



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Wednesday, June 8, 2022

**KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299**

Please review the following notes:

TTCC members and the public may attend the meeting at 11520 Commonwealth Drive, Louisville KY.

TTCC members and the public may participate, observe, and comment online.

All TTCC members will be provided a unique web-link to the Zoom (video conference) in advance of the meeting should they wish to participate online.

All TTCC voting members when participating online must activate their web cameras during the meeting per Kentucky Open Meetings and Open Records Statutes.

The public may review the meeting materials and find the web-link to the video meeting at: <https://>

<https://www.kipda.org/committees-and-councils/transportation-technical-coordinating-committee/meeting-information/>

There will be a public comment period at the beginning of the TTCC meeting. The public may also submit comments in advance of the meeting by emailing: KIPDA.trans@kipda.org.

AGENDA

1. *Call to Order; Welcome, Roll Call*
2. *April 2022 TTCC Meeting Minutes* – Review and approval (see enclosed). **Action Requested.**
3. *Transportation Policy Committee Report* – Staff will review the activities of the April and May 2022 TPC Meetings.
4. *Public Comment Period* – The TTCC Chair will facilitate a review of comments submitted prior to the TTCC meeting and entertain comments offered as part of Agenda Item 4.
5. *Amendment 7 to the FY 2020-2025 Transportation Improvement Program and Connecting Kentuckiana 2040 Metropolitan Transportation Plan* – Staff will provide information for proposed Amendment 7 to the FY 2025 TIP and CK2040 MTP (see enclosed). **Action Requested**
6. *Socioeconomic 2050 Forecast* – Staff will present the final socioeconomic data for the update to the 2050 Metropolitan Transportation Plan. **Action Requested**

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5074
TDD: 800.648.6056





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7. *Federal Certification Review Update* – Staff will provide an update and final preparations for KIPDA's federal certification review scheduled for the end of June.
8. *Safe Streets for All Grant* – Staff will provide details for a federal grant opportunity aimed at improving roadway safety and eliminating or reducing transportation-related fatalities and serious injuries for all roadway users.
9. *2022 Crash Analysis Briefing* – Staff will an overview of new crash analysis data to be used in upcoming planning efforts.
10. *2022 Indiana Metropolitan Planning Organization Conference* – Staff will provide updates for the upcoming Indiana MPO Conference KIPDA is hosting October 4-6 in Jeffersonville.
11. *Other Business*
12. *Adjourn*

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MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
1:00 p.m., Wednesday, April 13, 2022
In-Person and Via Video Conference

Call to Order

Chair Keith Griffie called the meeting to order at 1:00 p.m. After roll call was taken, it was determined that there was a quorum present.

Review and Approval of Minutes

Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to approve the minutes for the February TTCC meeting. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Transportation Policy Committee (TPC) Report

Andy Rush, KIPDA staff, reported on the February and March TPC meetings. No action was required.

Public Comment Period

There were no public comments.

Air Quality Conformity Update

Michelle King, Byron Gary, and Dee Lynch of Louisville Metro Air Pollution Control District provided a presentation on recent changes regarding air quality and ozone in the region. No action was required.

Transportation Technical Coordinating Committee Future Focus

Andy Rush and Elizabeth Farc of KIPDA staff engaged the committee members on initiatives, presentations, and priorities at future TTCC meetings. No action was required.

Connecting Kentuckiana 2050 Project Evaluation Working Group

Elizabeth Farc, KIPDA staff, requested the development of a working group to assist with the update of the project evaluation process for the Metropolitan Transportation Plan (MTP). **Miguel Zamora, Louisville Riverport International, made a motion to recommend approval to the TPC of the development of the working group. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

Socioeconomic Data: 2050 Update

Valerie Mohr, KIPDA staff, presented employment, household, and population data for 2050, the horizon year for the next update of the MTP. There was discussion. No action was required.

High Density Land Use Clusters

Zach Herzog and Joseph Garcia of KIPDA staff provided updated processes and data for regional hot spots, including medical, commercial, freight, employment, and housing, for project development in the MTP. No action was required.

Metropolitan Planning Organization (MPO) Dedicated Funds

Nick Vail, KIPDA staff, reviewed proposed cost increases and phase shifts to the MPO dedicated funds. **Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval to the TPC of the cost increases and phase shifts. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

Metropolitan Planning (PL) Funded Planning Studies

Andy Rush, KIPDA staff, provided an update on the Call for Studies which made available some of the FY 2023 PL funds for local agencies. There was discussion. No action was required.

Other Business

Andy Rush, KIPDA staff, introduced new KIPDA Transportation staff members Joseph Garcia and Alex Posorske.

Nick Vail, KIPDA staff, provided an update on deadlines for various grants. No action was required.

Adjournment

The meeting was adjourned at 2:30 p.m.

