



TRANSPORTATION POLICY COMMITTEE
1:00 p.m., Thursday, December 17, 2015
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

AGENDA

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

Clark

Floyd

Equal
Opportunity
Employer

1. *Call to Order, Welcome, Introductions*
2. *November 24 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
3. *Public Comment Period*
4. *Public Meeting Report* – Staff will report on public involvement activities.
5. *Transit Authority of River City* – TARC Executive Director Barry Barker will address the committee.
6. *Ohio River Bridges Project* – Project Managers from INDOT and KYTC will update the committee on the progress of the project.
7. *Kentucky STP-Urban (SLO) Funding Priorities* – Staff will present revised priorities for dedicated STP funds in Kentucky (see enclosed). **Action is requested.**
8. *Indiana Funding Priorities* – Staff will present revised priorities for dedicated STP, CMAQ, TAP and HSIP funds in Indiana (see enclosed). **Action is requested.**
9. *Connecting Kentuckiana Crash Analysis* – Staff will present results of the analyses of interstate, bicycle and pedestrian crashes, as well as documentation of all components of the analysis (see enclosed). **Action is requested.**
10. *Transportation Alternatives Program (TAP)* – Staff will present projects proposed for the use of TAP funding dedicated to the metropolitan area (see enclosed). **Action is requested.**

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



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

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org

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

11. *FY 2015 - FY 2018 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short range funding document.
12. *Officers for 2016* – The TPC Chairman will appoint two committee members to prepare nominations for Chair (if necessary) and Vice Chair for calendar year 2016 (election at the January meeting).
13. *Other Business*
14. *Adjourn*

MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
Tuesday, November 24, 2015, 9:30 a.m.
Louisville Marriott East
1903 Embassy Square Boulevard
Louisville, Kentucky 40299

Call to Order

Chair Bill Dieruf called the meeting to order at 9:35 a.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

Sherry Conner, City of Shively, made a motion to approve the minutes of the October 22 meeting. Beth Jones, Kentucky Transportation Cabinet (KYTC), seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Kentucky Transportation Cabinet

Secretary Michael Hancock addressed the committee. There was discussion. No action was required.

Indiana Department of Transportation

Deputy Commissioner Jim Stark addressed the committee. There was discussion. No action was required.

Kentucky-Indiana Transportation Excellence (KITE) Award

Larry Chaney, KIPDA staff, presented the first annual KITE Award and recognized finalists. No action was required.

FY 2015-FY 2018 Transportation Improvement Program (TIP)

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

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 10:37 a.m.

Larry D. Chaney
Recording Secretary

Agenda Item #2

Members Present:

Keith Griffiee	Bullitt County
Bill Dieruf (Chair)	City of Jeffersontown
Andy Crouch	City of Jeffersonville
Sherry Conner	City of Shively
Bernard Bowling	City of St. Matthews
Jim Ude	Indiana Department of Transportation – Seymour
Beth Jones	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
Jim Mims	Louisville Metro Government
*Emily Liu	Louisville Metro Planning & Design
John Black	Oldham County

Members Absent:

Robert Hall	City of Charlestown
Jeff Gahan	City of New Albany
Jack Coffman	Clark County
*Tommy Dupree	Federal Aviation Administration – Memphis
*Michelle Allen	Federal Highway Administration – Indiana
*Greg Rawlings	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Mark Seabrook	Floyd County
Brandye Hendrickson	Indiana Department of Transportation
J. Byron Chapman	Jefferson County League of Cities
Philip Lynch	Louisville Regional Airport Authority
Bob Polston	Town of Clarksville
Cedric Merlin Powell	Transit Authority of River City (TARC)
*Christopher Taylor	U.S. Department of Housing & Urban Development

Others Present:

Greg Groves	AECOM
Matt Meunier	City of Jeffersontown
Kathy Eaton-McKallip	Indiana Department of Transportation
Natasha Elmere	Indiana Department of Transportation
Jim Stark	Indiana Department of Transportation
Michael Hancock	Kentucky Transportation Cabinet
Thomas Witt	Kentucky Transportation Cabinet
David Burton	KIPDA
Gina Marie Caine	KIPDA
Larry Chaney	KIPDA
Jack Couch	KIPDA
Ashley Davidson	KIPDA
Amanda Deatherage	KIPDA
Adam Forseth	KIPDA
Mary Lou Hauber	KIPDA
Lori Kelsey	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
John Callihan	Louisville Metro Government
Brian Davis	Louisville Metro Government
J.B. Williams	Michael Baker
Chris Barrow	Parsons Brinkerhoff
Shawn Dikes	Parsons Brinkerhoff
Tom Springer	QK4
Tim Emington	TRIMARC
Kim Harris	U.S. Department of Housing and Urban Development

* Denotes Advisory Members



MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Policy Committee

Bullitt

FROM: Mary C. Hauber

Henry

DATE: December 10, 2015

Jefferson

SUBJECT: Review and approval of revised Kentucky STP-Urban project priorities

Oldham

Shelby

Spencer

Trimble

STP-Urban (SLO) funds are federal funds that are allocated to the KIPDA urbanized area for use in Bullitt, Jefferson, and Oldham counties. KYTC allocates approximately \$17,000,000 of SLO funds annually to KIPDA to be used on surface transportation projects in the urbanized area. This fiscally constrained program of funds is selected and approved by the MPO and is included in the Transportation Improvement Program.

Indiana
Member
Counties

Projects in this funding program have a history of being delayed, often resulting in fiscal concerns. In an effort to get a better handle on the situation, the Transportation Policy Committee approved the following steps to be completed for the SLO funding program:

Clark

- Review and modify existing projects
- If funds allow, add new projects to the program
- Enact a 12 month hold on cost increases and new projects following the TPC adoption of the program revisions in December.

Floyd

The TTCC working group met on November 20 to review and modify projects programmed with SLO funds in the TIP. In addition to changes to existing projects, the group has proposed the addition of two new projects to the funding program; Kratz Lane Sidewalks in Middletown, and Street Rehabilitation in Louisville Metro – West End.

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The draft revised program of funds is attached for your review and approval. The TTCC voted to recommend approval of the revised priorities with the addition of increasing the Construction cost of the Street Rehabilitation in Louisville Metro – West End project by \$80,000. This change has been made on the attached spreadsheet.

Action is requested.

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org



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FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

December 2015

Federal Funds Only - In Year of Expenditure

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
AB Sawyer Greenway Shared Use Path	Construct a multiuse path through A.B. Sawyer Park and connecting to surrounding neighborhoods includes an underpass, bridge, and site amenities and construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station and connect to A.B. Sawyer Park Greenway.	1662	529.00	Lou Metro Parks	Auth. D	\$306,667			U	\$50,000				
Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities	337		Lou. Metro PW	Auth. X	\$120,000	X	\$120,000	X	\$120,000	X	\$120,000		
Bluegrass Commerce Park Bicycle/Pedestrian Trail Phase II	Construct a multi-use bicycle and pedestrian trail along Bluegrass Parkway from Blankenbaker Parkway to Tucker Station Road and along Tucker Station Road from Bluegrass Parkway to Plantside Drive.	2084		Jeffersontown			C	\$1,300,000						
Bluegrass Commerce Park Infrastructure Improvements Phase 2	Repair, rehabilitate including resurfacing of Bluegrass Parkway from KY 1747 to KY 1819, and Plantside Drive from Bunsen Parkway to Bluegrass Parkway, and to make key safety improvements at various intersections to increase pedestrian movement including sidewalks, curbs as well as enhancements to signage, wayfinding, streetscape and landscaping.	2055		Jeffersontown			C	\$1,200,000						
Broadway & 18th Street	Align intersection of Broadway and 18th Street by moving the south leg of 18th Street to the east.	1192	413.00	Lou. Metro PW	Auth. Add'l PE with D	\$73,525	C	\$1,000,000						
Buckner Connector	Construct new connection from Old LaGrange Road to KY 393 Project length is 0.8 miles.	1808		Oldham County			D	\$77,000	U	\$228,000				
Bus Stop and Access Improvements	Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).	1500		TARC			C	\$850,000	C	\$250,000	C	\$250,000	C	\$250,000
Cannons Lane	Construct a sidewalk along Cannon Lane between Willis Ave. and Bowman Field (Seneca Loop), 1.0 miles.			Lou. Metro PW					D	\$100,000				
									R	\$100,000	U	\$100,000	C	\$500,000

