

# HORIZON 2030

The Long-Range Transportation Plan  
for the  
Louisville (KY-IN) Metropolitan Planning Area

Adopted by the  
Transportation Policy  
Committee

November 29, 2005

SAFETEA-LU Compliant April 26, 2007



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**KIPDA**  
**Transportation Planning Division**  
11520 Commonwealth Drive  
Louisville, Kentucky 40299  
502.266.6084  
502.266.5047 FAX  
800.648.6056 KY TDD  
kipda.trans@ky.gov  
www.kipda.org

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*This document is published by the Kentuckiana Regional Planning and Development Agency and is prepared in cooperation with or with financial assistance from all or several of the following public entities: the Federal Transit Administration, the Federal Highway Administration, the Kentucky Transportation Cabinet, the Indiana Department of Transportation, the Transit Authority of River City, and the local governments in the KIPDA region. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official views or policies of the funding agencies.*

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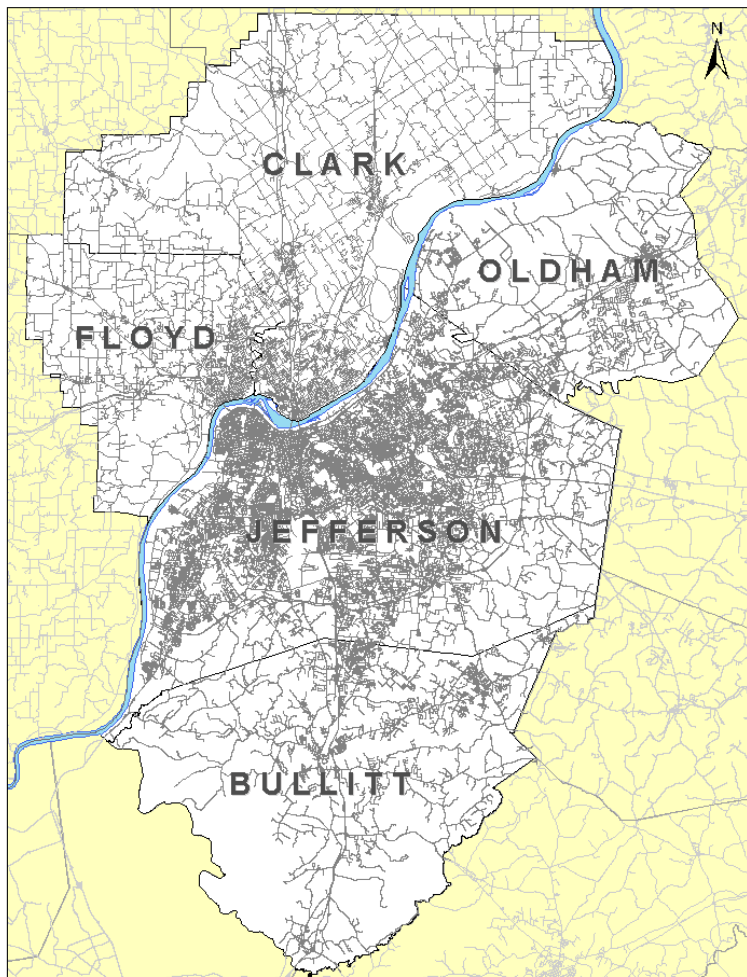
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# Introduction

The Louisville (KY-IN) Metropolitan Planning Area (MPA) includes Clark, Floyd and a portion of Harrison counties in Indiana; and Bullitt, Jefferson, and Oldham counties in Kentucky. There are differences across the MPA: populations, ages, incomes, development, industry, densities, and intensities. Transportation strategies included in *Horizon 2030* rise to meet the challenge of providing a transportation system for people and goods across different and evolving environments.

The Louisville (KY-IN) Metropolitan Planning Area



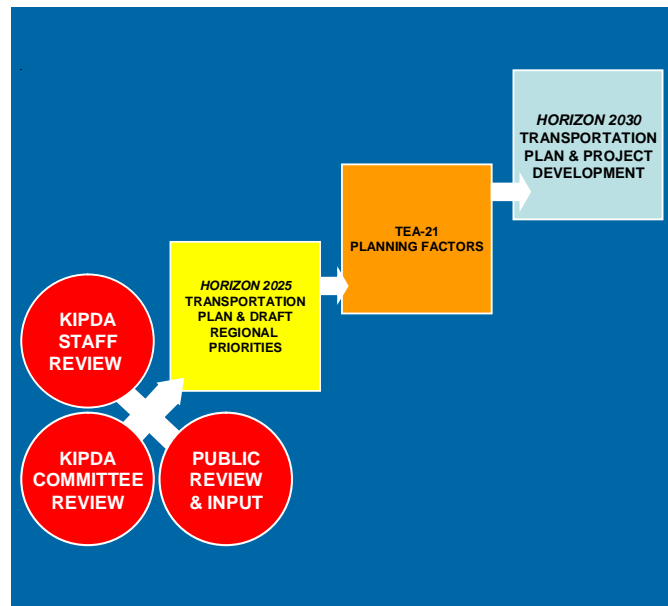
Developing *Horizon 2030* was a cooperative effort. Guidance from the Transportation Policy Committee (TPC) as well as contributions from the public, member governments, and the Transportation Technical Coordinating Committee enabled the Kentuckiana Regional Planning and Development Agency (KIPDA) Metropolitan Planning Organization (MPO) to meet key elements required of a long-range transportation plan. The input and direction from all parties result in a transportation plan that will improve mobility across the region.

