



Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



**REGIONAL TRANSPORTATION COUNCIL  
1:00 PM FEBRUARY 27, 2025  
KIPDA CONFERENCE ROOM A**

**PARTICIPATION WILL ALSO BE AVAILABLE THROUGH  
ZOOM AND RECORDED**

**AGENDA**

1. Call to Order, Welcome
2. Election of Officers (Chairman and Vice-Chairman) for 2025-2026
3. November 26, 2024 RTC Minutes (Approval Requested, See Attached)
4. Public Comments
5. SHIFT Schedule & Sponsorship Allocation (See Attached)
6. Safe Streets and Roads for All (Approval Requested, See Attached)
7. County Transportation Updates
8. Other Business  
Next Meeting April 24 at 1:00 PM at KIPDA
9. Adjourn

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

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## **MINUTES**

### **KENTUCKIANA REGIONAL PLANNING & DEVELOPMENT AGENCY (KIPDA)**

#### **REGIONAL TRANSPORTATION COUNCIL**

**THE ARTERBURN**

**310 TEN PIN LANE**

**LOUISVILLE, KY 40207**

**TUESDAY, NOVEMBER 26, 2024 – 10:00 A.M.**

#### **MEMBERS ATTENDING**

Honorable Scott Bates  
Honorable Scott Travis  
Honorable Jim Travis  
Honorable John Ogburn

#### **REPRESENTING**

Henry County Judge/Executive  
Spencer County Judge/Executive  
Spencer County Magistrate  
Trimble County Judge/Executive

#### **OTHERS ATTENDING**

Mr. Mick Logsdon  
Ms. Elizabeth Bowling-Schiller  
Mr. Dustin Duncan  
Mr. Ethan Schrage  
Ms. Rachael Miller

#### **REPRESENTING**

KIPDA  
KIPDA  
KIPDA  
KIPDA  
KIPDA

#### **CALL TO ORDER**

Mr. Mick Logsdon called the meeting to order at 10:05 A.M.

#### **MINUTES**

Judge Bates moved to approve the minutes from the April 25, 2024 Regional Transportation Council (RTC) meeting. Judge Ogburn seconded. Motion carried unanimously on a voice vote.

Judge Ogburn moved to approve the minutes from the August 22, 2024 Regional Transportation Council (RTC) meeting. Judge Bates seconded. Motion carried unanimously on a voice vote.

### **PUBLIC COMMENTS**

Mr. Mick Logsdon stated that there were no public comments.

### **COUNTY TRANSPORTATION UPDATES**

#### **Henry County**

Judge Bates stated that the KY-146 project is almost finished, and the county is now looking at possibly installing a roundabout at the intersection of Smithfield Crossing Road and Kentucky 153 to alleviate traffic accidents at that intersection. Routine maintenance work is also underway on roads throughout the county.

#### **Spencer County**

Judge Travis stated that the Plum Creek Road bridge has reopened to traffic following the replacement project, but there will be potential intermittent lane closures as the project gets wrapped up. Routine maintenance work is also underway on roads throughout the county.

#### **Trimble County**

Judge Ogburn stated that the county will be resurfacing Kentucky Highway 36 from the Dairy Queen in Milton to the Carroll County line. Routine maintenance work is also underway on roads throughout the county.

### **BYLAWS AND GOALS**

Mr. Logsdon gave an overview of the Regional Transportation Council (RTC) Bylaws and Goals that are included in the meeting packet. He stated that amending the Bylaws would require a 2/3 majority and amending the Goals would require a simple majority.

Mr. Logsdon made a proposal and received positive feedback to amend the Bylaws to reduce the number of voting members required to be present to constitute a quorum

from 4 to 3. This proposal could help ensure that the Committee is able to conduct business and take action on critical functions with a narrow time window available, such as the Strategic Highway Investment Formula for Tomorrow (SHIFT) sponsorships expected in April and the SHIFT boosting expected in August. In such a scenario, a county not represented at the meeting would have made their preferences for sponsorship or boosting known prior to the meeting. While it is ideal for all 4 counties to be represented at RTC meetings, this change in quorum size would give the Committee more flexibility if for some reason a member was unable to attend.