Andy Rush
Recording Secretary

Members Present:

Keith Griffie (Chair)	Bullitt County
Matt Meunier	City of Jeffersontown
Larry Summers	City of New Albany
Curtis Hockenbury	City of Shepherdsville
Kenan Stratman	City of St. Matthews
Brian Dixon	Clark County
Nick Creevy	Floyd County
Kathy Eaton-McKalip	Indiana Department of Transportation – Public Transportation
Robin Bolte	Indiana Department of Transportation – Seymour District
Isidro Delgado	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Andy Rush	KIPDA
Michelle King	Louisville Metro Air Pollution Control District
Michael King	Louisville Metro Economic Development
Emily Liu	Louisville Metro Planning & Design Services
Dirk Gowin	Louisville Metro Public Works & Assets
Miguel Zamora	Louisville Riverport International
Jim Silliman	Oldham County
Jim Urban	Oldham County Planning Commission
Aida Copic	TARC
Allison Woosley	TARC Accessibility Advisory Council
*Vince Robison	TRIMARC

Members Absent:

*AARP – Kentucky
*Bullitt County Chamber of Commerce
City of Charlestown
City of Jeffersonville
City of Mt. Washington
Clark County Air Board
*Clark County Fire Chiefs Association
Clark County Planning Commission
*Federal Aviation Administration – Memphis
*Federal Highway Administration – Indiana
*Federal Highway Administration – Kentucky
*Federal Transit Administration – Region 4
*Greater Louisville Inc.
Indiana Department of Environmental Management
Indiana Department of Transportation – Urban & MPO Section
*Indiana Motor Truck Association
Kentucky Division for Air Quality
Kentucky Transportation Cabinet – Office of Transportation Delivery
*Kentucky Trucking Association

Agenda Item #2

Louisville Regional Airport Authority
*Louisville Water Company
*Louisville/Jefferson County Metro Sewer District
*Oldham Chamber & Economic Development
*One Southern Indiana
Ports of Indiana – Jeffersonville
*River Hills Economic Development District
*Southern Indiana Transit Advisory Group
Town of Clarksville
*University of Louisville

Other Attendees

John Callihan	AECOM
Karlei Metcalf	Indiana Department of Transportation – Seymour District
Larry Chaney	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
Randall Embry	KIPDA
Elizabeth Farc	KIPDA
Joseph Garcia	KIPDA
Zach Herzog	KIPDA
Valerie Mohr	KIPDA
Alex Posorske	KIPDA
Jeremeih Shaw	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
Mike Hill	Lochmueller Group
Craig Butler	Louisville Metro Air Pollution Control District
Byron Gary	Louisville Metro Air Pollution Control District
Dee Lynch	Louisville Metro Air Pollution Control District
Amanda Deatherage	Louisville Metro Public Works & Assets
Michael Schnuerle	Open Mobility Foundation
Lisa Wilson-Plajer	Terracon Consulting
Bruce Bohne	TRIMARC
Evan Kerr	
Matthew Mudd	

* Denotes Advisory Members



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Agenda Item #5

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Nick Vail

DATE: June 1, 2022

SUBJECT: Amendment 7 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)

KIPDA staff is ready to present Amendment 7 to the committees for consideration. There was no air quality conformity analysis due to the fact these projects are considered air quality exempt and do not impact the region's air quality. The public comment period lasted 15 days from May 9th to the 23rd with a virtual open house from 5-6pm on May 18th. Greg Burress sent all public comments to the Transportation Policy Committee (TPC) members as part of their 15-day review.

Action is requested from TTCC to recommend TPC approval of:

- 1) Amendment 7 to the Connecting Kentuckiana 2040 MTP, and**
- 2) Amendment 6 to the FY 2020-2025 TIP.**





Amendment 7

Connecting Kentuckiana 2040 Metropolitan Transportation Plan & Fiscal Year 2020 - 2025 Transportation Improvement Program (TIP)

Scheduled for TPC Approval on
June 23, 2022





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Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020-2025 Transportation Improvement Program

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2040* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2020-2025 Transportation Improvement Program (TIP)

Changes have been proposed to the MTP and TIP. The MTP, with the proposed changes, is fiscally reasonable and the TIP remains fiscally constrained. All proposed changes and projects were determined to be and confirmed by the IAC to be exempt-only for air quality. This packet includes the following document:

- A listing of all projects being added, removed and/or modified
- Schedule for Amendment 7

Providing comments for the proposed changes can be submitted by any of the following methods:

- Visiting <https://kipdatransportation.org/amendment-7/> and click on the *Amendment 7 Map* link
- Emailing kipda.trans@kipda.org
- Mail to the following address
TIP and MTP Amendment, KIPDA
11520 Commonwealth Drive, Louisville, KY 40299
- Attend the virtual open house on May 18th from 5:00-6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual public meeting can be found at:
<https://kipdatransportation.org/amendment-7/>

Please contact Community and Committee Engagement Specialist Greg Burress at 502-562-6144 ext.123 or via email at greg.burress@kipda.org for additional questions or information.

