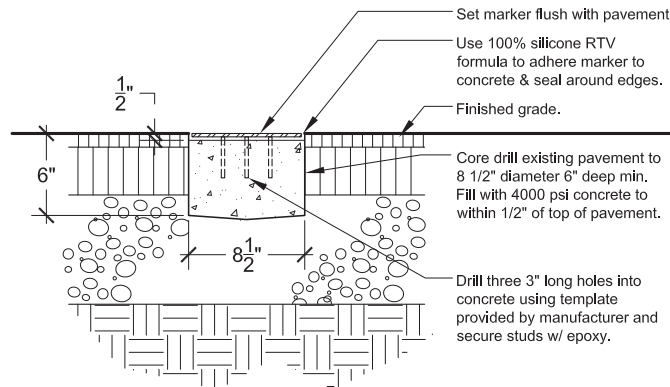


Mile Marker -- Base Detail



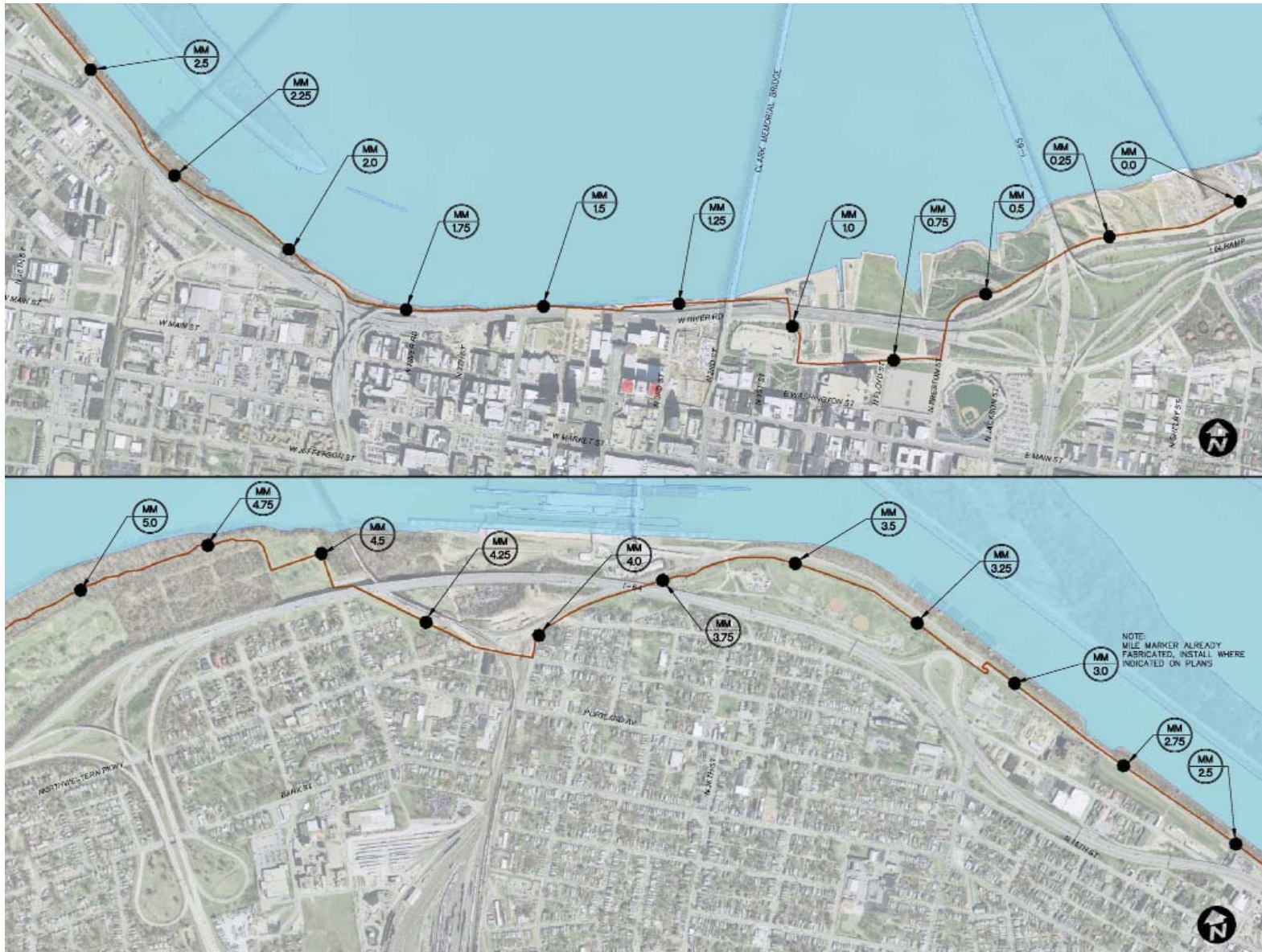
Back Side - NTS

In-Ground Mile Marker -- Detail



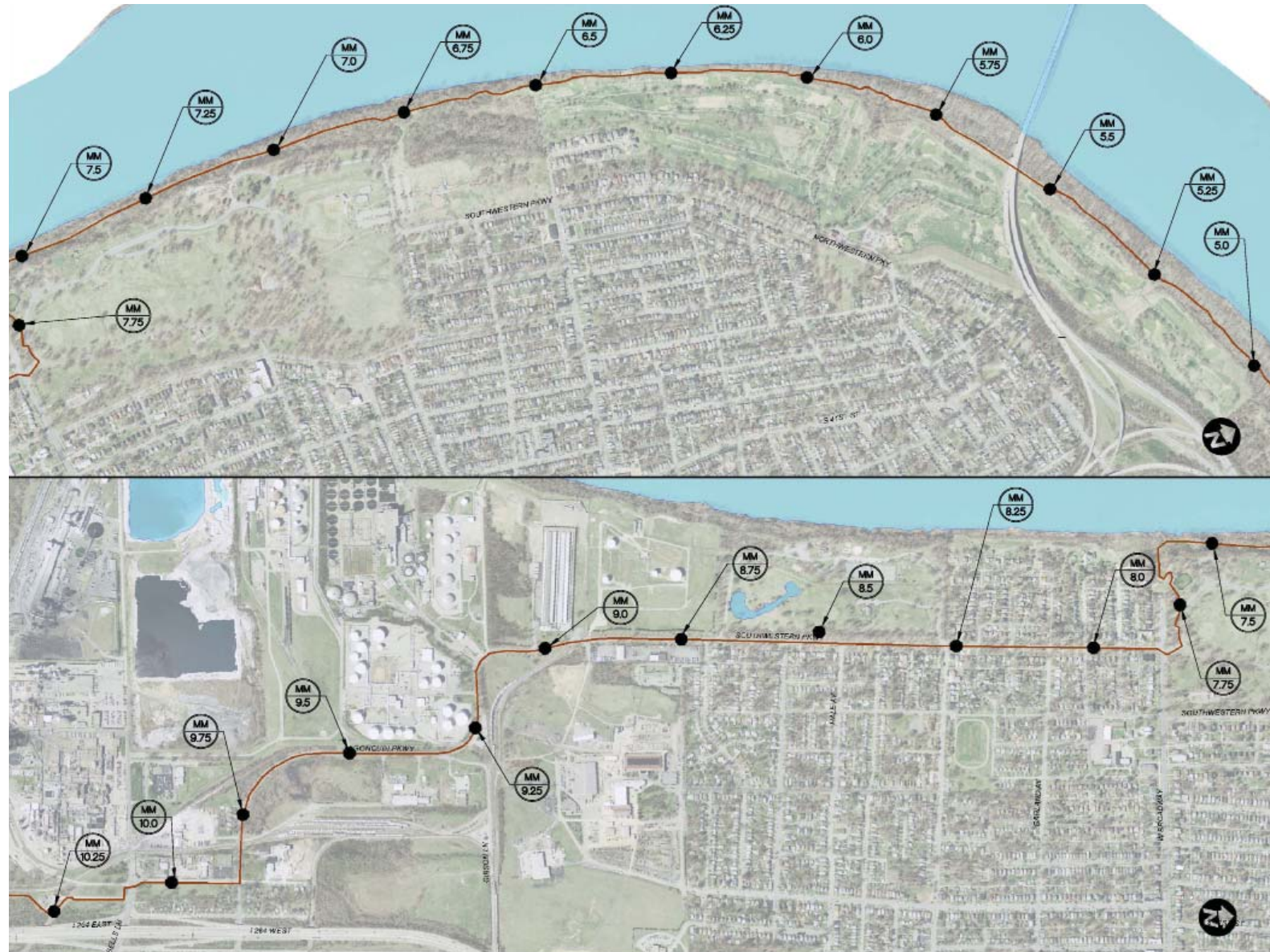
In-Ground Mile Marker -- Section

Mile Marker Locations





Mile Marker Locations

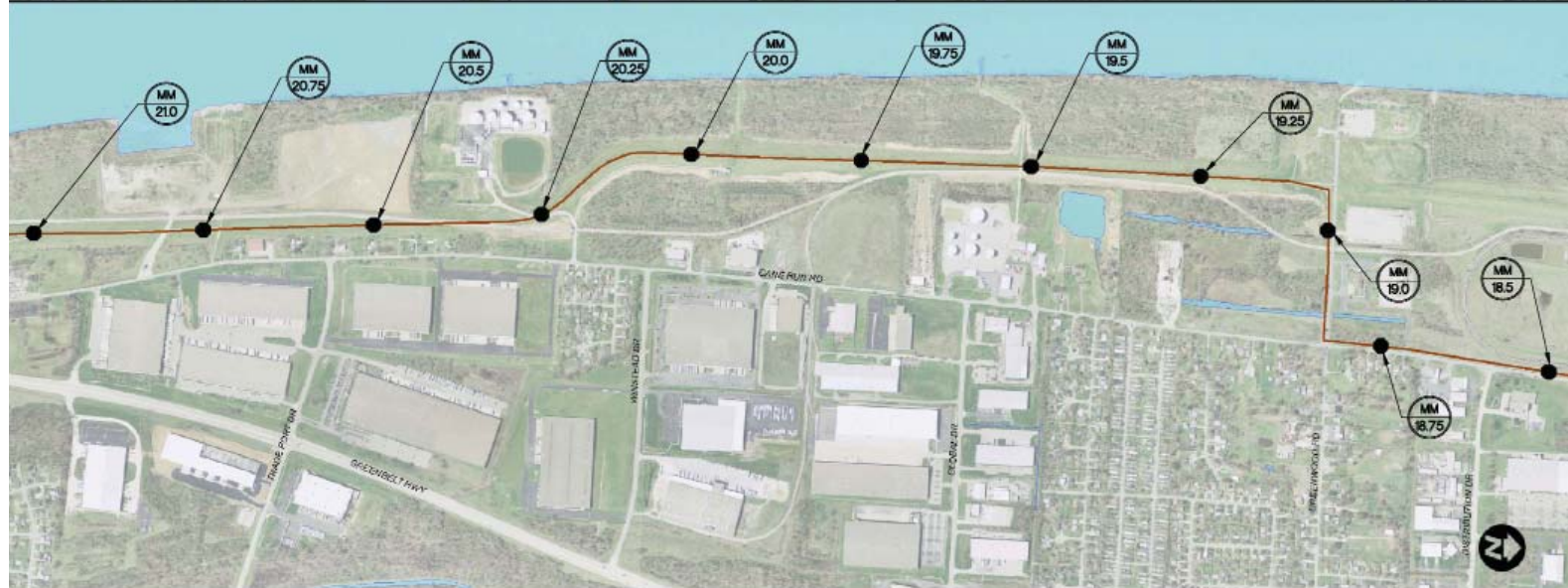
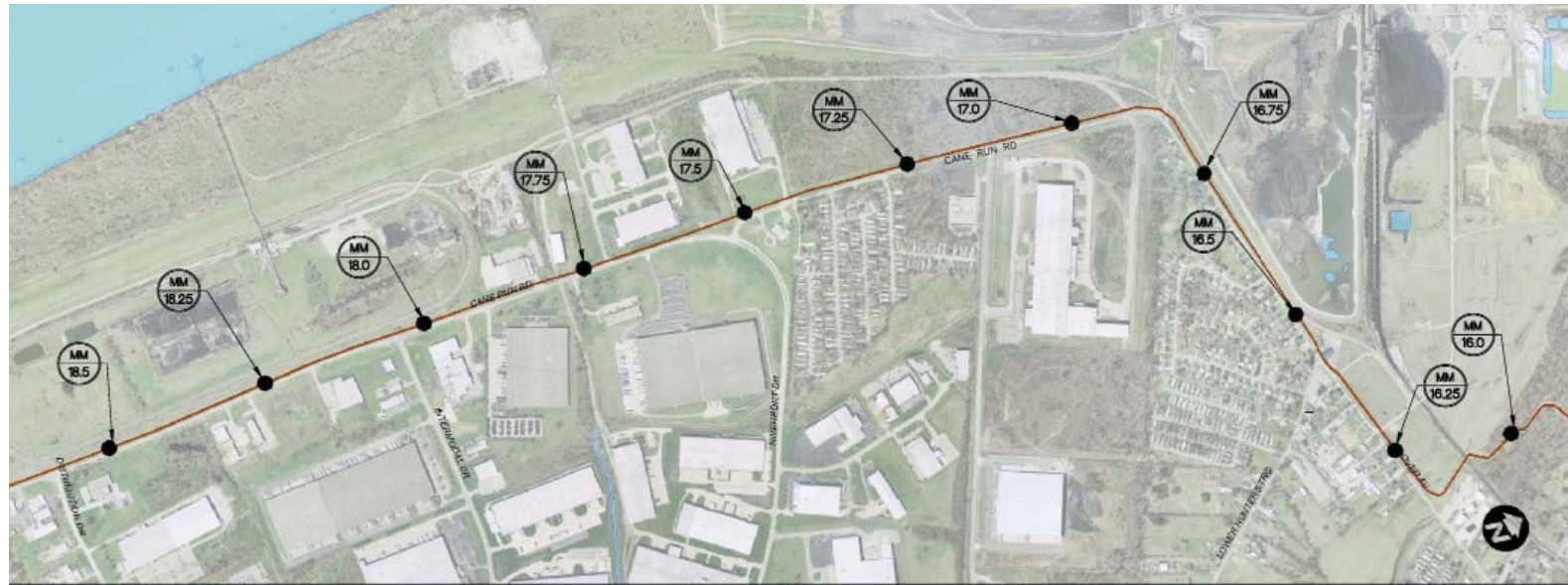


