ADOPTED
MAY 2023

CONNECTING KENTUCKIANA 2050

METROPOLITAN TRANSPORTATION PLAN

LOUISVILLE/JEFFERSON COUNTY, KY-IN

METROPOLITAN PLANNING AREA

Kentuckiana
Regional Planning &
Development Agency

CONNECTING
KENTUCKIANA
2050

KIPDA
Kentuckiana Regional Planning & Development Agency

A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting the
Connecting Kentuckiana 2050
Metropolitan Transportation Plan

Whereas, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the Governors of the State of Indiana and the Commonwealth of Kentucky under the state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area (MPA) encompassing Clark and Floyd Counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

Whereas, federal laws require the Transportation Policy Committee to periodically to review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

Whereas, pursuant to 23 CFR Section 450.324, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions regarding population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; and,

Whereas, consistent with federal and state mandates, states' environmental requirements, and the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan,* and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2050*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

Whereas, the KIPDA Transportation Policy Committee is to certify *Connecting Kentuckiana 2050* complies with all of the applicable requirements of the Federal Transit Act, and all other applicable state and federal laws; and,

KIPDA
Kentuckiana Regional Planning & Development Agency

Whereas, *Connecting Kentuckiana 2050* has been determined to conform with the State Implementation Plans of Indiana and Kentucky; and,

Whereas, the results of a regional emissions analysis indicate *Connecting Kentuckiana 2050* meets the requirements of conformity under the eight hour ozone standard; and,

Whereas, *Connecting Kentuckiana 2050* will serve as the KIPDA Metropolitan Transportation Plan under federal law contingent upon and effective when a conformity finding is made by the appropriate federal agencies; and,

Let it be further resolved that KIPDA staff is authorized to transmit *Connecting Kentuckiana 2050* to the Federal Transit Administration, Federal Highway Administration, and the Environmental Protection Agency to make the federal conformity determination in accordance with federal conformity regulations; and,

Be it further resolved that KIPDA staff is authorized to transmit *Connecting Kentuckiana 2050* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee this 25th day of May 2023.

City Council Member Bernie Bowling
Transportation Policy Committee Chair

Andy Rush
KIPDA Transportation Division Director

U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

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June 23, 2023

In Reply Refer To:
HDA-KY

Mr. Jarrett Haley, Executive Director
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following documents:

2023-2026 Transportation Improvement Program (TIP) and
2050 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approval resolution signed on May 25, 2023)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP); and
- provisions for the timely implementation of transportation control measures in the SIP.

We found that these documents met the criteria outlined in the July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and $PM_{2.5}$ National Ambient Air Quality

Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these documents conform to the 2015 8-hour Ozone NAAQS.

Sincerely,

TODD A JETER

Digitally signed by TODD A JETER
Date: 2023.06.22 14:10:40 -04'00'

Todd Jeter
Division Administrator

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Indiana Department of Transportation - Seymour District
Jefferson County League of Cities
Kentucky Transportation Cabinet
Louisville Metro Government
Louisville Regional Airport Authority
Oldham County
Town of Clarksville
Transit Authority of River City

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Transportation Technical Coordinating Committee

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Indiana Department of Transportation - Urban & Long Range Planning
Indiana Department of Transportation - Seymour District
Jefferson Riverport International
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Louisville Metro Economic Development
Louisville Metro Planning & Design Services
Louisville Metro Public Works & Assets
Louisville Regional Airport Authority
Oldham County
Oldham County Planning Commission
Port of Indiana
Jeffersonville
Town of Clarksville
TARC Accessibility Advisory Council
Transit Authority of River City

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Federal Highway Administration - Kentucky
Federal Transit Administration - Region 4
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Indiana Motor Truck Association
Kentucky Trucking Association
Louisville Water Company
Louisville/Jefferson County Metro Sewer District
Oldham Chamber & Economic Development
One Southern Indiana
River Hills Economic Development District
Southern Indiana Transit Advisory Group
University of Louisville

The Kentuckiana Regional Planning & Development Agency

includes the federally designated Louisville Metropolitan Planning Organization covering a five-county region in two states: Clark and Floyd counties in Indiana; and Bullitt, Jefferson, and Oldham counties in Kentucky. Also includes portions of Harrison County, Indiana and Shelby County, Kentucky.

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FUNDING DISCLAIMER | KIPDA is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Transit Authority of River City, and the local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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For more information on KIPDA's Title VI program or to obtain a Title VI Complaint Form, please visit: https://www.kipda.org/about/ada-title-vi/, call (502) 266-6084, or email kellytyra.cecil@kipda.org.

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GENERAL
GEORGE ROGERS CLARK
BY
W. de WELDON

01 INTRODUCTION

IN THIS CHAPTER:

KIPDA

What is an MPO?

What Has Changed?

INTRODUCTION

Connecting Kentuckiana 2050 outlines the long-range vision and goals, and identifies strategies and investments for the future transportation system in the Louisville/Southern Indiana region. The vision, goals, and objectives were adopted by the Louisville Metropolitan Planning Organization (MPO) to guide the development of the transportation system for the next 20 years. Analysis of trends and forecasts, and public and stakeholder outreach informed the strategies and investments for the Plan.

KIPDA

The Kentuckiana Regional Planning and Development Agency (KIPDA)- Louisville MPO provides regional planning, review, and technical services in the areas of public administration, social services, and transportation as well as community ridesharing programs. KIPDA also coordinates services for persons 60 years of age and over. KIPDA is designated by the Kentucky State Clearinghouse as the regional review agency for virtually all applications for federal and/or state funds made by organizations or governments within the state of Kentucky. KIPDA serves Jefferson, Bullitt, Oldham, Spencer, Shelby, Henry, and Trimble counties in Kentucky.

Regarding transportation, KIPDA-Louisville MPO serves as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN urbanized area. The Metropolitan Planning Area (MPA) includes Bullitt, Jefferson, and Oldham counties, and a small portion of Shelby County in Kentucky, and Clark and Floyd counties in Indiana.

WHAT IS AN MPO?

Federal law mandates that each urban area with a population of more than 50,000 people designate a Metropolitan Planning Organization (MPO) comprised of representatives of local jurisdictions and relevant agencies to carry out the metropolitan transportation planning process as defined by federal regulations. Important mandated planning processes include the long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). Because the Louisville/Jefferson County KY-IN Metropolitan Planning Area has a population greater than 200,000 it is designated as a Transportation Management Area (TMA). TMAs have additional planning and programming requirements.

The MPO is governed by the Transportation Policy Committee (TPC), composed of county and city elected officials, state departments of transportation, the transit agency, and representatives and other advisory members with specific transportation interests. A Transportation Technical Coordinating Committee (TTCC) serves as advisors to the TPC.

WHAT HAS CHANGED?

Since the previous MTP was finalized in February 2020, two significant changes have occurred – one impacted society in a myriad of ways, including the world of transportation, and one specifically affected transportation policy.

Covid-19

Within a month of the approval of the previous MTP, daily life in the Louisville region was disrupted as the first wave of COVID-19 washed over the country. While some normalcy has begun to return, the pandemic's ultimate impact on transportation trends and future needs is still uncertain. Comparing one-year American Community Survey (ACS) estimates on commute patterns for the Louisville/Jefferson County, KY-IN Metro Area from 2019 and 2021 show how transportation patterns could be changing, including:

- A 67% increase in the portion of the population working from home between 2019 and 2021, going from 5% to 15% overall.
- A 10% decrease – over 50,000 regional workers – in the number of workers driving to work.
- Even bigger percentage decreases (though smaller in actual numbers) in commuters taking transit, or walking or biking to work.

As this MTP update is finalized, it is unclear whether the changes described above are a temporary blip or the start of more long-term structural changes in transportation patterns. If they are the start of more long-term structural changes in transportation patterns, then regional transportation needs and goals could look vastly different in the coming years.

But as of early 2023, KIPDA believes that it is too early to make significant predictions based on the limited data of only several years. For every indicator like "Work from Home" that looks greatly changed from pre-pandemic data, there is another indicator like VMT per capita that is stabilizing consistent with pre-pandemic trends.

These trends will be watched very carefully in the next several years to determine if some of the changes most pronounced in the COVID years are here to stay. In the meantime, for the purposes of this MTP update, KIPDA will use 2019 – the last full pre-pandemic year as a baseline for metrics and analysis. This is not ideal, but KIPDA believes that it is the best way to establish a baseline if post-COVID travel patterns are still in flux.

Bipartisan Infrastructure Law (BIL)

The other major development was the passage of the federal transportation reauthorization bill – known as the Bipartisan Infrastructure Law (BIL) or Infrastructure Investment and Jobs Act (IIJA).

The BIL is the most recent surface transportation reauthorization act. Congress passes these acts semi-regularly – previous versions were passed in 2015, 2012, and 2007. The purpose is to update and establish the amount of federal funding available for transportation, establish priorities for that funding, and specific programs by which that funding will be distributed.

The BIL is a major investment in infrastructure funding, totaling $550 billion over fiscal years 2022 through 2026. The federal funding in the BIL is broken out into two main areas – formula funding (approximately 2/3 of available funds), where states and regions receive specific amounts of funding based on population and other factors; and discretionary funding (approximately 1/3 of available funds), where entities apply for grants in a variety of specific programs.

Two key changes may impact the region:

- Increased funding: Overall funding levels are much higher than in the previous transportation reauthorization act (2015's FAST Act). Nationwide, average annual Federal Highway Administration (FHWA - where most federal roadway funding comes from) authorization levels for the full fiscal years covered by each legislation increased by 33% with the BIL. Average annual funding levels for the Federal Transit Administration (FTA - where federal support for local transit comes from) increased by 73% with the BIL. Transportation project costs have increased with inflation though, so it is unclear if those increased funding levels will give increased flexibility to regional jurisdictions or keep pace with inflation in future years.

- New priorities and programs: The BIL updated priorities and established new programs, meaning there may be significantly more federal funding available for projects that best match federal priorities. Examples include:
    - Safety: The BIL creates a new program – the Safe Streets and Roads for All program – which offers $1 billion annually in competitive grants for planning and implementation activities around comprehensive roadway safety improvement. The BIL also increases funding for existing formula safety programs like the Highway Safety Improvement Program (HSIP).
    - Reducing carbon emissions: Climate change mitigation is an increasingly important priority in the BIL, with several new programs, including the Carbon Reduction Program, intended to reduce overall carbon emissions from the transportation sector, and the National Electric Vehicle Infrastructure (NEVI) program, intended to build out a publicly accessible nationwide network of alternative fueling stations. Funding for competitive grants for low or no emission buses and bus facilities also substantially increased with the passage of the BIL.
    - Equity/Environmental justice: Equity is an increasingly important priority in the BIL, with the Justice40 initiative calling for at least 40% of the investments in key programs to benefit disadvantaged communities.
    - Maintenance: Overall, the BIL increases funding for road repair and maintenance by $110 billion.

PLANNING EMPHASIS AREA (PEAS)

National Areas of focus (jointly issued nationally by FHWA and FTA)

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice 40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

LOCAL AREAS OF FOCUS (INDIANA ONLY)

- TIP/STIP Process Review
- Metropolitan Planning Area & Urbanized Area Boundaries

KEY PLANNING FACTORS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism.

02
EXISTING & FUTURE CONDITIONS

IN THIS CHAPTER:

Demographics

Environmental & Regional Resiliency

Modal Trends & Conditions

DEMOGRAPHICS

The demographics section includes an analysis of socio-economic forecasts for regional population, housing, and employment trends. Next, an in-depth look at how equity and environmental justice areas are considered in the regional planning processes. And finally, some statistics and a discussion on commuting trends.

SOCIOECONOMIC FORECASTS

Socioeconomic Assessment: Discussion, Tables, and Maps

From the base year 2019 to the horizon year 2050, the KIPDA Region is expected to continue to grow in each of the three primary socioeconomic variables: population, households, and employment. This growth will translate into more trips within and through the region. Population, households, and employment are expected to shift within the region, as some areas are projected to experience more growth than others. This may impact local travel patterns in several ways. For example, by 2050, new and redistributed residents will make trips to and from areas that are different from where trips were made in 2019. New and increased employment opportunities may also draw trips from households in other parts of the region and from outside of the region as well.

Background

Socioeconomic forecasting is an important tool used to better understand existing and future transportation needs and wants, as well as to enhance the decision-making process. Effective planning for transportation projects depends on high-quality, up-to-date socioeconomic forecasting that reflects recent trends, as well as expectations of future growth, and has been developed in a collaborative manner. A comprehensive set of socioeconomic forecasts for Connecting Kentuckiana 2050 were developed for the horizon year of the MTP 2050.

The core set of socioeconomic variables include population, households, and place-of-work employment. Each of these variables are forecasted at the Traffic Analysis Zone (TAZ) level. TAZs are small geographic areas. Traffic Analysis Zones (TAZ) originated from the US Census Bureau, but would be refined for specific data by KIPDA. They are small geographic areas used in KIPDA's Regional Travel Demand Model. There are currently 984 TAZs in the KIPDA MPO region, ranging in size from a city block in downtown Louisville to many square miles in the more rural portions of the region.

For use in the KIPDA MPO model, estimates of population at the TAZ level are developed to exclude the group quarters (GQ) population. The Census defines GQs as places where people live or stay in a group living arrangement that is owned or managed by an organization providing housing and/or services for the residents. Examples include:

- College dormitories
- Correctional facilities
- Nursing facilities
- Group homes
- Military barracks

Households are stratified into as many as 40 household types at the TAZ level for travel demand forecasting purposes by:

- Size (1, 2, 3, 4, 5+ persons per household)
- Structure type (single family, multi-family)
- Vehicle availability (0, 1, 2, 3+ vehicles per household)

Employment is estimated at the TAZ level, accounting for place-of work employment. Estimates of place-of-work employment in an area reflect the number of people that work in the area, as opposed to the number of people that are employed and live in that area. These estimates include both full-time and part-time jobs, as well as multiple job holding. For use in the KIPDA Model, employment is stratified by

three employment types, representing the industry classification of each job defined by the (North American Industry Classification System (NAICS):

- Retail (sales, food and drink establishments)
- Service (scientific, professional, management, health, education, finance, insurance, real estate)
- Basic (agriculture, mining, construction, transportation, communications, utilities, wholesale trade, government) To assist in the development of the Year 2050 socioeconomic forecasts, a base year of 2019 was established. All the variables mentioned above were assessed at the TAZ level for 2019 for use as the base year of an updated KIPDA Model. Several geographically based tools contributed to the development of the future socioeconomic forecasts and the creation of base year estimates. These include:
- American Community Survey (ACS) - A product of the United States Census Bureau
- Bureau of Economic Analysis (BEA)
- Woods & Poole
- Data Axle
- Kentucky State Data Center (KSDC)
- Census Transportation Planning Package (CTPP)

Data Uses

Socioeconomic data is used in a wide variety of ways. The primary purpose for collecting and forecasting the data at the small geographic level is for its use in travel demand modeling. KIPDA is required to utilize a travel demand model that accurately forecasts traffic conditions in order to perform a regional emissions analysis as part of KIPDA's transportation conformity process. This process is described in further detail in Appendix F. The KIPDA MPO model is a traditional daily, four-step, trip-based model that is developed using specialized software called TransCAD. The four steps in the model are:

- Trip generation
- Trip distribution
- Mode choice
- Trip assignment

A trip-based model uses socioeconomic data inputs to determine the number of trips that are produced in or are attracted to each TAZ in the trip generation step. The origin zone and destination zone for all trips get paired in the trip distribution step based on the levels of socioeconomic activity in, and the proximity to, the other TAZs. The trips are next transformed into vehicle trips, accounting for transit and vehicle occupancy in the mode choice step. The final step is trip assignment, where the vehicle trips are assigned a path along the roadway network. The KIPDA MPO model is used for several purposes other than the regional emissions analysis, which is performed each time the MTP is updated, and for most amendments. On a regular basis, project sponsors depend on the KIPDA MPO model to provide traffic forecasts in project-level planning studies and design projects. Various scenarios are typically tested in the model, representing different years and network configurations. The socioeconomic data and the KIPDA MPO model were used in multiple ways to assist in the development of *Connecting Kentuckiana 2050*. The model was used to estimate expected levels of future congestion, as is described later in this chapter. The horizon year socioeconomic forecasts were also used to identify locations of intense future growth. Projects were prioritized in the locations where congestion was forecasted or where significant growth is expected.

POPULATION

Regional Total Population

The regional population is expected to grow by approximately 25% with an additional 275,534 residents from 2019 to 2050. This equates to a growth rate of about 0.7% per year. This growth rate is in line with historic growth trends.

FIGURE 1: Forecasted Population Change by County

County	2019 Population	2050 Population	Absolute Change	Percent Change
Bullitt	81,830	110,558	28,728	35.11%
Clark	119,443	154,613	35,170	29.45%
Floyd	77,355	100,595	23,240	30.04%
Jefferson	762,756	906,219	143,463	18.81%
Oldham	62,898	107,226	44,328	70.48%
Shelby (partial)	1,438	2,043	605	42.07%
Total	1,105,720	1,381,254	275,534	24.92%

SOURCE: KIPDA, 2022 ▮ CREATED WITH DATA WRAPPER

County Population Trends

In total population, Jefferson County is projected to grow the most - by approximately 143,000 residents by 2050. Much of that forecasted growth is expected in the county's suburban areas. This equates to a population increase of approximately 19% in Jefferson County by 2050, or a yearly growth rate of 0.56%.

On a percentage basis, the suburban counties are expected to grow at a faster rate than Jefferson County. Oldham County is expected to increase the most, by 70% from 2019 to 2050 - an additional 44,328 residents.

FIGURE 2: Forecasted Population Number Growth: Absolute Change 2019 to 2050

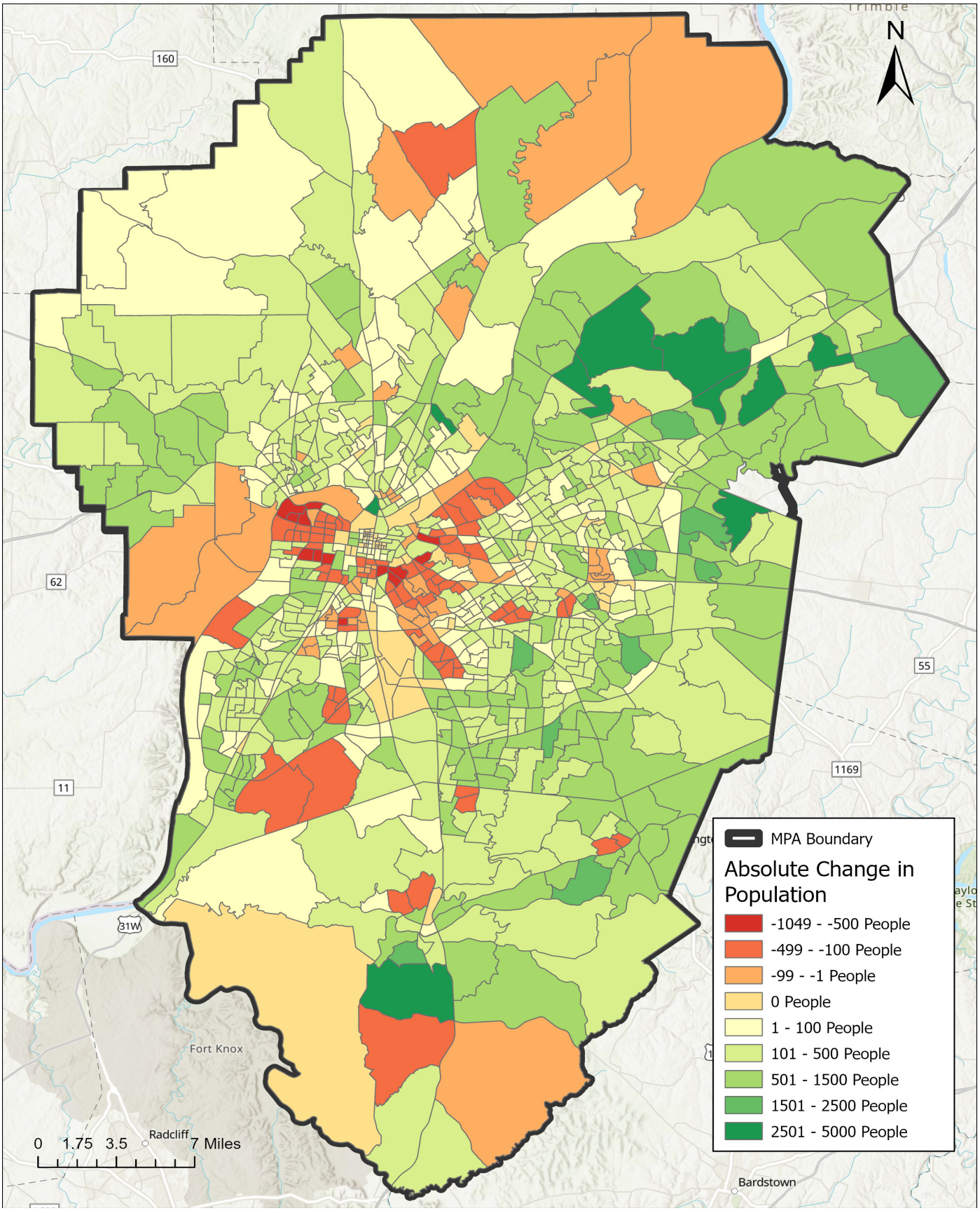
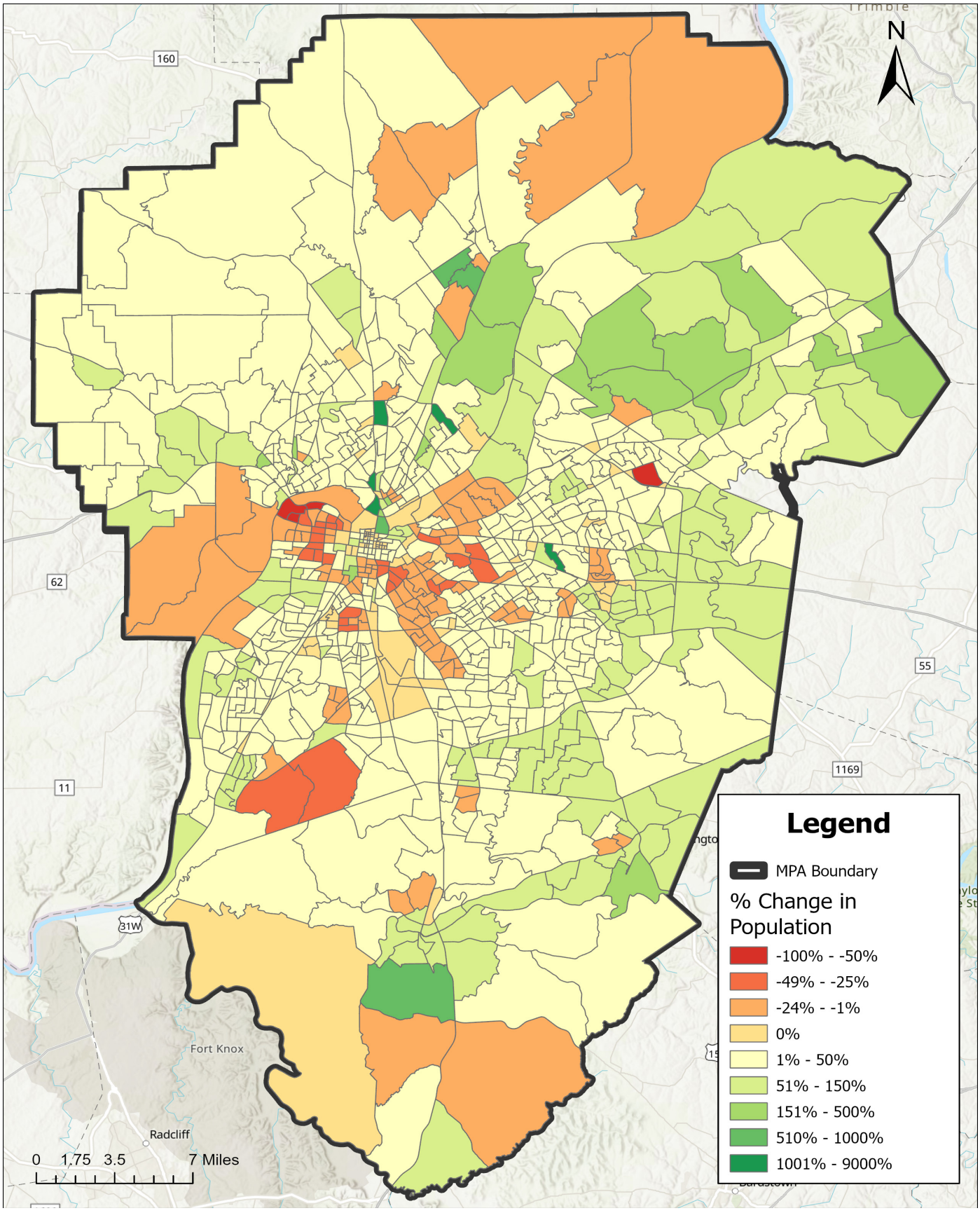


FIGURE 3: Forecasted Population Number Growth: Percent Change 2019 to 2050



HOUSEHOLDS

Households are expected to grow by 24.4% over the 31-year period, from 442,770 households in 2019 to 550,907 households in 2050. This equates to a growth rate of 0.7% per year.

The household and population growth rates are at similar levels, both increasing at just under 25%. Like the regional household growth comparison, county level household growth trends reflect county level population growth. All counties are expected to experience significant increases in household growth. Jefferson County is expected to experience the highest growth in total households with nearly 59,000 additional by 2050, whereas the highest percentage rate of growth is expected to take place in Oldham County, with a 76.7% increase in residences.

FIGURE 4: Forecasted Household Change by County

County	2019 Households	2050 Households	Absolute Change	Percent Change
Bullitt	29,897	40,383	10,486	35.1%
Clark	45,620	59,103	13,483	29.5%
Floyd	29,485	38,340	8,855	30.0%
Jefferson	316,209	375,120	58,911	18.6%
Oldham	21,086	37,274	16,188	76.8%
Shelby (partial)	473	687	214	45.2%
Regional Total	442,770	550,907	108,137	24.4%

SOURCE: KIPDA ▮ CREATED WITH DATA WRAPPER

FIGURE 5: Forecasted Household Number Growth: Absolute Change 2019 to 2050

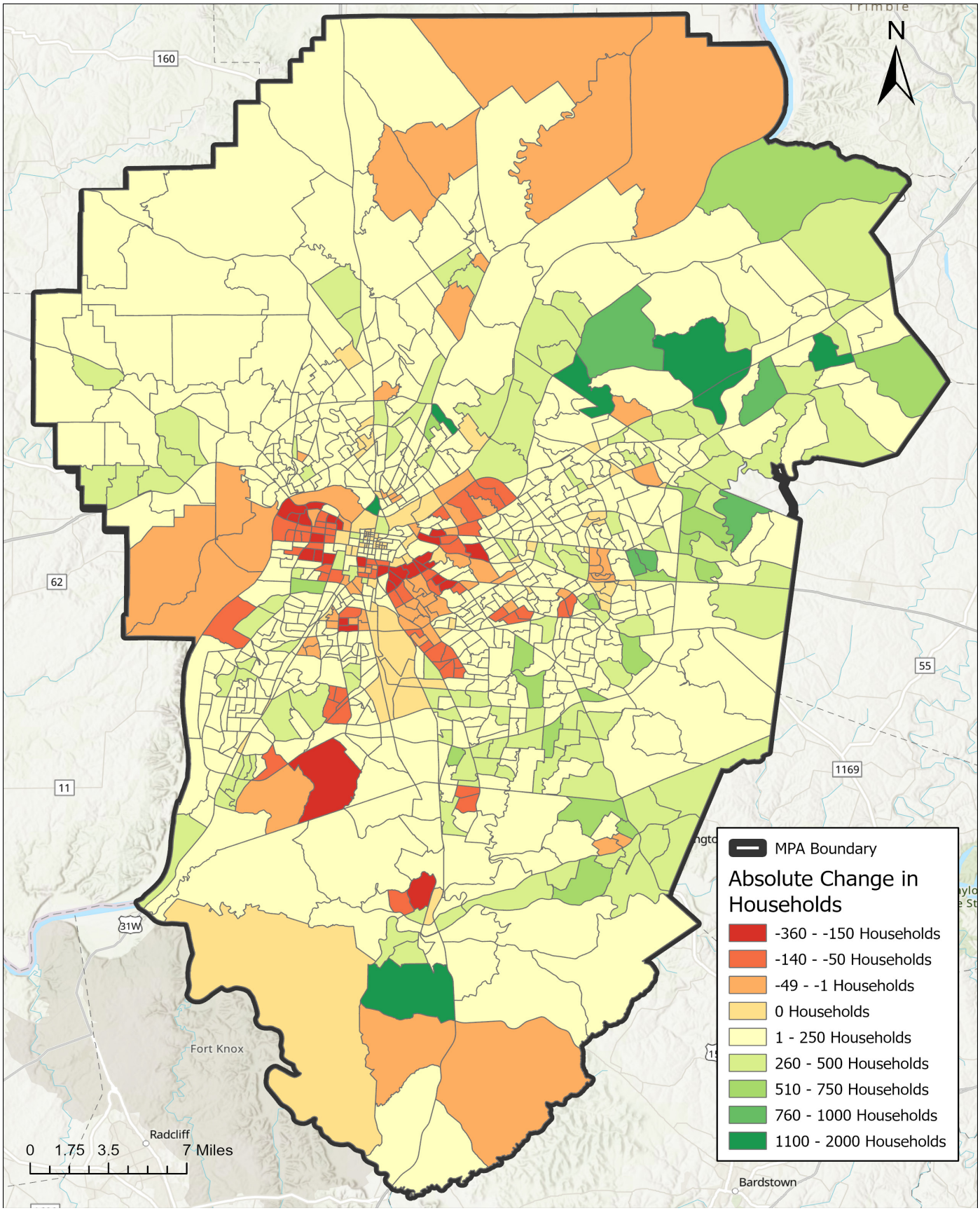
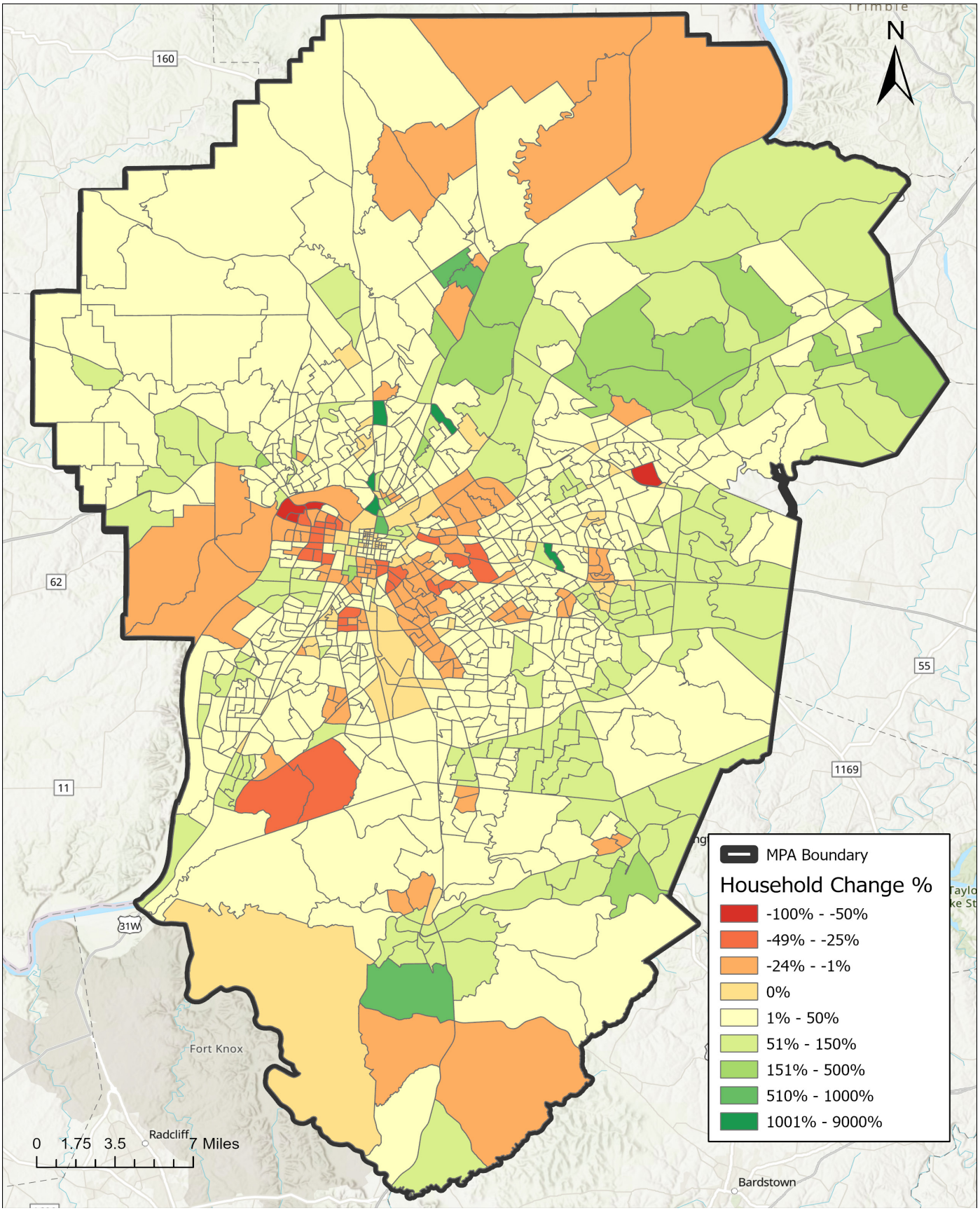


FIGURE 6: Forecasted Household Number Growth: Percentage Change 2019 to 2050



EMPLOYMENT

Forecasting long-term employment trends at the local level can be challenging. Accurate estimates of existing places of employment are difficult to find. Many factors can contribute to future employment projections, including global, national, statewide, and local economic conditions. Industries can be expected to evolve over the 31-year forecast period, unemployment rates can change, the age of the existing workforce can limit future growth, and improvements in technology can be expected to lead to changes in the number and skill level of employees. Add in the effects of COVID-19 and the difficulty in predicting future trends becomes very apparent.

