



TRANSPORTATION POLICY COMMITTEE
1:00 p.m., Thursday, September 26, 2013
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Kentucky
Member
Counties

AGENDA

Bullitt

1. *Call to Order, Welcome, Introductions*

Henry

2. *August 22 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**

Jefferson

Oldham

3. *Public Comment Period*

Shelby

4. *Public Meeting Report* – Staff will report on public involvement activities.

Spencer

Trimble

5. **Connecting Kentuckiana** – Staff will present findings of the Issues Working Group in conjunction with the Major Update of the Metropolitan Transportation Plan (see enclosed). **Action is requested.**

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6. *Coordinated Human Services Transportation Plan (CHSTP)* – Staff will discuss the formation of a working group to assist with development of the CHSTP (see enclosed). **Action is requested.**

Clark

7. *FY 2011-2015 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short range funding document.

Floyd

8. *Other Business*

9. *Adjourn*

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

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See
<http://www.ridetarc.org/tripplan/>
for TARC service

MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
Thursday, August 22, 2013, 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 1:02 p.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

Bill Dieruf, City of Jeffersontown, made a motion to approve the minutes of the July meeting. Rudy Hawkins, Bullitt County, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Public Meeting/Comment Report

Josh Suiter, KIPDA staff, reported on recent and upcoming public involvement activities.

Connecting Kentuckiana

David Burton, KIPDA staff, presented a vision statement, goals and objectives for the Major Update of the Metropolitan Transportation Plan (MTP), as developed by the TPC Goals Working Group. There was discussion. **Bill Dieruf, City of Jeffersontown, made a motion to accept the vision statement, goals and objectives, with the revision of reducing the average age of the public transit fleet to seven years by 2025 (revised from eight years). Aida Copic, Transit Authority of River City (TARC), seconded the motion and it carried with a unanimous vote.**

Kentucky STP-Urban (SLO) Funding Priorities

Mary Lou Hauber, KIPDA staff, presented revised priorities for dedicated STP funds in Kentucky. There was discussion. **Jim Urban, Oldham County, made a motion to approve the revised priorities. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

FY 2011-2015 Transportation Improvement Program (TIP)

Mary Lou Hauber, KIPDA staff, presented information on Administrative Modifications to the short range funding document. There was discussion. No action was required.

Other Business

Larry Chaney, KIPDA staff, announced that Louisville Metro and TARC had requested \$100,000 of PL funding for a downtown circulation study, which would require an amendment to the Unified Planning Work Program if approved. **Bill Dieruf, City of Jeffersontown, made**

a motion to approve the use of the funds and the required amendment. Jim Urban, Oldham County, seconded the motion and it carried with a unanimous vote.

Adjournment

The meeting was adjourned at 1:36 p.m.

Larry D. Chaney
Recording Secretary

Members Present:

Rudy Hawkins	Bullitt County
David Flower	City of Charlestown
Bill Dieruf	City of Jeffersontown
Andy Crouch	City of Jeffersonville
Krisjans Streips	City of New Albany
Bernard Bowling	City of St. Matthews
Brian Dixon	Clark County
*Greg Rawlings	Federal Highway Administration – Kentucky
Bob Frederick	Floyd County
Jim Ude	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Thomas Witt	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Patti Clare	Louisville Metro Government
Jim Urban	Oldham County
Aida Copic	Transit Authority of River City

Members Absent:

Sherry Conner	City of Shively
*Tommy Dupree	Federal Aviation Administration – Memphis
*Michelle Allen	Federal Highway Administration – Indiana
*Robert Buckley	Federal Transit Administration – Region 4
Karl Browning	Indiana Department of Transportation
*Emily Liu	Louisville Metro Planning & Design
Philip Lynch	Louisville Regional Airport Authority
Bob Polston	Town of Clarksville
*Krista Mills	U.S. Department of Housing & Urban Development

Others Present:

Matt Meunier	City of Jeffersontown
Mohammad Nouri	Concepts21
Ted Stone	Corradino Group
Marci Mathews	DLZ
John Ballantyne	Federal Highway Administration – Kentucky
Dane Blackburn	Kentucky Transportation Cabinet – District 5
Judi Hickerson	Kentucky Transportation Cabinet – District 5
David Abell	KIPDA
David Burton	KIPDA
Stacey Burton	KIPDA
Larry Chaney	KIPDA
Jack Couch	KIPDA
Amanda Deatherage	KIPDA
Randall Embry	KIPDA
Gina Marie Guiles	KIPDA
Mary Lou Hauber	KIPDA
Andy Rush	KIPDA
Josh Suiter	KIPDA
Scott Tremoulis	KIPDA
Jerry Miller	Louisville Metro Council
Daniel O'Dea	Louisville Metro Government
Paula Wahl	Neel-Schaffer
Shawn Dikes	PB Americas

