

APPENDIX A

Meeting Summaries

Meeting Summary

TO: Andy Rush
Kentuckiana Planning and Development Agency (KIPDA)

FROM: Tom Creasey, P.E.
Project Manager
ENTRAN, PLC

DATE: February 13, 2009

SUBJECT: Bullitt County Transportation Study
Kickoff Meeting

The kickoff Steering Committee meeting for the Bullitt County Transportation Study was held on January 21, 2009 at 1:30 p.m. in the Paroquet Springs Conference Center in Shepherdsville. The following individuals were in attendance:

Attendees:

Linda Belcher	State Representative, House District 49
Ed Bleemel	Bullitt County Fiscal Court
Carrie Butler	TARC
Joetta Calhoun	City of Mt. Washington
Dwayne Cummings	Shepherds Shelter
Bonnie J. Enlow	City of Shepherdsville
Martha Ferguson	Alternative ADC
Brian Meade	KYTC, District 5
Melanie Roberts	Bullitt County Judge Executive
Andy Rush	KIPDA
Nancy Snow	TARC
Jimmy Stivers	Bullitt County Road Department
Alice White	City of Fox Chase
Ted Grossardt	Community Decisions
Brian Schoester	EHI Consultants
Brian Aldridge	ENTRAN
Tony Catalina	ENTRAN
Tom Creasey	ENTRAN
Ashley Williams	ENTRAN

Judge Melanie Roberts began the meeting at approximately 1:30 p.m. with a brief preface of the study and those that will be key participants throughout the process. Andy Rush followed by introducing ENTRAN, the consulting firm that was selected to conduct the study. All meeting attendees were then asked to introduce themselves.

Tom Creasey continued the meeting with a presentation describing the study's key objectives, issues, tasks, and schedule. The key objectives for the study are to actively engage the public in the identification of transportation issues and development of potential solutions, to develop an implementation plan so that improvements are constructed in a timely manner, and to provide strong leadership and effective communication throughout the study. ENTRAN is the lead firm working with KIPDA to conduct the study, and the ENTRAN team includes EHI Consultants and Community Decisions.

Some of the key issues the ENTRAN team identified in its proposal include rapid growth, long commuting times for Bullitt County residents to Louisville, high levels of truck traffic, and known roadway capacity and safety deficiencies. Bullitt County's population grew by approximately 21 percent between 2000 and 2007 and there has not been an adequate response in terms of transportation infrastructure to accommodate such growth.

Tom discussed how Community Decisions would be involved with the public involvement process. Ted Grossardt walked the group through the Key Issues exercise, demonstrating how the electronic polling system works and how we will ask questions of the Steering Committee and general public as a way to identify the important issues and ultimately develop and prioritize transportation improvement options. The group participated in an exercise to identify additional key issues that may be considered for the study. The group then ranked each issue discussed using the automatic polling system. The following issues were identified by one or more members:

- Lack of funding for project design/construction
- Lack of public transportation
- Traffic congestion during peak hours

A lengthy discussion was held regarding projects within the county that have been discussed for many years but not constructed, specifically the KY 61 widening north of Shepherdsville and the reconstruction of KY 44 between Shepherdsville and Mount Washington. Brian Meade with the Kentucky Transportation Cabinet (KYTC) spoke to the group about the current funding situation in the state, particularly the lack of federal and state funding for transportation projects. He added that the KY 61 project may receive funding for construction through the stimulus package proposed by President Obama.

Several members of the Committee expressed the need for public transportation improvements within Bullitt County. It was stated that TARC's presence in the county only assists Jefferson County commuters. After the polling exercise, a member of the group questioned the prioritization of the vehicular-mode improvements versus the alternative-mode improvements. Tony Catalina stated that funding for the two types are separate sources. He added that the public and the Steering Committee would help decide the prioritization of the recommended projects for the study.

Obtaining representation from Bullitt County Planning and Zoning at future meetings was discussed. Judge Roberts explained that a new Planning and Zoning Administrator is

currently being sought. Andy Rush stated that he would invite a member of KIPDA's Social Services Department to join the Committee.

The next Steering Committee meeting was tentatively scheduled for the month of March. Several members asked for more advance notice of the meeting dates.

The meeting ended at approximately 3:00 p.m.

