

HORIZON 2030

The Metropolitan Transportation Plan
for the Louisville (KY-IN) Metropolitan Planning Area:
Clark & Floyd Counties, Indiana and
Bullitt, Jefferson, & Oldham Counties, Kentucky

ADOPTED OCTOBER 7, 2010



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

ADOPTED OCTOBER 7, 2010
By the
Transportation Policy Committee

KIPDA
Transportation Planning Division

11520 Commonwealth Drive

Louisville, Kentucky 40299

502.266.6084

502.266.5047 FAX

800.962.8408 IN TDD

800.648.6056 KY TDD

Email: kipda.trans@ky.gov

Website: www.kipda.org

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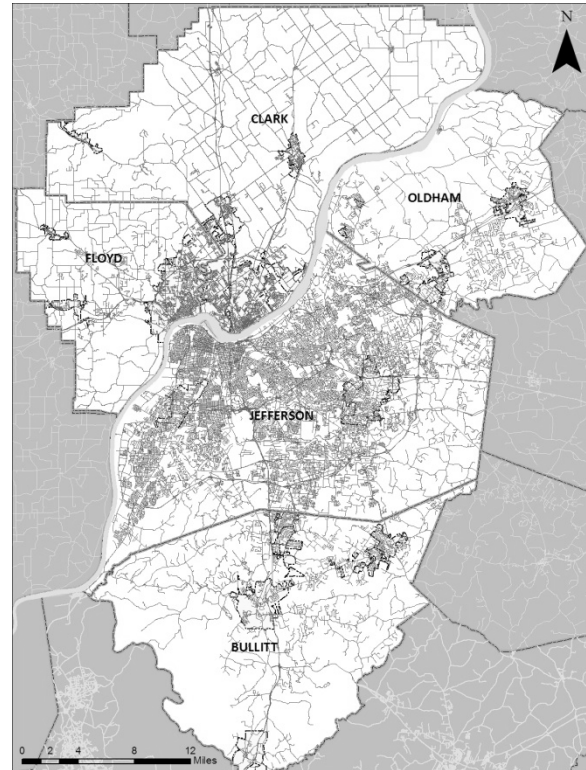
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Introduction

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* are proposed specifically to meet the challenge of providing a transportation system for people and goods across different and evolving environments.

Horizon 2030 is a cooperative effort between member governments, the Transportation Technical Coordinating Committee, the Transportation Policy Committee, and the public. This effort from all parties enables the Kentuckiana Regional Planning and Development Agency (KIPDA) Metropolitan Planning Organization (MPO) to meet key elements required of a long-range metropolitan transportation plan. The input and guidance from all parties result in mobility improvements across the region.



Horizon 2030, in accordance with 23 CFR 450.322 (b) provides “ ... both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.”

Planning Process

Federal regulations require that the metropolitan transportation be updated every four years. The metropolitan transportation plan is the product of an update to the *Horizon 2030 Long-Range Transportation Plan* that was adopted by the TPC in November 2005. The November 2005 version of *Horizon 2030* was originally scheduled to be revised and subsequently adopted by the TPC in December 2009. As a result of financial demonstration issues, the November 2005 metropolitan transportation plan entered into a 12 month conformity grace period while the financial constraint issues were resolved.

The update to the November 2005 version of *Horizon 2030* began with the review of the current Transportation Act: the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and a review of the existing metropolitan transportation plan, *Horizon 2030*. The update process provided an opportunity for a review of existing projects identified in the November 2005 version of *Horizon 2030* and consideration of adding or removing projects. Additional activities associated with an update to a metropolitan transportation plan include a review of and input from:

- Socio Economic Data
- Financial Demonstration of the Plan
- Regional Air Quality Impacts
- Title VI / Environmental Justice

- Transportation System Impacts
- Input from the Public
- Transportation Safety and Security
- Movement of People and Goods
- Land Use
- Efficient Investment of Limited Dollars

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

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and non-motorized users;*
3. *Increase the security of the transportation system for motorized and non-motorized users;*
4. *Increase accessibility and mobility of people and freight;*
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
7. *Promote efficient system management and operation; and*
8. *Emphasize the preservation of the existing transportation system.*

(b) *Consideration of the planning factors in paragraph (a) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.*

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Planning Factors
 23 U.S.C. 450.306 (a) (1-8), (b).

Increased mobility options, the need to stay globally competitive, and the demand for enhanced connectivity call for a variety of transportation strategies. As a result, this plan contains an array of projects suited to meet the diverse needs of area residents and businesses.

Horizon 2030 is a project specific plan intended to serve as a guide for the evolution of the region’s transportation system. The TPC, as the governing body for the KIPDA MPO, has the responsibility for providing due consideration to the transportation needs, wants, desires of, and impacts to the region. It is the TPC who weighs out, considers, and responds to the various transportation issues before them and, in doing so, incorporates them into the direction they provide for *Horizon 2030*.