



HORIZONS

A Quarterly Publication of the Kentuckiana Regional Planning and Development Agency
Transportation Division

Johnsontown Road widening will improve safety

Motorists traveling on Johnsontown Road from Mahoney Drive to Black Pond Creek in southwestern Jefferson County may be aware of some much needed changes underway for the roadway. Louisville Metro Public Works and Assets has completed design and right-of-way work and is ready to begin construction. The project will widen the road from two to three lanes in late August or early September.

"Johnsontown Road is a heavily traveled roadway that serves as a vital connector between Dixie Highway and the Greenbelt Highway," said Chris Phillips, engineering supervisor for Louisville Metro Public Works. "Because of the narrow pavement width, deep roadside ditches and existing traffic volumes, we determined that widening the roadway would be the best solution to improve safety and traffic flow."

The section of Johnsontown Road west of Black Pond Creek was reconstructed, and the section between Dixie Highway and Mahoney Drive was widened. A center turn lane will be included from Mahoney Drive to Black Pond Creek.

"Other key elements of the project are the addition of a traffic light at the Johnsontown Road and Terry Road intersection, as well as sidewalks and bicycle lanes," said Phillips. "We anticipate that the project will be completed in November 2008."

For more information, please contact Chris Phillips at 502-574-3888.



Traffic at the Johnsontown Road and Terry Road intersection.

TARC is on the move this summer

By Carrie Butler
TARC Operations Planning Manager

If some of your friends at TARC look very busy recently, it may be because of all the projects that are underway.

One of the most important and serious changes is the July base fare increase from \$1.00 to \$1.25. This change in fares is occurring in order to meet rising fuel costs and other escalating expenses at TARC. All other discounted fares will increase proportionately. This increase is the first change in the base fare since 1995. Despite this increase, TARC's fare remains among the lowest in the nation. Passes and tickets will be accepted until the end of July with additional payment or may be exchanged at the Union Station building at 1000 West Broadway.

TARC is also very pleased to announce a new business partnership with Humana. Last spring Humana announced some major expansion plans along Main Street, with an expected increase of up to 12,000 employees. Humana came to TARC looking for some solutions about getting their employees from parking garages to their offices.

Working in conjunction with Humana's Workplace Solutions department, TARC proposed two programs. The first allows Humana employees to ride TARC using their company ID as a pre-paid transit pass. The second program involves some very innovative technology. This demonstration project, using grant funding from the Federal Highway Administration, allows passengers to

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Transportation Policy Committee Member Profile

Mayor Bernard Bowling
City of St. Matthews
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As the mayor of St. Matthews since January of this year, Bernard Bowling is well prepared to serve the community. "I served as a City Council member for 22 years, and I'm putting my

experience to work as I continue to improve the services for our residents," he said.

One of Mayor Bowling's main goals has been to keep the Heart of St. Matthews project moving forward in the city. This effort works in conjunction with the Louisville Metro Streetscape program to provide bike racks and lockers, benches, sidewalks and shared use trails, and street lights on designated roadways in the area.

"It's vital to ensure the safety of our residents who walk and bicycle in our community," he said. "We are also working to add sidewalks along Shelbyville Road near the Mall St. Matthews. We've had numerous requests from the residents in the area for sidewalks and safer crosswalks so they don't need to drive to the Mall."

Managing growth is a key strategy in the Mayor's planning for the city. "Maintaining the condition and safety of our roads, while handling increases in traffic, is a top priority with me," he said. "One project that would improve access and alleviate congestion is the widening of Chenoweth Lane from two to three lanes to provide a center turning lane."

A lifelong resident of St. Matthews, Bowling has a strong family heritage in the area. He and his brother run Plehn's, their family-owned bakery on Shelbyville Road. "My father was the second mayor in St. Matthews after the city was incorporated in 1950, and I want to keep the city moving forward," he said. "I'm committed to a balance between residential and economic development while keeping the small town feel and sense of history."

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TARC is on the move this summer

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know when the next trolley will arrive at certain stops along the Main-Market trolley route. The TARC trolleys will be equipped with Automatic Vehicle Location devices that communicate real-time information on video display terminals that Humana will provide at selected locations.

TARC is also using new technology on another project by conducting a bus stop inventory of the entire TARC transit system. The inventory is supported by a short range planning grant from KIPDA and will assist TARC in getting a better picture

of what stops and amenities we have located "on the street." It will inventory all bus stop locations and their amenities, such as shelters and benches, using GPS technology and a new Bus Stop Manager program from Trapeze Software. Once the inventory is complete, TARC hopes to be able to better evaluate the current service to make the most effective service changes that will provide the best possible and most cost effective transit system.

For more information, visit the TARC website at www.ridetarc.org or call 585-1234.

Mt. Tabor Road reconstruction enters final stages

The reconstruction of Mt. Tabor Road in New Albany is entering the final stages of construction and is scheduled to be open to the public in October 2007. Major upgrades to the roadway from Green Valley Road to Grantline Road include reducing the grades of several hills, adding sidewalks, curbs and gutters, drainage improvements, new railroad crossing surface and gates, and two new traffic signals.

"This project has taken a bit longer than we would have liked," said New Albany Plan Commission Director John Rosenbarger. "But the good news is now Mt. Tabor Road will provide enhanced safety and access for residents and the many industrial facilities in the area."



Resurfacing of the road and the new railroad crossing on Mt. Tabor Road.

Bullitt County beautification project is underway

Operation Bright & Beautiful in Bullitt County grew out of a Transportation Enhancement grant which Bullitt County officials applied for with help from hundreds of members of the community.

"This grant application to the Kentucky Transportation Cabinet is a major push to beautify five exit medians on Interstate 65 in Bullitt County," said Elaine Wilson, director of tourism for the county. "Work on the grant has had community wide involvement, and now Operation Bright & Beautiful is the umbrella program to enhance the aesthetics along I-65 with plants and fences, dress up city

streetscapes and adopt county and state roads."

