



**MEMORANDUM**

**TO:** KIPDA MPO Project Sponsors  
**FROM:** KIPDA Transportation Division Staff  
**DATE:** February 11, 2010  
**RE:** Investment Area Application & Project Development

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Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana  
Member  
Counties

Clark

Floyd

The Investment Area map along with the application of Investment Areas was approved by the Transportation Policy Committee in September 2004 for the purpose of project development. The map illustrates planned land use through the horizon year of the plan: 2030. This map was produced in concert with local land use planning agencies. The purpose of the Investment Area map, along with the descriptions that follow, is to enable project sponsors to determine what the best investment would be for a particular area based on anticipated future land use. For example, in an area that is designated Rural/Preservation, little to no development is expected to occur; therefore, a project sponsor may propose a safety improvement at an intersection, but would not propose new roadway construction as it would not be a wise “investment” in an area with little population, and therefore, little need for a new roadway.

**Project Compatibility**

Investment Areas are a tool for project sponsors to determine which project types are most appropriate or compatible with each Investment Area type. There are certain projects that appropriate in any of the four Investment Areas: safety improvements, and plans/studies.

Project types deemed most appropriate for a particular Investment Area are referred to in the following pages, both in the summary table and descriptions. The intent of the Investment Area application is not to stop projects from moving forward, but to make sure project sponsors are aware of what is anticipated in terms of future land use, and to make context-sensitive decisions accordingly.

Equal  
Opportunity  
Employer

**Update of Investment Area Designations**

Investment Areas will be reviewed and updated as part of each Metropolitan Transportation Plan (MTP) update. Changing an Investment Area from one type to another may also occur upon request from a TPC member, however this process will require additional information, such as a plan or study explaining the need for the redesignation, and will require public review as prescribed in the KIPDA Public Participation Plan.

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## Investment Area Summary Table

	Established	Community	Transitional	Preservation/Rural
<b>Transportation Objective</b>	To provide transportation options within the existing right-of-way.	To maintain, improve, and when necessary, expand the transportation system.	To provide proactive integration of transportation facilities in areas identified as having future growth.	To contribute to limiting impacts of transportation improvements on the area, preserving the natural and/or man-made environment, and ensuring compatible transportation improvements in rural areas.
<b>Existing Land Use</b>	Established land use pattern; 100 % developed	Established land use pattern; 70-100% developed	Established and/or planned land use pattern; less than 50% developed	No established or planning land use pattern other than agricultural and/or identified as environmentally sensitive
<b>Future Land Use</b>	Little or no change anticipated from existing land use pattern.	Little to some planned growth from the established land use.	Planned growth from the existing land use pattern.	Little or no change anticipated from existing land use pattern.
<b>Existing Density</b>	High concentrations of residential and/or businesses/employment	Medium concentrations of residential and/or businesses/employment	Low concentrations of residential and/or businesses/employment	No or low concentrations of residential and/or businesses/employment
<b>Existing Units/Acre</b>	13 or more dwelling units per acre	6 to 12 dwelling units per acre	0 to 5 dwelling units per acre	0 to 5 dwelling units per acre
<b>Future Density</b>	Little to no change	Little change	Medium to high concentrations of residential and/or businesses/employment	Little to no change
<b>Examples</b>	<ul style="list-style-type: none"> <li>• Downtown Jeffersonville</li> <li>• Downtown New Albany</li> <li>• Downtown Louisville</li> <li>• Portland Neighborhood</li> <li>• Old Louisville</li> </ul>	<ul style="list-style-type: none"> <li>• Fern Creek Area</li> <li>• Northaven Neighborhood</li> <li>• Newburg Neighborhood</li> <li>• GE Appliance Park Area</li> <li>• New Albany Industrial Park</li> <li>• City of Hillview</li> </ul>	<ul style="list-style-type: none"> <li>• Bluegrass Industrial Park</li> <li>• LaGrange Industrial Park</li> <li>• Indiana Army Ammunition Plant</li> <li>• Minor Lane Heights south of Louisville International Airport</li> </ul>	<ul style="list-style-type: none"> <li>• Jefferson County Memorial Forest</li> <li>• Clark County State Park</li> <li>• Bernheim Forest</li> <li>• Southern Bullitt County</li> </ul>
<b>Examples of Project Types (proposed)</b>	<ul style="list-style-type: none"> <li>• Maintenance</li> <li>• Roadway improvements within existing ROW</li> <li>• Expanded transit</li> <li>• Bicycle and pedestrian facilities</li> <li>• TSM/TDM strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Limited expansion of roadways (including adding bicycle &amp; pedestrian facilities)</li> <li>• Maintenance</li> <li>• Expanded transit</li> <li>• TSM/TDM strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Roadway expansion including bicycle and pedestrian facilities</li> <li>• Maintenance</li> <li>• New and expanded transit</li> <li>• TSM/TDM strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance</li> <li>• Safety improvements</li> <li>• Low-impact TSM/TDM improvements</li> </ul>