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TIP Action:	N/A				
MTP Action:	Add project				
Exempt/ Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Clarksville	KIPDA ID:	NEW	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Progress Way Roadway Improvements	Total Estimated Cost in MTP (i.e. CK 2040):		\$3,500,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A		Open to Public Date:		2026
Description:	The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway. The width of the lanes will not change, instead they will be shifted south slightly to allow for drainage improvements. There will also be a reworking of the intersection with Addmore and Progress Way.				
Purpose & Need:	The Town is seeing significant growth along Progress Way. This includes the addition of Cunningham Campers and a large apartment complex, both near the Addmore Lane Intersection. The area is already well traveled as a bypass around Veteran's Parkway and the additional apartments will increase the traffic on the roadway. There is not a need for capacity, but instead a need to increase safety along the roadway. The road lacks drainage, curbs, gutters and a walking path. These are needed to increase safety along the entire corridor. The area west of Sam Gwin is highly traveled by individuals living in the Senior Housing along Greentree North. They often travel in and cross the roadway in their motorized scooters. This very unsafe and the proposed improvements will give them a place to safely cross and travel.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	N/A				
MTP Action:	Add project				
Exempt/Non- Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Clarksville	KIPDA ID:	NEW	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Stansifer Avenue Streetscape Improvements	Total Estimated Cost in MTP (i.e. CK 2040):		\$5,000,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A		Open to Public Date:		2026
Description:	The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Blvd. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements.				
Purpose & Need:	Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development ares in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which lead drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement access the board.				
FY 20-25 TIP Funding:	N/A				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2101319
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR-265 Sign Conversion	Total Estimated Cost in MTP (i.e. CK 2040):		\$6,100,000	
		Total Cost Programmed in TIP to Date:		\$5,600,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:		2023
Description:	Updating signs to I-265 along various routes in Clark County.				
Purpose & Need:	SR 265 is being converted to I-265 and the signs in the area will be updated to show I-265.				
FY 20-25 TIP Funding:	FY 2022 Construction phase with the following STBG-ST funds: \$4,480,000 (Federal) + \$1,120,000 (Other) = \$5,600,000 (Total)				
TIP Action:	N/A				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	867	State ID:	TBD
County	Floyd, Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	K&I Railroad Bridge	Total Estimated Cost in MTP (i.e. CK 2040):		\$30,000,000	
		Total Cost Programmed in TIP to Date:		\$312,500	
Funding Source:	N/A		Open to Public Date:		2040
Description:	Conversion of the K&I Railroad Bridge into a new shared-use path across the Ohio River.				
Purpose & Need:	This project will provide connectivity for bicyclists and pedestrians across a significant barrier between the Louisville Loop on the Kentucky side and the Ohio River Greenway on the Indiana side. This will close the western part of the loop of shared-use path on both sides of the river, the eastern part being the Big Four Bridge.				
FY 20-25 TIP Funding:	N/A				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

TIP Action:	Modify project name, description and TIP funding				
MTP Action:	Modify project name, description and MTP project cost				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	384	State ID:	05-479.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	North Hubbards Lane		Total Estimated Cost in MTP (i.e. CK 2040):	\$5,799,736 \$4,403,200	
			Total Cost Programmed in TIP to Date:	\$5,799,736 \$6,474,736	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) including bicycle and pedestrian facilities 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.				
Purpose & Need:	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.				
FY 20-25 TIP Funding:	<div>FY 2020 Design phase with the following STBG-MPO funds: \$63,840 (Federal) + \$14,510 (Other) = \$78,350 (Total)</div> <div>FY 2020 Right of Way phase with the following STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</div> <div>FY 2021 Design phase with the following STBG-MPO funds: \$47,500 (Federal) + \$11,875 (Other) = \$59,375 (Total)</div> <div>FY 2022 Design phase with the following STBG-MPO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</div> <div>FY 2022 Utilities phase with the following STBG-MPO funds: \$749,589 (Federal) + \$187,398 (Other) = \$936,987 (Total) \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)</div> <div>FY 2022 Construction phase with the following STBG-MPO funds: \$2,400,000 (Federal) + \$600,000 (Other) = \$3,000,000 (Total) \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (Total)</div>				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