Regional employment is forecasted to grow by approximately 33% from 2019 to 2050. This equates to a growth rate of about 0.94% per year. Employment in Jefferson County is expected to grow by nearly 117,000 employees representing a growth rate of 19%. Employment in each of the suburban counties surrounding Jefferson County is expected to grow at a much greater percentage. Downtown Louisville, the region's largest existing jobs center by far, is expected to remain relatively stable.

County and regional level estimates of growth place of work employment are shown in the table below (Figure 7). The maps on the following pages show expected employment growth shown at the TAZ-level: Figure 8 shows the growth in terms of the expected number of additional employees in each TAZ, and Figure 9 shows the percentage growth expected in each TAZ.

FIGURE 7: Forecasted Employment Change by County

County	2019 Employment	2050 Employment	Absolute Change	Percent Change
Bullitt	24,345	72,847	48,502	199.2%
Clark	55,088	93,828	38,740	70.3%
Floyd	38,370	58,674	20,304	52.9%
Jefferson	614,192	730,843	116,651	19.0%
Oldham	25,663	55,694	30,031	117.0%
Shelby (partial)	495	517	22	4.4%
Regional Total	758,153	1,012,403	254,250	33.5%

SOURCE: DATAAXLE/DATA USA AND WOODS&POOLE ECONOMICS AND KY DATA CENTER ▮ CREATED WITH DATA WRAPPER

FIGURE 8: Projected Employment Change Region: Percent Change 2019 to 2050

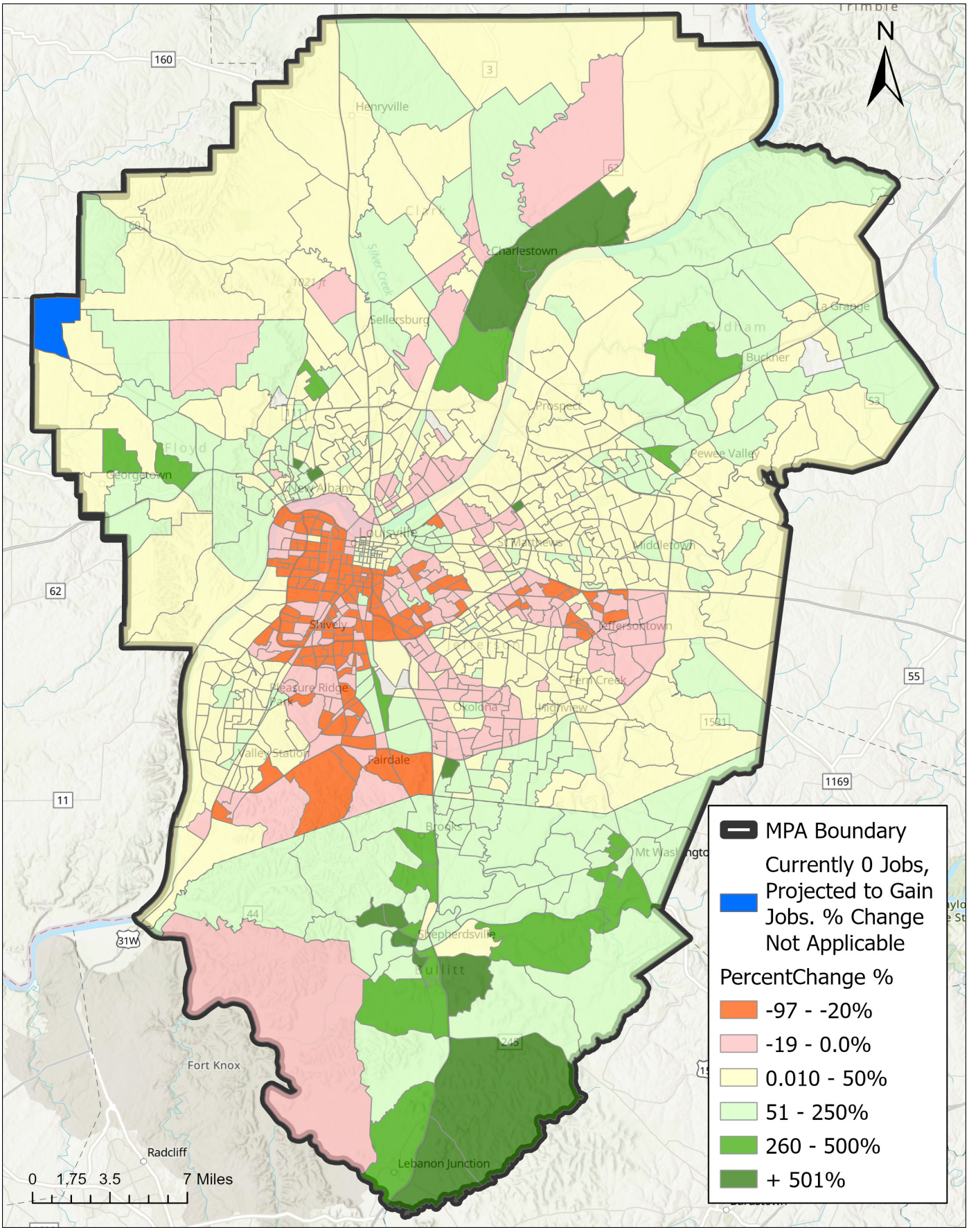
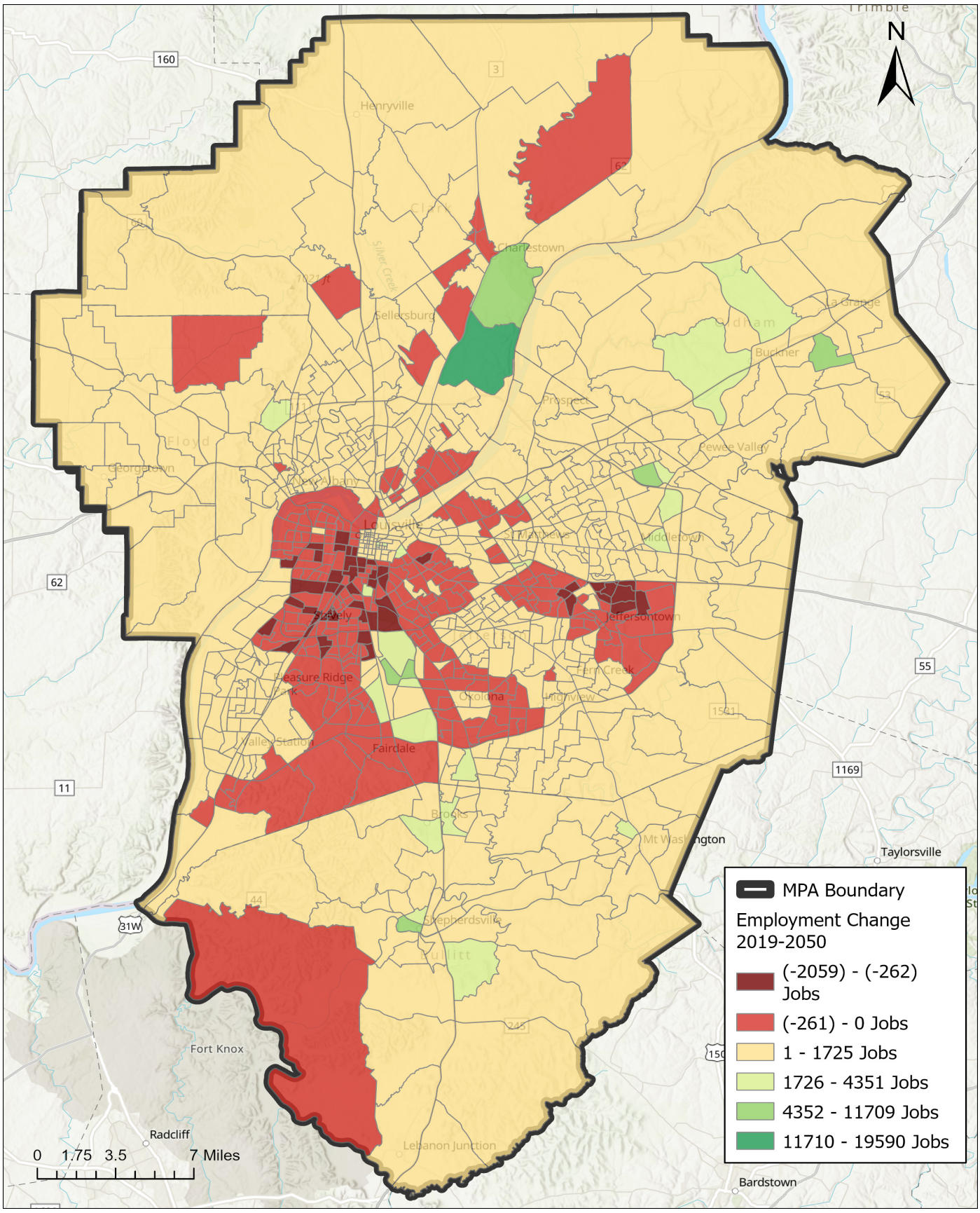


FIGURE 9: Projected Employment Change region: Absolute Change 2019 to 2050



ENVIRONMENTAL JUSTICE

In April of 2018 KIPDA developed an environmental justice guide, which outlines federal requirements around environmental justice, KIPDA's methodology in defining environmental justice study areas, environmental justice connections with other planning resources, mitigation and alternatives, and KIPDA's environmental justice vision for the future. KIPDA updated the document in January 2022 to reflect new data, as well as interpret new trends in the region regarding environmental justice areas. The methodology was also updated to make future comparison of data easier. Environmental justice is also considered during project evaluations, with points awarded for projects within environmental justice areas.

Environmental Justice Populations

Environmental justice areas in the KIPDA MPO region are defined as census tracts that have minority or low-income population percentages that are twice the regional average. This threshold is 28% for low-income populations and 48% for minority populations. To calculate this, KIPDA used the US Census' American Community Survey (ACS) 5-year estimates, for 2015-2019. The following tables represent the county level proportions of low-income and minority persons in the KIPDA MPO region.

FIGURE 10: Environmental Justice

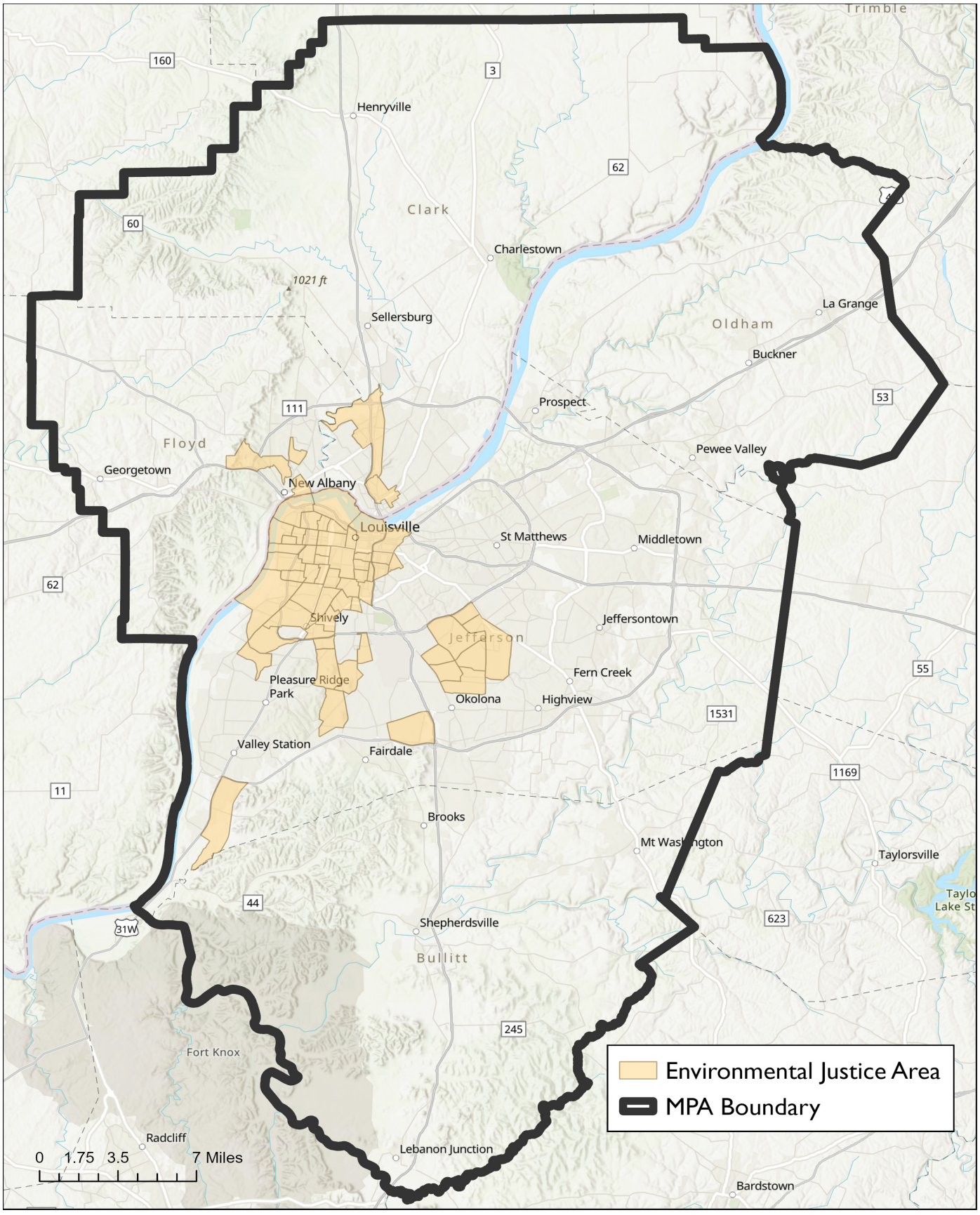
County	Total Population	Population in EJ Areas	Percent of Population in EJ Areas
Bullitt	80,171	0	0.00%
Clark	116,507	6,860	5.89%
Floyd	77,320	7,637	9.88%
Jefferson	767,419	193,513	25.22%
Oldham	65,967	0	0.00%
Total	1,107,384	208,010	18.78%

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This goal will be achieved when everyone enjoys:

- **The same degree of protection from environmental and health hazards**
- **Equal access to the decision-making process to have a healthy environment in which to live,learn, and work.**

United States Environmental Protection Agency (EPA)

FIGURE 11: Environmental Justice Areas in the KIPDA Region



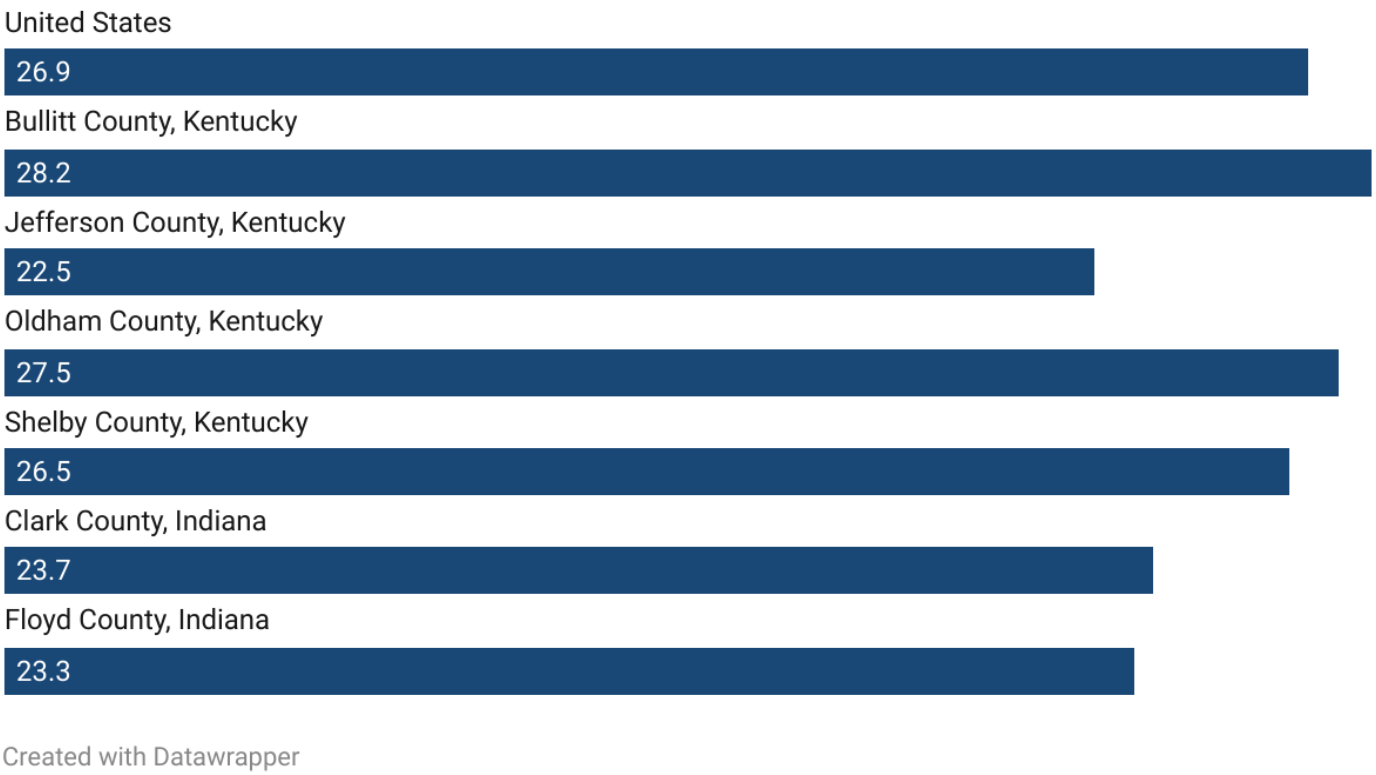
COMMUTING

KIPDA analyzed regional commuting and travel patterns by using commuting data from the American Community Survey (ACS) 2015-2019 5-year estimates and Vehicle Miles Traveled (VMT) data from KYTC, INDOT, and FHWA from 2000 to 2021 at the county level. The commuting data available from the ACS estimates the number of workers aged 16 and over commuting to their primary job in each of the KIPDA region counties. Where ACS estimates are used, Shelby County is included in its entirety because the residents within the small portion of Shelby County in the MPA cannot be identified in the county-level data. It would not have been suitable to include this geographic level of VMT data for Shelby County to represent the VMT of the KIPDA MPO region alongside the other counties which are fully included in the MPO, therefore the VMT data is bound to Jefferson, Clark, Floyd, Bullitt, and Oldham counties.

County Commuting Patterns

The national average mean travel time to work was 26.9 minutes in the ACS 2015-2019. Averages for Jefferson, Clark, and Floyd counties were a few minutes less than the national average while Bullitt and Oldham counties were slightly higher, and Shelby County was slightly lower.

FIGURE 12: Mean Travel Time to Work (In Minutes)



SOURCE: AMERICAN COMMUNITY SURVEY, ACSDP5Y2019, DP03 ▮ CREATED WITH DATA WRAPPER

Approximately 1/3 of workers in Clark (33%) and Floyd (36%) counties in Indiana commute to another state for work. Roughly 2/3 of workers in Bullitt (65%) and Oldham (61%) counties commute to a county outside their residential county for work and about half of workers in Shelby County (47%) commute outside of their residential county for work. Workers living in Jefferson County overwhelmingly work in Kentucky (97%) and mostly commute within Jefferson County (92%).

FIGURE 13: Workers Commuting Outside Residential State and/or County

Workers Commuting Outside Residential State and/or County

	Clark County, Indiana		Floyd County, Indiana		Bullitt County, Kentucky		Jefferson County, Kentucky		Oldham County, Kentucky		Shelby County, Kentucky	
	Estimate	% Total	Estimate	% Total	Estimate	% Total	Estimate	% Total	Estimate	% Total	Estimate	% Total
Total:	57,330		38,085		39,577		375,408		31,150		23,056	
Worked in state of residence:	38,294	66.80%	24,553	64.47%	38,931	98.37%	362,943	96.68%	29,994	96.29%	22,582	97.94%
Worked in county of residence	29,255	51.03%	15,322	40.23%	13,278	33.55%	344,668	91.81%	10,841	34.80%	11,701	50.75%
Worked outside county of residence	9,039	15.77%	9,231	24.24%	25,653	64.82%	18,275	4.87%	19,153	61.49%	10,881	47.19%
Worked outside state of residence	19,036	33.20%	13,532	35.53%	646	1.63%	12,465	3.32%	1,156	3.71%	474	2.06%

Created with Datawrapper

SOURCE: AMERICAN COMMUNITY SURVEY, ACSDT5Y2019, B08130 ▮ CREATED WITH DATA WRAPPER

Travel Modes

Travel mode refers to the means of transportation one uses to travel. There is limited reliable data on this subject at a regional or county level. ACS 2015-2019 data was used with the modes:

- Car, truck, or van alone
- Car, truck, or van carpool
- Public transit (excluding taxicabs)
- Walked
- Bicycle
- Worked from home

All counties in the KIPDA MPA were above the national average (76.3%) in driving to work alone and were below the national average in using public transportation (5.0%) and walking (2.7%) to commute to work. Jefferson and Shelby counties were slightly above the national average for other means (1.8%) while Bullitt, Oldham, Clark, and Floyd were below.

FIGURE 14: Means of Transportation to Work; 16 Years and Over

	United States	Bullitt County, Kentucky	Jefferson County, Kentucky	Oldham County, Kentucky	Clark County, Indiana	Floyd County, Indiana
Car, truck, or van -- drove alone	76.0%	85.3%	80.1%	85.2%	86.2%	86.2%
Car, truck, or van -- carpooled	9.0%	9.1%	8.7%	6.1%	7.1%	7.0%
Public transportation (excluding taxicab)	5.0%	*	2.7%	*	0.7%	0.7%
Walked	2.7%	0.8%	1.9%	0.7%	0.9%	1.4%
Bicycle	0.5%	*	0.3%	*	*	*
Worked from home	5.2%	3.4%	4.6%	6.7%	4.5%	4.3%

** the Margin of Error (MoE) was greater than the corresponding available data*

SOURCE: AMERICAN COMMUNITY SURVEY, ACDT5Y2019 ▮ CREATED WITH DATA WRAPPER

The 2015-2019 ACS commuter data show that on average, 5.2% of U.S. workers worked from home. Apart from 6.7% in Oldham County, all other counties in the MPA were near or less than the national average at that time.

In 2020, many people throughout the U.S. adjusted or adapted to new transportation routines. Covid- 19 concerns led many employers to shift to remote work, however, numerous employers have since shifted back to in-office work while others have kept remote or created hybrid schedules.

It is reasonable to anticipate outlier data in the years 2021-2022 for the mode split. Those unable to work from home may have made accommodations to increase social distancing when possible. Regular public transportation commuters may have switched to walking or biking, and carpool participants may have opted to drive alone instead. This data is currently not available in one-year estimates for all the counties or the metropolitan statistical area.

Vehicle Miles Traveled (VMT) Trends

The amount of overall travel on roadways is typically measured by estimating vehicle miles traveled (VMT). The VMT in an area is a measure of all the vehicles that traveled on all roadways in that area multiplied by how many miles they traveled. It is impractical to accurately measure this metric, so it is estimated in each county annually, based primarily on traffic counts performed at the same location each time they are counted.

FIGURE 15: Estimated Regional Daily Vehicle Miles Traveled (In Thousands)

	Clark	Floyd	Bullitt	Jefferson	Oldham	KIPDA MPA	Kentucky	Indiana	USA*
2009	4,017	2,888	2,395	19,162	1,342	29,804	129,415	212,376	8,108,413
2010	3,096	2,939	2,426	19,592	1,409	29,462	131,662	198,244	8,097,909
2011	3,920	2,808	2,506	19,386	1,419	30,039	132,015	212,209	8,109,371
2012	3,752	2,590	2,511	19,115	1,365	29,333	129,442	215,469	8,129,602
2013	3,633	2,085	2,517	19,139	1,377	28,751	128,914	217,435	8,151,332
2014	4,128	2,457	2,557	19,302	1,405	29,849	131,430	221,586	8,216,906
2015	4,202	2,546	2,547	19,662	1,446	30,403	133,591	221,918	8,389,150
2016	4,489	2,584	2,622	20,037	1,497	31,229	134,783	226,332	8,598,193
2017	4,483	2,653	2,709	19,923	1,543	31,311	135,069	229,032	8,752,526
2018	4,443	2,695	2,726	20,012	1,524	31,400	135,746	228,345	8,841,835
2019	4,462	2,777	2,726	19,961	1,524	31,450	135,762	231,047	8,923,737
2020	4,039	2,468	2,689	18,388	1,536	29,120	127,406	210,731	8,390,674
2021	3,581	2,023	2,703	18,761	1,507	28,575	132,014	230,324	8,378,021

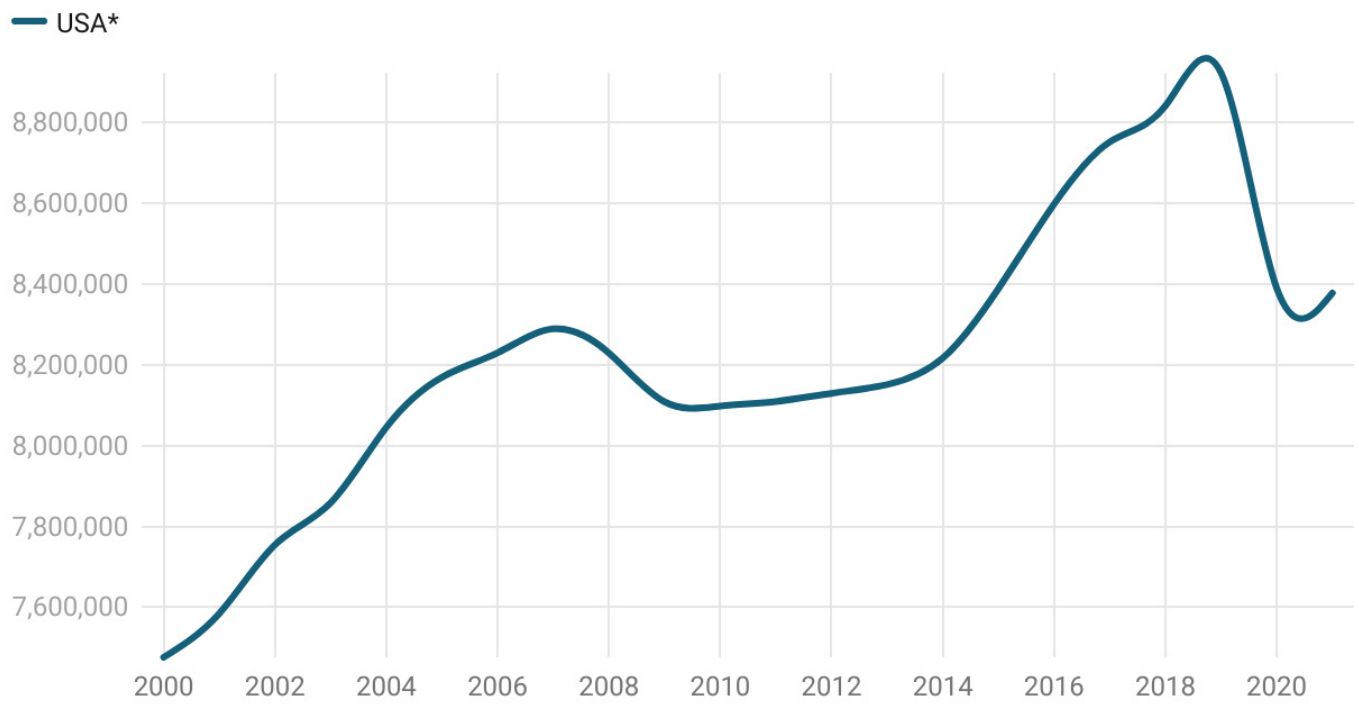
**Annual VMT/365*

SOURCE: KENTUCKY TRANSPORTATION CABINET, INDIANA DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION ▮ *CREATED WITH DATA WRAPPER*

National Trend

Nationwide VMT were at the highest levels ever before 2020. The national VMT trend over the past 21 years is shown in the graph below. It is worth noting the decline in 2020 and 2021, but is too soon to predict if this trend will continue.

FIGURE 16: National Vehicle Miles Traveled (VMT) Trend (2000-2021)

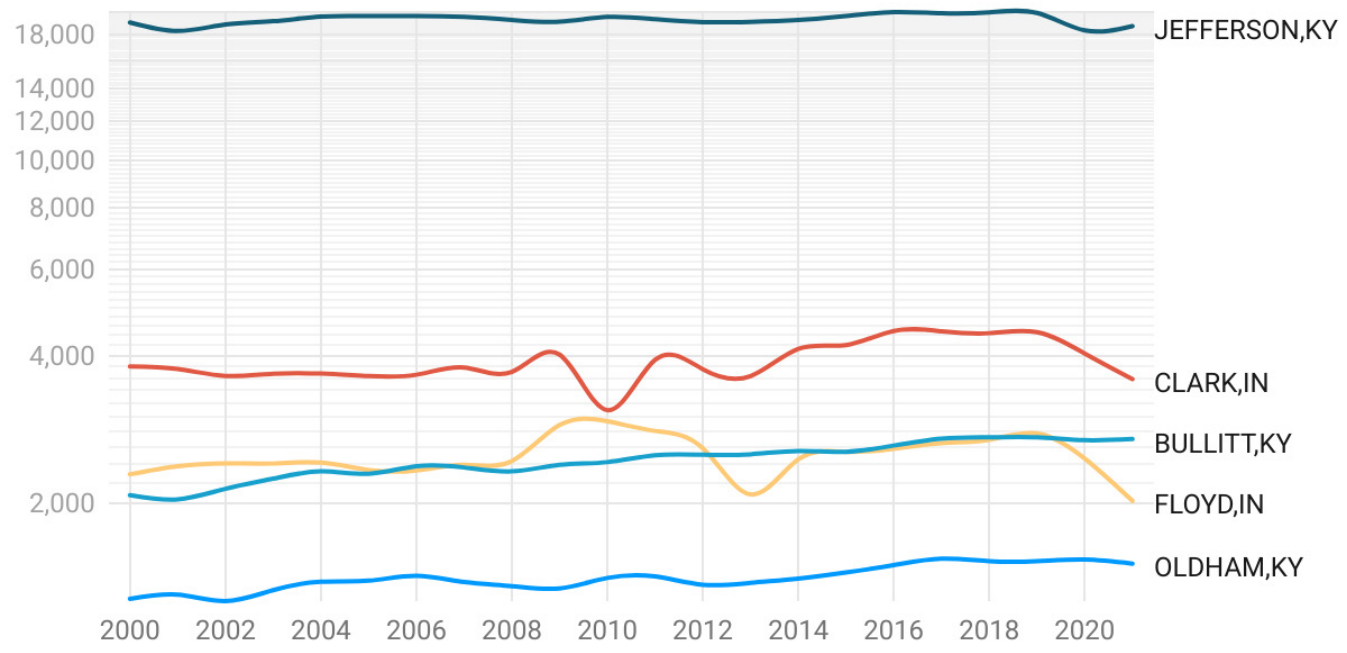


SOURCE: FEDERAL HIGHWAY ADMINISTRATION ▮ CREATED WITH DATA WRAPPER

Regional Trend

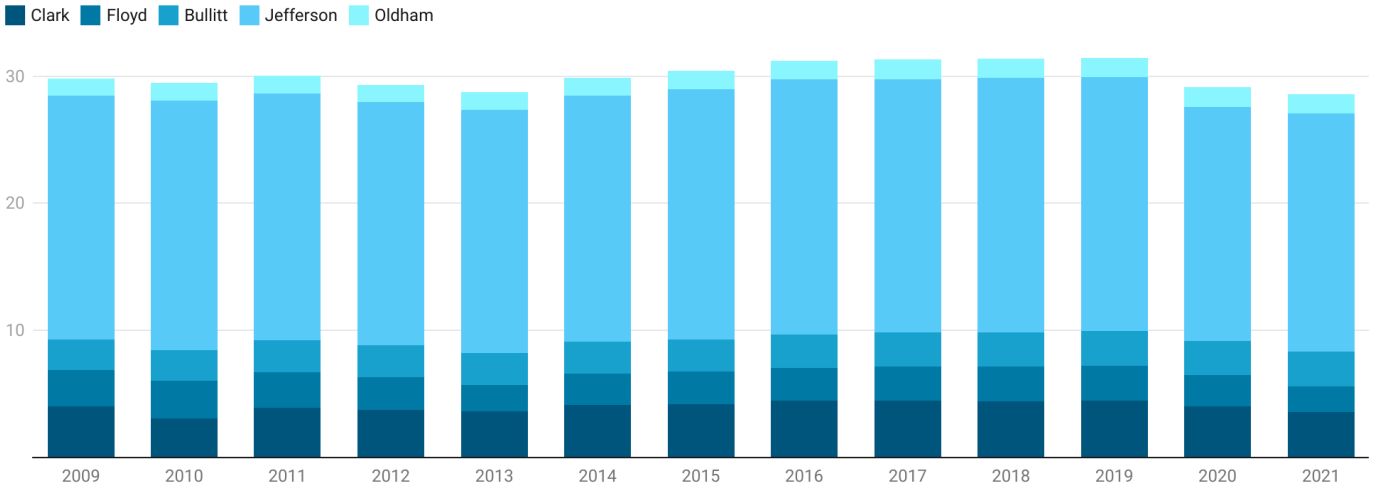
The trend in VMT growth prior to 2020 in Kentucky and Indiana resembles the national trends. Total VMT in each state has steadily increased for many years, peaking just before the pandemic. As with the national VMT, there was a significant drop in the overall MPA for 2020 and 2021. However, 2021 data from Figure 16 shows both Kentucky and Indiana statewide appear to have nearly returned to pre-covid VMT rates.