The Committee members discussed amending the Bylaws to reduce the number of voting members required to be present to constitute a quorum from 4 to 3.

Judge Bates moved to approve the amendment. Magistrate Travis seconded. Motion carried unanimously on a voice vote.

### **FHWA “PROVEN SAFETY COUNTERMEASURES IN RURAL COMMUNITIES”**

Mr. Logsdon stated that the Federal Highway Administration’s (FHWA) publication, “Proven Safety Countermeasures in Rural Communities”, is included in the meeting packet. This guide highlights a subset of the proven safety countermeasures (PSCs), with direct application in rural areas, including considerations, crash reduction effectiveness, case studies, and other resources. Some of these countermeasures may appear in the Safe Streets and Roads for All (SS4A) action plans that are being developed. This data can be used to help inform your communities.

The introduction to the report states that rural roads are more deadly. From 2017 to 2021, over 83,000 people died on rural roadways accounting for 43% of all roadway deaths. This is despite only 20% of the population residing in these areas and only 31% of vehicle miles traveled occurring in rural areas. Over the same time period, over 6,400 pedestrians and bicyclists were killed on rural roadways.

This guide recommends that communities implement countermeasures that address four focus areas: Roadway Departure, Intersections, Pedestrians and Bicyclists, and Speed Management. Some countermeasures will apply to more than one focus area. Additionally, the guide offers information from case studies using the countermeasures described. Crash reduction effectiveness will be presented for each PSC.

Roadway Departures PSCs include wider edge lines of 6 inches compared to the traditional 4 inches improve visibility and are a low cost countermeasure that results in a 37% reduction in fatal injury crashes on rural two-lane roads. Wider edge lines are commonly installed on rural two-lane highways, particularly those with a history of single-vehicle roadway departure crashes.

Rumble strips on the centerline or shoulder are another counter measure. Milled or rolled-in corrugations in the pavement alert inattentive drivers that they are leaving their lane. Center line rumble strips on two-lane roads have resulted in a 44% to 64% reduction in head-on and opposite direction sideswipe fatal and injury crashes. Shoulder rumble strips on rural freeways have resulted in a 13% to 51% reduction in run-off-road fatal and injury crashes. Wider edge lines and rumble strips can be combined together. Shoulder or edge line rumble strips should be considered wherever risk factors indicate a higher probability of run-off-road crashes.

On page 5, the guide focuses on horizontal curves, which are also common crash locations, particularly at night. They are associated with about 27% of all fatal crashes of which 80% are roadway departure crashes. There are many options available including installing chevrons, which on rural two-lane roads have a 16% reduction in fatal and injury crashes overall and a 25% reduction in nighttime crashes. In-lane curve warning pavement markings on rural two-lane roads have resulted in a 35% reduction in total crashes. Design improvements can include adding or widening shoulders, installing roadside barriers, improving sign conspicuity, and vegetation management. Widening the clear zone through tree removal on rural two-lane highways by 5 to 8 feet results in a 35% to 49% reduction in total crashes while clearing 10 to 13 feet results in 57% to 66% reduction in total crashes.

On page 6, Intersections are the focus area. Roughly one-third of intersection fatalities occur on rural two-lane highways with posted speed limits over 40 miles per hour. Roundabouts are a highly effective way to reduce crashes at high speed rural intersections. They are associated with a 68% reduction in total crashes and an 88% reduction in injury crashes. Roundabouts are effective at both isolated intersections and within rural town centers, reducing conflict points and severe crashes.

Some other intersection countermeasures include advance warning signs, retroreflective signpost sheeting, doubled-up signs, flashing beacons, oversized signs, and enhanced pavement markings. These systemic applications can reduce fatal and injury crashes by 27% at rural intersections.

Pedestrians and Bicyclists PSCs include road diets are conversions of 4 lane roads to 3 lanes with a middle turning lane and an increased paved shoulder in rural areas. Road diets can lead to a 37% reduction in injury crashes. Other improvements include high-visibility crosswalks, supplemental signing, and lighting. Installing lighting at an intersection can reduce nighttime vehicle-pedestrian injury crashes by 42% and a reduction of 78% in fatal vehicle-pedestrian crashes. Multiple treatments can maximize safety benefits.