TIP Action:	N/A				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Oak Street Corridor Streetscape	Total Estimated Cost in MTP (i.e. CK 2040):		\$2,475,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A		Open to Public Date:		2026
Description:	Implement streetscape enhancements along Oak Street from S. Preston Street to S. 7th Street, 0.8 miles. These enhancements include curb extensions to improve pedestrian safety, bringing sidewalks into ADA compliance using historic mix concrete, improving the drainage by installing green infrastructure that includes 15 bioswales, tree-planting, landscaping, and improvements to on-street parking.				
Purpose & Need:	Streetscape improvements will transform the corridor into an attractive urban space. Oak Street has a rich history as a walkable, mixed-use corridor. A variety of land uses can be found along this corridor, including shops, residences, churches, offices, and restaurants. This project implements concepts that have been included in various plans and studies since 1982. The first phase of streetscape improvements began in 2014. Robust community engagement was conducted in 2019 which led to a preliminary design and construction documents are now complete.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Add new project				
MTP Action:	Add new project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	05-279.01
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	South Hubbards Lane	Total Estimated Cost in MTP (i.e. CK 2040):		\$675,000	
		Total Cost Programmed in TIP to Date:		\$675,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2024
Description:	Add bicycle and pedestrian facilities to South Hubbards Lane from Kresge Way to US 60 (Shelbyville Road).				
Purpose & Need:	The purpose and need of this project is to increase safety and to improve bicycle and pedestrian accessibility to South Hubbards Lane between US 60 (Shelbyville Rd) to Kresge Way/Bowling Boulevard.				
FY 20-25 TIP Funding:	FY 2020 Design phase with the following STBG-MPO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) FY 2022 Construction phase with the following STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.



AMENDMENT 7 SCHEDULE

Connecting Kentuckiana (CK) 2040 Metropolitan Transportation Plan (MTP)
Fiscal Year (FY) 2020 - 2025 Transportation Improvement Program (TIP)

WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors	April 18, 2022
KIPDA staff completes project review	April 22, 2022
Public comment period	May 9 - 23, 2022
Comments sent to the Transportation Policy Committee (TPC)	May 25, 2022
Transportation Technical Coordinating Committee (TTCC) Recommendation	June 8, 2022
TPC Action	June 23, 2022

ADDITIONAL INFORMATION

The MTP & TIP amendment process is NOT an opportunity to request MPO dedicated funds.

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address:
https://kipda.formstack.com/forms/kipda_epif



**Amendment 7 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025
Transportation Improvement Program
Public Comments**

Project Name: South Hubbards Lane
KIPDA ID: NEW
Project Sponsor: Louisville Metro

Comments: “Bike/pedestrian facilities should be protected even just with plastic bollards (like along Castlewood). Just adding a bike lane without visual, 3-D barriers only widens the road and causes traffic to go faster.”

“Love this and the price tag to do it very low compared to other road projects. It will be great to connect Brown Park and Waggener to Target and Kroger.”

Project Name: Oak Street Corridor Streetscape
KIPDA ID: NEW
Project Sponsor: Louisville Metro

Comments: “I am a bike commuter and I am really excited for this and fully support it! I’d love to encourage the use of native plants!”

“Until Oak is two way all the way, enhancements will not do the job alone. Semi trucks, pollution and lack of connectivity continue to plague this half a loaf we were given in 2003. Two way all the and a truck ban.”

“Love to see projects like this being proposed. This is fantastic and we should be looking to plan and implement projects like this in every neighborhood around the urban core!”

“This is great. Make it happen ASAP please!”

“As a car-free person who bike commutes along and across this stretch of Oak Street almost every day to get to work, shopping, ect., I fully support this project and cannot wait to see the improvements it will bring to a vital corridor in Old Louisville!”

“I live in 40204 in the edge of 40203 and use Oak Street for many reasons. I support this project.”

“We need this project. It was originally on the plan for several years ago. 100% support!”

“I support this 100%. More pedestrian infrastructure = slower car speeds. Investment like this is also good for the small business along Oak.”

“This is sorely needed and will make this road safer for all the people that live and

work around here, and slow down the speeding dangerous car commuters who use it as an expressway!"

Project Name: SR-265 Sign Conversion
KIPDA ID: New
Project Sponsor: INDOT

Comments: "Yes! This should have been done long ago."

"I always wondered why this wasn't an "interstate" route when the roadway \ was extended and the bridge was opened?? Makes sense. Not sure why it would cost \$5.6 million to replace signs on that small stretch of highway?"

Project Name: Stansifer Ave Streetscape Improvements
KIPDA ID: New
Project Sponsor: Clarksville

Comments: "Great attempt at trying to improve this residential road that has been destroyed by the expressway here"

"Would like to see bike lanes added, if not already included in the design."

"I also vote for new bike lanes, and I'd love to see as many native plants as possible here. I support this!"

"I favor the Stansifer upgrades."

Project Name: Progress Way Road Improvements
KIPDA ID: New
Project Sponsor: Clarksville

Comments: "I support the project that will provide another alternative to cross I-65."

Project Name: North Hubbards Lane
KIPDA ID: 384
Project Sponsor: Louisville Metro

Comments: "Very excited for bike lanes! I don't have much of an opinion about the turn lane. Please make sure bike lanes are very well designed, considered, and keep bicycles safe."