FIGURE 17: Estimated Regional Daily Vehicle Miles Traveled (in Thousands)



**Annual VMT/365*

Estimated Regional Daily Vehicle Miles Traveled (in Thousands)



SOURCE: KENTUCKY TRANSPORTATION CABINET, INDIANA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL & REGIONAL RESILIENCY

This section will discuss the following:

- Environment and air quality through environmental mitigation and air quality analysis and federal conformity regulations as they relate to the KIPDA MPO
- Regional planning for resiliency, security, and climate change issues
- Current regional comprehensive plans and local jurisdiction land use plans

DATA INVENTORY

The KIPDA GIS Data Hub is an ongoing inventory of datasets and mapping applications available for public viewing. One of the many purposes of the GIS Data Hub is to create a tool for KIPDA planning partners to better account for environmental encroachment issues in the early stages of project development. The GIS Data Hub also serves to inform the public of issues they may want to consider when reviewing planned projects. At the time of the *Connecting Kentuckiana 2050* MTP creation, mapping applications include an environmental mitigation map, a red flag inventory, and an online resource center. For KIPDA, the environmental mitigation process is derived from a collection of different environmental data resources that may potentially be impacted by a transportation-related project.

ENVIRONMENTAL DATA RESOURCES

Archaeological sites
Cemetaries
Fault lines
Flood plans
Fort Knox, US Army Post
Geology
Glade cress
Groundwater wells
Historical districts
Historical places
Bridges
Brownfield sites
Landfills
National Pollutant Discharge Elimination Systems (NPDES)
Discharge sites
Facility locations
Petrol
Fields
Wells
Gas & oil facilities
Railroads
Parks
Ports
Sinkholes
Streams
Superfund sites
Wetlands

SOURCES: U.S. FISH AND WILDLIFE, KY ECOLOGICAL SERVICES, KYGEOPORTAL, INDIANAMAP, KY OFFICE OF LAND QUALITY, IN DEPARTMENT OF NATURAL RESOURCES, IN DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

The following figures illustrate examples of the data available in the KIPDA GIS Data Hub for environmental mitigation planning and analysis purposes.

FIGURE 18: Natural Resources Map

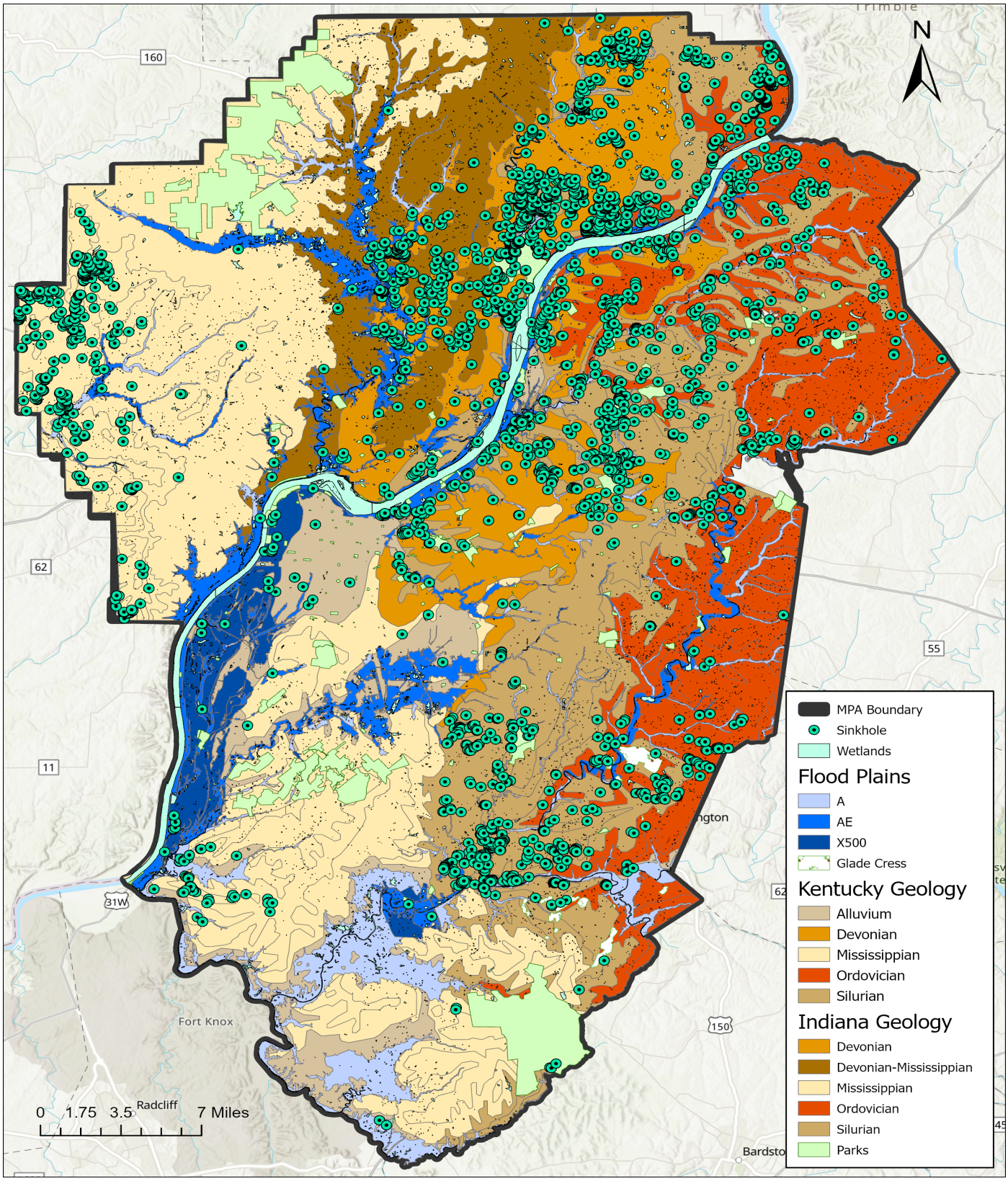


FIGURE 19: CK2050 Environmental Concerns

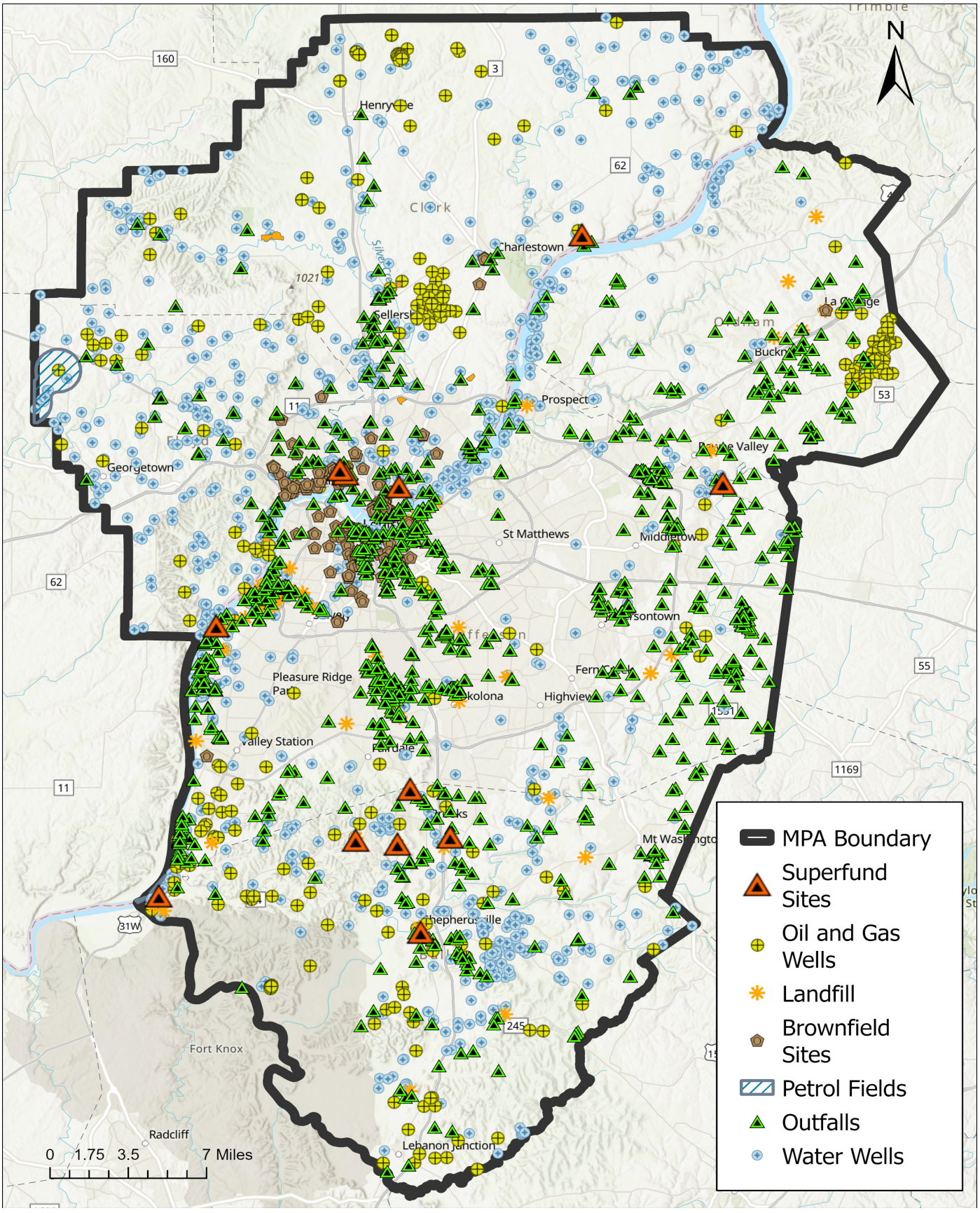


Figure 18 depicts natural resources in the region. Natural resources include threatened species (for example...Glade cress, a small annual plant that is considered a threatened species in Bullitt and Jefferson Counties), parks, many hydrological features, sinkholes, and fault lines.

Figure 19 displays environmental concerns within the region. These are components of various environmental monitoring programs, such as the Superfund Program. They can potentially impact the health and wellbeing of a community if disturbed as they may release toxic chemicals, air pollutants, and other damaging particulates.

Environmental mitigation exists to determine if any of the recommended actions within *Connecting Kentuckiana 2050* may negatively impact any identified environmental resources in the KIPDA region. Environmental mitigation is conducted to follow through on environmental commitments, as required by the National Environmental Policy Act (NEPA). Impacts vary depending on the type of environmental resource, the location of the resource, and the scope of a project.

ENVIRONMENTAL CONSULTATION

KIPDA is committed to involving a variety of environmental agencies and governments to contribute to the planning process. The purpose of the environmental consultation is to develop and plan for a transportation network that contributes to preserving and enhancing natural, historical, community, and environmental resources. An interactive map was sent to environmental and governmental agencies to collect feedback on the identified natural, historical, community, and environmental resources. A link to the map as well as a list of contacts of such agencies and their relevant comments can be found in Appendix E.

CLIMATE CHANGE

According to the United States Environmental Protection Agency (EPA), the transportation sector accounted for 29.1 % of U.S. greenhouse gas emissions in 2021. Reducing transportation emissions, therefore, has the potential to be an important strategy for mitigating climate change. Investments in non-motorized transportation, ridesharing, transit, and cleaner and more fuel-efficient vehicles can all contribute to reducing emissions. The transportation sector can also reduce greenhouse gas emissions by improving the transportation system (more efficient operations and technology), reducing the number of vehicle miles traveled (VMT), and increasing the number of electric vehicles and cleaner burning engines in the overall regional vehicle fleet. *Connecting Kentuckiana 2050* emphasizes an expansion of modal opportunities as the reliance on any one single mode of transportation is difficult, inefficient, and may sustain, if not increase, greenhouse gas emissions.

AIR QUALITY & CONFORMITY

Status

The presence of high levels of ground-level ozone and fine particulates, specifically PM2.5, have plagued the KIPDA MPO region for decades. Meeting the National Ambient Air Quality Standards (NAAQS) has traditionally been an issue for the region. While air quality has steadily and significantly improved over the years, the national standards that must be met have consistently been strengthened. On-road mobile emissions are significant contributors to this problem; therefore, estimates of these pollutants and their precursors play a significant part in the regional transportation planning process.

The KIPDA MPO region was designated as a non-attainment area in Kentucky under the most recent Ozone Standard, which was established in 2015. However, recent monitoring data through the 2022 Ozone season have indicated that the region can be redesignated as being in attainment with a maintenance status of the 2015 eight-hour ozone standard, and the local air quality agencies have undertaken steps to regain that designation. Non-attainment areas are established when any of the air quality monitors in a region show a violation of the EPA-established standards. After an area has been redesignated, it will be considered in attainment with a maintenance status.

The KIPDA Region has been designated as being in attainment of the current PM2.5 Standard, which was established in 2012. All previous PM2.5 standards have now been revoked.

The graph shown below shows the Design Value for ground-level ozone in the KIPDA Region and the recent ozone standards. As required by EPA, a Design Value is determined from data from the monitors that are deployed regionwide. More specifically, the Design Values shown on this graph reflect the three-year rolling average of the fourth highest daily maximum eight-hour average concentration.

FIGURE 20: Design Value for Ground-Level Ozone in the KIPDA Region

SOURCE: AIR POLLUTION CONTROL DISTRICT

When a Design Value exceeds a standard, an area can be declared non-attainment of that standard. As the graph indicates, the local Design Values continue to trend downward as the standards are reviewed and strengthened periodically at a similar rate.

Transportation Conformity

Transportation conformity is the established process that links transportation planning and air quality planning. For a transportation project to be eligible to receive federal funding in non-attainment areas, a project must be included in a conforming Metropolitan Transportation Plan (MTP).

Due to the KIPDA MPO region being designated a non-attainment area under the 2015 Ozone Standard, KIPDA must show that *Connecting Kentuckiana 2050* conforms to the State Implementation Plans as described in the section below concerning Regional Emissions Analysis by estimating and analyzing future levels of regional on-road mobile emissions. This process is performed through a multi-step, multi-agency process. This process is established in a Memorandum of Understanding (MOU) between KIPDA and its air quality planning partners. The air quality planning partners include the air quality and transportation agencies at the local, state, and federal levels, which serve the KIPDA Region.

Regional Emissions Analysis

The regional emissions analysis involves the creation of future year scenarios in KIPDA's Regional Travel Demand Forecasting Model. These model scenarios include all projects that are expected to be open to the public by the year of the scenario, paired with land use assumptions, in the form of population, household, and employment characteristics for the same year. The Interagency Consultation (IAC) Group, a group that includes KIPDA's air quality and transportation planning partners, reviews and approves the planning assumptions used to model the projects.

The regional emission estimates of the ozone precursors are calculated using MOVES3, the model currently required by EPA. Key output from the KIPDA Regional Travel Demand Forecasting Model, including VMT and speed outputs, are among the inputs to the MOVES model. The MOVES Model also incorporates additional parameters including detailed information on the fleet of vehicles registered in the region, the fuels used, and local weather/climate conditions, among others. In the KIPDA MPO region, the established practice is for the Louisville Metro Air Pollution Control District (LMAPCD) to perform the emissions modeling. LMAPCD provides the output of the MOVES Model, in the form of estimates of the regional emissions of the ozone precursors, Volatile Organic Compounds (VOC), and Oxides of Nitrogen (NOx) to KIPDA.

The regional emission estimates of the ozone precursors are then compared to budgets for the precursors that are established in the State Implementation Plan (SIP). With the ozone non-attainment/maintenance area in this region encompassing a bi-state area, the budgets are bi-state budgets that were agreed to by the state and federal air quality and transportation planning partners. Currently, modeled emissions are compared to base year (2019) emissions and an air quality budget established for 2035. For the MTP to "pass" conformity, the regional emission estimates from the model scenarios for the Years 2025 and 2030 must be no greater than the Year 2019 base year emissions, and the regional emission estimates for the Years 2035, 2040, and 2050 must be no greater than the Year 2035 Budgets.

Figure 21 shows the budgets established in the SIP for the regional emissions of VOCs and NOx. With ozone being exclusively a summertime problem, the budgets and estimates represented in the table are estimates for a summer weekday, in kilograms per day. The years shown represent the five analysis years that have been modeled in this regional emissions analysis. Estimates for all five analysis years show regional emissions that are less than the budgets for each of the ozone precursors. Since neither of the budgets are exceeded, *Connecting Kentuckiana 2050* can be considered a conforming MTP.

Each time *Connecting Kentuckiana 2050* is amended in the future, transportation conformity must be demonstrated again, and a similar process to the one described above will be undertaken. For further information, including the detailed Conformity Report for the *Connecting Kentuckiana 2050* MTP Update, see Appendix F.

CMAQ Eligibility

The Congestion Mitigation and Air Quality (CMAQ) Program provides federal funding for projects that contribute to improving air quality in non-attainment or maintenance areas. The KIPDA Region has been eligible to receive funding through the CMAQ Program for many years and numerous projects have been funded with CMAQ funds. The region's current maintenance/non-attainment status ensures that the region will remain eligible to receive CMAQ Funding.

Also, in 2022 the KIPDA CMAQ Performance Plan Report was approved in accordance with FHWA requirements for an Urbanized Area (UZA) in nonattainment/maintenance and above one million in population. The KIPDA CMAQ Performance Plan is prepared as part of the Kentucky Transportation Cabinet and the Indiana Department of Transportation statewide CMAQ Performance reports for the Second Performance Period in accordance with the requirements of 23 CFR 490.107(c) and 23 USC 149(l) by KIPDA staff in collaboration with the respective State DOTs, FHWA, and other stakeholders. Specifically, the report addresses the Baselines and Targets for the performance measures promulgated through the PM3 regulation Subpart G (Measures to Assess the CMAQ Program – Traffic Congestion) and Subpart H (Measures to Assess the CMAQ Program – On-road Mobile Source Emissions).

Each state manages the Federal CMAQ dollars differently. Indiana sub-allocates a portion of the CMAQ dollars in Indiana to the urban areas across the state, such as KIPDA, that are non-attainment or maintenance areas. KIPDA initiates calls for potential CMAQ projects in Clark and Floyd counties, then works cooperatively with the local agencies in those counties to prioritize and award the CMAQ funding in the region. In Kentucky, CMAQ projects are awarded exclusively at the state level by KYTC. KYTC requests that potential CMAQ projects be submitted to MPOs. Those projects are then prioritized at the regional level but are awarded at the state level.

While the prioritization and award of CMAQ projects and dollars is primarily a function related to the administration of the Transportation Improvement Program (TIP), air quality improving projects were prioritized in the development of Connecting Kentuckiana 2050 project scoring. Applicant projects that were thought to be CMAQ-eligible and among the project types established in the Clean Air Act that reduce on-road mobile emissions received points within the Connecting Kentuckiana 2050 project scoring and ranking structure. These projects include those projects that have potential to improve the air quality through investments in improved public transit, in traffic flow improvements that do not significantly increase capacity for single-occupancy vehicles, and in bicycle and pedestrian improvements, among others.

FIGURE 21: Summer Weekday Emissions for the 8-Hour Nonattainment Area

(kg/day)

EMISSION LEVELS FOR VARIOUS YEARS				
Year	Area	VOCs	NOx	Pass
2025	Regional	7,438	20,190	Yes
2030	Regional	5,246	15,744	Yes
2035	Regional	4,475	14,222	Yes
2040	Regional	4,463	15,079	Yes
2050	Regional	4,526	14,520	Yes

NOTE: The criteria for conformity are as follows:

2025 and 2030 Regional emission levels for VOCs must be below the redesignation SIP base year emissions of 13.65 tons/day or 12,383 kg/day.

2025 and 2030 Regional emission levels for NOx must be below the redesignation SIP base year emissions of 33.03 tons/day or 29,964 kg/day.

2035, 2040, and 2050 Regional emission levels for VOCs must be below the redesignation SIP emission budget of 5.51 tons/day or 4,999 kg/day.

FIGURE 22: Summer Weekday Vehicle-Miles-Travled (VMT) Estimated for the 8-Hour Ozone Nonattainment Area

(in 1000's of vmt/day)

Year	Indiana	Kentucky	Total
2025	9,681	26,045	35,726
2030	10,228	27,427	37,655
2035	10,739	28,740	39,479
2040	11,268	29,909	41,177
2050	12,318	32,232	44,550

SOURCE: KIPDA, AIR POLLUTION CONTROL DISTRICT ▮ CREATED WITH DATA

SECURITY & RESILIENCY

While weather and general wear and tear have long been issues in maintaining a working and safe transportation system, increasing extreme weather events, rising sea levels, and changes in environmental conditions threaten our transportation further and put more strain on local and state governments to fix this. Recognizing this, federal regulations require that MPOs consider security and resiliency as two of the ten planning factors. Security, or a secure transportation system, can also mean redundancy which ensures a resilient transportation system. Resiliency in the transportation system means the ability to prepare for or adapt to conditions or withstand disruptions-- including resisting hazards, or withstanding impacts form weather and natural disasters; or reducing the effects of impacts; and absorptive and adaptive capacity, and recoverability to decrease system vulnerability to weather or other natural events. Transportation security therefore encompasses resilience.

Local Efforts

With the KIPDA MPO region adjacent to the Ohio River and some of its tributaries, resiliency and security planning is extremely important for the local transportation system. Several important efforts around resiliency and transportation security have been launched recently.

KYTC, with a grant from FHWA, has developed a pilot project to assess management with regards to extreme weather. The reports thus far from that pilot project are titled Transportation System Vulnerability and Resilience to Extreme Weather Events and Other Natural Hazards Report for Pilot Project – KYTC District 1, Transportation System Vulnerability and Resilience to Extreme Weather Events and Other Natural Hazards – Final Results of Vulnerability Assessment of National Highway System for All KYTC Districts, and Asset Management, Extreme Weather, and Proxy Indicators Final Report February 1, 2019.

The project's objective was to develop a pilot process for assessing the vulnerability of KYTC assets to natural hazards, including geological hazards and extreme meteorological events to:

a. Develop a method for assessing vulnerability of identified assets to extreme weather events and geological hazards;

b. Perform a vulnerability assessment that identifies KYTC's assets that are at risk from extreme weather events;

c. Identify the assets that are most vulnerable to extreme weather and other natural events; and

d. Incorporate the findings and results formulated from the vulnerability assessment into KYTC's ongoing decision making on planning, design, operations, and maintenance processes.

This pilot project created an important first step in assessing the resilience and vulnerability of our local transportation system. KIPDA is located within KYTC's District 5, and using that section of this report, we can determine the effects that the local climate and climate change will have on our most important roads and corridors. This was assessed against four primary hazards identified for this project; earthquakes, flood, sinkholes, and landslides.

In 2021, the KIPDA Community and Economic Development divisions (CED) released the Regional Hazard Mitigation Plan. This plan analyzes hazard risks and vulnerabilities and recommends long-term resiliency actions in the Kentucky counties in the KIPDA MPO region, Bullitt, Jefferson, and Oldham, as well as Henry, Shelby, Spencer, and Trimble counties.

The River Hills Economic Development District Regional Planning Commission developed hazard mitigation plans for Clark and Floyd counties in Indiana in 2015. Those plans, Multi-Hazard Mitigation Plan Clark County, Indiana, and Multi-Hazard Mitigation Plan Floyd County, Indiana, are available in Appendix G and can be found on the River Hills website located here.

Incorporating Resiliency in Future Planning Efforts

Per recommendations from FHWA, transportation is considered critical infrastructure and plans should be in place to provide alternatives should there be a disruption in one of the components. MPOs can be of great assistance in times of natural disasters. In the future, KIPDA will consider the following methods to better define the MPO's role in resiliency and security planning in the KIPDA MPO region:

- Along with partner agencies, identify critical infrastructure and emergency corridors and share that information with the counties as they upgrade their Comprehensive Emergency Management Plans (CEMPs) so that the counties can develop appropriate strategies should a disaster occur.
- Create a list and maps of key partners in disaster planning including but not limited to:
    - Road network with local hospitals
    - Water resources and pipelines, with Army Corp of Engineers, Louisville-Jefferson County Riverport Authority, the Ports of Indiana-Jeffersonville, and Louisville Water Company
    - Airports: Louisville Muhammad Ali International Airport, Bowman Field
    - Railroads: CSX, Norfolk-Southern, Paducah and Louisville, RJ Corman
    - Pipelines: local petroleum and natural gas agencies, such as LG&E, KU, Salt River Electric, Marathon, and Duke Energy.
- Investigate new funding opportunities included in the IIJA, and others such as the Building Resilient Infrastructure and Communities (BRIC) grant program
- Build redundancy into the project selection process in case one of the transportation assets is unavailable during a crisis.

LOCAL PLANS

Resources

Local and agency-specific long-range plans – including comprehensive plans and transportation plans, are an important guide to future land use and transportation projects – both critical elements of achieving the goals of Connecting Kentuckiana 2050. Local comprehensive plans throughout the KIPDA MPO region are used to help determine future development that impacts employment, households, and population density. Long-range transportation plans show how jurisdictions and agencies plan to respond to both current trends and future growth projections and offer a basis for many of the projects and concepts listed in the MTP. A copy of all the comprehensive and transportation plans throughout the region can be found in KIPDA's Online Library. Listed are summaries of the key local plans used in this analysis.

Local Comprehensive Plans

Bullitt County, KY Comprehensive Plan (2015)

Bullitt County's Comprehensive Plan establishes goals for the development of a safe transportation system that is sensitive and responsive to the relative growth the county will experience. This is to be done with facilities, services, and land use projects done concurrently to eliminate a potentially inadequate transportation network as well as to manage and maintain the growth and development the county may experience. Further goals in the plan are for commercial and industrial development to expand and to encourage environmental design for new subdivisions in the county.

Charlestown, IN Comprehensive Plan (2016)

Charlestown's Comprehensive Plan establishes guidelines for future growth and development through the coordination of future land uses and community design, connectivity between neighborhoods for all modes, expansion of parks, improving existing infrastructure and economic development. The comprehensive plan outlines a three-step process that centers on zoning and development review and focuses on redevelopment areas and improved connectivity. The first step in the zoning and development review is to plan and coordinate growth in Charlestown and the River Ridge Commerce Center (RRCC). The second step is to redevelop and strengthen focus areas in the downtown area of Charlestown, Pleasant Ridge neighborhood, and the Charlestown school facilities. The last step is to address connectivity and gaps for roads, sidewalks, bike lanes, multiuse paths, and trails.

Clarksville, IN Comprehensive Plan (2015)

Clarksville's Comprehensive Plan sets forth a vision of future development and sustainability regarding physical, social, and economic aspects. Goals and objectives were developed to support local land use management and recognize the importance of interconnecting planning and practices from the community elements.

Floyd County, IN Comprehensive Plan (2017)

Floyd County's Comprehensive Plan provides key data points utilized in developing land use policies. Each of the plan's themes have a set of policies and a proposed time schedule for implementation. The goals are to meet state requirements and present a community blueprint to assist in enhancing the quality of life for the residents of Floyd County.

Jeffersonville, IN Comprehensive Plan (2015)

Jeffersonville's Comprehensive Plan strives to find the balance between economic growth and orderly development that will limit impact on the environment and local neighborhoods. The plan's goals are to have distinct and deliberate development, revitalize and clean up certain areas, provide multi-modal transportation options, provide capable utilities for future growth, promote economic development to attract more employees, strengthen parks and public spaces, provide a wide range of housing options and ensure that Jeffersonville becomes a destination.

Louisville Metro Comprehensive Plan (2019)

Louisville Metro's Comprehensive Plan guides Louisville Metro's growth and development through 2040. The plan sets a framework for growth by using five guiding principles – Connected, Healthy, Authentic, Sustainable and Equitable – to strategically manage all the benefits and challenges that come from an increasing population in the coming decades.

New Albany, IN Comprehensive Plan (2017)

New Albany's Comprehensive Plan identifies key themes such as investing in the quality of life of its residents and neighborhoods, continue making a walkable community, improving multimodal connectivity; and switching the focus from suburban development to urban development. The comprehensive plan references improved local transportation networks, including vehicular, pedestrian and transit and to improve mobility and connectivity throughout the city.

Oldham County, KY Comprehensive Plan (2021)

Oldham County's Comprehensive Plan sets forth a future in which growth is planned to ensure land is protected from premature or unsustainable growth. The plan encourages the preservation of, as well as the development of housing opportunities. The plan identifies a planned and coordinated system of major thoroughfares and collectors that are safe, cost effective and responsive to planned growth and development.

Sellersburg, IN Comprehensive Plan (2020)

Sellersburg's Comprehensive Plan outlines how Sellersburg will advance in support of the existing grid pattern of development, keeping residential area protected from adverse developmental impacts, redeveloping, rehabilitating, and reinvesting in older and declining neighborhoods and continue with a transportation network for all users.

Major Transportation Plans

Indiana Department of Transportation Long-Range Transportation Plan (2019)

The 2018-2045 Future Transportation Needs Report is Indiana's statewide, long-range transportation plan (LRTP). This plan is a broad-based policy document that is used to guide the development of Indiana's transportation system. The purpose of the LRTP is to assure that the transportation infrastructure network will adequately serve future needs through the year 2045. A key component of the LRTP is the establishment of goals that align with Indiana's transportation vision of a strategic direction to build, maintain, and operate, and address the diverse needs. Seven goals were developed for the LRTP:

- Safe and secure travel
- Preserving existing infrastructure
- Enhancing the competitiveness of Indiana's economy
- Maximizing mobility
- Minimizing the carbon footprint
- Developing advanced transportation policies
- Addressing multiple goals through strategic initiatives

Assessing future trends is a means to identifying future transportation needs. Changes in population, travel patterns, safety concerns, land use development, and maintenance considerations affect the demand for transportation.

Indiana Department of Transportation's Transportation Asset Management Plan (2019)

INDOT is responsible for managing the state's transportation assets, including bridges and roads. INDOT has set both short-term and long-term bridge and pavement condition targets. To meet the long-term targets, INDOT will need to continue to plan, budget, and adjust projects on the state's bridges and roads to reach these standards The state's Next Level Indiana legislation provides the funding needed for INDOT to improve the conditions of its bridges and roads over the next 20 years. The 20-year Next Level Indiana plan will support steady and consistent improvement in bridge and pavement quality, improve safety along the transportation system, and increase mobility as INDOT invests in projects to ease congestion, eliminate delays, and foster economic growth. This Transportation Asset Management Plan (TAMP) is a management tool that brings together all related business processes, as well as internal and external stakeholders, to achieve a common understanding and commitment to improve the state's bridges and roads over the next ten years.

KYTC: KY 1747 Hurstbourne Parkway Improvement Study (2021)

KYTC initiated a corridor study for KY 1747 (Hurstbourne Parkway) in Jefferson County, stretching from Stony Brook Drive to I-64 westbound. The goal of this study was to identify practical, implementable solutions to improve safety, vehicle throughput, and pedestrian connectivity along the congested KY 1747 corridor between Stony Brook Drive and I-64. In addition, each spot improvement was designed to minimize right-of-way and environmental impacts to the extent practicable.

KYTC: I-65 Corridor Study (I-264 to East Jefferson Street) (2021)

KYTC completed the I-65 Corridor Study in 2021 to study the elevated I-65 expressway that cuts through some of the densest neighborhoods in the region and serves as a critical transportation artery. The study recommends a series of relatively low-cost adjustments to the existing I-65 infrastructure to improve traffic flow and safety, while mitigating effects on the surrounding communities and local car, bike, and pedestrian travel. No added roadway capacity is proposed. A parallel study also looked at I-65 bridges along the same area to assess conditions and prioritize and develop conceptual strategies for repair or replacement of all bridges in the corridor.

KYTC: I-65 Conceptual Improvements Study

KYTC initiated the I-65 Conceptual Improvements Study to examine the need for, and scope of improvements required to accommodate traffic demand along I-65 through Bullitt County and southern Jefferson County, from Preston Highway (KY 61) in Lebanon Junction to the Gene Snyder Freeway (I-265) in Louisville. The combination of high traffic volumes, poor pavement conditions, traffic impacts associated with incidents, and limited capacity along alternate routes creates operational issues for traffic flow and compromises safe and reliable interstate travel along the study area portion of I-65.

Kentucky Transportation Cabinet 2022-2045 Long-Range Statewide Transportation Plan (2022)

The 2022-2045 LRSTP is a policy-oriented document that establishes broad goals, guiding principles, and strategic actions to work toward the vision for the Commonwealth's multimodal transportation system. The LRSTP is considered a living document to be adjusted as future conditions warrant.

KYTC: I-65-71 Regional Corridor Study (2020)

The I-65-I-71 Regional Connector Study examines the need for, and the feasibility of, a new and/or upgraded highway that would connect I-65 in Bullitt County to I-71 in Oldham County. The corridor would create a convalescent benefit to the region that has seen increased congestion and economic development. The purpose would do the following:

- Improve regional connectivity
- Improve accessibility
- Reduce congestion
- Provide an abundance of economic development opportunities

Louisville Metro Broadway All the Way Phase 1 (2019)

The goal of Broadway All the Way is to create a vibrant, multimodal corridor that meets the needs of all citizens and

serves as a catalyst for economic development. This process will lead to a visionary plan for the entire corridor. The objectives for Broadway All the Way are built upon the five guiding CHASE principles established as the framework for Plan 2040, Louisville's Comprehensive Plan.

Louisville Metro Move Louisville (2016)

Move Louisville is the city's 20-year multimodal plan. It takes a holistic approach to the city's transportation system, which is a $5 billion asset that includes roadways, sidewalks, bike networks, and trails. Projects and priorities outlined in the Move Louisville plan were developed after a series of public meetings where citizens gave feedback about how to improve Louisville's transportation system. The top two priorities identified in the plan are fixing and maintaining the existing infrastructure and reducing the number of miles that Louisvillians drive by providing and improving mobility options. Two projects identified in Move Louisville - Reimagine 9th Street and Broadway All the Way - recently received federal RAISE grants totaling $20.5 million.

Louisville Metro Vision Zero Plan (2021)

Louisville Metro and KYTC initiated the Vision Zero Louisville project to develop a data-driven process to identify and prioritize safety projects. In addition, the project involved the identification of common traits and risk factors for which countermeasures can be applied to prevent serious injuries and fatalities. In support of this effort, a safety database was created with crash data from Kentucky State Police, and detailed roadway and multimodal transportation system information from KYTC, Louisville Metro, and other agencies. The analysis study period was from 2013 to 2017 with a focus on non-interstate crashes. The project emphasized preventing serious injuries and fatalities across Louisville for all modes of travel including vehicular, pedestrian, and bicyclists.

