



TRANSPORTATION POLICY COMMITTEE
1:00 p.m., Thursday, October 7, 2010
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Kentucky
Member
Counties

AGENDA

- Bullitt
 - Henry
 - Jefferson
 - Oldham
 - Shelby
 - Spencer
 - Trimble
 - Indiana
Member
Counties
 - Clark
 - Floyd
 - Equal
Opportunity
Employer
1. *Call to Order, Welcome, and Introductions*
 2. *August 26, 2010 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
 3. *Public Comment Period*
 4. *Horizon 2030 Long Range Plan Update and Transportation Improvement Program Public Review* – Staff will detail public review of the draft documents (see enclosed).
 5. *Horizon 2030 Long Range Plan Update* – Staff will present information concerning the document (see enclosed) and will request committee adoption. **Action is requested.**
 6. *FY 2011-2015 Transportation Improvement Program* – Staff will present information concerning the document (see enclosed) and will request committee adoption. **Action is requested.**
 7. *FY 2007-2011 Transportation Improvement Program* – Staff will present information on administrative modifications to the short range funding document (see enclosed).
 8. *Other Business*
 9. *Adjourn*

See
<http://www.ridetarc.org/triplan/>
**for TARC service to
KIPDA**

Auxiliary aids/services are available when requested 3 business days in advance.



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MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
Thursday, August 26, 2010, 1:00 p.m.
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Call to Order

Chair J. Byron Chapman called the meeting to order at 1:03 p.m. and introductions were made. It was determined that a quorum was present.

Review and Approval of Minutes

Bernard Bowling, City of St. Matthews, made a motion to approve the minutes of the July 22 meeting (see August meeting packet). Paula Gish, Oldham County, seconded the motion and it carried with a unanimous vote.

Public Comment Period

David Blank spoke out against having a bridge over the Great Lawn. He indicated that having tolls on the Ohio River bridges would eliminate the need for an additional bridge. He asked the TPC to consider jitney service and to make better use of the Kennedy Bridge.

Cathy Hinko, Metropolitan Housing Coalition (MHC), provided the TPC with a copy of MHC's report to Louisville Metro on impediments to fair housing. She also encouraged the TPC to make their meetings more accessible to the public in both time and location.

Public Meeting/Comment Report

Josh Suiter, KIPDA staff, reported on the following recent and upcoming public involvement activities:

- Thursday, July 22 – KY 44 Public Meeting, Pleasant Grove Elementary School in Mount Washington
- Monday, July 26 – Community and Business Ambassadors of Southern Indiana Networking Event, Studio Grille in New Albany
- Wednesday, July 28 – Jeffersontown Business Blast, Buffalo Wild Wings
- Thursday, July 29 – Greater Louisville Inc. and Business First Wake Up, Wind Down Event, Louisville Zoo
- Tuesday, August 10 – Federal Certification Review Public Meeting, South Louisville Community Center
- Thursday, August 12 – One Southern Indiana Network of Champions, Calumet Club
- Thursday, August 12 – Metropolitan Transportation Plan and Transportation Improvement Program Update Public Open House, New Albany-Floyd County Library
- Monday, August 16 – Mayor's Community Conversation, Central High School
- Tuesday, August 17 – Metropolitan Transportation Plan and Transportation Improvement Program Update Public Open House, Black Community Center in Buckner

Agenda Item #2

- Wednesday, August 18 – Metropolitan Transportation Plan and Transportation Improvement Program Update Public Open House, NIA Center
- Wednesday, August 18 – Southeast Metro Regional Center Transportation Planning Study Meeting, Fern Creek Community Center
- Thursday, August 19 – Louisville and Southern Indiana Bridges Authority, Gingerwoods Event Hall
- Thursday, August 19 – Indiana Ports Meeting, Jeffersonville City Hall
- Thursday, August 19 – Port of Indiana 25th Anniversary Celebration, Lakeside Reflections
- Monday, August 23 – Metropolitan Transportation Plan and Transportation Improvement Program Update Public Open House, Southwest Government Center
- Tuesday, August 24 – Metropolitan Transportation Plan and Transportation Improvement Program Update Public Open House, Fairdale Library
- Monday, August 30 – Metropolitan Transportation Plan and Transportation Improvement Program Update Public Open House, Clarksville Town Hall
- Tuesday, August 31 – Metropolitan Transportation Plan and Transportation Improvement Program Update Public Open House, Paroquet Springs Conference Center
- Friday, September 3 and Saturday, September 4 – WorldFest, The Belvedere
- Tuesday, September 7 – Develop New Albany, White House Centre
- Thursday, September 9 – One Southern Indiana Business Expo, Kye's
- Saturday, September 11 and Sunday, September 12 – Middletown Family Fun Festival
- Monday, September 15 – Community and Business Ambassadors of Southern Indiana Networking Event, Kansai
- Monday, September 20 – Mayor's Community Conversation, Iroquois High School

Horizon 2030 Transportation Plan and FY 2007-2011 Transportation Improvement Program (TIP)

David Burton, KIPDA staff, presented information concerning the progress of both documents. No action was required.

HUD Sustainability Grant

Stacey Burton, KIPDA staff, reported on the submission of the grant application. At the direction of the KIPDA Board, the grant was submitted in August to include the entire nine-county KIPDA region, as well as four additional counties as required by the US Department of Housing and Urban Development. It is Stacey's understanding the application will be reviewed in the early fall and notification of awards will be made available in November or December of 2010.