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					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Cooper Chapel Rd. Phase 3	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will incorporate sidewalks and 10' paved shoulders.	223	404.01	Lou. Metro PW					R	\$3,200,000	U	\$1,500,000	C	\$16,000,000
English Station Rd.	Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road.	188	353.00	KYTC							C	\$4,500,000		
Good Samaritan Bicycle & Pedestrian Trail Connector	Construct a multi-use bicycle and pedestrian trail along Old Taylorsville Road and Jefferson Street in downtown Jeffersontown connecting the downtown street network to the Good Samaritan Center and the existing bicycle/pedestrian trail at Grand Avenue and Watterson Trail.	2082		Jeffersontown			C	\$1,300,000						
Hill Street Sidewalk Rehabilitation	Rehabilitation of sidewalks on Hill Street between 6th St. and 7th St.	2104	3037.00	Lou. Metro PW	auth D	\$42,044	D	\$66,000	C	\$800,000				
Hubbards Ln.	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 0.6 mi.	384	479.00	Lou. Metro PW			R	\$260,000	U	\$350,000	C	\$2,600,000		
I-65	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street.	224	378.10	Lou. Metro PW							D	\$750,000	U	\$750,000
Jeffersontown to 21st Century Park Bicycle/ Pedestrian Trail	Preliminary Design and Scoping study to determine location of a multi-use bicycle and pedestrian trail project along Taylorsville Road from downtown Jeffersontown to the 21st Century Park.	2091		Jeffersontown	auth P	\$186,667								
Kratz Lane Sidewalks	Construct sidewalks along Kratz Lane for .35 miles between Shelbyville Rd. and Old Shelbyville Rd./Main St., including some drainage improvements.			Middletown			C	\$ 234,382						
KY 22	Reconstruct KY-22 from KY-329B to Abbott Lane including the termini intersections of KY-22 @ KY-329B and KY-22 @ Abbott Lane.	1923	304.15	KYTC	auth C	\$556,500								
KY 22/KY329	Intersection improvement at KY 22 and KY 329 in Crestwood	1508	449.00	KYTC					C	\$1,000,000				
KY 44	Construct sidewalk on the north side of KY 44 from Mt. Washington Elementary School to Fisher Lane.	2033	755.00	KYTC	auth R auth U auth C	\$75,000 \$75,000 \$321,585								
							C	\$310,000						

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					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
KY 44 Sidewalks west of Shepherdsville	Installation of new sidewalks and rehabilitation of existing sidewalks to fix gaps in the pedestrian network along KY 44 from Frank E. Simon Drive (City Park Drive) east to KY 61 in Shepherdsville. KY 44 milepoints from 11.75 to 12.25.			KYTC			D	\$50,000	C	\$200,000				
KY 146 Sidewalk and Minor Drainage Improvements	Construct an ADA compliant sidewalk and minor drainage improvements on the south side of KY 146 from the Oldham/Jefferson County line east to Foley Ave.	2065	488.00	KYTC	auth R	\$25,000								
KY 155/Old Heady Rd.	Construct a left turn lane on KY 155 (Taylorsville Road) at Old Heady Road, 1.6 miles northwest of the I-265 underpass in Louisville.	1609	464.00	KYTC	auth C	\$48,862								
KY 155 Streetscape	Improve streetscape, reconstruct sidewalks and enhance landscaping from College Drive to Ruckriegel Parkway.	1581		Jeffersontown	auth Add'l D	\$54,000								
KY 245	Widen KY 245 from 2 to 4 lanes from Bernheim Forest to the Community College.	1790	8509.00	KYTC	auth C	\$536,000								
KY 245	Widen KY 245 from 2 to 4 lanes from Bernheim Forest to the Community College.	1790	8509.00	KYTC	auth U	\$980,000								
KY 245	Widen KY 245 from 2 to 4 lanes from Bernheim Forest to the Community College.	1790	8509.00	KYTC	auth R	\$2,013,500								
KY 329	Intersection realignment/ reconstruction at KY 329 and KY 329 Bypass	1877		Oldham County			D	\$198,000			R	\$66,000	C	\$44,000
KY 329	Intersection realignment/ reconstruction at KY 329 and KY 329 Bypass	1877		Oldham County									U	\$1,000,000
KY 864	Widen Beulah Church Rd. from 2 to 3 lanes from I-265 to Cedar Creek Rd.	1879	481.00	KYTC			D	\$915,000			R	\$1,505,000	C	\$1,650,000
KY 864	Widen Beulah Church Rd. from 2 to 3 lanes from I-265 to Cedar Creek Rd.	1879	481.00	KYTC									C	\$6,100,000
KY 1494	Widen travel lanes (no additional travel lanes) on KY 1494 in Bullitt County, and relocate road from 2000 feet west of KY 61 to KY 61.	1493	293.01	KYTC			C	\$3,100,000						
KY 1494	Widen travel lanes (no additional travel lanes) on KY 1494 in Bullitt County, and relocate road from 2000 feet west of KY 61 to KY 61.	1493	293.01	KYTC			R	\$10,000						
KY 1793 & Various Sidewalks	Construct sidewalks on KY 1793 from Ridgeview Drive to Settlers Point Trail.	1623	440.10	Oldham County			C	\$100,000						
KY 1931	Widen KY 1931 (Manslick Rd.) from 2 to 3 lanes from Dixie Highway (US 31W) to Doss High School, 1.7 miles.		536.00	KYTC							U	\$3,000,000		
KY 1931	Widen KY 1931 (Manslick Rd.) from 2 to 3 lanes from Dixie Highway (US 31W) to Doss High School, 1.7 miles.		536.00	KYTC	auth PE	\$900,000					D	\$1,000,000	R	\$3,000,000
KY 1931	Widen KY 1931 (Manslick Rd.) from 2 to 3 lanes from Dixie Highway (US 31W) to Doss High School, 1.7 miles.		536.00	KYTC									C	\$9,300,000
KY 1932 Chenoweth Lane	Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Rd.) to US 42 (Brownsboro Rd.), approx. 1.07 miles.	213	531.00	KYTC	auth. Planning	\$200,000	PE	\$400,000	D	\$650,000	ROW	\$1,766,400	U	\$2,000,000
KY 1932 Chenoweth Lane	Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Rd.) to US 42 (Brownsboro Rd.), approx. 1.07 miles.	213	531.00	KYTC									C	\$2,100,000

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					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
KY 2055	Reconstruction and rehab pavement at West Manslick Rd., Mount Holly Rd., Fairdale Rd., and Mitchell Hill Rd. intersection.	1451	8501.00	KYTC			C	\$3,029,600						
LaGrange Underpass West of LaGrange	Construct a 4 lane uninterrupted rail underpass west of LaGrange.	321	434.00	Oldham County	auth D	\$110,000	R	\$3,190,000	U	\$1,400,000	C	\$8,000,000		
Louisville CBD Detailed Traffic Model	This effort involves an evaluation of transportation improvements, including: conversions of one-way streets; roadway reconfigurations; intersection improvements; and interchange modifications, for all modes including pedestrians, bicycles, transit, cars and freight. The study area includes the Central Business District, and the surrounding neighborhoods, including: Butchertown; Phoenix Hill; Smoketown; Limerick; Old Louisville; Russell; Shawnee & Portland, as well as the University of Louisville Belknap Campus.			Lou. Metro PW			PE	\$300,000						
Louisville Loop Shared Use Path - Jefferson Memorial Forest - Pond Creek	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder FWY to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.	2086	522.00	Louisville Metro Parks					R	\$79,000				
Louisville Loop Shared Use Path - Jefferson Memorial Forest - Dodge Gap	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder FWY (the tunnel will be part of this segment) approximately 2.5 miles	2087	523.00	Louisville Metro Parks	auth D	\$90,000			U	\$55,000	C	\$1,890,400		
Louisville Loop Shared Use Path - Jefferson Memorial Forest - Medora	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Rd at Medora Rd to the beginning of Jefferson Memorial Forest property on Blevins Gap Rd approximately 1.3 miles	2092	524.00	Louisville Metro Parks	auth D	\$108,000			U	\$55,000	C	\$817,360		
Middletown Streetscape, Phase VI	Roadway and streetscape improvements on Old Shelbyville Rd. from Evergreen Rd. to US 60 (Shelbyville Rd.).	2068		Middletown	auth C	\$80,146								
Miscellaneous Sidewalks and Handicap Ramps	Construct and replace various sidewalks and handicap ramps throughout the city on a reoccurring annual basis.	2083		Jeffersontown					C	\$37,800				