TARC Tomorrow (2023)

TARC Tomorrow is the long-range plan for the future of public transit and mobility in the Louisville region. TARC Tomorrow lists a range of important actions in the next few years, highlighting three as the most impactful priorities – defining and developing a frequent route network, develop Bus Rapid Transit (BRT) on the Broadway corridor and initiating BRT planning on additional corridors, and developing a transit plan and funding package for local voter consideration.

MODAL TRENDS & CONDITIONS

This section will discuss the existing regional conditions of the following:

- Roadways
- Congestion analysis
- Transit
- Active Transportation
- Freight

ROADWAYS

System Inventory

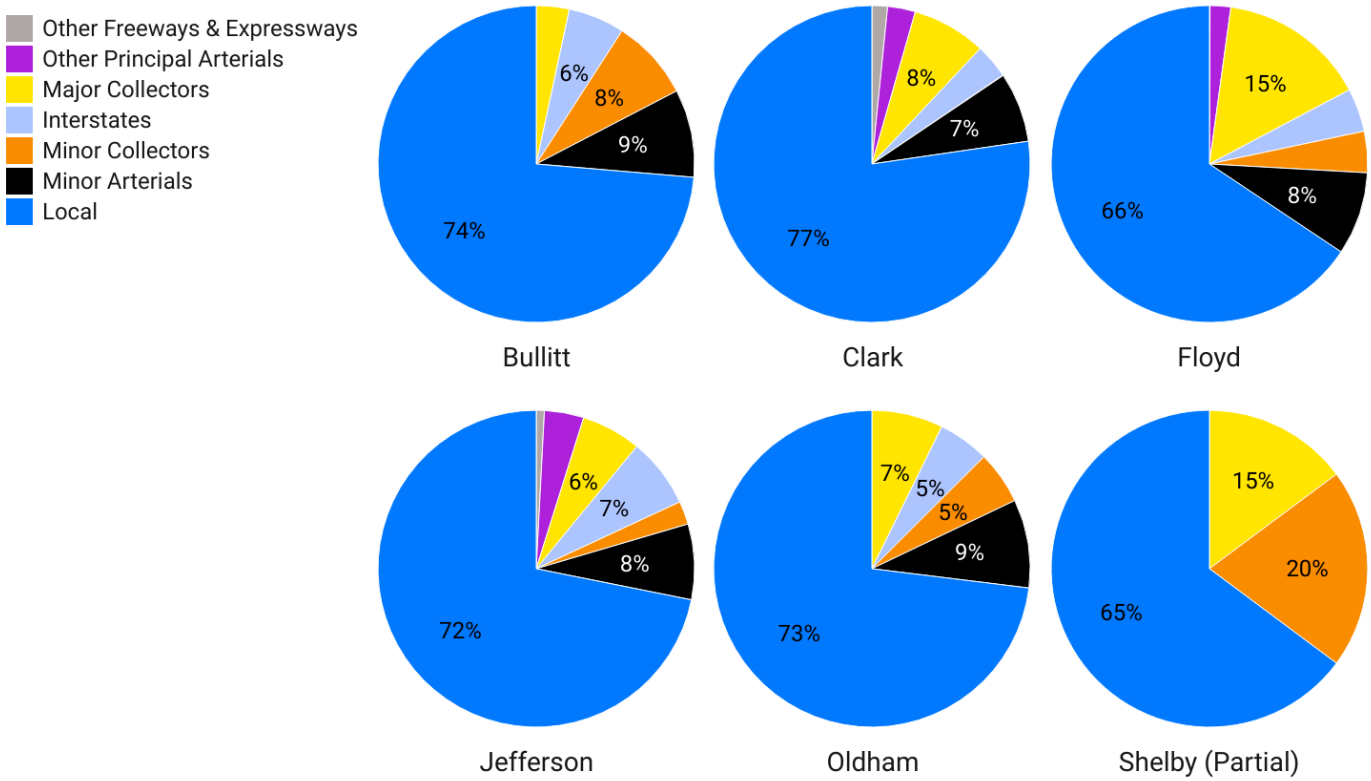
All roadways are typically classified in a hierarchical format known as functional classification. There are seven functional classifications identified by FHWA (Figure 23). The different functional classifications provide different levels of mobility and access. Local roads provide high levels of access as there are many driveways and intersections along them, but don't provide much mobility since the speeds are typically lower and frequent stopping occurs at intersections.

On the other end of the spectrum, Interstates provide high levels of mobility as these are designed to be high speed facilities with few access points, but they don't provide much access since the only opportunities to access them are at the interchanges. Roadways classified as collectors and arterials typically provide moderate levels of both access and mobility. Most federal funding is limited to projects on or along roadways that are functionally classified as something other than a local road. The number of roadway miles within each functional classification are shown in the following table and graph.

FIGURE 23: Roadway Miles

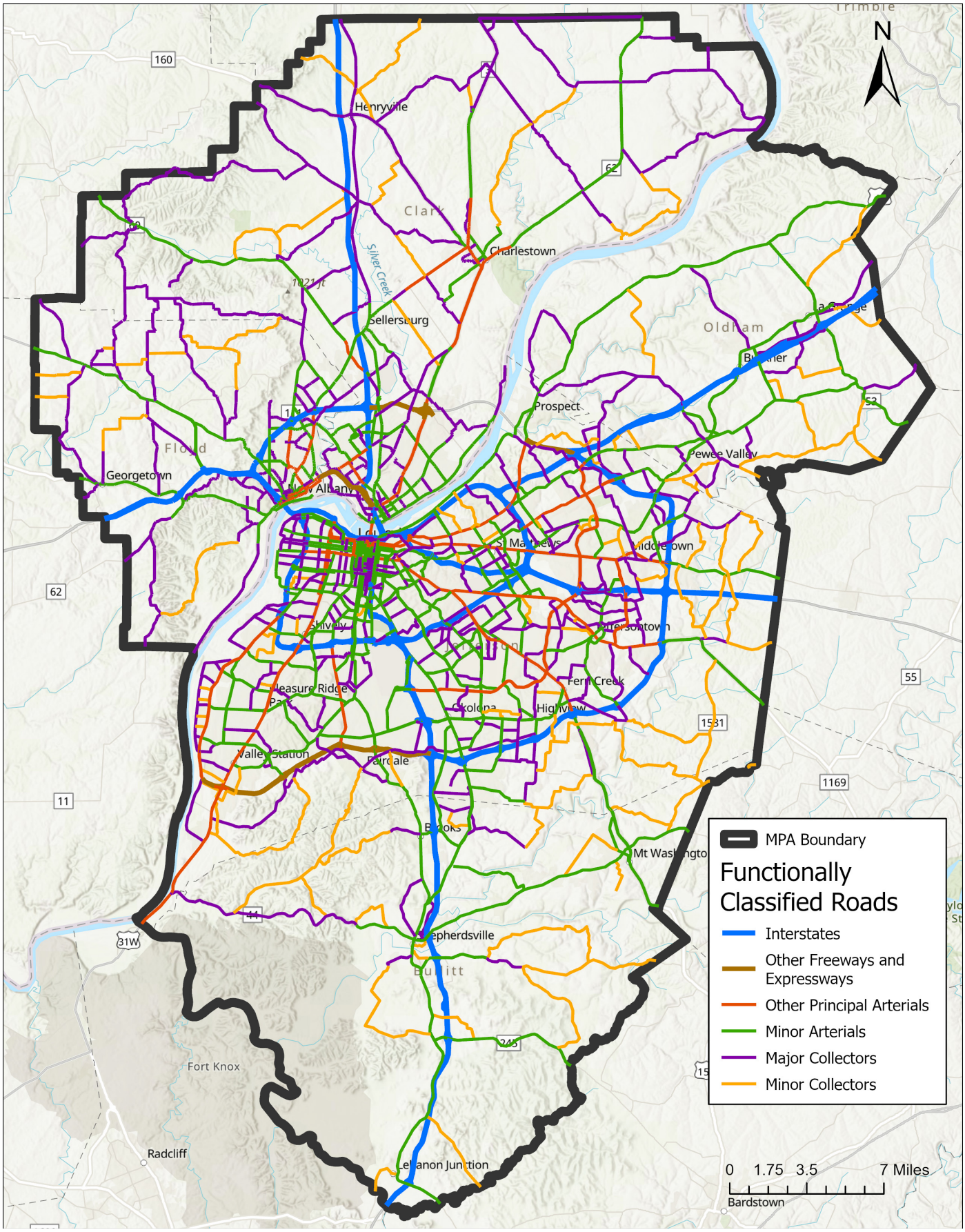
Functional Classification by County

Functional Classification	Bullitt	Clark	Floyd	Jefferson	Oldham	Shelby (Partial)	MPA Region
Interstates	51.1	43.7	26.9	315.0	34.5	0.0	471.2
Other Freeways & Expressways	0.0	19.8	0.4	36.7	0.0	0.0	56.9
Other Principal Arterials	0.0	35.3	12.8	178.2	0.0	0.0	226.3
Minor Arterials	79.7	88.6	51.5	341.2	59.5	0.0	620.5
Major Collectors	29.9	94.1	91.7	270.8	48.1	1.8	536.4
Minor Collectors	73.4	0.7	25.6	104.9	35.6	2.5	242.7
Local	654.5	961.0	399.0	3182.4	481.7	8.0	5686.6
Total	888.6	1243.2	607.9	4429.2	659.4	12.3	7,840.6



FHWA, 2022▮ CREATED WITH DATA WRAPPER

FIGURE 24: Functionally Classified Roadway in the KIPDA Region

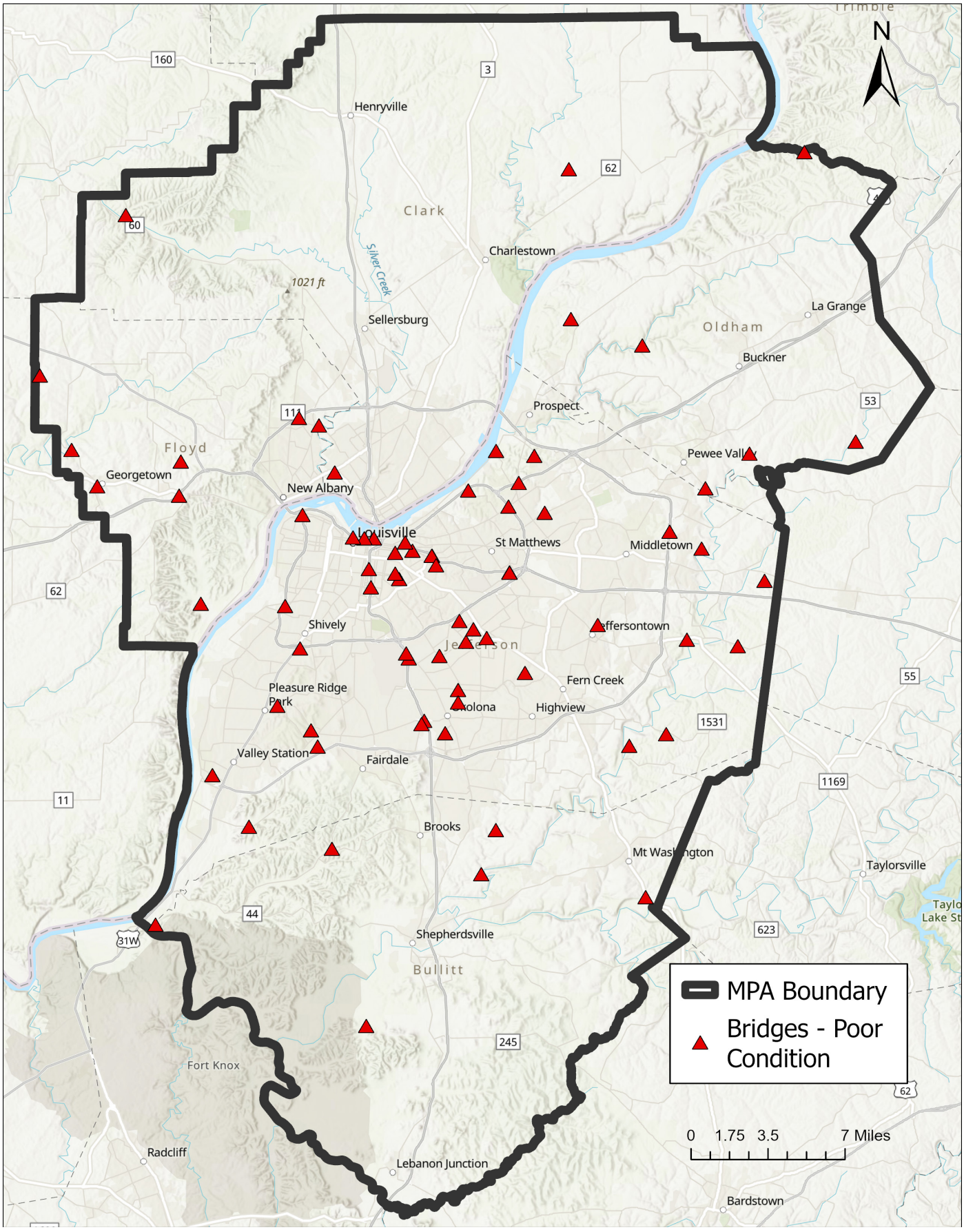


MAINTENANCE INVENTORIES

Bridge Inventory

KIPDA tracks bridge conditions throughout the region. All bridge condition data comes from the National Bridge Inventory (NBI). Within the NBI database, there are over 100 fields that describe all bridges and culverts on publicly owned roadways. KYTC and FHWA inspect these bridges and update the NBI. The FHWA performance measure regulations related to bridge condition define a rating system that rates each bridge and culvert as either: good, fair, or poor. For bridges, the overall bridge rating depends on three qualitative numerical ratings of the bridge's components: substructure, superstructure, and deck. These bridge component ratings are assigned when a bridge is inspected. Culvert ratings are based on a single rating that is assigned when culverts are inspected.

FIGURE 25: Bridges in Poor Condition in the KIPDA MPO Region



Pavement Condition

Pavement condition data have been provided to KIPDA by KYTC and INDOT. The data are limited to state-owned routes at this time.

The FHWA performance measure regulations related to pavement condition define a rating system that rates each 0.1-mile segment of pavement as either good, fair, or poor. A segment's overall rating is dependent on three components of the pavement condition, which include: International Roughness Index (IRI), rutting (asphalt pavement only), faulting (concrete pavement only), and cracking percentage.

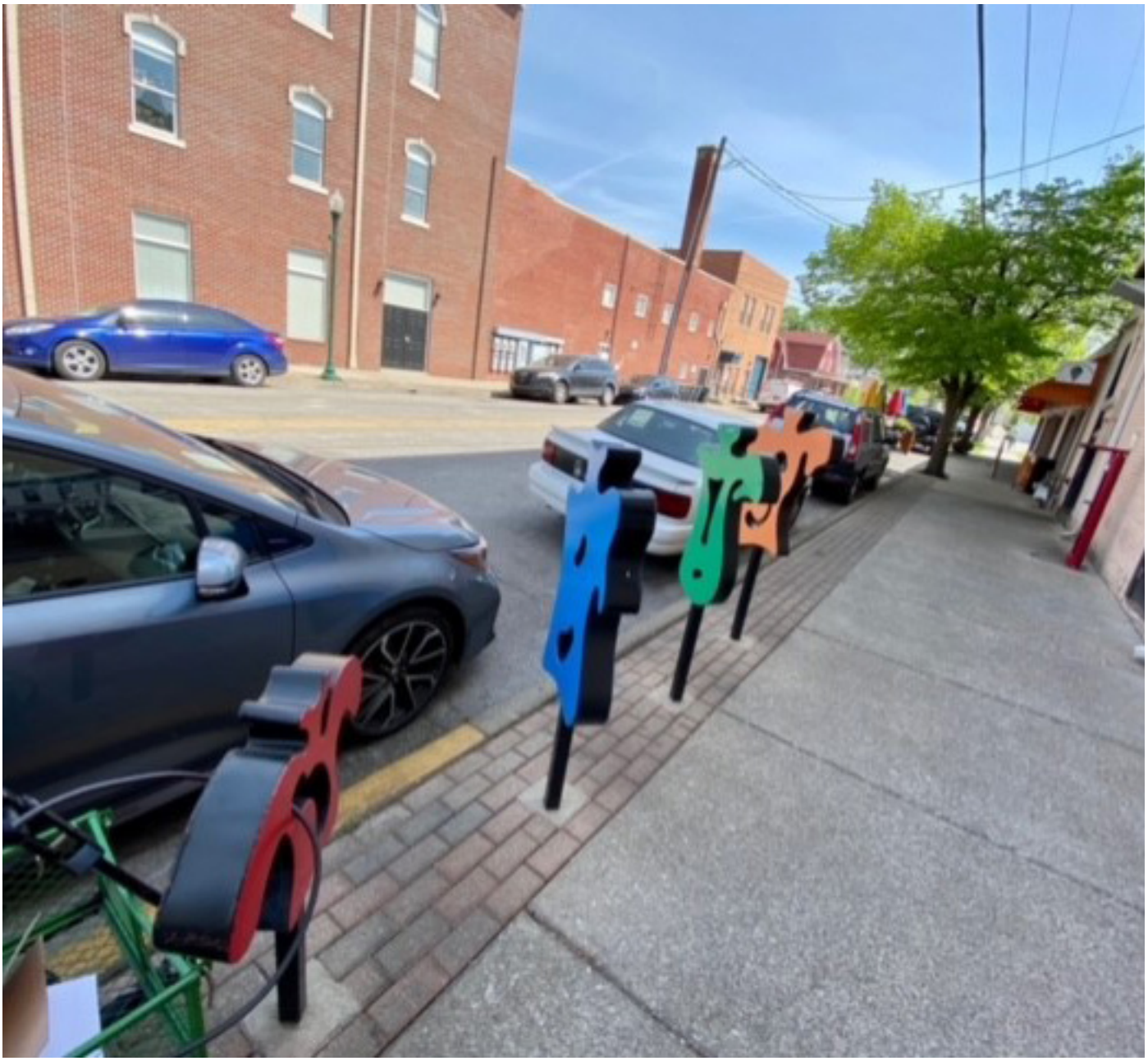
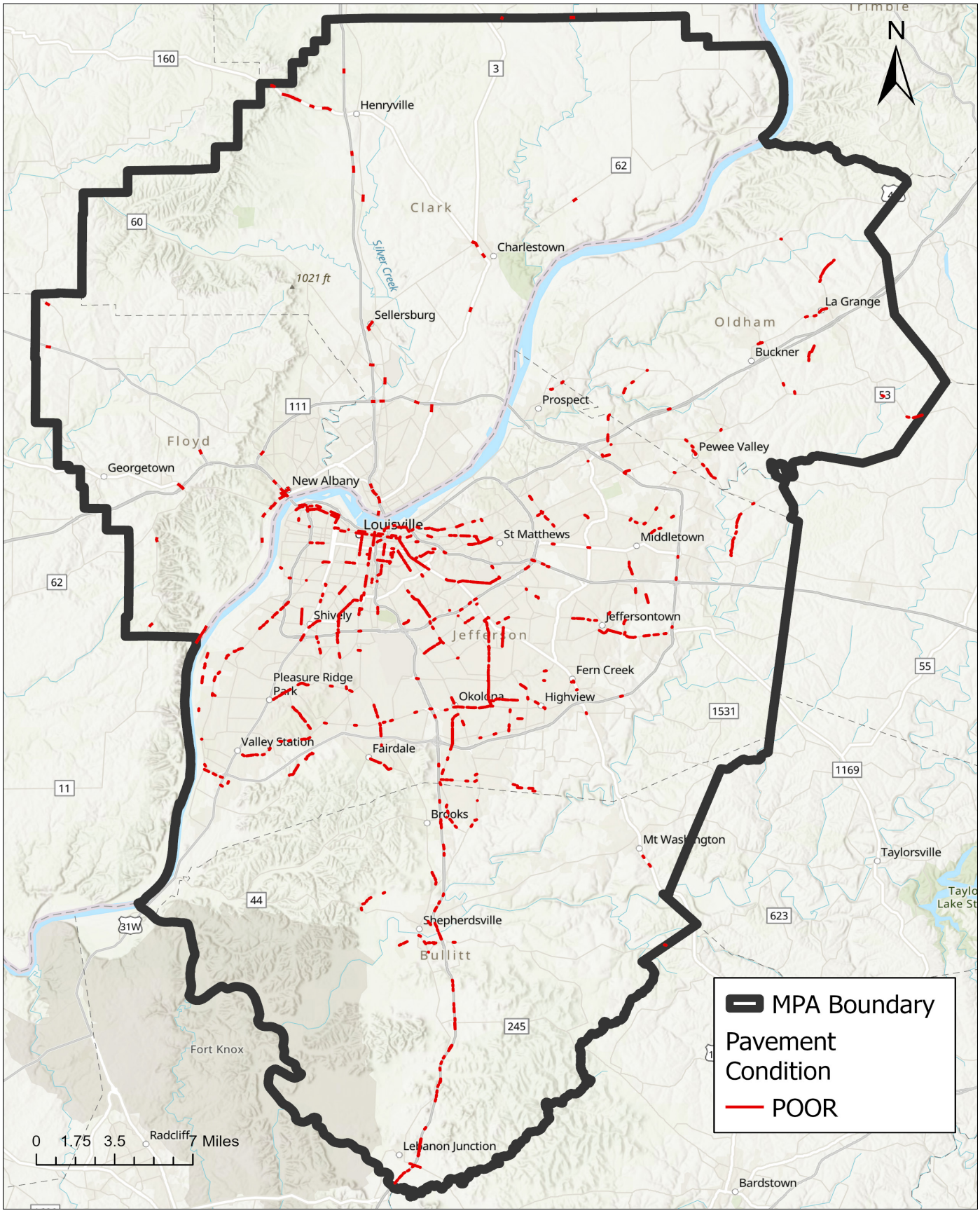


FIGURE 26: Map of Pavement Conditions in the KIPDA MPO Region



SAFETY

The KIPDA MPO region is trending in the direction of higher roadway fatalities. From 2010-2020, roadway fatalities increased 28%, moving from a five-year rolling average of fatalities per 100,000 population of 9.9 in 2010 to 11.9 in 2020.

The KIPDA MPO region trend follows a general national trend, where roadway fatalities dropped during the first few years of the 2010s but began to rise again by mid-decade, and finished higher at the end of the decade than the beginning.

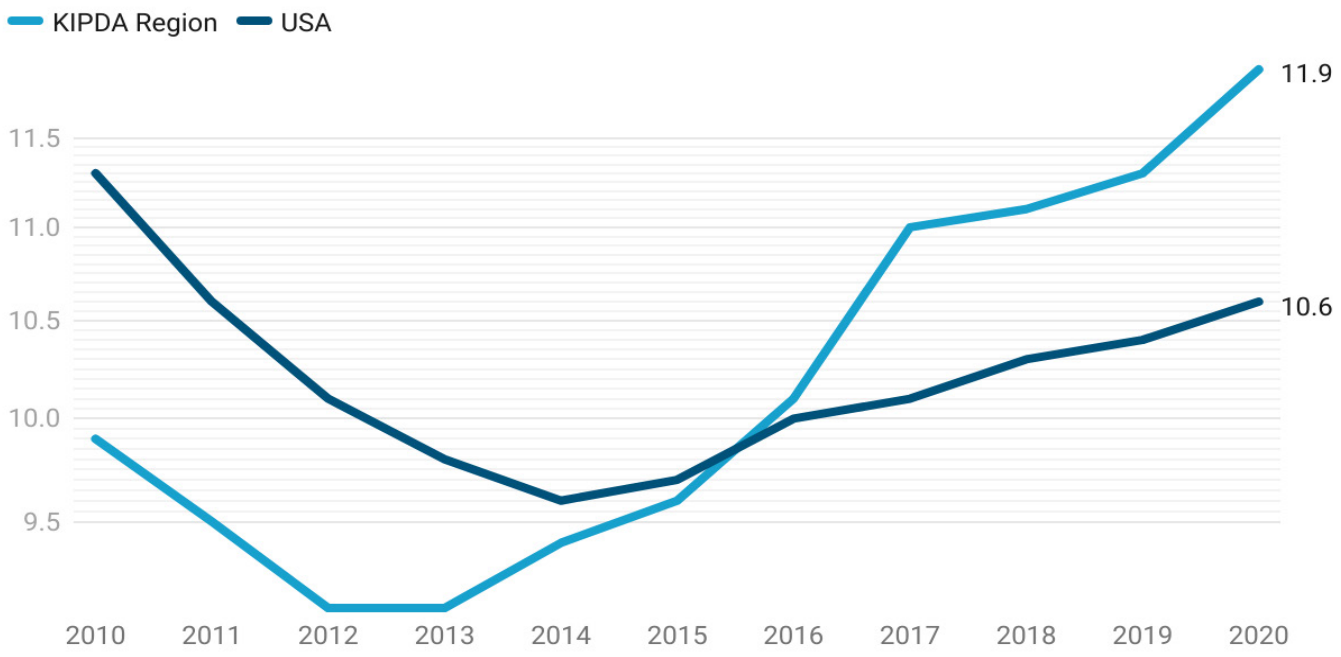
The KIPDA MPO region trend toward higher roadway fatalities is especially notable because at the start of the 2010s, the KIPDA MPO region had an annual roadway fatality lower than both the national rate and the statewide rates in Indiana and Kentucky. By the end of 2020, the KIPDA MPO region had passed the annual fatality averages of the country as a whole and of Indiana.

FIGURE 27: Average Annual Roadway Fatalities 2016-2020

	Fatalities per 100,000
Bullitt County	13.8
Clark County	10.6
Floyd County	9.5
Jefferson County`	12.4
Oldham County	8.4
KIPDA Region	11.9
USA	10.6

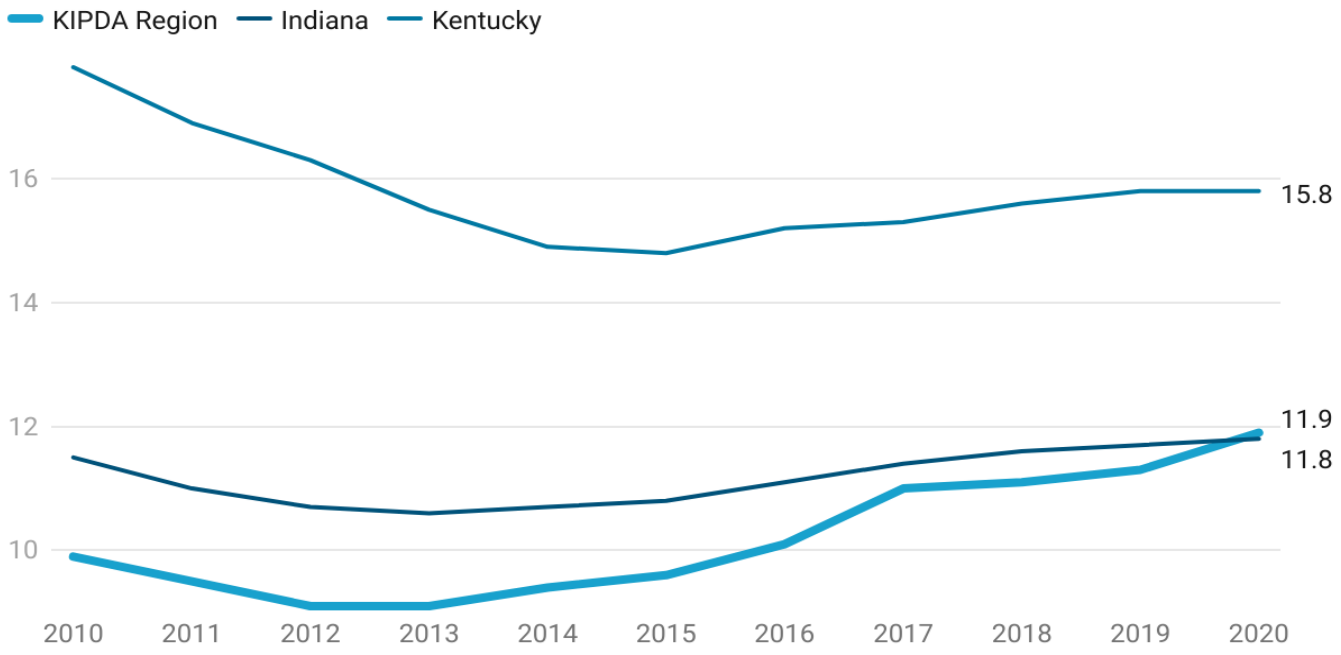
SOURCE: ACS 5 YEAR (2016-2020); NHTSA FARS ▮ CREATED WITH DATA WRAPPER

FIGURE 28: Comparison of Five-Year Rolling Annual Average of Roadway Fatalities in KIPDA Region and USA



SOURCE: ACS 5 YEAR; NHTSA FARS ▮ CREATED WITH DATA WRAPPER

FIGURE 29: Comparison of Five-Year Rolling Annual Average of Roadway Fatalities in KIPDA Region, Indiana, and Kentucky



SOURCE: ACS 5 YEAR; NHTSA FARS ▮ CREATED WITH DATA WRAPPER

To better evaluate roadway safety and identify areas of safety concern on the region's roadway, KIPDA analyzes existing data from the KY and IN state police to identify high crash locations within the region. The analysis focuses on seven main areas:

FIGURE 30: Top Fatal Crash Sites in Region (2016-2020)

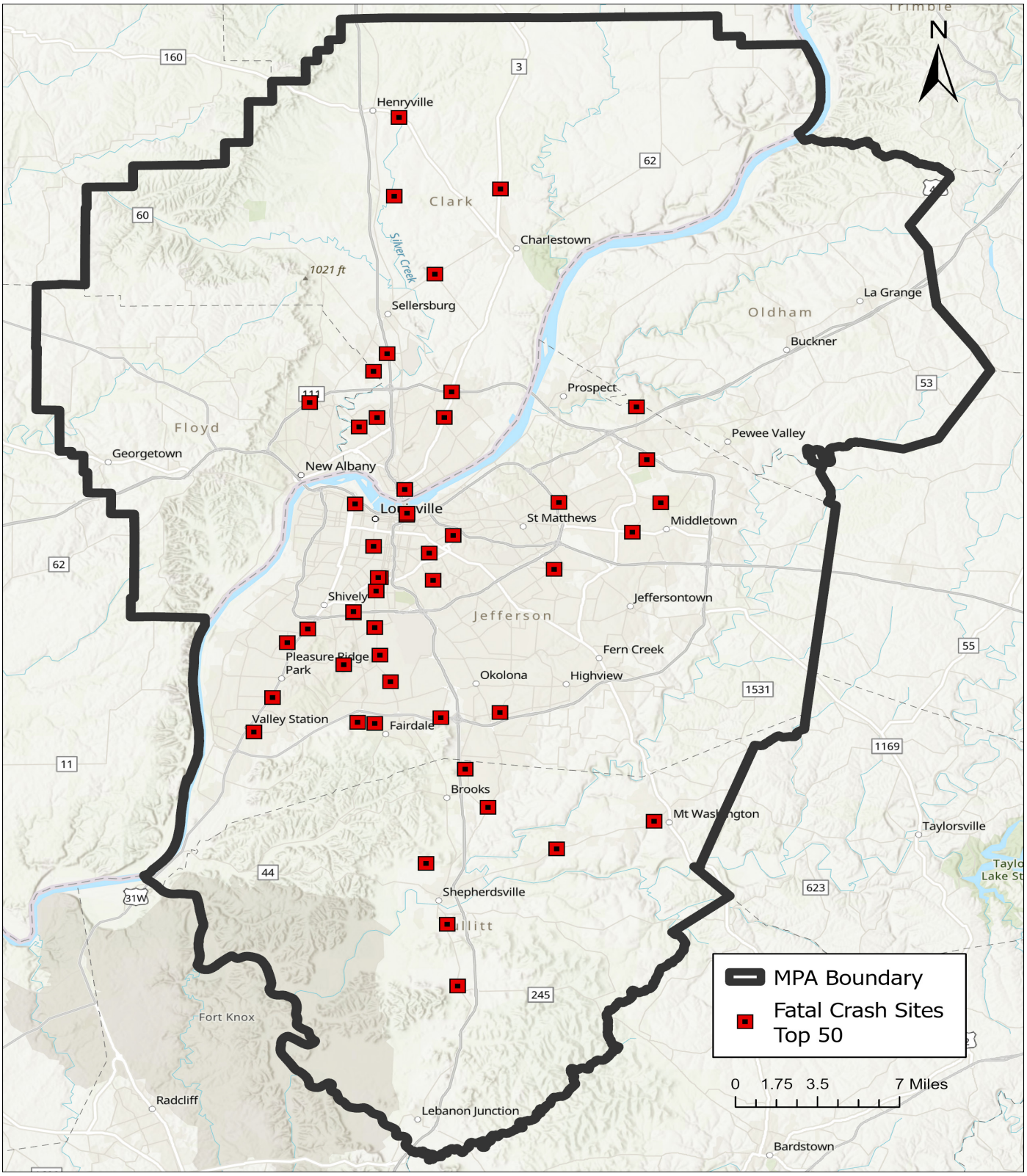


FIGURE 31: Top Crash Intersections (2016-2020)