2010 Federal Certification Review

David Burton, KIPDA staff, reported on the outcome of the review. No action was required.

Other Business

Mary Lou Hauber, KIPDA staff, presented administrative modifications to the FY 2007-2011 TIP. No action was required.

Adjournment

The meeting was adjourned at 1:34 p.m.

Larry D. Chaney
Recording Secretary

Members Present:

Tom Galligan	City of Jeffersonville
Bernard Bowling	City of St. Matthews
Hyun Lee	Clark County
Brandi Fischvogt	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Matt Bullock	Kentucky Transportation Cabinet
*Brian Meade	Kentucky Transportation Cabinet – District 5
C. Bruce Traughber	Louisville Metro Government
Paula Gish	Oldham County
Patricia Fraser	Town of Clarksville
Kay Stewart	Transit Authority of River City

Members Absent:

Melanie Roberts	Bullitt County
Robert Hall	City of Charlestown
Clay Foreman	City of Jeffersontown
Doug England	City of New Albany
Sherry Conner	City of Shively
*Tommy Dupree	Federal Aviation Administration – Memphis
*Larry Heil	Federal Highway Administration – Indiana
*Jose Sepulveda	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Mark Seabrook	Floyd County
Karl Browning	Indiana Department of Transportation
C. Bruce Traughber	Louisville Metro Government
*James Mims	Louisville Metro Planning & Design
Philip Lynch	Regional Airport Authority
*Krista Mills	US Department of Housing & Urban Development

Others Present:

Kenneth Ott	American Engineers
Andy Crouch	City of Jeffersonville
Mark Butler	Corradino Group
Braden Lammers	Evening News/Tribune
Dane Blackburn	Kentucky Transportation Cabinet – District 5
David Burton	KIPDA
Stacey Burton	KIPDA
Larry Chaney	KIPDA
Jack Couch	KIPDA
Gina Marie Guiles	KIPDA
Mary Lou Hauber	KIPDA
Josh Suiter	KIPDA
Cathy Hinko	Metropolitan Housing Coalition
Louise Allen	Oldham County
Allison Pullen	QK4
Aida Copic	Transit Authority of River City
Tim Emington	TRIMARC
David Blank	

* Denotes Advisory Members



MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Policy Committee

FROM: Josh Suiter, Public Information Officer

Bullitt

DATE: September 30, 2010

Henry

SUBJECT: Transportation Policy Committee Public Comment Review
Working Group Report

Jefferson

Oldham

The Public Comment Review Working Group of the Transportation Policy Committee met on Thursday, September 23, 2010. This group consisted of the following Transportation Policy Committee members:

Shelby

Spencer

Trimble

- Oldham County** – Judge/Executive Duane Murner
- City of Shively** – Mayor Sherry Conner
- City Of Jeffersonville** – City Engineer Andy Crouch
- KYTC District 5 Office** – District Engineer Matt Bullock
- Transit Authority of River City** – Planner Aida Copic

Indiana
Member
Counties

The group reviewed each of the 19 comments received on the proposed Metropolitan Transportation Plan and the proposed Transportation Improvement Program to consider each as well to identify any overarching themes. In the following pages, the Working Group provides a recommendation to each specific comment; primarily that for project-specific questions, the sponsoring agency or agencies be contacted and provide a response to the commenter, copying KIPDA on the response. Following the review of individual comments, the group identified the overarching concerns present in the comments: the support for the construction and completion of improvements to River Road, the accommodations for bicyclists, pedestrians, and transit users as well as motor vehicles on roadways, noise abatement, and advanced transit.

Clark

Floyd

After reviewing the comments and identifying themes, the Working Group recommended no changes to the proposed draft Metropolitan Transportation Plan and draft Transportation Improvement Program as a result of the comments submitted, and recommends to the Transportation Policy Committee the adoption of the draft MTP and draft TIP as presented.

Equal
Opportunity
Employer

Action is requested to adopt this report and accept the actions of the Working Group as recommended in the following pages.

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**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations**

October 7, 2010

COMMENT 1

Submitted Comment

In 1975 the Crescent Hill Community Council made their first request to KIPDA to rework the intersection of Frankfort Ave, Hillcrest and Stilz Aves., so that we can have 1 intersection instead of 2 stoplights 1/2 block apart. (Frankfort Ave. is a state highway.) Sometime after that, our request was placed on the 20 year KIPDA plan. As the 20 years passed we anxiously waited for our turn but when we reached that point we were told that that particular road work would be dealt with by Louisville's Department of Public Works. Nothing happened.

I can't even guess how many years have passed since then but today the situation cries out for some attention. Every time we travel through the intersection we have to maneuver 2 stoplights, which leads to a great deal of pollution and decreased mileage, long rush hour lines and many fender-benders caused by people trying to move out of the left lane so that they can continue straight ahead.

Could KIPDA look at this situation again and advise the neighborhood as to what course you recommend to get this project going?

TPC Working Group Recommendation(s)

Forward comment to Louisville Metro Public Works and the Kentucky Transportation Cabinet, requesting they respond to this comment and copy KIPDA on the response.

