



TRANSPORTATION POLICY COMMITTEE

12:30 p.m., Thursday, February 27, 2020

KIPDA Burke Room

11520 Commonwealth Drive

Louisville, Kentucky 40299

AGENDA

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

Clark

Floyd

Equal
Opportunity
Employer

- 1) *Call to Order, Welcome, Introductions*
- 2) *November 26, 2019 and December 11, 2019 TPC Meeting Minutes – Review and approval. **Action Requested.***
- 3) *Public Comment Period*
- 4) *FHWA Division Administrator Todd Jeter – Mr. Jeter will introduce himself to the Transportation Policy Committee (see enclosed).*
- 5) *Election of Transportation Technical Committee 2020 Chair and Vice Chair – The Transportation Technical Coordinating Committee will present the recently TTCC elected Chair and Vice Chair for ratification by the TPC (see enclosed). **Action Requested.***
- 6) *DRAFT Connecting Kentuckiana 2040 and DRAFT 2020-2025 Transportation Improvement Program Public Comments – Staff will review the collected comments with the Transportation Policy Committee (see enclosed).*
- 7) *DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan update - Staff will review the Final Draft of the Metropolitan Transportation Plan update (see enclosed). **Action Requested.***
- 8) *DRAFT 2020-2025 Transportation Improvement Program - Staff will review the Final Draft of the Transportation Improvement Program update (see enclosed). **Action Requested.***
- 9) *Performance Management Plan FHWA Safety Performance Measures Update - Staff will review proposed revisions to the PM1 Safety Performance Measures (see enclosed). **Action Requested.***
- 10) *MPO Dedicated Programs Quarterly Review – Staff will review proposed cost increases for Indiana and a temporary modification Kentucky Cost Increase policy. (see enclosed). **Action is Requested.***
- 11) *FY 2018 - FY 2021 Transportation Improvement Program (TIP) – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).*
- 12) *Other Business*
- 13) *Adjourn*



**Auxiliary aids/services are
available when requested
three (3) business days in
advance.**

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**See
[http://www.ridetarc.
org/tripplan/](http://www.ridetarc.org/tripplan/)
for TARC service**

**MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
November 26, 2019, 9:30 a.m.
Louisville Marriott East
Commonwealth Room B
1903 Embassy Square Boulevard, Louisville, Kentucky 40299**

Call to Order

J. Byron Chapman, Chair, called the meeting to order at 9:37 a.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

Keith Griffiee, Bullitt County, made a motion to approve the minutes from the October 17 meeting. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Public Comment Period

Jackie Cobb, citizen, expressed her preference that the Dixie Highway BRT have a dedicated bus lane and not just signal prioritization.

Public Meeting Report

Ashley Tinius, KIPDA staff, reported on recent public involvement activities.

Quarterly Project Review

Nick Vail, KIPDA staff, provided results from the latest review of projects using funding dedicated to the MPO and discussed changes in the programming of those funds in Kentucky.

Jeff O'Brien, Louisville Metro Government, made a motion to approve the exception recommendation report from the TTCC Working Group. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Keith Griffiee, Bullitt County, made a motion to approve the list of cost increases and phase shifts which do not require an exception. Aida Copic, TARC, seconded the motion and it carried with a unanimous vote.

Aida Copic, TARC, made a motion to postpone the quarterly progress report requirements temporarily for one quarter for Kentucky sponsors only. Tonya Higdon, KYTC, seconded the motion and it carried with a unanimous vote.

FY 2018-FY 2021 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, presented information on Administrative Modifications to the short-range funding document. No action was required.

Transit Authority of River City

TARC Executive Director Ferdinand Risco shared his thoughts concerning the evolution of public transit in the region and updated the Committee on TARC's recent planning efforts. There was discussion. No action was required.

Kentucky-Indiana Transportation Excellence (KITE) Award

Ashley Tinius, KIPDA staff, announced the winner of the fourth annual KIPDA KITE Award and recognized the finalists. No action was required.

Special December TTCC/TPC Meeting

A joint meeting of the TTCC and TPC will be held at 1:00 p.m. on December 11 in the KIPDA Burke Room. No action was required.

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 10:36 a.m.

David Burton
Recording Secretary

Members Present:

Keith Griffie (Vice Chair)	Bullitt County
Bill Dieruf	City of Jeffersontown
Bernie Bowling	City of St. Matthews
Tony McClellan	Indiana Department of Transportation – Seymour
J. Byron Chapman (Chair)	Jefferson County League of Cities
Tonya Higdon	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
Jeff O'Brien	Louisville Metro Government
David Voegelé	Oldham County
Aida Copic	TARC
Kevin Baity	Town of Clarksville

Members Absent:

Robert Hall	City of Charlestown
Andy Crouch	City of Jeffersonville
Jeff Gahan	City of New Albany
Beverly Chester-Burton	City of Shively
Brian Dixon	Clark County
*Tommy Dupree	Federal Aviation Administration – Memphis
*Erica Tait	Federal Highway Administration – Indiana
*Eric Rothermel	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Shawn Carruthers	Floyd County
Joe McGuinness	Indiana Department of Transportation
Tonya Higdon	Kentucky Transportation Cabinet
*Emily Liu	Louisville Metro Planning & Design
Brian Sinwell	Louisville Regional Airport Authority
Michael Browder	U.S. Dept. of Housing & Urban Development

Others Present:

Larry Sloane	Age Friendly Louisville
Matt Meunier	City of Jeffersontown
Shawn Dikes	HDR
Jara Sturdivant	HDR
Thomas Witt	Kentucky Transportation Cabinet
Matt Bullock	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Derrick Morris	Kentucky Transportation Cabinet – Office of Transportation Delivery
David Burton	KIPDA
Stacey Burton	KIPDA
Adam Forseth	KIPDA
Jarrett Haley	KIPDA

Agenda Item #2

Zach Herzog	KIPDA
Olivia Ranseen	KIPDA
Nick Vail	KIPDA
Dirk Gowin	Louisville Metro Government
Michael King	Louisville Metro Government
Gretchen Milliken	Louisville Metro Government
Randy Frantz	TARC
Ferdinand Risco	TARC
Jackie Cobb	

* Denotes Advisory Members

**MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
TRANSPORTATION POLICY COMMITTEE (TPC)
1:00 p.m., Wednesday, December 11, 2019
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299**

Call to Order

Jim Urban, TTCC Chair, and J. Byron Chapman, TPC Chair, called the meeting to order at 1:06 p.m. After introductions were made, it was determined that there was a quorum present.

December 11, 2019 Joint TPC and TTCC Meeting Procedures

J. Byron Chapman, TPC Chair, affirmed the meeting procedures with both committees. At the request of KIPDA staff, the UPWP Amendment was requested to be added under Other Business. **Bill Dieruf, City of Jeffersontown, made a motion to add the UPWP Amendment under Other Business. Tonya Higdon, KYTC, seconded the motion and it carried with a unanimous vote.**

Review and Approval of Minutes

Review and approval of the November 13 TTCC meeting minutes and the November 26 TPC meeting minutes were tabled until the next meeting of each committee.

Public Comment Period

There were no public comments.

Public Meeting Report

Ashley Tinius, KIPDA staff, reported on public involvement activities. No action was required.

Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP)

David Burton, KIPDA staff, sought approval to present the preliminary DRAFT of the MTP update to the public beginning in January 2020. There was discussion.

TTCC: Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC to present the preliminary DRAFT MTP to the public beginning January 2020. Felicia Harper, Bullitt County, seconded the motion and it carried with unanimous vote.

TPC: Bill Dieruf, City of Jeffersontown, made a motion to approve presenting the preliminary DRAFT MTP to the public beginning January 2020. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.

KIPDA Participation Plan Update

Ashley Tinius, KIPDA staff, presented the final DRAFT of the KIPDA Participation Plan. There was discussion.

TTCC: Matt Meunier, City of Jeffersontown, made a motion to recommend approval by the TPC of the final DRAFT of the KIPDA Participation Plan. Jim Silliman, Oldham County, seconded the motion and it carried with unanimous vote.

TPC: Bill Dieruf, City of Jeffersontown, made a motion to approve the final DRAFT of the KIPDA Participation Plan. Kevin Baity, Town of Clarksville, seconded the motion and it carried with a unanimous vote.

FY 2020-2025 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, sought approval to present the preliminary DRAFT of the FY 2020-2025 TIP to update to the public beginning January 2020. There was discussion.

TTCC: Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC to present the preliminary DRAFT TIP to the public beginning January 2020. Felicia Harper, Bullitt County, seconded the motion and it carried with unanimous vote.

TPC: Jeff O'Brien, Louisville Metro Government, made a motion to approve presenting the preliminary DRAFT TIP to the public beginning January 2020. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

FY 2018-FY 2021 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, presented information of Administrative Modifications to the short-range funding document. No action was required.

Other Business

David Burton, KIPDA staff, requested approval of the Amendment to the UPWP. There was discussion.

TTCC: Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC to approve the Amendment to the UPWP. Emily Liu, Louisville Metro Planning & Design Services, seconded the motion and it carried with unanimous vote.

TPC: Bernie Bowling, City of St. Matthews, made a motion to approve the Amendment to the UPWP. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Adjournment

The meeting was adjourned at 2:10 p.m.

David Burton
Recording Secretary

Agenda Item #2

Committee(s)

Members Present:

TTCC	Felicia Harper	Bullitt County
TPC	Keith Griffie	Bullitt County
TPC	Bill Dieruf	City of Jeffersontown
TTCC	Matt Meunier	City of Jeffersontown
TTCC	Barry Armstrong	City of Mt. Washington
TTCC	Curtis Hockenbury	City of Shepherdsville
TPC/TTCC	Bernie Bowling	City of St. Matthews
TPC/TTCC	Brian Dixon	Clark County
TPC/TTCC	*Erica Tait	Federal Highway Administration – Indiana
TPC/TTCC	Tony McClellan	Indiana Department of Transportation – Seymour District
TPC	J. Byron Chapman	Jefferson County League of Cities
TPC/TTCC	Tonya Higdon	Kentucky Transportation Cabinet
TTCC	Matt Bullock	Kentucky Transportation Cabinet – District 5
TPC	*Tom Hall	Kentucky Transportation Cabinet – District 5
TTCC	David Burton	KIPDA
TTCC	Craig Butler	Louisville Metro Air Pollution Control District
TTCC	Michael King	Louisville Metro Economic Development
TPC	Jeff O'Brien	Louisville Metro Government
TTCC	Emily Liu	Louisville Metro Planning & Design Services
TTCC	Dirk Gowin	Louisville Metro Public Works & Assets
TTCC	Jim Urban (TTCC Chair)	Oldham County Planning Commission
TTCC	Jim Silliman	Oldham County
TPC/TTCC	Kevin Baity	Town of Clarksville
TPC/TTCC	Geoffrey Hobin	TARC

Others Present:

Lori Puchino	City of Mt. Washington
Kenan Stratman	City of St. Matthews
Robin Bolte	Indiana Department of Transportation
Karl Sawyer	Integrated Engineering
Matt Bullock	Kentucky Transportation Cabinet – District 5
Brennan Niehoff	Kentucky Transportation Cabinet – District 5
Sarah Baer	KIPDA
Stacey Burton	KIPDA
Elizabeth Farc	KIPDA
Adam Forseth	KIPDA
Jarrett Haley	KIPDA
Andy Rush	KIPDA
Annemarie Sacra	KIPDA
Randy Simon	KIPDA
Ashley Tinius	KIPDA
Nick Vail	KIPDA
Chester Hicks	LDP
Tammy Markert	Louisville Metro Public Works & Assets
Brittany Montgomery	Town of Clarksville
Billy Garrison	WSP USA

* Denotes Advisory Members



MEMORANDUM

TO: Transportation Policy Committee

FROM: Byron Chapman, TPC Chair

DATE: February 19, 2020

SUBJECT: Todd Jeter, FHWA-KY Division Administrator

We are pleased to welcome Mr. Jeter to the Transportation Policy Committee meeting and look forward to his involvement in the KIPDA transportation activities.

FHWA – Kentucky Division Administrator Todd Jeter

In November 2019, Todd Jeter began serving as Division Administrator for the FHWA Kentucky Division where he leads the administration of the Federal-aid Highway Program in the State, and directs a diverse staff of engineers, planners, realty, financial specialists, and support personnel. He works with the Kentucky Transportation Cabinet (KYTC), Congressional representatives, MPOs, local elected officials, and resource agencies to provide leadership and guidance in the identification of surface transportation needs and related priorities which, when implemented, carry out USDOT's national transportation and safety program goals.

Todd began his career with FHWA in 2004 as a Financial Specialist in the Professional Development Program (PDP). Upon completion of the PDP, he was assigned to the Florida Division as a Financial Specialist. In 2007, he advanced to the Financial Manager position in the South Carolina Division and in 2010, he was selected to the position of Director of Finance and Administration in the Texas Division. In December 2013, Todd was selected to serve as the Assistant Division Administrator (ADA) in the Louisiana Division where he provided overall guidance and direction in successfully implementing Louisiana's \$759 million Federal-aid highway program.

Todd holds a Master of Business Administration degree from the University of Tennessee and a Bachelor of Business Degree in Finance and Economics from Middle Tennessee State University.

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MEMORANDUM

TO: Transportation Policy Committee

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FROM: Matt Meunier, Transportation Technical Coordinating Committee (TTCC) Election of
Officers: Nominating Committee

Bullitt

DATE: February 19, 2020

Henry

SUBJECT: TTCC 2020 Chair and 2020 Vice Chair

Jefferson

Oldham

Shelby

The by-laws for the Transportation Technical Coordinating Committee (TTCC) require the election of officers on an annual basis. At the February 12, 2020 TTCC meeting the Committee members closed the nominating process and held elections for TTCC 2020 Chair and TTCC 2020 Vice Chair.

Spencer

The Committee voted to elect the following:

Trimble

- 2020 TTCC Chair: Mr. Jim Urban, Oldham County Planning
- 2020 TTCC Vice Chair: Mr. Keith Griffie, Bullitt County

Indiana
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Because the TTCC serves in an advisory capacity to the TPC, the TTCC election of officers is a recommendation to the Transportation Policy Committee, who is then asked to consider, and if deemed appropriate, ratify the election of the 2020 TTCC Chair and TTCC Vice Chair.

Action is requested.

Clark

Floyd

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MEMORANDUM

TO: Transportation Policy Committee

FROM: David C. Burton

DATE: February 18, 2020

SUBJECT: Public Comment for DRAFT *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* and DRAFT *2020-2025 Transportation Improvement Program*

Kentucky
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Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

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At the December 11, 2019 Joint Transportation Policy Committee (TPC) and Transportation Technical Coordinating Committee (TTCC) meeting the TPC authorized KIPDA staff to begin the public comment period for the DRAFT *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* (MTP) and the DRAFT *2020-2025 Transportation Improvement Program* (TIP). Following the guidelines for collecting public comment found in the KIPDA *Participation Plan*, the 30-day public comment period began on January 8, 2020 and lasted through February 7, 2020.

Multiple avenues were utilized in order to create a greater awareness of the comment opportunity and to collect comments.

Notification

- Advertising in area newspapers, including but not limited to the Courier Journal, Louisville Defender, New Albany Tribune, Oldham Era, and others.
- Social Media Advertising
- Social Media Posts

Opportunities to Review and Comment on DRAFT MTP and DRAFT TIP

- Eight public meetings held throughout the five-county region
- All public libraries in the five-county region
- KIPDA website, including the KIPDA Public Comment App

Over 350 comments were submitted for consideration by the TPC. As defined by the KIPDA *Participation Plan*, the TPC was afforded an opportunity to review and consider all public comment prior to considering the DRAFT MTP and DRAFT TIP for approval. A TPC Public Comment Review Working Group met on February 18 to review and consider all the comments submitted.

Included in this memorandum are:

- Comments submitted for the DRAFT *Connecting Kentuckiana 2040 Metropolitan Transportation Plan*
- Comments submitted for the DRAFT *2020-2025 Transportation Improvement Program*
- A report from the TPC Public Comment Review Working Group

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Transportation Policy Committee Public Comment Review Working Group Report

The Louisville/Jefferson County, KY-IN Metropolitan Planning Area's Metropolitan Transportation Plan, *Connecting Kentuckiana 2040* and *FY 2020-2025 Transportation Improvement Program* were available for public comment from January 8, 2020 through February 7, 2020. 324 comments were submitted to KIPDA through the online portal and from the eight public meetings held.