Meeting Summary

TO: Andy Rush
Kentuckiana Planning and Development Agency (KIPDA)

FROM: Tom Creasey, P.E.
Project Manager
ENTRAN, PLC

DATE: March 16, 2009

SUBJECT: Bullitt County Transportation Study
Steering Committee Meeting #2

The second Steering Committee meeting for the Bullitt County Transportation Study was held on March 9, 2009 at 1:30 p.m. in the Paroquet Springs Conference Center in Shepherdsville. The following individuals were in attendance:

Attendees:

Carrie Butler	TARC
Dwayne Cummings	Shepherds Shelter
Molly Dobson	KIPDA
Bonnie Enlow	City of Shepherdsville
Robert Flaherty	Bullitt County Attorney's Office
Bob Fouts	Bullitt County Economic Development
Les Gerald	Rogers Group
Tom Hall	KYTC, District 5
Melanie Roberts	Bullitt County Judge Executive
Andy Rush	KIPDA
Ken Stovall	City of Mt. Washington
John Ripy	Community Decisions
Brian Schoester	EHI Consultants
Brian Aldridge	ENTRAN
Tom Creasey	ENTRAN
Ashley Williams	ENTRAN

Tom Creasey began the meeting at approximately 1:40 p.m. with introductions. Tom continued with providing an overview of the presentation. He also emphasized to the group the significance of examining the existing traffic-related conditions of the study area. This is a critical step in determining the transportation improvements that should be considered as a result of the study.

Brian Aldridge continued the meeting by introducing the draft version of the study purpose and need statement. There were no comments from the group regarding the statement.

An explanation of the development and timeline of a typical planning study was presented to the group. Brian acknowledged the components for this study included the following:

- Existing Conditions Inventory
- Traffic Forecasting
- Public Involvement
- Develop and Evaluate Alternatives
- Provide Recommendations

Next, the Committee was presented with several existing conditions maps for Bullitt County. Brian described several of the maps to the group, including:

- Average Daily Traffic Volume (ADT),
- Crash History,
- Lane Data,
- Shoulder Width,
- Horizontal Curvature Adequacy, and
- Planned and Committed Projects.

The attendees had a few comments regarding the maps. One individual stated that the shoulder width on KY 1494 (Beech Grove Road) near KY 61 (Preston Highway) should be zero (0) feet, instead of the one to four (1-4) feet shoulder width noted on the map. Another member noted that a section of KY 480 should have a greater shoulder width than what was shown on the map. Regarding the Planned and Committed Projects map, one member stated that the KY 480 widening project should be identified as a Six-Year Highway Plan project. Brian stated that the maps were still in draft form, and appreciated the Committee's review of the data. He added that ENTRAN will confirm that all of the existing data are as accurate as possible before presenting them to the public.

Some discussion was held between several members of the Steering Committee regarding how projects are initiated and the steps that must be undertaken to get to the construction stage. In summary, it was explained that a project originates on the local agency's Unscheduled Projects List (UPL), a component of the Long-Range Plan. Horizon 2030 is KIPDA's Long-Range Transportation Plan. The Transportation Improvement Program (TIP) is a short-range fiscally-constrained programming document representing approximately the first four years of the Long-Range Plan. The TIP represents the local priorities for the region and includes some detail on the scope for intended improvements or strategies and what types of funds will be used for a particular project. A project must be included in the UPL before it can be advanced to the TIP. Once the project is in the TIP, it is submitted to the KYTC for consideration. KYTC must then evaluate all projects statewide and determine funding priorities. Projects that represent the highest statewide priorities are then added to Kentucky's Six Year Highway Plan (SYP). The SYP is enacted by the legislature and allocates anticipated state and federal revenues for transportation projects. Only the first two years of SYP projects (or in some cases project phases) are guaranteed to be funded.

Additional maps distributed to the group that were not described in detail included Roadway Functional Classification, Median Type, Vertical Curvature Adequacy, Existing Land Use, Truck Weight Class, and Designated Truck Routes.

Tom Creasey announced the creation of a website for the study. The website address is <http://www.gobullitt.com>. Key information regarding the study and upcoming meeting dates will be available to the public on the website. This website will serve as a tool for the community to stay informed about the study as well as an opportunity for comments to be submitted to the project team at any point during the study's progression.

Brian then asked the Committee to complete a group exercise. The members were split into three groups and were asked to discuss roadway or traffic issues within Bullitt County, such as:

- Intersections where turn lanes or traffic signals are needed;
- Roadways that are too narrow or congested;
- Roadways that should be re-aligned; and,
- Railroad crossings that need attention.

Brian proceeded to give specific examples of potential traffic problems within the county before the groups began their discussions. He identified two inadequate grade-separated rail crossings in Shepherdsville and a narrow two-lane roadway with no shoulders. Each example included a photograph of the problem location.