"If the bike infrastructure isn't going to be separated or protected the funding should be removed and added for infrastructure elsewhere that is. Need to stop building 2004's bike lanes. No more bike gutters."

"This project would make it much safer for cyclists and drivers in this section of Hubbards Lane."

“Considering the road if unfortunately getting wider, bike lane should be protected even just with plastic bollards (like along Castlewood). Just adding a bike lane without visual, 3-D barriers only widens the road and causes traffic to go faster.”

“The cost is too great.”

“Agree on the adding the much needed bike/ped lane here, will become well used. But spending an extra 5 million for a car turn lane is a waste of tax dollars.”

“Why are we spending so much to continue widening roads? The S. Hubbards project is 9% the cost of this by mileage. Just add the bike/ped facilities and quit throwing millions of dollars away just to make it to 30 seconds faster to drive to Target.”

Project Name: K&I Railroad Bridge
KIPDA ID: 867
Project Sponsor: Louisville Metro

Comments: “Love love love this. Please expedite and prioritize this project. It is so important.”

“This is a major link to New Albany that used to have streetcars and other modes on transportation. We deserve to be able to connect to Portland and historically Black neighborhoods without the need for a car. Currently illegal to use I 64 without car.”

“Project should be expedited, would be a great asset to the city.”

“Please make this much needed connection to New Albany a reality well before 2040. This needs to happen yesterday. Please expedite this great project. 2040 is too far away. Let’s do 2024 instead.”

“Take the #30 million and finish the Louisville Loop project that was started when Mayor Jerry was in office over 12 years ago. Louisville has a bad reputation of not finishing a project that it starts. We haven’t seen any noticeable progress on the Loop in years.”

“Could we hear more of the story? #30 mill sounds like a makeover of the entire bridge and there was no mention of joint use. Will the RR stop using the bridge?

“So glad to see this long-overdue project rise again – we need this to happen much sooner than 2040. The good people of West Louisville and New Albany deserve car-free, direct connectivity for economic development, health, recreation, and carbon-reduction.”

“This will be good for both public health and economic development. The target date needs to be much earlier than 2040 at both ends of the bridge.”

"This would be a great addition to our community."

"Connecting the unsavory elements of Western Louisville with New Albany is NOT a good idea. And \$30 million? For a project that in 2014 was estimated to cost only \$338,000? Sounds like a lot of future GRAFT and GREED at work here."

"This project represents a major step in making our 4 riverfront communities a true bicycling destination for locals and visitors. The economic development potential on both sides is enormous."

"With the expansion of the Ohio River Greenway, and the planned trailed connections through Clarksville, Jeffersonville, New Albany, along with the planned Origin Park, incorporating the K&I Bridge into a regional trail system vision is a "no brainer."

"This becomes an alternate mode for connecting people and jobs; brings two under-invested communities together, creates loop system for peds & bikers; can be safely provided through fencing; betters the health of the greater community."

"2040?!?! Are you kidding? This should be a top priority and done within the next two years. Look at the impact the Big 4 pedestrian bridge had on both sides of the river. There there's no reason not to expect the same impact here."

"Section of one the lanes broke free. Didn't fall, but that was enough to stop usage of those lanes. Think about that; how comfortable are you going to be, walking across a bridge as a train rumbles BESIDE you?"

"This might sound good but it's been done and didn't go well. Once upon a time, there was a lane on both sides of the bridge for cars to use to go to New Albany and back, prior to the Sherman Minton Bridge. As its usage lowered, upkeep didn't occur and a section of one the lanes broke free. Didn't fall, but that was enough to stop usage of those lanes. Think about that; how comfortable are you going to be, walking across a bridge as a train rumbles BESIDE you."

"YEAH! But 2040 is INSANE and it would become 2060. What was that \$1.9 TRILLION infrastructure bill for if not this? 2040 is a lack of actual commitment and action, 2023 or 2024 at 2/3 the cost would demonstrate seriousness. The city owns the right of way."

"This project should be a top priority. The big four bridge created A LOT of economic activity, got people exercising, and is a great place for tourism. This project would do the same thing."

"This should leap to the top of the priority list. Please do this and open it soon. 2040 is way too long. It will be a great boost for Portland and New Albany."

"This would be a great project to add to the area. It would work well with the westward expansion of Waterfront Park. It would already have a great tie in to the Greenway on the Indiana side. I am sure it would get lots of use. Please do before 2040."

"Great project to build upon Waterfront Park and the IN Greenway. We need to enjoy this sooner than 2040! Please cut the red tape on this and get it done in a reasonable amount of time. Use the federal infrastructure money and get it done by 2026."