## Investment Area Description: **ESTABLISHED**

### **Established** Investment Areas are those areas with:

- Existing high concentrations of population (e.g., 13 or more dwelling units per acre) and/or employment;
- Existing, well established land use patterns;
- Is currently fully developed;
- Infill and infill development of existing property are the only development opportunities in the area; and,
- There is little no growth anticipated in terms of population and/or employment to the Metropolitan Transportation Plan (MTP) horizon year.

### Examples of the **Established** Investment Area within the Louisville (KY-IN) Metropolitan Planning Area:

- Downtown Jeffersonville, Indiana
- Downtown New Albany, Indiana
- Downtown Louisville, Kentucky
- Portland Neighborhood, Louisville, Kentucky
- Old Louisville Neighborhood, Louisville, Kentucky

### Transportation Objective in **Established** Investment Areas

To provide the greatest number of mobility options with the least amount of physical impact.

The reason for limiting physical impacts in **Established** Investment Areas is that surrounding land uses and development patterns have already been determined. Expansion projects in these areas have the potential to be very disruptive due to the existing density of the area and very costly due to the right-of-way purchases involving established businesses and residences. Projects should be contextually sensitive to surrounding land uses. Roadway expansion projects and/or new roadway projects should only be considered after non-roadway improvements have been fully examined. Projects in an **Established** Investment Area should focus on the benefits of efficient demand management over adding capacity. As with all of the Investment Areas, attention is to be given to making transportation facilities for all modes as safe and efficient as possible.

### Project Types most compatible with the **Established** Investment Area

- Congestion Management Process projects and programs, such as ridesharing, signal timing, etc.
- Traffic Flow management projects and programs, such as reversible lanes, roundabouts, access management, ITS, etc.
- Transit projects and programs, such as expansion of service area or service hours
- Bicycle Facilities within existing ROW, such as road diets to add bike lanes, etc.
- Pedestrian facilities within the existing ROW, such as connecting gaps in the sidewalk system, repairing/replacing broken sidewalks, etc.
- Maintenance

## Investment Area Description: **Community**

### **Community** Investment Areas are those areas with:

- Existing mid-range concentrations of population (e.g., population density ranges from 6 to 12 dwelling units per acre) and/or employment;
- Established land use patterns;
- Area is currently 70% to 100% developed with some infill and redevelopment opportunities, and limited opportunities for new development; and,
- Little to moderate growth is expected in terms of population and/or employment to the Metropolitan Transportation Plan (MTP) horizon year.

### Examples of the **Community** Investment Area within the Louisville (KY-IN) Metropolitan Planning Area:

- Fern Creek Neighborhood, Louisville, Kentucky
- Northaven Neighborhood, Jeffersonville, Indiana
- Newburg Neighborhood, Louisville, Kentucky
- New Albany Industrial Park, New Albany, Indiana
- City of Hillview, Bullitt County, Kentucky

### Transportation Objective in **Community** Investment Areas

To maintain, improve, and when necessary, expand the transportation network.

Capacity-adding projects will be pursued in unison with efforts to preserve the existing attributes of the **Community** Investment Area. As with all of the Investment Areas, attention is to be given to making transportation facilities for all modes as safe and efficient as possible.