*Horizon 2030*, in accordance with 23 CFR 450.322 (b) provides "...strategies/actions that lead to the development of an integrated

intermodal transportation system that facilitates the efficient movement of people and goods...” This update began in February 2004.

### Plan Approach

The update of *Horizon 2025* to *Horizon 2030* began with the review of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) Planning Factors and a 30-day public review of the existing plan, *Horizon 2025*. Following the enactment of the Safe, Accountable, Flexible, Efficient, Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) the *Horizon 2030* update reflected new planning factors and processes introduced through SAFETEA-LU. The review of these items aided the Transportation Policy Committee (TPC) in determining plan direction.



The SAFETEA-LU Planning Factors serve as the overarching transportation planning guidance:

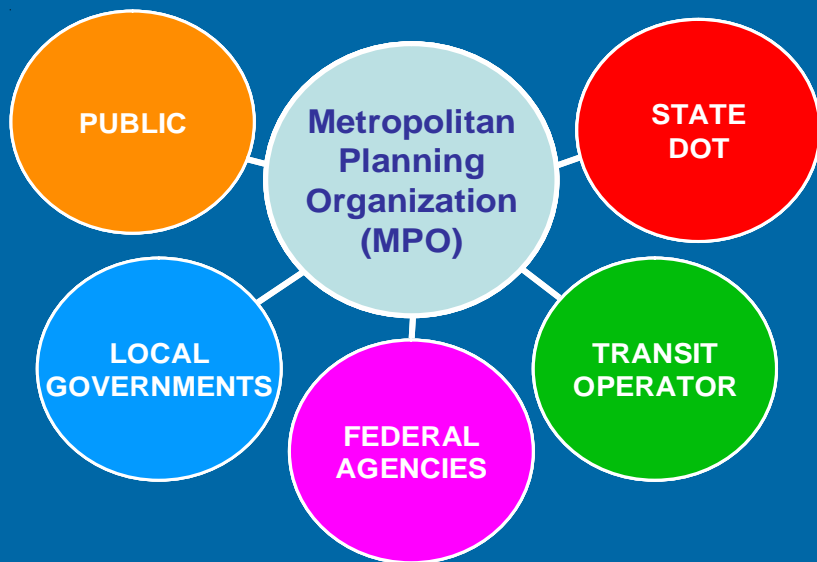
- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- B. Increase the safety of the transportation system for motorized and nonmotorized users;
- C. Increase the security of the transportation system for motorized and non-motorized users;
- D. Increase the accessibility and mobility options available to people and for freight;
- E. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. Promote efficient system management and operation; and
- H. Emphasize the preservation of the existing transportation system.

*Safe, Accountable, Flexible Efficient, Transportation Equity Act: A Legacy for Users, 23 CFR 450.306 (a1-8)*

The public review of *Horizon 2025* and resulting comments suggested that area residents and businesses were looking for a diversity of solutions: Intelligent Transportation Systems (ITS), maintenance of existing infrastructure, operational improvements, and a variety of modes. A

### What is a Metropolitan Planning Organization (MPO) ?

The Federal Highway Act of 1962 brought about the formation of Metropolitan Planning Organizations (MPOs). This act states that planning for transportation projects in urbanized areas (places with a population of 50,000 or more) must be based on a continuing, comprehensive, and cooperative planning process (known as the “3C” process) between federal, state, and local governments. An MPO is the forum where the 3C process is carried out to identify needs, propose solutions, and determine where and how federal transportation dollars are spent within that area. This is completed with the aid of studies, analyses, and additional planning activities to facilitate the collaborative



comparison of the Planning Factors and public comment led the MPO to develop and include several items specifically for *Horizon 2030* that had not been expressed as explicitly in prior plans. Some of these items include the development of Regional Priorities, Bicycle and Pedestrian Priority Corridors, Freight Corridor System, and Investment Areas. These as well as other features were used to review and identify transportation improvements needed by the year 2030.

This plan update contains a wide array of projects to meet the diverse needs of the area’s residents and businesses. The Louisville (KY-IN) MPA is home to several intermodal centers as well as the Ohio River; our economy is dependent upon high quality infrastructure. Demographic patterns are projected to shift,

which can translate into changes in travel patterns. Varied travel patterns can lead to changes in the transportation system. *Horizon 2030* evaluates what is forecasted for the future and identifies corresponding improvements.

Increased mobility options, the need to stay globally competitive, and the demand for enhanced connectivity call for a number of transportation strategies. As resident populations continue to shift and the area marketplace further evolves, the mobility network must also in order to provide solutions for anticipated need. *Horizon 2030* provides for those needs by addressing operational improvements, system maintenance, adding capacity, increasing safety, and availing modal choice, thus boosting economic vitality, bettering system efficiency, producing additional system safety, and preserving infrastructure resources for a vital future.