As defined in KIPDA's *Participation Plan*, KIPDA staff hosted the Transportation Policy Committee Public Comment Review Working Group on February 18, 2020 for Transportation Technical Coordinating Committee (TTCC) members and Transportation Policy Committee (TPC) members to carefully review and discuss the comments. All TTCC and TPC members were provided all public comments and all were invited to participate. The Working Group was pleased to see so many comments and recognized the contribution the public has made in enhancing the region's mobility. The Working Group, which was provided the comments in advance, concluded after discussion that the public input was helpful and should be carefully considered as plans and projects advance. The Working Group also agreed that the submitted comments do not introduce issues that would delay the TPC's consideration of the draft *Connecting Kentuckiana 2040* Metropolitan Transportation Plan (MTP) and the draft *2020-2025 Transportation Improvement Program* as submitted to the February 27, 2020 TPC meeting.

The TPC Working Group developed the following summary from the public comments and discussed how comments were considered and will continue to be considered moving forward.

As part of the discussion of all the submitted comments, the Working Group noted the following related to some of the items that were mentioned repeatedly in the public comments:

- **Louisville Loop** – There was notable support for completing the Louisville Loop shared-use path network.
- **Bike Facilities** – Comments supported the expansion of bicycle infrastructure with an emphasis on dedicated bicycle lanes. Comments also included the need to enhance connectivity of the bicycle network. Cyclist safety was also raised in the public comments.
- **Pedestrian Facilities** – Similar to the Bike Facilities, there was support for expansion of the pedestrian network, improving pedestrian connectivity, and providing safe pedestrian options.
- **Transit** – Transit enhancement and expansion was mentioned in the comments. The inclusion of dedicated transit lanes was also noted.

- Project Priority and Implementation – Comments addressed the priority of project funding relative to mode and use of resources. Comments also discussed advancing project implementation in a timelier manner.
- Expansion – Comments were made suggesting the expansion of the roadway system is not warranted. There were also comments stating that expansion projects are needed.
- Low-income areas – Comments suggested that investments be prioritized in low income areas with additional consideration given to pedestrian expansion and enhancements.

The Working Group asked that the comments be categorized by mode. The number of comments related to a particular mode does not indicate support, or lack of support, for a transportation mode. This information is shown in the public comments and summarized here:

Mode or Plan Element	Number of times each mode or plan element was the primary topic of a public comment:		
	TIP	MTP	Total
Programs (i.e., KAIRE, ECC, ITS)	0	2	2
Roadway	5	70	75
Bike/Ped	36	139	175
Transit	5	29	34
Interchange / Interstate	6	18	24
Schedule / Funding	14	40	54
Other	6	21	27

The working group asked that the public be made aware of the following:

- The public can stay apprised of the status of projects by regularly viewing the Transportation Improvement Program (TIP) on KIPDA's website: <https://www.kipda.org/transportation/core-products/transportation-improvement-program/>. The TIP is a living document that outlines the year in which Federal funds can be authorized for each project phase.
- The MTP does not constrain future potential improvement projects to current funding category eligibility limitations. Being fiscally reasonable is a comparison of anticipated project and program costs compared to planning level estimated federal funding availability. Federal funding eligibility is likely to vary over the planning horizon and the MTP assumes future funding will be flexible to cover the identified project types. The TIP must and does consider eligibility limitations on currently available funding categories. Funding is discussed further in Chapter 5 of *Connecting Kentuckiana 2040*.

Project sponsors have been made aware of all project-specific comments and have and will continue to be encouraged to consider these comments as projects are developed.

Planning is continuous; the TPC will continue to use the public comments to inform all planning activities including the next MTP. *Connecting Kentuckiana 2040* or the *FY 2020-2025 Transportation Improvement Program* were heavily influenced by the public input received during the development of and over the life of the previous MTP. Examples of how public involvement was incorporated into the *Connecting Kentuckiana 2040 MTP* planning process and again in future planning efforts include:

- Public comment was used by the TPC to help inform the development of the *Connecting Kentuckiana 2040* Goals and Objectives
- The public comment was geo-coded and provided to sponsors when identifying possible projects and programs for inclusion in *Connecting Kentuckiana 2040*.
- *Connecting Kentuckiana 2040* incorporated public comments into the project review, evaluation, and ranking process by recognizing a project's contribution to addressing public comments.

Note: Typographical errors were identified through the public comment period. KIPDA staff will correct these minor errors before posting the document as final.

**Connecting Kentuckiana 2040
Public Comments**

KIPDA ID	Project Name	Description	Cost	Agency	State ID	Completion	Comments	Program	Roadway	Bike/Ped	Transit	Interchange / Interstate Schedule / Funding	Other
147	KY 393	KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2).	\$ 11,990,000	KYTC	00234.00	2022	Please do not leave this project incomplete. The underpass is desperately needed. This needs to be done to finish the portion that was already built south of the RR. This project should be completed asap, because of the unsafe rail crossing. Especially at peak school hours.		x			x	
179	I-265	KYTC Highway Plan (June, 2018): Reconstruction of the I-265/I-64 Interchange. (2016BOP) CHAF ID: IP20110064	\$ 38,397,500	KYTC	00549.00/00549.01	2023	The tight cloverleaf at this interchange is dangerous. But surely the project cost could be reduced from \$38M.		x			x	
181	Reconstruction Existing Interchange from Northbound KY 1747 to I-64	Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway).	\$ 82,596,000	KYTC	00052.00	2028	Is this really necessary and worth \$83 million?				x	x	
198	Old Henry Road	New route between the KY 362 (Ash Avenue) in Pewee Valley and KY 22 (Ballardville Road) / KY 3298 (KY 329 Bypass) in Crestwood. Project is Section 2 of the 5-367.00 Crestwood Bypass parent project. Section 1, KY 3084 (Old Henry Road) from I 265 (Gene	\$ 47,330,000	KYTC	00367.00	2030	I thought this project was stopped because of a historic site.????		x			x	x
213	KY 1932	KYTC Highway Plan (June, 2018): Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road).	\$ 4,522,000	KYTC	00531.00	2025	A bike lane or a parallel multi-use path would be helpful. More car lanes are not needed. I object to this project if it in any way will widen the road for the purpose of additional car travel lanes. Make a separated bike lane for suburban workers. Many do not want to drive!		x				
224	I- 65	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.	\$ 12,425,000	Louisville Metro	00378.10	2028	Instead of spending \$12 million on a redesign - let's get rid of this ramp option completely. We can restore MANY acres of land to the urban fabric and rely on other ramps. Let's rephrase this. Complete and improve pedestrian and bicycle safety and facilities near the I-65 exit to Brook Street. The project will consider improvements to the ramp."		x			x	
233	KY 1819	Reconstruct and widen Watterson Trail from Plantside Drive to Blankenbaker Parkway. (98CCR).CHAF IP20150319	\$ 15,280,000	KYTC	00373.00	2024	Improve bike/ped from existing Moser Rd to Watterson Trl/Bluegrass Pkwy intersection Moser's sidewalk stop approx. 800ft from Watterson Trl. Improve intersection at Moser and Watterson trail. Fantastic candidate for a traffic circle. Pretty please.		x				
258	Blowing Tree Boulevard	Extend and widen Blowing Tree Boulevard from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Bunsen Parkway.	\$ 2,300,000	Louisville Metro		2030	There are very few side streets here, so a center turn lane does not appear to be necessary. Instead, ensure continuous sidewalks on both sides and consider bike lanes.			x			
260	Bowling Boulevard/Christian Way	Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard and Christian Way.	\$ 21,000,000	Louisville Metro		2040	Adding more lanes will only add more cars. We should add bike lanes and a bus lane Create a protected bike lane Should be 3 lanes (3rd is center turn). Five lanes is excessive and would induce too much traffic through city of Hurstbourne.		x				
265	Bunsen Boulevard/Christian Way	Construct Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.	\$ 32,448,000	Louisville Metro	00119.00	2040	Adding more capacity will result in more traffic. We should prioritize alternate means of transport like busses and bike lanes It would be better to change it to three lanes, plus a two-way protected bike path.		x				
359	KY 1747	Widen southbound Hurstbourne Lane to 3 lanes from Linn Station Road (CS-1004H) to Eden Avenue (CS-1660H). (06CCR)[03KYD](2006BOPP)(See 5-344.02 for KYD C phase)[14CCR]	\$ 5,910,000	KYTC	00344.01	2024	??? Hurstbourne is 6 or 7 lanes at Linn Station Road!		x				
384	Hubbards Lane	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.	\$ 4,403,200	Louisville Metro	00479.00	2022	I also think widening would be counterproductive here. People already go very fast and it is a scary street to cross when walking by myself or with a stroller. Please prioritize the bike path and reprioritize the turn lane. I strongly object to widening Hubbards Lane! Instead, plant trees along the street, improve connectivity for use of the broader street network surrounding this area, and make it safer to get places on bike (protected lanes!) Please prioritize the bike path. This road has no shoulder. This road is dangerous to bike especially where it crosses the tracks. There is a concrete curb at the center line. Cars force themselves between the curb and the cyclists. There's no room Restrict left turns into Beechwood Village from Hubbards at Blenheim and you will fix most of the backup issues for southbound traffic. Yes to the bike lanes - a protected 2-way cycle track. There should be a connection to the proposed Beargrass Creek paths (2753) at Brown Park.		x	x			
389	I- 64	6YP DESC: Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. CHAF ID # - IP20080187.	\$ 30,482,000	KYTC	00553.00	2024	Charge the One Park developers to rebuild the Cochran Hill tunnel exit, which they will be overloading; As it is, traffic backs up onto I-64. More load increases the likelihood of an accident where someone will be killed. It looks like your plan is to run commuter traffic through the Cherokee and Seneca parks so the big money can get their tower at Lexington and Grinstead. SHAME on you. What are the "improvements" you mention here? I suggest turning this section of I-64 into a street. This section needn't be an interstate! Do NOT widen it.		x			x	
390	I- 64	New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on the I-64 corridor. Corridor would be in the vicinity of Gilliland Road.	\$ 74,240,000	KYTC	080000.00	2029	Why would this be needed? There are already roads there.					x	
412	KY 22	Improve safety and reduce congestion on KY 22 from just east of Murphy Lane to Haunz Lane. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.	\$ 5,600,000	KYTC		2026	Start this segment now! The project should accommodate bicycle and pedestrian travel, not merely "consider" it!			x			
414	KY 22	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.	\$ 12,140,000	KYTC		2028	This project should also address the sight distance at Haunz Lane. This segment should be given priority instead of Abbott Ln to Centerfield Dr. Because of unsafe conditions and congestion in Crestwood. This should be a priority and include the intersection improvements at Clore Ln. We need separated bike/transit lane to make it actually feasible to bike when cars are speeding.		x			x	
428	KY 146	Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 3298 (KY 329 Bypass) to KY 393. Includes consideration of a four lane widening and bike/ped accommodations. IP20080251.	\$ 20,510,000	KYTC		2028	Continuous turning lanes should be included in this project to accommodate business and school access. Especially at Colonel Dr.		x		x		
446	KY 1931	Improve safety and reduce congestion on KY 1931 (Manslick Road) from KY 1931 (St. Andrews Church Road) to I-264 (Henry Watterson Expressway). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians. CHAF IP2008022	\$ 29,709,950	KYTC		2030	The project should do more than "consider" accommodations for bicyclists and pedestrians. There should be continuous sidewalks on both sides of the road and either bike lanes, a cycle track, or a separated multi-use path.			x			
474	Urton Lane	Extend and widen Urton Lane from 2 to 3 lanes from north of I-64 to Seatonville Road.	\$ 100,000,000	Louisville Metro		2040	Project 2608 (Plantside Drive extension) should be merged with this project between a point about 0.5 mile north of Rehl Road and a point just south of the Norfolk Southern Railway.		x				

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							We need to have smart development here to account for the amount of seniors living in this area. Pretty soon, they are going to age out of driving their own vehicle and will need access to transit services. Density and planning for this will reduce traffi				x		
476	US 42	Improve safety and reduce congestion on US 42 from I-264 (Henry Watterson Expressway) to Seminary Drive. Project will evaluate one additional travel lane in each direction and consider accommodations for bicyclists and pedestrians.	\$ 10,470,000	KYTC		2030	Adding lanes will only add more cars. We need to fewer cars not more. Bike lanes and more buses will do more good than more lanes Bicycle lanes are a necessity on this route. It is currently unsafe. The neighborhood grocery and most retail space (drug stores, restaurants) are on this route Improve sidewalks and consider a two-way protected bicycle track. Additional traffic lanes will just induce more traffic and congestion will return.			x	x		
480	US 60	Improve safety and reduce congestion on US 60 from I-264 to KY 1747. Project design will evaluate one added travel lane in each direction and consider bicycle and pedestrian facilities. CHAF IP20080196.	\$ 26,890,000	KYTC		2035	Forget the added traffic lane. That would just induce more traffic and congestion would return. Put in a protected two-way bicycle track and/or a dedicated bus lanes instead. Either would reduce traffic. Both would reduce it more. If you build biking facilities, make then WONDERFUL - protected and pleasant for riding. And, don't widen the street for more car lanes - the principle of induced demand proves it will just attract more cars and encourage driving. Please prioritize the bike path over the extra lane. Even if it's congested, cars can safely use this road, bikes can't. This is especially true at cloverleaf with I-264. I live in Lyndon and can't access any of the retail services due to the danger This would road would be ideal for a dedicated bus lane to the downtown area. Decreased travel time will encourage riders			x	x		
484	KY 1447	Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.	\$ 5,470,000	KYTC		2030	We need transit lanes on this road for Ford commuters. A neighborhood transit station would be great for central access to airport and downtown.				x		
491	I- 65	6YP DESC: Widen I-65 from 6 to 8 lanes from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway).	\$ 305,700,000	KYTC	00550.00	2030	Adding more capacity will add more cars and result in the same congestion. The more we encourage expansion, the more expansion we'll get. We should build up, not out						x
958	I-265	Six lane priority section of I-265 between Taylorsville Road and I-71. Approximately 11.3 miles, from MP 23.409 to MP 34.727. Project design will evaluate widening from 4 to 6 lanes as a potential solution to the congestion.	\$ 95,920,000	KYTC	00537.00/00537.01/00537.02	2023	A big waste of money. Widening would increase congestion by inducing more traffic. Strongly object to widening this interstate. Widening a roadway increase VMTs, which we need to decrease to fight climate change. It is also irresponsible spending because it will not solve congestion (i.e. induced demand will just attract more traffic)				x		
959	I-265	KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from US 31E to KY 155. CHAF ID: IP20150080. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.	\$ 7,500,000	KYTC	00558.00	2029	Don't widen our interstates. It only serves to encourage more driving and will saddle our community with more maintenance obligations. We need to invest in carbon-reducing transportation - not infrastructure that encourages driving.				x		
1188	Luther Luckett Collector	Construct new 2 lane road along Corrections Department Property from the main entrance of the KY State Reformatory at KY 146 to Dawkins Road. The road will have restricted access for public safety and the lanes will be 12' wide.	\$ 1,500,000	Oldham Co.		2026	This should be completed to eliminate prison traffic from neighborhoods.		x				
1271	US 42	KYTC Highway Plan (June, 2018): Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County Line to Ridgemoor Drive.	\$ 10,284,000	KYTC	00441.01	2021	US-42 should be widened all the way to KY-1793.		x				
1273	Olmsted Parkways Multi-Use Path System	Construct a multi-use path system connecting Algonquin, Southwestern and Southern Parkways with existing trails to create a continuous 8 miles of connected paths for pedestrians and bicyclists.	\$ 25,000,000	Louisville Metro	00506.00, 03709.00	2024	Great project! Should be a high priority.			x			
1332	Portland Neighborhood Transportation Plan	Convert existing, arterial one-way streets in Portland to two-way operation.	\$ 1,500,000	Louisville Metro		2030	Highly support the conversion from one-way to two way. We need transit connecting Portland to suburbs in a fast manor. Portland deserves to have a transit station		x		x		
1338	River Road Extension	Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.	\$ 19,577,400	Louisville Metro	00091.08	2024	Fully support this project. Would suggest getting it done sooner than 2024.					x	
1352	US 60 Premium Transportation Corridor Project - Section 1	Conduct US 60 (Shelbyville Road) Corridor Transportation Management Study between KY 1747 (Hurstbourne Parkway) and English Station Road, approximately 4.1 miles.	\$ 16,000,000	Louisville Metro		2030	Bike lanes and traffic speed limiting here would be great. As well as sidewalks that actually connect down shelbyville rd without hopping through unoccupied car dealerships. I crossed this road running with my toddler in a stroller (to get to the park behind best buy)and had a woman in a car follow me warning me about how many pedestrians had recently been hit. Please make this road safe for people and not a superhighway Make Shelbyville Road similar to Frankfort Avenue experience with protected bike lane and transit lane that would make speeds COMPARABLE OR BETTER than using a single occupancy vehicle Tremendous opportunity to make a multi-modal road with lanes and space dedicated to pedestrian, bikes, e-bikes, and scooters. The density of people and businesses is a perfect place for this type of investment		x				
1353	Baxter/Bardstown Premium Transportation Corridor - Section 1	The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service 2) bring intelligent signal upgrades 3) incorporate complete streets roadway improvements	\$ 11,600,000	Louisville Metro		2030	Address pedestrian safety Broadway and Baxter. Connect the Baxter sectionTo Jefferson and Nulu using connectivity and two way over one way. Bardstown Road FIRST, sooner, curb bumpouts, Road Diet, 24 hr parking Bardstown Road FIRST, sooner, curb bumpouts, Road Diet, 24 hr parking Bike lanes instead of parking on one side? Bus transit to downtown. Crosswalks better designated for drivers to easily see. Like the idea of bump outs. Ditch the lane lights! Add more midlane cross blocks and improve sidewalk quality. This is not safe for people walking. Prioritize this project and get it done sooner. Expidite the project to save lives. Would love a beeline bus designated from several stops on Bardstown Rd to Downtown and Nulu Get rid of all ping pong lites. Allow parking on both sides of the street with no strictionl. 2 lanes of traffic with 1 center turn lane Great plan. Let's get it done. High vis crosswalks, bumpouts, bike lanes, improve lighting If drivers are still not warming up to bike lanes, then we need to increase TARC ridership and get more 17, 23, and 40 buses to remove cars off the road and alleviate the traffic and parking issues. Include the roads connecting to Frankfort and Lexington Kill ping pong lights. Express bus line to connect with Bardstown Rd, NULU and downtown. Extend island and make pedestrian safe middle zone. Let make this happen...sooner, rather than later! Thanks		x				