A component of the project is the Adopt-A-Highway program. Partnered with the Bullitt County Department of Code Enforcement - Solid Waste Management, more than 200 miles are maintained with inmate labor and 54 miles have recently been adopted by eight groups in Bullitt County. The groups participate in four yearly litter pick-ups on their two miles of adopted roadway.

For more information on the Bullitt County Adopt-A-Highway program, contact Ken Carver at 502-500-2485.

Oldham County teens buckle up and "Drive Smart"

Students, faculty and visitors to North Oldham County, Oldham and South Oldham high schools now have a reminder to wear their seat belts. The Kentucky Transportation Cabinet (KYTC) recently unveiled two "Buckle Up" signs at each school to encourage drivers and passengers to always wear their seat belts. The signs, done in each school's colors, were placed at the entrances and exits of the three campuses.

"One of our goals is to educate drivers of all ages about safe driving habits," said Amy Knipp, Drive Smart Coordinator for KYTC's Louisville District 5 Office. "We want these signs to remind everyone visiting the school to buckle up."

Students and school personnel were invited to help unveil the signs. A short ceremony was held at which time student drivers heard a safety message from KYTC personnel, encouraging them to

always buckle up and to wear their seat belts correctly.

Working with the Louisville District 5's Drive Smart Coordinator, KIPDA surveyed student, parent and faculty seat belt usage at the three schools. The results showed a seat belt usage rate of 89% for North Oldham High School, 91% for Oldham County High School and 87.5% for South Oldham High School. These were above the statewide average of 68% and the average for all Oldham County of 83%. A follow-up survey will determine if this program helps increase the number of students who comply with the state law by buckling up.



North Oldham High School students and faculty promise to "Buckle Up."

For more information on this program, contact Nedra Morrell at 502-266-6084 or e-mail nedra.morrell@ky.gov.

U.S. 60 Enforcement Blitz in September

The Kentucky Transportation Cabinet, in conjunction with KIPDA, the Bluegrass Area Development District, Kentucky State Police, Kentucky Vehicle Enforcement and local law enforcement, is coordinating an Operation Drive Smart Enforcement Blitz for September 7-13. The Blitz will take place along the U.S. 60 Corridor in Jefferson, Shelby and Franklin counties and is focused on reducing vehicle crashes, injuries and fatalities.

The U.S. 60 Corridor is one of 13 corridors identified for special emphasis in collision reduction through a data-driven process by the Governor's Executive Committee on Highway Safety.

"Targeted Enforcement Area" signs will be posted and Drive Smart visual speed radar units will be placed along the corridor in each county during the blitz. "These portable units are intended to remind motorists to be aware of their speed and to comply with the posted speed limit," said Captain Tom Porter of Kentucky State Police Post 12 in Frankfort. "We are also planning to set up several safety checkpoints along the corridor."

The operation will focus on reducing the contributing factors involved in vehicle crashes, such as speeding, improper passing, and aggressive and reckless driving. Violations relating to non-use of safety belts, children not in safety seats and expired or no liability insurance, as well as equipment violations, will also be strictly enforced.

You Asked For It!

In each issue of *Horizons*, we will take a public comment or question that we've received and provide our readers with an answer from either a member of our Transportation Policy Committee or a member of the KIPDA staff.

Go ahead – send us your comments or questions, and we'll publish them in upcoming issues. Send them via e-mail to kipda.trans@ky.gov with "You Asked For It!" in the subject line, or by mail to:

You Asked For It!
KIPDA Transportation Division
11520 Commonwealth Drive
Louisville, KY 40299

You asked:

Why are there so many acronyms in the planning documents? It's confusing for the average person who wants to participate in the process.

KIPDA staff responded:

We are doing everything we can to simplify the documents by spelling out and defining acronyms, as well as providing glossaries in each document. The following are a few brief definitions of some of the acronyms to help you better understand plans and project descriptions.

CMS – A Congestion Management System is a process that provides for effective monitoring and management of new and existing transportation facilities.

FHWA – The Federal Highway Administration is a Division of the United States Department of Transportation (USDOT) responsible for funding highway planning and programs.

FTA – The Federal Transit Administration is also a Division of the USDOT and is responsible for funding transit planning and programs.

MPO – A Metropolitan Planning Organization is responsible for developing transportation plans and programs for urbanized areas of 50,000 or more in population. KIPDA is the MPO for the Louisville area (Jefferson, Bullitt and Oldham counties in Kentucky, Clark and Floyd counties in Indiana).

TE – Transportation Enhancement is a federal funding category for projects that add community or environmental value to any active or completed project. Sidewalks and bikeway projects are some examples.

TIP – The Transportation Improvement Program contains projects from the transportation plan. It lists projects to be funded with FHWA/FTA funds for the next one to three years.

Visit our website at www.kipda.org/transportation to find out more.

KIPDA Transportation Division Meeting Calendar

Transportation Technical Coordinating Committee

August 8, 10:00 a.m.

Location to be announced

September 12, 10:00 a.m.

Location to be announced

October 10, 10:00 a.m.

Location to be announced

A map of KIPDA's location can be found at http://kipda.org/About_KIPDA.aspx.

Transportation Policy Committee

August 23, 1:00 p.m.

Location to be announced

September 27, 1:00 p.m.

Location to be announced

October 25, 1:00 p.m.

Location to be announced.

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

Regional Transportation Council

September 27, 1:00 p.m.

KIPDA Burke Room

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, times and locations are subject to change.
Please call KIPDA at 502-266-6084 to confirm, or visit the calendar on our website at <http://kipda.org/news.aspx>.**

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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