

Plan & Project Development

An effective transportation plan is one that understands transportation needs, defines transportation priorities, and works within the parameters introduced to the planning process by state and federal guidance and regulations. The goal of a transportation plan is the development of both strategies and actions whose cumulative impact benefits the region, leading to the more efficient movement of people and goods.

A number of resources were relied upon for this update of the Louisville (KY-IN) Metropolitan Planning Area (MPA) Transportation Plan, *Horizon 2030*. From the recognition of Regional Priorities to a review of congestion analysis and the collection of public comment, several influences guided the update process, development, and identification of transportation investments included in *Horizon 2030*.

Regional Priorities

The Transportation Policy Committee (TPC) defined and adopted priorities during the development of *Horizon 2030* to serve as a guide for the development of the Transportation Plan update. These priorities identify important issues used to assist the TPC in assuring projects that support these priorities move forward.

The diversity of priorities, ranging from relieving congestion, to supporting freight movement, to alternate modes, indicate the TPC's desire to increase transportation choices in *Horizon 2030*.

Investment Areas

Identifying future land use patterns is important in determining appropriate levels of resource investment. With *Horizon 2030*, a tool was developed to better depict the relationships between land use and transportation: Investment Areas, which illustrate 2030 land use patterns. This information proved valuable in proposing projects compatible with future residential and commercial land use. There are four Investment Area types:

- Established
- Community
- Transitional
- Preservation/Rural

Each type was defined based on current and 2030 planned land use, current and projected populations, developable land, density, intensity, and availability of other infrastructure, such as sewers. Local land use planning agencies (as well as infrastructure and comprehensive land use plans) were consulted and approved the final product before action was taken by KIPDA Transportation Committees. The approved Investment Area tool was then applied to transportation planning and project development. The application of these four density types may not be easily transferable to other non-transportation planning activities.

Title VI / Environmental Justice

The *Environmental Justice Title VI Plan* (October 2004) specifies that in the course of updating the Metropolitan Transportation Plan, efforts will be made to identify the needs, wants, and concerns of those persons who live and work within the Environmental Justice areas. The EJ study areas were defined through the drafting of the *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern*.

It states:

When considering project impacts in Environmental Justice Study Areas, the overall transportation issue is to mitigate project impacts from becoming barriers to non-automotive transportation options.

(Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern, page 4, October 2004)

As part of project development, the sponsors were made aware of the study areas and the importance of including alternate mode facilities such as sidewalks and bicycle facilities and amenities in the context of their projects. As part of the public participation component of the Plan, residents and employers in Title VI/Environmental Justice areas were advised of projects affecting their communities.

Freight Corridors

The Transportation Policy Committee has indicated its support of economic development and preservation of neighborhoods and communities with the adoption of Freight Corridors. A Freight Corridor is a roadway that is anticipated to carry significant amounts of truck traffic because of the access they provide to areas that rely upon the import and export of freight. In the Louisville (KY-IN) MPA, the interstate system has been identified as being part of the Freight Corridor system. Along with the interstates some of the major roadways in the area have also been identified as being on the Freight Corridor system.

Once identified as a segment of the Freight Corridor system, proposed improvements are to be studied and designed with an eye to improvements that enhance freight movement. Improvements such as increased turning radii or wider travel lanes are examples of how to make a roadway more conducive to freight movement.

The TPC also identified the enhancement of Freight Corridors in their list of Regional Priorities. Projects identified as Regional Priorities receive preferred status.

Bicycle and Pedestrian Priority Corridors

The Transportation Policy Committee has emphasized the implementation of modal options for persons who live and work within the Louisville (KY-IN) MPA. As part of the transportation plan update process, the TPC recognized the need for greater diversity in transportation strategies. Alternate modes are those modes of transportation that are alternatives to the personal automobile. These include sidewalks, bicycle lanes, multi use paths, transit, ridesharing, etc., that serve as a means for commuters to get to and from work, shop for groceries, or attend medical appointments (for more information please see the Alternate Mode Section.) In order to not only further the implementation of alternate modes, but also improve connectivity with existing roadway and transit options, the TPC adopted the Bicycle and Pedestrian Priority Corridors. Project sponsors were provided maps of the Bicycle and Pedestrian Priority Corridors to consider in the project development process.