Speed Management PSCs include setting a lower speed limit along with other speed management strategies on rural roads can reduce fatal and injury crashes by up to 40%. When setting speed limits, agencies should consider non-vehicular activities, types of road users present, crash history, land use context, traffic volumes, and observed speeds. Installing a speed feedback sign in advance of a horizontal curve on high-speed rural roads can reduce all crashes by 7%.

High friction surface treatments are another countermeasure where vehicles turn, slow or stop. Targeted pavement on two-lane rural roads can reduce injury crashes 48% and run-off-road crashes by 72%.

A road safety audit is a formal evaluation of the safety of a road segment or intersection performed by a multidisciplinary team. This can include community representatives and can result in a wide variety of safety recommendations to reduce crashes.

The Safe Streets and Roads for All (SS4A) grant program is going to provide a local road safety plan, which identifies and prioritizes roadway safety improvements within a jurisdiction.

The report introduces a summary table with some additional information such as typical service life and relative costs. It defines low cost at up to \$5,000 per mile; medium cost between \$5,000 and \$50,000 per mile; and high cost at over \$50,000 per mile.

Some of the low cost measures identified in this guide include appropriate speed limits for all road users, variable speed limits, bicycle lanes, crosswalk visibility enhancements, road diets, walkways, a rectangular rapid flashing beacon for crosswalks, enhanced delineation for horizontal curves, longitudinal rumble strips, SafetyEdge (a pavement construction technique), wider edge lines, systemic

application of multiple countermeasures at stop controlled intersections, corridor access management, local road safety plans and road safety audits.

## **OTHER BUSINESS**

Mr. Logsdon stated that next year the Committee will be going through the SHIFT process again. If there are any new projects Committee members would like to be considered for the future highway plan, please let Mr. Logsdon know so they can be entered into the Continuous Highway Analysis Framework (CHAF) database. Winter RTC meetings will also need to be scheduled to discuss project priorities. There will be a new scoring system for projects next year, so projects will receive different scores than the last cycle.

KIPDA staff created a 2024 update of the Coordinated Human Services Transportation Plan, and RTC members were sent a draft of this plan via email. Regular updates of this plan allow the region to continue to receive Section 5310 funding for the enhanced mobility of seniors and individuals with disabilities. The plan covers all 9 KIPDA counties and was approved by the KIPDA Transportation Policy Committee (TPC) on October 24, 2024.

The new interchange study for I-64 in Eastern Jefferson County or Western Shelby County is nearing conclusion with two viable build concepts. One concept envisions a new interchange and North-South Connector roughly following Echo Trail and Gilliland Road to Shelbyville Road and Taylorsville Road. This route would improve access to Eastwood, Fisherville, The Parklands, and Echo Trail Middle School. The second concept envisions a new interchange and North-South Connector roughly following Clark Station Road close to the Jefferson-Shelby County line. This route would be less impactful and is closer to the midpoint between the existing Simpsonville exit and the Gene Snyder Freeway. Feedback on the proposals showed a slight preference from the public, project team, and community advisory group for the Echo Trail concept.

The Kentucky Transportation Cabinet (KYTC) Wildlife Crossings Pilot Program kicked off on October 4, 2024. The goal of this program is to enhance safety and environmental sustainability on Kentucky roadways by implementing efficient, effective countermeasures that reduce wildlife-vehicle collisions and support wildlife habitat connectivity. Last year, there were approximately 3,000 reported deer collisions statewide. The program study area runs along I-64 and U.S. 60 between Louisville and Frankfort.

The next Regional Transportation Council meeting is tentatively scheduled for Thursday, February 27, 2025 at 1:00 p.m. at KIPDA in Conference Room A and via Zoom video conference.

### **ADJOURNMENT**

Magistrate Travis moved to adjourn the meeting at 10:48 a.m. Judge Bates seconded. Motion carried unanimously on a voice vote.