"Please open the K&I bridge to pedestrian and cyclist use. Doing so would provide connectivity to two exciting developments, the Waterfront Park expansion in KY, and Origins Park in Indiana. Do it for the children!"

"It would be great to complete this with the Waterfront Park expansion."

"Business has been booming around the Big 4. New Albany needs some love too! The Big 4 and the greenway has been a huge success, but we need a connection on the New Albany end to keep the people flowing."

"The bridge needs to be opened to bikes and pedestrians to enable a loop from Big Four bridge."

"Open the bridge please."

"This bridge would be a great asset to the community. As the Big 4 bridge has been since it's conversion for walkers and cyclist."

"Pedestrian access on the K&I bridge would make a big economic impact like the Big 4 has, but on both sides of the river. Louisville has missed opportunity due to spaghetti junction, but this would draw economic gain in the Portland and New Albany."

"Great way to make this connection! Waterfront Park Phase IV, Origin Park and now making the K&I Bridge for pedestrians. Terrific ecosystem for commuting or for recreational use."

"My grandma used to drive us across that bridge when we were little kids. Lots of folks would love to see it reopen to pedestrians, just for nostalgia. Please do it!"

"This would be a benefit to both Waterfronts in KY and IN. Two options to get across and open up new routes for cyclists and hikers. Please make this project a top priority."

"The bridge was designed to connect the cities of New Albany, Indiana and Louisville, Kentucky, and to bring their residents closer together. Having this bridge as another option to cross the Ohio River is logical. Please make this happen before 2040."

"This bridge was made for people, connecting Louisville with New Albany for many years. Let's open this corridor once and for all, hopefully before 2040 because I'd like to be around to enjoy it for many years!"

"This project is long past due. Make it happen!"

"We've been talking about this project FOR YEARS!!! Please expedite this project and connect to Indiana's infrastructure. It should feel safe for families to ride from Waterfront Park west to the K&I and then over to Indiana. Let's run, not walk this one!

"This project is a fantastic use of this bridge and will connect the new western phase of Louisville's Waterfront Park to Indiana's amazing work and parks near the river. Will start to bring Louisville in line with other cities' amenities like this."

"Don't have much to add that most other comments have already put, but just wanted to express my support and reiterate that 2040 seems like way too long of a wait. It's hard to imagine why this project would take 18 years to implement."

"Could you please elaborate how this project justifies a 30M price tag, and why this project takes precedent over eliminating homelessness in our communities?"

"I'm thrilled to see the "K&I Railroad Bridge" project in Amendment 7 packet! Making a shared use path on the K&I bridge would bring positive, transformative change to the connection between Indiana and Kentucky. I highly support this project!"

"I am concerned about the cost of the bridge improvements. I like the idea which is finally being realized after sooooo many years; however, it seems like a huge cost."



May 2, 2022

Submitted via email only

TIP and MTP Amendment, KIPDA
kipda.trans@kipda.org

11520 Commonwealth Drive
Louisville, KY 40299

Subject: K&I Railroad Bridge Conversion in Amendment 7

To Whom it May Concern:

On behalf of the Ohio River Greenway Development Commission (ORGDC), I am writing this letter to endorse and support inclusion of the K&I Railroad Bridge conversion project into Amendment 7 of the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the Fiscal Year 2020-2025 Transportation Improvement Program (TIP). This additional pedestrian and bicycle connection between Louisville and New Albany would allow for the completion of the "Kentuckiana River Trail", a 13-mile loop which will connect the riverfronts of Louisville, Jeffersonville, Clarksville, and New Albany. The Ohio River Greenway would be the Southern Indiana component of the Kentuckiana River Trail.

Since the mid 1990's, leaders in Southern Indiana have been actively engaged in the planning, funding, design, and construction of the Greenway, including the Indiana approach to the Big 4 Bridge which was completed in 2014. We have witnessed the recreational benefits and economic transformation associated with the Big 4 Bridge, and look forward to similar progress on the western portion of our riverfronts.

The depiction of the K&I project in the Amendment 7 Map terminates above Floyd Street (aka Water Street) in New Albany. The Commission would like to emphasize that the recreational and economic benefits of the project will not be realized unless the bicycle/pedestrian path is extended to the New Albany street grid at Vincennes & E. Main Streets. A connector ramp to the existing Greenway trailhead at E. 18th Street should also be included. The connector ramp has already been designed. Both of these connections are depicted on **Figure 1** attached, and should be included in the planning for this project.

Thank you for your consideration. I may be reached at hendershotpt@cdmsmith.com or 502-216-2670.

Sincerely,

A handwritten signature in black ink that reads "Philip T. Hendershot".