Before the Committee divided into groups, a member discussed a possible intersection improvement that could be made just north of the Bullitt County line at the KY 61/Cooper Chapel Road intersection. Brian asked that the group try to keep the problem locations within Bullitt County. Each of the three groups was given a study area map to highlight or circle areas with traffic problems. After approximately ten minutes of discussion, the Committee convened and each group presented their greatest traffic issues identified within Bullitt County.

The problem areas/roadways identified by Group One included sections of KY 44 within or approaching Shepherdsville and Mt. Washington; KY 1494 near KY 61 in Shepherdsville; and KY 1526 near John Harper Road. The group stated that a new corridor should be considered as an alternative route for KY 1526 from John Harper Road to KY 44.

Group Two also identified several problem areas/roadways within the County, including KY 1526 between KY 61 and KY 44; all of KY 1494; and pedestrian issues within each of the cities in Bullitt County. Group Two expressed the need for improved crosswalks and characterizing a "sense of place" for each of the county's communities.

The third group identified the lack of connectivity in the southwest quadrant of Shepherdsville and improvements needed on KY 1526. Additionally, the group identified the

possible need for a new corridor along the northwest side of Shepherdsville, just south of Hillview, to connect KY 61 near I-65 to KY 44.

With no additional comments from the Steering Committee, Tom concluded the meeting by stating that the next Steering Committee Meeting would be scheduled for early to mid-April and the first of the two public meetings would be in early to mid-May. Tom added that in addition to the email invitations, future meeting dates would be posted on the study website as soon as the dates were known.

The meeting ended at approximately 3:45 p.m.

Meeting Summary

TO: Andy Rush
Kentuckiana Planning and Development Agency (KIPDA)

FROM: Tom Creasey, P.E.
Project Manager
ENTRAN, PLC

DATE: May 14, 2009

SUBJECT: Bullitt County Transportation Study
Steering Committee Meeting #3

The third Steering Committee meeting for the Bullitt County Transportation Study was held on April 20, 2009 at 1:30 p.m. in the Paroquet Springs Conference Center in Shepherdsville. The following individuals were in attendance:

Attendees:

Carrie Butler	TARC
Willie Byrd	Options Unlimited
Larry Chaney	KIPDA
Dwayne Cummings	Shepherds Shelter
John Lehenbauer	Divine Savior Lutheran
Melanie Roberts	Bullitt County Judge Executive
Andy Rush	KIPDA
Bud White	Bullitt County Chamber of Commerce
Angie Woodward	Leadership Bullitt County
Ted Grossardt	Community Decisions
Brian Schoester	EHI Consultants
Brian Aldridge	ENTRAN
Tom Creasey	ENTRAN

Tom Creasey began the meeting at 1:30 p.m. with introductions. Tom continued with providing an overview of the presentation. He indicated that the KY 44 widening project, between Shepherdsville and Mt. Washington, is moving forward as ENTRAN recently received a notice to proceed on the study. The scope of those improvements will be better understood over the course of that project.

Brian Aldridge continued the meeting by briefly summarizing steering committee meeting #2. He added that the study website, www.gobullitt.com, went live a couple weeks after the meeting. All study materials provided to the steering committee, including meeting summaries, are available on the website.

Brian said the 2009 Highway Plan was adopted by the legislature in March and includes several improvements in Bullitt County. The following projects include capacity and safety improvements scheduled in the next two years for Bullitt County:

- KY 61: Major Widening
 - South of KY 44 to existing 4-lane section
- KY 44: Intersection Reconstruction
 - KY 44 at KY 1526 (Bells Mill Road)
 - KY 44 at Bogard/Lloyd Lane
 - KY 44 at Armstrong/Fisher Lane
- KY 44: Reconstruction
 - From Mt. Washington Bypass 2.0 miles east
- KY 1494: Minor Widening
 - Relocate section from KY 61 to Cundiff Lane
- KY 480: Reconstruction
 - I-65 to Cedar Grove Elementary
- KY 245: Minor Widening
 - Bernheim Forest to Community College

The entire 2009 Highway Plan is available on the web at:
http://www.lrc.ky.gov/budget/09rs/HB330_SCS.pdf

Brian continued the presentation discussing recent population forecast estimates released by the Kentucky State Data Center at the University of Louisville. The previous population forecasts by county were released in 2004 and indicated Bullitt County's population would increase to 89,729 by the year 2030. The 2009 forecasts, released on April 12, suggest the 2030 population will increase to 113,764. This is an increase of nearly 27 percent over the 2004 version of the forecasts. Between 2000 and 2030, Bullitt County is expected to grow by about 2.1 percent per year. This annual growth decreases slightly between 2010 and 2030 to about 1.9 percent per year. For comparison purposes, Brian indicated the new forecasts have Kentucky growing by 0.7 percent per year and Jefferson County by 0.3 percent per year between 2000 and 2030.