COMMENT 2

Submitted Comment

Pedestrian accommodation and sidewalks (and bicycle travel) are needed and appropriate for new road projects and road widening in Jefferson County - many of these road widening projects are in areas described and designated by the KIPDA document as "...experiencing rapid growth with the development of many new residential subdivisions. ... this rapidly growing residential area south of I-265. ... the project will provide a continuous route parallel to the I-265 between KY 61" (from: Cooper Chapel Road Phase 1 KIPDA ID# 222)

This shows that KIPDA recognizes the presence of people and residential areas, with growth expected. It also our community - and many folks will want and many may need, a safe and adequate means to get from home to work, school, shopping, parks, and other areas - other than driving the private vehicle.

KIPDA must require and provide sidewalks for all road widening projects in residential and commercial shopping areas to allow the community to choose not to drive a private vehicle. This can result in reduced congestion, improved community transportation safety.

These projects may appear dis-connected to you when considered piece-by-piece, but together these connections form the chain or links in the travel network for folks that must walk, wheelchair, or use other travel modes than the private car. For example, even to reach a bus stop one may need to walk a mile or more from home or work - and often travel on these high traffic roadways.

It is easy to simply write-off the need for pedestrian travel as "there are no pedestrians in that area" or "no one would walk along that road", but proof is all around our community - where sidewalks are included, folks are walking to places to shop, work, and dine.

Some of these projects are near School zones - making the need for safe walking even higher priority - but the projects mention nothing regarding safety or efficient pedestrian-car interaction improvements.

I am willing to volunteer my time to assist with review and consideration of design or planning options if useful to you. Projects where pedestrian and bicycle accommodations are needed include:

1. Cooper Chapel Road Phase 1 KIPDA ID# 222

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations
October 7, 2010**

COMMENT 2

2. Fairmount Road extension KIPDA ID #282 and 283
3. English Station Road KIPDA ID# 188
4. I- 64 / KY 1747 Interchange KIPDA ID #1804
5. KY 22 KIPDA ID# 1442 - near School area
6. KY 22 KIPDA ID# 1444 - near School area
7. KY 1450 KIPDA ID# 154
8. KY 1747 KIPDA ID# 359
9. KY 1931 KIPDA ID# 128
10. KY 1931 KIPDA ID# 446
11. US 42 KIPDA ID# 1271

TPC Working Group Recommendation(s)

The TPC Comment Working Group recognized that the proposed Horizon 2030 Metropolitan Transportation Plan includes a Bicycle and Pedestrian Priority Corridor network. The Working Group also wishes that the comment be forwarded to Louisville Metro Public Works and the Kentucky Transportation Cabinet, requesting they respond to this comment and copy KIPDA on the response.

COMMENT 3

Submitted Comment

The Ohio River Bridges Project is too expensive and building the East End portion is all we need for now. We need to look at ways to get the leadership behind a smaller footprint for Spaghetti Junction not a larger one, which will be destructive to Butchertown, Jeffersonville, Cherokee Park, Waterfront Park, Slugger Field, the Skateboard Park and downtown Louisville. The added traffic tie-ups, noise, fumes, pollution and dust of the expanded Spaghetti Junction is going to be counter-productive to the goal of re-connecting to the riverfront. This plan discourages pedestrian activity. What we need right away is an East End bypass for all the semi-truck traffic. That needs to be priority one.

TPC Working Group Recommendation(s)

Forward this comment for response by the Indiana Department of Transportation, Kentucky Transportation Cabinet, and the Louisville – Southern Indiana Bi-State Authority.

COMMENT 4

Submitted Comment

I have the following comments on two proposed projects that are listed for southwest Jefferson County.

- 1) KIPDA Project ID #446 - Widen KY 1931 (Manslick Rd.) from 2 to 4 lanes from KY 1931 (St. Andrews Church Rd.) to I-264 (Henry Watterson Expwy.)
- 2) KIPDA Project ID #128. Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles.

It is very important that KIPDA and KYTC appreciate and understand that these projects are not simply about moving traffic, but are critically important to existing efforts to improve the quality of life in SW Jefferson County by create connecting routes for both pedestrians and cyclists from downtown Louisville and within neighborhoods in SW Louisville. Planning efforts are underway by various Metro Agencies (Louisville Metro Parks and the Metro Health Dept) that are funded by the Center's for Disease Control, the Army Corps of Engineers, and ARRA that will result in a wonderful system of greenways in SW Jefferson County. These greenways will be a catalyst for making SW Jefferson County a destination for adventure tourism and outdoor recreation, promote positive economic growth, improve the health and wellness of

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations
October 7, 2010**

COMMENT 4

area residents, and over time significantly improve the quality of life in SW Jefferson County. These efforts are supported by grass roots organizations in SW Jefferson County such as the Southwest Dream Team as well as by elected officials. But those efforts will be **INCOMPLETE** if improvements to such critically important connecting roadways such as Greenwood Road and Manslick Road do not include bike lanes as well a pedestrian facilities (preferably a share-use, multipurpose path).

Although another project in SW Jefferson County (KIPDA Project ID #465 to widen KY 907 (Southside Drive) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike) does include improvements for cyclists and pedestrians, neither project #446 or #128 specifically reference the inclusion of such amenities. **My specific comment is that the descriptions for those two projects specifically state that improvements to those roadways WILL be implemented as "Complete Street" projects to include bike lanes for "A" cyclists and shared-use paths for pedestrians and B,C, and D cyclists.**

It would be extremely disappointing, a disservice to the community, and ultimately an avoidable inefficient use of taxpayer funding if these two projects are not planned from the beginning to be complete streets.