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					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Northeast Louisville Loop	Construct a shared use path along US 60 from Beckley Station to Eastwood Cut-off. (This is Design for all phases)	1964	3030.00	Lou. Metro Parks			D	\$268,557						
Northeast Louisville Loop MET, Section 1 Beckley Woods to Beckley Station	Construct a shared use path along US 60 from Beckley Woods to Beckley Station, 0.5 mile.			Lou. Metro Parks			R	\$222,222	U	\$88,889				
Northeast Louisville Loop MET, Section 2 Beckley Station to Bircham Rd.	Construct a shared use path along US 60 from Beckley Station to Bircham Rd., 0.7 mile.			Lou. Metro Parks					R	\$266,000	U	\$166,000	C	\$1,389,300
Northeast Louisville Loop MET, Section 3 Bircham Rd. to Beckley Creek Park	Construct a shared use path along US 60 from Bircham Rd. to Beckley Creek Park, 0.5 mile.			Lou. Metro Parks			R	\$100,000	R	\$265,000	U	\$165,000	C	\$1,389,300
Northeast Louisville Loop MET, Section 4 Beckley Creek Park to Eastwood Cutoff	Construct a shared use path along US 60 from Beckley Creek Park to Eastwood Cut off, 0.6 mile.			Lou. Metro Parks					R	\$265,000	U	\$165,000	C	\$1,389,300
Northeast Louisville Loop Phase 2	Construct a shared use path along US 60 from Eastwood Cutoff to Eastwood Recreation Center.	2116	525.00	Lou. Metro Parks			add'l D R	\$88,889 \$533,333					C	\$740,000
Ohio River Levee Trail Phase III	Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on Campground Road near I-264 to Lees Lane and the connection to Riverside Gardens Park at 2899 Lees Lane.	1109	505.00	Lou. Metro Parks	auth. PE	\$110,000	D	\$800,000	R	\$800,000	U	\$750,000	C	\$4,500,000
Old Floydtsburg Rd. Safety Improvements	Replace narrow one-lane culvert crossing; clear trees and vegetation out of right-of-way; add shoulder to the road, and add signage for safety.	1606		Oldham County			R	\$380,000	C	\$700,000				
Oldham County Bicycle & Pedestrian Trail	Construct a non-motorized corridor from LaGrange to Jefferson County line along the Buckner Connector, the new 393 alignment to Wendell Moore Park and/or along KY 146 at the new pedestrian bridge over I-71.	327	410.00	Oldham County									C	\$500,000
Oldham County Bicycle & Pedestrian Trail - Old LaGrange Rd.	Construct a bicycle and pedestrian trail along Old LaGrange Road from KY 146 to the intersection with KY 329 Bypass.	2175		Oldham County					D	\$250,000	R	\$500,000	C	\$500,000

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FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

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					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Olmsted Pkws. Multi-Use Path System	Construct a multi-use path system connecting Algonquin, Southwestern, Southern and Eastern Parkways with existing trails to create a continuous 30 miles of connected paths for pedestrians and bicyclists. Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee Park to I-264, Algonquin Parkway from I-264 to Winkler, Southern Parkway from New Cut Road to South 3rd Street, and Eastern Parkway from I-65 to Cherokee Park.	1273	506.00	Lou. Metro Parks			D	\$1,290,844						
Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway	Rehabilitate Eastern Parkway to modern standards, including lane reductions and complete street elements of bicycle lanes, shared use paths, and sidewalks.	2142		Lou. Metro Parks			P	\$400,000						
Olmsted Pkws. Multi-Use Path System - Southern Pkwy	Construction of a 2.5 mile shared use path system along Southern Parkway between South 3rd and New Cut Road	1899		Lou. Metro Parks					U	\$36,444			C	\$4,672,877
Olmsted Pkws. Multi-Use Path System - Algonquin Pkwy, Wilson Ave. to Cypress St.	Construction of a 0.5 mile shared use path system along Algonquin Parkway between Wilson Avenue and Cypress Street.	1900		Lou. Metro Parks					R	\$39,370				
Olmsted Pkws. Multi-Use Path System - Algonquin Pkwy, Cypress St. to Dixie Hwy.	Construction of a 0.45 mile shared use path system along Algonquin Parkway between Cypress Street and Dixie Hwy.	1901		Lou. Metro Parks					U	\$32,041	C	\$1,276,606		
Olmsted Pkws. Multi-Use Path System - Algonquin Pkwy, Dixie Hwy to Sharp Ave.	Construction of a 1.2 mile shared use path system along Algonquin Parkway between Dixie Hwy and Sharp Ave.	1902		Lou. Metro Parks					R	\$35,864				
Olmsted Pkws. Multi-Use Path System - Algonquin Pkwy, Sharp Ave.	Construction of a 1.2 mile shared use path system along Algonquin Parkway between Dixie Hwy and Sharp Ave.	1902		Lou. Metro Parks					U	\$28,837	C	\$1,148,945		
Olmsted Pkws. Multi-Use Path System - Algonquin Pkwy, Sharp Ave.	Construction of a 1.2 mile shared use path system along Algonquin Parkway between Dixie Hwy and Sharp Ave.	1902		Lou. Metro Parks					R	\$19,885				
Olmsted Pkws. Multi-Use Path System - Algonquin Pkwy, Sharp Ave.	Construction of a 1.2 mile shared use path system along Algonquin Parkway between Dixie Hwy and Sharp Ave.	1902		Lou. Metro Parks					U	\$76,899	C	\$3,063,854		
One-Way Street Conversion to Two-Way Phase 1	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Ormsby to Main Street); and Campbell Street (Jackson to Baxter).	1809	470.00	Lou. Metro PW	auth	D	\$195,000	D	\$30,000	C	\$3,000,000			
One-Way Street Conversion to Two-Way Phase 2	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: 3rd Street (Market Street to Main Street); and Main Street (2nd Street to Story Avenue).	1810		Lou. Metro PW						D	\$60,000		C	\$600,000
River Road	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes. Project length is 1.3 miles.	163	91.02	Lou. Metro PW						C	\$11,500,000			

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FY 2015 - FY 2018 Transportation Improvement Program

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River Road Extension	Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.	1338		Lou. Metro Econ. Dev.					D	\$550,000	R	\$540,000	U	\$540,000
River Rd. Bicycle & Pedestrian Improvements	The Louisville Loop Ohio River Valley Northeast Bicycle/Pedestrian Improvements project will identify alternative shared-use path alignments in the area generally between the Ohio River and approximately Brownsboro Road from the Big 4 Bridge at the Mile 0 trailhead of the Louisville Loop to the City of Prospect at US 42. Approximately 8.5 miles.	1423	3032.00	Lou. Metro Parks					D	\$200,000			C	\$2,043,030
Sidewalk Connections on US 60, KY 1747 & KY 22	Installation of sidewalks to fix gaps in pedestrian network on US 60 (Shelbyville Rd) , KY 1747 (Westport Road), and KY 22 (Brownsboro Rd). Includes; Westbound US 60 from end of U of L trail to Eden Ave MP 7.717 to MP7.734, Westbound US 60 from Daventry Ln to Wildwood Ln MP 7.966 to MP 8.051, Eastbound US 60 from Wildwood Ln to Cambridge Station Frontage Rd MP 8.062 to MP 8.241, Eastbound US 60 from Dorsey Ln to Country Squire Florist entrance MP 8.535 to MP 8.641, Southbound KY 1747 from Hurstbourne Trace to Eden Ave MP 13.635 to MP 13.869, and Eastbound KY 22 from Paul's Fruit Market to Herr Ln MP 0.370 to MP 0.432.			KYTC	auth D	\$30,000		D R	\$40,000 \$30,000					
Spring Hill Trace Sidewalk Project	Construct 5' concrete sidewalks in the existing right-of-way along both sides of Spring Hill Trace from KY 329 to the end of the existing subdivision, slightly beyond Spring Hill Court.			Oldham County				D	\$100,000	U	\$75,000			
								R	\$40,000	C	\$307,500			

DRAFT - revised

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

December 2015

Federal Funds Only - In Year of Expenditure

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Street Rehabilitation in Lou. Metro - W	Rehabilitation of various streets (enhancements that extend the service life of the pavement and ADA improvements) in Louisville, including: Muhammad Ali Boulevard from 34th Street to 15th Street (5.5 Lane Miles); River Park Drive/Chestnut Street from 34th Street to 22nd Street (3.1 Lane Miles); Market Street from 35th Street to 22nd Street (4.5 Lane Miles); Northwestern Parkway from Southwestern Parkway to Bank Street (1.5 Lane Miles); Southwestern Parkway from Virginia Avenue to Broadway (2.3 Lane Miles); 15th Street from Hill Street to Jefferson Street (7.0 Lane Miles); 16th Street from Market Street to Bank Street (0.7 Lane Miles); and Southwestern Parkway from Muhammad Ali Boulevard to Northwestern Parkway (2.7 Lane Miles).			Lou. Metro PW			C	\$ 2,200,000						
The Park & Ride at Apple Patch	Construction of a park and ride facility including a parking lot, shelter, playground, bike lockers, walkways, and a 1000' access road located on Apple Patch Way off of KY-329 near I-71 Exit 14 in Crestwood.	1826	468.00	Oldham County			C	\$1,068,000						
Ticket to Ride	Regional Rideshare Program	162	384.00	KIPDA	auth X	\$917,000	X	\$962,000	X	\$1,010,000	X	\$1,060,500		
US 42	Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection.	1271	441.01		auth D	\$10,000								
Various Safety Projects	Various safety projects in the Louisville urbanized area	1270		KIPDA	auth D	\$165,000					C	\$5,000	C	\$1,000,000
Various Sidewalk Projects in Louisville Metro	Rehabilitation and construction of various sidewalk projects in Louisville Metro	329	439.02	Lou. Metro PW					D	\$50,000	C	\$100,000		
Various Sidewalks in Oldham County	Construct various sidewalks in Oldham County	1427		Oldham County					C	\$91,193	C	\$100,500		