### Project Types most compatible with the **Community** Investment Area

- Congestion Management Process projects and programs, such as ridesharing, signal timing, etc.
- Traffic Flow management projects and programs, such as reversible lanes, roundabouts, access management, ITS, etc.
- Transit projects and programs, such as expansion of service area or service hours
- Expansion of roadways that include bicycle and pedestrian facilities as a part of the improvements.
- Bicycle Facilities within existing ROW, such as road diets to add bike lanes, etc.
- Pedestrian facilities within the existing ROW, such as connecting gaps in the sidewalk system, repairing/replacing broken sidewalks, etc.
- Maintenance

## Investment Area Description: **Transitional**

### **Transitional** Investment Areas are those areas with:

- Existing low concentration of populations (e.g., population density ranges from 0 to 5 dwelling units per acre) and/or employment;
- No established land use patterns exist at this time, or land may be used primarily for agricultural purposes;
- Area is currently undeveloped or sparsely developed;
- Development potential is high; and,
- Comprehensive plans, neighborhood plans, infrastructure plans, subarea studies, economic development plans, etc. point to this area, targeting it for substantial growth in terms of population and/or employment by the horizon year of the Metropolitan Transportation Plan.

### Examples of the **Transitional** Investment Area within the Louisville (KY-IN) Metropolitan Planning Area:

- Minor Lane Heights area south of Louisville International Airport, Louisville, Kentucky
- Indiana Army Ammunition Plant, Clarksville, Indiana

### Transportation Objective in **Transitional** Investment Areas

To recognize and adequately plan for future development and proactively integrate transportation and land use principles.

Emphasis in **Transitional** Investment Areas will be given to corridor preservation, access management, and other activities that will provide for traffic management and congestion prevention and mitigation. Close coordination and acknowledgement of land use plans are required for **Transitional** Investment Areas. As with all Investment Areas, attention is to be given to making transportation facilities for all modes as safe and efficient as possible.

### Project Types most compatible with the **Transitional** Investment Area

- Roadway expansion that include bicycle and pedestrian facilities as part of the improvements.
- Congestion Management Process projects and programs, such as ridesharing, signal timing, etc.
- Traffic Flow management projects and programs, such as reversible lanes, roundabouts, access management, ITS, etc.
- New and expanded Transit projects and programs, such as expansion of service area or service hours, as well as additional transit amenities within existing and emerging moderate to high land use densities.
- Bicycle facilities
- Pedestrian facilities
- Maintenance

## Investment Area Description: **Preservation/Rural**

### **Preservation/Rural Investment Areas are those areas with:**

- The majority of land is designated as parkland, environmentally sensitive, or historically significant by the local, state, and/or national agencies, or those areas that are rural and/or primarily agricultural, and areas of the natural environment that have yet to be identified for planned development;
- Existing low concentration of populations (e.g., population density ranges from 0 to 5 dwelling units per acre) and/or employment;
- No established land use patterns exist at this time, or land may be vacant or used for agricultural or recreational purposes;
- Area is currently undeveloped or sparsely developed;
- There are no plans for installing infrastructure necessary to support the development of the area;
- Development potential is low due to constraints such as unstable soils, being within the floodplain, etc. or other related designations; and,
- Comprehensive plans, neighborhood plans, infrastructure plans, subarea studies, economic development plans, etc., indicate this area will be preserved as it currently exists or in a state very close to it through the horizon year of the Metropolitan Transportation Plan.

### **Examples of the **Preservation/Rural Investment Area** within the Louisville (KY-IN) Metropolitan Planning Area:**

- Jefferson County Memorial Forest, Louisville, Kentucky
- Clark County State Forest, Clark County, Indiana
- Bernheim Forest, Bullitt County, Kentucky
- Southern Bullitt County, Kentucky

### **Transportation Objective in **Preservation/Rural Investment Areas****

To contribute to limiting impacts of transportation improvements on the area and preserving the natural environment and ensuring compatible transportation improvements in rural areas.

As with all Investment Areas, attention is to be given to making transportation facilities for all modes as safe and efficient as possible.

### **Project Types most compatible with the **Preservation/Rural Investment Area****

- Roadway Maintenance
- Safety projects with limited additional capacity and limited access
- Low impact intersection improvement projects