TPC Working Group Recommendation(s)

Forward this comment to Louisville Metro Public Works and the Kentucky Transportation Cabinet seeking clarification as to the status of including Bicycle and/or Pedestrian facilities in the identified projects. The project sponsors are to respond to the comment and send a copy of their response to KIPDA.

COMMENT 5

Submitted Comment

I had a chance to glance at the Horizon 2030 long range transportation plan. I knew you said you wanted to get some feedback from people on it. I did notice a couple of glaring omission from the plan, especially for Jeffersonville which is where I do alot of driving. Here is a couple of roads that should be addressed in the plan in my opinion.

1. Allison Lane from IN-62 to Middle Road needs to be reconstructed as a 3 lane road with a center turning lane.
2. Allison Lane from Middle Road to Utica Pike needs to be reconstructed as a 2 lane road with curbs and sidewalks.
3. Holmans Lane from IN-62 to Veterans Pkwy needs to be reconstructed as a 2 lane road with curbs and with left turning lanes at a couple of neighborhood entrances.
4. Utica Pike from Perrin Lane to Port Road needs to be reconstructed with widened lanes to allow for bikers to use the road. This is a dangerous road for bikers and they use it all the time. Giving them a couple extra feet on each side of the road so cars do not have to cross center to get around them will help greatly.
5. Veterans Parkway in Clarksville needs a longer left hand turning lane for people coming from Clarksville and turning on I-65 North. The lane is too short now and slows traffic trying to go straight into Jeffersonville.
6. The bridge over Silver Creek on Brown Station Way from Clarksville to New Albany is in dire need of replacement.

Those are the biggest things I would like to see in the plans. I think these projects will add alot. As far as the dates on the completion of these projects goes, are these just estimates because on some of them, I see no way that they get the projects done by then unless they start construction today. Just curious. Thanks for taking my input.

TPC Working Group Recommendation(s)

Forward comment to and request a reply from the City of Jeffersonville, the Town of Clarksville, and Clark County.

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations
October 7, 2010**

COMMENT 6

Submitted Comment

Thanks for letting the public review and comment on the Horizon 2030 document. I went to the KIPDA website to look at a copy of the document, and, no, I did not read all 662 pages! However, I did read enough that I think I have a "feel" for what is being proposed.

I appreciate the work that went into this document, especially the discussion of Alternate Modes and the heavy emphasis on meeting EPA air pollution standards. As a cyclist, I am especially interested in promoting the ideas of a "Bicycle Friendly Community" as mentioned in the introduction. The more we can promote biking as a healthful and non-polluting way to get around, the more we can incent people to get out of their cars (SOVs) and use other forms of transportation. So, I appreciate the emphasis on pedestrian and bicycle projects.

The list of projects in the document is very impressive, with projects ranging in cost from \$100,000 to \$100,000,000 or more. These improvements to existing roadways in the 5-county area (for the most part) may be necessary, but the truly innovative thinking comes in the "Advanced Transit" items mentioned near the back of the document.

I live near the Bardstown Road area, so of course I was interested in the Bardstown Road Advanced Transit plan on page 599. The street is currently 4 lanes, passing through both urban and suburban areas. Although page 599 didn't mention "light rail", I hope that this option will be considered when "advanced transit" is discussed. I recently visited Philadelphia, and have been to Portland, Oregon, and Baltimore, and all have efficient and cost-effective light rail systems. I hope that our 5-county area might emulate them.

Thanks for listening to my comments, and thanks for doing what you can to improve our transportation infrastructure in this area.

TPC Working Group Recommendation(s)

Forward to and request a reply from TARC to this comment and copy KIPDA in the response. The Working Group also acknowledges that because there is a continued interest in transit alternatives coupled with a lack of current federal funding participation in the project, the project continue to be included on the Illustrative List until such a time that funding opportunities are more readily available.

COMMENT 7

Submitted Comment

I would love to see some improvement to River Road!

TPC Working Group Recommendation(s)

Forward to and request reply from Louisville Metro Public Works with a request for an update as to the status of the improvements to River Road as listed in the proposed Metropolitan Transportation Plan. Provide KIPDA with a copy of the response.

COMMENT 8

Submitted Comment

Regarding KIPDA ID #1306 ("Next Bus"), is that going to be through the nextbus.com site or is TARC going to be using a different system?

I'd also like to see TARC integrate its data into Google Maps's transit directions service. I understand that TARC uses the Trapeze software and that they have a Google Maps export tool available, so I'm not sure why it hasn't happened

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations
October 7, 2010**

COMMENT 8

already.

Regarding KIPDA ID #977 (Southeast Corridor in the "wish list"): I'm aware that the map is illustrative, but please make sure to have any such line serve the airport as well as the fairgrounds.

One more "wish list" item I believe you should seriously consider:

Transit service along the Watterson Expressway corridor from Shively to Brownsboro/Holiday Manor. I wouldn't mind removing a lane in each direction and installing a busway, even. Such service would, in my opinion, do a much better job connecting people on existing "spoke" transit corridors to shopping destinations and whatnot, and would also improve access to the airport and the fairgrounds.

Personally if I were to improve TARC's services, that (and simple bus service improvements) would be the *first* thing I would do!