DRAFT - revised

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

December 2015

Federal Funds Only - In Year of Expenditure

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Various Sidewalks on State Routes in Kentucky	Installation of sidewalks to fix gaps in pedestrian network on various state maintained roads in Oldham, Jefferson and Bullitt counties.	1229	440.00	KYTC							C	\$5,000		
Various Sidewalks on KY 155, KY 1932, & KY 1747	Installation of sidewalks to fix gaps in pedestrian network on KY 155 (Taylorsville Road), KY 1932 (Breckenridge Lane), and KY 1747 (Hurstbourne Lane) in Jefferson County. South side of KY 155 (Taylorsville Road) from the west side of Kent Road to the east side of Seneca Boulevard, MP 15.178 to MP 15.244. East side of KY 1932 (Breckenridge Lane from Rally's to KMart entrance), MP 2.894 to MP 2.95. West side of KY 1932 (Breckenridge Lane from Debeet south to existing sidewalk), MP 3.160 to MP 3.205. West side of KY 1932 (Breckenridge Lane from existing sidewalk north to church entrance), MP 3.019 to MP 3.103. East side of KY 1747 (Hurstbourne Parkway from existing sidewalk south of Stone Creek Parkway to existing sidewalk north of Stone Creek Parkway), MP 12.809 to MP 12.910. East side of KY 1747 (Hurstbourne Parkway from north side of Vieux Carre Drive to south side of Whittington Parkway), MP 13.144 to MP 3.20, AND north side of Vieux Carre Drive, MP 0.441 to MP 0.428. East side of KY 1747 (Hurstbourne Parkway), MP 13.354 to MP 13.40.	2130	756.00	KYTC	auth R	\$60,000								
Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Road to Old Taylorsville Road.	1582		Jeffersontown	auth C	\$114,532	C	\$37,745						
Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road, and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project to include streetscape enhancements to improve the corridor.	1583		Jeffersontown			U	\$288,000						
							D	\$117,480						
							R	\$154,262						
							U	\$194,169	C	\$509,788				
Total by Year						\$8,670,456		\$30,038,965		\$38,698,651		\$40,711,165		\$83,008,909
Total Available								\$75,700,851		\$62,661,886		\$40,963,235		
Balance Available								\$45,661,886		\$23,963,235		\$252,070		



MEMORANDUM

TO: Transportation Policy Committee

FROM: Mary C. Hauber

DATE: December 10, 2015

SUBJECT: Review and approval of Indiana dedicated funding priorities

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

A working group of the TTCC met on November 16 to review the costs and schedules of projects programmed in the KIPDA 5 Year Plan with STP, CMAQ, HSIP, and TAP funds that are allocated to the KIPDA urbanized area from INDOT.

As directed by INDOT, once funds are programmed in a particular year, those funds need to be obligated in that fiscal year or they will be lost. Therefore, the project schedules were reviewed and some adjustments were made to FY 2016 of the 5 Year Plan. A copy of the draft revised plan is enclosed for your review.

Indiana
Member
Counties

Clark

Floyd

Changes that have been requested include the following:

- Salem Noble Road, KIPDA 539 – delete FY 2016 ROW funding,
- Greenway Connector, - delete FY 2016 Construction funding,
- Grantline Rd., KIPDA 1586 - \$75,000 additional ROW funding,
- McDonald Lane, KIPDA 95 - \$261,151 additional Construction funding,
- 10th St., KIPDA 1557 - \$718,955 additional ROW funding,
- New Albany Citywide Sign Replacement, KIPDA 1898 - \$50,000 additional Construction funding,
- Clarksville Sign Inventory and Upgrade, KIPDA 1908 - \$20,000 additional Construction funding, and
- Spring St.-Silver St. Safety Improvement, KIPDA 1885 - \$50,000 additional Construction funding.

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Action is requested to approve the revised 5 Year Plan.

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Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org



DRAFT

KIPDA 5 Year Plan of Projects
 FY 2015 - FY 2019
 November 2015

Federal Funds Only

Project	Project Description	KIPDA ID	DES Number	Project Sponsor	Funding Program	FY 2015			FY 2016			FY 2017			FY 2018			FY 2019			Future				
						Phase	Federal Dollars	Allocation Funds	PYB Funds	Phase	Federal Dollars	Allocation Funds	PYB Funds	Phase	Federal Dollars	Allocation Funds	PYB Funds	Phase	Federal Dollars	Allocation Funds	PYB Funds	Phase	Federal Dollars	Allocation Funds	PYB Funds
Heavy Haul Rd.	Construction of a new 2 lane road from the Port of Indiana to I-265, and construction of a 3 lane road from the I-265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.	2119	1382612	INDOT	STP																C	\$2,140,152	\$2,140,152		
Bethany Rd.	Widen existing lanes (no new travel lanes) on Bethany Road, provide turning lanes at 4 intersections and realign vertical/horizontal curves from IN 62 to IN 403.	965	0710003	Clark Co.	STP	Oblig. PE	\$263,920	\$263,920																	
Grantline Rd.	Reconstruct Grantline Rd. from McDonald Ln south to Beechwood Ave. for a distance of 1.6 miles	1586	0901276	New Albany	STP					R	\$75,000	\$75,000													
Market St./Spring St.	Upgrade and designate Market St. and Spring St. as two way streets from IN 111 to State St.	1556	0901275	New Albany	STP	Oblig. PE	\$245,960	\$245,960																	
McDonald Ln.	Reconstruct 2 lane road from Grantline Rd. to Charlestown Rd.	95	0300779	New Albany	STP																				
McDonald Ln.	Reconstruct 2 lane road from Grantline Rd. to Charlestown Rd. - Railroad portion	2034	0300779	New Albany	STP																				
Mt. Tabor	Reconstruct 2 lane road from Grantline Rd. to Charlestown Rd.	309	0710808	New Albany	STP	Oblig. Add'l PE	\$309,480	\$309,480																	
Salem-Noble Rd.	Reconstruct as a 2 lane road from IN 62 to IN 403	539	0400935	Clark Co	STP	Oblig. PE	\$139,000	\$139,000																	
10th St.	Reconstruct and widen from 4 to 5 lanes from Penn St. to Reeds Lane.	1557	0810280	Jeffersonville	STP	Oblig. R	\$1,520,389	\$1,520,389																	
Greenway Connector	Connector between Jeffersonville and Clarksville	New	1401343	Jeffersonville	STP																				
Ticket to Ride	Regional Rideshare Program	56		KIPDA	STP	Oblig. 1401238	\$127,000	\$127,000																	
Veterans Parkway Phase 2	Widen Charlestown New Albany Pike from 2 to 4 lanes from Veterans Pkwy. to Holman Ln.; Widen Holman Ln from 2 to 3 lanes from 10th St. to Charlestown New Albany Pike	514	0500176	Jeffersonville	STP																				
Place Holder	For Future Projects - 2015 Call For Projects				CMAQ																				
Charlestown Road Corridor Complete Streets	Construction of sidewalks along Charlestown Road from Sunset Drive to County Line Road.	2128	1400550	Floyd County	CMAQ																				
Kentuckiana Air Education	Kentuckiana Air Education (KAIRE): Ozone prevention and awareness program	370	1400602	APCD	CMAQ	Oblig. 1401237	\$200,000	\$200,000																	
Grantline Rd. Pedway	Construction of pedestrian bicycle path and sidewalks along Grant Line Road from Beechwood Avenue to Cherokee Drive where it connects with existing pedway and sidewalk.	1432	0710810	New Albany	CMAQ																				
New Albany Ohio River Greenway	Construct a pedestrian/bicycle path along Water Street and the floodwall from East 8th Street to 18th Street.	1779	0902325	New Albany	CMAQ																				
State Street Corridor Improvements	Upgrade signalizations at 14 intersections along State Street from Main Street to I-265.	1588	0800745	New Albany	CMAQ																				



MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: December 9, 2015

SUBJECT: Connecting Kentuckiana Crash Analysis

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

Clark

Floyd

At recent meetings of the TPC, KIPDA staff have presented a series of presentations on crash analysis methods as a part of *Connecting Kentuckiana*, the update of KIPDA’s Metropolitan Transportation Plan. The most recent presentations involved the ranking of the high crash intersections and high crash roadway segments in the region. These rankings were developed using three criteria that were equally weighted in the process: Crash Frequency, Crash Rate, and Crash Severity. A series of maps and lists were presented.