Agenda Item #2

Tim Emington
Brian Meade

TRIMARC
URS

* Denotes Advisory Members



MEMORANDUM

TO: Transportation Policy Committee

FROM: Jim Urban, Oldham County Director of Planning

DATE: September 18, 2013

SUBJECT: Issues Identified by the TTCC Issues Working Group

On August 14th, the Transportation Technical Coordinating Committee's Issues Working Group (IWG) wrapped up their work by identifying issues they believe to be common throughout the draft TAD reports.

Prior to the August 14th discussion of common themes and issues, the IWG met several times to review and discuss individual draft TAD reports as they were prepared by KIPDA staff. The IWG reviewed the information and issues, and offered insight and suggestions in hopes of making the TAD reports more informative and beneficial to the process.

The IWG found that the draft TAD reports contained a great deal of important data and analysis, as well as public comment. Transportation related issues were clearly identified for each of the clusters of attractions contained in the TAD reports, and will contribute greatly to the Connecting Kentuckiana Issues Report.

Common themes identified include:

Safety for all Users

The TAD reports identified high crash locations, and the IWG found that the frequency of crashes is a transportation issue in the KIPDA region. Not only are the crashes a detriment to the safety of the transportation system users and their property, the frequency of crashes at interstate interchanges contributes significantly to transportation related delay. The IWG also believes the number of crashes involving bicycles and pedestrians is an issue for our region.

Transit

The TAD reports identified three primary issues related to transit that the IWG believes important: gaps in the transit system that limit some modal options and reduce connectivity in the area; some areas that are not currently served by transit that would benefit from transit service; a lack of connectivity to some of the clusters of attractions and/or some transit headways (the frequency of transit trips on a given route) are not frequent enough and may diminish the likelihood of transit being utilized as a modal choice.

Pedestrian

In reviewing clusters within each TAD, the TAD reports have indicated that there is a lack of pedestrian facilities, especially within some clusters of attractions. The IWG believes that the lack of pedestrian facilities introduces two issues: diminished pedestrian safety for those walking to their destinations, and significant deterrent to the pedestrian modal option as a means for making connections.

Bicycle

Similar to the pedestrian options, the TAD reports indicate a lack of bicycle facilities in the region. As with pedestrian facilities, the lack of bicycle facilities has two impacts: diminished user safety for those riding a bicycle to destinations, and the reduced likelihood that people will utilize a bicycle as a modal option in the future.

Connectivity Between Modes

The TAD reports made numerous references to the relationship between transportation modes for persons and the interrelationship between the various modes. The IWG believes there is a need to strengthen the connectivity between modes. The lack of one mode choice may impact the utilization of other mode options. For instance, the lack of sidewalks has a negative impact on transit use as some persons are reluctant to use transit if they cannot walk to and from transit stops; lack of bicycle facilities may result in the same; and finally, a lack of connectivity between modes may contribute to safety concerns, and less trip chaining (where a person walks, bicycles, rides the bus, or drives to a park and ride lot, or arrives in a central location (via any mode) and walks or bicycles to the various destinations within an activity cluster).

Gaps in Bicycle, Pedestrian, and Transit Modes

Other than some congestion or crash issues, the TAD reports indicate that all clusters of attractions within each TAD are accessible by auto. The IWG found that some clusters lack other modal options for transportation users and/or that there are significant gaps between modes that may result in a diminished ability to make connections.

Congestion

The TAD reports examined congestion on the Congestion Management Process roadway network. Congestion was reviewed both in the current time frame and under a forecast scenario that included the existing roadway network and projects that are included in the 2011-2014 Transportation Improvement Program; no other projects were included in the forecast scenario. The forecast scenario considered congestion levels utilizing 2030 socio-economic projections, and is most easily thought of as a no-build scenario.

From the review of congestion, the IWG identified three common themes: congestion and delay is an issue, specifically during peak periods of travel (the TAD reports did not examine peak periods of travel, this concept was added to the congestion issue by the IWG), congestion at interstate interchanges is a significant issue; and congestion on the KIPDA Freight Network is an issue, especially when recognizing the anticipated growth in freight movement, and the potential for delays in freight delivery which may have a significant impact on the local, regional, and state economies.