A question was asked concerning what data are considered in developing population forecasts. Brian responded that a number of variables are taken into consideration, including birth and mortality rates, migration patterns, and job growth. He added that the Kentucky State Data Center provides a detailed report concerning how the forecasts are developed, and it should be available on their website (ksdc.louisville.edu) soon. A committee member added that Ron Crouch with the State Data Center could be contacted for more information.

Brian Schoester discussed some of the existing land use data within Bullitt County. He began with a map depicting the existing land use within the county. The majority of the south and west portions of the county are predominately agricultural with pockets of residential uses. The next two maps showed business and industrial sites and residential areas. Much of the

industrial land uses are focused along the I-65 corridor with sporadic sites located elsewhere in the county. Business areas are also found along the I-65 corridor as well as along KY 44 and US 31E and US 31EX near Mt. Washington. Residential uses are much more dense in the northern parts of the county, closer to Louisville. The final graphic was a “dot density” map depicting current population estimates with one “dot” representing 20 people. As suggested with the residential land use areas, the population densities are significantly higher in the northern parts of Bullitt County. It was noted that growth is likely to continue in these locations due to development constraints elsewhere in the county and the locations of Fort Knox and Bernheim Forest.

Brian Aldridge discussed how traffic forecasts are developed, noting that KIPDA developed and now maintains a regional travel demand model for a five-county area surrounding Louisville. Bullitt County is divided into 58 traffic analysis zones (TAZ), geographic areas based on Census Blocks that typically consist of similar land uses. The travel demand model uses socioeconomic data estimates, including households and employment, to estimate the number of daily trips between each TAZ in the model.

The regional travel demand model has a base year of 2000 and a forecast year of 2030. Two maps were presented showing the growth in households and population for each TAZ in Bullitt County as estimated in the model. The number of households in the northern and central parts of the county is expected to increase significantly, some by more than 250 percent. Areas around Hillview and Hunters Hollow are not expected to grow as much, likely because those areas are densely developed currently. Population is expected to follow a similar trend as the growth in households. It was noted that some TAZ’s on both maps indicated a high percentage increase in households or population, but some of those areas should not experience significant growth. Brian indicated the TAZ’s were color-coded by the percent increase from 2000 to 2030. In some cases, the 2000 socioeconomic data may have been very low (few people or few jobs located within the zone) and a relatively small increase in those numbers would result in a high percentage increase as shown on the maps. Brian gave the example that if the 2000 population was 10 in a particular TAZ and increase to 100 in 2030, only 90 people were added but the result is an increase of 900 percent.

The base year model includes 22,035 households in Bullitt County and the 2030 model includes 37,472 households, an increase of over 70 percent. Employment is expected to grow from 13,767 in 2000 to 30,881 by 2030, an increase of over 124 percent.

A map depicting the 2030 traffic forecasts for Bullitt County was presented. Brian indicated that several committed transportation projects were taken into consideration in developing the forecasts, including the KY 61 improvements, the KY 44 widening from Shepherdsville to east of Mt. Washington, and the KY 480 widening. The forecasts suggest that most north-south routes that connect Bullitt County to Louisville will be over capacity in 2030. Traffic volumes along I-65, which is currently congested during much of the day, are expected to grow from 1.0 to 1.8 percent per year between 2008 and 2030. This growth is slightly lower than the statewide average for an urban freeway facility, but I-65 is already at or near capacity. This results in traffic diverting to other parallel roadways, such as KY 61, which is expected to grow by about 5.9 percent per year north of Shepherdsville.

Brian presented one additional piece of information supporting the need for new or improved north-south travel alternatives. Data from the 2000 Census suggested that 22,229 workers commuted from Bullitt County each day for work, with nearly 89 percent of those traveling to jobs in Jefferson County. An additional 3,941 workers commuted into Bullitt County each day, and over 50 percent of those come from Jefferson County. As Bullitt County's population continues to increase, these trends are also likely to continue.