Mile Marker Locations



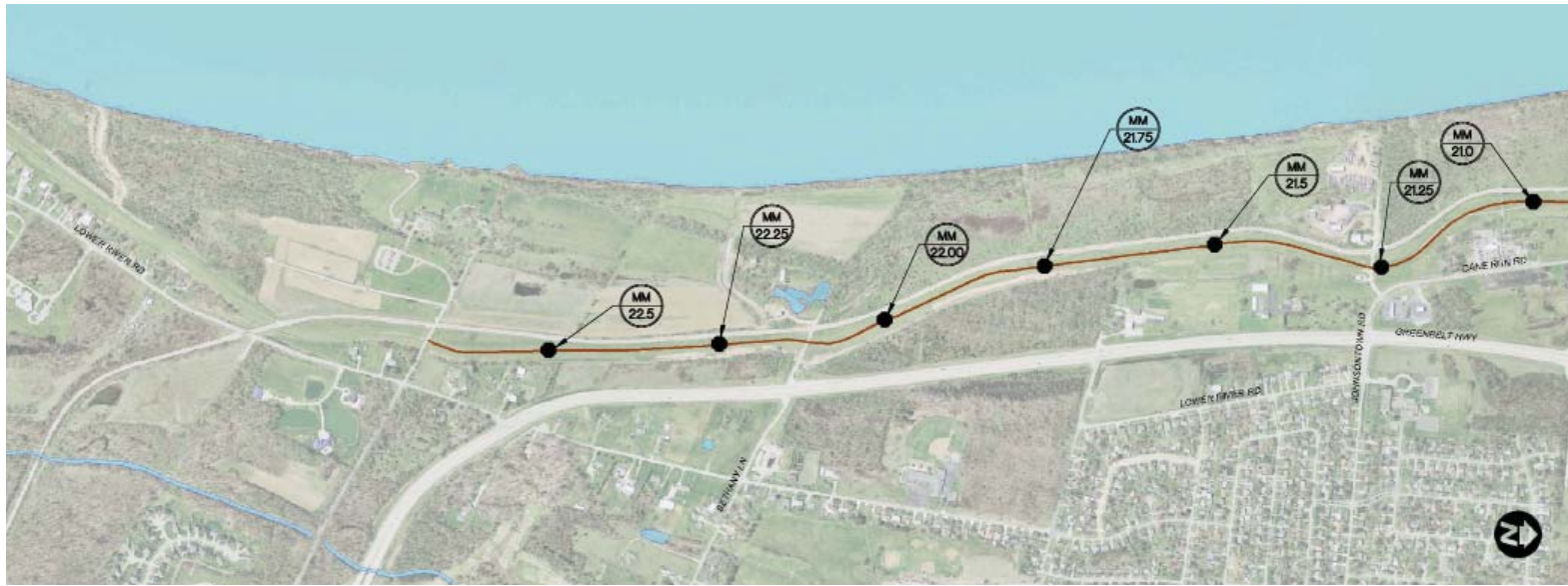


Mile Marker Locations



GENERAL CONSTRUCTION NOTES

Mile Marker Locations



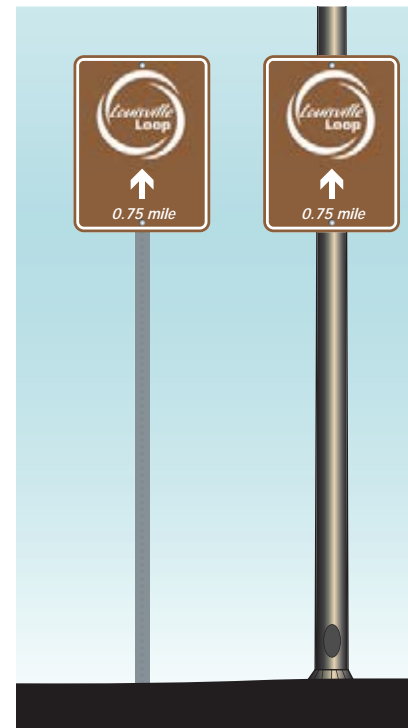


COMMUNITY GUIDE SIGNS

Placement Guidelines

The purpose of community guide signs is to direct users from surrounding neighborhoods to access points and trailheads along the Louisville Loop.

- Community Guide Signs are not illustrated in the Louisville Loop Design Standards Manual. The need for this sign type arose through this planning process. This sign allows the sign branding of the Louisville Loop to strictly remain on the Loop and not be placed throughout the community.
- Community Guide Signs should be placed along streets where the access points or trailheads are not easily found or identified by users. For example, if the Loop is located in an isolated area without high visibility, Community Guide Signs would be used in the adjacent neighborhood to direct users to the access points in this area.
- The Community Guide Signs should be used as directional guides to increase awareness of points where users can access the Loop in local neighborhoods.
- Community Guide Signs should not be placed further than one mile from any access point or trailhead.
- Community Guide Sign panels may be placed as a stand-alone sign, attached to an existing street light pole, or attached to another overhead structure.
- Signs shall be placed within clear view for all drivers approaching the sign.



Typical Community Guide Sign



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SECTION

4

Trailhead Application

Multiple trailhead locations have been identified along the Louisville Loop. These trailheads play an important role in providing access to the Loop and orienting users. While primary and secondary access points are also planned along the Loop, trailheads provide the key portals to the overall trail system and provide many needed amenities, such as orientation signs, parking and possible restroom facilities. The Louisville Loop Design Standards Manual outlines how new trailheads should be designed and the amenities that should ideally be included. Further, the Design Standards Manual defines the relationship between each trailhead element and also frames the overall Loop system for users entering the trail. Figure 4-1 on the following page illustrates the prototypical trailhead design and elements as defined in the Design Standards Manual.



PHOTO: HNTB

Example Bollard Placement



PHOTO: Courtesy of Victor Stanley

Example Bench

PRECEDENT IMAGES



PHOTO: Metro Parks

Example Restroom



PHOTO: HNTB

Example Pervious Pavement



PHOTO: Metro Parks

Example Special Pavement



TRAILHEAD APPLICATIONS

Trailhead Prototypical Design

Application

Since the conditions, orientation, and adjacent land uses will be different throughout the Loop, the graphic illustrates a prototypical application of elements and relationships.

AMENITIES AT EACH TRAILHEAD:

- Parking (26 spaces min.)
- Trailhead Sign with map and rules
- One Signature Marker (see S3)
- Bike racks (3 min)
- Benches
- Hard and softscape areas for temporary art exhibits

OPTIONAL AMENITIES:

- Transit connection and shelter
- Drinking fountains
- Restrooms
- Bike lockers (at transit centers)
- Emergency Call Box

FIGURE 4-1: Prototypical Trailhead Design (from Design Standards Manual)

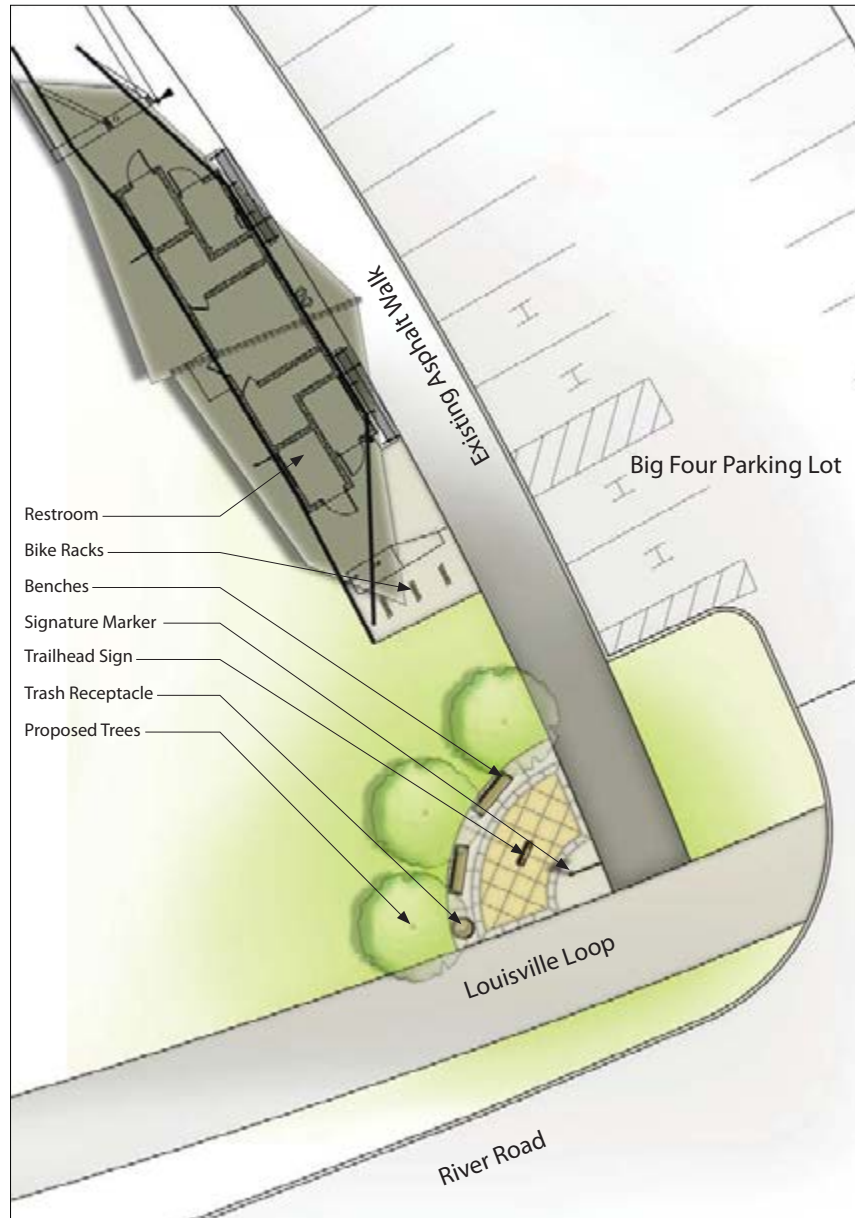


Trailhead Conceptual Design

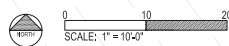
As part of the master planning process, six trailheads were chosen for a design development process to apply the further-refined wayfinding and trailhead sign elements. These elements and signs should eventually be applied to all trailheads along the Louisville Loop. The six trailhead locations chosen for conceptual design were all located at existing access points along the constructed portion of the Louisville Loop and were geographically dispersed in order to illustrate this application to the largest audience of users. The overall goal of furthering the design of these six trailheads is to show users what the Loop will look like when this master plan is fully implemented.

The following pages represent the preliminary trailhead layouts for the Big Four Bridge Trailhead, Lannan Park Trailhead, Shawnee Park Trailhead, Chickasaw Park Trailhead, Riverside Gardens Park Trailhead, and Lamborne Blvd. Trailhead.

Big Four Bridge Trailhead



Trailhead Conceptual Design



The Big Four Bridge Trailhead is a significant point along the Louisville Loop where users access the trail and where users ultimately will be able to cross the bridge and access Indiana's Ohio River Greenway trail system. The Big Four Bridge will be "mile zero" for the entire Louisville Loop system. This site was selected for design development because it has high internal (those already on the Loop) and external visibility, multiple interpretive opportunities, easy access, preferred amenities (such as restrooms and parking), and a high sense of security. In addition, the property is publicly owned by Louisville Metro.



PHOTO: HNTB

Proposed Trailhead Site

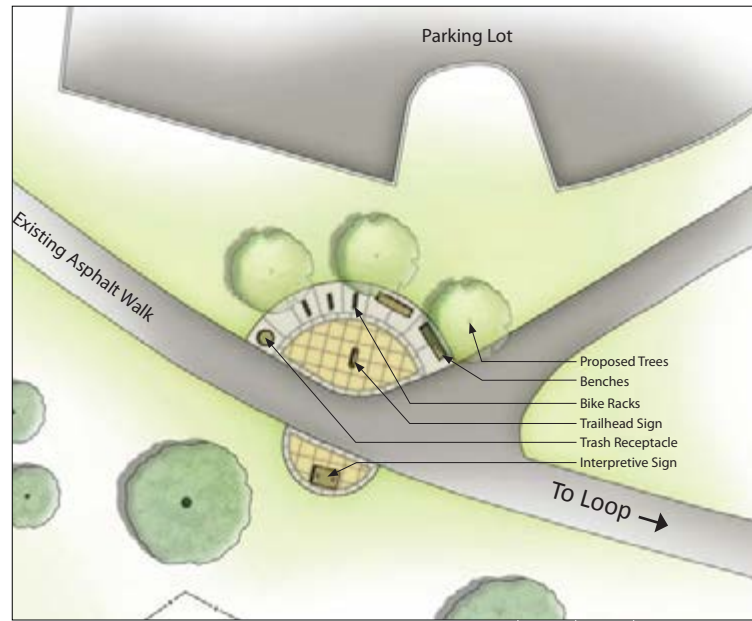


PHOTO: HNTB

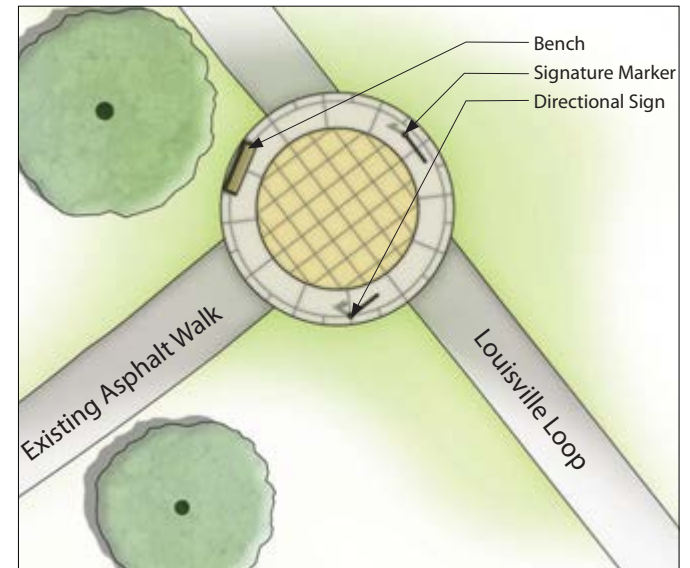
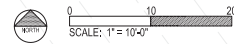
Long Shot View of Trailhead Site