As part of these presentations, staff mentioned the additional components of the full analysis that were in progress at that time. KIPDA staff have now completed the remaining components of the full analysis, the result of which will be presented at the meeting. The results from the following analyses will be discussed and presented at the meeting:

- High Crash Interchange Assessment
- High Crash Interstate Segment Assessment
- High Crash Bike & Pedestrian Segment Assessment

Additionally, the documentation of all components of the analysis will be reviewed. This documentation thoroughly describes each of the components of the overall analysis, and a draft of that documentation is attached. At their December 9 meeting, the Transportation Technical Coordinating Committee (TTCC) recommended that the TPC approve this documentation.

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Action is requested.

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Louisville, KY 40299
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Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org





RETHINKING TRANSPORTATION

CRASH ANALYSIS

DRAFT

Overview

The Kentuckiana Regional Planning and Development Agency (KIPDA), in developing the Connecting Kentuckiana Metropolitan Transportation Plan Update, undertook the process of identifying high crash locations within the region and assessing the severity of the crashes which occur at them. The analysis contains six unique components that vary by type of roadway and by mode. These are:

1. TAD-level Crash Analysis
2. High Crash Intersections
3. High Crash Roadway Segments (non-interstates)
4. High Crash Interstate Segments
5. High Crash Interchanges
6. High Crash Bicycle/Pedestrian Segments

While the individual components of the analysis varied slightly, locations were analyzed based upon the frequency of crashes which occur at a given location, the rate of crashes relative to the volume of traffic at the location, and the severity of the crashes which occurred at the location. A detailed description of each of these components is contained in this report.

The analysis of locations in components 2 through 5 (as listed above) resulted in high crash lists, and maps to accompany these lists. The lists are intended to serve as starting points for further study and as a key consideration when prioritizing the programming of funding sources. High crash lists have been developed for the portions of the states of Indiana and Kentucky which are within the KIPDA Metropolitan Planning Area (MPA), and in certain instances for each of the five counties comprising the KIPDA MPO (Clark and Floyd counties in Indiana; Bullitt, Oldham, and Jefferson counties in Kentucky).

The high crash lists (and maps) are considered to be companion resources to the Safety Review associated with the TAD Reviews completed as part of the Connecting Kentuckiana Issues Report. The TAD Reviews introduce issues related to frequency of crashes on roadways, including intersections (high frequency crash locations were identified based upon the number of crashes which occurred within 0.10 mile of each other). Several of the other components of the analysis (all but the bike/ped analysis) include analysis based upon the frequency of crashes which occur near a location, the crash rate at the location, as well as the severity of crashes at the location.

The lists of high crash locations do not necessarily indicate that one location is more dangerous than another. In some cases, the frequency of crashes that occur near a given location may be a reflection of the volume of traffic travelling through it for which there is no reasonable project-based improvement to correct it. Unfortunately, there are situations where the severity of crashes in terms of injuries and fatalities is less a matter for studied improvement and more a reality of individual driver behavior or circumstance for which little can be addressed near a given location. It is understood that reducing the number of injuries and fatalities near a given location is often a product of reducing the number of crashes as a whole.

The intent of this identification of high crash locations was to put all of the high crash locations in the KIPDA MPA on a more level playing field where a thorough review and comparison could be completed. Through an analysis which normalizes the relationship between the frequency of crashes and the volume of traffic, accounts for crash related injuries and fatalities, and focuses attention to where the greatest numbers of crashes occur, a process was developed where geo-specific safety issues are identified and relative priority assigned.

Analysis

The Analysis process focused on quantifying crash information so that one crash location can be more easily compared to another. The comparison provides a better understanding of which locations pose the greatest risk of crashes and where funding resources may be directed in order to increase safety. Research was conducted of metropolitan planning organizations, Federal Highway Administration planning resources, and other literature in order to identify the most reasonable approach for assessing the severity of crashes at locations in the KIPDA MPA. Following the review, it was determined that an approach which combined crash frequency with crash rate and severity of crashes would be an appropriate and informative means for determining which locations are of the greatest concern. It is important to point out that the combination of factors used to complete this analysis is an indicator that transportation-related safety can be measured in many different ways and that there is no single factor nor set of factors which fully reflect the concept of safety. This analysis serves as a starting point from which further examination, study, and collaboration can be conducted in order to improve transportation safety.

Crash Data

Crash information is recorded by state and local police agencies and collected in statewide databases annually. In Kentucky, the Kentucky State Police maintain the statewide crash database and make it available at www.crashinformationky.org. The Indiana statewide database, known as the Automated Reporting Information Exchange System (ARIES) is available to public agencies and requires a password protected account. The Indiana data can be downloaded at www.crashreports.in.gov/Public/Home.aspx. In order to remain consistent with the data used in completing the TAD-level analysis for the Connecting Kentuckiana Issues Report, crash data spanning three years (2009-2011) and including the five KIPDA MPO counties was utilized. A review of the data was necessary in order to correct any obvious errors related to the assignment of the latitude and longitude of some crash locations.

Included in the crash data was information about the latitude/longitude of each crash location, if applicable, the address or cross street nearest the crash, brief information describing factors which may have contributed to the crash, and if the crash resulted in injuries or fatalities. The crash data was used to create a Geographic Information Systems (GIS) layer in order to better understand the spatial relationships between the crashes.

Crash location data in each state was fairly consistent. Each state used latitudes and longitudes from or near the site of the reported crash, as well as street address information when possible. Both states also consistently reported when a crash resulted in a fatality. The difference in the crash data from Indiana and Kentucky was in the reporting of crashes which resulted in an injury. Indiana reported significantly more injuries per crash than Kentucky. Because of the difference in the number of injuries per crash reported, and the similar travel conditions in each state, the only reasonable explanation to the reporting differences in the number of crashes resulting in injury is the manner and process used to identify and report injuries.

DRAFT



RETHINKING TRANSPORTATION

HIGH CRASH INTERSECTION ASSESSMENT

DRAFT

Adopted by the Transportation Policy Committee

June 25, 2015

Overview

The High Crash Intersection Assessment was the first of the high crash lists to be developed by KIPDA staff and was used as a template for the other location-based analyses. Three factors contribute to an intersection's score and ranking:

- Crash Frequency: The number of crashes within 250 feet of the center of the intersection
- Crash Rate: The number of crashes per million vehicles entering an intersection
- Crash Severity Index: An index that assigns higher weights to crashes that result in injuries and fatalities than to crashes that result in property damage only

Crash Frequency

The crash frequency was used in two ways for the High Crash Intersection Assessment. First, it was used as a preliminary screen to determine which of the over 1,300 intersections in the region experienced a minimum number of crashes to be included in the analysis. Then, intersections that met the minimum threshold were also ranked based on the number of crashes that occurred within 250 feet from the center of each intersection.

By narrowing the analysis to intersections with the highest frequency of crashes, the probability of improving transportation user safety is increased. Over 1,300 intersections in the five-county KIPDA MPA were reviewed in order to identify the intersections with the highest frequency of crashes. The following factors were utilized when identifying which intersections to consider in the analysis. The intersection:

- Includes at least one functionally classified road
- had at least three legs
- had traffic counts available for all of the segments of roadway that comprised an intersection

Crashes which occurred on interstates, interstate ramps, or at intersections with ramps were excluded from the analysis because of their unique travel behavior. Crashes that occurred at intersections that did not meet the criteria listed above were not disregarded. They were included as part of the High Crash Roadway Segment Assessment. This includes crashes at intersections of minor streets, intersections of major roadways with parking lots or other private roadways, among others.

Using GIS, a 250-foot buffer surrounded the center of each intersection. The buffer, using a spatial join function, assigned the crashes within the buffer to the nearest intersection. By using the spatial join tool, double counting crashes when two or more intersection buffers overlapped was mitigated. The number of crashes assigned to each intersection was the basis for determining the intersections with the highest frequency of crashes.

The frequency of crashes that occurred at each intersection was completed using the criteria listed above. The top 100 intersections in Kentucky with the highest frequency of crashes and top 50

intersections in Indiana with the highest frequency of crashes underwent further analysis (incorporating Crash Rate and Severity Index). Each intersection was ranked based on the cumulative score of all three factors.