Thank you so much for your time!

TPC Working Group Recommendation(s)

It is recognized that TARC has already responded to this comment and provided a copy to KIPDA.

COMMENT 9

Submitted Comment

I know you are considering long-awaited improvements to River Road, and those of us who conduct business here are hoping for quick implementation of existing plans. Most important to consider:

- While River Road is designated as a Scenic Byway in the Blankenbaker Road area where the river is clearly visible, that designation doesn't apply to the section of River Road from Zorn into the city. The proposed landscaped median would transform this stretch of the road and make a much more attractive entry to downtown Louisville.
- Traffic is often snarled on River Road at commute times, making it difficult to traverse the road in either direction early morning and late afternoon. Adding lanes, a traffic light at Edith and bike lanes will make for safer driving conditions; these improvements are much-needed.
- Having navigated River Road during flooding, or being turned away from work because of too much water on the road, I can attest to the need for raising the road above flood levels.

Given that the planned improvements date back to the 1990's, it is time to make the commitment and transform this critical roadway.

TPC Working Group Recommendation(s)

Forward comment to and request a reply from the Kentucky Transportation Cabinet. It is requested that in KYTC's response they give particular attention to constructing River Road above the flood plain.

COMMENT 10

Submitted Comment

I support improvements to River Road now! This beautiful and scenic byway is becoming overcrowded with cars and cyclists and it's amazing no one has been killed on it yet.

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations**

October 7, 2010

COMMENT 10

Don't wait until someone is - please make changes to this road your top priority. And please do something now to increase signage or awareness of sharing the road.

TPC Working Group Recommendation(s)

Forward to and request reply from Louisville Metro Public Works with a request for an update as to the status of the improvements to River Road as listed in the proposed Metropolitan Transportation Plan. Provide KIPDA with a copy of the response.

COMMENT 11

Submitted Comment

I completely agree with Mark French's observations (KIPDA notes – see Comment 2). Please consider this another voice in support of these suggestions/observations.

TPC Working Group Recommendation(s)

The TPC Comment Working Group recognized that the proposed Horizon 2030 Metropolitan Transportation Plan includes a Bicycle and Pedestrian Priority Corridor network. The Working Group also wishes that the comment be forwarded to Louisville Metro Public Works and the Kentucky Transportation Cabinet, requesting they respond to this comment and copy KIPDA on the response.

COMMENT 12

Submitted Comment

I'm writing in support of KIPDA project id 1761, a sound barrier on I-264 between US 31E and KY 1703. The Horizon 2030 report indicates that truck freight traffic will increase over 200% by 2035. The noise created by this traffic is unbearable for our neighborhood, which has homes beside the widened highway. This is a quote from a resident, "Several years ago I installed triple-pane, argon windows to escape the "drumming". However, at night we could not have an outside deck conversation without yelling." People in our neighborhood literally cannot hear one another.

TPC Working Group Recommendation(s)

Forward a copy of this comment to the Kentucky Transportation Cabinet.

COMMENT 13

Submitted Comment

I am writing regarding the project to design and construct a sound barrier between US 31E (Bardstown Road) and KY 1703 (Newburg Road) along I-264.

The neighborhoods near the expanded and heavily-traveled I-264 have been negatively impacted by the constant and loud noise. There are wonderful urban residential neighborhoods in this area, but the noise from the highway interferes with sleep, carrying on conversations outside, and enjoying being in the yard. At times, because of the noise, we use the air conditioner when we would prefer opening the windows and use less energy for ventilation. Even with closed windows, the noise is present.

I have seen projections of increased traffic in years to come. This would obviously increase the problem and impact the livability of the areas closest to the highway. But even at current levels, the noise is disruptive. We enjoy living in the city

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations
October 7, 2010**

COMMENT 13

and having energy-efficient access to shopping and downtown, and it has helped with our commuting to work in a shorter time. Making urban areas enjoyable places to live benefits the environment and makes the city more attractive for area residents and visitors alike.

Please consider seriously the benefits of this project.

TPC Working Group Recommendation(s)

Forward a copy of this comment to the Kentucky Transportation Cabinet.

COMMENT 14

Submitted Comment

It was a pleasure meeting you at the KIPDA meeting on August 17th in Buckner. This letter, on behalf of the River Road Business Association, is in support of the planned River Road Improvements between Zorn Avenue and Beargrass Creek.

It is our understanding that planned roadway improvements along this section of River Road include a divided four-lane roadway with landscape median, bike lanes, multi use path and sidewalks, and a raised elevation to get the roadway above the 10 year flood elevation (the road has been flooded several times in recent years causing major disruptions to local businesses as well as significant problems for downtown commuters).

The River Road improvements are critical to the continued economic health of the area. Traffic during morning and evening rush hours often comes to a standstill along this two lane stretch. Recently completed and planned public and private projects will be able to thrive when the new road is completed – Champion Park (the existing Louisville Soccer Park, combined with the old River Road Country Club), The Water Tower and the Louisville Visual Art Association, RiverPark Place, Spring River Business Park, River Green Business Park, and the planned Louisville Botanical Gardens, to name a few, will all benefit. Also, major industrial users like River Metals Recycling, Nugent Sand Company, and Johnson Materials need the road improvements for continued successful operations and for safe operation of their trucks. Also, completion of the River Road improvements will be extremely important to traffic flow to and from the new Downtown Area. Please visit www.RiverRoadBusiness.org to learn more about this vibrant part of town.