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							Let's make this happen. This area needs improved infrastructure for non-motorized users...too many pedestrian and cyclist collision with vehicles. More crosswalks, better sidewalk lighting, dedicate bike lane, connect us to other corridors, stop parking ban/4 lanes One lane each direction, Left hand turn lanes at major intersections and street parking on both sides One lane each direction, turn lanes at major intersections, street parking that allows for the formation of safe cycling lanes. Please look at cycling lanes in Europe that are separated by cobblestones or varied heights to keep everyone safe. Pedestrian safety and accommodation of public transit. Too much focus on cars PEOPLE first design. Dedicated bike lanes. Bumpouts, high vis crosswalks, trees to cover the roadway and clean the air. Everyone pays for parking, and lighting that creates a mood and makes it safe for PEOPLE at any time. Please remove the dangerous and confusing lane switch lights. This safety plan needs to be implemented as soon as possible. Prioritize Bardstown Road section. Better identify TARC stops. Remove all on street parking and have 1) dedicated bus/emergency vehicle lane and 2) concrete/bollard protected bike/scooter/slow mobility lanes. The majority of all pedestrian strikes occurred in this section of the Bardstown Road corridor. We can't wait until 2030. There is the potential for an additional 90 (9 per year) pedestrian strikes if we wait another 10 years. The sooner the better to implement the safety plan. This is a busy and dangerous area. This has to be a priority with all of the visitors and residents in this densely populated area. Why does Bardstown Road only turn into 8 lanes once it gets to the minority neighborhoods? There is nothing walkable about Beuchel! Most transit is a football field away from the store because of the parking lot! Elderly people can't get out of their home yes to complete streets! And please improve pedestrian and cyclist connectivity to NuLu and Butchertown. High priority			x			x	
							Preston Highway VERY much needs complete street improvements over anything else listed in this description.			x	x			
							Please add bike paths. This road is a real danger to us The study needs to take all transportation modes into account: ped, bike, transit, and maybe cars, too.		x	x	x			
							Bike lanes are the most useful along arteries that don't have smaller streets that run parallel. This route has those. Shift these funds to other projects			x		x		
							Don't widen I-71! Instead, make this interstate a boulevard that is at grade - or leave it alone and spend the money elsewhere.					x	x	
1357	KY 61 Premium Transportation Corridor Project	The KY 61 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit 2) bring intelligent signal upgrades, 3) incorporate complete streets roadway improvements	\$ 18,241,610	Louisville Metro		2030				x	x			
1362	US 60 Premium Transportation Corridor Project - Section 2	The Second Section of the US 60 Premium Transportation Corridor Project will improve access and mobility along one of	\$ 8,400,000	Louisville Metro		2030			x					
1425	South Louisville Loop Connector	This design-build project is for contextually appropriate bicycle and pedestrian connections along 3rd Street and Southern Parkway up to the intersection of New Cut Road.	\$ 2,000,000	Louisville Metro		2030			x	x	x			
1478	I- 71	6YP DESC: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC). CHAF DESC: Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. CH	\$ 37,970,000	KYTC	00048.10/00048.11	2024				x				
1488	KY 22	Reconstruct KY 22/KY 146 from Pryor Avenue to KY 329B - 3 lane section with center turn lane. From MP 3.250 to MP 3.929. CHAF ID IP20190082.	\$ 16,500,000	KYTC	00304.10	2028	All businesses are on KY-146 between Pryor Ave and KY-329 Bypass. That section should be widened.		x					
1489	KY 22	Reconstruct KY 22 with consideration of a 3 lane section with center turn lane from KY 2858 (Abbott Lane) to Centerfield Drive. MP 5.32 to MP 7.50. IP20150249.	\$ 18,240,000	KYTC	00304.20	2026	This project should be pushed out to a future date. Priority should be given to Murphy Ln to KY329.		x			x		
1514	I-265 Rehl Road	Construct a new interchange on I-265 at Rehl Road.	\$ 50,000,000	Louisville Metro		2040	Is this really necessary?						x	
1634	LaGrange Road Bicycle & Pedestrian Improvements	Increase the pavement width along LaGrange Road by 8 feet to provide two 4' on-street bicycle lanes from Lakeland Road to Whipps Mill Road and add bicycle facilities on New La Grange Road from Lyndon Lane to Whipps Mill Road.	\$ 1,035,000	Louisville Metro		2020	Bike lane width needs to be 5 feet. Otherwise, great project.			x				
1662	A.B. Sawyer Shared Use Path	Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods.	\$ 5,000,000	Louisville Metro	00529.00	2025	Goos project. The path needs to connect to bike lanes or other multi-use paths at each end.			x				
1726	KY 524	Landslide repair on KY 524 (Westport Road) from Junction US 42 northwest, 1.0 mile. (2002BOPC)(Not required). CHAF ID IP20150467.	\$ 5,600,000	KYTC	05013.00	2026	Fix hillside from the road to the creek. This section is constantly a dangerous road and should be fixed to eliminate the undermining of the road by rain water.		x					
1791	LaGrange Road Pedestrian Facilities Project	Construction of sidewalks along LaGrange Road from Lyndon Lane to Bowen Elementary School.	\$ 1,695,500	Louisville Metro		2021	Sidewalks are great, bike lanes are a must. This is a dangerous route for bikes. There is no shoulder and the east bound lane has a steep drop into a ditch. There is no safety buffer for bicycles			x				
1809	One-Way Street Conversion to Two-Way Phase 1	Design and construction for the conversion of one-way streets in downtown Louisville to two-way traffic flow.	\$ 4,390,000	Louisville Metro	00470.00	2020	All of these streets were designed before cars were invented! Pick up trucks from tourists take up two or three regular spots and are keeping customers from parking at businesses! What's the point of having parking lots on the sides of our roads? Convert all the one-way streets to two-way! I would prefer protected bike lanes to two-way streets Let's put bike lanes on these streets AND do two way conversions - use parking space for bike lanes Yes! Convert these streets to two-way and replace signals with stop signs. And, do more roads than just the identified ones here. We need more two-ways in the Shelby Park an Smoketown neighborhood, for example.		x					
1810	One-Way Street Conversion to Two-Way Phase 2	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: 3rd Street (Market Street to Main Street); and Main Street (2nd Street to Story Avenue). Project length is 1.14 miles.	\$ 825,000	Louisville Metro	0470.10	2025	Convert all the one-way streets to two-way!		x					
1825	TARC High Capacity Corridors	Provide increased frequency TARC service along two high capacity corridors: Broadway-Bardstown Road Corridor and	\$ 3,774,000	TARC		2022	This would be a good corridor for a dedicated bus lane. Decreased travel times will increase riders We need covered bus stations with rapid service to match foot traffic! Most business are active until very late at night				x			
1856	Louisville Loop Northeast Shared-Use Path System	Design and construction of a shared-use path connecting Miles Park on Shelbyville Road to River Road. Approximately 18 miles.	\$ 40,000,000	Louisville Metro		2035	Multi-use pedestrian paths will generate investment and tremendous use assuming that the car/pedestrian crossings can be managed effectively. If cars remain the priority at the intersections, little will be gained. This should be a high priority. Property and easement acquisition needs to be already underway.			x		x		

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1864	Park Hill Streetscape Improvements	Create pedestrian-friendly streetscapes in the Park Hill Corridor, namely 9th and 7th Streets and Kentucky Street.	\$ 2,000,000	Louisville Metro		2030	We need to develop the parking lots caused by Urban Renewal. Allowing for transit over cars will help attract new investment for the many seniors who are getting too old to drive!				x		
1915	Dutchmans & Breckenridge Lane Intersection Improvements	Lane additions for Breckenridge Lane south of Dutchmans Lane; Dutchmans Parkway west of Breckenridge Lane and Dutchmans Lane east of Breckenridge Lane.	\$ 2,500,000	Louisville Metro		2030	Added lanes would not help. Maybe barriers to force earlier lane selection would reduce congestion and accidents. I'm not sure how more lanes help here. Half the problem with this intersection is people being in the wrong lane, waiting until the last minute to change. That and people trying to fundraise, walking through cars, preventing movement when the light turns.		x				
1936	Old Henry Road	Extension of Old Henry Road east to Ash Avenue (KY 362) (12CCR). CHAF IP20160276.	\$ 18,180,000	KYTC	00367.20/00367.21	2024	With new homes going up in the Oldham section of Fox Run and the 400+ units Ball Homes is building on Factory Lane, Old Henry will be seeing an ever increasing amount of traffic in the coming years. Make this project a priority.					x	
1965	12th Street Extension	Extend 12th Street from Hill Street to Industry Road.	\$ 7,000,000	Louisville Metro		2030	It would be best to make the extension for pedestrians and bicycles only.			x			
2014	KY 2049	Reduce congestion and improve safety on KY 2049 from I-264 underpass to US 31W. Includes consideration of pedestrian facilities, consider bike lane, provide access management and safety improvements from I-264 underpass to US 31W.	\$ 9,170,000	KYTC		2032	The project should do more than "consider" pedestrian facilities; there need to be continuous sidewalks on both sides. Bike lanes if there is room. No additional car lanes!			x			
2016	KY 1932	Reduce congestion, improve safety, and provide mobility for all users along KY 1932 from Hikes Lane to Kresge Way .	\$ 26,750,000	KYTC		2035	A bike lane would be an improvement. More car lanes would not; they would just induce even more traffic and the congestion would resume. Maybe TARC could increase service along this segment: A circulator bus linking to routes 19, 40, and 62. Don't widen this street! Don't spend \$27M on a project that will only encourage more driving and saddle us with maintenance obligations. Please don't add more lanes. This road is filled with lanes and is congested enough. I would love to be able to bike safely from my house on alton to any of the stores here, but this stretch already encourages fast driving and wild lane changes for cars		x	x			
2024	I- 71	Improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. Includes consideration of an additional two-way left turn lane and bike/ped accommodations.	\$ 9,800,000	KYTC		2028	The KY-53 bridge should be widened to include bike/ped accommodations.			x			
2064	East Market Street Streetscape Improvements	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along intersecting streets.	\$ 14,000,000	Louisville Metro	80053.10	2022	Thebike lanes needs to be further from parked cars to reduce the chance of dooring. It also should be wider; either eliminate a car lane or minimize parallel parking. YES! Please implement this project to make pedestrian and bike movement. Suggest the bike lane could be on both sides of the street and reduce number of car lanes further.			x			
2103	Little Indian Creek Trail - Phase 1	Project is a multi-use path connecting connecting Highlander Point commercial area to Floyds Knobs commercial area. Path will go along Indian Creek stream system.	\$ 2,000,000	Floyd Co.		2027	Wow!! What a waste of taxpayers dollars. There are two huge schools that you can hike around for exercise. This is the rural area! Not a city					x	
2114	KY 2050	Reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians.	\$ 5,280,000	KYTC		2030	Bike lanes will encourage non-car travel by connecting 2 retail centers (Crossgate & Westport Village) with surrounding residential areas. Needs continuous sidewalks on both sides. Bike lanes (or a two-way cycletrack) would reduce congestion. A center turning lane is not really needed here.			x			
2121	I- 65	6YP DESC: Improve safety and reduce congestion at the I-65/I-264 interchange. Project length is 2.29 miles. CHAF DESC: Improve safety and reduce congestion at the I-65/I-264	\$ 145,593,000	KYTC	00559.00/00559.01	2029	\$145 million dollars!?! How about instead we make I-264 a boulevard and get rid of this interstate all together. Then we don't need to rebuild this interchange in such an expensive fashion. This is an expensive solution looking for a problem. Please scrap this project! We need a transit station that connects to each neighborhood in Louisville via neighborhood stations. EVERYBODY needs to be able to go the airport.				x	x	
2142	Olmsted Parkways Bicycle/Pedestrian Improvements	This project will provide planning, design, and implementation phases for Olmsted Parkways Bicycle and Pedestrian Improvements to rehabilitate Eastern Parkway to modern standards.	\$ 15,000,000	Lou. Metro Parks	03213.00	2035	A great project to pursue. And when done, use the same ideas on Lexington Rd, Frankfort Ave, Southern Parkway, and many others. Please accelerate the implementation of this project. Would like to see protected bike facilities the entire length, road redesign to slow car speeds, and many more crossing opportunities for people on foot. Protected bike lanes and a parallel road down I-65 for college students biking to class! Currently many have to dart into traffic to make it to class without a car! Traffic circles to avoid collisions with turning cars!		x				
2152	I- 71	6YP DESC: Six lane priority section of I-71 between I-265 and KY 329 (16CCR). Project length is 2.785 miles. CHAF ID: IP20150450Additional Considerations: Widen priority section of I-71 between I-265 and KY 329 from 4 to 6 lanes.	\$ 66,465,000	KYTC	00483.00/00483.01/00483.02	2023	Don't widen our interstates! We don't want more vehicle miles traveled. We don't want more carbon emissions. We don't want more development at the edge of the county. We don't want more maintenance burdens in the years to come.					x	
2234	Louisville Loop Riverwalk Shared-Use Path System	Design and construct an accessible shared-use path system connecting the Ohio River Valley Northeast section of the Louisville Loop from Big Four Bridge to the Olmsted Parkways	\$ 16,000,000	Louisville Metro		2028	Connect K & I bridge to New Albany. Sherman Minton has no bike facilities and walking on it will be dangerous. There is a way to be a mirror to the Big 4 Bridge in the West End, which would be amazing for economic development This project deserves top priority. Would suggest extending this project to also include a pedestrian crossing at the K&I bridge			x			
2388	Main Street/Story Avenue Intersection	Intersection rebuild at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east .	\$ 4,582,899	Louisville Metro	00561.00	2021	A conversion to 2-way needs to be done in connection with this. Convert to a standard 4-way intersection. Or put in a traffic circle if there is room. Yes! Critical to better connecting Nulu with Clifton and the Highlands. And, crucial for better and safer connections for walking and cycling.		x			x	
2408	TARC Cross River Connectors	Implementation of 2 routes to improve cross river mobility over the Kennedy/Lincoln bridges and the Lewis and Clark Bridge.	\$ 3,000,000	TARC	1801625	2020	Bike lanes on 2nd street bridge connecting to Ohio River Greenway Bike lanes on the 2nd street bridge will be useful On the 2nd Street Bridge, instead (a) install protected bike lanes (b) implement a toll for cars equal to the new bridge			x			
2533	I-64 Sherman Minton Corridor Maintenance	Maintenance of the I-64 Sherman Minton Bridge and three Indiana approach bridges and one Kentucky approach bridge.	\$ 48,675,000	INDOT	1702255	2022	CONNECT THE K & I BRIDGE TO NEW ALBANY! IT IS WHAT THE TOWN WAS BUILT AROUND! Suggest reevaluating the need for 6 car lanes. Instead, what if we took the upper deck of this bridge and converted it into a park that provides walking and bike access. Then, the lower deck is for cars.				x		
2602	I- 71	6YP Desc: Improve safety and reduce congestion on I-71 from Zorn Avenue to I-264.I-71 from MP 2.00 TO MP 5.00.CHAF Desc: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway).	\$ 39,238,000	KYTC	00556.00	2030	Back ups don't seem to be caused by narrow or lack of lanes. They appear to result from an inefficient interchange with I-264 STRONGLY Object to widening I-71. Instead, how about we bring I-71 down and turn it into a boulevard?				x		