Brian reviewed the results of the group exercise from meeting #2 and asked the Committee to complete another group exercise. The members were split into three groups and were asked to discuss roadways needing improvement or new routes needed within Bullitt County. Brian added that this information will be used to develop a preliminary list of projects for discussion at the first public meeting. Each of the three groups was given a study area map to highlight or circle areas with traffic problems. After 15 minutes of discussion, the Committee reconvened and each group presented its greatest traffic issues identified within Bullitt County. The potential projects and/or new roadways identified by the groups included the following:

- Improvements to Brooks Hill Road near I-65
- Improvements to KY 480 to US 31E in Nelson County
- A new north-south route between Mt. Washington and Shepherdsville, providing a connection between KY 44 and I-265 in Jefferson County
- A new route connecting KY 480 to the route discussed above, with a new crossing over the Salt River

The final discussion item included the date and location for the first public meeting. Brian said the meeting would be conducted in an open house format where the public could drop in at any time to view study exhibits, ask questions, and share their concerns with the study team. It was decided the meeting would be held on May 28 at the Paroquet Springs Conference in Shepherdsville from 5:00 to 7:00 P.M.

With no additional comments from the Steering Committee, Tom concluded the meeting by stating that the next Steering Committee Meeting would be scheduled for mid-summer. Tom added that in addition to the email invitations, future meeting dates would be posted on the study website as soon as the dates were known.

The meeting ended at approximately 3:00 p.m.

Meeting Summary

TO: Andy Rush
Kentuckiana Planning and Development Agency (KIPDA)

FROM: Tom Creasey, P.E.
Project Manager
ENTRAN, PLC

DATE: September 4, 2009

SUBJECT: Bullitt County Transportation Study
Steering Committee Meeting #4

The fourth Steering Committee meeting for the Bullitt County Transportation Study was held on August 24, 2009 at 1:30 p.m. in the Paroquet Springs Conference Center in Shepherdsville. The following individuals were in attendance:

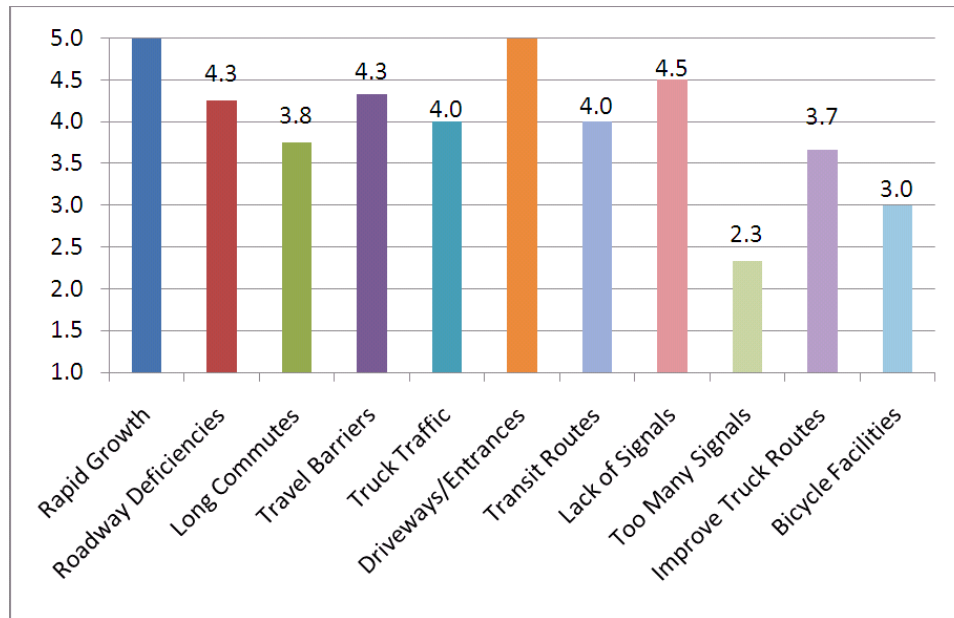
Attendees:

Linda Belcher	State Representative
Carrie Butler	TARC
Larry Chaney	KIPDA
Dwayne Cummings	Shepherds Shelter
Les Gerald	Rogers Group
Tom Hall	KYTC – District 5
Melanie Roberts	Bullitt County Judge Executive
Andy Rush	KIPDA
Nancy Snow	TARC
Ted Grossardt	Community Decisions
John Ripy	Community Decisions
Brian Schoester	EHI Consultants
Brian Aldridge	ENTRAN
Tom Creasey	ENTRAN
Ashley Williams	ENTRAN

Tom Creasey began the meeting at 1:30 p.m. with introductions and continued by providing an overview of the presentation.