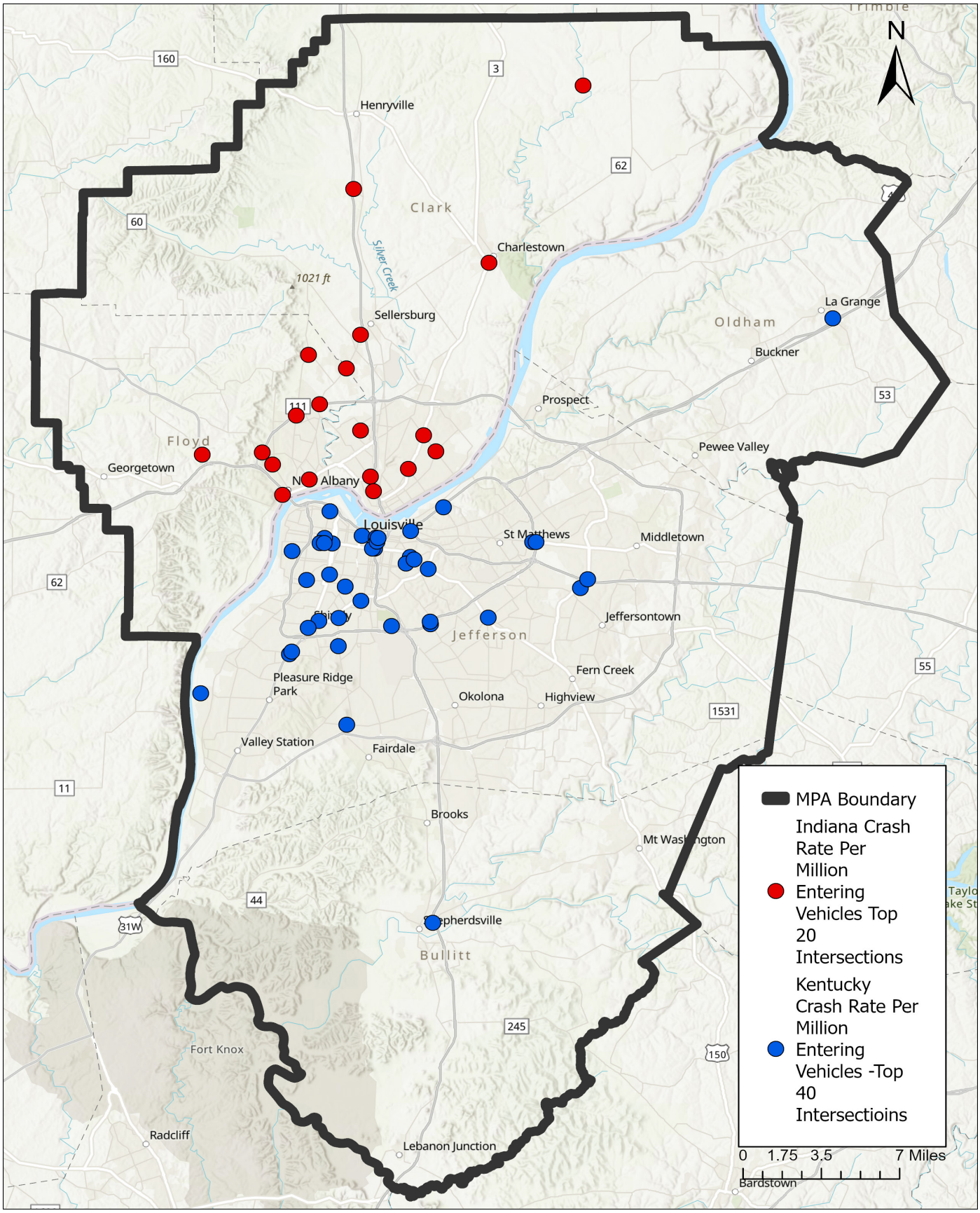


FIGURE 32: Top Crash Segments (2016-2020)

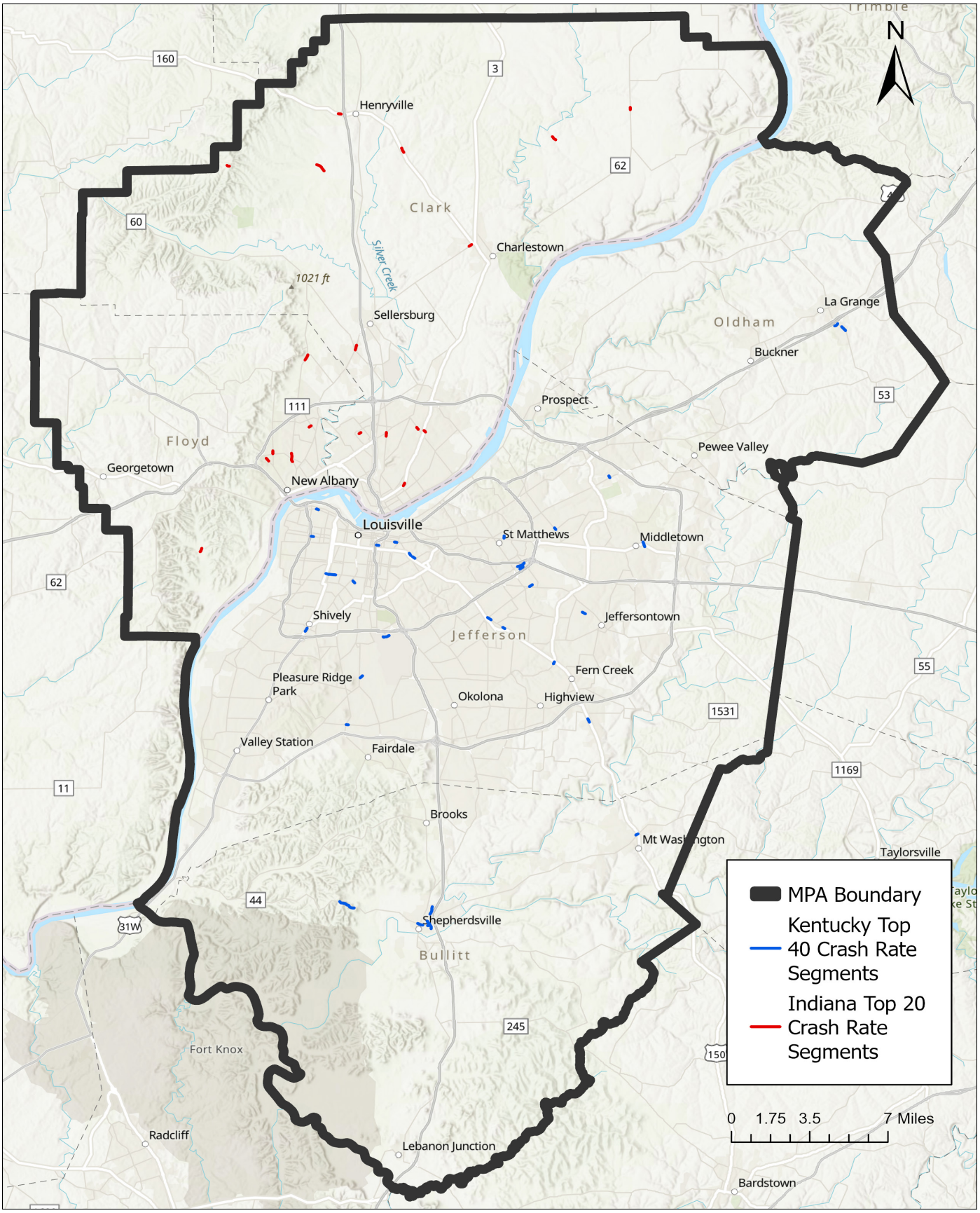


FIGURE 33: Top Crash Interstate Segments (2016-2020)

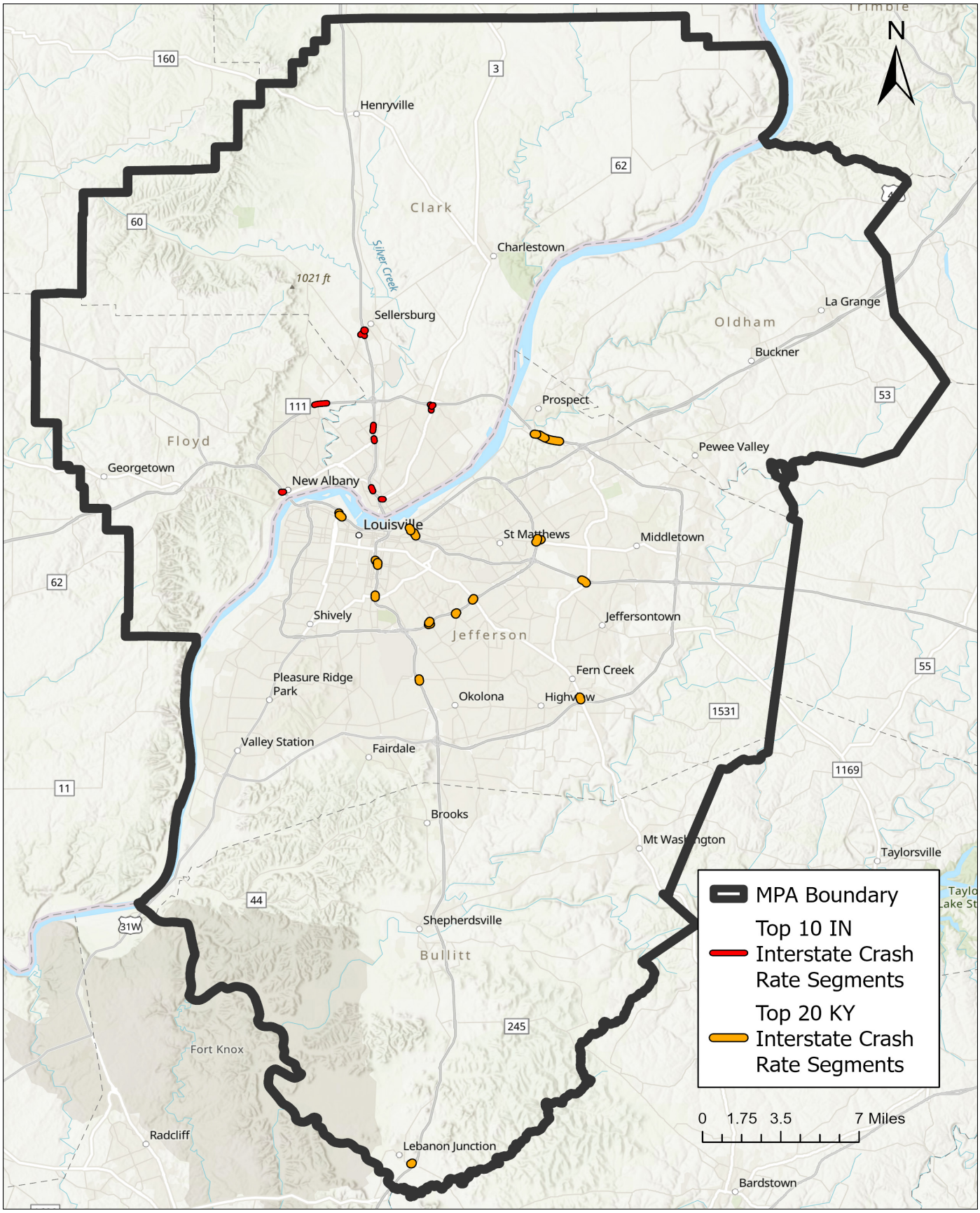


FIGURE 34: Top 20 Bike Crash Segments (2011-2020)

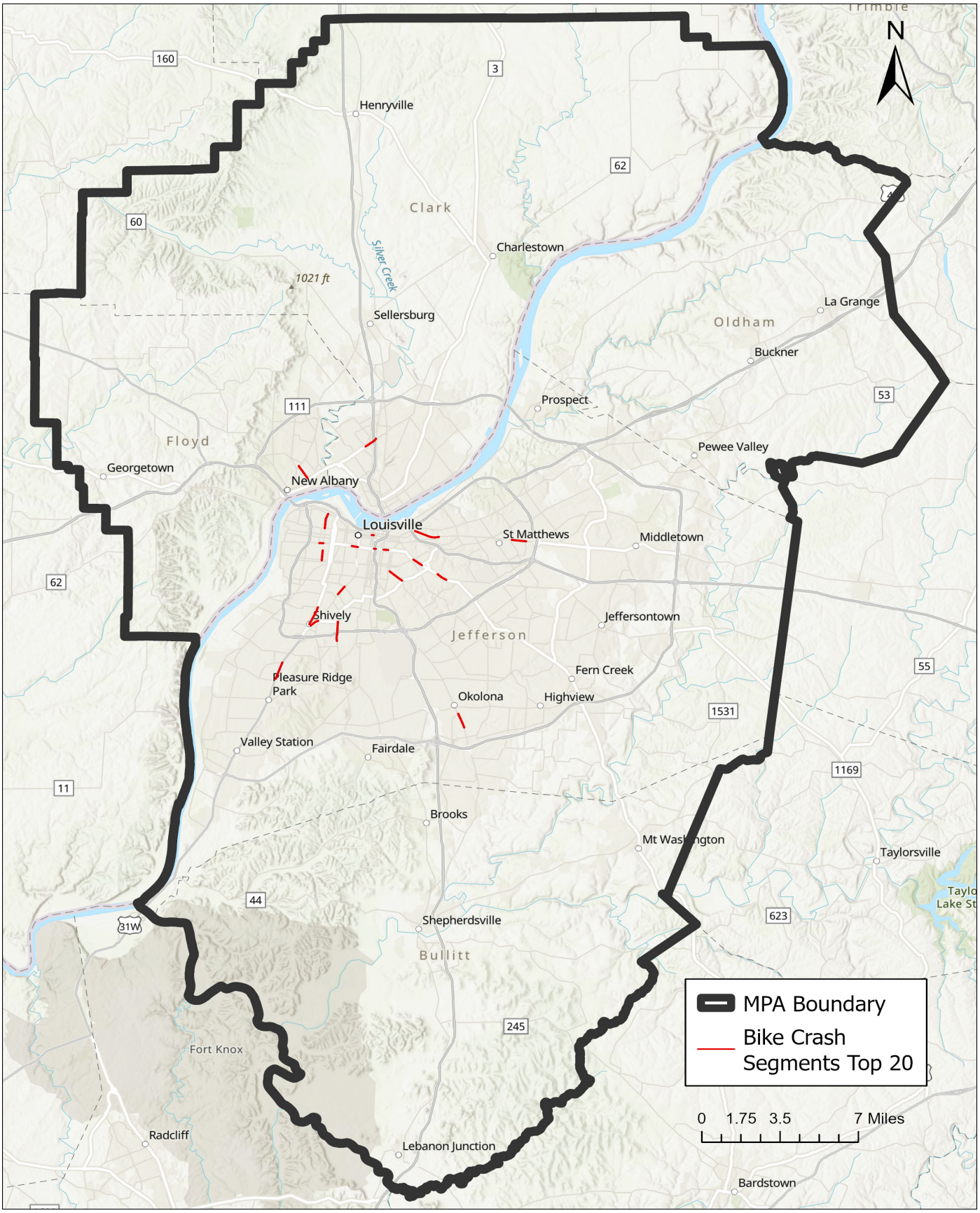
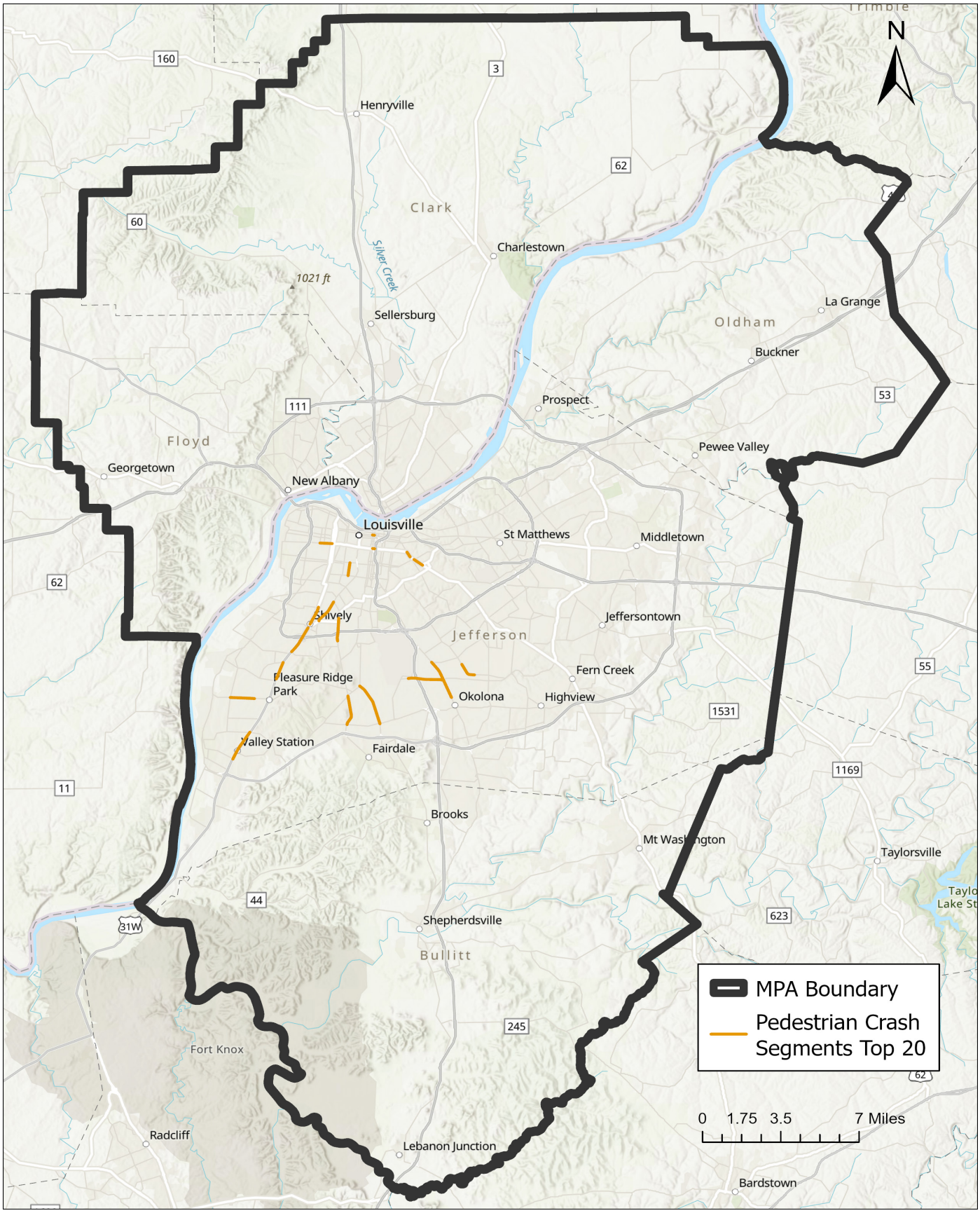


FIGURE 35: Top 20 Pedestrian Crash Segments (2011-2020)



EXISTING CONGESTION

To analyze existing congestion, KIPDA uses two methods:

- Travel Time Index (TTI) for roads classified as minor arterials and above.
- Level of Service (LOS) for roads classified as major collectors and below.

Travel Time Index (TTI)

TTI is a metric used to describe the level of congestion on a given segment of roadway. It is the ratio of average travel time in peak hours to free-flow travel time. The TTI represents the average additional time required for a trip during peak times in comparison with that trip duration in normal or free-flow traffic conditions. Therefore, the closer a score is to 1, the less congestion there is because the travel time during peak hours is closer to travel time experienced during off-peak hours.

The peak hours chosen for the afternoon analysis were between 3:00 and 5:00 PM.

Level of Service (LOS)

Level of Service (LOS) is a qualitative method commonly used to describe the severity of congestion on roadways. Categories range from A to F. LOS A represents uncongested or free-flow conditions and LOS F represents severely congested or over-capacity conditions. It is important to note that while LOS appears similar to letter grades in school, it should not be interpreted in that way. For instance, LOS A on a heavily used roadway in the middle of the peak period might seem nice for a person driving at the moment. But it likely indicates that limited resources have been concentrated too heavily on that particular roadway at the expense of investment in other roadways or modes of travel. In urban areas, congestion down to LOS D is generally thought to be acceptable, representing a compromise of sorts between the impacts of the moderately congested roadway conditions and the cost to add significant capacity to improve a roadway's LOS. The context is key and LOS scores should only be used only for what they are intended to be – a snapshot of travel conditions on a particular roadway at a particular time.

To assign LOS for each segment that was a collector, the most recent peak hour traffic count available on each segment was compared to estimates of the upper limiting daily traffic volume for each LOS. Estimates of the segment's capacity and LOS come from the methods utilized in the Highway Capacity Manual (HCM). Factors that influence a roadway's LOS and capacity in the HCM include the number of lanes, the number of signalized intersections per mile on non-interstates, and the interchange spacing on interstates, among others.

All segments of roadways that were classified as collectors were assigned a LOS of D, E, or F are shown in Figure 34. All the analyses are peak hour analyses, and there may be additional locations of congestion that users experience that are caused by conditions that create local bottlenecks, exist only during the peak hours of the day, or are locations of non-recurring congestion caused by irregular incidences such as crashes, construction zones, special events, etc.

Data Source

For the congestion analysis for the *Connecting Kentuckiana 2050* MTP, the TTI, and LOS on roadways functionally classified as collectors, arterials, freeways, and interstates in the Metropolitan Planning Area was assessed based on 2019 data purchased from Streetlight, a company that collects and normalizes traffic data by collecting and aggregating anonymous mobile device and GPS data at a statistically significant level. Each roadway was assessed in segments and links, ranging in length from a city block to several miles between interchanges on interstates.

FIGURE 36: TTI Morning Arterial (7:00-9:00 A.M.)

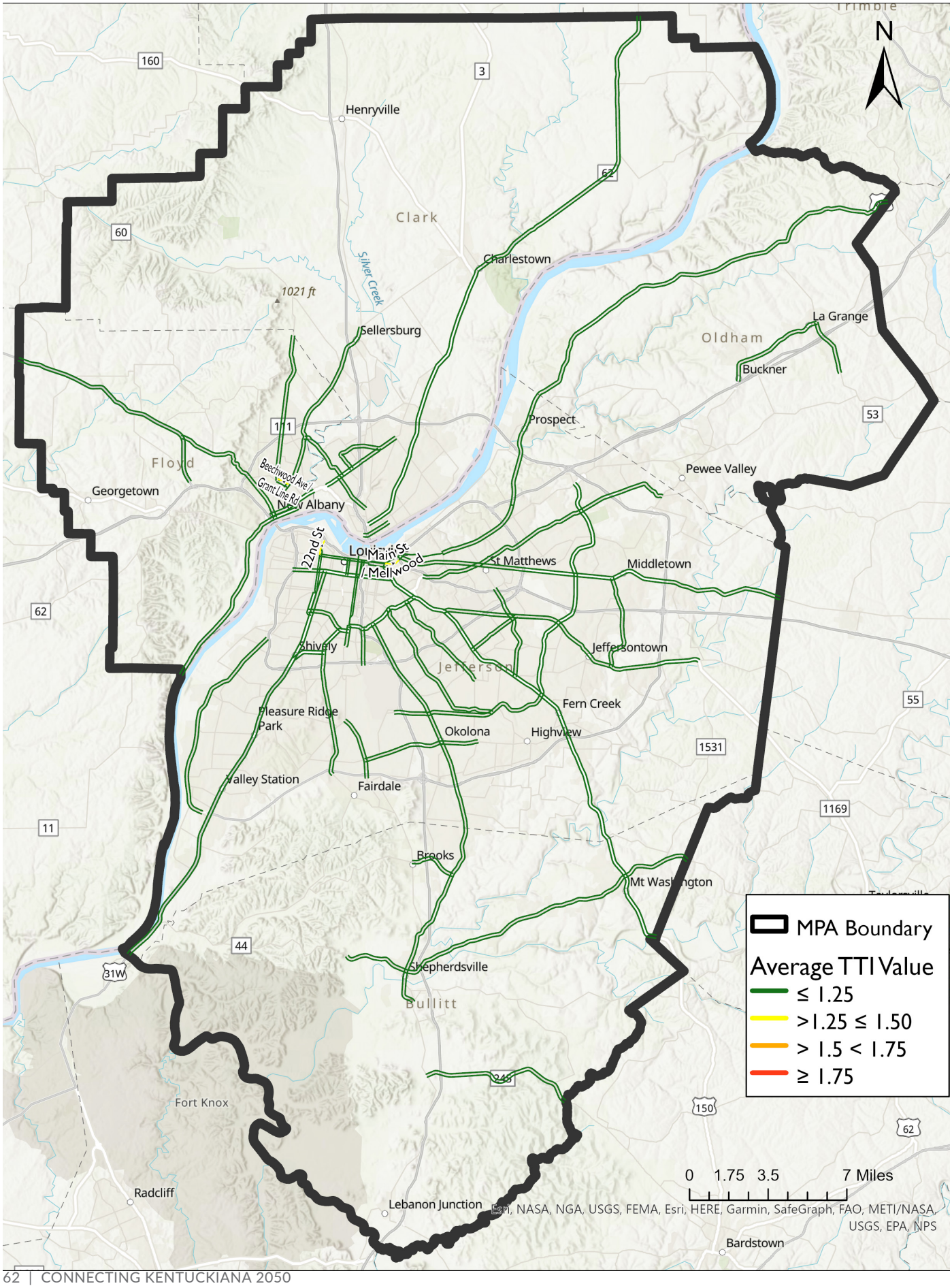


FIGURE 37: TTI Afternoon Arterial (4:00-5:00 P.M.)

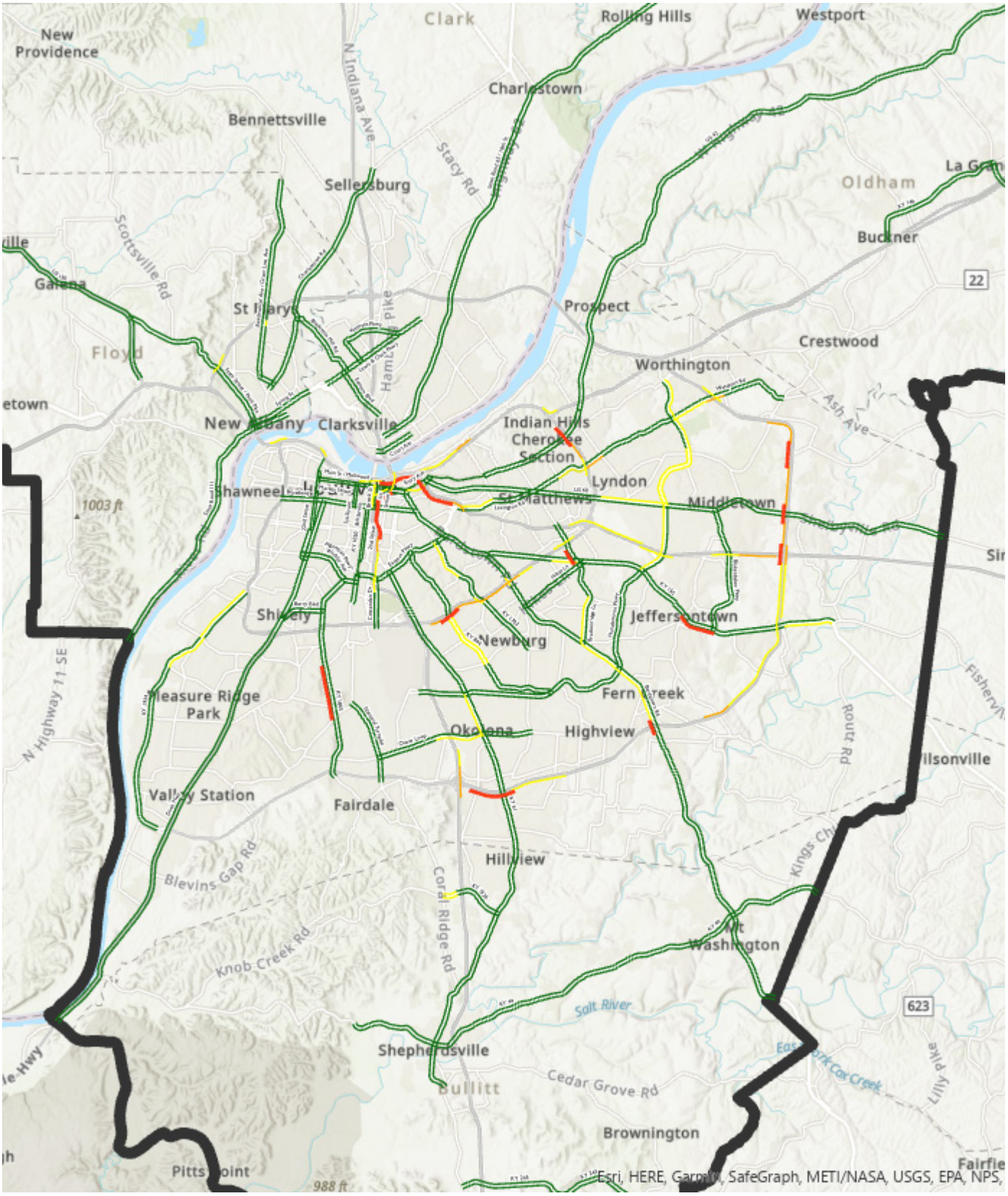


Figure 38: TTI Afternoon Interstates & Arterials (4:00-5:00 P.M.)

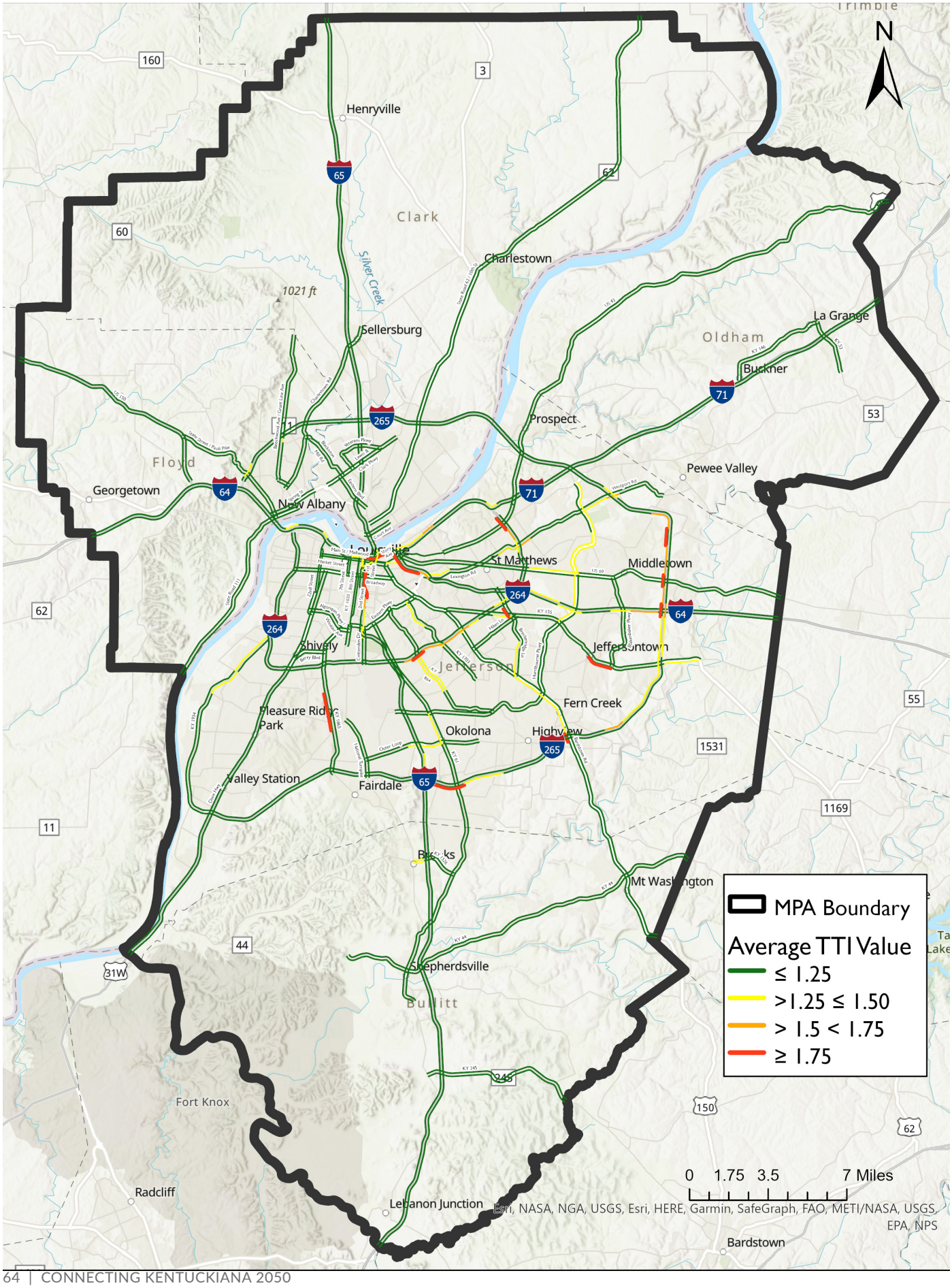
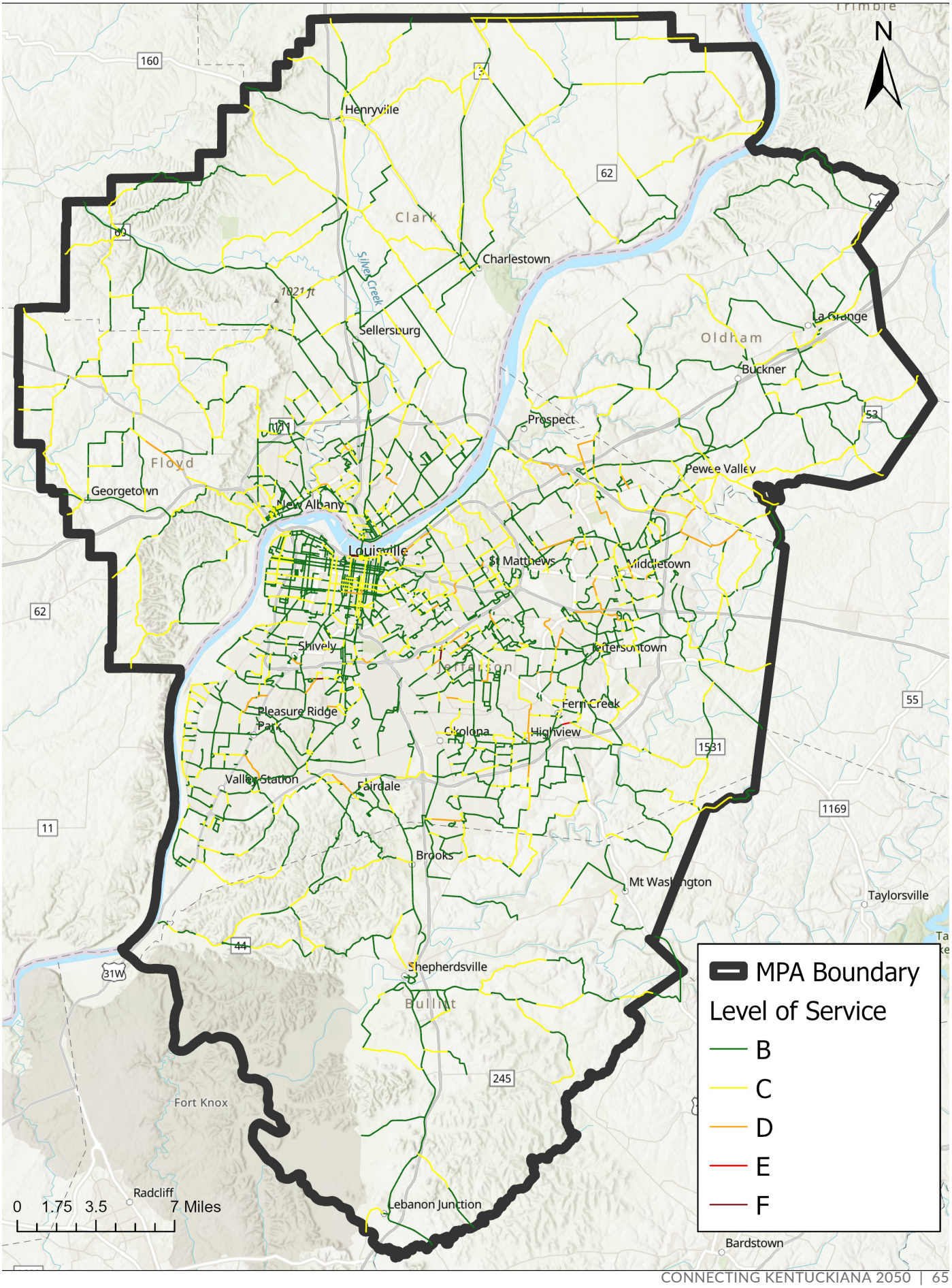


Figure 39: Level of Service (Daily and 2019)



TRANSIT

Summary of Service

Public transit in the KIPDA region is primarily provided by the Transit Authority of the River City (TARC), with the city of LaGrange operating one additional fixed-route transit line.