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2606	KY 841/Renaissance Park	KYTC Highway Plan (June, 2018): Construct new interchange on KY 841 at the Renaissance South Business Park. Project length is 1 mile.	\$ 33,408,000	KYTC	80006.00	2024	Is this really necessary?					x		
2608	Plantside Drive	Extend Plantside Drive from Rehl Road to Taylorsville Road.	\$ 34,150,745	KYTC	80003.00	2026	This project is in conflict with the proposed Urton Lane extension (474). The two projects should be merged between a point about 0.5 mile north of Rehl Road and a point just south of the Norfolk Southern Railway, where a bridge has already been started.		x					
2614	Commerce Parkway Widening	Widen Commerce Parkway between Parker Drive and KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared-use path. Lane width is 12' with one proposed signal between termini. Project length is 3 miles	\$ 17,500,000	Oldham Co.		2029	Future development requires this widening.		x					
							Increase demand because of new ramps and commercial and industrial development should indicate that this should be done sooner.					x		
2615	Kenwood Road	Construct a new urban roadway section to connect KY 146 and KY 393 Bypass in Crestwood.	\$ 3,279,688	Oldham Co.		2026	Traffic congestion in downtown Crestwood is horrible. Please build this road.		x					
2669	Connection 21 - Signal System Upgrade and Research	Expansion of fiber communications; and upgrades of signal controllers; along heavily traveled corridors in Jefferson County with high current and projected congestion.	\$ 1,835,000	Louisville Metro		2022	An integrated transportation system would allow traffic control staff to dynamically adjust traffic lights to relieve congestion.	x						
2740	Bardstown Road Safety Study Implementation - Southern Phase	The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264.	\$ 3,300,000	Louisville Metro	2025	Add mid-block crosswalks and cue bump outs			x					
						Address Baxter Broadway pedestrian access at the cemeteries.			x					
						Address crosswalks and amplify design. Amplify and respect bus stops which are routinely used as parking spots.			x	x				
						Bardstown has to be a priority. Too many cars, pollution going through our neighborhood. It's not safe. We need option D although it is missing a bike line, which is needed. More crosswalks needed too-it's unsafe to cross and the existing ones are not OK			x					
						Bardstown Road should include a bike lane. If not, the plan MUST include and excellent alternative of connected, protected bike lanes on adjacent streets all along the corridor. Not acceptable to not address biking facilities at all.			x					
						Crosswalks			x					
						Crosswalks better designated for drivers to easily see. Like the idea of bump outs.			x					
						Curb bump outs			x					
						Curb bump outs and lighted cross walks are needed. I would like to see a dedicate bike lane and if that's not possible, then a strong alternative route that is clearly protected and marked and promoted.			x					
						Curb bumpouts, ROAD DIET, high vis crosswalks. PEOPLE First!!			x					
						Great idea. Prioritize the "Northern " and Bardstown/Baxter part of this project first. The greatest threat to pedestrians is in those areas.			x					
						Improve pedestrian safety. Add signed to middle of crosswalks reminding drivers it's state law to stop for pedestrians.			x					
						Invest in making Bardstown Rd more pedestrian friendly. More crosswalks and bump outs. This will bring visitors back to walking and supporting the businesses.			x					
						Investment in complete street infrastructure. Bardstown Road is dying because it is a passthrough corridor. The streets are less walkable for the surrounding neighborhoods as a result. Calm traffic and invest in multimodal transportation.			x	x				
						Let's make Bardstown Road a priority! More mid-block crosswalks. Add more curb bump-outs.			x					
						Make Bardstown rd a priority. Slow traffic. Get rid of ping pong lights		x						
						More parking		x						
						Pedestrian safety should be a priority. Traffic needs to be better organized.			x					
						Pedestrian safety, organized traffic			x					
						Pedestrian safety.			x					
						Pedestrian strike along this corridor is a public safety issue. Improvements in the Bardstown Road Safety Study are a good start.			x					
						Please move up the timeline.			x					
						Please add curb bump-outs at Douglass Loop.			x					
						Please implement this safety plan. We must prioritize pedestrians safely and improve crosswalks. The road is also too wide.			x					
						Remove all on street parking and have 1) dedicated bus/emergency vehicle lane and 2) concrete/bollard protected bike/scooter/slow mobility lanes.			x	x				
						Slow down traffic by making it 2 lanes with permanent parking on outside lanes.		x						
						Slow traffic for pedestrian safety			x					
						Slow traffic for pedestrian safety full time street parking to help local businesses			x					
						Some of the spaces between buildings south of the Kroger store are very narrow and hard to enter.		x						
						The area around Assumption can be very harrowing at peak school hours; It may merit special study.								x
						The greatest ROI would be to concentrate on Bardstown Rd/Baxter Ave where the majority of pedestrian strikes happen. This section should be the final phase with Baxter to Bardstown being the first part.			x					
						There should be yellow State Law crosswalk panels in the middle of painted crosswalks where there isn't a pedestrian traffic light.			x					
						There are too many speeding cars heading to the Watterson, making it unsafe and difficult to cross.								
						This is too important of an area to Louisville not to get priority.								x
						This safety plan is critical and the sooner the better. Please prioritize pedestrians safely and improve crosswalks.			x					
						Traffic is at times very dangerous due to speeding and erratic lane changes. It is crucial for something to be done to improve safety for all.		x						
						We need to slow traffic down and encourage drivers that are passing through to downtown to use adjacent interstates. Bardstown road. Curb bumpouts and lane reduction is a good start. We need this much sooner than the current timeline.		x	x					x
We needed this project yesterday. A road diet is needed, crosswalks with bumpouts to give pedestrians a chance. We need trees to give the planet a chance, and allow our children to live in our community.			x					x						
2748	Intelligent Transportation Systems - Priority Corridors	Upgrade the traffic system along priority corridors identified as Premium Transit Corridors in the Move Louisville planning study to provide a smart traffic management system.	\$ 30,000,000	Louisville Metro		2035	Yes! Maybe project 2669 should be merged into this one.	x						x
2753	Three Forks of Beargrass Creek Greenways	This project will plan, design, and construct an accessible shared-use path system in the three forks of Beargrass Creek	\$ 75,000,000	Louisville Metro		2035	I love this idea! And, would prioritize this idea over every single interstate project in this plan. Do this first. Let's make this the top priority!		x				x	

Connecting Kentuckiana 2040 Public Comments

KIPDA ID	Project Name	Description	Cost	Agency	State ID	Completion	Comments	Program	Roadway	Bike/Ped	Transit	Interchange / Interstate Schedule / Funding	Other
		watershed, which will provide connections among the existing trails in the watershed.					Love this and it's better than every highway plan proposed here. Poor residents can't drive! We need a way to get under I 264 to zoo and downtown! Residents need choices in how to get downtown! Elderly residents will soon be too old to drive! This is a great way to connect neighborhoods with safe alternate transport THIS! This is what makes great cities. Easy access to walking/biking near natural resources. It will also connect a lot of neighborhoods together and to the louisville loop. This is an amazing idea. We need a way for minority residents in Beuchel and Hikes Point to cross I-264 to access jobs and amenities with no vehicle. Many apartments in danger of flooding because they were built too close. Greenway design will allow for flood control!			x			x
2766	KY 1747 (Fern Valley Road/Hurstbourne Parkway) Complete Street	Complete bicycle/pedestrian connections along Fern Valley Road and Hurstbourne Parkway.	\$ 16,500,000	Louisville Metro		2035	Due to the heavy, fast traffic, a parallel multi-use path would be best. Next best is continuous sidewalks and a protected bicycle track.			x			
2767	Bardstown Road Safety Study Implementation - Northern Phase	The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264.	\$ 4,100,000	Louisville Metro		2030	100% support a redesign of this road that slows the speed of cars. This project needs to be accelerated - 2030 is an unacceptable timeline and should happen much, much sooner. 24 hr parking, sidewalk lighting, sooner, high vis crosswalks - Bardstown Road FIRST 24 hr parking, sidewalk lighting, sooner, high vis crosswalks - Bardstown Road FIRST Add mid-block crosswalks Crosswalks - add more, lighting to make them more visible Crosswalks better designated for drivers to easily see. Like the idea of bump outs. Design WITH PEOPLE, not cars as the priority. I would be happy if they closed the roadway to cars, brought back streetcars, with dedicated bike/scooter lanes, trees for as far as the eye can see. PEOPLE first! Full time parking both sides. One designated, left turn lane. Get rid of the ping ping lights. Free parking. Full time parking on both sides with designated turn-lanes. I would like to have all the crosswalks painted out with overhad lights, signs and possible 3D effect. It is unacceptable to deem it too dangerous to bicycles. This study suggest alternative routes for bikes, but this routes are not interconnected and thus they are useless. Leaving cyclists no alternative. More crisswalks are needed! Better lighting up and down Batdstown Rd. One lane each direction, Left hand turn lanes at major intersections and street parking on both sides One lane each direction, Left hand turn lanes at major intersections and street parking on both sides One lane each direction, turn lanes at major intersections, street parking that allows for safe bike lanes, mid block crosswalks, increased police coverage, give tickets for jaywalking and for not stopping for pedestrians. One lane of traffic in each direction with turn lanes at intersections. Curb bumpouts and safer and more crosswalks PEOPLE FIRST! Curb bumpouts, high vis crosswalks, Road DIET!!! Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residentia and visitors!! Please consider modifying the section of Bardstown road with the flip lanes. During rush hour the velocity and volume of traffic is dangerous to pedestrians and bicyclists. Please implement more curb bumps and curb extension. We also desperately need 24hr parking. Please invest in Bardstown Rd. Make changes to make it more walkable to support the businesses which make the Highlands unique. Sidewalk lighting, more mid block crosswalks, parking on both sides of street. Please invest in this densely populated area. Please make more crosswalks with flashing yellow lights when the pedestrian presses the button. Look at the solar power crosswalk beacons they have been installing in Tampa Bay Area. Please make this portion priority number one. Plus sidewalk lighting and more visible crosswalks. Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage reminding drivers to stop for peds. Round a bout at Eastern and at Broadway There should be yellow State Law crosswalk panels in the middle of painted crosswalks where there isn't a pedestrian traffic light. There are too many speeding cars heading to the Watterson, making it unsafe and difficult to cross. This is an absolute no-brainer. One of the highest concentration of vehicle, bicycle and pedestrian crashes in the state. Let's fast track this one! This plan addresses many of the needs of the non-motorized users. Local businesses will also benefit from improved parking. Too many pedestrian strikes and vehicle accidents. Public safety issue - act now! We need better sidewalk and crosswalk lighting and more crosswalks. This all needs to happen ASAP. We need crosswalks and a road diet on this stretch We need to light and paint the crosswalks at Edenside Ave and Lucia. A 3D paing effect would be excellent. No one every stops at these and it's like playing frogger crossing 4 lanes of traffic. WOULD be a great neighborhood to walk Would like to see slower traffic, curb bumpouts. Crosswalks should be clearer. 24 hour parking. Would like to see the ping pong lights go away. Would like to see curb bump outs at all the crosswalks, Edenside and Lucia. Would like to add mid block crosswalks. This should be the first phase of the project.	x			x		
2769	New Cut Road Complete Street	New Cut Road is a four lane cross section from Southern Parkway to Palatka Road, 5 lane cross section from Palatka Road to I-265 and from I-265 to Mitchell Hill Road, 2 lanes with a turn lane at intersection.	\$ 15,000,000	Louisville Metro		2035	So what changes will the project make?						x
2771	Louisville Loop Ohio River Levee Shared-Use Path System	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from West Broadway and Southwestern Parkway at Shawnee Park to the Southern section of the Louisville Loop at Watson Lane.	\$ 34,000,000	Louisville Metro		2025	Parts of this path already exist. But they need to be repaired and connected to the part that used to be the Riverwalk. There also should be connecting paths from main roads and neighborhoods. We should prioritize connecting residential areas to retail and industrial areas. Encouraging everyday walking and biking will pay higher dividends Yes!		x				
2777	KY 362	Improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County line to KY 146. Includes consideration of a 3 lane widening with a two way left turn lane and bike/ped accommodations.	\$ 10,385,000	KYTC		2028	This project should also include significant storm water management improvements.						x
2784	I- 71 / I-264	Improve safety and reduce congestion at the I-71/I-264	\$ 69,250,000	KYTC		2034	The on/off ramps from the left at this intersection cause much of the congestion and should be removed or modified					x	