Brian Aldridge discussed the first public meeting, which was held on May 28 at the Paroquet Springs Conference Center. There were 17 attendees who signed in at the meeting. Discussion items included the scope of a typical planning study, existing conditions, planned and committed transportation projects, and conceptual projects under consideration. A questionnaire was distributed to attendees and respondents were asked to rate from 1 (the

issues is not a problem) to 5 (the issue is a serious problem) how serious existing transportation issues are in Bullitt County. The results are summarized below.



Rapid growth and the number of existing driveways and entrances were rated the most serious issues affecting transportation, both rated 5.

Other projects underway in the county were discussed. Brian gave a brief summary of the KY 44 widening project including the alternatives under consideration. He also discussed the schedule for the KY 61 widening in Bullitt County.

Brian went on to discuss the long-range alternatives developed over the past several months of the study. He mentioned that this study would not be able to identify much of the detail that would come through more detailed planning and design phases, but he said the new routes under consideration would likely be arterial roadways with four lanes (two per direction) and divided medians. He then displayed a map showing the location of each potential new route, and discussed how Route J and Route L had been shifted to the west (from their preliminary location as suggested by the Steering Committee) in order to provide a better location to cross both Floyds Fork and the Salt River and to connect to I-265 in Jefferson County. He then summarized each of the potential new roadway corridors as follows:

Corridor I

- Approximately 1.5 miles long
- Estimated construction cost: \$9.4 Million
- Provides a direct connection between US 31E and KY 44
 - Diverts traffic from US 31EX, US 31E, and KY 44 through Mt. Washington
 - Carries up to 22,000 VPD
- Would require improvements to Greenbriar Road (KY 2706)

- Approximately \$8.5 Million

Corridor J

- Approximately 8.0 miles long
- Estimated construction cost: \$61 Million
- Provides a direct connection between I-265 (Jefferson County) and KY 44
- May carry up to 47,000 vehicles per day (VPD)
- Provides a new crossing over Floyds Fork
- Would require improvements to Beulah Church Road (KY 864) and the I-265 interchange

Corridor K

- Approximately 2.0 to 4.2 miles long
 - May be constructed between KY 61 and “Corridor J” – 2.0 miles
 - Complete corridor from KY 61 to KY 44 – 4.2 miles
- Estimated construction cost: \$13.5 to \$37.5 Million
- Provides an improved connection between I-65 and KY 44
 - May carry up to 27,000 VPD
 - May provide a new crossing over Floyds Fork
- Widening John Harper Highway should be considered

Corridor L

- Approximately 2.5 miles long
- Estimated construction cost: \$36 Million
- Provides a direct connection between KY 480 and KY 44
 - Would carry up to 19,000 VPD
 - Provides a new crossing over the Salt River
- Significant floodplain issues & potential relocations

Corridor M

- Approximately 1.7 miles long
- Estimated construction cost: \$21.2 Million
- Provides a better connection between KY 61 and KY 44
 - Would carry up to 12,400 VPD
 - Provides a new crossing over Floyds Fork
- Requires widening Bells Mill (KY 1526) between KY 61 and the new route

Corridor N

- Approximately 2.0 miles long
- Estimated construction cost: \$23.2 Million
- Provides a better connection between KY 61 and KY 44
 - Would carry up to 9,200 VPD
 - Provides a new crossing over Floyds Fork
- Reduces traffic on Bells Mill (KY 1526)