The TARC system has 34 traditional fixed route lines. Included in that figure are three TARC high frequency lines (which all have weekday average headways of less than 20 minutes), four TARC express lines that operate only during peak weekday periods, and five circulator routes. The TARC high frequency lines include the #10 Dixie, the region's first Bus Rapid Transit (BRT) line, which opened in 2020.

TARC also provides paratransit service for individuals who are unable to use regular fixed route service due to a physical or mental impairment, per the Americans with Disabilities Act (ADA), provided they are within ¾ mile of one of the fixed routes. Paratransit service – referred to as TARC3 by the agency – is a shared-ride, door-to-door, on-demand service in accessible vehicles. Currently, TARC does not directly operate the service, but rather contracts it out to a private contractor who operates it on behalf of TARC. In 2021, there were 317,882 trips taken via TARC3.

TARC is also the designated recipient for Federal 5310 formula funding, which is intended to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when existing transportation service is insufficient to meet their needs. As the designated recipient for the Louisville Urbanized Area, TARC oversees the program to ensure that the funds are distributed fairly, equitably, and in keeping with the goals and objectives of KIPDA's Coordinated Human Service Transportation Plan. Each year TARC manages a competitive process that awards funds to private and public non-profit providers of transportation to the elderly and those with disabilities. Those organizations in need of funds submit applications that are reviewed by a committee of citizen volunteers. The committee makes funding recommendations that are submitted to TARC's Board of Directors for approval.

Transit System Performance

To better understand KIPDA region transit system strengths and areas of potential improvement, ridership, frequency, coverage, and travel time are all important metrics to analyze.

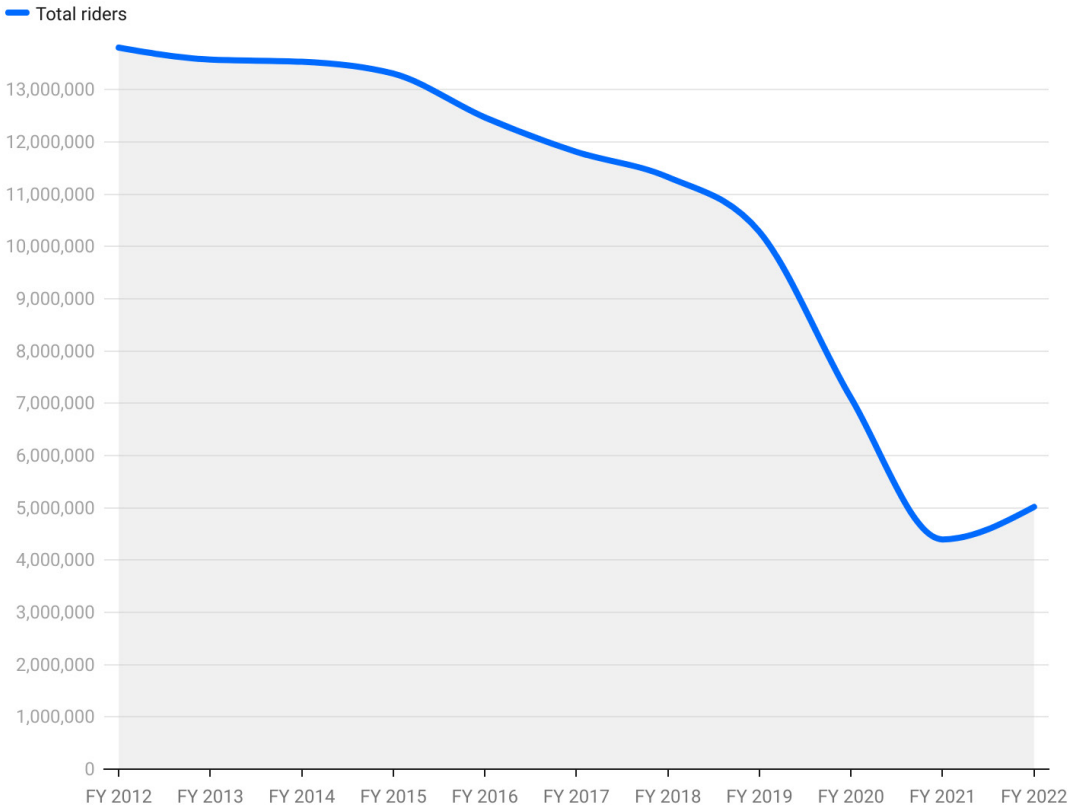
Ridership

Looking at overall transit ridership and ridership patterns can help to gauge demand for transit as well as how well the existing system serves the needs of the region's residents. Ridership is also important because a portion of each transit agency's budget is typically expected to be filled from passenger fares, and federal formula funding for transit is calculated, in part, on ridership numbers. Additionally, ridership is often listed as an important goal of transit, though it is important to note that this goal can also sometimes conflict with other important goals like providing basic access for disadvantaged communities or providing service to important destinations regardless of anticipated demand. Ridership can also be affected by many factors outside a transit operator's control, including, for instance, the local economic situation, local land use decisions that are more or less conducive to supporting transit, or the price of gas.

Long-term trends show that over the past several decades. Transit ridership has declined in the KIPDA region, a trend that is especially pronounced recently. From 2012 to 2019, TARC ridership dropped by 26%. Nationwide in the same time period, according to the American Public Transportation Association (APTA), ridership dropped by 6%, though for bus service – the only fixed route service TARC provides – that number was much higher at a 14% drop.

The downward trend was particularly pronounced after the onset of the COVID pandemic, with TARC ridership declining an additional 59 % from 2019 to 2021, outpacing a steep corresponding nationwide decline of 51% overall and 45% for bus ridership. Ridership numbers have started to tick upward since, but are still well below pre-pandemic numbers. The question of what level of recovery of ridership can be anticipated both with and without additional programs and measures from TARC is a key question facing KIPDA region transportation in the coming decade.

FIGURE 40: TARC Annual Ridership FY 2012-FY 2022

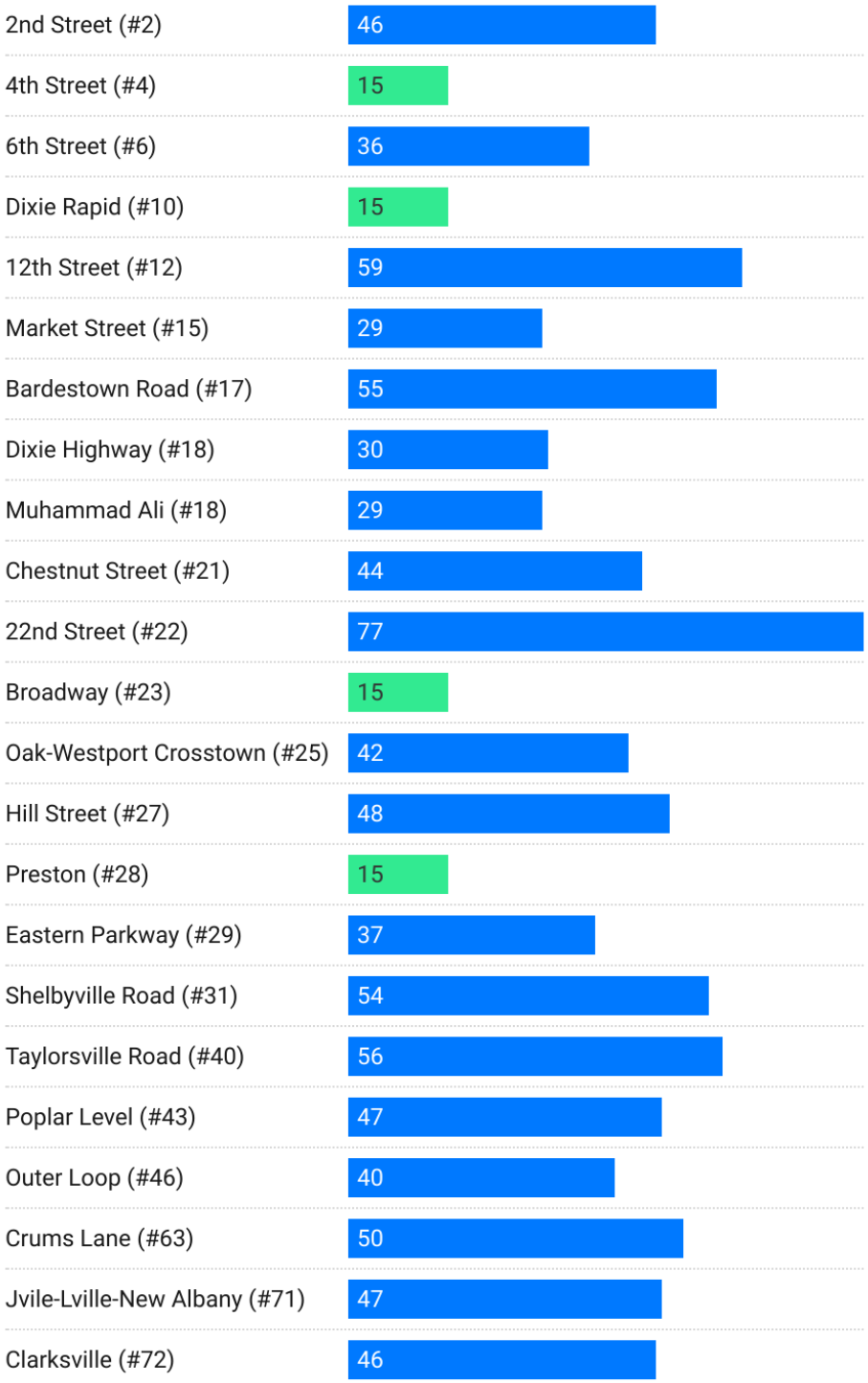


SOURCE: TARC ▮ CREATED WITH DATA WRAPPER

Frequency/Coverage

Frequent transit service is an important goal. Frequent transit service means better, more reliable service for riders, reduced travel times to destinations, and a higher likelihood of luring new riders. The gold standard for frequent bus transit service is generally considered to be at least four buses an hour – or a bus coming every 15 minutes or less – the point at which riders typically can confidently wait at a transit stop without knowing the schedule and expect only a limited wait. Figure 41 breaks down existing TARC lines by average weekday "headway" (or how much time there is between bus arrivals on a particular line) as of Fall 2022.

FIGURE 41: TARC Average Weekday Headway Fall 2022



SOURCE: TARC ▮ CREATED WITH DATA WRAPPER

Coverage – or what destinations transit service reaches – is also an important goal to consider. Transit service that is able to reach all important destinations and provides access to as many residents as possible is more equitable transit service that provides an important lifeline for seniors, individuals with disabilities, students, and families and individuals without access to a personal car. Figure 38 shows how the TARC system connects with major jobs centers and Figure 41 shows how the TARC system connects with KIPDA region census tracts identified as environmental justice census tracts.

With limited transit budgets, it is also important to recognize that there is a tradeoff between frequency and coverage. Increasing frequency on a particular line without a corresponding increase in available funds may mean a reduction in service elsewhere. Conversely, providing service to an area that currently does not have service without a corresponding increase in available funds may mean a reduction in frequency elsewhere. This is an inherent tension that all transit systems must address.

Travel Time to Important Destinations

Transit service can also be analyzed and evaluated based on usefulness of service – how much time it takes to get people to important destinations. If a trip takes too long, people with other options will choose those options, leading to reduced ridership and fewer resources for transit service. Conversely, people without other options will either not make the trip or be at a disadvantage in daily life in accessing economic opportunity and other essentials.

KIPDA has developed an analysis to evaluate how effective current transit service is at providing access to jobs to different parts of the region. This analysis, based on the University of Minnesota Access Across America methodology uses transit schedules and GIS to determine how long it takes to get from each census block group (CBG) to every other CBG in the region. Population and total number of jobs in each CBG are then factored in to determine how many people can reach different total amounts of jobs in a range of time horizons. Overall, this analysis can show how effective transit is for certain parts of region or where gaps in service could be improved.

Maps on the following pages demonstrate some of the key parts of the analysis of travel time to economic opportunities with the existing service.

FIGURE 42: TARC Transit Lines and Jobs Centers at the Census Block Group (CBG) Levels (2019)

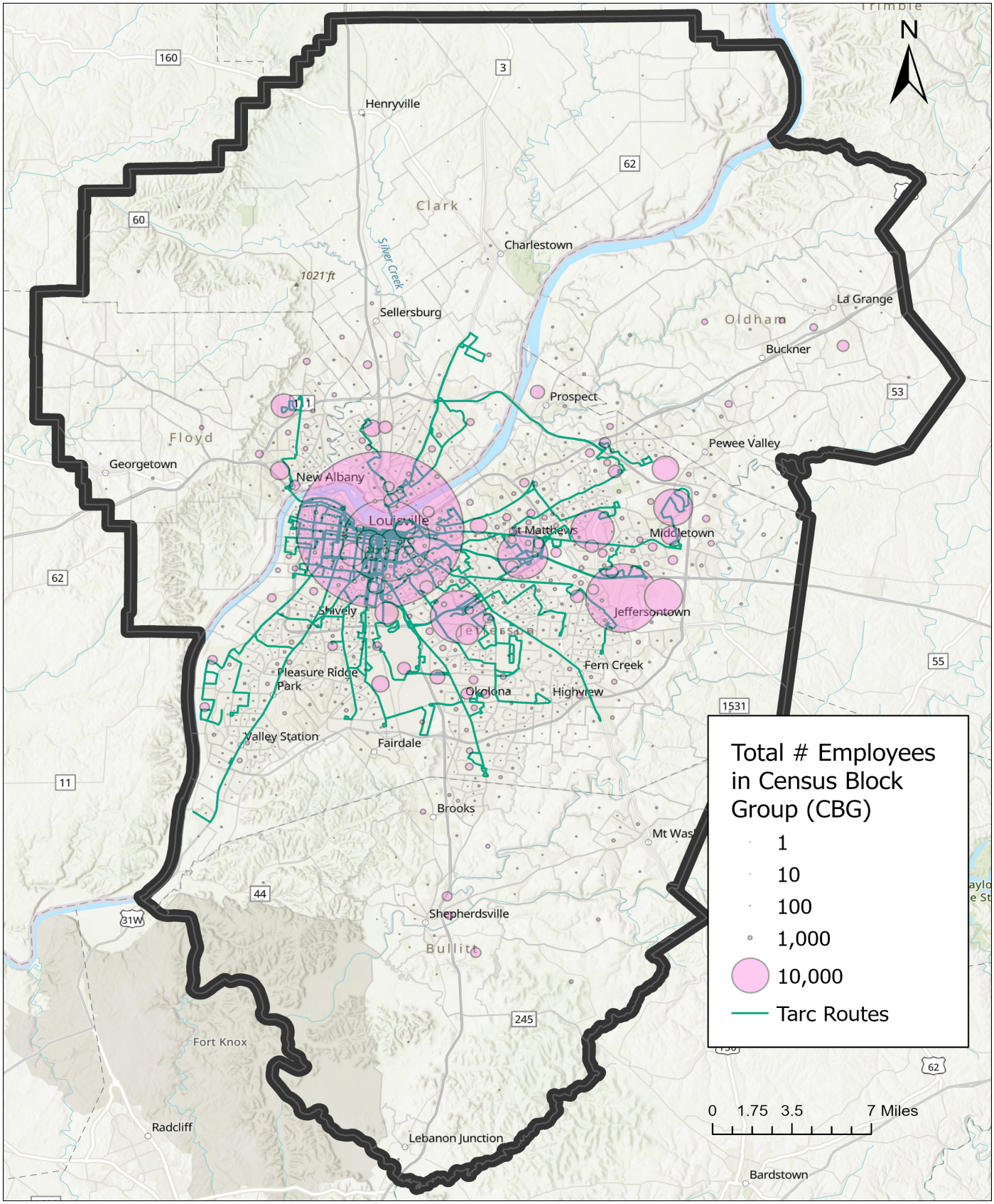


FIGURE 43: Percent of Jobs in the KIPDA MPO Reachable via Transit in Sixty Minutes or Less for Each Census Block Group (CBG) in the KIPDA Region (TARC Data, August 2022/Job Data, 2019)

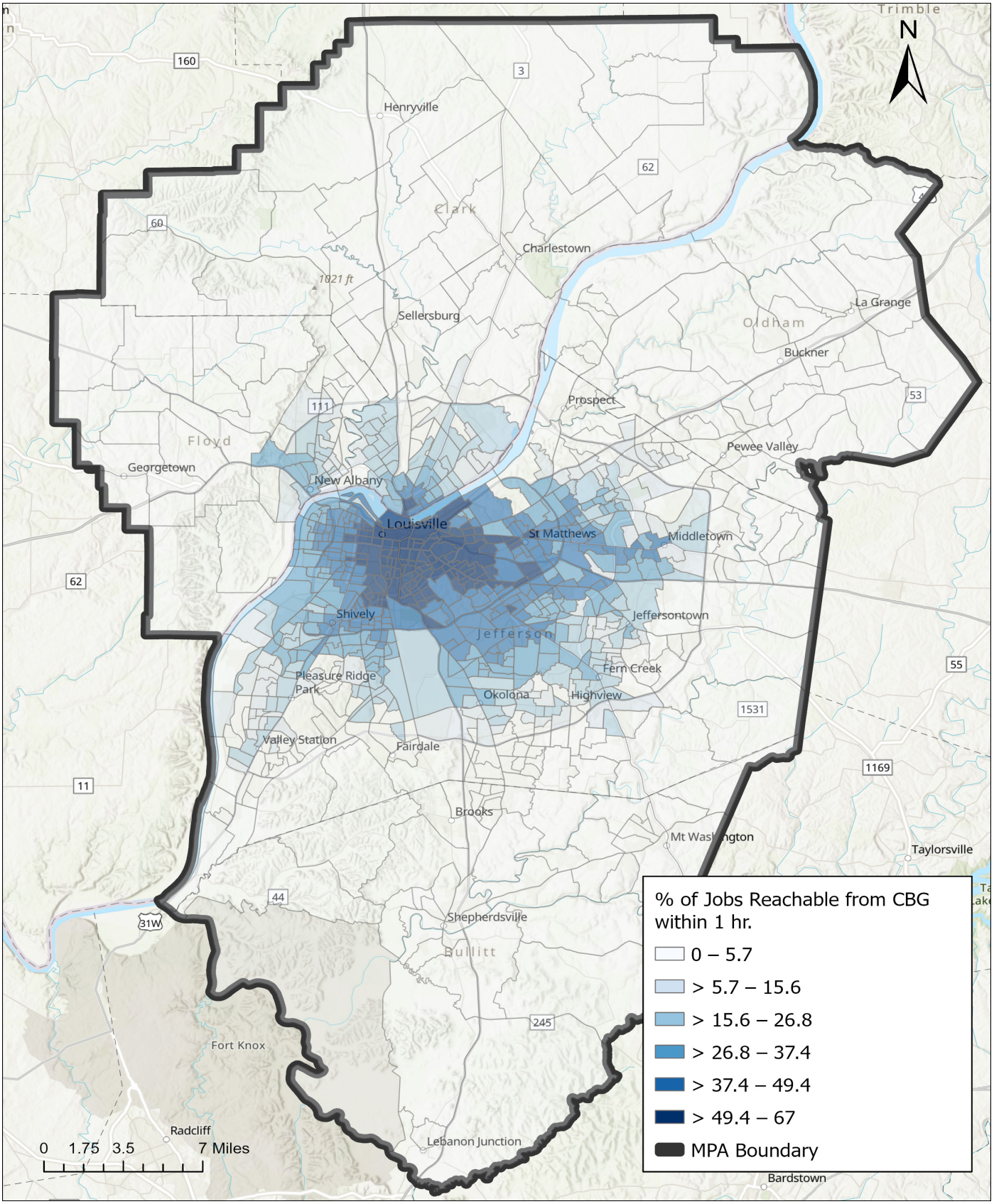
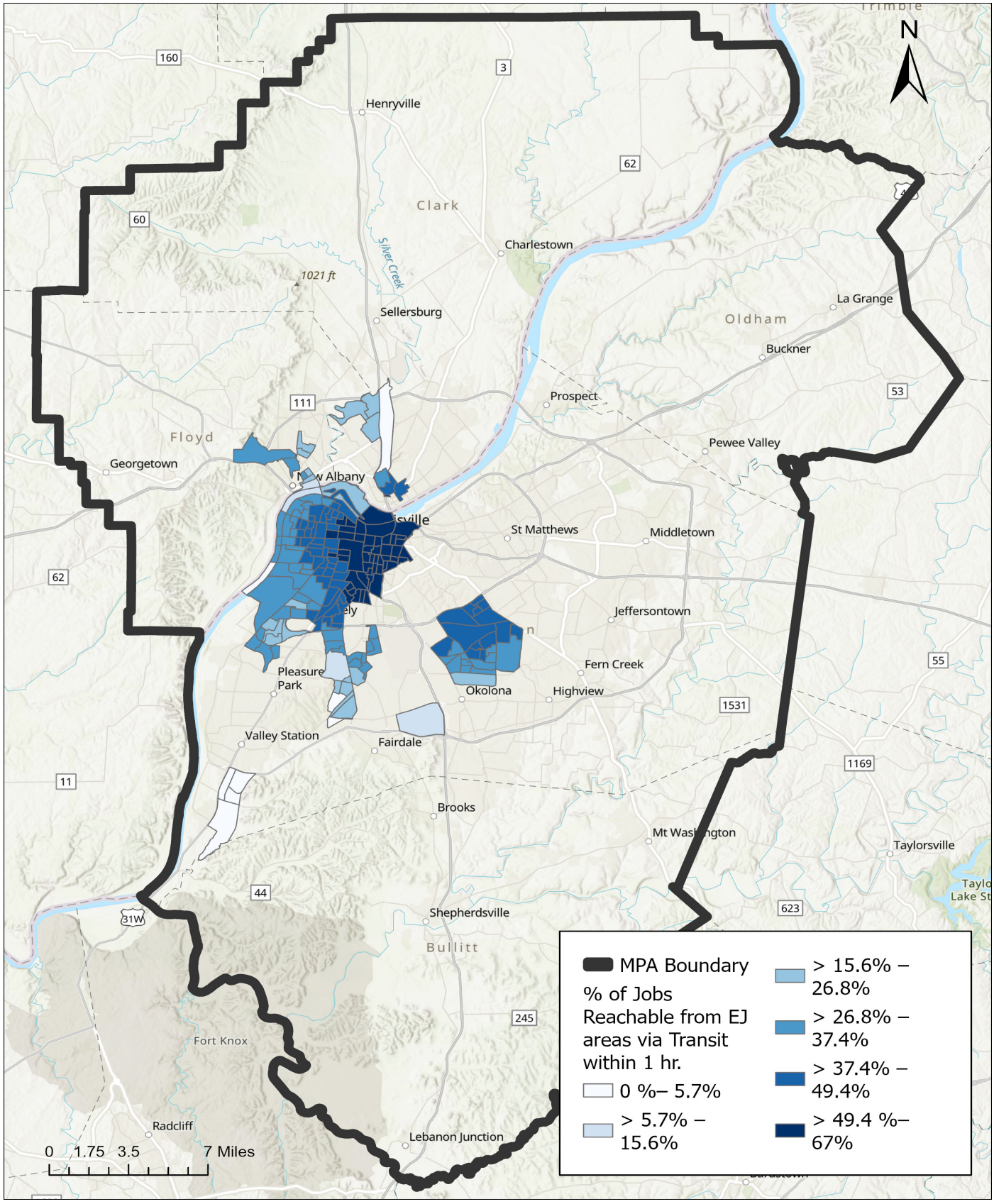


FIGURE 44: Percent of Jobs in the KIPDA MPO Reachable via Transit in Sixty Minutes or Less from Environmental Justice Areas in the KIPDA Region (TARC Data, August 2022/Job Data, 2019)



TARC Funding

Unlike other modes of transportation, transit requires more than just the initial costs associated with construction and follow-up maintenance costs. Transit also requires ongoing funding for daily operations like transit operator salaries or vehicle fuel. Typically, federal funding is not permitted to be used for operations in major metropolitan regions like Louisville, though there are exceptions for some individual time-limited programs, certain types of maintenance, and one-off exceptions like the emergency pandemic funding. But in most years, the bulk of TARC operations funding comes from a local income tax, supplemented by passenger fares and assorted smaller line items.

Transit capital funding, which covers the purchase of vehicles, construction of buildings, or acquisition of needed infrastructure, like other regionally significant infrastructure for other modes of transportation is more typically supported by federal dollars, usually with a 20% local match.

COVID-19 brought unique challenges to TARC including a large drop in ridership after the onset of the pandemic. Figure 45 shows some of the changes between 2017 actuals and 2023 budget. The large drop in ridership also meant reductions in the usual expected revenue for TARC and led to major service cuts in August 2020. Three rounds of federal emergency COVID-19 spending, the Coronavirus Aid Relief and Economic Security (CARES) Act in March 2020, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) in December 2020, and the American Rescue Plan Act (ARPA) in March 2021 – provided a boost in one-time operations support for transit agencies that has allowed TARC to continue operating its core lines. That funding is expected to run out in 2023 or 2024. Since ridership has still not recovered to pre-COVID 19 levels, there may be danger of additional service cuts if new funding sources are not found in the next several years.

FIGURE 45: TARC Operations 2017 Actuals/2023 Budget Comparison

Budget Item	2017 Actuals	2023 Budget
Total Operating Expenses	**$79,872,140**	**$102,945,924**
Direct Labor	$28,648,143	$31,366,902
Benefits	$24,861,032	$31,510,122
Purchased Transportation (TARC3 Paratransit services)	$15,018,800	$20,541,764
Services/Materials/Supplies	$8,888,995	$14,154,036
Other	$2,455,170	$5,373,100
Total Operating Revenue (including federal maintenance and emergency support)	**$84,541,987**	**$110,867,647**
Fares	$10,545,045	$5,305,786
Jefferson County Occupational Tax (Mass Transit Trust Fund and Interest)	$54,862,830	$67,618,035
Non fare agency revenues	$3,912,663	$2,833,691
State Government Funds	$1,205,679	$1,276,642
Federal Maintenance Support	$14,015,770	$8,433,400
Federal COVID Emergency Funds	**$0**	**$25,400,093**

SOURCE: TARC FY2017 AND 2023 BUDGETS ▮ CREATED WITH DATA WRAPPER

TARC Long Range-Planning

TARC long-range planning efforts also offer a guide to current regional transit priorities as well as potential future service and investment decisions. Three recent studies are especially of note:

TARC Tomorrow

TARC Tomorrow is the agency's updated long-range plan, intended to be the framework for future improvements and guide to the next decade of transit investments in the KIPDA MPO region. The plan is structured around six "Big Ideas".

- Rider Experience
- Mobility and Innovation
- Service and Expansion
- Financial Sustainability and Funding Growth
- Equity and Environment
- Collaboration

TARC Tomorrow lists a range of important actions in the next few years, highlighting three as the most impactful priorities – defining and developing a frequent route network, developing Bus Rapid Transit (BRT) on the Broadway corridor and initiating BRT planning on additional corridors, and developing a transit plan and funding package for local voter consideration.

TARC Micro Mobility Transit Study

On Demand Micro Mobility is where transit riders can e-hail a transit vehicle "on demand" (like Uber or Lyft) that serves a particular area but may not follow a specific or traditional route. This type of service is seen by many transportation planners as a way to overcome the "first mile/last mile" challenges of offering transit service in less-dense suburban and exurban areas where it can be difficult to offer efficient fixed-route service that gives direct access to all important destinations. The TARC Micro Mobility Transit Study looks at particular areas of the TARC service area where on demand micro mobility would make sense to consider, including jobs centers near Dixie Highway, Preston Highway, and Watterson Park. The plan also makes recommendations on where bike- and scooter-share expansion could support transit and makes the case for building "mobility hubs" where fixed route transfer points can combine with micro mobility options.

TARC Zero Emission Bus (ZEB) Transition Plan

The ZEB Transition Plan provides a roadmap for the conversion of the TARC fleet to zero-emission vehicles over the next 15 to 20 years, an important action for attaining both regional climate mitigation and regional air quality goals.

TARC Comprehensive Operations Analysis

The 2021 TARC Comprehensive Operations Analysis (COA) examined existing transit services and identified opportunities for improving system efficiency and effectiveness. There was a wide variety of recommendations ranging from system-wide route restructuring to bus stop and transfer point improvements, to marketing and promotion.

KIPDA Every Commute Counts

The traditional means of ridesharing is an unofficial commuting arrangement between neighbors or coworkers that carpool to work. By sharing a ride to work, carpoolers can save money on fuel, parking, and wear and tear on their vehicle. Potential regional-level benefits also include reduced congestion on roadways, improved air quality, and less degradation of the existing transportation infrastructure.

The Every Commute Counts (ECC) Program is a regional ridesharing program administered by KIPDA. ECC provides a ridematching service for those interested in finding a carpool, bikepool, transit access, park and ride lots, and/or vanpool match. ECC administers the vanpool program in partnership with TARC. These programs seek to match individuals that are interested in ridesharing with others that live and/or work in nearby locations.

Over 2,100 commuters currently utilize the ridesharing programs offered by ECC. The vanpool portion of the program has a total of 52 vehicles in the fleet and currently operates a total of 33 active vanpools, serving about 175

commuters. These vanpools operate to and from a variety of locations in and near the KIPDA Region, with an average round trip distance of about 60 miles. At recent levels of ridership, the vanpool program is estimated to reduce the number of vehicle miles traveled (VMT) by approximately 2.4 million each year.

ACTIVE TRANSPORTATION

KIPDA maintains a regionwide inventory of active transportation - bicycle and pedestrian - facilities. This inventory includes an assessment of the bicycle and pedestrian facilities along all roads functionally classified as collectors and arterials. A total of 877 miles of pedestrian facilities were identified, which include sidewalks, multi-use paths, and crosswalks. A total of 145 miles of dedicated bicycle facilities were identified, which include bike lanes, multi-use paths, and sharrows with signage.

The creation of this inventory allows for the identification of gaps in the bicycle and pedestrian facility network. A gap has been defined as a location where there is a lack of a pedestrian facility or a dedicated bicycle facility within ¼ mile of another pedestrian facility and within one mile of another bicycle facility, respectively. A total of 212 miles of gaps of pedestrian facilities were identified, along with 40 miles of gaps of dedicated bicycle facilities. Identifying the locations of these gaps allows for future investments to be focused or prioritized at these locations in order to develop a more complete network of bicycle/pedestrian infrastructure.

KYTC's Complete Streets Guidance provides a multitude of resources that are used in both statewide and regional project prioritization efforts.