TRAILHEAD APPLICATIONS

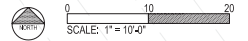
Lannan Park Trailhead



Trailhead Conceptual Design - Trailhead Layout



Trailhead Conceptual Design - Access from Louisville Loop Trail



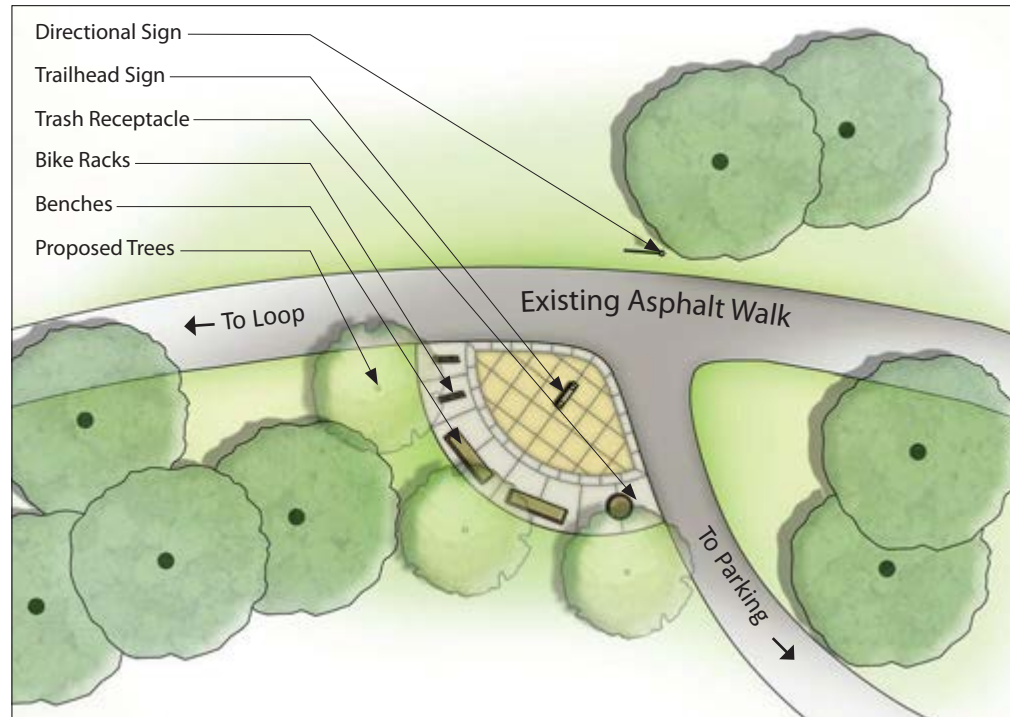
Lannan Park is an ideal candidate for the development of a trailhead. Lannan Park is an existing park maintained by Metro Parks. Facilities within this park include a shelter, picnic tables, playground equipment and parking. This site was selected for design development because it has high internal (those already on the Loop) visibility, interpretive opportunities, easy access, preferred amenities (such as restrooms and parking), a high sense of security, and is located on Metro Parks-controlled land. Due to the location of this trailhead and the ability for Metro Parks to easily install new signs and trailhead elements, this trailhead was selected as a pilot project for the installation of new wayfinding elements.



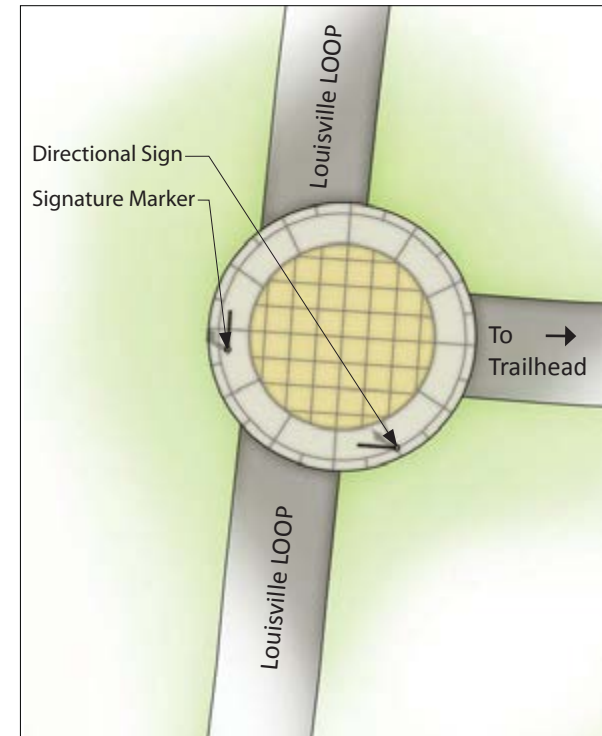
Existing Lannan Park Shelter

PHOTO: HNTB

Shawnee Park Trailhead



Trailhead Conceptual Design - Trailhead Layout

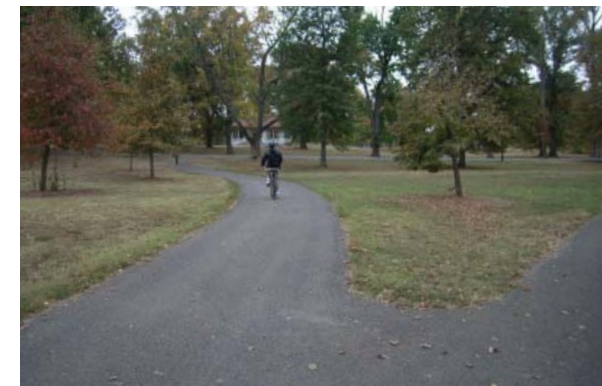


Access Point Conceptual Design - Access to Trailhead from Louisville Loop

Shawnee Park was chosen for the development of a trailhead because it is adjacent to multiple residential neighborhoods and located along the Olmsted Parkways. Existing facilities in this park include ball fields, basketball courts, grills, picnic shelters and tables, a playground, pond, walking and biking paths, restrooms, soccer fields and tennis courts.

This site was selected for design development because it has high internal (those on the Loop) and external visibility, interpretive opportunities, easy access, existing trailhead amenities, a high sense of security, and is located on Metro Parks-controlled land.

The trailhead at Shawnee Park was located off the Loop, next to parking, so that users could identify and access the Loop at first sight. The trailhead sign is intended to be the first information piece a trail user sees when accessing the Loop from a trailhead. Since the two components are tied together in their use by definition, the trailhead was best served by placing it a short distance away from the Loop. This placement made the trailhead more visually and easily accessible than if placed on the Loop.



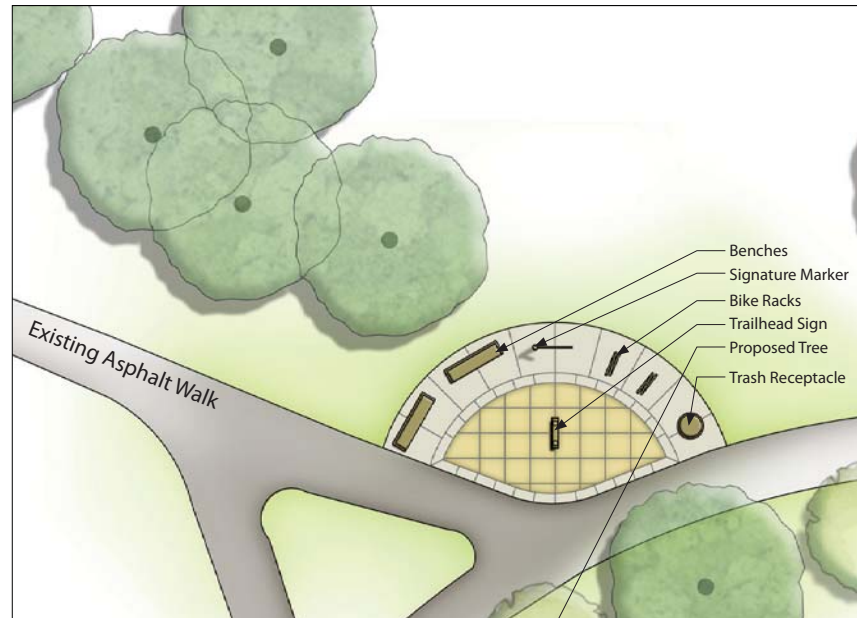
Proposed Trailhead Site

PHOTO: HNTB

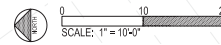


TRAILHEAD APPLICATION

Chickasaw Park Trailhead



Trailhead Conceptual Design



Chickasaw Park was also chosen for the development of a trailhead because it is adjacent to multiple residential neighborhoods, is located along the Olmsted Parkways, and is a very popular and well-used park in the west end of Louisville. Existing facilities in this park include a ball field, basketball court, walking path, biking path, fishing lake, grills, horseshoe pits, lodge, picnic shelter and tables, playground, restrooms, tennis courts and volleyball courts.

This site was selected for design development because it is highly visible for Loop and park users entering from the north, has multiple opportunities for interpretive signs and trailhead amenities, has a high sense of security, and is located on Metro Parks-owned land.



Chickasaw Park Picnic Shelter

PHOTO: HNTB



Proposed Trailhead Site

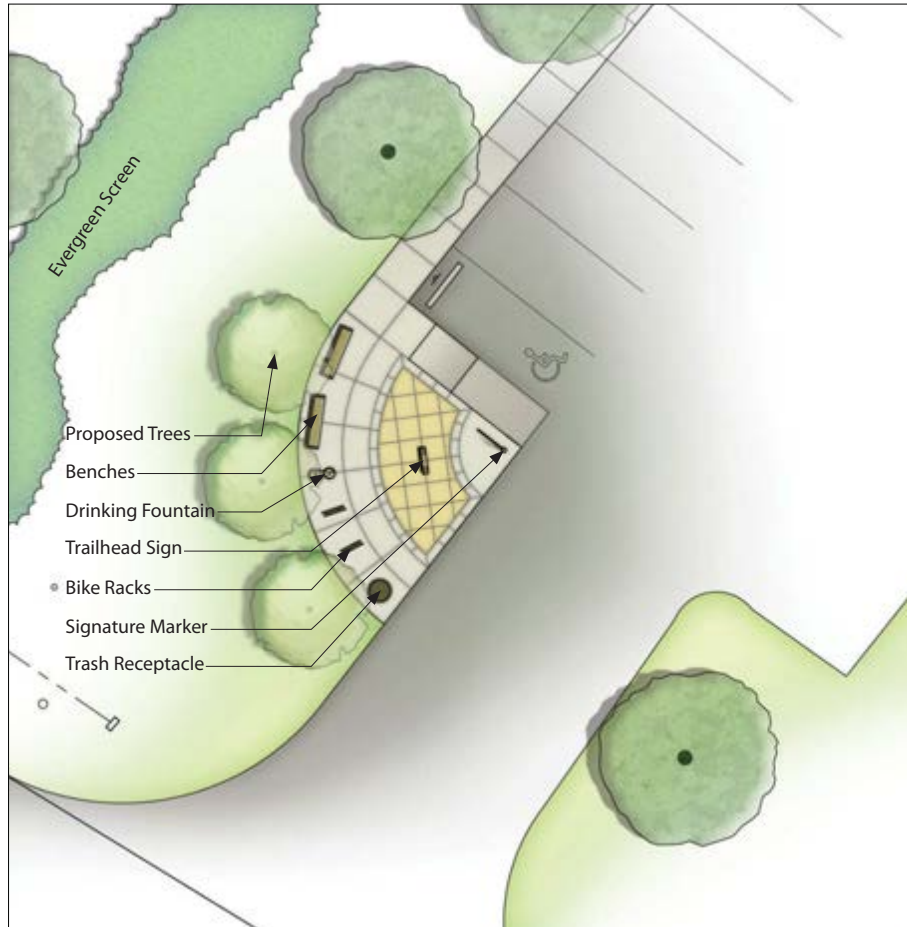
PHOTO: HNTB



Trail Access into Chickasaw Park

PHOTO: HNTB

Riverside Gardens Park Trailhead



Trailhead Conceptual Design

Riverside Gardens is an existing park maintained by Metro Parks. Facilities within this park include a ball field, basketball court, picnic shelter, playground, restrooms, tennis courts and parking.

This site was selected for design development because it has high external (those not on the Loop) visibility, easy access, currently has preferred amenities (such as restrooms and parking), a high sense of security, and is located on

Metro Parks-controlled land. This chosen location was off-site from the Louisville Loop strictly based on the amount of site features/ amenities offered at this location and for the use of both a trailhead and mid-point resting location between Chickasaw Park and Riverview Park. The preferred location of a typical trailhead would not be so far off the Loop; however, it was determined that it would be more beneficial to use the Riverside Gardens Park as a trailhead and connect it to the Loop with on-street bike markings given this location was comprised of several important site features/amenities that Metro Parks tries to include at all trailheads.