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Public Comments**

KIPDA ID	Project Name	Description	Cost	Agency	State ID	Completion	Comments	Program	Roadway	Bike/Ped	Transit	Interchange / Interstate Schedule / Funding	Other
		(Watterson Expressway) interchange.					We need a tunnel to create greenspace and connect the neighborhoods					x	x
2786	Jeffersontown to Parklands Multi-use Bicycle/Pedestrian Trail	Construct a 10-foot wide multi-use bicycle/pedestrian trail along Taylorsville Road from Chenoweth Run Road to South Pope Lick Road/Parklands.	\$ 5,450,000	Jeffersontown		2025	Do this NOW! SO MUCH NEEDLESS TRAFFIC (AND DEER COLLISION). If a parent dies, how can the family afford their mortgage?!					x	
	General - Formstack						Intersection of Hwy 150 onto I64 East bound. When are you going to recognize this as a critical problem?						x
	General - Formstack						KIPDA, I vehemently object to building the proposed additional roads and wider roads at the periphery of our currently developed land area. We should refuse building additional roadways into these areas, as they induce development into their land areas, which cause the construction of all other types of infrastructure (sewer, other roads, sidewalks, electric and gas utilities, etc). The land development pattern that will be constructed along these new/wider roads does not produce enough tax revenue to support the long-term maintenance of all of these pieces of infrastructure. As a result, the tax revenue of our entire community will get stretched even more thin to support more far flung development - caused by this MTP's planned road widening and expansion projects at our city's edge cause. We already lack the money to pay for and maintain the infrastructure we have. How are we supposed to pay for more? This plan continues to overburden our future generations with financial and environmental liabilities we will be unable to pay. Our community cannot afford more acres of developed land to maintain. We must understand that our decisions to build new and wider roads induce growth outward. We can induce growth within our CURRENT area of development by focusing on excellent maintenance of our existing roadway network - and making the current roadways conducive more to walking, biking, and public transit than to driving in a car. I am disappointed by the underwhelming goals for our dedicated bike network and pedestrian walkway network. Those goals are paltry. There are some good projects in this plan - including the redo of Main/Story intersection, more Louisville Loop, two-way streets downtown and in Portland, the Bardstown Road project, and Beargrass Creek efforts. But, the money being applied to these projects is small fry in comparison to the damage the community will suffer as a result of the road additions and widening proposed in Oldham County, Bullitt County, and eastern Jefferson County. Outward growth is not a predetermined or predestined outcome - roads enable this growth. In the same way, if we choose we don't want this outward growth, we can choose not to grow or expand these roads. And that is exactly what we need to do. For our pocketbook and for our planet's health. We cannot have more car traffic - it is a huge cause of carbon emissions. We need to shift away from a land-development pattern where the only way to get around is in a car.		x	x			x
	General - Formstack						US-60 improvements are desperately needed in the Middletown, KY area. Commercial and residential development have created a traffic nightmare. US-60 afternoon traffic starts at 2pm and doesn't subside until 7pm. The US-60 and I-265 interchange was outdated 10 years ago. Please expedite that project. We need an interchange similar to the US-60/I-264 configuration which eliminates left hand turns. The Louisville Loop shared use path seems to have stalled in eastern Jefferson County. We haven't seen any progress or even update information for the Middletown-Eastwood Connector or the continuation of the loop north of US-60. Please make that a priority and please update the public on the project status. Thank you.		x	x		x	x
	General - Formstack						LIGHT RAIL is essential for a vibrant successful 20 year regional transportation plan. Louisville got Two bridges, we can get light rail if the community aspires to that goal. Saint Louis, Dallas, Atlanta, DC have built their light rail infrastructure over the past 30 years. Chicago has improved its EL over the past 40 years (eg extension to O'Hare). Amazon would not CONSIDER going to a city without a transportation system other than cars. Consider the apartment development along Factory Lane. How are these people supposed to get downtown. The freeway system is already at rush hour capacity. Light rail would markedly enhance Louisville future (eg 20-50 year and beyond) economy. Louisville, Lexington, Cincinnati, Indianapolis, Nashville, St Louis SADLY lack convenient, relaxing intercity transportation, typified by the high speed rail model prevalent in Europe.				x		
	General - Formstack						The current plan IGNORES pedestrians. Every day each of us is a pedestrian unless we are in a motorized wheelchair. This plan is inadequate to ignore pedestrians. Maybe KTC is wanting to lessen Kentucky's population by increasing pedestrian deaths which have been on the increase in the last several years. What is the number of pedestrians that must die before KTC considers making mobility safer for pedestrians?			x			
	General - Formstack						I would like a response to my question. Additional interstate lanes have never reduced congestion when in a congested environment. Every city in the US can attest to that fact. Additional interstate lanes induce more trips, resulting in the same level of congestion. Reducing congestion on the major roads is achieved by changing trips to alternate forms of transportation including inherently dense modes such as bus and train. All modes of transportation need to be the priority. People will walk, bike, e-bike, and scooter, when given a safe travel path without the fear of getting hit by a vehicle.			x		x	

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Public Comments

KIPDA ID	Project Name	Description	Cost	Agency	State ID	Completion	Comments	Program	Roadway	Bike/Ped	Transit	Interchange / Interstate	Schedule / Funding	Other
	General - Email						Hello KIPDA, I appreciate that the MTP 20-year plan acknowledges climate change and that transportation has a big role in reducing GHG emissions. As those conversations continue, how possible is it going to be to change this plan along the way to include new ideas? While the plan brings up many examples of ways to work on this issue (encouraging ride sharing, bikes, more alluring transit), I'm confused about how the projects will be accomplished. It looks like projects can be undertaken by different groups in the community (unless I'm wrong). Is there a way to ensure these ones get done? In the Performance Management Plan, environmental sustainability is one of the federal requirements, but I don't see any metrics/specifications listed anywhere on the MTP itself to measure that air pollution/GHG emissions are actually decreasing. I realize there's a lot that could be said there, but it's irritating to be redirected so many times to other documents and sites. It would be nice to have a brief summary on the MTP itself. I see that KIPDA is planning to do its own air quality analysis and update it every four years...is that happening this year, or going to be completed and added in 2024? Thank you!						x	x
	General - Email						See attached email from KYTC District 5.							x
	General - Email						See attached email from KYTC Central Office.							x
	Public Meeting						Would like to see access to Broadway from Lewis and Clark for economic growth to hotel/motels that are on Broadway. (Clark County Public Meeting)							x
	Public Meeting						More transportation options are needed between where people live and where jobs are. Also better and more affordable connections are needed for getting to and from transit stops. More affordable transportation options are needed for those at a fixed income. (Public Meeting at TARC)			x	x			
	Public Meeting						Only 3% of funding goes to transit, would like to see more investment of funds in transit. (Public meeting at TARC)						x	
	Public Meeting						Please change spotlight cycles on Westport Rd. and Hurstbourne Lane so that left turns in opposing lanes go at same time. Review from current system where one lane goes opposing, while the other opposite lanes wait. Time consuming and not practical. Also change all others with same issue. (Public Meeting at Northeast Regional Library)	x						
	Public Meeting						Priorities-1) Maintenance of existing infrastructure. 2) Improvement of pedestrian and bicycle safety. 3) Selected improvements at bottlenecks/planning of land use to align with transportations (concurrent development). 4) Innovative/best practices. (Public Meeting Floyd County)		x	x				x
	Public Meeting						Shift schedule one express bus to Lyndon- eight hours exactly right now. Add more buses to be more convenient. Bike lanes in Lyndon. Safe and accessible 1st step for TARC to expand revenue. Change perception that TARC is safe. Protected, separated bike lanes will increase magnitude of riders. Prefer to have sharrow over narrow bike lanes that cars don't move over for. (Public Meeting at TARC)			x	x			

Number of times each mode or plan element was the primary topic of a public comment:*	2	70	139	29	18	40	21
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**The number of times a mode or plan element is introduced during public comment is NOT an indication of support or lack of support for a given project, program, or issue. The identified totals only reflect the number of comments that discussed a particular mode or issue. Some comments offered opinions about more than one mode or issue.*

**FY 2020-2025 Transportation Improvement Program
Public Comments**

KIPDA ID	Project Name	Description	Cost TIP	Agency	State ID	Completion	Fed Fund	Comments	Program	Roadway	Bike/Ped	Transit	Interchange / Interstate	Schedule / Funding	Other
128	KY 1931	6YP DESC: Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148.	\$ 9,720,000	KYTC	00323.01/ 00323.03	2024	State	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.			x				
163	River Road	Completion of a waterfront rail loop, construction of a rail-to-barge transfer facility, extension of rail within existing port boundaries, an additional rail siding adjacent to the existing yard, and a 3 acre truck-to-rail paved intermodal yard.	\$ 17,270,000	Louisville Metro	00091.02	2021	STBG-MPO	No. I-71 is alternative. Improve bike and pedestrian lanes. Don't encourage more traffic on scenic road.			x		x		
213	KY 1932	KYTC Highway Plan (June, 2018): Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles (2014BOP). Additional Considerations: From: MP 5.523 To: MP 6.590.	\$ 3,297,000	KYTC	00531.00	2025	STBG-MPO	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.			x				
223	Cooper Chapel Road Phase 3	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.	\$ 21,487,500	Louisville Metro	00404.01	2023	STBG-MPO	Ensure that bike lane is protected by concrete or bollards for its entirety or else it will be less used and less safe and will create more car riders.			x				
384	Hubbards Lane	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.	\$ 4,986,937	Louisville Metro	00479.00	2022	STBG-MPO	Overdue						x	
1109	Ohio River Levee Trail - Phase III	Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on	\$ 4,687,500	Louisville Metro	00505.00	2022	STBG-MPO	Finish the Loop! Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe.			x				
1338	River Road Extension	Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.	\$ 10,596,750	Louisville Metro	00091.08	2024	STBG-MPO	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion. This has needed to happen for decades! Now's the time.			x				
1423	River Road Bicycle & Pedestrian Improvements	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Northeast section in Prospect at River Road and US 42. Approximately 8.5 miles	\$ 3,062,500	Louisville Metro	00499.00	2035	STBG-MPO	Complete the Loop! Ensure that bike lane is protected by concrete or bollards for its entirety or else it will be less used and less safe. Ensure that bike lane is protected by concrete or bollards for its entirety or else it will be less used and less safe. Finish the Loop! So many elderly people will be aging out of driving soon!			x			x	x
1662	A.B. Sawyer Shared Use Path	Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane; and construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd.	\$ 2,330,000	Louisville Metro	00529.00	2025	STBG-MPO	This idea promotes walking/biking and connects residential car centric areas. Perhaps will get folks OUT of their cars! SO important.			x				
1809	One-Way Street Conversion to Two-Way Phase 1	Design and construction for the conversion of one-way streets in downtown Louisville to two-way traffic flow.	\$ 4,000,000	Louisville Metro	00470.00	2020	STBG-MPO	Include bike lanes throughout that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.			x				
1879	KY 864	KY 864 - Widen Beulah Church Road from 2 to 3 lanes from I-265 to Cedar Creek Road. Project length 1.627 miles. CHAF IP20080206.	\$ 9,150,000	KYTC	00481.00	2025	STBG-MPO	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.			x				
1922	I-264/US 42	KYTC Highway Plan (June, 2018): Reconstruct/widen I-264 (Watterson Expressway) from Westport Road (KY 447) to I-71, including the US 42 interchange as a SPUI. (Project includes 5-594) (12CCR)(14CCR). Project length is 1.7 miles.	\$ 30,140,000	KYTC	00804.00	2025	NHS	Yes. It's time.					x		
2084	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	Construct a 10 foot wide multi-use bicycle/pedestrian trail along one side of Bluegrass Parkway from Watterson Trail to Campus Place and along Campus Place from Bluegrass Parkway to Plantside Drive. Project length is 1.61 miles.	\$ 1,515,000	Jeffersontown	00543.00	2020	STBG-MPO	Doesn't appear this is connecting residential areas with work or other destinations that draw pedestrians/bikers.			x				
2086	Louisville Loop Shared Use Path	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder Fwy to west terminus of the existing MSD trail approximately 2.7 miles.	\$ 583,387	Louisville Metro	00489.00	2023	STBG-MPO	Finish the Loop!			x				
2087	Louisville Loop Shared Use Path	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment).	\$ 323,517	Louisville Metro	00523.00	2023	STBG-MPO	Finish the Loop!			x				
2092	Louisville Loop Shared Use Path	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Road at Medora Road to the beginning of Jefferson Memorial Forest property on Blevins Gap Road, approximately 1.3 miles.	\$ 183,536	Louisville Metro	00524.00	2023	STBG-MPO	Finish the Loop!			x				
2147	KY 1931	Three lane widening along KY 1931 from the Doss High School entrance to Palatka Road, including intersection improvements with Palatka Road and turn lanes.	\$ 6,790,000	KYTC	08810.00	2026	STBG-ST	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.			x				
2152	I- 71	6YP DESC: Six lane priority section of I-71 between I-265 and KY 329 (16CCR). Project length is 2.785 miles. CHAF ID: IP20150450	\$ 45,000,000	KYTC	00483.00/ 00483.02	2023	NHS	Additional interstate lanes in suburban environments do not reduce congestion, they simply invite more traffic with no impact on congestion. Focus efforts on reducing trips, or inherently dense modes of transportation -- buses and trains. Later. Focus on moving people not cars in Louisville for now			x	x			

**FY 2020-2025 Transportation Improvement Program
Public Comments**

KIPDA ID	Project Name	Description	Cost TIP	Agency	State ID	Completion	Fed Fund	Comments	Program	Roadway	Bike/Ped	Transit	Interchange / Interstate	Schedule / Funding	Other
2214	KY 1931	Widen KY 1931 (Manslick Road) from 2 to 3 lanes from US 31W (Dixie Highway) to Doss High School. (2014BOP). Project length is 1.739 miles. CHAF IP20080220.	\$ 12,000,000	KYTC	00536.00	2027	STBG-MPO	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.			x				
2225	University of Louisville Pedestrian Improvements	Install or retrofit 400 or more lighting fixtures throughout campus including the "L Trail", Humanities Building and other campus sidewalk locations.	\$ 449,088	Univ. of Louisville	03218.00	2021	STBG-MPO	I know I'm in the minority. Lights exist now. More means more light pollution. Safety can come from more Univ. security out walking at night and individuals walking in pairs+.							x
2231	Port of Indiana Truck-to-Rail and Rail-to-Water Improvements	Completion of a waterfront rail loop, construction of a rail-to-barge transfer facility, extension of rail within existing port boundaries, an additional rail siding adjacent to the existing yard, and a 3 acre truck-to-rail paved intermodal yard.	\$ 2,550,000	Ports of Indiana		2020	TIGER	Good expenditure of funds.						x	
2239	Cannons Lane	Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.	\$ 750,000	Louisville Metro	03212.00	2021	STBG-MPO	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion. This is where I grew up and still walk around. The sidewalk would be great and I wish it existed when I was a kid and was walking to JCC from Huntington Rd. However, I'd prioritize inner city and south and west end improvements over east end improvement			x			x	
2268	Northeast Louisville Loop MET Section 1	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Woods to Beckley Station, 0.5 miles.	\$ 937,500	Louisville Metro	03030.10	2020	STBG-MPO	For the most part folks in this area have LOTS of places to walk. Focus on lower income areas for walking improvements first.			x				
2269	Northeast Louisville Loop MET Section 2	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Bircham Road, 0.7 miles.	\$ 1,615,000	Louisville Metro	03030.20	2021	STBG-MPO	For the most part folks in this area have LOTS of places to walk. Focus on lower income areas for walking improvements first.			x				
2271	Northeast Louisville Loop MET Section 4	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.	\$ 1,875,000	Louisville Metro	03030.40	2022	STBG-MPO	For the most part folks in this area have LOTS of places to walk. Focus on lower income areas for walking improvements first.			x				
2388	Main Street/Story Avenue Intersection	Intersection rebuild at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east, transforming it into a four-legged intersection.	\$ 4,362,899	Louisville Metro	00561.00	2021	STBG-MPO	Not critical. Dreamy, but not now		x					
2463	Riverport Circulator - Access to Jobs in Southwest Louisville	The Riverport Circulator Project will expand public service in the Riverport employment center, and connect homes to jobs in the Southwest Metro Area, adding connections to routes 19, 63, 29, 50X, 18-Dixie-Preston Hwy, and the BRT service on Dixie.	\$ 1,060,000	TARC	03717.00	2020	CMAQ-ST	So needed in a low income area				x			
2479	Historic Memorial Multi-Use Trail	Construct one segment of Mount Washington's Historic Memorial Multi-Use Trail. 1) 12' multi-use path on the west side of Old Bardstown Road 2) 6' sidewalk; east side section terminating at existing sidewalk on Village Lane	\$ 88,000	Mount Washington	03216.00	2020	TA-ST	Keep people walking!			x				
2533	I-64 Sherman Minton Corridor Maintenance	Maintenance of the I-64 Sherman Minton Bridge and three Indiana approach bridges and one Kentucky approach bridge.	\$ 34,382,079	INDOT	1702255	2022	NHPP	Needed					x		
2539	Louisville Loop Shared Use Path - McNeely Lake Park Segment	Construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park.	\$ 2,453,658	Louisville Metro		2021	TA-MPO	Keep Louisvillians WALKING! So important			x				
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width.	\$ 1,935,885	Louisville Metro	03217.00	2022	TA-MPO	We need this WAY MORE than an extra lane on I 71!			x				
2542	I-64 Sherman Minton Bridge	Fracture critical inspection for Sherman Minton Bridge on I-64.	\$ 250,000	INDOT	1702670	2021	NHPP	Absolutely!					x		
2573	River Road	Address deficiencies of bridge over Goose Creek on River Road (CR 1001B) 0.2 miles north of Lime Kiln Road (CR 1002B) (056C00130N) from MP 3.80 to MP 3.87.	\$ 2,917,000	KYTC	01079.00	2022	STBG-ST	If it can wait, do so. Heavily traveled, I know. But I'd rather see the extension of River Rd from 7th to NW Pkwy or extension of Bike loop along river		x	x				
2574	Scenic Loop	Address deficiencies of Scenic Loop bridge over mid fork Beargrass Creek (056C00027N) CS 1003G from MP 1.796 to MP 1.808.	\$ 546,000	KYTC	10019.00	2021	STBG-ST	It can wait. Spend \$ in other areas of town. I'm from the east end.						x	
2579	Old Westport Road	Address deficiencies of Old West Road bridge over Goose Creek (056C00113N) CS-1079 from MP 0.03 to MP 0.038.	\$ 476,000	KYTC	10008.00	2021	STBG-ST	Better now than later, so no collapse nightmare.		x					
2602	I- 71	GYP Desc: Improve safety and reduce congestion on I-71 from Zorn Avenue to I-264. I-71 from MP 2.00 to MP 5.00. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.	\$ 2,000,000	KYTC	00556.00	2030	NHS	Not now.						x	
2603	I- 71	KYTC Highway Plan (June, 2018): Construct new I-71 interchange between KY 393 and KY 53 to relieve congestions in LaGrange. Project length is 1.0 miles. CHAF ID: 20190047.	\$ 17,300,000	KYTC	00483.30/ 00483.31	2026	NHS	later						x	

