



TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Wednesday, September 11, 2013

KIPDA Burke Room

11520 Commonwealth Drive

Louisville, Kentucky 40299

Kentucky
Member
Counties

AGENDA

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

Clark

Floyd

1. *Call to Order, Welcome, Introductions*
2. *July 10 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
3. *Public Comment Period*
4. *Transportation Policy Committee Report* – Staff will report on the July and August TPC meetings.
5. **Connecting Kentuckiana** – Staff will present findings of the Issues Working Group in conjunction with the Major Update of the Metropolitan Transportation Plan.
6. *Policies and Procedures* – Staff will discuss both new and modified policies and procedures related to various federal funding sources and programs.
7. *Other Business*
8. *Adjourn*

Equal
Opportunity
Employer

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



Metropolitan Planning Organization

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.rideta-rc.org/triplan/>
for TARC service

Kentucky Designated Area Agency on Aging

MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
1:00 p.m., Tuesday, July 10, 2013
Jeffersontown Community Center
10617 Taylorsville Road
Louisville, Kentucky 40299

Call to Order

Chair Don Lopp called the meeting to order at 1:00 p.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

Beth Stuber, Oldham County, made a motion to approve the minutes of the June 12 meeting (see July meeting packet). Roanne Hammond, Bullitt County, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Transportation Policy Committee (TPC) Report

Larry Chaney, KIPDA staff, reported on the June TPC meeting.

FY 2011-2015 Transportation Improvement Program (TIP)

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

Horizon 2030 Metropolitan Transportation Plan (MTP)

Mary Lou Hauber, KIPDA staff, presented proposed amendments to the document. There was discussion. **Andy Crouch, City of Jeffersonville, made a motion to recommend approval by the TPC of the proposed amendments. Amy Thomas, Kentucky Transportation Cabinet (KYTC), seconded the motion. There was one opposing vote, and the motion carried with a majority vote.**

FY 2014-2017 Transportation Improvement Program (TIP)

Mary Lou Hauber, KIPDA staff, presented the draft document. **Amy Thomas, KYTC, made a motion to recommend approval by the TPC of the draft document. Andy Crouch, City of Jeffersonville, seconded the motion and it carried with a unanimous vote.**

Connecting Kentuckiana

David Burton, KIPDA staff, presented information regarding the progress of the update to the MTP. No action was required.

Other Business

Andy Rush, KIPDA staff, announced an update to the traffic count website, which now includes 2012 data from KYTC.

Amy Thomas, KYTC, introduced Thomas Witt who would be filling her position upon her retirement.

Adjournment

The meeting was adjourned at 1:35 p.m.

Larry Chaney
Recording Secretary

Members Present:

Roanne Hammond	Bullitt County
*Dan Cline	Bullitt County Chamber of Commerce
Andy Crouch	City of Jeffersonville
Jeff Gahan	City of New Albany
Brian Dixon	Clark County
Don Lopp	Floyd County
Amy Thomas	Kentucky Transportation Cabinet
Larry Chaney	KIPDA
Cynthia Lee	Louisville Metro Air Pollution Control District
Steven Sizemore	Louisville Metro Economic Growth & Innovation
Dirk Gowin	Louisville Metro Public Works
Beth Stuber	Oldham County
*Wendy Chesser-Dant	One Southern Indiana
*John Watkins	Southern Indiana Transportation Advisory Group
Aida Copic	Transit Authority of River City

Members Absent:

*Cathy Allgood-Murphy	AARP – Kentucky
David Flowe	City of Charlestown
Matt Meunier	City of Jeffersontown
Ron Barnes	Clark County Air Board
*Brad Meixell	Clark County Fire Chiefs Association
Ramona Bagshaw	Clark County Planning Commission
*Michelle Allen	Federal Highway Administration – Indiana
*Greg Rawlings	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
*Lauren Hardwick	Greater Louisville Inc.
Shawn Seals	Indiana Department of Environmental Management
Larry Buckel	Indiana Department of Transportation – Public Transportation
Kathy Eaton-McKalip	Indiana Department of Transportation – Seymour District
Emmanuel Nsonwu	Indiana Department of Transportation – Urban & MPO Section
Joe Forgacs	Kentucky Division for Air Quality
Tom Hall	Kentucky Transportation Cabinet – District 5
Larry McFall	Louisville & Jefferson County Riverport Authority
Phillip Bills	Louisville Metro Planning & Design Services
Skip Miller	Louisville Regional Airport Authority
*Eric Pruitt	Louisville Water Company
*Greg Heitzman	Louisville/Jefferson County Metro Sewer District
*Deana Epperly Karem	Oldham Chamber & Economic Development
Jim Urban	Oldham County Planning Commission
Scott Stewart	Ports of Indiana – Jeffersonville
*Steve Coston	Procarent
*Dick Joslin	Regional Mobility Council
*Jill Saegesser	River Hills Economic Development District
Regina Ostertag	TARC Elderly & Disabled Advisory Council

Bob Polston
*Stephen Cotton

Town of Clarksville
University of Louisville

Others Present:

Krisjans Streips
Thomas Witt
David Burton
Stacey Burton
Felicia Harper
Mary Lou Hauber
Andy Rush
Josh Suiter
Craig Butler
Milana Boz
John Swintosky
Paula Wahl
Amy Williams
John Butts
Albert Harrison

City of New Albany
Kentucky Transportation Cabinet
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
Louisville Metro Air Pollution Control District
Louisville Metro Parks
Louisville Metro Parks
Neel-Schaffer
Taylor Siefker Williams Design Group
TRIMARC

* Denotes Advisory Members



RETHINKING TRANSPORTATION

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Jim Urban, Oldham County Director of Planning

DATE: August 21, 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.