Proposed Trailhead Site - view looking north

PHOTO: Environs



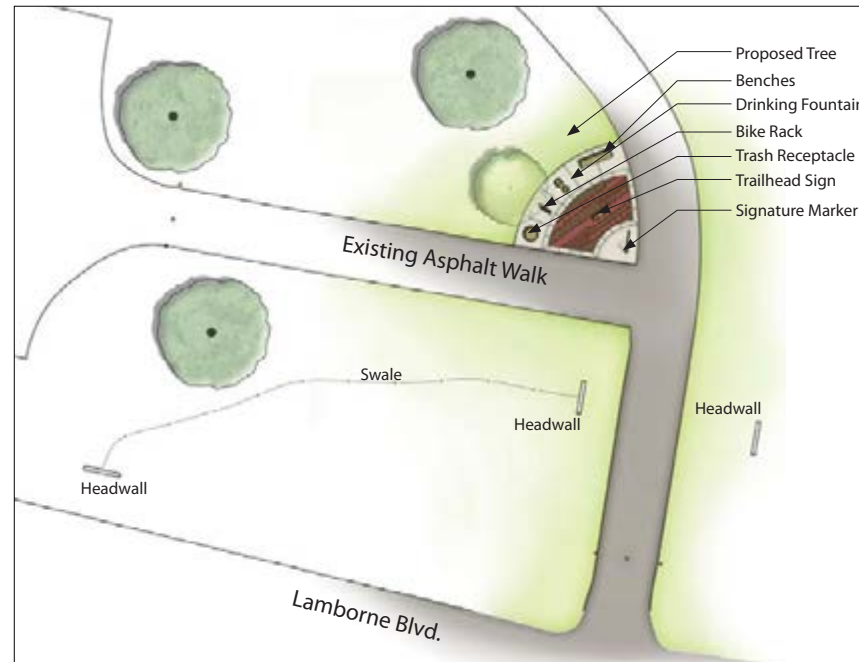
Proposed Trailhead Site - view looking south

PHOTO: Environs

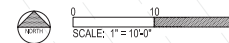


TRAILHEAD APPLICATIONS

Lamborne Blvd. Trailhead



Trailhead Conceptual Design



Proposed Trailhead Site

PHOTO: HNTB



Existing Bridge along Louisville Loop

PHOTO: HNTB

The Lamborne Blvd. Trailhead is adjacent to a newly-constructed portion of the Louisville Loop from Lamborne Blvd. to Manslick Road. This portion of the Loop was constructed and is maintained by MSD. Existing facilities include a parking lot with adequate space for future development of additional trailhead amenities. The site is also directly adjacent to an established neighborhood.

This site was selected for design development because it has high external (those not on the Loop) visibility, easy access, adequate space for future trailhead amenities, and is located on publicly-controlled land. Another influencing factor for choosing this location as one of the six trailhead locations was to inform users that this is a segment of the Louisville Loop route that will be connected to the larger system in the future.



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SECTION 5



Interpretive Sign Master Plan

Interpretive signs can be found in many locations throughout a city from parks to historic sites to sites where important events occurred. They help to orient users to their surroundings as well as provide educational value. Interpretive signs also help users understand the historic or cultural significance of a natural or man-made site or event.

Interpretive signs can play an important role in a user's experience of the Louisville Loop. Not only do they provide educational experiences, they also provide resting points and fulfill curiosity about the surrounding environment.



PHOTO: HNTB

Falls of the Ohio - Clarksville, IN



PHOTO: HNTB

Minneapolis, MN



PHOTO: HNTB

Fisherman's Wharf - San Francisco, CA



INTERPRETIVE SIGN MASTER PLAN

Sign Content and Design

There are many stories that can be told along the constructed portion of the Louisville Loop. This portion of Louisville is rich in history, geology, and significant places that have helped to shape the city we experience today. Organizing and capturing those elements can be a challenge.

Early in the design process for this master plan, an inventory was completed of the existing interpretive signs along the Loop as well as significant opportunities for future interpretation sign locations. The full inventory is illustrated in Figure 5-1.

After reviewing the potential sites, a concept of **People, Place and Purpose** was developed. Conceptually, the intent was to capture these educational opportunities through one of these three lenses. And while some sites may have information from all three categories, many of the stories can be framed through one of these three lenses.

The graphic below illustrates the basic components of the interpretive sign system. These basic components can be applied to other panels to tell a variety of "People, Places and Purpose" stories along the Loop.

Interpreting the LOOP

Subject of Interpretive Panel - People, Place and Purpose color title blocks constant on all interpretive panels. Each interpretive panel devoted to one subject. Body copy background color will match subject color.

The diagram shows a sample interpretive sign panel for 'MARINE HOSPITAL'. The panel is divided into sections:

- Top Section:** Louisville Loop Logo, Discover... along the Louisville Loop, and Title of Subject (MARINE HOSPITAL).
- Subject Selection:** Three colored tabs labeled 'People' (orange), 'Place' (green), and 'Purpose' (blue). The 'Place' tab is selected.
- Body Copy:** Text describing the history of the United States Marine Hospital, its construction, and its role in the community.
- Primary Photo:** A large black and white photograph of the hospital interior with patients in beds.
- Secondary Photos:** A circular portrait of Robert Mills and a photograph of the hospital's exterior.
- Annotations:** Red arrows point to various elements: 'Louisville Loop Logo', 'Title of Subject', 'Title Block - blue band with Discover Along The Loop logotype', 'Primary photo or graphic', 'Green background remains the same on all interpretive panels', 'Body Copy', 'Ghosted photo in bottom right corner', and 'Secondary support photos or graphics with captions'.

Interpretive Sign Master Plan

The Interpretive Sign Master Plan outlines potential interpretive opportunities along the constructed portion of the Louisville Loop. Currently, various types of interpretive signs exist along the Riverwalk. Significant sites along the Riverwalk have been highlighted through monuments or in-pavement markings. Existing interpretive signs include: the Lincoln Memorial, Fourth Street Wharf, Falls of the Ohio / Floods of Louisville, Floods of the Ohio, Corn Island, Lannan Park, McAlpine Locks Visitor's Center, Shippingport Island, Portland Wharf and Shawnee Park.

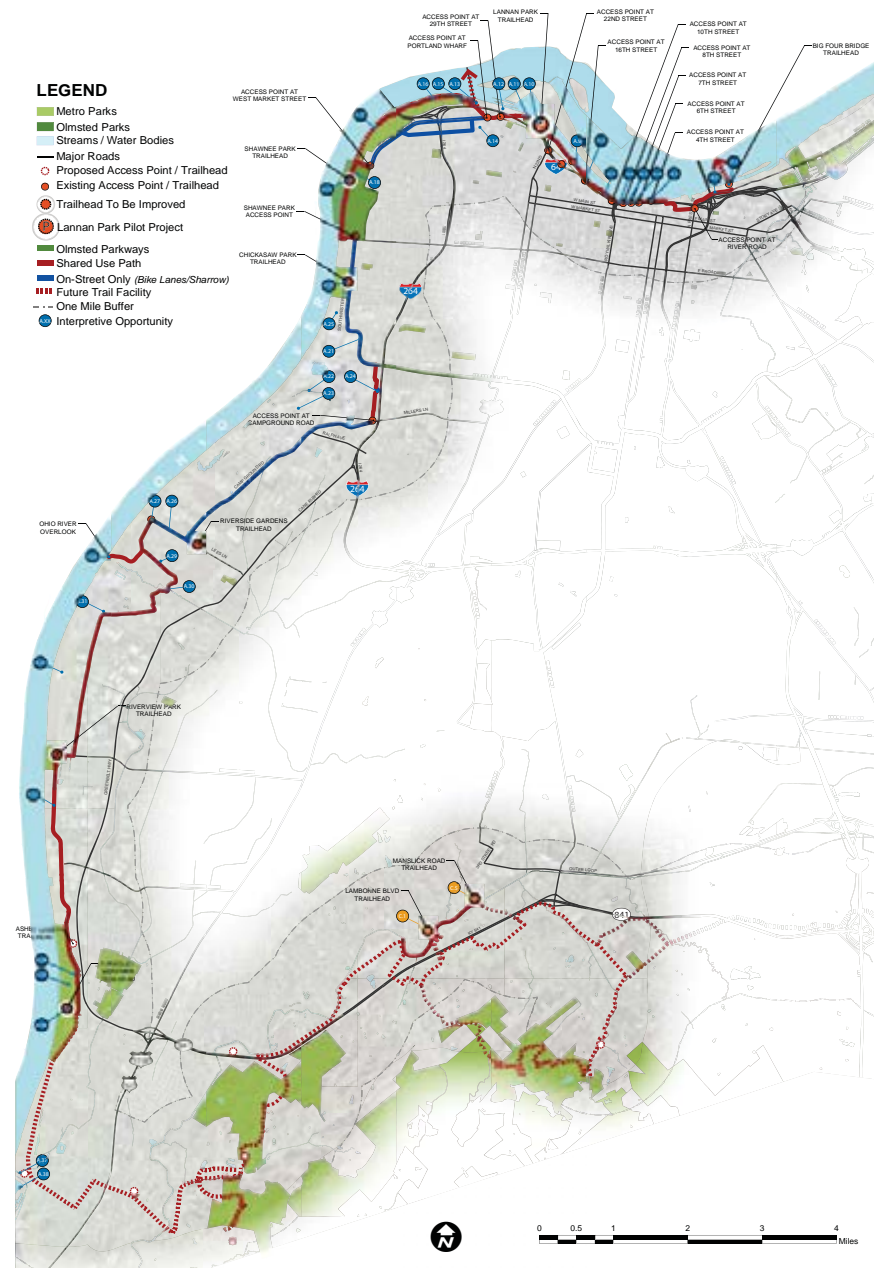
The goal of this portion of the master plan is to build upon the existing interpretive sites and highlight the unique assets, educational activities, and physiographic regions in Louisville. The interpretive signs will tell the story of Louisville – the **PEOPLE, PLACES** and **PURPOSES** that define the city and landscape.

Figure 5-1 shows the overall map of the interpretive opportunities along the Loop. Figures 5-2, 5-3 and 5-4 show more detailed maps of these opportunities.



Existing Interpretive Sites and Signs along the Riverwalk

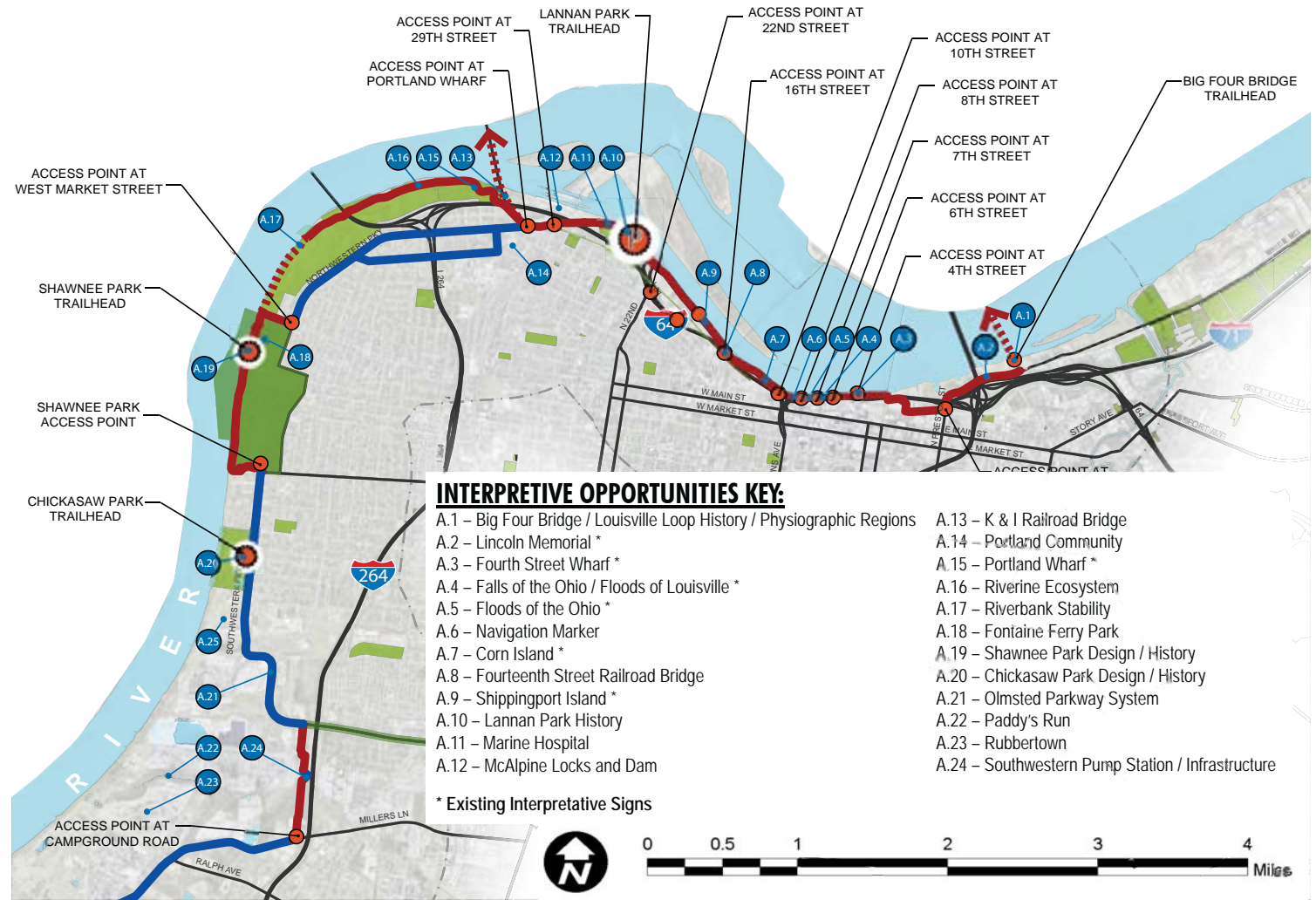
FIGURE 5-1: Interpretive Opportunities Along the Loop