- Significant floodplain issues

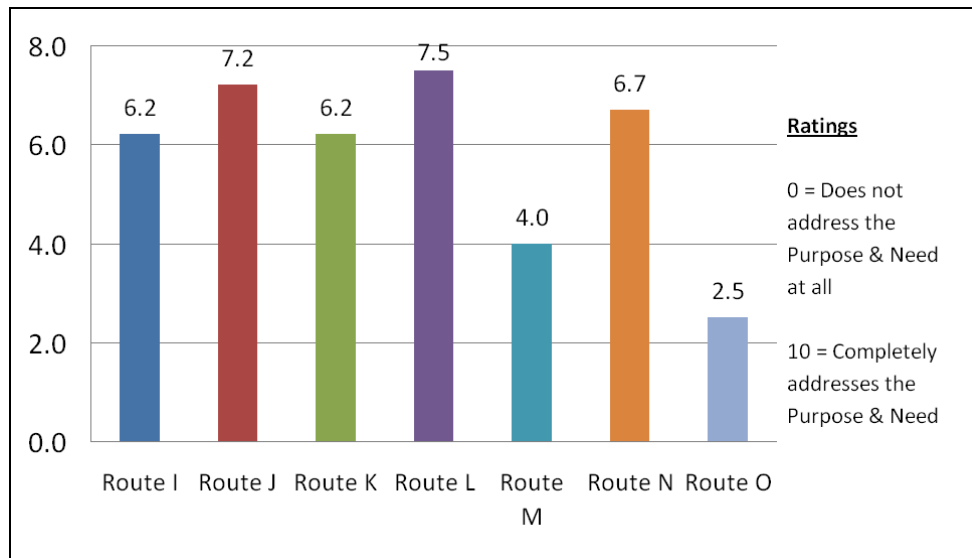
Corridor O

- Approximately 3.0 miles long
- Estimated construction cost: \$35 Million
- Provides a connection between KY 61 and KY 44 west of Shepherdsville
 - Would carry up to 3,600 VPD
 - Provides a new crossing over the Salt River
- Significant floodplain issues

2030 traffic forecasts were developed based on five scenarios with combinations of new and/or improved corridors. These scenarios were as follows:

- Scenario 1: Corridors J, K, and L
 - Widen John Harper Highway to 4 lanes (I-65 to Corridor K)
- Scenario 2: New I-65 interchange, Corridors N, I, and O
 - Widen Green Brier Road/Wales Run Road (KY 2706) to 4 lanes
- Scenario 3: Corridors F, M, and D
 - For Corridor F, widen Bells Mill Road to 4 lanes from Preston Highway to Corridor M
- Scenario 4: Corridors K, H, and I
 - Widen John Harper Highway to 4 lanes (I-65 to Corridor K)
 - Widen Green Brier Road/Wales Run Road (KY 2706) to 4 lanes
- Scenario 5: New I-65 Interchange

Handouts depicting these scenarios were provided to the attendees. The attendees were then asked to participate in an electronic scoring process to rate each option on a scale of 1 to 10 as to how well each addresses the issues outlined in the study Purpose and Need Statement, as shown in Section 1.2. The results are shown below.



The Steering Committee indicated Route L would best satisfy the Purpose and Need, followed by Route J and Route N. The committee indicated Route M and Route O would least address the Purpose and Need Statement.

The final discussion item was planning for the second public meeting. Brian asked for suggestions on the time and location for the meeting. The Paroquet Springs Conference Center was mentioned again and someone said the Shepherdsville Government Center may be a suitable location. Brian said the study team would discuss these and other options.

The meeting ended at approximately 3:30 p.m.

Meeting Summary

TO: Andy Rush
Kentuckiana Planning and Development Agency (KIPDA)

FROM: Tom Creasey, P.E.
Project Manager
ENTRAN, PLC

DATE: November 19, 2009

SUBJECT: Bullitt County Transportation Study
Steering Committee Meeting #5

The fifth and final Steering Committee meeting for the Bullitt County Transportation Study was held on November 12, 2009 at 1:30 p.m. in the Paroquet Springs Conference Center in Shepherdsville. The following individuals were in attendance:

Attendees:

Happy Cahoe	Bullitt County Economic Development
Dwayne Cummings	Shepherds Shelter
Roanne Hammond	Bullitt County Planning and Zoning
Brian Meade	KYTC – District 5
Melanie Roberts	Bullitt County Judge Executive
Andy Rush	KIPDA
Nancy Snow	TARC
Bud White	Bullitt County Chamber of Commerce
Brian Schoester	EHI Consultants
Brian Aldridge	ENTRAN
Tom Creasey	ENTRAN

Tom Creasey began the meeting at 1:30 p.m. with introductions and continued by providing an overview of the presentation. He discussed the second public meeting, which was held on October 1 at the Shepherdsville Government Center. There were 17 attendees who signed in at the meeting.

Brian Aldridge continued the presentation by discussing the rationale for how the short-term projects were prioritized. He noted that the projects were ranked as High, Medium, or Low priorities but that a Low priority does not mean the project is not warranted. Rather, it simply indicates that the higher-ranked projects should be implemented first. These priorities were based on a number of factors, including the severity of the problem being addressed and the traffic volumes along the roadway segment to be improved. The recommended priorities for the short-term projects are summarized in the table below.

