



HORIZONS

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Transportation Division

Gene Snyder rehabilitation will improve traffic flow

The pavement rehabilitation of the Gene Snyder Freeway from Beulah Church Road to one-half mile east of Billtown Road is on schedule for completion by the end of 2005. The cost of the 3.06 mile project is \$13.1 million.

"The widening of the Bardstown Road exit ramp is also part of this project which is scheduled to be completed in mid-November of this year," said Krista Seymour, public relations specialist with the Kentucky Transportation Cabinet's Highway District 5 office.

The rehabilitation and improvement to the exit ramps will make traveling more convenient and safer for motorists, according to Seymour. The project was a priority with the Kentucky Transportation Cabinet because of the increase in traffic on that portion of the Gene Snyder and requests from the public to improve the traffic flow.

Seymour asks that motorists use extra caution when traveling in the construction area. "There are several signs letting drivers know that they must reduce their speed or pay double fines in the work zone," she said. "A member of the Faulkner Construction team on the site was struck by a car recently and suffered serious injuries. We want to remind motorists to be patient and pay attention to all of the posted signs."

For additional information on the project, contact Krista Seymour or Andrea Clifford at the Kentucky Transportation Cabinet's Highway District 5 office at 502-367-6411.



Work is underway on the Bardstown Road exit ramp.

Oldham County mobility study provides options for residents

The Oldham County Mobility Study was conducted by KIPDA and Oldham County officials, with assistance from consultant Wilbur Smith Associates, to examine current and future mobility needs throughout the county and determine what transportation services and facilities should be considered to meet those needs. The mobility study was completed in August 2005.

The study centered on evaluating the need and alternatives for public transportation including service within Oldham County and commuter service to the Louisville area. The study also addresses other mobility needs, such as park-and-ride facilities, ridesharing,

and bicycle and pedestrian transportation.

Public input played a vital role in determining the transportation issues in the area. "We organized a steering committee of community leaders, held focus group meetings, conducted surveys, met with Oldham County employers, and held public meetings to get the widest range of public opinion as possible," said Oldham County Judge Executive Mary Ellen Kinser.

In addition to public input, a demographic and socioeconomic analysis of Oldham County was conducted to explore the need and level of demand for public transportation.

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Transportation Policy Committee Member Profile

Jerry E. Ambramson

Mayor of Louisville Metro

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Jerry E. Abramson, the longest-serving mayor in the history of Louisville and now the first mayor of the merged Louisville Metro, believes that fresh thinking and new partnerships are keys to a great community. “We are looking at bigger, better and broader visions in our hometown,” he said. “The commitment to build two new Ohio River bridges and rebuild Spaghetti Junction has taken years to come to fruition, and in a city where logistics is a critical industry, it is important that we deliver access to a good transportation system.”

Mayor Abramson also has championed making Louisville a safer and friendlier community for bicycling and pedestrian activities. He has encouraged his staff to develop strategies that will guide safe, viable and sustainable facilities and programs, which also will improve this community’s health, provide better air quality and transportation options – making Louisville more attractive to residents and visitors.

“We must continue to find new ways to attract people and businesses to Louisville, while continuing to improve the quality of life for the people who are here,” Abramson said.

As a member of the Transportation Policy Committee, Abramson supports an integrated approach to address the community’s transportation needs. “The solution to road congestion and mobility isn’t just pouring new concrete and fixing old roads,” he said. Abramson believes that communities should use a broad range of solutions to build economic capacity for tomorrow, which means better highways, more public transportation and coordinating land use and transportation needs.

“We must maintain a vision for our community’s future – and work together to creatively and aggressively implement that vision,” Abramson said.

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Oldham County mobility study provides options for residents

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A thorough review of transportation services already available in the region, excluding the traditional single-occupant vehicle, was conducted as part of the study. Also, a peer review was conducted to determine the

operating characteristics of transit services in other similarly-sized areas.

For further information, or to obtain a copy of the final report, contact Emily Liu at Oldham County Planning and Zoning at 222-1476.