It is our belief that the right of way acquisition can be completed more quickly and for much less than the budgeted amount. Most of the land needed for the roadway is already owned by Metro Louisville, and the rest is owned by a few large landowners, all of whom are anxious to have the roadway built. Most are represented on the Board of the River Road Business Association.

This project is critically important to Metro Louisville, both in terms of much needed improvements to traffic flow, and in terms of creating an aesthetic and Functional grand entryway into Waterfront Park, Slugger Field, and downtown Louisville. We remain anxious to assist in any way possible to move this project forward as quickly as possible, and to provide helpful input as a significant stakeholder in the area.

TPC Working Group Recommendation(s)

Forward to and request reply from Louisville Metro Public Works with a request for an update as to the status of the improvements to River Road as listed in the proposed Metropolitan Transportation Plan. Provide KIPDA with a copy of the response.

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations**

October 7, 2010

COMMENT 15

Submitted Comment

District 13 initiatives:

- Outer Loop widening National Turnpike to 3rd Street or at least right turn lanes added at New Cut Road.
- Palatka Road curve straightening.
- Stop light added at 3rd Street Road and Cristland Ave. – many accidents (Patio Homes).
- Street lights are dark at intersections where school kids wait for buses – New Cut Road at Harper's Ferry and Angelletta intersections.

Southwest Dream Team initiatives:

- Manslick Rd. Interchange for Watterson Xway to assist SSME Hospital.
- Manslick Rd. widening from Watterson Xway to Palatka.
- Greenwood Rd. widening to Riverview Park.

TPC Working Group Recommendation(s)

Forward this comment to and request a reply from the Kentucky Transportation Cabinet and Louisville Metro Public Works. Provide KIPDA with a copy of the responses.

COMMENT 16

Submitted Comment

I am writing in support of the planned improvements to River Road west of Zorn Avenue. U.S. Specialties moved to this part of River Road eleven years ago and we have seen the traffic load grow steadily. It has become difficult at times, due to heavy morning and evening traffic, for our employees and trucks to enter River Road. Also, we are anxious to see improved economic activity that improvements to the roadway will undoubtedly bring.

On another note, I am an avid bicyclist and would very much like to see the planned bike lanes built along this section of River Road. As I am sure you are aware, River Road is possibly the most important bicycle corridor in Louisville and this stretch of the roadway is unquestionably the most unsafe for bicyclists. Truck Traffic from the sand companies and scrap metal yards, combined with downtown traffic trying to get to I-71 create a very hazardous situation. Completion of the bike lanes will not only be making bicycling more safe, but will be a signal to the bicycling community that Louisville is serious about becoming "bike friendly."

TPC Working Group Recommendation(s)

Forward to and request reply from Louisville Metro Public Works with a request for an update as to the status of the improvements to River Road as listed in the proposed Metropolitan Transportation Plan. Provide KIPDA with a copy of the response.

The TPC Comment Working Group recognized that the proposed Horizon 2030 Metropolitan Transportation Plan includes a Bicycle and Pedestrian Priority Corridor network and that River Road is in that network.

COMMENT 17

Submitted Comment

Would like to express the strong desire for KIPDA to become knowledgeable and familiar with the Park, Greenway and economic developed plans in SW Louisville and most importantly how they connect and support each other. I encourage future TIP improvements (i.e., added projects) support those plans to that end I'd like to see:

**Metropolitan Transportation Plan and Transportation Improvement Program Update Draft
Public Comments and Working Group Recommendations**

October 7, 2010

COMMENT 17

- Complete streets from Riverview Park to Manslick Road/I-264
- New Cut Rd should be the primary bike/ped route from Iroquois Park (NOT National Turnpike)
- Want to see and interchange at Manslick Road and I-264 moved from the 2030 plan to the TIP as soon as possible.

These are just a few of the key connections that need to be made to enhance quality of life in SW Louisville.

TPC Working Group Recommendation(s)

The TPC Working Group recommends that, for the purposes of the next Metropolitan Transportation Plan update (not the current proposed draft Horizon 2030), a review of issues and organization of possible solutions to those issues be identified.

COMMENT 18

Submitted Comment

Build the Cardinal Blvd. extension from 4th Street to 7th Street

TPC Working Group Recommendation(s)

The TPC Work Group recognizes that this issue has been studied several times. Another recommendation is to forward this response to and request a reply from Louisville Metro Public Works, giving specific attention as to LMPW status of this project and the time frame for any future scheduled activities concerning this project.

COMMENT 19

Submitted Comment

Glad to see projects in LaGrange: 321 – rail underpass and 442 – I-71 overpass

Oldham Reserve is the Oldham County economic development project which is totally dependent on a new interchange at mile marker 20 for its success. Exit 22 and Hwy 53 are at capacity so a new exit 20 will relieve congestion, improve safety and provide access for our ongoing public-private economic development campus initiative.

TPC Working Group Recommendation(s)

The TPC Working Group recognizes this interchange is currently being studied.