# SHIFT Kentucky Ahead

## Strategic Highway Investment Formula for Tomorrow

### Tentative 2025 Schedule

	2025	Action	Acting Party	Description
Sponsorship	ASAP	CHAF's	ADD, MPO, HDO	ADDs and MPOs prepare new and/or update existing CHAFs as needed in their respective areas in order to prepare for project Sponsorship.
	now - 5/9	Projects Sponsored	ADD, MPO, HDO	Sponsor projects in the CHAF program.
Data Verification	5/12 - 6/13	Review Sponsored Project List	Central Office, HDO, ADD, MPO	Review project list, discuss projects with districts, ADDS and MPOS, review projects for duplications and families
		Update project data	HDO, Central Office	Review and Update data needed for Project Scoring
		Data Verification	Central Office	Confirm entered data on sponsored CHAFs
Statewide Prioritization	6/16 - 7/4	Statewide Scoring	Central Office	CO will start Scoring Process and produce a Statewide list of scored projects along Interstates and Parkways.
	7/7 - 7/18	Statewide Project Identification		Projects of statewide significance identified based on facility type and improvement impact. Statewide projects will be generated from this list to be included in Recommended Highway Plan.
Regional Prioritization	7/21 - 7/25	Regional Scoring	Central Office	Planning will produce regional lists, including projects along Interstates and Parkways not selected through the Statewide Prioritization selection process, score regional projects, and distribute project list.
	7/28 - 9/5	Boost Point Allocation & submittal	ADD, MPO, HDO	ADD's, MPO's, and HDO's determine which projects within their area's Regional List will be selected to receive boost points.
	9/5	Area Report	ADD, MPO, HDO	ADD's, MPO's, and HDO's will write up the methodology that was used for the 2026 process. This should include Sponsorship and Boosting and discuss what factors or reasons each area used to make decision's.
	9/8 - 9/12	Finalize Regional Scores	Central Office	Scoring is completed and disseminated to ADD's, HDO's, MPO's.
KYTC report to Legislature	10/1	Deliver SHIFT 2026 scores to KY Legislature	Central Office	KYTC issues an official copy of SHIFT 2026 scores to Legislature as required by KRS.
Draft Plan	10/13 - 12/19	KYTC Develops Draft Plan and Delivers to the Governor	Central Office	The Draft Recommended Highway Plan is a combination of statewide list and regional lists. It will also include system preservation and preventative maintenance projects. Submit Draft Plan to Governor. Revise Per Governor request.

RESOLUTION OF THE REGIONAL TRANSPORTATION COMMITTEE  
FOR HENRY, SHELBY, SPENCER & TRIMBLE COUNTIES

WHEREAS, the Regional Transportation Committee (RTC) for Henry, Shelby, Spencer & Trimble Counties sets goals and objectives for transportation systems as part of the Regional Planning process of the Kentucky Transportation Cabinet; and

WHEREAS, during a study period between 2018 and 2022 the region of Henry, Shelby, Spencer & Trimble counties lost 60 persons and has witnessed 222 serious injury crashes on non-interstate roads; and

WHEREAS, the RTC aspires to reduce and eventually eliminate traffic related fatalities and serious injuries; and

WHEREAS, the RTC is coordinating with the Kentucky Transportation Cabinet to develop safety action plans to analyze existing conditions, historical trends, systemic and specific needs and to identify projects and strategies to address identified problems; and

WHEREAS, a safety plan is an eligibility requirement for implementation grants through the Safe Streets and Roads for All (SS4A) program; and

WHEREAS, regional commitment to an eventual goal of zero fatalities and serious injuries is an important component for USDOT consideration of an implementation grant through the SS4A program; and

WHEREAS, one of the primary goals of the RTC is to increase safety for all users of the transportation system;

NOW, THEREFORE BE IT RESOLVED, that the Regional Transportation Committee for Henry, Shelby, Spencer & Trimble Counties hereby establishes a goal of working towards zero traffic fatalities and serious injuries by the year 2050.

Adopted by the Regional Transportation Committee for Henry, Shelby, Spencer & Trimble Counties this 27<sup>th</sup> day of February, 2025.

\_\_\_\_\_ Date: \_\_\_\_\_  
Chairman, Regional Transportation Committee for Henry, Shelby, Spencer & Trimble Counties