Recommended Short-term Projects and Priorities

Spot ID	Location	Improvement	Priority
1	KY 61 south of Bardstown Junction	Add gates at existing rail crossing	Low
2	KY 1526 (Bells Mill) north of KY 44	Improve existing 90-degree curves	High
3	KY 480C east of KY 61	Improve existing railroad underpass	Medium
4	Second Street east of KY 61	Improve existing railroad underpass	Medium
5	KY 44 east of KY 61	Improve at-grade rail crossing	Medium
6	KY 1526 (Brooks Road) at KY 1450 (East Blue Lick)	Improve intersection	High
7	East Blue Lick Road east of KY 1020 (Coral Ridge Rd.)	Improve at-grade rail crossing	High
8	KY 44 west of Adam Shepherd Parkway	Extend right-turn lane	High

Brian provided some brief details on each of the short-term projects. Project 1 is the sole low priority project. Adding railroad crossing gates on KY 61 south of Bardstown Junction is considered a low priority because of the low volume of traffic along this section of KY 61 as well as the relatively low volume of trains at the crossing. Projects 3, 4, and 5 are considered medium priorities. Brian indicated that either Project 3 or Project 4 may be desirable to reconstruct at least one of the two grade-separated rail crossing in Shepherdsville to provide a safer detour in the event of a train incident affecting KY 44, but it would likely not be feasible to reconstruct both of them. Project 5 is a medium priority as modifying the grades on the KY 44 approaches to the at-grade rail crossing will provide some improvement to the current poor sight distance, but the cost to implement the project will be relatively high. The remaining short-term projects are considered high priority.

There was some discussion regarding Project 6. The original concept for this improvement was to add a left-turn lane on northbound East Blue Lick Road north of the KY 1526 intersection to provide storage for vehicles trying to turn left onto Breton Way. This movement, at times, causes backups into the KY 1526 intersection. Brian Meade indicated an undisclosed development has been proposed for the northeast quadrant of the intersection (opposite Brenton Way) and may result in the conversion of the Brenton Way intersection to right-in/right-out only.

The table below shows the prioritization of the recommended alternatives. Brian notes that Route M, Route N, and Route O are not recommended for further consideration. Each of

these alternatives would require significant resources to construct while providing some benefits in terms of traffic congestion relief. However, these alternatives do not provide the same level of benefit as the recommended alternatives. With respect to improvements to the existing routes (Projects B, D, F, and H), in most cases it was considered more desirable to construct new routes to alleviate traffic congestion rather than attempt to widen the existing roadways.

Recommended Long Range Projects and Priorities

ID	Location	Description	Project Purpose	Priority
I	New route from US 31E to KY 2706 (Greenbriar Rd.)	New connector (with improvements to Greenbriar Rd.) to create a northwest Mt. Washington connector	Provide a more efficient and more direct connection from US 31E to KY 44 that will divert some traffic from Mt. Washington	High
J	New route from KY 44 to I-265 in Jefferson County	New connector to provide a limited access arterial into Jefferson County	Provide an additional travel alternative for traffic to/from Louisville with a new crossing over Floyds Fork	High
K	New route from KY 44 to KY 61 northeast of Shepherdsville	New connector with a new crossing over Floyds Fork	Provide an improved connection between KY 61 and KY 44 as an alternative to KY 1526 (Bells Mill) and provide improved access to existing I-65 interchange	Medium
L	New route from KY 44 to KY 480 east of Shepherdsville	New connector with a new bridge over the Salt River to connect KY 44 and KY 480	Provide a better connection between KY 480 and KY 44 while providing an additional crossing over the Salt River	Low
P	I-65 at KY 61	Construct new interchange on I-65	Provide a new interchange on I-65 to improve access to northern portions of Shepherdsville and areas to the north	Medium

The prioritization of the recommended projects is based largely on how the new routes relate to the existing transportation system and to one another. Route I and Route J are both considered high priorities in that they satisfy existing needs and would not require the construction of additional routes in order to see maximum benefit. Route K and Project P are medium priorities. The recommendation for Route K is to construct between KY 61 and Route J initially as this section would be most critical in providing improved access between I-65 and KY 44. This access would not be provided until Route J was in place and open to traffic. Project P is a medium priority because additional improvements would be required to accommodate the traffic demand resulting from a new interchange on I-65 at KY 61.

Brian discussed additional transportation strategies that should be considered in the future. These included performing a comprehensive public transit study to investigate the need for future inter-county (between Jefferson and Bullitt County) and intra-county public transportation, instituting access management principles along both new and existing routes, and implementing regulations requiring developers to improve existing routes where necessary to accommodate traffic generated by their developments.

With no additional comments from the Steering Committee, Tom concluded the meeting by thanking the Steering Committee Meeting for their input and their assistance over the course of the study. Tom added that a draft report would be completed soon and made available for review.

The meeting ended at approximately 3:00 p.m.