Following the review of each project, the TPC Working Group identified some overarching themes in response to the comments. The Working Group was very clear in its statement that these themes are for future application to the planning process and not for consideration in the current draft proposed updates to the Metropolitan Transportation Plan and the Transportation Improvement Program. The Working Group also wanted to make it known that the proposed future activities identified within are not a reflection on the proposed documents and should not be misconstrued as unmet needs of the proposed draft updates to the Metropolitan Transportation Plan and Transportation Improvement Program. The following recommendations, proposed in response to the reviewed public comments, are opportunities to advance the planning process, and continually looking for ways to improve planning represents good, sound, planning practice.

Metropolitan Transportation Plan and Transportation Improvement Program Update Draft Public Comments and Working Group Recommendations

October 7, 2010

The following recommendations are not for application to the current draft proposed Metropolitan Transportation Plan and Transportation Improvement Program. The KIPDA staff is to report back their findings to the Transportation Policy Committee within a reasonable time frame. Research into these issues is not a commitment to their applicability to the planning process, but is to be seen as an investigation of these issues for the five county KIPDA region and an evaluation of their applicability to the KIPDA planning process.

Complete Streets

Numerous comments were provided concerning the inclusion of bicycle, pedestrian, and or transit modal choices in the transportation projects included in the proposed draft Metropolitan Transportation Plan. It is the recommendation of the TPC Working Group that the TPC direct staff to research the development of a Complete Streets Policy for the KIPDA region and its applicability to the planning process. The research may include review and collaboration with existing Complete Street Policies from jurisdictions within the KIPDA region.

Advanced Transit Corridors

A couple of comments were collected concerning the Advanced Transit Corridor projects that were moved from the current Metropolitan Transportation Plan and placed on the Horizon 2030 Illustrative List. The TPC Working Group recommends that the TPC direct KIPDA staff to enter into a dialogue with TARC and investigate the inclusion of Advanced Transit in future planning processes. The TPC Working Group recognizes that such a review need be a collaborative effort amongst the area's planning partners.



MEMORANDUM

TO: Transportation Policy Committee

FROM: David C. Burton

DATE: September 30, 2010

SUBJECT: Review of the draft Horizon 2030 Metropolitan Transportation Plan update

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

The draft update of the Horizon 2030 Metropolitan Transportation Plan for the Louisville (KY-IN) Metropolitan Planning Area has been completed. The final draft document is located on the KIPDA website and can be obtained by accessing the following link:
<http://www.kipda.org/Transportation/Drafts.aspx>.

The Horizon 2030 Metropolitan Transportation Plan update has completed the necessary processes as defined by federal regulation, direction from the Transportation Policy Committee, and good planning practice.

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Counties

Clark

Floyd

- Issues resulting in the current Horizon 2030 Lapse / Grace Period: As has been described on numerous occasions, the current Horizon 2030 has been in a Lapse / Grace Period due to the inability of the metropolitan transportation plan to demonstrate fiscal reasonableness. Through the efforts of the Louisville Southern Indiana Bi-State Authority, Indiana Department of Transportation, Kentucky Transportation Cabinet, and the Federal Highway Administration, the necessary documentation required to demonstrate metropolitan transportation plan fiscal reasonableness of the Ohio River Bridges Project has been provided and incorporated into the draft Horizon 2030 Metropolitan Transportation Plan update.
- Air Quality: The draft Horizon 2030 was reviewed for purposes of air quality conformity and the necessary documentation can be found in the draft document.
- Fiscally Reasonable: As documented in the draft metropolitan transportation plan, Horizon 2030 is fiscally reasonable as the estimated project costs do not exceed the anticipated revenue. Both estimated project costs and anticipated revenues were adjusted to reflect Year of Expenditure. In the financial demonstration for Horizon 2030 there exists a surplus of revenue. Because of the timing of the Horizon 2030 update, and

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Agenda Item #5

- the on-going efforts by the Kentucky Transportation Cabinet and Indiana Department of Transportation, it is anticipated that additional projects will be added to Horizon 2030 following its adoption that will reduce what is currently shown as a surplus of revenue over the 20 year horizon period.
- Consultation: As defined by federal regulation, a wide spectrum of interests were consulted concerning the metropolitan transportation plan and its potential impacts. Planning partners and other interests were contacted and asked to review the draft Horizon 2030 relative to their area of interests. Numerous agencies and organizations were engaged. The interests in the consultation process included: State and Local Planned Growth and Land Use; Economic Growth, Environmental Protection, Natural Resources, and Conservation; Airport Operations; Freight Movement; Historic Preservation, and Non-Emergency Medical Transportation Providers.
- Public Involvement: The public involvement period for the draft Horizon 2030 Metropolitan Transportation Plan was conducted from August 6 through September 6, 2010. During this period, draft copies of Horizon 2030 were made available on the KIPDA website, at all public libraries in the five county region, and at the KIPDA office. A series of eight public meetings were conducted in various areas throughout the region.
- Activities Since Public Involvement: A few minor clarifications to the draft Horizon 2030 Metropolitan Transportation Plan have taken place since the public involvement period ended on September 6. These minor modifications include:
 - Clarifications to maps included in the project listings. These map clarifications do not modify the scope of the project.
 - Following the completion of the public involvement activities, and the Transportation Policy Committee review of collected comments, the appropriate documentation of events, comments, and responses will be added to the metropolitan transportation plan.
 - Following the completion of the consultation activities, and the review of comments received from planning partners and other interested parties by the Transportation Policy Committee, the necessary documentation for this action will be included in the draft Horizon 2030 Metropolitan Transportation Plan update.
 - Clarification to the summary funding tables used to demonstrate MTP fiscal reasonableness has been incorporated in the draft metropolitan transportation plan. In order to better demonstrate the inclusion of the Ohio River Bridges Project in the draft of Horizon 2030 key revenues and costs as identified in the fiscal reasonableness demonstration for Horizon 2030 provided by the Bi-State Authority were included in the summary funding table metropolitan

Agenda Item #5

transportation plan financial demonstration. As well, state and local funds included in the review of revenues available to the area were also included in the summary funding table for Horizon 2030.