FIGURE 46: Regional Sidewalk Network (2021)

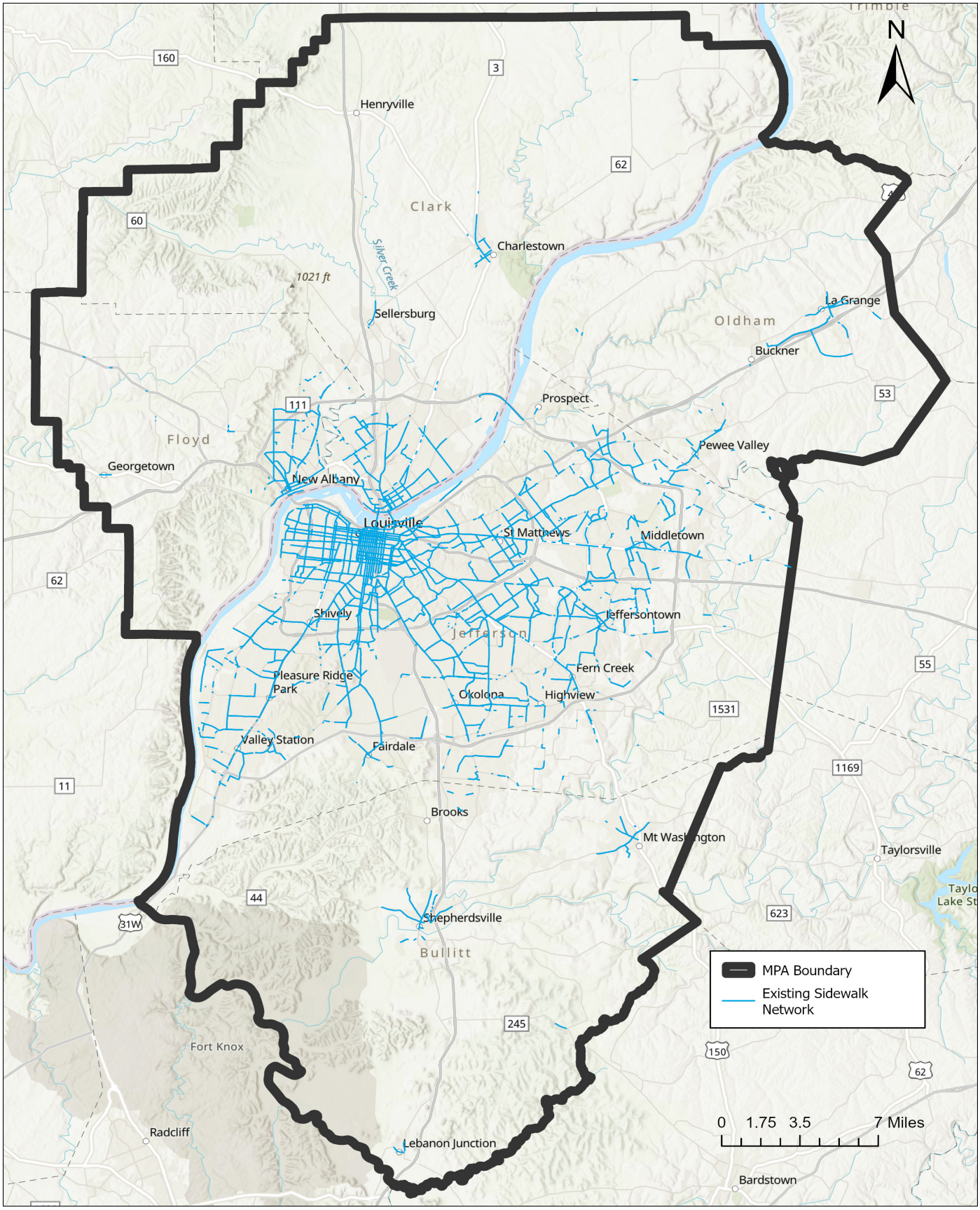


FIGURE 47: Regional Bicycle Network (2021)

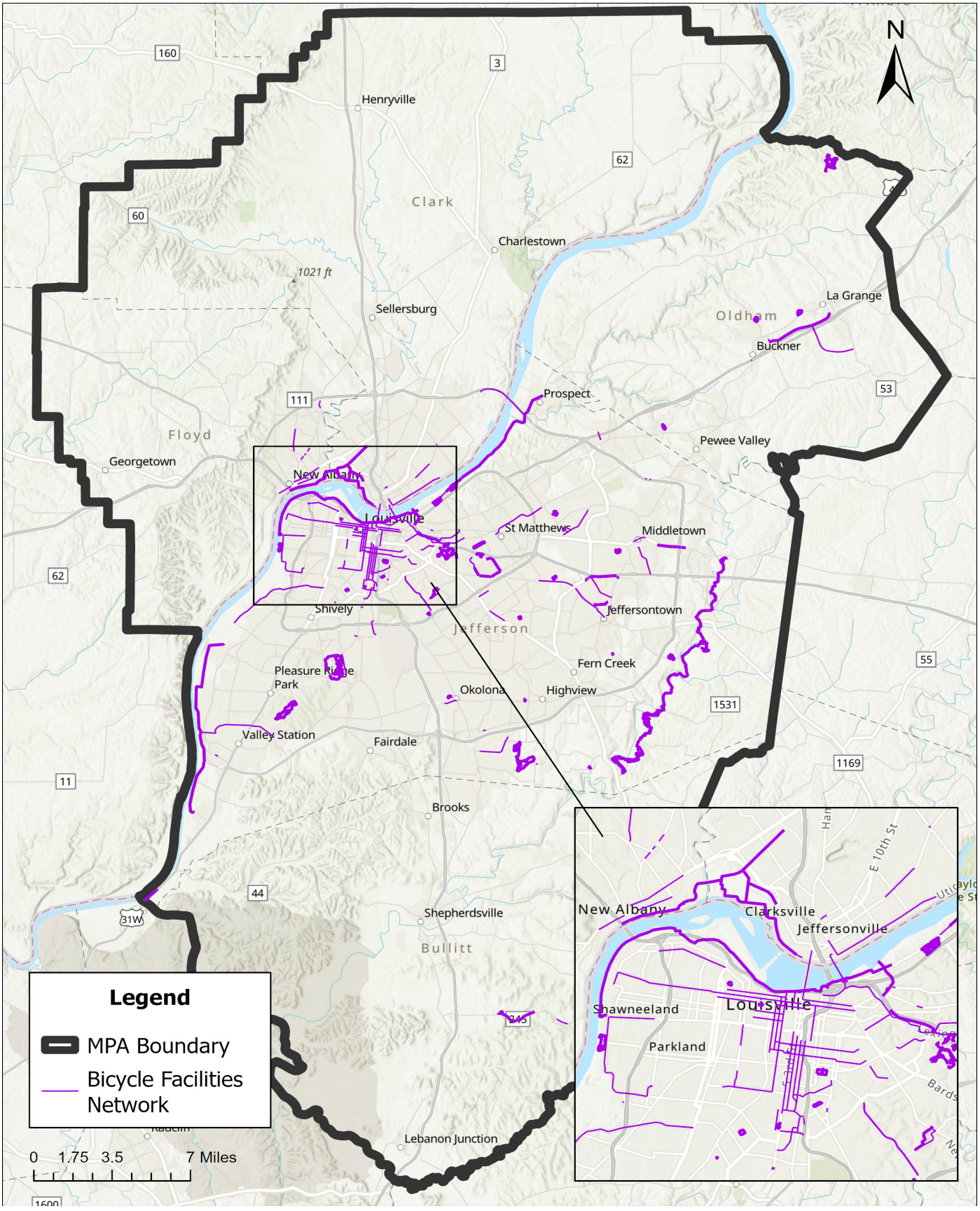


FIGURE 48: Regional Sidewalk Network Gaps (2021)

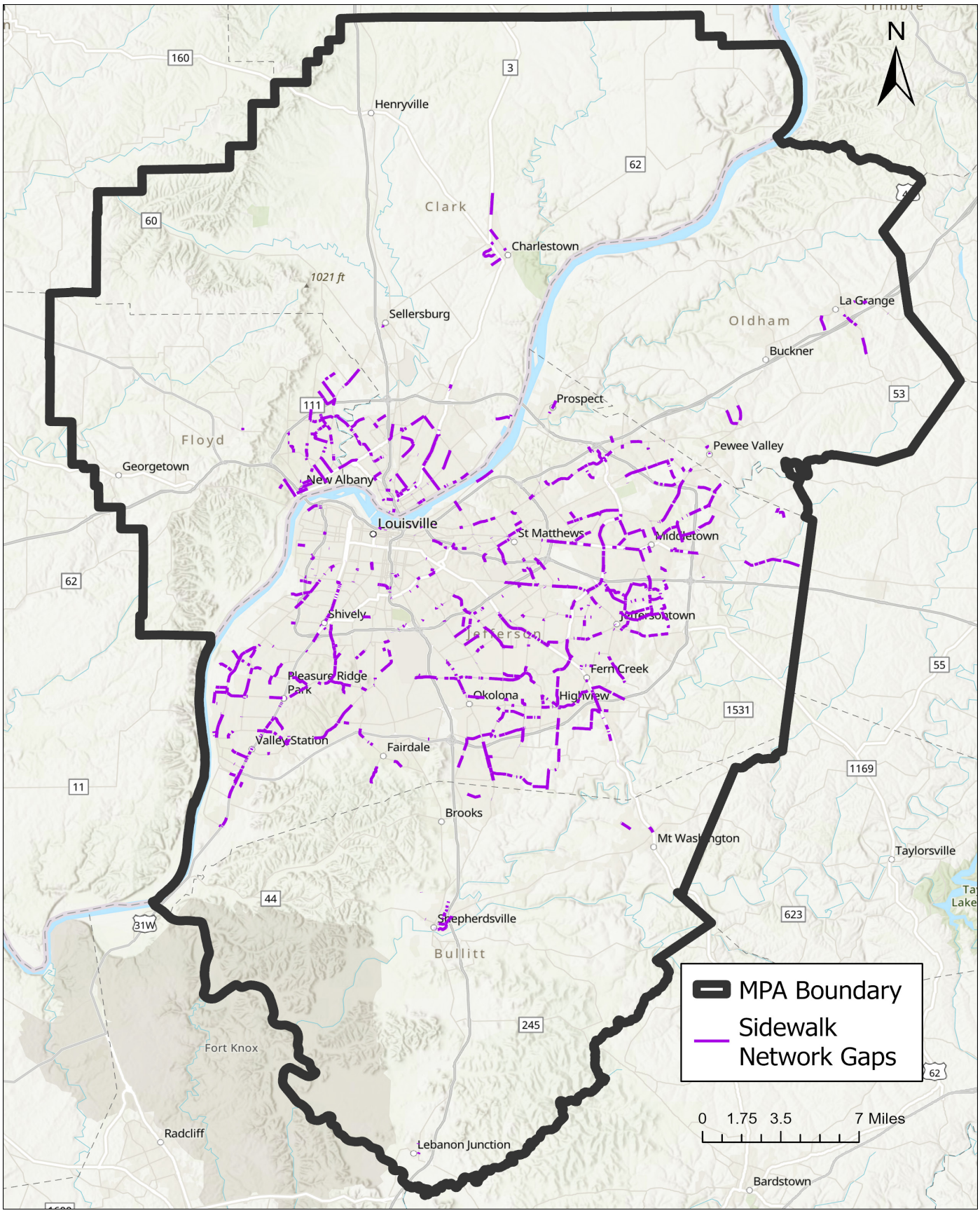
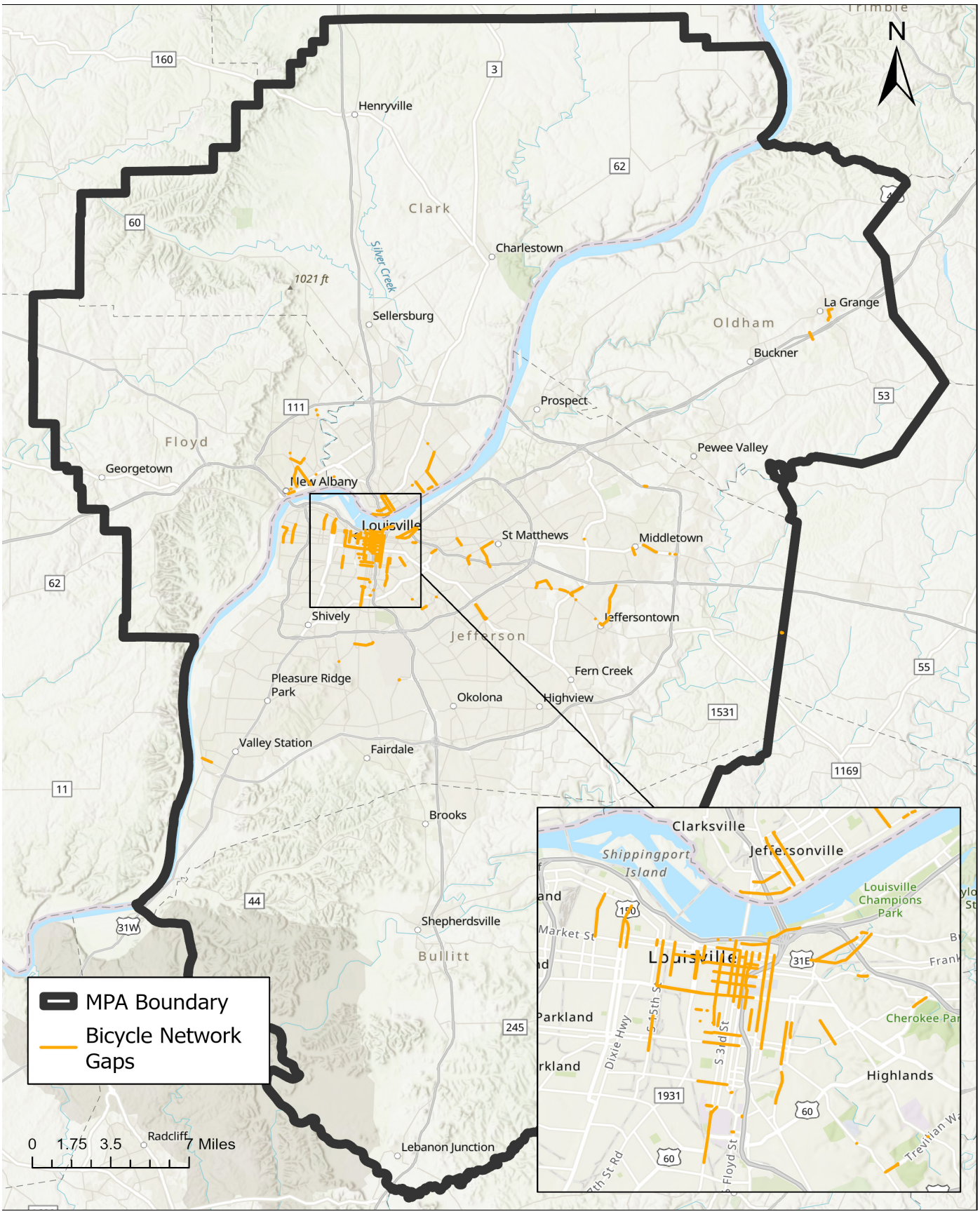


FIGURE 49: Regional Bicycle Network Gaps (2021)



FREIGHT

Efficient, reliable, and safe movement of freight is one of the goals adopted by the TPC for *Connecting Kentuckiana 2050.* Shipments may consist of small packages or bulk items, finished products or raw materials, but all require some form of transportation to move them from origin to destination. In coming years, increasing demand will be placed on the transportation network, calling for strategies to ensure the transportation system can accommodate the influx of freight vehicles and minimize conflict with other vehicles and modes.

Current Conditions

Location has played a significant role in the development of the KIPDA MPO region as a major multi-modal freight movement and logistics hub. The area's central location within the United States places the region within a day's drive of over two-thirds of the nation's population. The Ohio River is a major waterway thoroughfare for freight moving to and from the Mississippi River. Three interstates converge in Louisville, and the UPS Worldport Hub is a major freight generator where over three million packages are processed every day. UPS Worldport also serves as an attraction for associated logistics and warehousing operations. All major freight modes are present in the region: truck, rail, water, air, and pipeline, as well as intermodal shipping.

The region's economy is dependent on freight-related and supported industries. In 2019, the top industries with the highest Location Quotient (LQ*) in the KIPDA Area Development District region included Transportation & Warehousing with an LQ of 2.14 and Manufacturing with an LQ of 1.35.

** Location Quotient is a metric used to identify the level of concentration of a particular industry in a geographic area. If a county's LQ is LQ>1, then the industry is more concentrated in the county as compared to the national average and vice versa (University of Kentucky, Community & Economic Development Initiative of Kentucky (CEDIK), 2020.*

Freight Network

The KIPDA Freight Network database was updated in 2022 and serves as a planning tool for highlighting current freight travel trends. The KIPDA Freight Network has two tiers containing the segments described below:

- Tier 1: All roads on the National Highway Freight Network (NHFN), the Kentucky Highway Freight Network routes that are within one mile of a major freight cluster, and additional roadways that have significant truck utilization (more than 1,000 truck AADT (Average Annual Daily Traffic) and 10% truck traffic utilization) based on Freight Analysis Framework (FAF) 4 data.
- Tier 2: Additional roadway segments to provide network connectivity between Tier 1 and the clusters that represent freight generators and destinations.

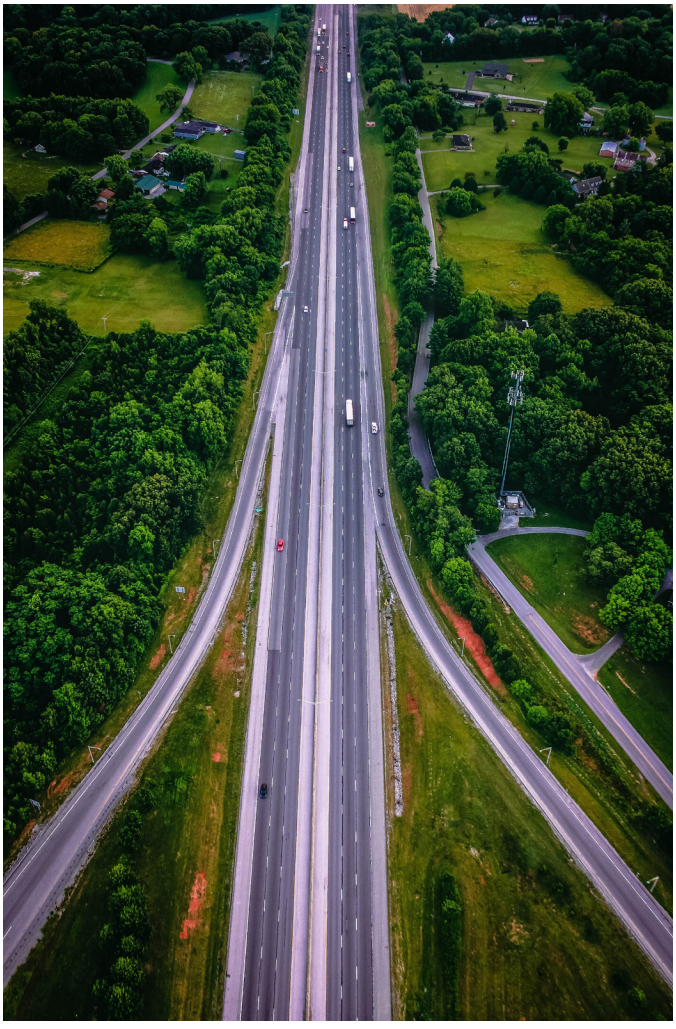
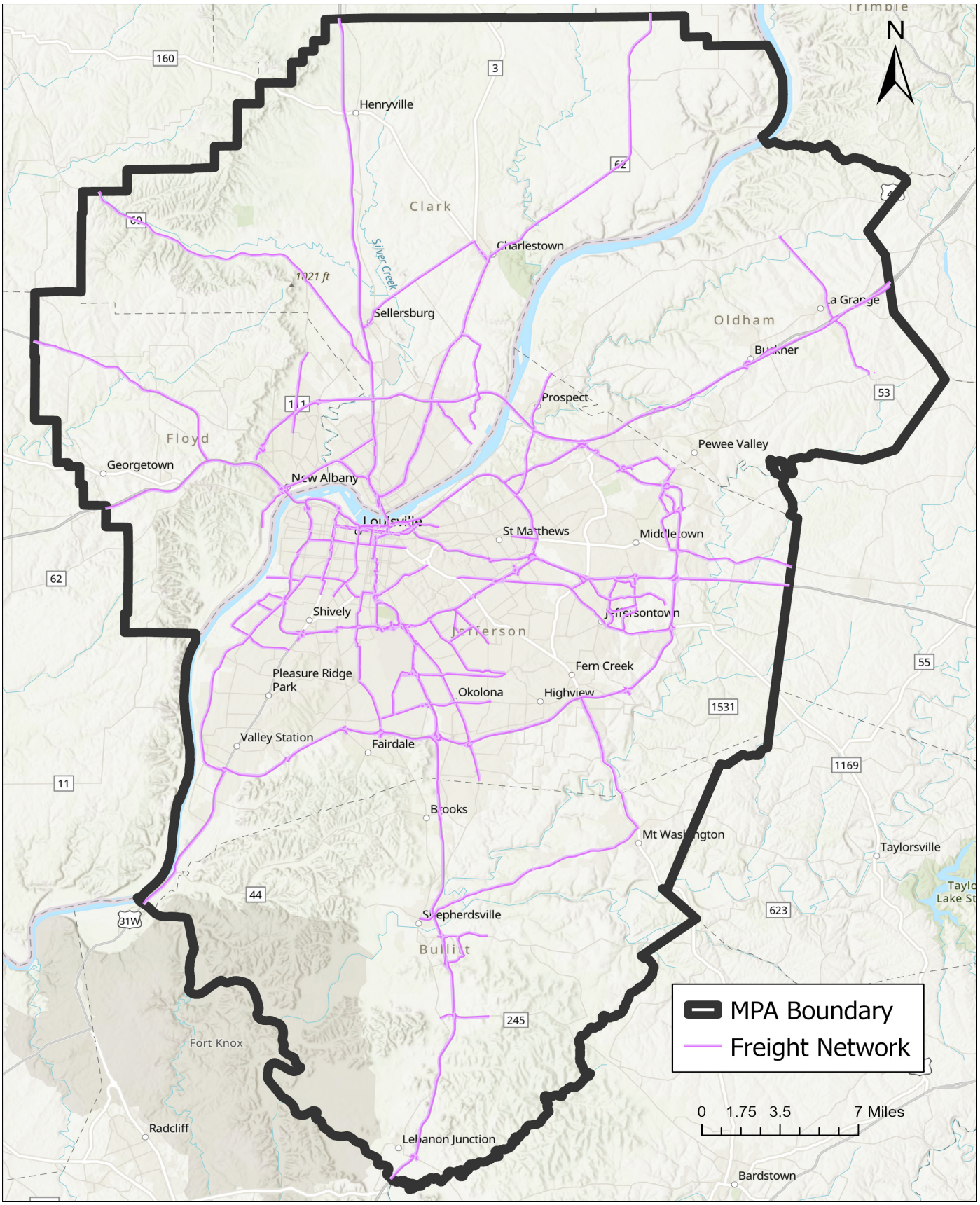


FIGURE 50: Regional Freight Network Map (2021)



STOP

03
VISION, GOALS, AND IMPACTS

IN THIS CHAPTER:

Vision & Goals

Performance Based Planning

Impact on Performance Goals

VISION AND GOALS

PLAN OVERVIEW AND IMPACTS

Ultimately, *Connecting Kentuckiana 2050* is about the projects that make up the plan. The next two sections focus on those projects and the regional priorities that the projects are intended to address.

Section 3 details the following:

- The region's vision and goals for the horizon year of 2050 that form the basis of the long-range plan
- A discussion of the performance-based planning and programming at the heart of KIPDA's project evaluation process
- KIPDA's analysis of the specific projects that will help the KIPDA MPO region accomplish each of the plan's nine goals

Section 4 details the planning process, project selection, evaluation process, and outlines the complete list of all *Connecting Kentuckiana 2050* projects.

VISION STATEMENT

Connecting Kentuckiana 2050, the Metropolitan Transportation Plan (MTP) for the Louisville (KY-IN) Metropolitan Planning Organization (MPO), is a regional platform to support and implement a sustainable and multimodal transportation system applying the following principles:

- Improved connections
- A safe and reliable transportation system
- Expanded mobility options
- New and innovative approaches to improve the transportation system in a cost-effective and efficient manner
- Responsive to the needs and wants of the users
- More efficient use of the existing transportation system

Connecting Kentuckiana 2050 explores the many facets of transportation, ranging from connectivity within small geographic areas to connectivity throughout the region and beyond. This is accomplished by striving to ensure the various modes available for moving persons and goods operate safely and efficiently.

There are unique challenges and opportunities facing the KIPDA MPO region. This region is anticipated to expand in terms of the population, number of households, and number of jobs. There are portions of the region that are well-established today. The needs of both the growing and established areas must be incorporated for a balanced system that supports the existing infrastructure as well as the new.

Connecting Kentuckiana 2050 sets forth a vision for transportation in the region as it exists today and its evolution into the future to ensure, as we move forward, it is in an efficient and productive manner that recognizes the various needs of transportation users, giving recognition to the opportunities and benefits associated with advancing innovative strategies and fostering expanded modal choices.

Goals

SAFETY

INCREASE SAFETY FOR ALL USERS

SUSTAINABILITY

INVEST IN SUSTAINABLE TRANSPORTATION THAT PROTECTS ENVIRONMENTAL RESOURCES AND MINIMIZES THE EFFECTS OF CLIMATE CHANGE

EQUITY

FOSTER AN ACCESSIBLE AND EQUITABLE TRANSPORTATION SYSTEM

ECONOMIC DEVELOPMENT

LEVERAGE TRANSPORTATION INVESTMENTS TO SUPPORT REGIONAL AND LOCAL ECONOMIC GROWTH

AN EFFECTIVE ROADWAY SYSTEM

CREATE A MODERN, INNOVATIVE, AND EFFICIENT ROADWAY SYSTEM

STRENGTHEN PUBLIC TRANSIT

EXPAND PUBLIC TRANSIT AND NON-SINGLE OCCUPANT VEHICLE TRAVEL THROUGHOUT THE REGION

EXPAND ACTIVE TRANSPORTATION

EXPAND ACTIVE TRANSPORTATION OPTIONS WITH CONNECTED PEDESTRIAN AND BICYCLE INFRASTRUCTURE

A RELIABLE FREIGHT NETWORK

SUPPORT THE RELIABLE MOVEMENT OF FREIGHT

A RESILIENT REGION

IMPLEMENT RESILIENT INFRASTRUCTURE

PERFORMANCE BASED PLANNING

Performance-based planning and programming refers to the application of performance management principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system.

KIPDA's transportation planning process utilizes both the performance-based planning and programming approach.

As outlined in KIPDA's Performance Management Plan (PMP), KIPDA uses the framework established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by incorporating the National Performance Measures and Planning Factors into the KIPDA planning process. Federal legislation emphasizes performance-based transportation planning and requires states and MPOs to incorporate performance measures, objectives, and targets into their planning and programming processes.

In terms of performance-based programming, the project development process for the MTP utilizes data to identify specific areas where investments should be prioritized. To do this, KIPDA designed an evaluation process to individually score each project to determine how it helps the KIPDA MPO region meet Connecting Kentuckiana 2050's goals and objectives. KIPDA evaluates each project on a range of criteria described in greater detail on Page 142, each with a range of potential scores. The resulting total score is used to highlight the project's overall effectiveness toward meeting the overall regional vision. It is also used as a guide for the TPC to determine how to award specific federally regulated funds.

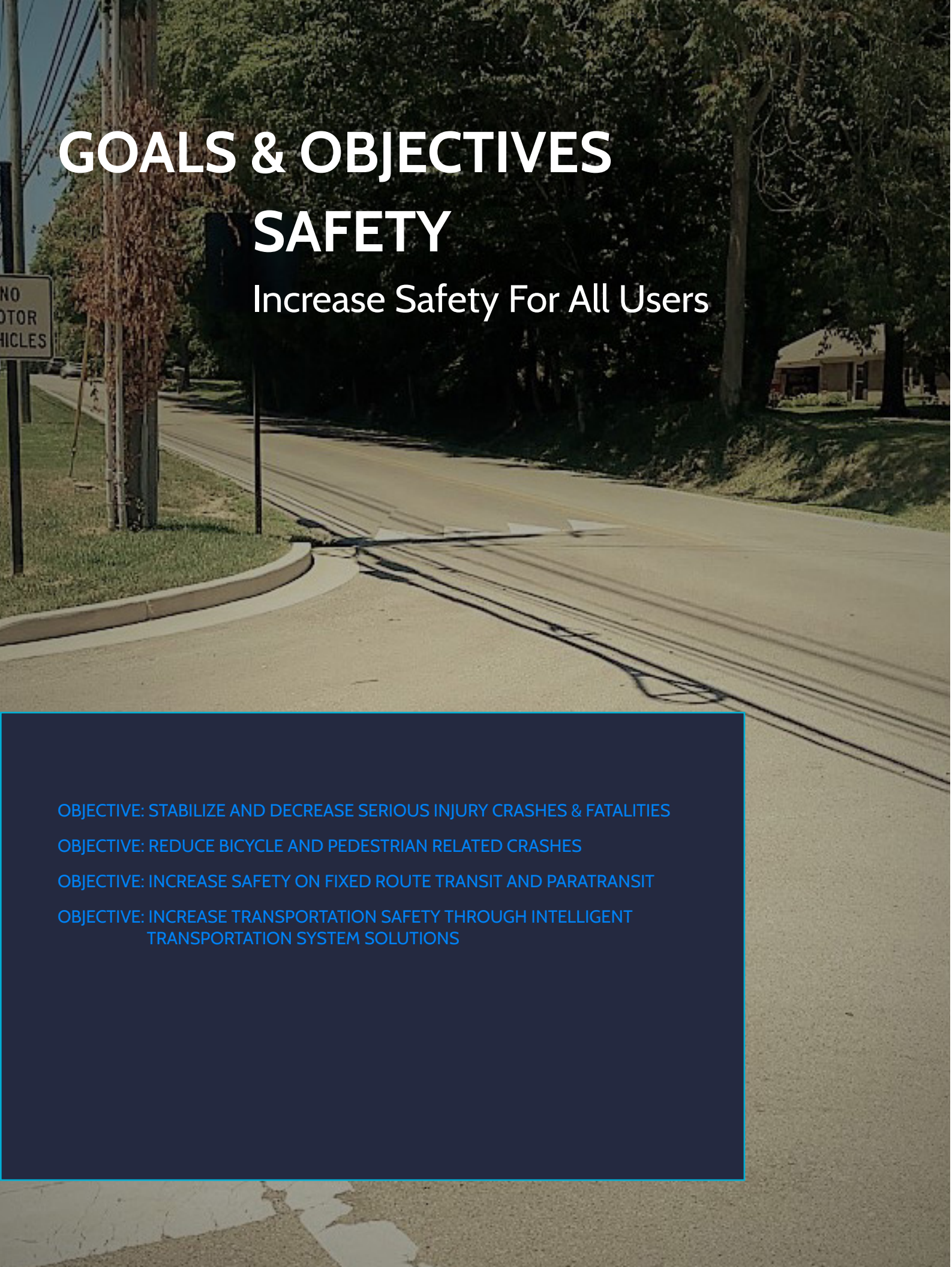
The total scoring system is based on a range of 200 points and designed to be broken down into sub-scores to better evaluate how projects will help the KIPDA MPO region to meet each of the nine goals in the MTP by 2050.

Using those sub-scores, the following pages expand upon each goal in Connecting Kentuckiana 2050 and highlight the planned projects that scored the highest and are therefore most likely to help the region.

EVALUATION OF DIFFERENT TYPES OF MTP PROJECTS

KIPDA asks sponsoring agencies to classify projects as either roadway, bicycle/pedestrian, transit, programmatic, or maintenance when submitting projects for consideration into the MTP. Due to the range in project evaluation criteria, different types of projects are generally not compared to each other. For instance:

- Roadway and bicycle/pedestrian projects have some overlapping criteria in the evaluation but also some criteria only applied to the specific project type. Therefore, they are not compared directly to each other, but listed separately in the following pages.
- KIPDA's scoring matrix relies in large part on a project's location, so it can be difficult to effectively evaluate programmatic projects. Thus, KIPDA does not include the handful of MTP programmatic projects in this evaluation section.
- A majority of MTP transit projects are capital, vehicle, or facility maintenance projects and are difficult to compare to location-based projects. High scoring transit projects are therefore highlighted only in the region's transit specific goal. It is important to note that there are some roadway projects that also have transit components, like Louisville Metro's Broadway All the Way project, that may not be reflected in the specific transit goal evaluation.
- Maintenance projects are not scored in KIPDA's project evaluation. This is because the TPC has established that – in keeping with both federal and regional goals - maintenance is a top MPO priority. Rather than compare one maintenance project to another, KIPDA prioritizes a "fix it first" approach that assumes maintenance is needed and desirable. Maintenance projects with costs under a certain threshold are considered "group projects" and only listed in full in the TIP. There is greater discussion of this on Page 128.



GOALS & OBJECTIVES
SAFETY

Increase Safety For All Users

OBJECTIVE: STABILIZE AND DECREASE SERIOUS INJURY CRASHES & FATALITIES

OBJECTIVE: REDUCE BICYCLE AND PEDESTRIAN RELATED CRASHES

OBJECTIVE: INCREASE SAFETY ON FIXED ROUTE TRANSIT AND PARATRANSIT

OBJECTIVE: INCREASE TRANSPORTATION SAFETY THROUGH INTELLIGENT TRANSPORTATION SYSTEM SOLUTIONS

Highest Rankings Projects: Safety

Bike/ped projects were evaluated on two primary safety factors:

- The rate of crashes involving people walking or biking over the last 10 years at the project location
- If the project intends to incorporate one of the FHWA's Proven Safety Countermeasures for bike/ped projects

Roadway projects were evaluated on three primary safety factors:

- The rate of auto crashes at the project location over the last five years
- The rate of crashes involving people walking or biking over the last 10 years at the project location
- If the project intends to incorporate one of the FHWA's Proven Safety Countermeasures for roadway projects

What scores highest?

Projects that are planned at locations with the highest crash rates between 2010 and 2020 and that intend to utilize FHWA Proven Safety Countermeasures in their design are ranked the highest because they are assumed to have that highest likelihood of helping the region meet the objectives of the MTP by 2050. There were 27 bicycle/pedestrian projects that received the highest possible safety score. There were 21 roadway projects that received more than 40 total points out of a possible 45. Those two groups of projects – the highest ranked projects for potential effect on meeting the region's safety goals – are listed and mapped on the following pages.