**FY 2020-2025 Transportation Improvement Program
Public Comments**

KIPDA ID	Project Name	Description	Cost TIP	Agency	State ID	Completion	Fed Fund	Comments	Program	Roadway	Bike/Ped	Transit	Interchange / Interstate	Schedule / Funding	Other
2604	I- 71	6YP DESC: Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0). (16CCN). Project length is 3.9 miles. Additional Considerations: Widen I-71 from 4 to 6 lanes from KY 329 to KY 393.	\$ 27,600,000	KYTC	00483.10	2025	NHS	later						x	
2611	I- 71	Improve safety and reduce congestion on I-71 from Zorn Avenue to I-265. I-71 from MP 2.00 to MP 9.00. CHAF ID: IP20150032. Project will evaluate widening to the inside from 4 to 6 lanes.	\$ 5,000,000	KYTC	00557.00	2030	NHS	Not needed now. Use funds elsewhere.						x	
2612	I- 71	KYTC Highway Plan (June, 2018): Improve the interchange of I 71 and KY 329. CHAF ID: IP20080244.	\$ 250,000	KYTC	80005.00	2025	State	later						x	
2630	Olmsted Parkways Multi-Use Path System Section 9	Construction of a 3.55 mile road diet system along Algonquin Parkway between 41st Street and Winkler Avenue.	\$ 2,686,854	Louisville Metro		2025	STBG-MPO	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.			x				
2644	I- 71	Address pavement condition of I-71 both direction(s) from MP 0.00 to MP 11.32.	\$ 11,500,000	KYTC	20014.00	2025	STBG-ST	Put off one of these major projects and spend money on LOTS of smaller project.						x	
2667	Outer Loop Circulator	The Outer Loop Circulator trips will complement and enhance the existing level of service and ridership on the connecting routes.	\$ 1,389,000	TARC		2022	CMAQ-ST	needed				x			
2715	Pedestrian-Focused Mobility Upgrades	Construct new ADA-complaint ramps at all corner-to-corner intersections along Blossom Lane, Bayberry Place, Hermitage	\$ 90,900	Plantation		2020	TA-ST	Important to keep people walking; not driving. People 1, cars 2			x				
2722	US 31 at Wolf Run	Bridge replacement on US 31, 00.20 mile north of IN 160 at Wolf Run.	\$ 1,805,587	INDOT	1900343	2024	STBG-ST	Prioritize keeping people walking and not driving			x				
	General							test							x
	General							Needs to happen to assist livability of areas							x
	General - Formstack							So many suburban commuters treat our city streets like an interstate! How can children and elderly feel safe when suburban white commuters treat us like WE are the problem blocking their commute?							x
	General - Formstack							I am opposed to completely closing the bridge at any time. I think it would adversely affect local business. I know the repairs will take longer, but in the long run, I think New Albany business will be less impacted than with a complete closure.					x		
	General - Formstack							Please expedite the I-265 and I-71 widening and interchange improvement projects. Congestion on these roadways is unacceptable for a city our size and the fact that we are the business hub of the Commonwealth. These projects will improve both interstate and intrastate commerce as well as make our city and state more appealing to attract new business. Residential and commercial development along these corridors has far outpaced infrastructure improvements. We are not keeping up with metropolitan areas in neighboring states.						x	
	General - Formstack							It would be lovely if we would quit spending so much tax dollars on urban sprawl and spend more to make our cities more livable. Projects in Louisville should include one-way street conversions and separated pedestrian/bike paths instead of making everything designed around high speed vehicle traffic. thank you.			x			x	
	General - Formstack							Transportation related spending should focus on all modes of transportation including walking, biking, e-biking, scooters and inherently dense modes such as buses and trains. The key to reducing congestions is reducing trips in single occupant vehicles. Given safe paths, people will choose to use them instead of a car trip.			x	x			
	General - Formstack							Maintenance should be prioritized over new.							
	General - Formstack							I really can't believe that we are spending almost the entire amount of project money for both of these plans, the 5 and 20 year on making sure cars are made more convenient. What about walkers. Bikers? It's sad, really sad.			x				
	General - Formstack							I am seriously concerned about highway expansion as it furthers movement away from the city and is damaging to the environment and health in addition to be extremely costly. I wholeheartedly support the Market Street plan although I had hoped for more trees/shrubs/greenery, the 2-way conversions in NuLu, Eastern Parkway plans, - especially the roundabout at Baxter and the peanut about near U of L. These proposals make driving, walking and biking safer and more accessible. I wonder about allocating transportation funds toward an enhanced and expanded bus system (like Indianapolis or Kansas City) preferably free to riders to allow and support community interaction and transit. I anxiously look forward to such reasonable changes to Bardstown Rd, Mellwood, Brownsboro Rd, and Frankfort Ave.		x	x	x		x	x
	General - Email							See attached email from KYTC District 5.							
	General - Email							See attached email from KYTC Central Office.							

Number of times each mode or plan element was the primary topic of a public comment.* 0 5 36 5 6 14 6

*The number of times a mode or plan element is introduced during public comment is NOT an indication of support or lack of support for a given project, program, or issue. The identified totals only reflect the number of comments that discussed a particular mode or issue. Some comments offered opinions about more than one mode or issue.

From: [Higdon, Tonya M \(KYTC\)](#)
To: [Amanda Spencer](#)
Cc: [Ross, Steve \(KYTC\)](#); [Thomas Witt](#); [Tom Hall](#); [Loyelle, Maridely M \(KYTC\)](#); [David Burton](#); [Nick Vail](#); [Andy Rush](#)
Subject: KYTC Planning - Review Comments-KIPDA Draft MTP/TIP - 2/7
Date: Friday, February 07, 2020 3:23:00 PM

Good Day Amanda,

As requested, the following are comments from KYTC Cental Office Planning regarding the above stated draft documents.

MTP (Referencing printed version of document)

1. Page ii (before Table of Contents), requesting review of TPC and TTCC committee membership to more accurately represent populations within the MPO Area.
2. Page 9, request consideration of adding the following item: Efficient and Timely Execution of Projects.
3. Page 12, Where any of the different data sources listed used to help validate/calibrate the data used to project data through the model?
4. Page 14, Add a sub-title header "Jefferson County, KY Comprehensive Plan" mid way down first column.
5. Page 14-15, Under POPULATION and in Figure 1, please restate the data sources for the projected population data. One example, Oldham County expected growth increase of 57% seems high and would benefit from a secondary validating data source or at least more historical data.
6. Page 16 & all Figure Maps, Please add a North Arrow to all the Figure Legends throughout the document.
7. Page 18, A % Change in previous historic data shown in Figure 4 would help validate the anticipated household increases noted. One example, Oldham County expecting a 70% increase in households by 2040 seems high at first view.
8. Page 21, Adding Employment historical data or stating secondary data sources would help confirm the significant employment forecasted. One example, Bullitt County notes a 191% increase in employment. This information would validate at least further discussion as to how this data was derived.
9. Page 24, Request re-writing the second and third paragraphs under, "ENIRONMENTAL JUSTICE POPULATIONS." Re-state third sentence under "PROJECT TYPE ANALYSIS."
10. Page 30, Under "EXISTING CONGESTION & STATE OF THE SYSTEM," within the second paragraph, draft states, "The age of the traffic counts varied, with the most recent counts from 2016." Is 2016 the most recent available traffic data or is this a typo? Thought traffic data was continually updated.
11. Page 52, re-write in present tense once Draft approved.

12. Page 70-74, KYTC is still concerned with identifying monetary caps in the Grouped projects category. These defined monetary limits impede the purpose and intent of the separately identified Grouped Project category as defined in the Code of Federal Regulation (CFR) to expedite implementation of these air quality exempt projects. These projects should be allowed to proceed administratively, while simultaneously making the public aware of these needed improvements.
13. Page 235, Any more data more recent than 2016 for congestion analysis?
14. Page 245, Figure 7B: Image is blurry and hard to identify bridges. My copy appears to show 8 bridges in this Figure, while the list of bridges on page 244 only lists 7 bridges.
15. Page 249, under "IMPEDENCE ON THE FREIGHT NETWORK," add the date of the "Regional Freight Mobility Study" within this document.
16. Page 251, under "ENVIRONMENTAL JUSTICE IMPACT REVIEW," add an "asterisk" or column header above the "dots" within the Project listing table." The last sentence of the last paragraph could be separated from the last paragraph with "NOTE:". Then state "Projects labeled with an "asterisk" (or dot at the end of each row) on the following table have a non-motorized component that may improve mobility in these areas.
17. Page 255-257, under "CONGESTION MANAGEMENT PROESS IMPACT REVIEW," in the last paragraphy, re-check the number of projects listed as "159" with the number of projects listed in the table below.
18. Page 260, under "AIR QUALITY ANALYSIS & CONFORMITY," define PM2.5 as particulate matter and discuss what 2.5 represents to the general public.
19. Page 261, under "REGIONAL EMISSIONS ANALYSIS," Define MOVES as motor vehicle emissions simulator model.
20. Page A-266-267, under "APPENDIX A: ACRONYMS," A. change KYTC abbreviation to mean, "Kentucky Transportation Cabinet." B. Add TBD - To Be Determined as it is mentioned throughout Performance Measures Appendix C and not specifically defined as such. This will help the non-English speaking public who may not be familiar with this acronym. C. Add MOVES - Motor Vehicle Emissions Simulator Model
21. Page A-270, under "APPENDIX C: PERFORMANCE MEASURES & TARGETS," within Baseline bullet define "TBD" as "To Be Determined." Also noted above in Item #20.B.
22. Page A-278-280, under "APPENDIX D: PROJECT EVALUATION FORM," font is too small for 20/20 vision. Enlarge font to 11-12 points and reformat if necessary to become legible. May require additional pages to show all questions.
23. Page A-286-293, under "APPENDIX G: CANDIDATES FOR GROUP PROJECTS," not sure why this is listed, especially when noted "The projects are not include dint he MTP, because they can be added to the TIP through the group project proess hwen funding is identified." Confusing to add in the MTP.
24. Page A-402, under "APPENDIX J: AMENDMENT POLICY," not sure why stating at end

of first paragraph, “Please note, “Connecting Kentuckians 2040” will not accept administrative modifications” when specific Group Projects have been listed under Appendix G as they are also subject to change.

25. Page A-402, under “APPENDIX J: AMENDMENT POLICY,” why does it seem that the first paragraph and the paragraph under sub-category, “EXISTING PROJECTS,” after the 10 step listing, in direct conflict with each other? It appears that the second paragraph noted, limits the flexibility in adding much needed projects to the Louisville MPO Area such as TIGER/INFRA Grants where these projects have a short window of opportunity to receive federal funds. KYTC would support a process that allows this region to receive such funding.

TIP (Referencing printed version of document)

1. Page ii, before Table of Contents, requesting review of TTCC and TPC committee membership to more accurately represent populations within the MPO Area.
2. Page 12, under “AMENDMENTS,” defining the specific number of amendments does not appear beneficial to allow for the potential to streamline the process to meet future needs. Also, this number of amendments does not note the difference between exempt and non-exempt Amendments, which could result in more than 4 amendments in one year.
3. Page 13, under “FIGURE 2: TIP Amendment Process,” suggest condensing the timeline as the start date could begin with deadline date to KIPDA versus the “Sponsors submit project changes” to eliminate the “5-15 days.” Also, some of these activities could happen simultaneously, versus in sequence.
4. Page 13, under “MTP,” revise statement “relatively small-scale projects” to “air quality exempt projects.”
5. Page 14-17, under “GROUP PROJECT CATEGORIES,” KYTC is still concerned with identifying monetary caps in the Grouped Projects Category. These defined monetary limits impede the purpose and intent of the separately identified Grouped Projects category as defined in the Code of Federal Regulations (CFR) to expedite implementation of these air quality exempt projects. These projects should be allowed to proceed administratively, while simultaneously making the public aware of these needed improvements.
6. Page 94, under “FUNDING PROGRAMS,” add INFRA grants and define.

General: To coincide with the bi-annual Enacted Highway Plan, The Louisville MPO TIP will need to be Amended and Administratively Modified to reflect these changes once the final MTP is approved by FHWA/FTA. The MTP will also likely need to be Amended to include possible changes.

If you have any questions, feel free to contact me.

Hope this will serve as submission of comments from KYTC Central Office Planning as part of the KIPDA Louisville MPO Public Comment period for the Draft MTP and TIP.

Wishing you a wonderful weekend.

Sincerely,
Tonya Higdon, P.E.
Transportation Engineer Specialist
KYTC - Division of Planning
200 Mero Street
Frankfort, KY 40622
Direct: 502-782-5062

Get [Outlook for iOS](#)

From: [Hall, Tom B \(KYTC-D05\)](#)
To: [Kipda Transportation](#)
Cc: [Tonya Higdon](#); [Irwin, Kim L \(KYTC-D05\)](#); [Lovell, Tracy A \(KYTC-D05\)](#); [Bullock, Matt A \(KYTC-D05\)](#); [David Burton](#); [Amanda Spencer](#); [Nick Vail](#); [Loyselle, Maridely M \(KYTC\)](#)
Subject: DRAFT CK2040 MTP and 2020-2025 KIPDA TIP Review Comments - KYTC D5
Date: Friday, February 07, 2020 5:04:23 PM
Attachments: [Connecting Kentuckiana - Recommended Edits from KYTC D5 2-7-2020.docx](#)
[Transportation Improvement Plan - Recommended Edits from KYTC D5 2-7-2020.docx](#)

KIPDA staff,

See attached KYTC District 5 comments from the review of KIPDA's draft Metropolitan Transportation Plan (MTP) and 2020-25 KIPDA TIP.

We spent more time reviewing the MTP draft. Many policy based comments will apply to both documents.

Thanks,
Tom Hall
D5 Planning Supervisor
KYTC

Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP)
Review Comments from KYTC District 5 Office

Prepared by Tom Hall, D5 Planning Supervisor, KYTC

February 7, 2020

Page Number: 8-9

Comment Location: Introduction, Connecting Kentuckiana 2040 Update Section and Key Planning Factors Section

Comment: CK2040 MTP does not include a principle or goal that mirrors the state and federal goal to “Reduce Project Delivery Delays” ref. 23 USC 150 (b). KIPDA should consider adding this to be consistent with state and federal goals.

Page Number: 12

Comment Location: Trends, Forecasts & Forces, Socioeconomic Forces

Comment: Consider a sentence at beginning explaining what a socioeconomic forecast is.

Page Number: 14

Comment Location: First Paragraph under ‘Oldham County, KY Comprehensive Plan’

Comment: The last sentence “(something about economic development, community involvement, well-planned and coordinated roadways, multi-modal transportations, and preserve natural and cultural resources)” appears to still be in the drafting phase and should be finalized.

Page Number: 16, 17, 19, 22, 23

Comment Location: Map Legends

Comment: The first indicator (white on all the maps) is for 0% change and under, but has awkward numbers (i.e. p16 ‘-916 – 0 persons’ and p17 ‘-47-0’ persons). Is there a way to make this a smoother phrase, such as ‘0% or under’ on the legend?

Page Number: 24

Comment Location: Trends, Forecasts & Forces, Environmental Justice

Comment: Consider a sentence at beginning explaining what Environmental Justice is.