Action is requested to approve the Draft Horizon 2030 Metropolitan Transportation Plan update.



MEMORANDUM

Kentucky
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Counties

TO: Transportation Policy Committee

FROM: Mary C. Hauber

Bullitt

DATE: September 30, 2010

Henry

SUBJECT: Review of the FY 2011 – FY 2015 Transportation Improvement Program

Jefferson

Oldham

The update of the FY 2011 – FY 2015 Transportation Improvement Program for the Louisville (KY-IN) Metropolitan Planning Area has been completed. The final draft document is located on the KIPDA website and can be obtained by accessing the following link:

Shelby

<http://www.kipda.org/Transportation/Drafts.aspx> .

Spencer

Trimble

The FY 2011 – FY 2015 Transportation Improvement Program for the Louisville (KY – IN) Metropolitan Planning Area is a subset of the proposed Horizon 2030 Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky. Therefore, the conformity determination of the Horizon 2030 Metropolitan Transportation Plan is sufficient to support a conformity determination of the FY 2011 – FY 2015 Transportation Improvement Program.

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Key aspects of the TIP include:

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- The TIP must include at least four years and this draft TIP includes fiscal years 2011 through 2015,
- A financial plan of federal funds - page 26,
- Project priorities for STP and CMAQ funds – Indiana page 45, Kentucky page 111,
- Project listings and project maps – Indiana page 49, Kentucky page 117, and
- The requirement for consultation with agencies and officials responsible for other planning activities within the MPA that are affected by transportation is conducted on the Metropolitan Transportation Plan and addresses the consultation requirements for the TIP because the TIP is a subset of the Plan.

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The public involvement period for the update to the TIP was conducted from August 6 through September 6, 2010. During this period, draft copies of the TIP were made available on the

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KIPDA website, at all public libraries in the five county region, and at the KIPDA office. A series of eight public meetings were conducted in various areas throughout the region.

Since the public review period, there have been several minor corrections/clarifications. One correction includes removing a note from the bottom of Table 3, Financial Plan of Kentucky STP-Urban (page 24) which reads: "STP-Urban over-programming of funds is covered with state funds". This note was included in the previous TIP but is not relevant in this draft TIP. Another clarification includes adding a sentence to the Financial Plan of Funds section (page 26) which reads, "In Indiana, the planning process is on-going and additional projects will be added as they are identified." Other changes include correcting several individual project maps.

Action is requested to approve the Draft FY 2011 – FY 2015 Transportation Improvement Program.



MEMORANDUM

TO: Transportation Policy Committee

Kentucky
Member
Counties

FROM: Mary C. Hauber

DATE: September 30, 2010

Bullitt

SUBJECT: Administrative Modification of the FY 2007 – FY 2011 Transportation Improvement Program

Henry

Jefferson

KIPDA has been informed of administrative modifications to be made to the FY 2007 – FY 2011 Transportation Improvement Program. Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Oldham

Shelby

Qualifying criteria for administrative modifications include the following actions:

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- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one federal funding category to another except for Surface Transportation Program (STP) dedicated urbanized area funding.
- Moving a project from federal funding to state funding.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities “phases” to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for the previous year into a new TIP (rollover provision).
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.

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The changes to the Transportation Improvement Program are included on the attached table.

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Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging

**Administrative Modification 31
FY 2007 - FY 2011 Transportation Improvement Program**

October 2010

KIPDA ID	State ID	Project Name	Description	Project Sponsor	Change to TIP
INDIANA PROJECTS					
		Spring Street-Silver Street Intersection Safety Improvement	Widen Spring Street to provide exclusive left-turn lanes. Install new signal system.	New Albany	Parent project is KIPDA # 990: Various Safety Projects. Add FY 2011 PE \$58,500 federal, \$65,000 total; FY 2011 ROW \$45,000 federal , \$50,000 total; FY 2011 Construction \$616,500 federal and \$685,000 total; HSIP funding.
		Charlestown Road-Beechwood Ave. Intersection Safety Improvement	Widen Charlestown Road south approach to Beechwood Avenue to provide a left-turn lane. Install new signal system.	New Albany	Parent project is KIPDA # 990: Various Safety Projects. Add FY 2011 PE \$36,000 federal, \$40,000 total; FY 2011 ROW \$36,000 federal , \$40,000 total; FY 2011 Construction \$333,000 federal and \$370,000 total; HSIP funding.
KENTUCKY PROJECTS					
1476	286.00	I- 64	Improve I-64/KY 913 (Blankenbaker Parkway) interchange as recommended by KIPDA's interchange study, including the addition of 1 northbound lane on Blankenbaker Parkway from Bluegrass Parkway to the I-64 eastbound on-ramp.	KYTC	Add FY 2010 Design \$250,000; Move FY 2008 Construction to FY 2010 and reduce to \$1,670,000; IM funding.