INTERPRETIVE SIGN MASTER PLAN

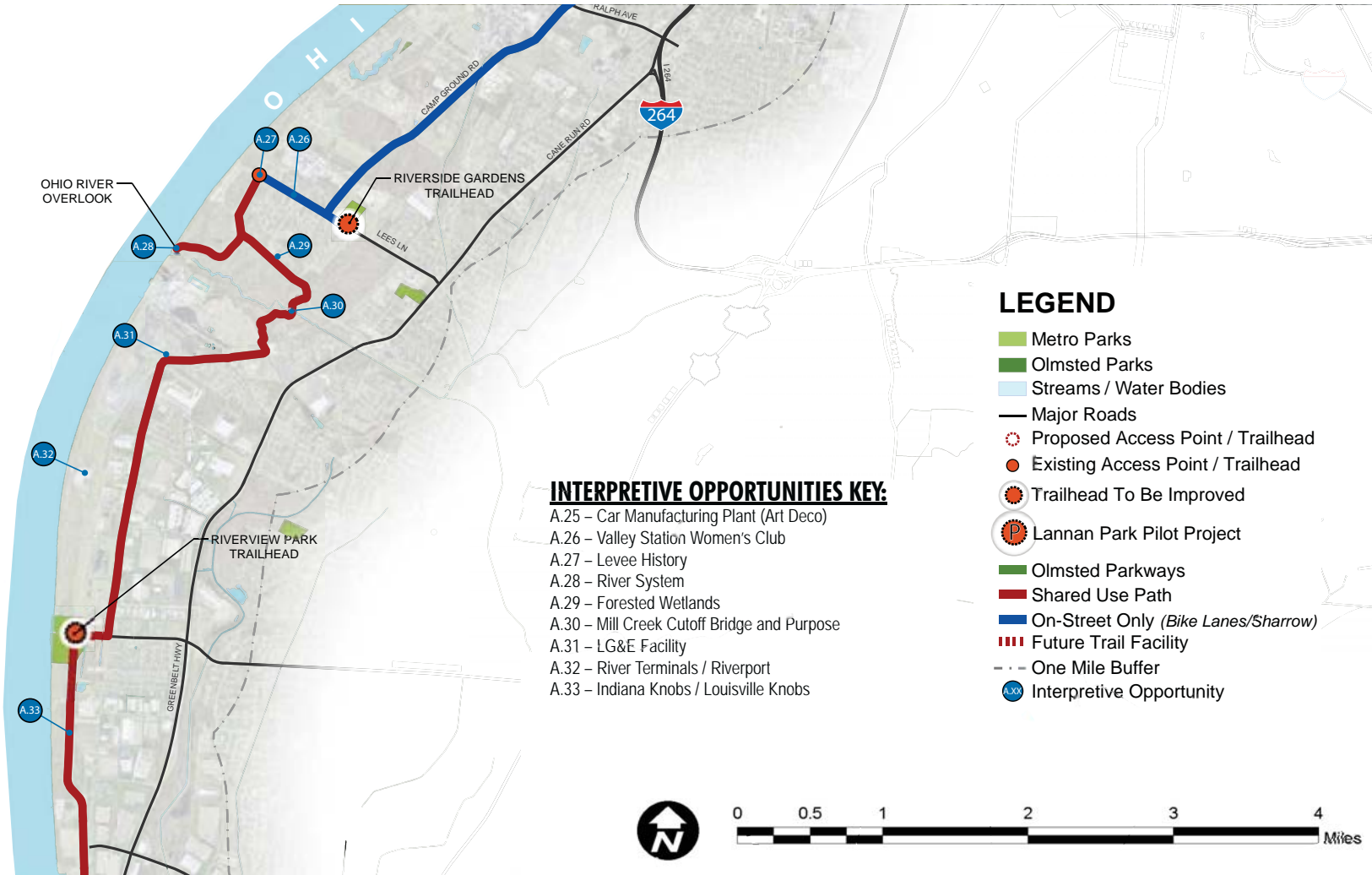
FIGURE 5-2: Interpretive Opportunities Along the Loop - Northwest Region



EXISTING SITES



FIGURE 5-3: Interpretive Opportunities Along the Loop - West Central Region



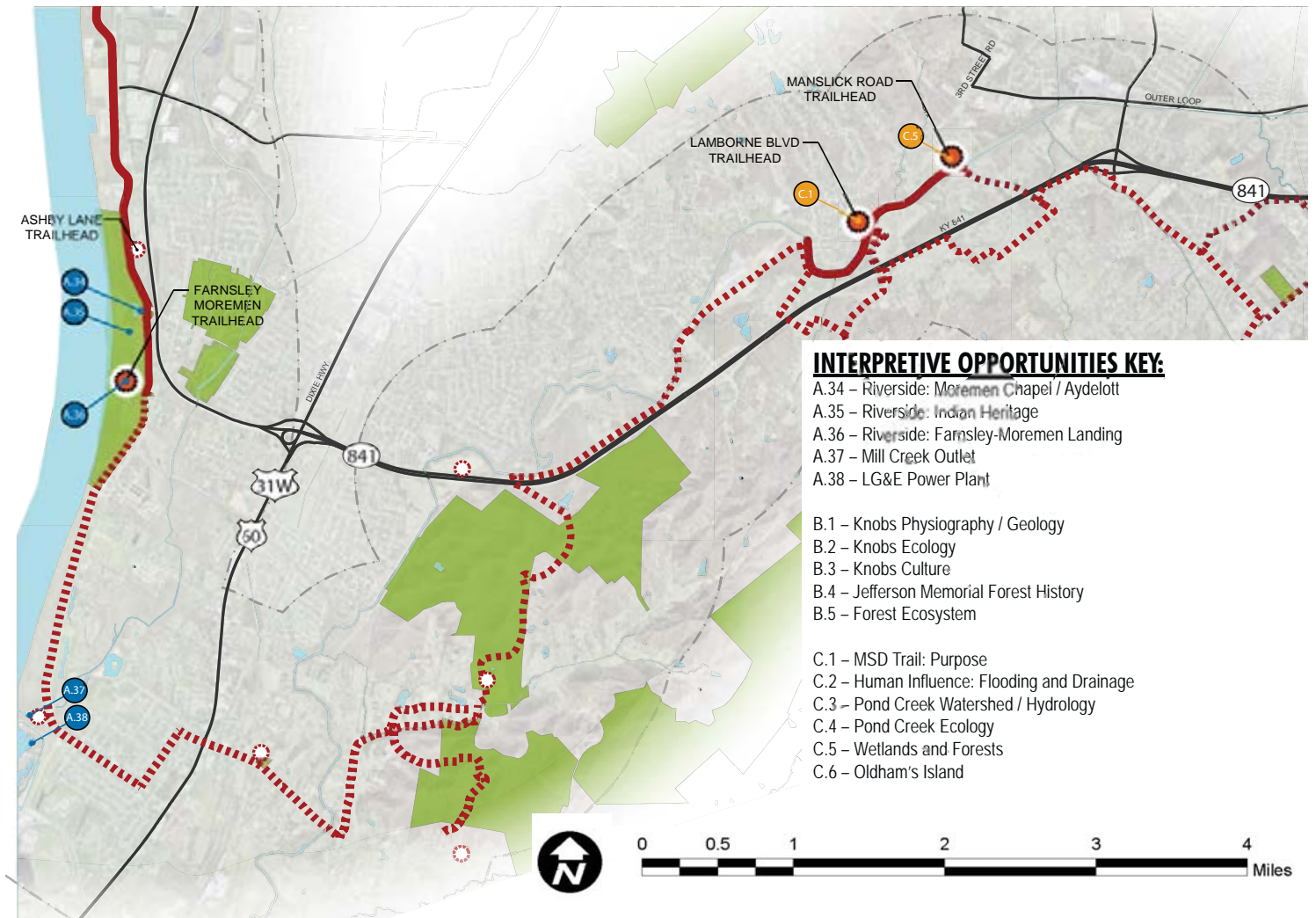
FUTURE SITES





INTERPRETIVE SIGN MASTER PLAN

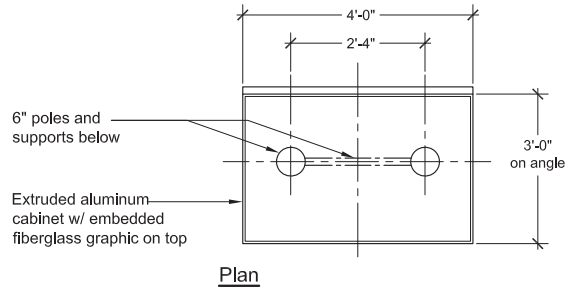
FIGURE 5-4: Interpretive Opportunities Along the Loop - Southwest Region



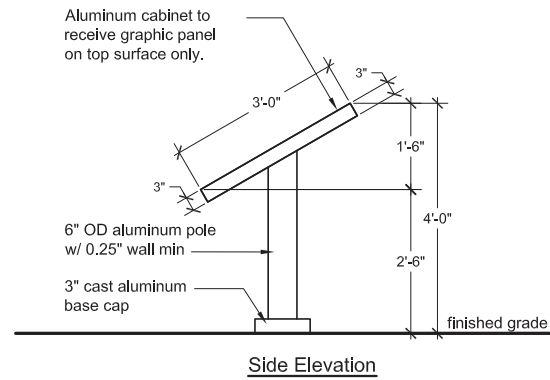
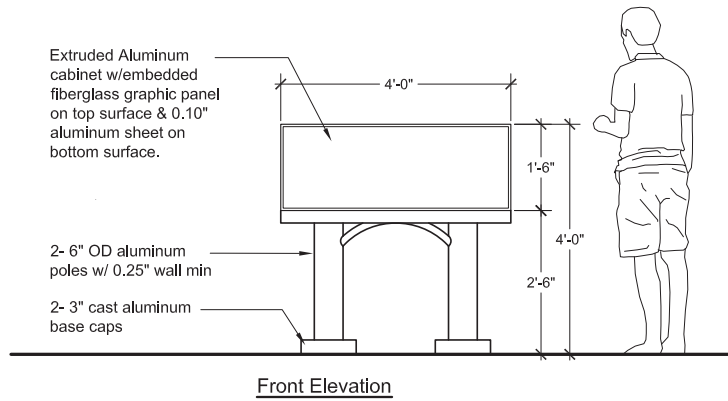
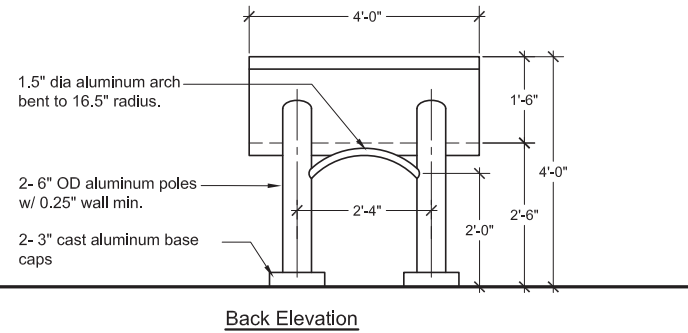
FUTURE SITES



Sign Detail - Interpretive



Interpretive Sign -- Plan

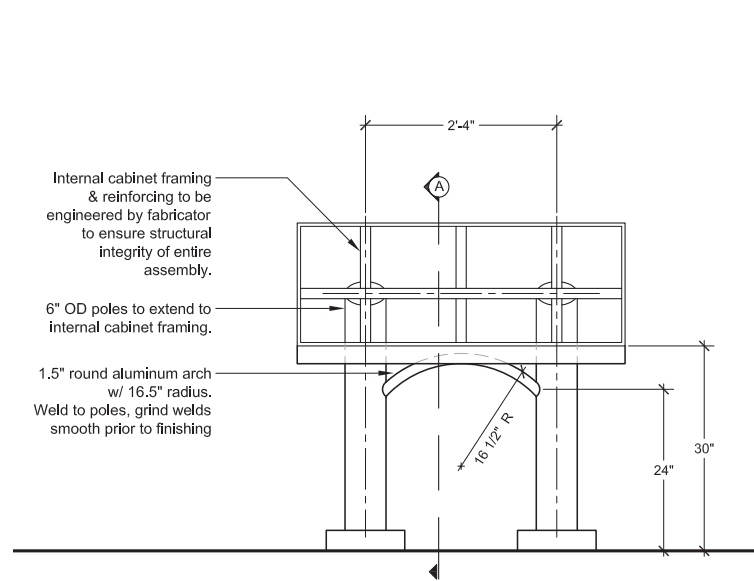


Interpretive Sign -- Elevations

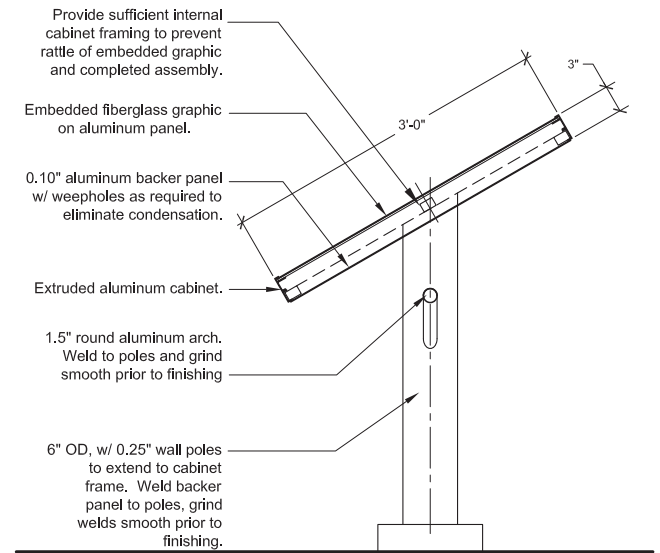


INTERPRETIVE SIGN MASTER PLAN

Sign Detail - Interpretive



Cabinet Section



Section A

Sign Face Detail

The following is a typical example of an Interpretive Sign panel that illustrates color coding, information, and sign face details that should be incorporated into the final design, construction, and installation of all the Interpretive Signs in this Master Plan. The background color at the top of the interpretive sign panel will match the physiographic region of the sign location.

Sign Background Color

The background color of the interpretive panel shall match that of the physiographic region of the sign location. For example, the blue background displayed here indicates that the sign is located on the Ohio River Valley segment of the Loop.

Discover...
along the *Louisville Loop*

People

Place **MARINE HOSPITAL**

Purpose

The **United States Marine Hospital** is a reminder of the historic relationship Portland and Louisville have had with the Ohio River. In the early 1800s, the rapid development of steamboats and increased maritime traffic on the river led to a growing number of boatmen arriving at the busy wharves of Louisville, Shippingport, and Portland. The boatmen worked difficult and dangerous jobs, and many of them docked needing medical treatment. Injuries due to engine or boiler explosions, wrecks, and collisions with river snags were common. Men were routinely exposed to diseases such as yellow fever, malaria, cholera, and smallpox while on the water, and violence and venereal diseases on land.