Page Number: 27

Comment Location: Second Paragraph under 'KIPDA FREIGHT NETWORK'

Comment: In the first sentence, change 's tate freight networks' to 'state freight networks'.

Page Number: 33-39

Comment Location: Trends, Forecasts & Forces, Transportation

Comment: Consider including Bikeshare, Uber, Lyft, Taxi, Bird Scooters in the other modal transportation inventory discussion along with the other more traditional modes like Bike/Pedestrian, Transit and Rideshare. Investments in these other modes have been made and will continue to be made. They are part of the trends and contribute to the MPO Goals & Performance Measures.

Page Number: 53

Comment Location: Plan Development, Vision Statement & Goals

Comment: The vision statement is very hard to read because it is overlaid over a photograph. Consider changing contrast here.

Page Number: 53

Comment Location: Plan Development, Vision Statement & Goals

Comment: Partner agencies have Goals & Objectives independent of the MPO and often bring their own funding to the program. It might be beneficial to enhance the vision statement to include something like: "KIPDA recognizes that member agencies may have their own Goals & Objectives independent of those adopted by the MPO. That said, The MPO is committed to supporting and advancing projects that best serve both of those interests".

Page Number: 57

Comment Location: Plan Development, Project Development

Comment: Page 57 describes KIPDA's process for adding a project into Connecting Kentuckiana 2040 MTP. It seems to be described as both a Project Development Process and a Project Application Process. Would KIPDA consider calling this just the Project Application Process only? The discussion is a bit hard to follow because of the use of both names. Also, Project Development is the term commonly

used to describe the combined planning, design, right of way and utility phases of transportation infrastructure projects.

Page Number: 63

Comment Location: Blue Quote Box for 23 CFR 450.324

Comment: The last line has no spaces, making it hard to parse.

Page Number: 67 -198, Investments Section

Comment Location: All KYTC Project IDs

Comment: Do not agree with the way KYTC projects are shown. KYTC project IDs begin with 5-xxx.xx. The projects IDs are shown in the MTP as 00xxx.xx. The KYTC numbers are prescribed by legislation and should be accurately shown.

Page Number: 67 -198, Investments Section

Comment Location: Missing from Investments Section - KYTC Projects that did not get entered into KIPDA's project portal by the Spring 2019 deadline.

Comment: The time given to sponsors to develop and input their 20 year project plans (5 weeks only) was not sufficient. KYTC was unable to develop and input a complete 20 year schedule of projects for this MTP update. For context, it takes KYTC approximately 18 to 24 months to develop a six year plan schedule which is done every 2 years. The last time KYTC prepared a 20 year plan for the KIPDA region was 1999. KYTC does not maintain a project specific 20 year plan so needed considerable time to generate a 20 year project schedule which is not complete.

The number of projects outstanding will need to be determined and added by amendment at the earliest possible date once this CK 2040 MTP is finalized. Missing projects may impact fiscal constraint and/or air quality determinations.

Future initiatives like this must be coordinated well in advance with KYTC and INDOT as their input represents the bulk of the MTP project program. Reasonable schedules for delivery of this project information to KIPDA will need to be agreed upon prior to issuing another major MTP Update call for projects to ensure smooth development of future MTP updates.

Page Number: 70-73

Comment Location: Investments, Group Project Categories, Group Category Descriptions

Comment: The project cost caps proposed for each group category will place unnecessary limitations on the KIPDA MPO's ability to bring funding into the region. Note that a key goal for KYTC is to exhaust all

sources of Federal funding that are available every year. This sometimes means that funds made available late in a fiscal year must be allocated quickly. Project cost caps trigger a slow moving amendment and funding authorization process which may make KYTC look elsewhere in the state, a place without such limitations, to use these monies. Also, the newer, fast moving federal grant programs like BUILD and INFRA, require project sponsors move quickly to construction. Waiting 4 to 6 months for an amendment before starting work is not an option on these projects. Sometimes, state funds originally allocated for other projects must be pulled to cover the starting phases of projects waiting to be amended. KIPDA should consider lifting cost caps on Group Category Descriptions.

Page Number: 74

Comment Location: Investments, Financial Plan, Comparison of Costs & Resources

Comment: This section is a demonstration to show that \$7B in public resources is sufficient to support almost \$7B in identified transportation projects over the next 20 years. It seems readers might be interested in the details of how this was arrived at. Would KIPDA consider including a more detailed presentation of the demonstration of fiscal reasonableness, say, as an appendix?

Page Number: 80

Comment Location: Purpose and Need for project with KIPDA ID 2193 and State ID 391.30

Comment: In CHAF need, in the first sentence, 'AM peak' is misspelled as 'AM peal'.

Page Number: 83

Comment Location: Purpose and Need for project with KIPDA ID/State ID KY 44

Comment: 'Section 1-1' in the first sentence should be corrected to 'Section 1'.

Page Number: 83

Comment Location: Purpose and Need for project with KIPDA ID 493 and State ID 347.50

Comment: In the CHAF Need, the phrase "KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42" is repeated twice. Remove one of these.

Page Number: 97

Comment Location: Purpose and Need of project with KIPDA ID 2737 and State ID N/A.

Comment: In the first sentence, 'truncates' should be 'truncated'.

Page Number: 98

Comment Location: Purpose and Need of project with KIPDA ID 525 and State ID N/A.

Comment: In the first sentence, 'flooding' should be changed to 'flooding'.

Page Number: 102

Comment Location: Purpose and Need of project with KIPDA ID 2735 and State ID N/A.

Comment: In the first sentence, 'will' is repeated twice. Remove one.

Page Number: 103

Comment Location: Purpose and Need of project with KIPDA ID 539 and State ID 0400935.

Comment: In the second sentence, change 'residential' to 'residential'.

Page Number: 105

Comment Location: Purpose and Need of project with KIPDA ID 2738 and State ID N/A.

Comment: In the second sentence, 'top' is repeated twice. Remove one.

Page Number: 118

Comment Location: Purpose and Need of project with KIPDA ID 1111 and State ID N/A.

Comment: In the sentence "Adequate lighting is essential as well as other safety mechanisms, like security call boxes with emergency connections to 911 and Metrosafe are essential", the last two words 'are essential' are redundant and should be removed.

Page Number: 119

Comment Location: Purpose and Need of project with KIPDA ID 2786 and State ID N/A.

Comment: In the third sentence, change 'coming' to 'becoming' so it makes sense.

Page Number: 123

Comment Location: Purpose and Need of project with KIPDA ID 1864 and State ID N/A.

Comment: In the fifth sentence, 'Streetscapes' is repeated twice. Remove one.

Page Number: 124

Comment Location: Purpose and Need of project with KIPDA ID/State ID of 'River Road Multi-Modal Improvements – 3rd Street to 7th Street'.

Comment: Last sentence of the first paragraph has 'the' twice in a row.

Page Number: 136

Comment Location: Purpose and Need of project with KIPDA ID 1922 and State ID 00804.00.

Comment: Westport Road is incorrectly identified as KY 447. It is KY 1447.

Page Number: 136

Comment Location: Purpose and Need of project with KIPDA ID 179 and State ID 5-549/549.01.

Comment: The last sentence in Purpose & Need identifies I-264 From: MP 17.700 To: MP19.600. This project is not on I-264, it should read I-64.

Page Number: 138

Comment Location: Purpose and Need of project with KIPDA ID 181 and State ID 52.00.

Comment: In the first sentence of the last paragraph, 'driver safety' is misspelled as 'drive safety'.

Page Number: 141

Comment Location: Purpose and Need of project with KIPDA ID 1320 and State ID N/A.

Comment: "Reconstruct Applegate Lane from from 2 to 3 lanes (3rd lane will be a center turn lane) Smyrna Parkway to Pennsylvania Run Road" needs to have its errors corrected.

Page Number: 152

Comment Location: Purpose and Need of project with KIPDA ID 411 and State ID N/A.

Comment: In the last sentence, along is not needed in “With the added traffic along Johnson Road, the better alignment in various locations along and added shoulders will increase safety amount the traveling project”, ‘along’ is not needed and ‘amount’ should be changed to ‘among’.

Page Number: 156

Comment Location: Purpose and Need of project with KIPDA ID 1819 and State ID 8203.00.

Comment: In the second sentence, ‘exists’ should be changed to ‘exist’. The last sentence cuts off mid-word and should be completed.

Page Number: 160

Comment Location: Purpose and Need of project with KIPDA ID 2148 and State ID 8205.00.

Comment: In the first sentence, “adn3) Air quality” should be changed to “and 3) Air quality”.

Page Number: 188

Comment Location: Purpose and Need of project with KIPDA ID 147 and State ID 234.00.

Comment: In the second sentence, ‘safetyfor’ should be changed to ‘safety for’.

Page Number: 190

Comment Location: Purpose and Need of project with KIPDA ID 1271 and State ID 441.01.

Comment: In the last sentence, “rear end” should be changed to “rear ends”.

Page Number: 253

Comment Location: Third Paragraph under Congestion Management Process Impact Review

Comment: The “are or” and second “of” in “Of the 159 of project located on the CMP network, 152, or 95.6% are or include bicycle, pedestrian, or transit elements” are grammatical errors and should be removed.

Page Number: A-270

Comment Location: “Increase by 10% by 2040 to 4 lots” under Target

Comment: It says an increase of 10%, but an increase of 3 (the baseline number) to 4 is 33%.

Page Number: A-280

Comment Location: Appendix E: Environmental Consultation

Comment: Title has a misspelled word “ENIVRONMENTAL”. The word is also misspelled in the CONTENTS page 2 at the beginning of the MTP document.

Page Number: A-366 to A373

Comment Location: Appendix G: Candidates for Group Projects

Comment: It is unclear what the benefits are for removing these projects that were proposed by sponsors to be included in the KIPDA MTP. The projects are clearly identified and are expected to be complete within the 20 year life of the MTP. Removing them may jeopardize their ability to move forward efficiently once funding is identified especially if the cost of these projects increase to a level that they exceed those currently allowed for “grouped” projects. Propose that KIPDA either remove Group Project cost limits or leave these projects in the MTP with additional narrative in Appendix G to explain what the benefits are for removing such projects.

Page Number: A-470

Comment Location: Bulleted list at beginning of page.

Comment: One of the bullet points is blank.

Page Number: A-475

Comment Location: First paragraph.

Comment: “baseyear” should be “base year”.

Page Number: A-479 to A-481

Comment Location: Appendix I; Air Quality Technical Memo & IAC Minutes

Comment: Comments that I made during the IAC Meeting Conference Call did not appear to get added to the meeting minutes as I requested on 9/27/19.

From: Hall, Tom B (KYTC-D05)

Sent: Friday, September 27, 2019 8:25 AM

To: Andy Rush <andy.rush@kipda.org>

Cc: Lovell, Tracy A (KYTC-D05) <Tracy.Lovell@ky.gov>; Bullock, Matt A (KYTC-D05) <Matt.Bullock@ky.gov>; Hickerson, Judi L (KYTC-D05) <Judi.Hickerson@ky.gov>; Niehoff, Brennan T (KYTC-D05) <brennan.niehoff@ky.gov>

Subject: RE: KIPDA IAC Meeting Minutes - Connecting Kentuckiana MTP Update

Andy,

I made a comment during the conference call which I think should be reflected in the conference call minutes.

I stated that the MPO offered a window of time for sponsors to input projects for inclusion Connecting Kentuckiana MTP that was not a sufficient in length for KYTC to develop a 20 year project plan and then input those projects into the KIPDA database. I think the last time KYTC was asked to provide this type of project specific 20 year plan to the MPO was around 1999. Significant outside resources were used, but we were unsuccessful identifying all of the projects in time to meet KIPDA's deadline. As a result, KYTC's portion of the CK MTP project list discussed during the conference call is somewhat underrepresented.

KYTC's approach will be to identify those remaining projects and then insert them into the CK MTP through the first available amendment process. We anticipate will be in the Spring or Summer of 2020.

Thanks,

Tom Hall

D5 Planning Supervisor

KYTC

From: Andy Rush <andy.rush@kipda.org>

Sent: Thursday, September 26, 2019 10:34 AM

To: Larry Chaney <larry.chaney@kipda.org>; Bernadette.dupont@dot.gov; eric.rothermel@dot.gov; joyce.newland@dot.gov; erica.tait@dot.gov; Harrod, Justin D (KYTC) <Justin.Harrod@ky.gov>; jaymitchell@indot.in.gov; fbaukert@indot.in.gov; Emmanuel Nsonwu <ensonwu@indot.in.gov>; jude@indot.in.gov; sheckler.kelly@epa.gov; myers.dianna@epa.gov; Hall, Tom B (KYTC-D05) <Tom.Hall@ky.gov>; Cordes, Ben (EEC) <Ben.Cordes@ky.gov>; Bowman, Anna (EEC) <Anna.Bowman@ky.gov>; Whisman, Ashlee M (EEC) <Ashlee.Whisman@ky.gov>; craig.butler@louisvilleky.gov; michelle.king@louisvilleky.gov; sseals@idem.in.gov; aviance.webb@dot.gov; cecilia.crenshaw@dot.gov; Perez, Eric M (KYTC) <Eric.Perez@ky.gov>; lbuckel@indot.in.gov; bfischvogt@indot.in.gov; Higdon, Tonya M (KYTC) <Tonya.Higdon@ky.gov>; Bullock, Matt A (KYTC-D05) <Matt.Bullock@ky.gov>; maietta.anthony@epa.gov; blakley.pamela@epa.gov; frisco@ridetarc.org; Aida Copic <acopic@ridetarc.org>; Amanda Deatherage <amanda.deatherage@kipda.org>; David Burton <david.burton@kipda.org>; Elizabeth Farc <elizabeth.farc@kipda.org>; Nick Vail <nick.vail@kipda.org>; Randy Simon <randy.simon@kipda.org>; Sarah Baer <sarah.baer@kipda.org>; tammy.markert@louisvilleky.gov; dirk.gowin@louisvilleky.gov; Hickerson, Judi L (KYTC-D05) <Judi.Hickerson@ky.gov>; Priddy, Jeremy <jpriddy@ridetarc.org>; John.Ballantyne@dot.gov

Subject: KIPDA IAC Meeting Minutes - Connecting Kentuckiana MTP Update

****CAUTION**** PDF attachments may contain links to malicious sites. Please contact the COT Service Desk ServiceCorrespondence@ky.gov for any assistance.

KIPDA IAC Members:

The meeting minutes from Tuesday afternoon's conference call are attached. Thank you for your participation in this process, and a special thanks to those that joined us on the call. Please let KIPDA Staff know if you have any questions.

Andy Rush

Transportation Planner

Page Number: A-482 to A-483

Comment Location: Appendix J: Amendment Policy

Comment: A well planned MTP should certainly reflect an MPO region's 20 plan for transportation improvements. It should also respect that transportation needs and opportunities change often and sometimes rapidly. This amendment policy, as written, doesn't appear to provide the needed flexibility to add or modify projects to position them for funding.

One example. SLO funding opportunities, which come up quickly, will not be granted to projects not already in the MTP. If a sponsor would like add to their existing MTP scope or even add a new project to capitalize on available SLO, the amendment process delay will likely cause them to miss the NOFA.

Another Example. Fast moving BUILD and INFRA grants have fast moving timelines and very specific criteria to qualify for funds. Sometimes we have to modify their scope or combine them with other projects to make them good candidates for these grants. A slow moving amendment process could delay changes to a project's scope and that delay might make the project miss the window to apply for funding.

Would KIPDA consider adding language to the Amendment Policy that recognizes there are certain situations where the MPO will need to act quickly in coordination with sponsors to position projects for funding? These are opportunities to bring significant additional investment to the region. But, they require flexibility and cooperation.

KIPDA 2020-2025 Transportation Improvement Plan (TIP) Review
Comments from KYTC District 5 Office

Prepared by Tom Hall, D5 Planning Supervisor, KYTC

February 7, 2020

Page Number: 23

Location: Bulleted Lists Under SECTION 5310: ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES.

Concern: The second bullet under “The remaining 45% may be used for:” cuts off at the end.

Page Number: 40

Location: Quantity Columns of Chart

Concern: The numbers being aligned right make them difficult to read. Please center align them.