Crash Rate

The crash rate is a means for understanding the ratio of the number of crashes to the number of vehicles entering an intersection; the higher the crash-to-volume ratio, the greater concern. The crash rate was calculated using a formula which considered both the number of crashes which occurred from 2009-2011, and the Average Daily Traffic entering the intersection. The following formula was used to assess the number of crashes per million vehicles that entered the intersection:

- $\text{Crash Rate} = (N/3) / (365\text{ADT} / 1,000,000)$
 - N= Total number of crashes at the given location over three years
 - ADT = Average Daily Traffic entering the intersection

Severity Index

The Severity Index establishes a means for comparing the severity of crashes occurring at one intersection to another. While reducing all crashes is important, identifying where the more severe crashes occur assists with the identification of intersections of greater concern. The Severity Index introduces to the analysis a layer of information which contributes to ranking high crash intersections. The Severity Index assigns a numeric value to crashes which result in an injury or fatality and crashes with no injuries or fatalities. How to weight the severity of crashes has, for many years, been a topic of debate, study and discussion around many conference tables.

KIPDA researched the weights assigned to crashes from other MPOs and state departments of transportation. While weights assigned to crashes resulting in an injury were reasonably consistent, the weights assigned to crashes resulting in at least one fatality spanned a wide range. The Mid-Ohio Regional Planning Commission (MORPC) utilizes a safety analysis tool similar to the High Crash Intersection Assessment developed by KIPDA. MORPC assigns a weight factor of 1 to crashes which result in no injuries or fatalities, 3 to crashes which resulted in an injury, and 12 to crashes which resulted in a fatality.

For the crashes that either had no injuries or fatalities or that resulted in an injury, KIPDA elected to apply the same weight factors used by MORPC. Given the variety of weights assigned to crashes resulting in a fatality, it was decided further investigation was needed. The process for determining a weight for crashes incorporated the wide range found in earlier research. KIPDA conducted the High Crash Intersection Assessment three times, each time assigning a different value to crashes resulting in a fatality. The range included a weight of 5, 12, and 30.

It was determined that the three weights that were reviewed for fatal crashes had little impact on an intersection's Severity Index or affected the High Crash Intersection Assessment rankings. This is in part due to two factors: 1) fatalities account for one-third of the formula used to determine an intersection's Severity Index (the other two-thirds are crashes which result in an injury, and crashes which do not result in an injury or a fatality); and 2) the percentage of crashes which result in a fatality is low when compared to the rest of the crashes (in the KIPDA MPA, crashes resulting in a fatality accounted for 0.26% of all crashes in the three year period of 2009 through 2011). Because the weight factor of 12 had already been established in a process similar to the KIPDA's, and the range of weight assigned to fatalities had relatively little impact on an intersection's Severity Index, it was decided to use a weight between the two extremes of the KIPDA research; or 12.

The formula used to determine an intersection's Severity Index is:

- Severity Index = $(12Ftl + 3Inj + 1PDO) / N$
 - Ftl = A crash resulting in at least one fatality at the given intersection
 - Inj = A crash resulting in at least one injury at the given intersection
 - PDO = A crash resulting in property damage only or did not result in any injuries or fatalities at the given intersection
 - N = The Total number of crashes (Fatal + Injury + No Injuries or Fatalities) at the given intersection

(Please Note: Each crash's severity was determined by the worst condition involved in that crash. For example, if a crash resulted in two fatalities and two injuries, it was considered in this analysis as a crash with a fatality. Crashes were not reflective of the number of fatalities or injuries that occurred, but whether or not the crash resulted in an injury or a fatality. In cases where both an injury and a fatality occurred in a single crash, than the crash was considered to have resulted in at least one fatality.)

Ranking High Crash Intersections

In order to facilitate a ranking of the high crash intersections each intersection was scored and ranked using the calculations for crash frequency, crash rate, and severity. Each of the three factors used in the analysis was ranked independently of the other. The independent rankings for each intersection were tallied and provided an overall score for a given intersection. An intersection with a lower combined score was ranked higher on the list. In the event that two or more intersections receive the same overall score, the crash rate score was used as a tie-breaker.

Example:

Intersection	Criteria Rankings			Intersection Score
	Crash Frequency	Crash Rate	Severity Index	
Road A @ Road B	6	3	2	11
Road X @ Road Y	9	4	5	18

Rankings by Jurisdiction

Lists and maps were developed for the KIPDA MPA for Indiana and Kentucky as well as each of the five counties in the KIPDA MPO region. The jurisdictional lists were developed for two reasons: 1) State and federal funding opportunities which may be utilized to address safety issues are available by state. 2) As indicated earlier, the process of reporting injuries within each state varied significantly. A single, regional rank which encompassed both states would have incorrectly overemphasized Indiana high crash locations due to the disparity in how injuries were reported. The lists by county assist local jurisdictions in identifying high crash locations within their county which may not have been realized when compared to the remaining high crash intersections in their respective state. Local jurisdictions may have local funding mechanisms in place which they may utilize to address high crash intersection concerns.

Jurisdiction	High Crash Intersections Analyzed	High Crash Intersections Ranked
Indiana	50	20
Kentucky	100	40
Clark, Co. IN	10	5
Floyd Co. IN	10	5
Bullitt Co. KY	10	5
Jefferson Co. KY	10	5
Oldham Co. KY	10	5



RETHINKING TRANSPORTATION

HIGH CRASH ROADWAY SEGMENT ASSESSMENT

DRAFT

Overview

The High Crash Roadway Segment Assessment was the second of the high crash lists developed by KIPDA staff. The methodology used in developing the High Crash Roadway Segment Assessment mirrored that of the High Crash Intersection Assessment, with several minor differences that are covered below. Crashes that occurred at any of the more than 1,300 intersections that were included in the High Crash Intersection Assessment were not included in this analysis, to avoid the possibility of double counting a crash. High crash roadway segments were ranked based on three factors:

- Crashes per Mile: the number of crashes that occurred within 150 feet of the centerline of a roadway per mile of length
- Crash Rate: the number of crashes within 150 feet of the centerline of a segment per million vehicle miles traveled (VMT) on that segment
- Crash Severity Index: An index that assigns higher weights to crashes that result in injuries and fatalities than to crashes that result in property damage only

Crashes per Mile

Crashes per mile was used as one of the three criteria on which segments would be ranked. This choice was made due to the fact that the length of the segments between intersections in the KIPDA Region vary widely, from as small as a city block in downtown Louisville to several miles long in the more rural portions of the region.

Crash Frequency, that is the number of crashes that occurred along a segment, was calculated and used as the first of two initial screenings of segments that reduced the number of segments that would ultimately be ranked. It was imperative to screen the segments since there were over 2,400 segments in the region, which was thought to be far too many to effectively rank. The first screening reduced the 2,400 segments to the top 10 percent of these segments, in terms of crash frequency. This resulted in 191 segments in Kentucky and 55 segments in Indiana proceeding from the crash frequency screening. Subsequently, a second screening reduced the 191 segments in Kentucky to the Top 100 segments, based on crashes per mile. These 100 segments in Kentucky, as well as all 55 segments that came out of the first screening in Indiana were the ones that were ultimately ranked.

Screening the segments in the manner mentioned above added two primary benefits. By eliminating the segments with very few crashes, segments that were very short in length, yet had a high number of crashes per mile were eliminated, allowing the analysis to focus on those segments where larger number of crashes occurred. By further screening the segments (in Kentucky only) based on crashes per mile, segments that met the minimum crash frequency threshold simply because they were very long segments, were also eliminated.

Crash Rate

The crash rate is used to compare the number of crashes that occurred along a segment to a normalized volume of traffic. In this analysis, the unit used was the number of crashes per million vehicle miles traveled, or VMT. To calculate VMT on a segment, the length of the segment was multiplied by the average daily traffic, with the product being the amount of Daily VMT. The following formula was used to assess the number of crashes per million VMT on a segment:

- $\text{Crash Rate} = (N/3) / (365 * \text{Daily VMT} / 1,000,000)$
 - N = Total number of crashes along a segment over three years
 - Daily VMT = Length of Segment (in miles) * Average Daily Traffic

Severity Index

The Severity Index establishes a means for comparing the severity of crashes occurring along one segment to another. The index used in the High Crash Roadway Segment Assessment is identical to the index used in the High Crash Intersection Assessment, and described earlier in this document. The same weights were used for crashes that resulted in an injury or fatality. Similar to the High Crash Intersection Assessment, the discrepancy between the two state crash databases in the classification of what constitutes an injury crash necessitates that two lists, one for each state, are created for the High Crash Roadway Segment Assessment.