In 1837, Congress authorized the construction of the U.S. Marine hospital in Portland "for the benefit of sick seamen, boatmen, and other navigators on the western rivers and lakes." The Marine hospital was constructed between 1845 and 1852. The building was designed by **Robert Mills**, the first native-born American to be trained as an architect and the designer of the Washington Monument. The hospital was a prototype design for the seven U.S. Marine hospitals funded by Congress, and is the only surviving example of inland marine hospitals left in the country. The hospital's location, midway between the Louisville and Portland wharves, was selected for the "beneficial effect of a view of the water, and the impressions and associations it would naturally awake in the minds of men whose occupation was so intimately connected with it."

The three-story brick building was built in a modified **Greek Revival** style. The cupola and porches kept interior air fresh for the patients' improved health. The hospital had one of the first known systems of internal plumbing, with "water closets" stacked on the floors of the building's wings.

After it opened in 1852, Portland's Marine Hospital would become the busiest of all federal marine hospitals and would continue to serve boatmen until the outbreak of the Civil War, when the facility served Union soldiers. After the Civil War, an important advancement in the Marine Hospital Service was the introduction of **equal health care access to African-Americans** engaged in maritime commerce. Of the three wards located in the hospital, one was given over to African-American patients.

In 1976, the building came under the ownership of the Louisville-Jefferson County Metro Health Department. It was designated a National Historic Landmark in 1997, on the basis of maritime and public health history.

Credit: Joanne Weaver, *Louisville Landmarks*, and Rick Bell of the U.S. Marine Hospital Foundation, Inc.

To learn more or become a friend of the Loop:
 ■ scan the QR code
 ■ go to www.louisvilleloop.org
 ■ call (502) 456-8100

Robert Mills, considered to be the first native-born American architect, designed Portland's and nine other Marine Hospitals throughout the country.

This photo from 1921 was taken when the Marine Hospital served as Louisville's first Veterans Hospital. The patients are World War I veterans, many of whom were amputees. Photo Credit: University of Louisville Photographic Archives Caulfield & Shook collection 27199.1

The southern side of the hospital as seen in 1922. The open porches and cupolas were designed to provide ventilation and fresh air for patients. Photo Credit: University of Louisville Photographic Archives Caulfield & Shook collection 42128

METRO Parks

Marine Hospital Interpretive Sign Face



APPENDIX



Public Meeting Notes

Three public meetings were conducted to gain input and feedback on the proposed Wayfinding Master Plan. The first meeting was held on January 21, 2011 at Shawnee Golf Course Club House, the second meeting was held on February 8, 2011 at Farnsley-Moremen Landing Park, and the final public meeting was held on May 14, 2011 at Lannan Park to view the prototype signs installed as part of the pilot project.

A pilot project was completed that included the installation of signs at the Lannan Park Trailhead. This included the final design, sign fabrication and installation of a Trailhead Sign, Interpretive Sign, two Directional Signs, a Signature Marker and a Mile Marker. In addition, other trailhead amenities such as trash receptacles and benches were displayed.

Notes from the three public meetings are included on the following pages.



PUBLIC MEETING NOTES

PUBLIC MEETING #1 MEETING SUMMARY:

DECEMBER 13, 2010 – SHAWNEE CLUB HOUSE

Meeting Summary:

The purpose of the first public meeting was to discuss the overall project with the public. The design team presented a PowerPoint presentation that gave an overview of the project, the Louisville Putting Prevention to Work grant, health statistics, and the applicability of the funding to the project. HNTB also presented draft design principles and placement guidelines, the definition of wayfinding, Loop wayfinding elements (as depicted in the Design Standards), the preliminary destination policies, and the next steps. Participants were then provided time for a general question and answer session. Following this, participants were asked to visit boards stationed around the room and provide feedback on the existing conditions for this project. Participants were also asked to fill out and return a survey; the results are summarized below. The following outline represents the topics and discussion points from this public meeting.

General Questions / Answers:

- Participants asked the following questions and were provided answers by Metro Parks, CDC representatives and / or the design team.
- What is the schedule for this project?
- What other projects are included in the grant?
- What are the project limits / study area?
- When will the portion of the Loop near Shawnee Golf Course be reopened or will Northeastern Parkway be the permanent route?
- Can there be a temporary path through the golf course until the actual path is fixed?

Survey Results:

The following is a summary of the survey that participants were asked to complete.

- 30 surveys were returned.

- 100% of respondents had heard of the Louisville Loop.
- 77% males / 20% females (1 non-response).
- Average age of respondent was 46-65.
- 77% knew the route / 20% did not know the route (1 non-response).
- 93% have used the Loop / 7% have never used the Loop.
- 60% use the Loop at least once a month or more.
- 77% use the Loop for biking; 33% use the Loop for walking or jogging; 20% use the Loop for exercise; 3% use the Loop for history (note that respondents could choose more than one response).
- 60% use the Loop for more than 46 minutes at a time.
- 60% access the Loop at some point downtown (Waterfront Park, Big Four Bridge, 4th Street Wharf, etc). Note that respondents could choose more than one access point.
- 60% access the Loop by bike; 37% access the Loop by car; 10% access the Loop by walking. Note that respondents could choose more than one form of accessing the Loop.
- 3% did not feel safe when using the Loop; 13% felt safe in certain portions of the Loop; 63% felt safe when using the Loop (5 non-responses).
- The top issues included: 43% Uniform signs; 37% Safety/ Security; 30% Ease of locating trailheads; 27% Direction to other trails/bike routes; 23% Easy to Recognize; 17% Direction from the Loop to destinations; 13% Direction to TARC routes; 7% Costs; 7% Direction to the Loop from destinations; 1% Ease of Maintenance. Note that respondents were asked to choose their top three issues.
- Respondents were asked to list any additional comments which included:
- If you put signs only on Northwestern Parkway then the Portland Wharf project will lay dead in the water. Yet, the parkway needs exposure too, if only to dispel the negative impression of this area. When the Loop is extended into Shawnee Park, you may need a greater police presence, because as early as the last Kentucky Derby week, some people were confronted by a man at

Shawnee who had a gun and threatened these people because they were in the wrong neighborhood. We need this project to succeed, so it needs to be done with all the information needed to do so.

- Please don't bypass Portland Wharf and the Underground Railroad crossing.
- Mileage to/from major highways or trailheads are a must. This is not always the case with the existing Loop sections.
- One of my concerns is the portion of the Riverwalk along the Shawnee Golf Course that has been closed because the Riverwalk in that area has been eroded and therefore isn't passable. I made a suggestion to Metro Parks Assistant Director which will restore access to the area now closed. Another idea would be to work with LMPD to get access to its stolen bicycle storage facility to obtain bikes that have not been recovered.
- I am happy that the Loop plans will not call for damaging Wilderness experience in Jefferson County Forest. I am excited about Eastern County Plan. Silt Stone Trail in Jeff Forest should remain a wilderness trail.
- I did not feel safe in wooded area near Shawnee Park. We should make history a big part - i.e. Portland. Also extend eastward to Cox and beyond.
- Do not change the surface of the pavement on the trail. If I rollerblade, a change in surface is a safety issue. Also the metal sign in the middle of the trail is also a safety concern.
- Directional wayfinding for motorist using local and interstate system is important.
- I am missing the section that is closed around Shawnee Park. I would like to be able to ride from the Riverwalk to Levee Trail without using a street.
- I feel fine during the day but not early in the morning when I'm biking to work.
- Please note Underground Railroad sites and local African-American historical sites and Portland cultural/historical sites to visit along the Loop.
- Encourage bike rentals and bike repairs.
- The current loop at the golf course is broken. What would it take to get a temporary path around the break until the Corp of Engineers can fix the trail?
- Long range wayfinding should address all signs on the major highways directing users to the Loop such as directional signs off of I-64, I-65, I-71, etc.



Public Meeting #1



Public Meeting #1



Public Meeting #1 Feedback Exercise Board

- Possible wayfinding signs should extend to street bike routes such as the end of Spring Street in Butchertown; end of Frankfort Ave at façade; signs under 2nd Street Bridge in pedestrian plaza because there is a lot of bike racks there and tourists.

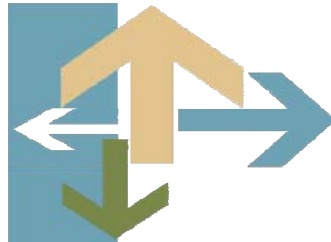
Public Input Results:

Participants were asked to complete an exercise that helped determine where users access the Loop and to identify significant destinations near the Loop.



PUBLIC MEETING NOTES

Public Meeting #1 Survey (page one)



WAYFINDING MASTER PLAN SURVEY



1. What is your zip code? _____

2. What is your gender? Male Female

3. Please identify your age group.

- Under 16
- 16 to 25
- 26-35
- 36-45
- 46-55
- 56-65
- 66 or older

4. Have you heard about the Louisville Loop?

Yes No

5. If so, how did you find out about the Loop?

- Word of mouth
- Signage
- Driving Past Trail
- Newspaper
- Metro Parks Dept
- Bike or Running Shop/Club
- Internet

6. If so, do you know the route of the Loop in your area of Louisville?

Yes No

7. Have you ever used any part of the Louisville Loop (Riverwalk, Levee Trail, Pond Creek Trail)?

Yes No

8. How often do you use the Loop?

- Daily
- 1-3 times a week
- Once a week
- 1-2 times per month
- 1-2 times per year
- Never

9. Why did you or would you use the Loop?

- Walking/Jogging
- Biking
- Rollerblading
- Walking Pet
- Transportation
- Exercise
- Other: _____

10. How long do you usually use the Loop?

- Less than 15 minutes
- 16-30 minutes
- 31-45 minutes
- More than 46 minutes

11. Where do you access the Loop? List nearest road

intersection or landmark. _____



WAYFINDING MASTER PLAN SURVEY



12. How did you access the Loop? (circle all that apply)

- By car
- By bike
- By walking
- By TARC

12. Do you feel safe when using the Loop?

- | | | |
|-----|----|------------------------|
| Yes | No | If no, please explain. |
|-----|----|------------------------|

13. What are your top three signage issues? (Please circle three)

- Safety/Security
- Ease of Maintenance
- Uniform signage
- Costs
- Easy to Recognize
- Ease of locating trailheads
- Direction from the Loop to destinations
- Direction to the Loop from destinations
- Direction to other trails/bike routes
- Direction to TARC routes
- Other: _____

Please use the area below to provide any additional comments about signage or wayfinding along the Louisville Loop.



PUBLIC MEETING NOTES

PUBLIC MEETING #2 MEETING SUMMARY:

FEBRUARY 8, 2011 – FARNLSLEY-MOREMEN LANDING

Meeting Summary:

The purpose of the second public meeting was to recap the first public meeting and provide information regarding sign details with the public. The design team presented a PowerPoint presentation that gave an overview of the project, the Louisville Putting Prevention to Work grant, health statistics, and the applicability of the funding to the project that was presented at the first meeting. In addition, details that were developed since December were presented. This included details on each sign type and locations of signs along the Louisville Loop. Participants were then provided time for a general question and answer session. Following this, participants were asked to visit boards stationed around the room and provide feedback on the sign locations for this project. Scanned copies of the public input boards are included in this meeting summary. Participants were also asked to fill out and return a comment form; the results are summarized below. The following outline represents the topics and discussion points from this public meeting.

General Questions / Answers:

- Participants asked the following questions and were provided answers by Metro Parks and / or the design team.
- Will signs be installed on all of the built portions of the Loop?
- When will they extend the trail south of Farnsley-Moremén about two miles?
- What are the plans for security?
- Are there any problems with four-wheelers?
- Are existing signs vandalized?
- Is there a way to track users on the Loop?
- Is Metro looking at a dedicated TARC bus for bikers?
- Is there an effort to provide feeder routes that connect to the Loop?

Comment Form Results:

The following is a summary of the comment forms that participants were asked to complete.

- Additional interpretive sign locations included:
 - Old church and historical house north of Farnsley-Moremén
 - Consulting Tom Owen for sites
 - Pumps north of Farnsley-Moremén
 - Jefferson Memorial Forest – the history, use, etc
- Additional Comment on signs included:
 - Keep signs to a minimum so it does not create an eyesore
 - Embed a Loop sign in the trail instead of signs and poles
 - Blue can fade on signs
 - Maintenance and vandalism need to be considered.

Public Input Results:

Participants who did not attend the first meeting were asked to complete an exercise to help determine where users accessed the Loop and to identify significant destinations near the Loop (the same exercise that was conducted during the first public meeting).



Public Meeting #2

PUBLIC MEETING #3 MEETING SUMMARY:

MAY 14, 2011 – LANNAN PARK TRAILHEAD

Meeting Summary:

The purpose of the third public meeting was allow the public to view the installed signs and trailhead enhancements at the Lannan Park Trailhead. The installed signs included one Trailhead Sign, one Interpretive Sign, two Directional Signs, one Mile Marker, and one Signature Marker at the trailhead. In addition, benches and trash receptacles were also constructed and installed for the pilot project demonstration.

General Comments:

- All signs need tamper proof hardware - not Phillips head screws.
- There was a concern about the vinyl letters on the directional signs being peeled off. A single process should be used so that they could not be easily vandalized to read differently. (Paint them or use a solid vinyl application?).
- Make sure that the restroom symbol is added where appropriate to all directional signs.
- The "caps" for the base of the poles could have the text originally specified if it has a 3D aspect to it. Painted lettering would not be acceptable.

Trailhead Sign

Graphic Images:

- Add a legend that would show the difference between existing and planned routes key and an "as of" date.
- Change "rules" to something else (Etiquette versus rules).
- Do we want to show more built sections on the trailhead map?
- Trailhead font on the segment side of sign to match font style of Loop logo.

Height: Specified height was okay.

Materials:

- The graphic element on the side is a good idea, but we should change the application process.

Size and Shape:

- Add weep holes so that water will not get trapped at bottom.

Interpretive Sign

Graphic Images:

- Change graphic image to embedded fiberglass.



Public Meeting #3



Public Meeting #3

Height:

- Change specification to 30 inches at low side. Design team will verify.
- Front – 12 inches too high (currently 3 feet), Back – 6 inches too high (currently 53 ½ inches), Make sign 6 inches lower.
- Add a bottom panel to the cabinet and might need weep holes to drain.

Materials:

- Add a support as needed so that it won't "rattle".
- Fasteners – no Phillips head screws.