Access to Areas with Growth Forecasts

The TAD Reports reviewed socio-economic forecasts for 2030 in terms of non-group quarters population, households, and employment. The IWG noted that in several of the TAD reports, issues were identified relative to a lack of transit, bicycle, and pedestrian facilities in the areas anticipated to see growth and that the absence of these facilities may become more prominent as forecast growth is realized. The IWG also recognized that several TAD reports identified where congestion may become worse and crashes more frequent in areas anticipated to see growth if issues were not mitigated.

Access to Workplace

The TAD Reports indicated that access to work place clusters can be achieved by auto; though there may be some clusters where congestion and crash frequency may delay trips. They also identified many clusters of employment that lacked transit, pedestrian, and/or bicycle access. The IWG believes that the lack of multi-modal options to clusters of employment may limit opportunities for people, including some unemployed or underemployed. Though not included in the TAD Reports, the IWG recognizes the benefits that a multi-modal transportation system has on attracting new businesses and maintaining employment opportunities as well as getting the workforce to their place of employment in a timely fashion.

Access to Education

The TAD Reports examined access to schools, colleges, and universities. Clusters of these institutions (2 or more within 0.25 mile of each other) were examined to determine roadway, transit, and bicycle access issues. While all of the schools have roadway access, (some with issues related to crash frequency and congestion), there were many schools that lacked pedestrian, transit, and/or bicycle access. Surrounding neighborhoods were also examined in order to gauge pedestrian and bicycle access from a neighborhood to the school(s) abutting it. The IWG has noted that the lack of pedestrian access may be seen as a safety issue as well as a connectivity issue. The lack of transit poses a connectivity issue.

Access to Medical Facilities

The TAD Reports examined access options to medical facilities, including hospitals and clusters of doctors' offices. The IWG is concerned that, in some cases, accessing hospitals and clusters of medical offices was limited to autos due to the lack of transit and pedestrian access. This was realized more in the less densely populated TADs as medical facilities are generally located in the more densely populated areas leaving the auto as the only viable option for those who reside in the less densely populated areas. The IWG was also concerned that congestion and crash frequency on roadways may negatively impact response time for some emergency vehicles.

State of Good Repair

While not addressed in the TAD reports, the IWG has concerns relative to the state of good repair of the existing infrastructure. Because the existing infrastructure is continually aging and is becoming more of an issue with the passing of time, the IWG would like to see maintenance of bridges, sidewalks, roadway pavement, curbs, and other infrastructure receive a high priority as the update of Connecting Kentuckiana progresses.

Lack of Coordination Between States and Local Municipalities

Members of the IWG expressed concern about coordination of infrastructure improvements between the state departments of transportation, local governments, and utilities. Examples were given where opportunities for coordination were missed and resulting projects fell short of expectations, or state project development did not agree with local government priorities. The lack of coordination may impede the attainment of goals and objectives, where the ability to coordinate project development could save both time and money.

Coordination / Cooperation Between Land Use and Transportation

Citing the inherent relationship between land use planning and transportation planning, the IWG stressed the importance of strengthening the on-going relationship between the two planning emphasis areas. It was stated that the better the coordination between land use and transportation planning the more positive the impact on both planning efforts and the community. Conversely, concern was raised that in the absence of coordination and cooperation between land use and transportation planning, transportation infrastructure decisions may result in a less than efficient use of limited transportation funding resources.

State of Funding

The IWG recognizes that in order to achieve the Connecting Kentuckiana Goals and Objectives, on-going and fluid coordination and cooperation between the federal, state, regional, and local branches of government will be required when programming funding resources. The IWG realizes that the absence of such cooperation and coordination may impact the community's realization of the transportation improvements cooperatively developed through Connecting Kentuckiana.



MEMORANDUM

TO: Transportation Policy Committee

Kentucky
Member
Counties

FROM: Stacey Burton

Bullitt

DATE: September 18, 2013

Henry

SUBJECT: Coordinated Human Services Transportation Plan Working Group

Jefferson

Oldham

Shelby

Spencer

Trimble

In accordance with MAP-21, and the preceding SAFETEA-LU, KIPDA is in the process of developing a Human Services Coordinated Transportation Plan. This plan will look specifically at the transportation needs of persons with disabilities and older adults, while also incorporating the needs of low-income populations as well as any other populations within the nine-county KIPDA region who are not able to, cannot afford to, and/or choose not to own and maintain their own private automobiles.

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KIPDA staff requests and the Transportation Technical Coordinating Committee has recommended that a working group of the TTCC be formed to assist with the development of this plan. KIPDA staff will also be requesting that the Regional Transportation Council form a working group for this purpose; the working groups are anticipated to meet jointly as needed between October 1, 2013 and January 31, 2014 to assist staff with the creation of this regional plan.

Clark

Floyd

Action is requested.

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