The formula used to determine a segment's Severity Index is:

- $\text{Severity Index} = (12\text{Ftl} + 3\text{Inj} + 1\text{PDO}) / N$
 - Ftl = A crash resulting in at least one fatality along the given segment
 - Inj = A crash resulting in at least one injury along the given segment
 - PDO = A crash resulting in property damage only or did not result in any injuries or fatalities along the given segment
 - N = The Total number of crashes (Fatal + Injury + No Injuries or Fatalities) along the given segment

Ranking High Crash Segments

Similar to the ranking of intersections in the High Crash Intersection Assessment, segments were ranked based on the three independent criteria described above: Crashes per Mile, Crash Rate, and Severity Index. Due to the differences in the injury crash classification, segments were ranked separately for each state. The segment that had the worst condition (i.e. highest number of crashes per mile, most crashes per million VMT, highest severity index) was ranked number 1, the second worst was ranked number 2, and so on. The sum of the three individual rankings is assigned as the segment's overall score, called the Total Criteria Score. The high crash segment lists are based on the rankings of the Total Criteria Score, with the segment with the lowest Total Criteria Score being ranked number 1. In the

event two or more segments have the same Total Criteria Score, the crash rate was used as the tie-breaker.

Rankings by Jurisdiction

Lists and maps were developed for the KIPDA MPA for Indiana and Kentucky as well as each of the five counties in the KIPDA MPO region. The jurisdictional lists were developed for two reasons: 1) State and federal funding opportunities which may be utilized to address safety issues are available by state. 2) As indicated earlier, the process of reporting injuries within each state varied significantly. A single, regional rank which encompassed both states would have incorrectly overemphasized Indiana high crash locations due to the disparity in how injuries were reported. The lists by county assist local jurisdictions in identifying high crash locations within their county which may not have been realized when compared to the remaining high crash segments in their respective state. Local jurisdictions may have local funding mechanisms in place which they may utilize to address high crash segment concerns.

Jurisdiction	High Crash Segments Analyzed	High Crash Segments Ranked
Indiana	55	20
Kentucky	100	40
Clark, Co. IN	10	5
Floyd Co. IN	10	5
Bullitt Co. KY	17	5
Jefferson Co. KY	10	5
Oldham Co. KY	5	5



RETHINKING TRANSPORTATION

HIGH CRASH INTERCHANGE ASSESSMENT

DRAFT

Overview

Early on in the assessment of crashes in the region, it became apparent that the procedures used to analyze crashes on the interstates, on the ramps, and at intersections within interchanges in the region would need to be treated separately from the crashes and locations along non-interstate roadway segments and at intersections other than those at interchanges. At interchanges, the variety of intersection designs make it impossible in many cases to limit crashes that are attributable to an intersection or a point where merging occurs to a 250 foot radius, which was defined as the limit of an intersection.

The High Crash Interchange Assessment mirrors the High Crash Intersection Assessment, with an expanded area that was defined as the interchange's limits that goes well beyond the 250 foot radius used in the prior analysis. The limits of an interchange were defined for the purpose of this analysis to include crashes that occurred within the following areas:

- Within the interchange (within the interchange meaning the area between the exit and entrance ramps in all directions)
- A 150 foot buffer along all ramps and roadways within the interchange
- An additional 350 foot buffer extending along the interstate segment (for a total of 500 feet) to account for merging, diverging, and weaving sections.

The same three factors used in the High Crash Intersection Assessment were used in the High Crash Interchange Assessment to contribute to an interchange's score and ranking:

- Crash Frequency: The number of crashes that occurred at the interchange
- Crash Rate: The number of crashes per million vehicles entering an interchange
- Crash Severity Index: An index that assigns higher weights to crashes that result in injuries and fatalities than to crashes that result in property damage only

Several interchanges were removed from the analysis due to there being an ongoing construction project at the interchange. These include:

- Kennedy Interchange (I-64, I-65, I-71 Interchange)
- I-65 Southbound at Brook & Jefferson Streets
- I-65 Northbound at Muhammad Ali Boulevard and Liberty Street
- I-64 Westbound at 3rd Street
- I-64 Eastbound at 2nd Street
- KY 841 (Gene Snyder Freeway) at US 42
- I-65 at Court Avenue
- I-65 at 10th Street
- I-65 at Stansifer Avenue
- I-65 at Browns Station Way

Other interchanges were merged with another interchange(s) due to their proximity to one another and/or due to the way the ramps interact with one another. These include:

- I-65 at Lewis & Clark Parkway and Veterans Parkway
- I-64 at Story Avenue and Mellwood Avenue
- I-264 at Crittenden Drive, Louisville International Airport, I-65, and Preston Highway

Crash Frequency

The crash frequency was calculated as the sum of all crashes that occurred within the limits of the interchange as is described in the previous section. Interchanges were ranked based on the number of crashes that occurred at each interchange.

Crash Rate

The crash rate is a means for understanding the ratio of the number of crashes to the number of vehicles entering an interchange; the higher the crash-to-volume ratio, the greater concern. The crash rate was calculated using a formula which considered both the number of crashes which occurred from 2009-2011, and the Average Daily Traffic entering the interchange. The following formula was used to assess the number of crashes per million vehicles that entered the interchange:

- $\text{Crash Rate} = (N/3) / (365\text{ADT} / 1,000,000)$
 - N= Total number of crashes at the given location over three years
 - ADT = Average Daily Traffic entering the interchange

Severity Index

The Severity Index establishes a means for comparing the severity of crashes occurring at one interchange to another. The index used in the High Crash Interchange Assessment is identical to the indices used in the assessments described earlier in this document. The same weights were used for crashes that resulted in an injury or fatality. Similar to the other assessments, the discrepancy between the two state crash databases in the classification of what constitutes an injury crash necessitates that two lists, one for each state, are created for the High Crash Interchange Assessment.

The formula used to determine an interchange's Severity Index is:

- $\text{Severity Index} = (12\text{Ftl} + 3\text{Inj} + 1\text{PDO}) / N$
 - Ftl = A crash resulting in at least one fatality at an interchange
 - Inj = A crash resulting in at least one injury at an interchange
 - PDO = A crash resulting in property damage only or did not result in any injuries or fatalities at an interchange

- N = The Total number of crashes (Fatal + Injury + No Injuries or Fatalities) at the interchange

Ranking High Crash Interchanges

In order to facilitate a ranking of the high crash interchanges, each interchange was scored and ranked using the calculations for crash frequency, crash rate, and severity. Each of the three factors used in the analysis was ranked independently of the other. The independent rankings for each interchange were tallied and provided an overall score for a given interchange. An interchange with a lower combined score was ranked higher on the list. In the event that two or more interchanges receive the same overall score, the crash rate score was used as a tie-breaker.

Example:

Intersection	Criteria Rankings			Intersection Score
	Crash Frequency	Crash Rate	Severity Index	
Interstate A @ Road B	10	18	9	37
Interstate X @ Road Y	7	17	16	40



RETHINKING TRANSPORTATION

HIGH CRASH INTERSTATE SEGMENT ASSESSMENT

DRAFT

Overview

Early on in the assessment of crashes in the region, it became apparent that the procedures used to analyze crashes on the interstates, on the ramps, and at intersections within interchanges in the region would need to be treated separately from the crashes and the high crash locations along non-interstate roadway segments and intersections other than those at interchanges. Segments along interstates differ greatly from non-interstate segments for many reasons. Among the most important are the lack of access points on interstates compared to other roadways which have at-grade intersections with other streets and driveways. These access points create numerous conflict points that are not present along interstates.

The High Crash Interstate Segment Assessment mirrors the High Crash Roadway Segment Assessment, with a few differences described below. Interstate segments are defined as the portions of interstates and freeways in the region that are located between the approximately 90 interchanges within the KIPDA Region. A buffer of 150 feet from the centerline of each direction of travel was applied. In Kentucky, the GIS crash data was provided in enough detail to differentiate between directions of travel on interstates. In Indiana, crashes were inconsistently geo-located in such a way that made it impossible to easily determine in which direction of travel many of the interstate crashes occurred. Therefore, the Kentucky analysis is bi-directional, while the Indiana analysis includes crashes (and traffic volumes) in both directions of travel.

Several segments were eliminated from the analysis due to their proximity to an ongoing construction project, their proximity to an interchange that was excluded from the High Crash Interchange Assessment, and/or due to the distance between interchanges being very short. After making these adjustments, a total of 140 interstate segments in Kentucky, and 17 segments in Indiana were analyzed. To focus on the segments where the most crashes occurred in Kentucky, only the Top 70 interstate segments based on the number of crashes per segment were ranked on the three criteria described below.