Size and Shape:

- Scale and angle are good.
- The width and height of the panel are good. The angle will be fine if the height of the lower edge is set to a good height. Design team will verify what the height should be.
- Add an arch element to the base between the two legs similar to the trailhead sign but with no logo.

Signature Marker

Graphic Images:

- The graphic at the top is good, not too bold or too weak. The use of the logo colors was a good idea.
- The Big Four panel is incorrect (arrow direction and distance). It



PUBLIC MEETING NOTES

should be switched with the big four panel on the vehicular sign.

Height:

- Height was set 10" high; specify this height in the drawings (final height between 7'-10" or round to 8').

Materials:

- Some questioned the use of blank blue panels on the back of the sign. Are they an invitation for graffiti? Do not include blank panels.
- We need to add the removable panel to the pole to allow access for electrical connections in the future.

Size and Shape:

- The top of the pole is a good bird perch. We need to change the shape of the top to discourage this (slight dome shape was suggested).

Pedestrian Directional Sign

Graphic Images:

- Add restrooms to athletic fields, Portland Park.
- Arrows for riverwalk should be changed, confusing that it goes through Lannan Park.

Height:

- Sample was set high, specified height was under question. The team decided to leave the discussion and ask the public for an opinion.

Materials:

- No comments.

Size and Shape:

- There were differing opinions on the size, shape and height. It was suggested that if we raise the height to be close to the vehicular sign, we should use those proportions as well.

Vehicular Directional Sign

Graphic Images:

- The Big Four panel is incorrect (arrow direction and distance). It should be switched with the big four panel on the signature marker.
- The same comment on the blank panels applies. Are they an

invitation to give your own directions through graffiti? Do not include blank panels.

- Portland Park panel needs a restroom symbol added.
- Remove restroom at McAlpine since they are not always unlocked.

Height:

- Height is okay.

Materials:

- No comments.

Size and Shape:

- These are good proportions for this height.

Mile Marker

Graphic Images:

- No comments.

Height:

- Height should be 30".

Materials:

- Do not like painted white with vinyl application over it. Make all one application.
- We would like to change the logo application to a single process so that the logo would not be peeled off. Either paint or use a vinyl wrap.

Size and Shape:

- The mile marker needs to have a rounded top that matches the suggested top for the other signs.

Identity Sign

Graphic Images:

- No comments.

Height:

- Everyone agreed the height was good.

Materials:

- No comments.

Size and Shape:

- Shape and size were okay.



Public Meeting #3



Public Meeting #3



Public Meeting #3



Public Meeting #3



APPENDIX



User Group Meeting Notes

An internal kick-off workshop, site tour, and three user group meetings were conducted throughout the planning process of this master plan. The purpose of these meetings was to coordinate the efforts of this project with similar or related projects, and to coordinate permitting requirements with city, state or federal agencies. During each user group meeting, the design team presented an overview of the project, draft wayfinding policies, existing conditions and opportunities and constraints. Preliminary destinations and types of destinations were also shared for input by the user group. The three user group meetings included the U.S. Army Corps of Engineers (USACE), Metropolitan Sewer District (MSD), Louisville Metro Public Works, Louisville Waterfront Development Corporation, and Louisville Emergency Management Agency (EMA).

Notes from the internal workshop, site tour, and three group meetings are included on the following pages.



USER GROUP MEETING NOTES

MEETING NOTES:

Internal Kick-off Workshop & Site Tour

KICK-OFF WORKSHOP

OCTOBER 12, 2010 – IROQUOIS PARK

Workshop Attendance:

Carlyon Cromer, Metro Parks
Lisa Hite, Metro Parks
John Swintosky, Metro Parks
Milana Boz, Metro Parks
Mary Lou Northern, Mayor's Office
Nina Walfort, CDC Grant Administrator
Ron Taylor, HNTB
Scott Siefker, HNTB
Amy Williams, HNTB
Mohammad Nouri, HNTB
Mike Smiley, Environs
Jodi Smiley, Environs
Ann Swope, Swope Design Group

Workshop Summary:

The purpose of the kick-off meeting was to establish a base line for procedures and protocols for the project. In addition, preliminary design principles, policies, programmatic guidelines, and placement guidelines were discussed that will guide the master plan throughout the planning process. Finally, preliminary locations for trailheads and access points were discussed for the site visit. The following outline represents the topics, discussion points and decisions that resulted from this meeting.

Scope:

- By the week of 10/22/2010, we will have draft guidelines, etc. for the signs. After review by the design team, we will forward to the group for review.
- This week we are trying to identify pilot projects.
- The third meeting could be a public unveiling of a pilot project.

Schedule:

- We are behind by about two weeks but will end at the same time.

- 30 days for city bidding process is ambitious. This time period is too short. It will be easier because it is low bid (usually) but need 6-8 weeks. Ron will adjust the schedule.
- Also need to include permit for work on the levee.
- MSD coordination is also needed in the schedule.
- Waterfront Development coordination and possibly sign off from them may also be required.
- We might need public works to review sign plans for those on the roads. This needs to be done early. Carolyn will contact public works.
- Parks will contact KYTC as well and discuss a meeting with them. We need buy off from KYTC (MUTCD).
- Encroachment permits (if needed) can take a long time.
- Public works is also doing a wayfinding sign master plan currently; this needs to be coordinated in the schedule. Public works agreed that Parks can design signs for direction to the Loop. Carolyn will confirm this decision with public works. Public works still wants us to look at the green directional sign.

Procedures:

- Copy Ron and Carolyn on all communications regarding the project so they are informed.

The "Givens":

- The Design Guidelines are the base – we are not recreating but building upon them.
- The goal is to apply the design guidelines to the Wayfinding Plan from Downtown to the built portion of the Louisville Loop.
- Mile Markers – Metro Safe wants specific distance markers for emergency response.
- There has been some discussion on moving "mile 0" from Fourth Street and River Road. There is not room for a trailhead there but one might not be needed. Dirk is looking at traffic calming in this area on River Road. Downtown Development is also doing a new downtown plan for wayfinding signs. A trailhead and mile zero might make sense at Waterfront Park. They have their own signs. Our plan needs to take their sign design into consideration as well. We will need to meet with David Karem (Waterfront Development). Waterfront Development has

historically not wanted the Loop going through Waterfront Park. It would be helpful to have something in writing (agreement) before December/the new administration.

- Downtown Wayfinding Plan – we need to be aware of the standards in this plan.
- Floyds Fork – we will need mile marker numbers but must figure out the Pond Creek route first. We can't have duplicate mile markers; it will be confusing and counter-productive.

Branding:

- Each physiographical region has one color. We will need to determine if the destination signs use the base color from each destination or if destination signs within each region are all that color.
- It might be confusing with colors from the physiographical regions because it is conceptual.
- We should also include miles/minutes to destination on the destination signs. 10 miles per hour for bicycling is appropriate.
- We need to tie all of the information together with hierarchy of critical information versus informational.
- We need an orientation map with colors of the physiographical regions and include the parks.
- Trailhead signs / interpretative stations will also need the orientation map.
- We could do interpretative signs after crossing points into each region (i.e. – when crossing from one region to another). We would need to make sure the crossing points are accurate. If there is a clear crossing point, it would be good to mark it in the pavement, but we need to realize that most region boundaries are gradual.
- Carolyn thinks the physiographical regions should also be on the sign (directional sign/trailhead signs).
- On the back of the trailhead sign, the overall map will have the physiographical regions. We could also super-impose the overall graphic of the map with a star of which region you are in at the moment.
- The Southwest Trail signs could say "Southwest Trail, in the Knob Hills" but the region designation would have a lower hierarchy.
- On the interpretative signs, they could point out that the trail passes through "X" physiographical region.
- Regions cross many neighborhoods (i.e. – Portland and Anchorage are in the same region) that don't relate to each other on a daily basis.
- The goal is destination and education on signs.
- We need to put miles and time to travel on the directional signs.

Comments on Issues for the Design Principles:

- Fitness/health
- Access for all users, to all areas and all destinations
- User friendly
- Be competitive with other options for free time (including video games, TV, etc.)
- Connectivity, access and exercise that is "easy" and less expensive
- Health facts could become part of the interpretative signs
- Story of the history/physiographical regions/human history
- Could define principles with each interpretative sign; interpretative sign panels could also be removable for updates.
- Bringing people to parts of the county they haven't been before
- Promote local businesses/cultural/eco-tourism
- Transportation options
- Orientation/exploration/discovery
- Valley Station Women's club – raised money for historical marker. Could partner with similar organizations.
- Stay competitive with other forms of transportation
- Be able to "freshen" up interpretative signs; maybe have plaques that can rotate in/out for new information.
- DON'T WANT – trail full of advertisements; should be park-like setting and experience
- Want it to be "fun"
- Uncluttered
- Up-front about other systems that are in place so the user isn't surprised
- Southwest Greenways needs to coordinate
- Marketing is a big component so people know about the Loop
- Sign placement needs to be visible/big so people are aware
- Need brochure to sell the Loop
- Consistency so people recognize the Loop
- If neighborhoods want signs, do they need a standard?
- Opportunities for signs that direct people to the Loop are needed
- Security
- Safety – do people feel safe walking to the Loop?
- Sustainable – low impact materials/recycling principles. Stormwater treatment on site, etc.
- Maintenance of signs – can the sign shop make them for replacement? It would be a lower cost.
- Interpretative signs/directional signs/trailhead signs need to be accessible to people of all abilities.



USER GROUP MEETING NOTES

Policies:

- No advertisement
- Is there going to be a distance policy for wayfinding signs? Walking and biking are different distances. The Loop corridor is 1 mile on each side (from strategic plan). This would be a good distance for wayfinding signs.
- Do you put destination signs up without access to the trail? The consensus was no – signs should only be installed after safe access to the trail is complete.
- “To the Loop” and “From the Loop” are two different sign categories.
- We could use Metro Park standards for distance to/from the Parks.
- Parks needs to meet with 21st Century Parks and Waterfront Development prior to the concept development. These could also be used for one or more of the “user” or “partner” group meetings with the design team.
- There needs to be a policy for naming of a section or trailhead (sponsored) and event advertising. Sponsors of items/sections should be recognized with a small plaque as indicated in the Design Standards.
- No signs should be attached with staples or nails to anything or attached to trees in any way.
- Destinations – should signs provide directions to privately owned destinations? To name a place/destination by name, it must be publicly owned (i.e. – Shawnee Park can be named but a restaurant cannot).
- Advertisement can occur in the “digital world” – this is the best place for it but not in the physical world.
- We need to look at Appalachian Trail requirements because no advertisement is allowed.
- There must be a hierarchy to only put directional signs at trailhead.
- No schools should be on signs.
- Marketing online – Parks can work to develop an interactive map.
- Sign map on trailhead signs – use the idea that the Loop is an alternative transportation mode for what should be shown on the map.
- Should an employment center be shown on the trailhead map? Districts may be more appropriate.
- Parks will send the design team a copy of the strategic plan for the Loop.
- For adjacent properties, Metro Parks needs to review signs within 100 feet of the Loop.
- American Trail Association has standards that could be helpful.
- Public restrooms should be signed at directional signs.
- We could have a standard symbol for sign for destination categories.
- Similar to TARC park and ride lots, we can use the idea of “trail park and ride” lots too.
- Directional signs could have generic “user amenities” sign panel.
- Multiple languages could be used in digital/website.
- All users should be accommodated including visually impaired. Braille isn’t necessarily the best technology anymore. Newer technologies exist. A pilot project near downtown for the visually impaired could be a good idea.
- Need to provide interest at trailheads.
- The last sign panel should state “next intersection” or “next trailhead” X miles away.
- Destination off of the Loop should only be shown at an intersection.
- Show on the signs on-road facilities versus off-road facilities.
- Signs should include destination beyond the next trailhead. This distance could be based on the distance an average cyclist could go.
- You must repeat the destination until you reach it on directional signs.
- Long distances could be on the map and not directional signs.
- A dotted line should be included on the map for unbuilt areas.
- Waterfront Development has to sign off on construction from Beargrass Trail to 22nd Street.
- Big Four could be mile zero.
- The design team will come back with some recommendations on sign policies.

SITE TOUR - DAY 1
OCTOBER 13, 2010 – LOUISVILLE LOOP (BUILT PORTION)

Tour Attendance:

Carlyon Cromer, Metro Parks
Lisa Hite, Metro Parks
John Swintosky, Metro Parks
Mary Lou Northern, Mayor's Office
Nina Walfort, CDC Grant Administrator
Rolf Eisinger, Public Works
Ron Taylor, HNTB
Scott Siefker, HNTB
Amy Williams, HNTB
Dan Syrus, HNTB
Mohammad Nouri, HNTB
Mike Smiley, Environs

Tour Summary:

The purpose of the site tour was to experience and evaluate the potential trailhead and access points along the built portion of the Louisville Loop (Riverfront Trail and Levee Trail). The bike tour started at the Big Four Bridge in Waterfront Park and concluded at Farnsley-Moremen Landing. Each participant was given an evaluation sheet for the potential trailhead and access point locations. Candidate pilot project locations were also considered by the design team during the site tour.



Site Tour- Day 1



Site Tour- Day 1

SITE TOUR - DAY 2
OCTOBER 14, 2010 – LOUISVILLE LOOP (UN-BUILT PORTION)

Tour Attendance:

Carolyn Cromer, Metro Parks
Lisa Hite, Metro Parks
John Swintosky, Metro Parks
Milana Boz, Metro Parks
Mary Lou Northern, Mayor's Office
Nina Walfort, CDC Grant Administrator
Dirk Gowin, Public Works
Bennett Knox, Jefferson Memorial Forest
Ron Taylor, HNTB
Scott Siefker, HNTB
Amy Williams, HNTB
Dan Syrus, HNTB
Mohammad Nouri, HNTB
Mike Smiley, Environs
Jodi Smiley, Environs

Tour Notes:

The purpose of this meeting was to tour the un-built portions of the Louisville Loop by van (Pond Creek and Jefferson Memorial Forest). Prior to the start of the Southwest, un-built section of the Loop tour, the team met at 34th and Northwestern Parkway to observe and learn more about the "detour" caused by frequent flooding and the failure of the Louisville Loop adjacent to the Shawnee Golf Course. The detour route may in fact form a neighborhood loop as a stand-alone piece, and be connected to the Louisville Loop in the future.