Philip T. Hendershot
Chair, Ohio River Greenway Development Commission

315 Southern Indiana Avenue, Jeffersonville, Indiana 47130
www.ohiorivergreenway.org

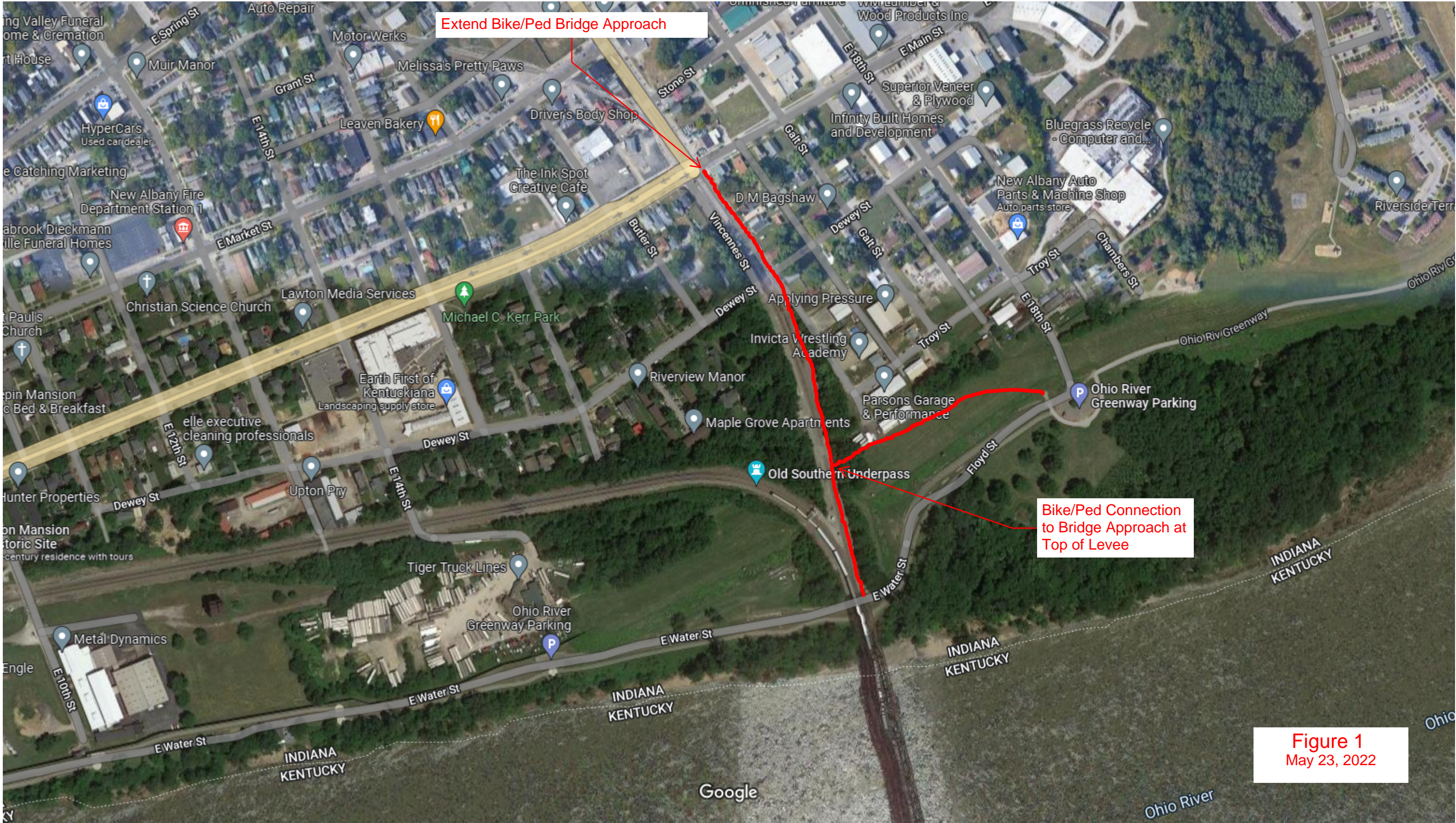


Figure 1
May 23, 2022



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



Agenda Item #6

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Valerie Mohr

DATE: June 1, 2022

SUBJECT: Connecting Kentuckiana 2050 Socioeconomic Forecasts

As part of Connecting Kentuckiana 2050's socioeconomic data update, KIPDA staff are finalizing projections of employment, household, and population data for the MPO region. Over the past few weeks, KIPDA staff have met with each county's representatives to gather feedback on the original forecasts and have adjusted projections based on the local input.

Finalized versions of each projection can be viewed at: <https://kipdatransportation.org/2050-socioeconomic-data/>

The socio-economic forecasts are integral to the Travel Demand Model and project development.

Action is requested to recommend approval of the 2050 Socioeconomic Forecasts to TPC.