An Overview of Recommendations from the Oldham County Mobility Study

- Provide public transportation service in and between LaGrange, Crestwood and Pewee Valley, to be completed in three phases:
 - Phase 1 – Fixed route service in LaGrange
 - Phase 2 – Service between LaGrange and Crestwood/Pewee Valley
 - Phase 3 – Service in the Crestwood/Pewee Valley area
- TARC and Oldham County were granted \$161,120 in Federal Highway Administration Congestion Management and Air Quality (CMAQ) monies to fund a demonstration express route from Oldham County to Louisville. The Oldham Express debuted in August and was a resounding success.
- Park and ride lots at I-71 exits 14, 18 and 22 should be improved as funding becomes available. At a minimum, these facilities should be paved and have marked parking, adequate lighting and trash containers.
- KIPDA, Oldham County officials, TARC and the Kentucky Transportation Cabinet should explore the possibilities of Bus Rapid Transit and High Occupancy Vehicle (HOV) lanes to relieve congestion along I-71 between LaGrange and I-264.
- The Interurban Greenway project, a shared-use path from LaGrange southwest along KY 146 to the Jefferson County line, is the highest priority bicycle/pedestrian project in Oldham County.
- KIPDA and Oldham County officials should work together to develop a localized program to promote car pools and vanpools for longer trips, particularly between Oldham County and Louisville Metro destinations.
- Eight bicycle/pedestrian projects, all of which are included in the regional long range transportation plan — Horizon 2030 — should be given high priority as funding becomes available.

Jeffersonville studies parking needs

As Jeffersonville continues to grow, the need for additional parking facilities has become a key issue for city officials. Earlier this year, KIPDA funded a study for Jeffersonville planning officials to explore the issue and develop recommendations to create more parking spaces.

The focus of the study was downtown Jeffersonville in an area known as the Old City. The Old City includes four blocks centered on Spring Street from Riverside Drive to Court Avenue, and on Court Avenue from Spring Street to Mechanic Street.



“There were several issues that Mayor Waiz wanted to examine,” said Chester Hicks, Director of Planning & Zoning with the City of

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Highway safety initiative continues on U.S. 60

The Kentucky Transportation Cabinet, Kentucky State Police, KIPDA and the Bluegrass Area Development District continue to work on the highway safety initiative for the U.S. 60 corridor in Franklin, Jefferson and Shelby counties. The Drive Smart Kentucky campaign goal is to reduce fatalities, injuries and property damage crashes throughout the state, with an emphasis on targeting corridors with a higher than average number of crashes.

Events during the summer included a traffic safety booth at the Middletown Milestone Festival in Jefferson County in September organized by members of the Kentucky Transportation Cabinet's Highway District 5 Office.

Additional activities included an Enforcement Blitz along the corridor from September 6 – 10. "The operation focused on citing drivers for speeding, improper passing, aggressive and reckless driving, as well as non-use of seat belts," said Kentucky State Police Captain Tom

Porter. "We worked with law enforcement in Franklin, Jefferson and Shelby counties to place an even greater emphasis on highway safety during that time period," continued Porter.

Also in September, a Highway Crash Site Management Workshop was held for first responders in Shelbyville. Developed by the Kentucky Transportation Center at the University of Kentucky, the workshop brings personnel from law enforcement, fire and rescue, towing and emergency management together to learn to better coordinate the resources necessary to restore a roadway's operation in a safe and efficient manner.

KIPDA staff is in the process of conducting seat belt surveys in locations in Shelby and Jefferson along the corridor, as well as in other counties in the KIPDA region for the Kentucky Transportation Cabinet. These surveys will be used to determine 2005 seat belt usage rates for drivers and passengers throughout the region.



The Drive Smart "Buckle Up Bear" handed out key chains, pencils and litter bags and made friends with hundreds of children at the Middletown Milestone Festival.

A variety of additional activities are being planned for the corridor for the remainder of 2005.