Public Involvement

The Transportation Policy Committee requested the public be afforded the opportunity to review the final draft of the update to Horizon 2030. In August 2010, the public was given the opportunity to review the final draft of the proposed Metropolitan Transportation Plan. The public review period lasted 30 days. Strategies included:

- Posting draft documents on the KIPDA web site
- Placement of the final draft document in all Louisville (KY-IN) MPA public libraries
- Public meetings

Significant opportunities were also provided for persons to submit comments. Comments could be submitted via email, standard mail, fax, and/or in person. Notification of opportunities to review plan material and provide input included:

- Newspaper advertising in all area newspapers, and the Louisville Defender
- Direct mail and email notification to persons on the KIPDA Contacts List (approximately 7,000)
- Distribution of notification postcards by KIPDA staff and Committee members

Interested persons also had the opportunity to provide input at the beginning of each Transportation Technical Coordinating Committee meeting and each Transportation Policy Committee meeting.

All comments collected are provided to the Transportation Policy committee for an additional 30 day review period. A working group of the TPC was also formed to more closely review the comments, draw any common themes, request further clarification of particular issues, and report on the disposition of the comments. For additional information, see the Public Participation and Consultation Section.

Safety Data

Available data was used to identify high crash locations. As safety is a Regional Priority, it is important to recognize such information in the long-range transportation plan. This information is provided to project sponsors and is also used by KIPDA staff to identify priority project locations and to conduct Road Safety Audits.

Congestion

Traffic congestion results when the number of vehicles approaches or exceeds the available capacity of a roadway or roadway system. In the development of *Horizon 2030*, both current and projected levels of congestion were identified using information from a variety of sources. Traffic counts and travel demand forecasting model traffic projections from the Indiana Department of Transportation, the Kentucky Transportation Cabinet, Louisville Metro Public Works, and KIPDA were used to determine which roadway facilities are currently, or can be expected to become congested.

Air Quality

Due to the area's nonattainment status of the National Ambient Air Quality Standards, it must be demonstrated that implementing the programs and projects in *Horizon 2030* does not worsen air quality or impede the purpose of the State Implementation Plan (SIP). When possible, transportation activities should contribute to the improvement of air quality. This can be achieved from transportation sources in different ways. Some of the most readily apparent are by reducing congestion through roadway widening, constructing alternate routes, providing more transit, bicycle, pedestrian, and ridesharing services and facilities, improving traffic signal efficiency, and detecting and clearing crashes/breakdowns more quickly. For additional information about the analysis to determine air quality impacts of *Horizon 2030*, please see the Air Quality section of this document.

Congestion Management Process

Horizon 2030 took from KIPDA's Congestion Management Process (CMP) a methodology for reviewing projects that are intended to mitigate existing or projected congestion by increasing capacity. The initial focus of the review was a determination if the identified congestion could be improved to an acceptable level by implementing alternate mode strategies instead of adding the capacity. Each project information page indicates whether a project was a CMP candidate and completed the CMP Project Level Review.

Project Development and Review

Project development identifies strategies used to address transportation needs and wants. The process began with several preliminary steps completed by the Transportation Policy Committee. The following tools were utilized during project development:

- Public Comment
- Regional Priorities
- Investment Areas
- Congestion Information
- Safety Information
- Bicycle and Pedestrian Priority Corridors
- Freight Corridors
- Title VI: Environmental Justice

After meeting to discuss various transportation issues, the sponsors of projects began reviewing information, identifying needs and wants, and proposing solutions for inclusion in *Horizon 2030*.

Federal Guidance

Federal guidance provides the framework for completing the update of the Transportation Plan. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established a set of guidelines that are used when completing an update. Key to the update of the Transportation Plan in the Louisville (KY-IN) MPA are:

- The Transportation Plan is updated every 4 years.
- The Transportation Plan must be financially reasonable.
- Because of the Louisville Area's air quality status, the Transportation Plan must meet or exceed the targets established for it in the State Implementation Plans for air quality (SIP).
- The public must be afforded the opportunity to comment on the Transportation Plan prior to its adoption by the Transportation Policy Committee.
- The Transportation Plan must cover at least 20 years.
- The Plan process should demonstrate consideration of the needs and wants of low income populations and minority populations.
- Projects that are proposed to add capacity for single occupant vehicles must undergo the CMS project level review.

Conclusion

The final list of projects, programs, and strategies in *Horizon 2030* represents the Transportation Policy Committee's decision as to which combination of transportation system improvements are to be implemented through the year 2030 to address mobility needs. That decision has been based on

quantitative and qualitative assessments of current and projected travel conditions, regional priorities, public input, environmental concerns, financial constraints, and community impacts.

The diversity of the projects, programs, and strategies recognizes that since there is no single transportation “problem,” there can be no single transportation “solution.” Development of a plan is a complicated task; often, resolving competing and conflicting interests is a major component of the decision making process. *Horizon 2030* embodies what the Transportation Policy Committee has determined to be the most appropriate balance of system preservation, system expansion, operational improvements, and alternate mode measures.

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