The High Crash Interstate Segment Assessment utilizes the same three factors used in the High Crash Roadway Segment Analysis. These are:

- Crashes per Mile: the number of crashes that occurred within 150 feet of the centerline of an interstate segment per mile of length
- Crash Rate: the number of crashes within 150 feet of the centerline of an interstate segment per million vehicle miles traveled (VMT) on that segment
- Crash Severity Index: An index that assigns higher weights to crashes that result in injuries and fatalities than to crashes that result in property damage only

Crashes per Mile

Crashes per mile was used in the High Crash Interstate Segment Assessment as one of the three criteria on which interstate segments would be ranked. The choice to use crashes per mile in place of crash frequency, or crashes per segment, was due to the fact that the length of the interstate segments between interchanges varies widely, typically shorter near the urban core of the region and longer in the more rural portions of the region. Using the simple crash frequency would have skewed the results by favoring those longer segments.

Crash Rate

The crash rate is used to compare the number of crashes that occurred along an interstate segment to a normalized volume of traffic. In this analysis, the unit used was the number of crashes per million vehicle miles traveled, or VMT. To calculate VMT on a segment, the length of the segment was multiplied by the average daily traffic, with the product being the amount of Daily VMT. In Kentucky, one-half of the bi-directional traffic count was assumed as the ADT in each direction of travel. In Indiana, the ADT was used as it was reported. The following formula was used to assess the number of crashes per million VMT on a segment:

- $\text{Crash Rate} = (N/3) / (365 * \text{Daily VMT} / 1,000,000)$
 - N = Total number of crashes along a segment over three years
 - Daily VMT = Length of Segment (in miles) * Average Daily Traffic

Severity Index

The Severity Index establishes a means for comparing the severity of crashes occurring along one segment to another. The index used in the High Crash Interstate Segment Assessment is identical to the indices used in the other High Crash Assessments, and described earlier in this document. The same weights were used for crashes that resulted in an injury or fatality.

The formula used to determine an interstate segment's Severity Index is:

- $\text{Severity Index} = (12\text{Ftl} + 3\text{Inj} + 1\text{PDO}) / N$
 - Ftl = A crash resulting in at least one fatality along the given segment
 - Inj = A crash resulting in at least one injury along the given segment
 - PDO = A crash resulting in property damage only or did not result in any injuries or fatalities along the given segment
 - N = The Total number of crashes (Fatal + Injury + No Injuries or Fatalities) along the given segment

Ranking High Crash Segments

Similar to the ranking of locations in the other High Crash Assessments, interstate segments were ranked based on the three independent criteria described above: Crashes per Mile, Crash Rate, and Severity Index. Due to the lack of consistency of the GIS data in Indiana, interstate segments were ranked separately for each state. The segment that had the worst condition (i.e. highest number of crashes per mile, most crashes per million VMT, highest severity index) was ranked number 1, the second worst was ranked number 2, and so on. The sum of the three individual rankings is assigned as the segment's overall score, called the Total Criteria Score. The high crash interstate segment lists are based on the rankings of the Total Criteria Score, with the segment with the lowest Total Criteria Score being ranked number 1. In the event two or more interstate segments have the same Total Criteria Score, the crash rate was used as the tiebreaker.

DRAFT



RETHINKING TRANSPORTATION

**HIGH CRASH BIKE &
PEDESTRIAN SEGMENT
ASSESSMENT**

DRAFT

Overview

The crashes that were analyzed in the previous sections of this report included crashes that involved all vehicles, both motorized and non-motorized. Through additional scrutiny and analysis of the crash data from the two states, crashes involving bicyclists and pedestrians can be extracted from the data for additional review. In an effort to identify any problem locations where crashes involving bicyclists and pedestrians were consistently occurring, a separate assessment was performed for these types of crashes.

No crash was included in more than one of the assessments discussed previously in this report. In other words, all crashes were assigned to one of the following: an intersection, a roadway (non-interstate) segment, an interchange, or an interstate segment. Pedestrian and bicycle crashes were potentially double counted, meaning that a bike/ped crash was analyzed as part of the intersection or roadway segment analysis, and this Bike/Ped Segment Assessment. A buffer of 250 feet at each intersection was not utilized in this analysis. A crash was assigned to the nearest segment, no matter how close it was to an intersection.

Number of Crashes

In the 5-county KIPDA Region, there are approximately 40,000 crashes that are reported on public roadways each year. Of these 40,000 crashes, only about 500 crashes (1.25%) involve pedestrians each year. An additional 200 (0.5%) crashes involve bicyclists. These numbers represent the number of crashes that are reported. It is possible, if not very likely, that a number of crashes that involve pedestrians and bicyclists go unreported when they do not result in injury and/or significant property damage.

Despite the relative few number of crashes involving pedestrians and bicyclists, these crashes tend to result in a disproportionate number of injuries and fatalities than crashes between motorized vehicles. Speaking specifically about pedestrian crashes, while they constitute only about 1% of all crashes, they are about 6% of the crashes that result in an injury, and 18% of the crashes that result in fatalities. This is a key reason why a separate analysis was performed for this subset of crashes.

Pedestrian and bicycle crashes also disproportionately occur in the more urban areas of the region. This is reflected in that over 85% of pedestrian crashes in the region that occurred between 2005 and 2014 occurred in Jefferson County, despite under 70% of the region's population residing in Jefferson County. This is further illustrated by using Oldham County as an example: Over the 10-year analysis period, the maximum number of crashes involving pedestrians in a year in Oldham County was 10. When these types of crashes are occurring this infrequently, it makes identifying problem locations very difficult.

To assist in identifying high crash locations specific to pedestrian and bicycle crashes, the study period was expanded from 3 years to 10 years. The study period for this specific assessment was 2005 through 2014.

Ranking High Crash Segments

The same group of roadway segments was analyzed in the High Crash Bike/Pedestrian Assessment as in the High Crash Roadway Segment Assessment. Segments were expanded to the center of each intersection. However, the ranking of high crash Bike/Ped segments was different than the methods used in the other assessments. An approach where segments were ranked on three unique criteria was not used in this analysis. There are two key reasons for this:

- 1) *There is no way to calculate an accurate bike/ped crash rate:* In the other assessments, traffic counts were critical components to calculating the crash rate of a segment or an intersection. If there were no traffic counts available, the crash rate could not be calculated, and therefore that segment or intersection could not be analyzed. There are no widespread, reliable sources of bicycle and pedestrian counts that are available and it does not make sense to use the traffic count of motorized vehicles in the crash rate for bike/ped crashes, so crash rates were not a part of this particular analysis.
- 2) *There is enough uncertainty in the injury data that a severity index should not be used:* Over 85% of the reported bike/ped crashes resulted in an injury and/or a fatality. While this does not necessarily preclude the calculation of a severity index specifically for the bike/ped crash analysis, it does bring into question the number of crashes involving a pedestrian or bicyclist that has gone unreported. For bike/ped crashes that did not result in an injury, a fatality, nor caused significant property damage, it is thought that these crashes are likely going unreported. For this reason, a severity index was not used in this analysis. Further, with relatively few crashes being assessed in this analysis, 1 fatality can significantly increase the severity index should it be calculated as it was in the other analyses, potentially significantly skewing the results.

Without a crash rate or severity index to use in this analysis, a simpler approach was utilized in this assessment that focused on the frequency of crashes. All segments were assessed for the following four measures:

- the number of pedestrian crashes
- the number of pedestrian crashes per mile
- the number of bicycle crashes
- the number of bicycle crashes per mile

The 20 segments that had the greatest number of each of these measures were identified as high crash bike/ped segments. Four maps and lists, one for each of these measures, were created that show the high crash bike/ped segments in the region.

Since the injury data was not utilized in this analysis, only one list for the entire region was created.



MEMORANDUM

TO: Transportation Technical Coordinating Committee

Kentucky
Member
Counties

FROM: Larry D. Chaney

DATE: December 10, 2015

Bullitt

SUBJECT: Transportation Alternatives Program Funding

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

The Louisville/Jefferson County KY-IN Metropolitan Area receives a sub-allocation of federal Transportation Alternatives Program (TAP) funds in both Indiana and Kentucky. Approximately \$225,000 is currently sub-allocated annually to the Indiana portion of the MPA, and approximately \$1,000,000 is available in Kentucky. A call for TAP Projects was issued on September 18, with a deadline of October 16 for applications to be submitted.

Indiana
Member
Counties

Of the applications submitted, six projects (all in Kentucky) meet the eligibility criteria for the program. Those projects and their costs are represented in the attachment to this memorandum. A Working Group composed of representatives from KTYC, TARC, Bullitt County and KIPDA staff members recommended that all of the projects receive funding. At their December 9 meeting, the Transportation Technical Coordinating Committee (TTCC) recommended that the TPC approve TAP funding for all of the projects under consideration (see attached list of projects).

Clark

Floyd

The TAP funds are generally intended for non-motorized transportation facilities, but other types of projects may be eligible as well. INDOT and KYTC require each MPO to have a local selection and prioritization process in place in order to access these funds. That process was approved by the Transportation Policy Committee at their August 27, 2015 meeting.

Equal
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