If you would like to be part of this initiative, please contact Nedra Morrell at 502-266-6084.

Ask the Expert!

Have you ever wondered why some intersections have stop lights and others have stop signs? Or how it is decided where to add a crosswalk to a street?

In each issue of *Horizons*, we will take a question and ask the experts – state transportation departments, local planning agencies, TARC and Federal Highway Administration offices.

Let us help you with that nagging question that you've never quite gotten an answer for. It's probably one that plenty of our readers have wondered about as well. We'll review the questions and select one for each issue. Send them via e-mail to kipda.trans@ky.gov with "Ask the Expert" in the subject line, or by mail to:

ASK THE EXPERT
KIPDA Transportation Division
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In this issue, we asked Rick Storm of Louisville Metro Public Works the following question:

What criteria are used to determine where sidewalks can be built?

Mr. Storm's response:

The two biggest issues that affect new sidewalk construction are right-of-way and constructability.

If there is enough existing right-of-way and there aren't any drainage, tree or slope issues, sidewalks can be constructed fairly easily. If right-of-way doesn't exist, the area has to be surveyed and plans drawn up for the right-of-way to be obtained. The Louisville Metro Public Works Department then negotiates with property owners to obtain the necessary right-of-way. Some are willing to donate the right-of-way, some want to be paid for it, and occasionally residents refuse to have a sidewalk put on their property at all.

The issue of constructability comes into play if a drainage ditch needs to be relocated or piped in order to build the sidewalk. Another issue with constructability occurs if the area next to the road drops off or rises quickly. If this is the case, a retaining wall and/or railing might be required to build the sidewalk safely.

Both right-of-way and constructability issues can easily double a sidewalk project cost.

Jeffersonville studies parking needs

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Jeffersonville. "Certain sections of the Old City don't have sufficient parking to meet the Jeffersonville Zoning Ordinance, and there is a lack of posted signs to let people know whether existing parking is public or private," he continued.

"The study confirmed that the City-County Building area has the greatest need for additional parking spaces," said Hicks. "We are looking at paving and striping the lot south of the Alternate School and creating an additional 20 parking spaces."

Another option open to city officials is the purchase of an acre on the northwest corner of Seventh and Walnut Streets for a new City-County employee parking lot. "This would free up parking spaces at the City-County parking lots on Watt Street and Meigs Avenue for visitors to the City-County Building," said Hicks.

City officials also plan to expand the number of two-hour parking spaces and enforce that time limit. Additional improvements which city officials want to address are adequate lighting and landscaping for the parking facilities.

For more information or to review a copy of the study, please contact Chester Hicks at 812-285-6493.

KIPDA Transportation Division Meeting Calendar

Transportation Technical Coordinating Committee

November 9, 10:00 a.m.
Location to be announced.

December
No meeting scheduled.

Bicycle & Pedestrian Subcommittee

November 28, 2:00 p.m.
KIPDA Conference Room

Regional Transportation Council

November 29, 10:00 a.m.
Clarion Hotel & Convention Center
9700 Bluegrass Parkway

Transportation Policy Committee

November 29, 10:00 a.m.
Clarion Hotel & Convention Center
9700 Bluegrass Parkway

December
No meeting scheduled.

A map of KIPDA's location can be found at <http://kipda.org/download/KIPDALocaleMap.pdf>.

For TARC routes and schedules, please visit www.ridetarc.com.

If you would like to be added or removed from the Horizons mailing list, or receive Horizons electronically, please e-mail us at kipda.trans@ky.gov or call us at 502-266-6084

Meeting dates and times are subject to change. Please call KIPDA at 502-266-6084 to confirm, or visit the calendar on our web site at www.kipda.org/transport/events.asp.

Articles contained in this newsletter will be consistent with assisting readers in accessing information from the public government entities or nonprofit organizations in which KIPDA maintains a membership, from which KIPDA is funded, or to which KIPDA contributes funds or with which KIPDA is contractually affiliated. KIPDA reserves the right to accept or deny any articles from other external sources at its discretion.

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