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Agenda Item #7

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Andy Rush

DATE: June 1, 2022

SUBJECT: Federal Certification Review

Every four years, MPOs in the largest urbanized areas known as Transportation Management Areas (TMAs) undergo a formal certification review process by the Federal transportation planning partners. The review process covers all facets of the transportation planning process in the region, not just the work of KIPDA MPO Staff. This includes a thorough review of the planning products produced by KIPDA Staff such as the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Public Participation Plan, and others.

The review covers not only the products, but also the processes used to develop the products, as well as the relationships between the local, regional, and state partners involved in the planning process. The processes and relationships with the public stakeholders are also assessed in the review.

The Federal planning partners from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) have already begun their review in the form of a Desk Audit of KIPDA's planning products. The On-Site portion of the review will take place at KIPDA on June 22nd & 23rd and will conclude with the preliminary findings of the review team being announced at the June 23rd Transportation Policy Committee (TPC) Meeting. The schedule includes:

- June 16th at 2:00 PM: Public Listening Session #1 (on Zoom)
- June 22nd at 8:30 AM: The review team and KIPDA Staff will take a tour of selected projects in the region
- June 22nd at 12:30 PM: On-Site Review begins in the KIPDA Burke Room. Topics expected to be discussed during this session include:

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- UPWP
 - Public Participation Plan
 - TIP
 - MTP
 - Performance Measures
 - Transit Planning
 - Financial Planning
 - Freight Planning
- June 22nd at 5:30 PM: Public Listening Session #2 (at the Louisville South Central Library (7300 Jefferson Boulevard) and on Zoom)
- June 23rd at 8:30 AM: On-Site Review continues in the KIPDA Burke Room. Topics expected to be discussed during this session include:
 - Congestion Management Process
 - Intelligent Transportation Systems (ITS) Architecture
 - Security & Resiliency
 - MOAs & MOUs
- June 23rd at 12:30 PM: The Federal review team will present their preliminary findings at the regularly scheduled KIPDA TPC Meeting

All agencies represented on the KIPDA TTCC are encouraged to participate in the review process. The support and feedback from the subject matter experts from around this region are critical to the success of the review. At the TTCC Meeting, Staff will discuss the opportunities for participation.

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Agenda Item #8

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Alex Posorske

DATE: June 1, 2022

SUBJECT: Safe Streets for All federal grant opportunity

Safe Streets for All (SS4A) is a new competitive grant program established by the Bipartisan Infrastructure Law (BIL) – the recently passed federal infrastructure bill. SS4A grants are intended to improve roadway safety and support efforts to significantly reduce or eliminate transportation-related fatalities and serious injuries involving all roadway users – drivers; pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; and commercial vehicle operators.

SS4A grant applications must be submitted by September 15, 2022. Awarded grants will be divided into two primary areas – action plan grants and implementation grants.

- Action plan grants will support a locality or region's efforts to develop, complete, or supplement a comprehensive safety action plan that establishes a well-defined strategy to prevent roadway fatalities and serious injuries. There is an expected minimum of \$200,000 for all awarded action plan grants and an expected maximum of \$1,000,000 for an action plan grant awarded to a local government and an expected maximum of \$5,000,000 for an action plan grant awarded to an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope (e.g., a multijurisdictional group of counties, a council of governments and cities within the same region, etc.). USDOT encourages action plan grant recipients to apply for implementation grants in the later years of the program.
- Implementation grants support the implementation of projects and strategies identified in an action plan to address a roadway safety problem. Projects and strategies may be infrastructure, behavioral, and/or operational activities. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the





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eligibility requirements. Implementation grant awards are expected to range from \$5,000,000 to \$30,000,000 (for a local government) or \$50,000,000 (for an MPO or joint regional application).

As MPOs are eligible entities, the TTCC can consider whether a KIPDA-sponsored or coordinated application to create a comprehensive safety action for the Louisville region could help to advance important regional transportation safety goals.

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Agenda Item #9

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Zach Herzog

DATE: June 1, 2022

SUBJECT: 2022 Crash Analysis Data

Planning safer roads in the region is one of KIPDA's top priorities for the next long range plan update. We have utilized a new analytical tool created by ESRI and the FHWA to calculate crash rate data for road segments and intersections in our region. KIPDA staff will provide an overview of the new crash analysis data created which will be used for upcoming planning efforts.

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Agenda Item #8

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Greg Burress

DATE: June 1, 2022

SUBJECT: Indiana Metropolitan Planning Organization Conference

Staff is accepting presentation and session proposals for the October 4th-6th Indiana MPO Conference in Jeffersonville, Indiana at 300 Spring Event Venue. This is an opportunity to share the exceptional work agencies around this region have been doing along with valuable networking opportunities with state and federal planning partners. The conference theme this year is “Nothing Competes with Complete Streets” and KIPDA is particularly interested in sessions focused on Complete Streets, safety, sustainability, and mobility for all transportation users. Interested parties can sign up at: <https://kipdatransportation.org/indiana-mpo-conference-2022/>

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