The trail alignment as well as potential trailhead and access point locations were evaluated and discussed. Following the van tour of Pond Creek and the Jefferson Memorial Forest, the design team also met to discuss any follow up issues or design principles as well as the upcoming public meeting. The following outline represents the topics, discussion points and decisions that resulted from this meeting.

Other Issues/Principles:

- Trailhead signs need to be able to connect separate parts of the Loop to get "connection" or identity/branding (i.e. – Pond Creek is the Loop and Riverfront Trail is the Loop).
- We need to define the purpose of the Wayfinding Master Plan.



USER GROUP MEETING NOTES

- We have not figured out how to create loops within the loop with wayfinding signs. Nina was looking for these opportunities and they don't currently exist. This is beyond this project but good for future consideration by Parks.
- A one mile buffer zone on each side of the trail will be used for the wayfinding sign zone.
- Trailheads need to be signed well so visibility is high within the 12 target neighborhoods of the CDC Grant. These neighborhoods generally are located between downtown and Shawnee Park.
- Making the Loop known, attractive, safe, etc. is a goal – this needs to be absorbed into the neighborhoods.
- Marketing is another component to get people there/to the Loop.
- The relationship between sign plans needs to match/we need to have agreements worked out with other agencies.
- We need a piece of the master plan that relates to policy (i.e. – maintenance agreements).
- Durable wayfinding signs and systems needs to be a principle.
- Signs are creating “front doors” for the Loop in the communities/neighborhoods.
- Carolyn referenced that the scope is to locate all trailheads and access points.
- Nina feels we need to make connections between destinations off the Loop (i.e. – Lannon Park on the Loop and Portland Park off of the Loop). Parks could take the overall or region map and place it in community destinations to get people from the surrounding neighborhoods to the Loop.
- A map inset showing amenities within “X” miles should be used.
- Be mindful of increasing connectivity to neighborhoods.
- What we can't do within this project, Parks requested the design team tell them what to do (i.e. – put map insert on display at community destinations).
- We might need to have “brought to you by CDC” on all signs. Nina will confirm.

Next Steps:

- Design team next steps:
 - Draft design principles
 - Draft policies, programmatic, and placement guidelines
 - Create preliminary list of connection points
- Carolyn was concerned the design team did not get to tour areas adjacent to the Loop such as business centers, etc. Ron and Mike stated that we will be out in the field for additional work.
- Ron and Carolyn discussed putting together a detailed scope of work. Ron will provide one.
- We need to confirm what the design team will provide in the construction documents. We also need to clarify this with John/Martha. Martha was concerned with maintenance. Ron will send a follow up.

Public Meeting:

- Ron went over an outline of the first public meeting.
- Ron suggested 5-6 weeks for the public meeting and have a Parks/Design team meeting in 30 days to review development.
- The following user meetings will be held the same day as the public meeting
 - Public Works
 - MSD/USACE
 - Downtown Development/Waterfront Development (Milana suggested on a separate day)
- Health statistics – get from Nina/CDC.
- Mike suggested having a group Q/A before breaking out to the individual stations.
- Parks will find a meeting location.
- Targeted survey – Ron thought we were waiting to hear about this from Parks. We will likely do some sort of survey at the meeting. Carolyn will coordinate this with Ron.
- Possible dates area 11/30 or 12/2.

MEETING NOTES: U.S. Army Corps of Engineers (USACE) and the Metropolitan Sewer District (MSD)

DECEMBER 13, 2010 – USACE Offices

Attendance:

- Carolyn Cromer, Metro Parks
- John Swintosky, Metro Parks
- Mary Lou Northern, Mayor's Office
- Rick Hockett, USACE
- Christina Neutz, USACE
- Jim Bobbitt, MSD
- Ron Taylor, HNTB
- Amy Williams, HNTB
- Mohammad Nouri, HNTB
- Jodi Smiley, Environs

Meeting Notes:

The purpose of this meeting was to coordinate with both the U.S. Army Corps of Engineers and MSD on implementation of the Wayfinding Master Plan located on the levee. This included any permitting and standard operating procedures that would need to be followed to place posts and signs on the levee. The following outline represents the topics, discussion points and decisions that resulted from this meeting.

Standard Operating Procedures (Levee Signs):

- Copies of the USACE Standard Operating Procedure for Levee Signs (dated 28 April 2010) were distributed to everyone.
- The maximum depth of a sign pole is 36 inches at the crown of the levee along the Ohio River.
- Placement on the slopes of the levee should be minimized. If a pole is on the slope of the levee, it cannot be within the foundation of the levee.
- It is best to not place any foundations within 15 feet of the toe of levee.
- Placement needs to be considered for mowing and flood fighting.
- If lighting (underground wire) is used, then Metro will need to reference the corresponding Standard Operation Procedure.
- If a structure is built on the levee, runoff is a large issue.
- It is better if the foundations for signs/poles are on the land/dry side of the levee crown. This minimizes the chances water will come in contact with the foundation.

- Small SUVs and mowers will need to access the levees for maintenance. Poles need to not limit or conflict with this access.
- MSD suggested looking at removable, collapsible or sheering poles. If they are hit, it will not pull up the sign foundation.
- MSD trail will need a site plan through David Johnson's group.
- Metro will need to identify any erosion control that is needed.
- Removable signs could be an option for areas where access is limited or constrained. This would allow MSD to access and maintain the area.
- MSD will likely want an MOU with Metro for replacing poles.

Permitting:

- USACE will want to see all types of signs/poles and a location for all. One permit will be issued for all signs at once. Metro will have to get a permit, an MOU is not acceptable. If there are changes to the submitted sign types or locations, Metro will need to submit the new information before installing the signs.
- Damaged or replaced signs need to be submitted to USACE/MSD before being replaced. If a concrete foundation is used then Metro can change the signs out without notification because it will not be changing the levee penetration.
- MSD will need two weeks to review and permit application and USACE will need one month. The permit application should be given to MSD and they will pass it off to USACE after their review.
- To speed up the review process for permitting, Metro should plot plan with as-builts stationing. Rick will get Metro the as-builts of Louisville/Southwest Jefferson County.
- USACE permits are good for five years; all pole locations and types should be submitted under one permit.



USER GROUP MEETING NOTES

MEETING NOTES: Public Works

DECEMBER 15, 2010 - Metro Public Works


Attendance:

Carlyon Cromer, Metro Parks
Rolf Eisinger, Metro Public Works
Ron Taylor, HNTB
Amy Williams, HNTB

Meeting Notes:

The purpose of this meeting was to coordinate with Metro Public Works on the Bicycle Wayfinding Master Plan they are preparing. The following outline represents the topics, discussion points and decisions that resulted from this meeting:

- First phase of the sign network is almost complete (planning, not implementation).
- The current bicycling wayfinding system is not adequate (current green signs). During the bike summit the public identified the need to enhance this system.
- A new plan based around transit/utility bicycle riders is being completed. Nodes are identified and are about two miles apart; this is based on the time to travel between them on bicycle. Public Works determined the destinations/nodes through public input and limited market research. Nodes are usually a terminus of a route or a destination someone would normally drive to.
- Wayfinding signs are going to be placed at least every 1,600 feet for confirmation of the route. In many situations, these signs are closer together due to decision points or intersecting routes.
- The wayfinding signs will be panels with destinations listed (including mileage and estimated travel time). Usually 1-2 destinations are listed on each sign. If the Loop Wayfinding Master Plan is completed before the bicycle wayfinding signs are manufactured by the Sign Shop, the Louisville Loop can be included where needed. If the master plan is not complete by this time, a panel can be added at a later date.
- The bicycle wayfinding signs can direct users towards the Loop.
- The Loop wayfinding signs are scaled for a walker/biker. In areas with a shared use path and bike lanes, the signs will be higher, slightly larger lettering, etc. These signs along roadways will need to coordinate with the bicycle wayfinding signs.
- The Loop wayfinding signs will be generally placed when the user makes a transition or decision point and also when the user will need confirmation that they are on the correct route (such as Campground Road). Identity signs will also likely be placed at least once a mile in areas along a roadway to confirm to the user they are following the designated route. Rolf does not think the bicycle wayfinding signs will go that far out from the developed portion of the county.
- Dirk suggested that when the vertical/above ground Loop mile markers are used, that an in-ground mile marker (like the half-mile plaques) also be used. They are more vandal resistant.
- The Public Works bicycle wayfinding signs could help direct users to the Louisville Loop and it would help with the CDC grant goals. This would allow two wayfinding sign systems to work together in helping get users to the Loop. However, two wayfinding sign systems could be confusing if not properly coordinated.
- Ron suggested that in situations where there will be overlap, both plans could work together. Rolf suggested putting the Loop logo above the bicycle wayfinding signs as an enhancement. This is allowed through MUTCD.
- Existing blue bike signs can be removed if the Louisville Loop signs are placed along a roadway route (such as Campground Road). Public Works is not using the blue signs anymore.
- The only current overlap with the two master plans is for two blocks on Northwestern Parkway. If a future phase of the bicycle wayfinding master plan is completed that reaches further out into the county, it can be reviewed at that time in conjunction with the Loop plan.
- Only one sign along Northwestern Parkway & 35th Street could possibly conflict with the Loop wayfinding signs.
- Northwestern Parkway detour – The Loop at Portland Wharf will have a directional sign. A bicycle wayfinding sign will be placed at 35th Street and Northwestern Parkway since this is the end of a route and intersection with another route. A Loop An identity sign will likely also be placed in this area or can be placed on the bicycle wayfinding sign as an enhancement.

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- The two system's signs should maybe not be mixed to not confuse users with branding the two systems. Carolyn pointed out that if a user of the Loop sees a bicycle sign and no Louisville Loop sign, they might think they are no longer on the correct route. A Loop identity sign could be placed within sight of the bicycle sign to eliminate confusion.
 - The bicycle signs will only point people towards the Loop and then the Loop signs would need to show users where to access the trail.
 - If the bicycle signs send users to the Loop, then the Loop signs would need to be placed at the "receiving" intersection for confirmation. The Loop signs needs to "receive" users from the bicycle signs. The access points need to be coordinated with the bicycle signs so that both systems work together.
 - The bicycle wayfinding signs will have the closest destinations at the top and the furthest destinations at the bottom.
 - The bicycle signs are not using symbols, such as food, restrooms, etc. The destinations listed are street names or nodes. They are avoiding the use of businesses.
 - Rolf will send Metro Parks a copy of the master plan.



USER GROUP MEETING NOTES

MEETING NOTES: Louisville Waterfront Development Corporation

DECEMBER 15, 2010 – Louisville Waterfront Development Corporation Office

Attendance:

Carolyn Cromer, Metro Parks
Lisa Hite, Metro Parks
David Karem, Louisville Waterfront Development Corporation (LWDC)
Gary Pepper, Louisville Waterfront Development Corporation (LWDC)
Ron Taylor, HNTB
Mike Smiley, Environs
Sara Kopke-Jones, Environs

Meeting Notes:

The purpose of the meeting was to coordinate with Louisville Waterfront Development Corporation on the routing of the Loop through Waterfront Park, discuss the sign standards and requirements they have for all signs in the park, and to discuss the potential of using the Big Four Bridge landing area as a trailhead site for the Loop. The following is an overview of the discussion:

- Previously, the intent was to keep the bicycles on the perimeter of the park. LWDC is not opposed to routing the Loop through the park, but there are significant events each year which would cause the Loop to be closed. There are also several festivals where the Loop potentially would interact with large numbers of pedestrians. The group discussed several options crossing the park. Staying on the perimeter has the benefit of direct connections to other facilities downtown as well as ensuring the Loop is open and passable most of the time.
- The area in front of Joe's Crab Shack and the LWDC building continues to be a difficult area where the bicycle route must pass through a very congested area. This area likely will need additional design work. A temporary measure could be requiring bikers to dismount through this area.
- West of the LWDC building, the current Loop routes bicycles through the parking lot and pedestrians down the graded ramp to the water's edge. One of the main issues for the Loop is

establishing a recognizable route through the waterfront, and it was determined that the best route would be to take bicycles and pedestrians down the ramp. At the bottom of the ramp, there is a blind spot on a crossing drive that needs attention in order to make this happen.

- LWDC is not opposed to using the parking lot directly to the west of the Big Four Bridge landing as a trailhead for the Loop and they were comfortable with designating this trailhead as Mile 0 on the Loop.
- For mile markers, Gary stated that they would prefer to use the in-ground markers through the park to eliminate additional vertical elements.
- LWDC was okay with the conceptual wayfinding signs. They prefer that signs used within the park be similar to the sign elements already in the park and the conceptual wayfinding signs are similar in color and appearance. They also recommended that we talk to the sign fabricator (Diversified Sheet Metal) they use for park signs.
- The trailhead signs are also consistent with the state signs used at the Lincoln Memorial site.
- If a route through the park is ultimately selected, signs can be attached to the interstate pillars to reinforce the direction through the park.
- LWDC hopes to have funding for the bridge decking by July 1 and hope to be completed with the project in 18 months.

Following the meeting, Gary gave a brief walking tour of the existing signs used within the park.

The map on the following page represents the route of the Louisville Loop through Waterfront Park that was discussed during this meeting. The route of the Louisville Loop from the Big Four Bridge Trailhead follows the north side of River Road and turns west on the north side of Witherspoon Street. The Loop then turns right and remains on the east side of Bingham Way / West River Road to the Louisville Riverwalk. The trail follows the ramp down the Riverwalk trail to Fourth Street.

Louisville Loop Route Through Waterfront Park

Proposed route through Waterfront Park discussed during December 15, 2010 meeting with the Louisville Waterfront Development Corporation







On February 22, 2005, Louisville Metro and Metro Parks announced a multi-million dollar, multi-year initiative to add thousands of acres of park land and protected green space to Louisville Metro's "greenprint." The Louisville Loop provides the connection and linkages to this great "City of Parks."

This effort builds upon the groundwork laid by famed landscape architect Frederick Law Olmsted over a century ago, and will complete Louisville's transformation into a City of Parks.



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