Page Number: 96

Location: Project Purpose under row with Project Name ‘I-65/KY-480 Interchange’

Concern: “I-65 operates at LOS C during the AM peal travel period” needs to have ‘peal’ corrected to ‘peak’.

Page Number: 98

Location: Project Purpose under row with Secondary Identifier ‘Mt. Washington-Taylorsville Road’.

Concern: The phrase “KY 44’s intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear-end crashes, 50 angle collisions, and 42” is repeated twice.

Page Number: 124

Location: Under Project Purpose for both rows with the Project Name “Salem-Nobel Road”.

Concern: “Residentail” in the second sentence should be corrected to “residential”.

Page Number: 138

Location: Project Purpose under row with Project Name “East Main Street”.

Concern: In the sentence “ he proposed project will connect two recently completed Main Street corridor improvement projects”, ‘ he’ should be corrected to “The”.

Page Number: 146

Location: Under Description for the first row with Project Name of “KIPDA Regional Rideshare Program – Indiana FY 2020”.

Concern: In the first sentence, “Ridrshare” should be corrected to “Rideshare”.

Page Number: 152

Location: Under Description for the row with Project Name of “State Street Signals”.

Concern: The beginning of the description appears to be cut off.

Page Number: 174

Location: Under Description for the first row with Project Name of “I-264”.

Concern: The word “mmilepoint” should be corrected to “milepoint”.

Page Number: 174

Location: Under Project Purpose for the row with Project Name of “I-264/US 42”.

Concern: Last sentence appears to be cut off.

Page Number: 174

Location: Under Project Purpose for the row with Project Name of “I-265”.

Concern: Last sentence appears to be cut off.

Page Number: 176

Location: Under Project Purpose for the second row with Project Name of “I-265”.

Concern: Last sentence appears to be cut off.

Page Number: 184

Location: Under Project Purpose for the row with Project Name of “KY 1819”.

Concern: Last sentence appears to be cut off.

Page Number: 186

Location: Under Project Purpose for the row with Project Name of “KY 1932”.

Concern: The last sentence of CHAF Purpose and the last sentence of the CHA Need appears to be cut off.

Page Number: 198

Location: Under Description for the row with Project Name of “River Road Multi-Modal Improvements – 3rd Street to 7th Street”.

Concern: In the second sentence, “the” is repeated twice in a row. Correct this sentence to have proper grammar.

Page Number: 198

Location: Under Project Purpose for the row with Project Name of “Ruckriegel Parkway Sidewalk Improvement”.

Concern: The word “voice” in the first sentence should be corrected to “voicing” for proper grammar.

Page Number: 228

Location: Under Description for the row with Project Name of “LaGrange Underpass West of LaGrange”.

Concern: Correct the word “uninterrupted” to “uninterrupted”.



MEMORANDUM

TO: Transportation Policy Committee

FROM: David C. Burton

DATE: February 18, 2020

SUBJECT: *Connecting Kentuckiana 2040 Metropolitan Transportation Plan*

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

The DRAFT *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* update has completed the public involvement and environmental mitigation phases and is now ready for review, consideration and presentation for adoption by the Transportation Policy Committee (TPC). These two steps bring to completion the development of the DRAFT *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* update.

The request for review, consideration and adoption of the DRAFT *Connecting Kentuckiana 2040 MTP* update brings to culmination a significant effort by the TTCC, TPC, planning partners, and KIPDA staff. With the availability of new tools, this update opportunity ushered in not only better developed projects and programs, but also a more robust understanding of the MTP's potential impact on the transportation system and performance measures.

Indiana
Member
Counties

The DRAFT *Connecting Kentuckiana 2040 MTP* addresses the Goals and Objectives as defined by the TPC as well as the requirements of the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency for completing a metropolitan transportation plan update. The federal requirements include that the DRAFT MTP:

Clark

Floyd

- Be fiscally reasonable
- Contribute to improved air quality
- Address the Fix America's Surface Transportation Act (FAST Act) Planning Factors and Planning Emphasis Areas
- Incorporate performance-based transportation planning
- Utilize the Congestion Management Process
- Conduct an environmental mitigation and consultation review
- Seek public involvement and outreach

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Agenda Item #7

Beyond the federal requirements for completing an update to the metropolitan transportation plan, the DRAFT *Connecting Kentuckiana 2040* MTP relied on numerous data resources and forecasts to develop a slate of projects and programs that contribute to:

- Improved multi-modal connectivity; including bicycle, pedestrian, transit, and roadways
- Maintaining the existing transportation infrastructure
- Improving the elements related to a trip's first and last mile
- Instituting an improved transportation decision making process by ranking a project or program's anticipated contribution toward achieving performance targets
- Enhanced freight movement
- Improved safety for all transportation users

The TPC is encouraged to review the DRAFT *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* update. Committee members may also review and find helpful an on-line executive summary (MTP Story Map). Both the DRAFT document and the Executive Summary can be found on the KIPDA website by clicking [HERE](#). Public Comments submitted during January 8, 2020 through February 7, 2020 Public Comment period were discussed in the prior February 27, 2020 TPC Agenda Item #6.

Action is requested of the Transportation Policy Committee to adopt the DRAFT *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* update.



MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Policy Committee

FROM: Nick Vail

Bullitt

DATE: February 19, 2020

Henry

SUBJECT: Adoption of the Draft FY 2020 – FY 2025 Transportation Improvement Program

Jefferson

Oldham

Shelby

Spencer

Trimble

The draft Fiscal Year 2020 – 2025 Transportation Improvement Program (TIP) for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area has been completed. It is now ready for review, consideration and adoption by the TPC. The final draft document is located on the KIPDA website and can be viewed by accessing the following link:

https://www.kipda.org/wp-content/uploads/2020/01/2020_2025TIP_DRAFT_010820_web.pdf

The request for review, consideration and adoption of the draft FY 2020 – 2025 TIP brings to culmination a significant effort by the TTCC, TPC, planning partners, and KIPDA staff. The new document addresses the requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) for developing a new TIP. The Federal requirements include that the draft FY 2020 – 2025 TIP:

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- ✓ Be fiscally constrained
- ✓ Updated at least every two years
- ✓ Contribute to improved air quality
- ✓ Incorporate performance-based transportation planning
- ✓ List all transportation projects programmed with Federal funds or those that are regionally significant
- ✓ Conduct 30-day public involvement and outreach activities

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The TPC is encouraged to review the draft FY 2020 – 2025 TIP. Committee members may also review an on-line executive summary (TIP Story Map) and the public comments (KIPDA FY 2020 – 2025 TIP Public Comments App) that have been submitted to date.

Action is requested to adopt the draft FY 2020 – 2025 TIP.

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MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Policy Committee

FROM: Andy Rush

Bullitt

DATE: February 18, 2020

Henry

SUBJECT: Performance Management Plan, FHWA PM 1: Safety Targets

Jefferson

Oldham

Shelby

Spencer

Trimble

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Member
Counties

FHWA requires the MPOs that have chosen to set safety performance measure targets that are specific to their region to do so on an annual basis. The set of five safety performance measures are collectively referred to as PM 1. More specifically, the five measures that FHWA prescribes are:

- Number of Fatalities
- Fatality Rate
- Number of Serious Injuries
- Serious Injury Rate
- Number of Non-Motorized Fatalities and Serious Injuries

Clark

Floyd

MPOs are required to submit updated baselines and targets to their respective state DOTs for each of these five measures by February 27th. These baselines and targets are required to be presented as five-year rolling averages. A baseline for each measure has been established for the five-year period from 2014-2018. Proposed targets for each of the five measures reflecting the 2016-2020 time period, as well as the methodology for establishing these targets, are shown in the following table and will be discussed at the meeting.

Action is requested to approve the annual update of KIPDA's FHWA PM 1 Targets and Baselines.

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Kentucky Designated Area Agency on Aging

SAFETY PERFORMANCE MEASURES: PM 1
Louisville/Jefferson County KY-IN MPO
February 2020 Update

Number of Fatalities	Baseline (2014-2018)	127.8
	Target (2016-2020)	132.0
Fatality Rate	Baseline (2014-2018)	1.14
	Target (2016-2020)	1.16
Number of Serious Injuries	Baseline (2014-2018)	817.0
	Target (2016-2020)	707.9
Serious Injury Rate	Baseline (2014-2018)	7.26
	Target (2016-2020)	6.19
Number of Non-Motorized Fatalities and Serious Injuries	Baseline (2014-2018)	115.2
	Target (2016-2020)	117.2



MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Nick Vail

DATE: February 19, 2020

SUBJECT: MPO Dedicated Programs Quarterly Review

Kentucky
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Counties

Bullitt

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Jefferson

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During the previous quarter, KIPDA staff conducted project review meeting with both Indiana and Kentucky project sponsors. While Indiana sponsors submitted the usual progress reports, TPC allowed Kentucky project sponsors to skip reporting for this quarter. In addition to the quarterly review meetings for the MPO dedicated projects, KIPDA staff convened a TTCC Project Working Group that met on Friday, January 24th to discuss ways to improve the Project Management Process. This was the first of many meetings to streamline the process.

In addition to the previously mentioned activities, staff also conducted a call for cost increases in Indiana. There was \$151,170 available through the four MPO dedicated programs (CMAQ, HSIP, STBG and TA) due to project delays on two Floyd County projects. On January 24th, a TTCC Project Working Group met to discuss the four cost increase applications that were submitted. The group reached a consensus on a recommendation to award the available funds. The recommendation was presented and recommended by TTCC on February 12th. Please see the attachment for more information on the recommendation.

Finally, there have been requests from multiple project sponsors in Kentucky to make funds available for FY 2020 cost increases. There is approximately \$27M available in the Surface Transportation Block Grant (STBG-MPO) program aka SLO funds in Kentucky between FY 2020 – 2025. There are more than enough funds available to cover any potential cost increases.

Action will be requested to accept the TTCC Project Working Group's recommendation for cost increases in Indiana.

Action will be requested to allow project sponsors in Kentucky to submit cost increase requests utilizing the available balance of STBG-MPO funds.

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**Indiana Cost Increase Applications
TTCC Working Group Recommendation**

2.13.20

MPO Dedicated Funds available: \$151,170									
LPA	KIPDA ID	Project	Phase	Original Federal Funding Programmed	Total of Previous Cost Increases for this Phase	Current Federal Funding Programmed	Cost Increase Request This Quarter	Total Percent Increase for Phase Compared to Original Funding Programmed	TTCC Working Group Recommendation
Clark County	2702	Bethany Road Rehabilitation Phase 2*	C	\$ 4,840,000	\$ -	\$ 4,840,000	\$ 140,000	3%	\$ -
Clarksville	2389	Blackiston Mill Road Phase II	ROW	\$ 349,922	\$ -	\$ 349,922	\$ 141,000	22%	\$ 75,585
New Albany	2392	E. Main St. from State St. intersection to E. 5th Street intersection	PE	\$ 173,600	\$ 30,311	\$ 203,911	\$ 38,453	8%	\$ 16,139
New Albany	1586	Grant Line Rd. (from McDonald Lane south to Beechwood Ave.)	C	\$ 2,456,123	\$ 73,947	\$ 2,530,070	\$ 59,446	5%	\$ 59,446
							\$ 378,899		\$ 151,170

*This project does not have MPO dedicated funds programmed. It is primarily funded with INDOT's Group IV funds. The current Project Management Process policy does not state whether or not cost increases can be awarded to non-MPO dedicated projects.



MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: February 19, 2020

SUBJECT: Administrative Modifications 43 of the
FY 2018 – FY 2021 Transportation Improvement Program

KIPDA has been informed of administrative modifications to be made to the FY 2018 – FY 2021 Transportation Improvement Program (TIP). Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Qualifying criteria for administrative modifications include the following actions:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one funding category to another.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities phases to a construction project that is already included in the STIP.
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.
- Adding projects that are considered “grouped projects” that do not require public review, redemonstration of fiscal constraint, or a conformity determination.

The changes to the FY 2018 – 2021 TIP are included on the attached tables and are being presented to you for your information only. These changes do not affect the fiscal constraint of the Transportation Improvement Program, nor will they affect the progress of other projects in the program.

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Administrative Modification 43
FY 2018 - FY 2021 Transportation Improvement Program
February 27, 2020

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDIANA PROJECTS							
Clarksville	Clark	2389	1700724	Blackiston Mill Road Phase II	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.	STBG-MPO	Increase FY 2020 Right of Way phase by \$75,585 (Federal) for a revised phase cost of: \$425,507 (Federal) \$85,101 (Other) \$510,608 (Total)
Floyd County	Floyd	2532	1801582	Farnsley Knob Road Guardrail Installation	Complete guardrail install at necessary areas where none existed previously on Farnsley Knob Road beginning at IN 11 to end at Seven Mile Lane in Floyd County, Indiana.	HSIP-MPO	Remove FY 2020 Right of Way phase and associated funds: \$70,720 (Federal) \$7,072 (Other) \$77,792 (Total) Decrease Federal funding for FY 2020 Preliminary Engineering phase by \$4,210 (Federal) for a revised phase cost of: \$37,890 (Federal) \$4,210 (Other) \$42,100 (Total)
Floyd County	Floyd	2531	1801581	Blunk Knob Road Guardrail Installation	Complete guardrail install at necessary areas where none existed previously on Blunk Knob Road beginning at IN 11 to end at Budd Road in Floyd County, Indiana.	HSIP-MPO	Remove FY 2020 Right of Way phase and associated funds: \$70,720 (Federal) \$7,072 (Other) \$77,792 (Total) Decrease Federal funding for FY 2020 Preliminary Engineering phase by \$5,520 (Federal) for a revised phase cost of: \$49,679 (Federal) \$5,520 (Other) \$55,199 (Total)

Administrative Modification 43
FY 2018 - FY 2021 Transportation Improvement Program
February 27, 2020

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
New Albany	Floyd	2392	1700730	East Main Street (from State Street to East 5th Street)	<p>This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor extending from the recently completed project on East Main from Vincennes Street to East 5th Street in 2014 and connect to the improvements completed by INDOT on West Main Street from State Street to Corydon Pike in 2015. Like the preceding East Main project, the improvements will focus on replacing or rehabilitating deteriorated pavement and sidewalks, improve walkability and multi-modal accessibility of the Main Street corridor, improve vehicular, cyclist and pedestrian safety and enhance the overall character of the corridor. Specific improvements include:</p> <ul style="list-style-type: none"> • Full pavement reconstruction for 0.3 miles of roadway (existing 52 foot wide pavement section to be reduced by 8 feet to promote traffic calming). • New pavement markings identifying two 11-foot travel lanes, 7-foot parking lanes and accommodations for cyclists. • Replacement of curb/gutter and the addition of intersection curb bump-outs to provide traffic calming. • Replacement and widening of existing sidewalks to provide for reduced pavement section width and encourage lower travel speeds. • Installation of ADA compliant curb ramps at all intersections/crosswalks. • Installation of street lighting to improve pedestrian visibility and motorist awareness. <p>These improvements will take place entirely within currently designated right-of-way and will not require any acquisitions. Construction is anticipated to be completed in a single phase.</p>	STBG-MPO	<p>Increase FY 2020 Preliminary Engineering phase by \$16,139 (Federal) for a revised phase cost of:</p> <p>\$46,450 (Federal) \$11,613 (Other) \$58,063 (Total)</p>
New Albany	Floyd	1586	0901276, 0710810	Grantline Road	Reconstruct Grantline Road as a 2 lane road (no additional travel lanes) from McDonald Lane south to Beechwood Avenue for a distance of 1.1 miles.	STBG-MPO	<p>Increase FY 2020 Construction phase by \$59,446 (Federal) for a revised phase cost of:</p> <p>\$59,446 (Federal) \$14,862 (Other) \$74,308 (Total)</p>

Administrative Modification 43
FY 2018 - FY 2021 Transportation Improvement Program
February 27, 2020

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
New Albany	Floyd	309	710808	Mount Tabor Road	<p>Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.</p> <p>Phase II - Klerner Lane to Charlestown Rd. is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.</p>	STBG-MPO	Add a second state ID: 2001111
KENTUCKY PROJECTS							
TARC	Jefferson	1500	NA	Bus Stop and Access Improvements	Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).	TA-MPO	Change funding source from TA-MPO back to STBG-MPO for the FY 2020 phase