FIGURE 51: Highest Scoring Bicycle/Pedestrian Projects: Safety

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Safety Score (out of 50)
2142	Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway	2040	Louisville Metro	165	50
2733	Reimagine 9th Street	2027	Louisville Metro	165	50
2064	East Market Street Streetscape Improvements	2024	Louisville Metro	160	50
1111	Comprehensive Campus Improvements for Pedestrians & Bicyclists, Phase II	2030	JCTC	154	50
2920	Blanton Lane Sidewalk	2025	Louisville Metro	148	50
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	50
3181	Dixie Highway Streetscape	2024	Louisville Metro	144	50
2234	Louisville Loop Riverwalk Shared-Use Path System	2035	Louisville Metro	143	50
1857	Louisville Loop Southern Shared-Use Path (Parent)	2035	Louisville Metro	141	50
1634	LaGrange Road Bicycle & Pedestrian Improvements	2024	Louisville Metro	139	50
1856	Louisville Loop Northeast Shared-Use Path System	2045	Louisville Metro	133	50
2771	Louisville Loop Ohio River Levee Shared-Use Path System	2030	Louisville Metro	130	50
1425	South Louisville Loop Connector	2035	Louisville Metro	130	50
2789	10th Street	2030	Jeffersonville	129	50
1273	Olmsted Parkways Multi-Use Path System (Parent)	2030	Louisville Metro	125	50
1864	Park Hill Streetscape Improvements	2035	Louisville Metro	119	50
1423	River Road Bicycle & Pedestrian Improvements	2045	Louisville Metro	119	50
2769	New Cut Road Complete Street	2035	Louisville Metro	111	50
2740	Bardstown Road Safety Study Implementation - Southern Phase	2035	Louisville Metro	110	50

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FIGURE 52: Highest Scoring Bicycle/Pedestrian Projects: Safety (2010-2020)

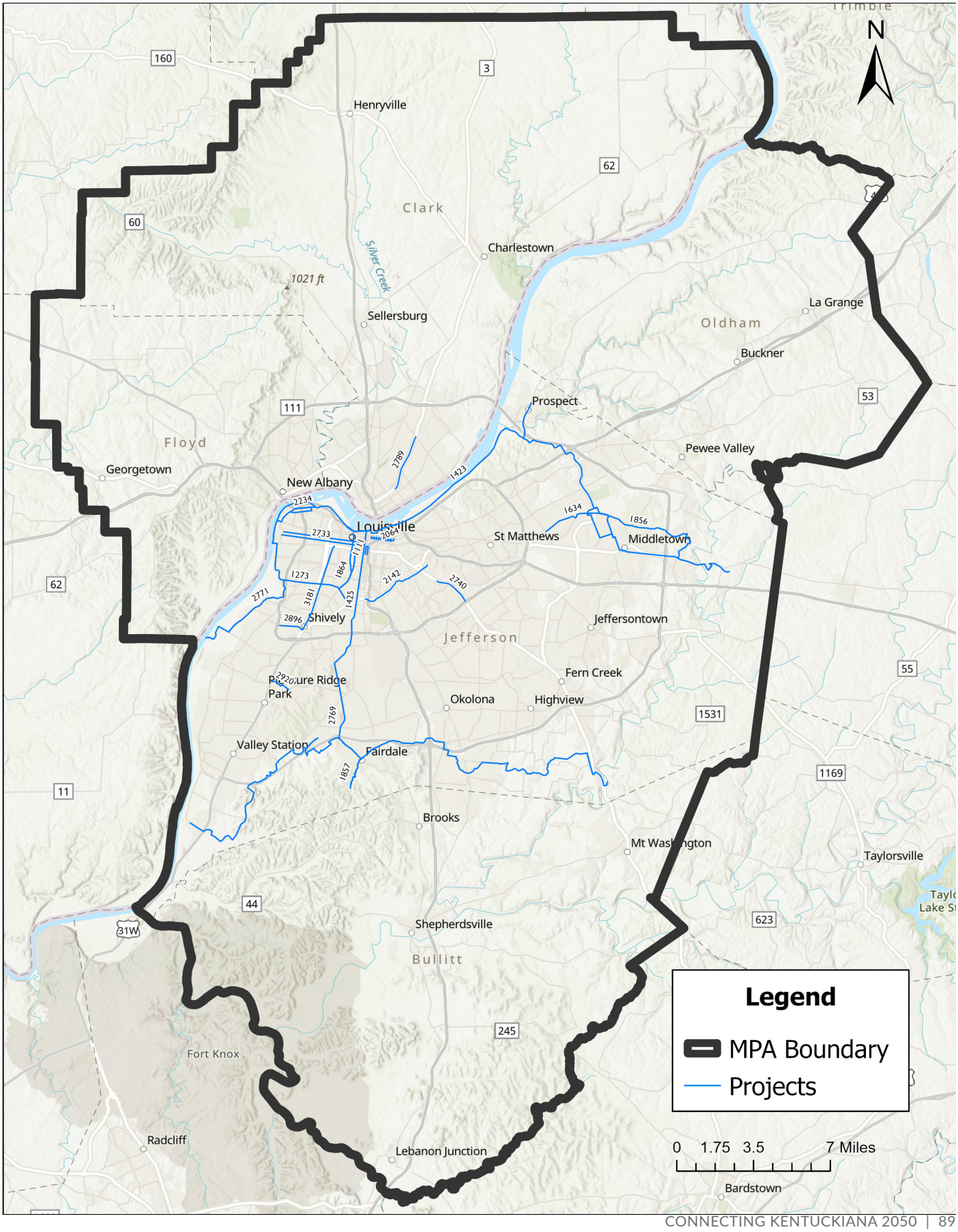

FIGURE 53: Highest Scoring Roadway Projects: Safety

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Safety Score (out of 50)
497	KY 44	2032	KYTC	111	43
2779	US 31W	2030	KYTC	77	43
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	41
2610	US 60	2029	KYTC	144	41
436	KY 1065	2030	KYTC	129	41
2114	KY 2050	2030	KYTC	125	41
289	Grade Lane	2035	Louisville Metro	125	41
2782	KY 1065	2031	KYTC	123	41
1372	KY 155	2030	KYTC	91	41
961	KY 2845	2032	KYTC	80	41
128	KY 1931	2027	KYTC	116	41
435	KY 1065	2031	KYTC	104	41
154	KY 1450	2023	KYTC	81	41
1353	Connection 22 - Signal System Upgrade	2035	Louisville Metro	136	41
1352	US 60 Premium Transportation Corridor Project - Section 1	2045	Louisville Metro	132	41
3069	KY 2050 (Prince Valiant/Westmar to Bedford Lane)	2028	KYTC	123	41
3022	Oak Street Corridor Streetscape	2028	Louisville Metro	105	41

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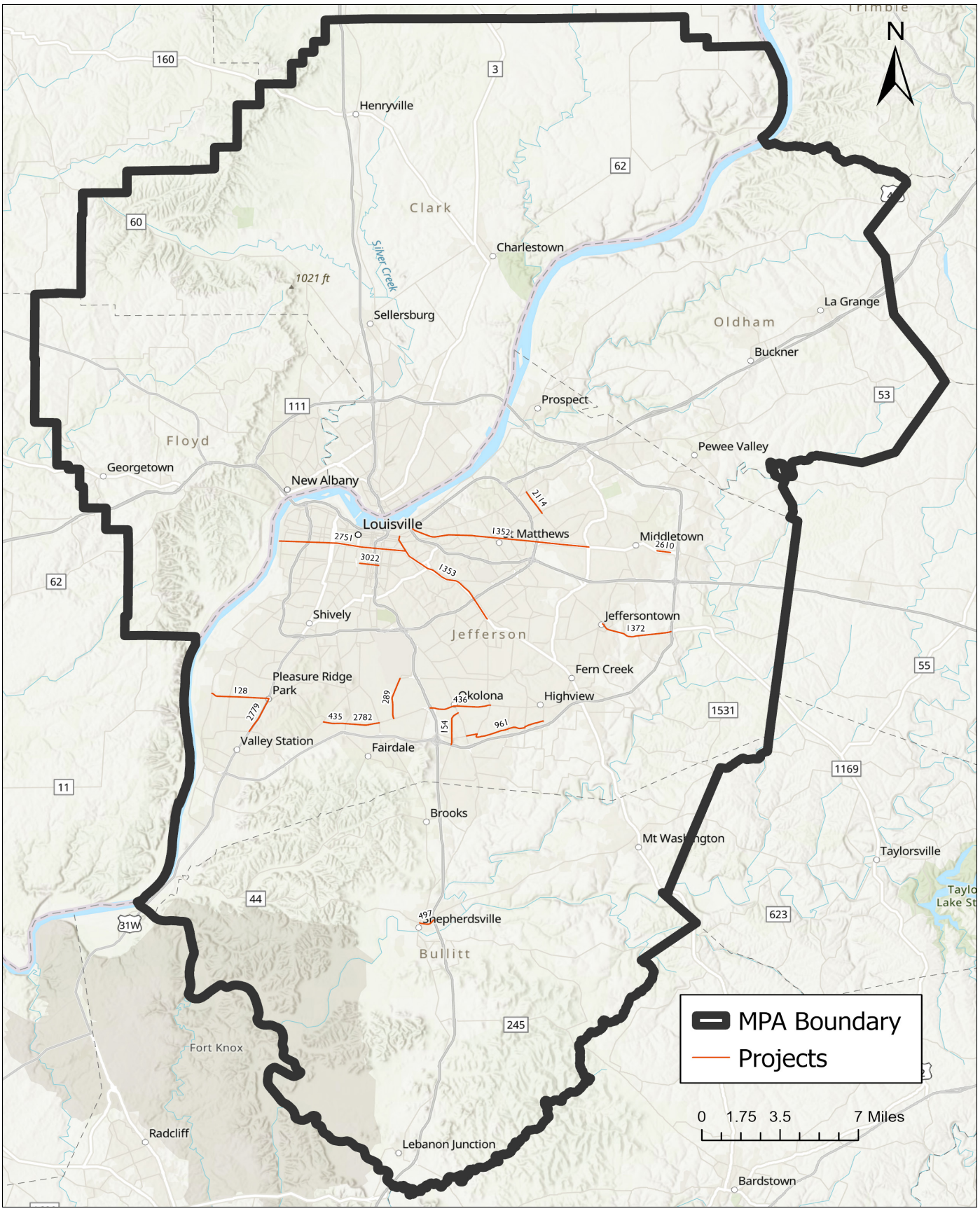
FIGURE 54: Highest Scoring Roadway Projects: Safety (2010-2020)



GOALS & OBJECTIVES

SUSTAINABILITY

Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change

OBJECTIVE: SUPPORT IMPROVED MODAL CONNECTIVITY IN PEDESTRIAN, BICYCLE, AND TRANSIT PROJECTS THAT CONTRIBUTE TO CLEANER AIR

OBJECTIVE: PRIORITIZE ROADWAY PROJECTS THAT ENHANCE EXISTING INFRASTRUCTURE OPERATIONS AND SUPPORT CONNECTION TO OTHER MODES

OBJECTIVE: PROMOTE ENVIRONMENTAL SUSTAINABILITY AND PROTECT HISTORIC, NATURAL, AND CULTURAL RESOURCES

OBJECTIVE: REDUCE DISRUPTION TO TRAVEL BY LIMITING ENCROACHMENT INTO ENVIRONMENTALLY SENSITIVE AREAS NEGATIVELY IMPACTED BY WEATHER EVENTS AND CLIMATE CHANGE

OBJECTIVE: IMPROVED AIR QUALITY BY REDUCING CARBON-BASED VEHICLE MILES TRAVELED

Highest Rankings Projects: Sustainability

Bicycle/pedestrian projects were evaluated on four primary sustainability factors:

- Environmental impact, defined as degree of overlap with the KIPDA Environmental Red Flag index
- If the project will increase bicycle/pedestrian connections to transit
- If the project will Incorporate resilient design measures
- If the project will add bicycle/pedestrian infrastructure in high active transportation propensity areas

Roadway projects were evaluated on four primary sustainability factors:

- Environmental impact, defined as degree of overlap with the KIPDA Environmental Red Flag index
- If the project will incorporate resilient design measures
- If the project will enhance connectivity to existing high demand destinations
- If the project will improve the active transportation network

What scores highest?

Projects with little or no overlap with any environmental red flags, incorporation of resilient design, and which enhanced connectivity to existing infrastructure or other non-single occupancy auto modes of travel scored the highest. The rationale is that sustainability is a combination of mitigating/minimizing future harm and maximizing the use of existing infrastructure – especially existing non-single occupancy auto modes of travel.

There are 10 bicycle/pedestrian MTP projects that received at least 23 of 25 possible bicycle/pedestrian project sustainability points and 12 roadway projects that received 30 or more points out of a total 35 possible roadway project sustainability points.

FIGURE 55: Highest Scoring Bicycle/Pedestrian Projects: Sustainability

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Sustainability Score (out of 25)
2921	Gagel Avenue Sidewalk	2028	Louisville Metro	164	25
2920	Blanton Lane Sidewalk	2025	Louisville Metro	148	25
3134	Brandeis Avenue and South 4th Street Intersection Streetscape Improvement	2024	University of Louisville	140	25
3121	Westport Road Sidewalk through I-265 Interchange	2025	Louisville Metro	135	25
3024	South Hubbards Lane	2030	Louisville Metro	125	25
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2023	Univ. of Louisville	120	25
3138	University of Louisville Research Park Pedestrian Bridge	2024	University of Louisville Real Estate Foundation	115	25
2385	Patti Lane Sidewalk Safety Improvement Project	2023	Jeffersontown	108	25
2084	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	2023	Jeffersontown	128	24
2239	Cannons Lane	2023	Louisville Metro	103	24
2082	Good Samaritan Bicycle and Pedestrian Trail Connector	2023	Jeffersontown	129	23
1662	A.B. Sawyer Shared Use Path	2024	Louisville Metro	93	23

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FIGURE 56: Highest Scoring Bicycle/Pedestrian Projects: Sustainability

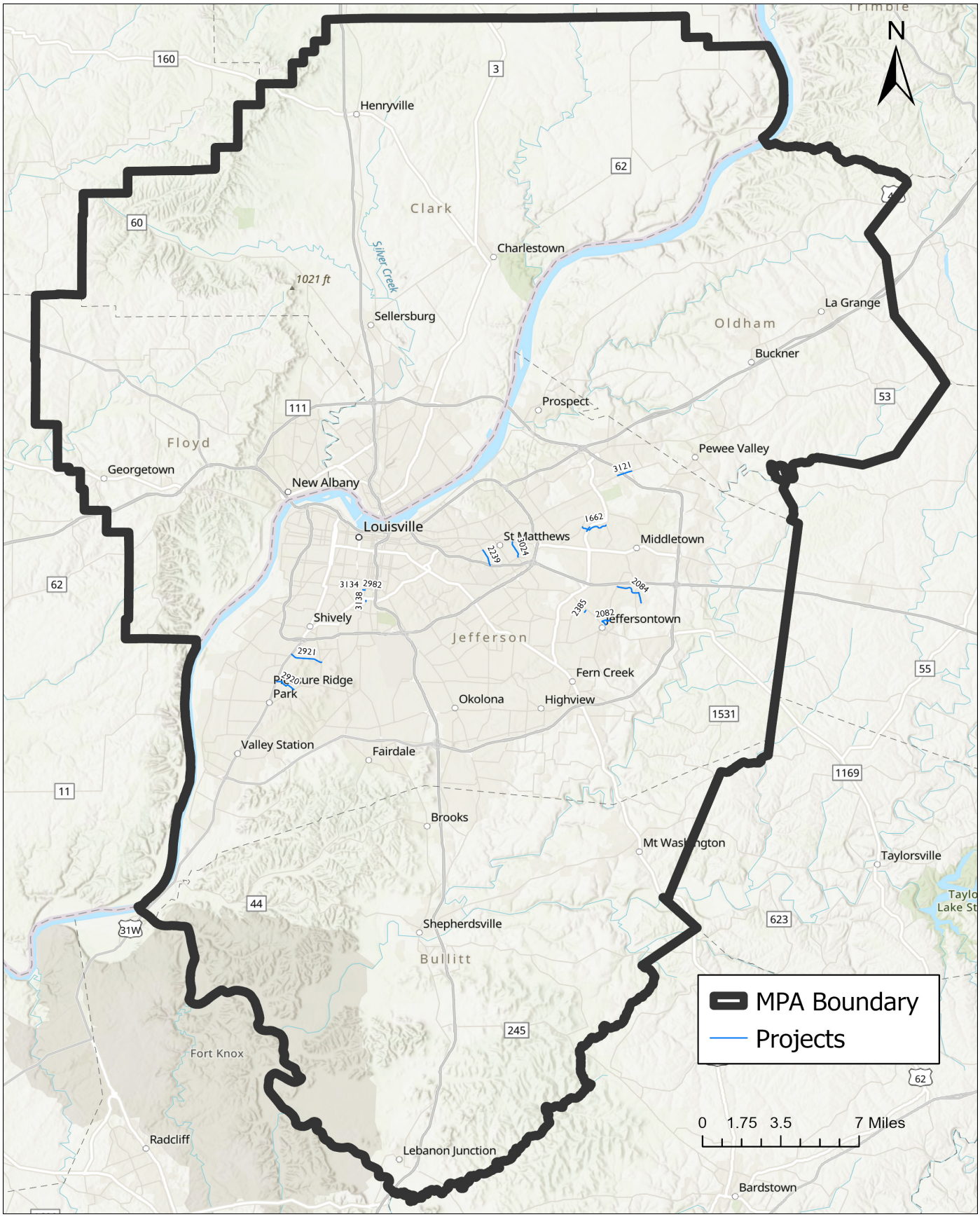

FIGURE 57: Highest Scoring Roadway Projects: Sustainability

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Sustainability Score (out of 35)
3135	University of Louisville Research Park Roadway	2024	University of Louisville Foundation	118	35
2736	Cedar Street Reconstruction (Woodstock to Lewis + Clark)	2028	Clarksville	139	33
265	Bunsen Boulevard / Christian Way (Oxmoor to Bunsen Parkway)	2040	Louisville Metro	99	33
3113	Galene Drive/Sprowl Road Collector Extension	2028	City of Jeffersontown	116	33
3019	Stansifer Avenue Streetscape Improvements (Akers to South Clark)	2028	Clarksville	131	33
2393	Riverside Drive (town limits to Ashland Park)	2024	Clarksville	115	33
2389	Blackiston Mill Road Phase II (Kroger entrance to Blackiston View)	2023	Clarksville	112	33
3111	Billtown-Eastview Collector Extension	2026	City of Jeffersontown	126	31
2735	River Falls Mall: Ring Road Extension (between Greentree and Broadway)	2028	Clarksville	140	31
3124	I-71/KY 53 Interchange Ultimate Reconstruction	2028	KYTC	104	30
2610	US 60 (Old Shelbyville to N English Station)	2029	KYTC	144	30
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	115	30

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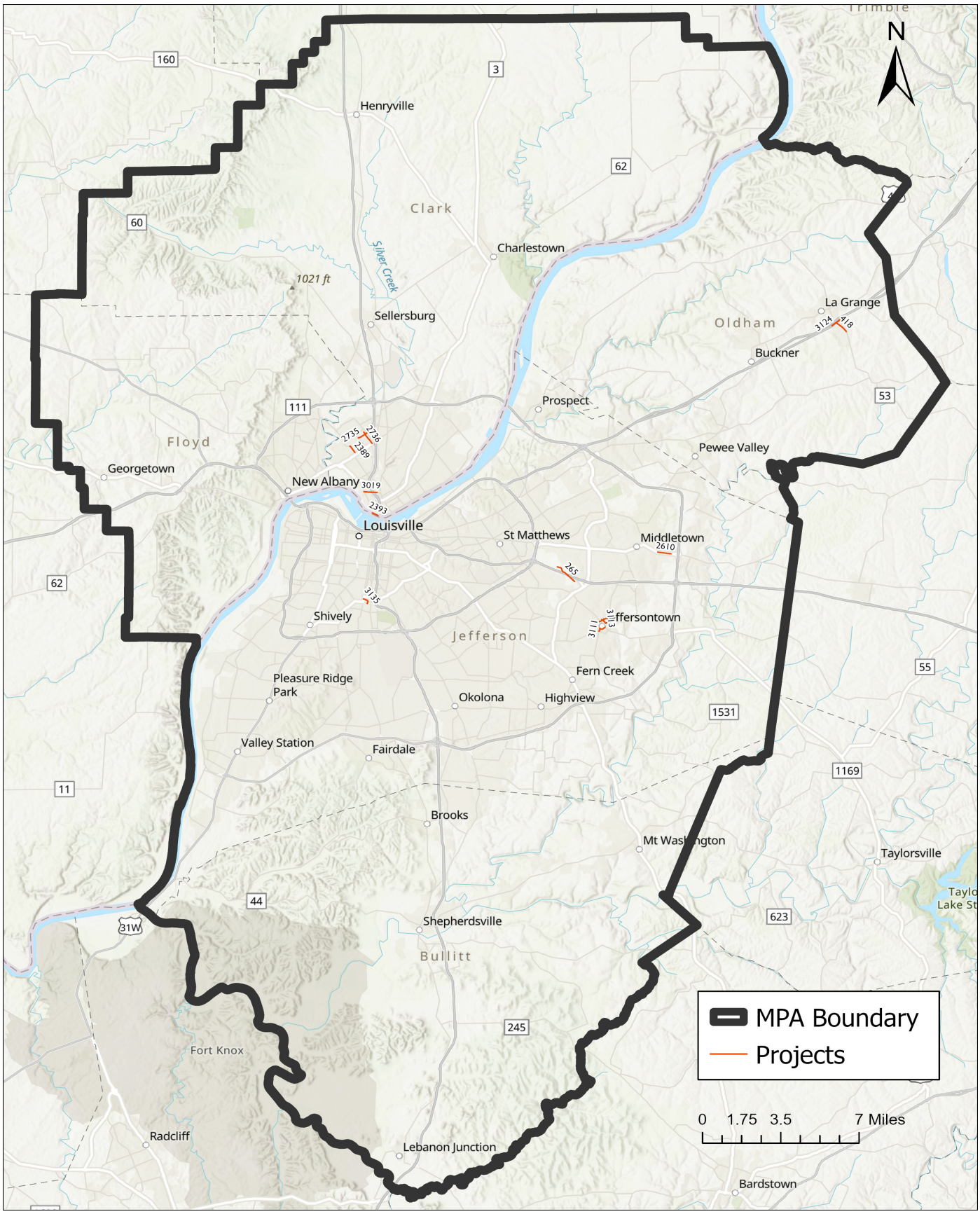
FIGURE 58: Highest Scoring Roadway Projects: Sustainability



GOALS & OBJECTIVES

EQUITY

Foster an accessible and equitable transportation system

OBJECTIVE: REDUCE AUTO-DEPENDENT ACCESS AND INCREASE TRANSPORTATION OPTIONS TO EMPLOYMENT, EDUCATION, AND HEALTHCARE

OBJECTIVE: MINIMIZE DISPROPORTIONATE BURDENS AND ENSURE EQUITABLE BENEFITS FROM TRANSPORTATION

OBJECTIVE: IMPLEMENT INNOVATIVE OUTREACH STRATEGIES TO MARGINALIZED COMMUNITIES

OBJECTIVE: REDUCE DISRUPTION TO TRAVEL BY LIMITING ENCROACHMENT INTO ENVIRONMENTALLY SENSITIVE AREAS NEGATIVELY IMPACTED BY WEATHER EVENTS AND CLIMATE CHANGE

OBJECTIVE: SUPPORT COMMUTE PROGRAMS SUCH AS TELEWORK, STAGGERED WORK HOURS, CARPOOL, VANPOOL, AND TRANSIT

Relevant Projects: Equity

KIPDA uses a location-based criteria to award points to projects for equity. Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members To recognize investments in disadvantaged communities, both bicycle/pedestrian and roadway projects received full points if some or all of the project is in a KIPDA-identified environmental justice area – census tracts that have twice the percentage of low-income residents or residents of color when compared to the region as a whole. A bicycle/pedestrian or roadway project would receive partial points if some or all of the project is in a census tract with an above average percentage of low-income resident or residents of color when compared to the region as a whole. Any transit project receives full points for equity as transit projects are especially important to carless households, which are disproportionately made up of lower income households.

There are 34 bicycle/pedestrian projects (40%) out of 84 total that are in KIPDA-identified environmental justice areas and thus received full points. Those projects are listed in the following pages. Of the 267 roadway projects, 62 (23%) are in KIPDA-identified environmental justice areas. Those projects are also listed in the following pages, with projects that are on interstate highways or involving major widenings listed separately on Page 99 and specifically noted in the map on Page 101. While these projects could be beneficial to disadvantaged communities in increasing access to jobs and services, they also could create negative impacts due to increased traffic or emissions, or reduced connectivity for non-auto modes of travel. Therefore, it is important to highlight those projects for future awareness and consideration.

FIGURE 59: Relevant Bicycle/Pedestrian Projects in Environmental Justice Areas

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)
2142	Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway"	2040	Louisville Metro	165
2733	Reimagine 9th Street	2027	Louisville Metro	165
2921	Gagel Avenue Sidewalk (Dixie Highway to London)	2028	Louisville Metro	164
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162
2064	East Market Street Streetscape Improvements (Brook to Johnson)	2024	Louisville Metro	160
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148
3181	Dixie Highway Streetscape (Crums to 18th)	2024	Louisville Metro	144
2234	Louisville Loop Riverwalk Shared-Use Path System	2035	Louisville Metro	143
1857	Louisville Loop Southern Shared-Use Path (Parent)	2035	Louisville Metro	141
3134	Brandeis Avenue and South 4th Street Intersection Streetscape Improvement	2024	University of Louisville	140
2753	Three Forks of Beargrass Creek Greenways	2040	Louisville Metro	140
2771	Louisville Loop Ohio River Levee Shared-Use Path System	2030	Louisville Metro	130
1425	South Louisville Loop Connector	2035	Louisville Metro	130
1273	Olmsted Parkways Multi-Use Path System (Parent)	2030	Louisville Metro	125
2541	Jeffersonville 9th Street / Clarksville Montgomery Avenue Multimodal Connection	2023	Clarksville	121
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2023	Univ. of Louisville	120
1864	Park Hill Streetscape Improvements	2035	Louisville Metro	119
3067	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor	2028	Kentucky Transportation Cabinet	116
3138	University of Louisville Research Park Pedestrian Bridge	2024	University of Louisville Real Estate Foundation	115
2769	New Cut Road Complete Street (Southern Parkway to Palatka)	2035	Louisville Metro	111
1863	West Kentucky Street Project (Dixie Highway to 5th)	2033	Louisville Metro	109
2766	KY 1747 (Fern Valley Road / Hurstbourne Parkway) Complete Street	2045	Louisville Metro	108
867	K&I Railroad Bridge	2040	Lou. Metro DPDS	102
2750	North Clarksville Multi-Use Trail	2027	Clarksville	98

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FIGURE 60: Relevant Bicycle/Pedestrian Projects in Environmental Justice Areas

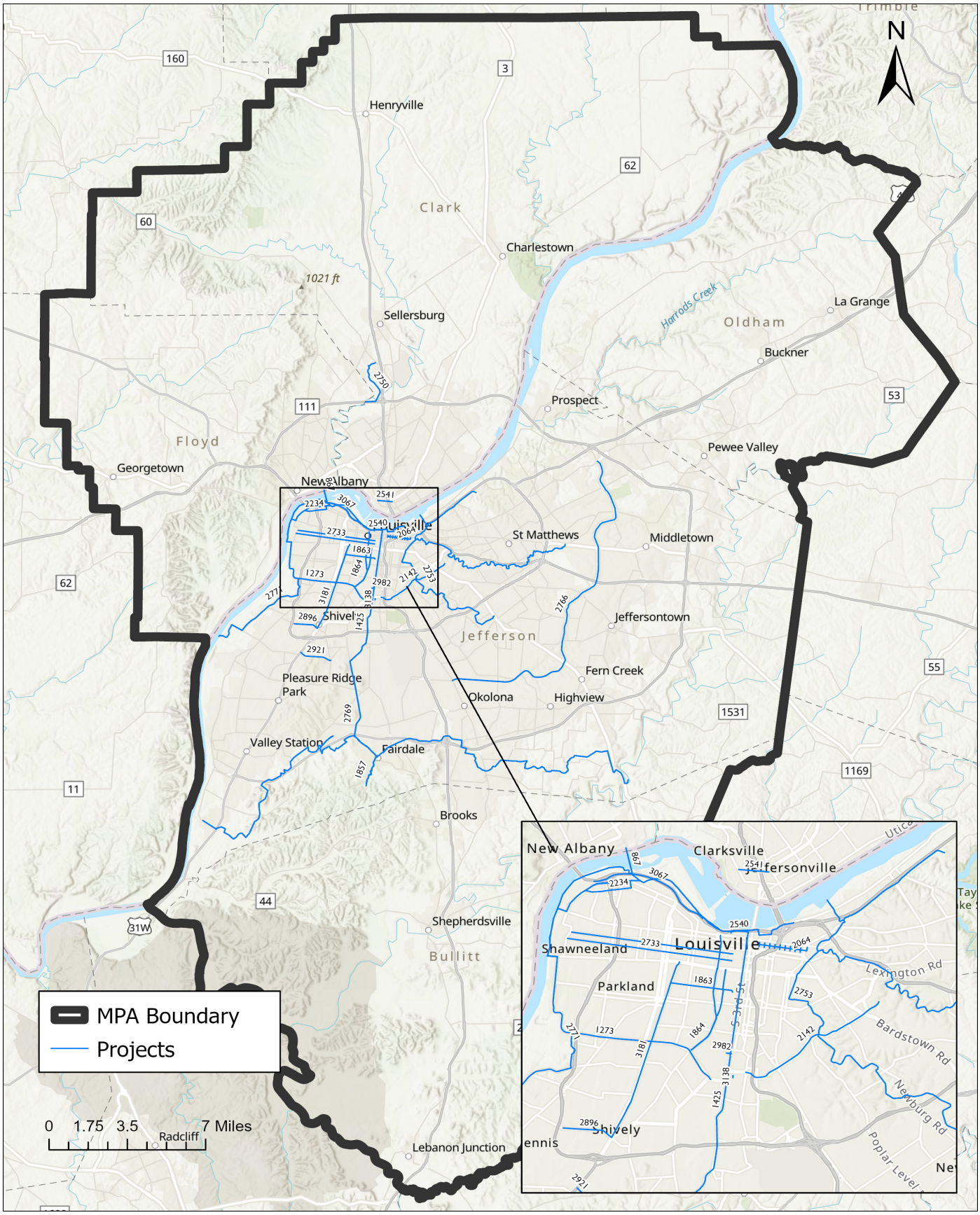

FIGURE 61: Interstate or Major Widening Projects in Environmental Justice Areas

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)
224	I- 65 (Extend/reconstruct sb exit ramp to Brook and Floyd)	2029	Louisville Metro	142
436	KY 1065 (I-65 to Shepherdsville Road)	2030	KYTC	129
2601	I- 65 (I-65/I-265 interchange)	2033	KYTC	127
407	I-265 (I-65 to US 31E)	2028	KYTC	127
1478	I- 71 (Kennedy to Zorn)	2029	KYTC	126
2782	KY 1065 (New Cut to National Turnpike)	2031	KYTC	123
3193	I-65 & Veteran's Parkway	2029	INDOT	122
2899	I- 64 Added Travel Lanes (US 150 to Spring Street)	2027	INDOT	119
389	I-64 (Kennedy to I-264)	2035	KYTC	118
3148	I-64 Lighting (I-265 to US 150)	2027	INDOT	106

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FIGURE 62: Relevant Roadway Projects in Environmental Justice Areas

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161
3127	Downtown Louisville Traffic Signal Upgrades	2026	Louisville Metro	154
2759	Court Avenue Streetscape Improvements (I-65 to Graham)	2027	Jeffersonville	150
2754	Spring Street Revitalization and Enhancement (14th to Riverside)	2035	Jeffersonville	143
1332	Portland Neighborhood Traffic Calming	2030	Louisville Metro	142
2388	Main Street / Story Avenue Intersection	2024	Louisville Metro	142
3018	Progress Way Roadway Improvements (I-65 to Broadway)	2029	Clarksville	140
2735	River Falls Mall: Ring Road Extension (Greentree to Broadway)	2028	Clarksville	140
2736	Cedar Street Reconstruction (Woodstock to Lewis + Clark)	2028	Clarksville	139
1338	River Road Extension (7th to Northwestern)	2025	Louisville Metro	136
1353	Connection 22 - Signal System Upgrade (Baxter/Bardstown)	2035	Louisville Metro	136
2780	KY 61 (Commerce Crossings to Briden)	2031	KYTC	135
1357	KY 61 Premium Transportation Corridor Project (I-265 to Burnett)	2040	Louisville Metro	135
381	Buechel Bank Road (GE Appliance Park to US 31E)	2025	Louisville Metro	134
2752	Lewis and Clark Road Diet (I-65 to Johnson)	2029	Clarksville	132
1352	US 60 Premium Transportation Corridor Project - Section 1 (Story to Husrtbourne)	2045	Louisville Metro	132
3019	Stansifer Avenue Streetscape Improvements (Akers to S Clark)	2028	Clarksville	131
1810	One-Way Street Conversion to Two-Way Phase 2 (Main from 2nd to Story and 9th to 30th)	2028	Louisville Metro	129
289	Grade Lane (Outer Loop to Fern Valley Road)	2035	Louisville Metro	125
1809	One-Way Street Conversion to Two-Way Phase 1 (Multiple streets in downtown Louisville)	2024	Louisville Metro	123
446	KY 1931 (I-264 to St. Andrews Church)	2029	KYTC	120
481	KY 907 (Dixie Highway to New Cut)	2035	KYTC	118
3135	University of Louisville Research Park Roadway	2024	University of Louisville Foundation	118
2756	Spring Street - Eastern Boulevard Intersection	2027	Jeffersonville	113
3102	Graybrook Lane Extension (Bono/Pearl to State)	2028	City of New Albany	113
273	US 31W (Broadway to KY 44)	2028	KYTC	109
3022	Oak Street Corridor Streetscape (Preston to 7th)	2028	Louisville Metro	105
465	KY 907 (New Cut to Natioanal Turnpike)	2031	KYTC	104
435	KY 1065 (3rd Street Road to New Cut)	2031	KYTC	104
2757	Spring Street - Eastern Boulevard to Dutch Lane	2028	Jeffersonville	103
3158	US 31 Concrete Pavement Restoration	2027	INDOT	103
3159	New Cut Road/Taylor Blvd. Safety Improvements (3rd Street Road/Southside to I-264)	2035	Louisville Metro	100
2014	KY 2049 (I-264 to US 31W)	2032	KYTC	87
2606	KY 841/Renaissance Park	2026	KYTC	82
2153	Rangeland Road (Poplar Level to Shepherdsville)	2040	Louisville Metro	68
2025	I-264 (I-64 to Bank)	2045	KYTC	63

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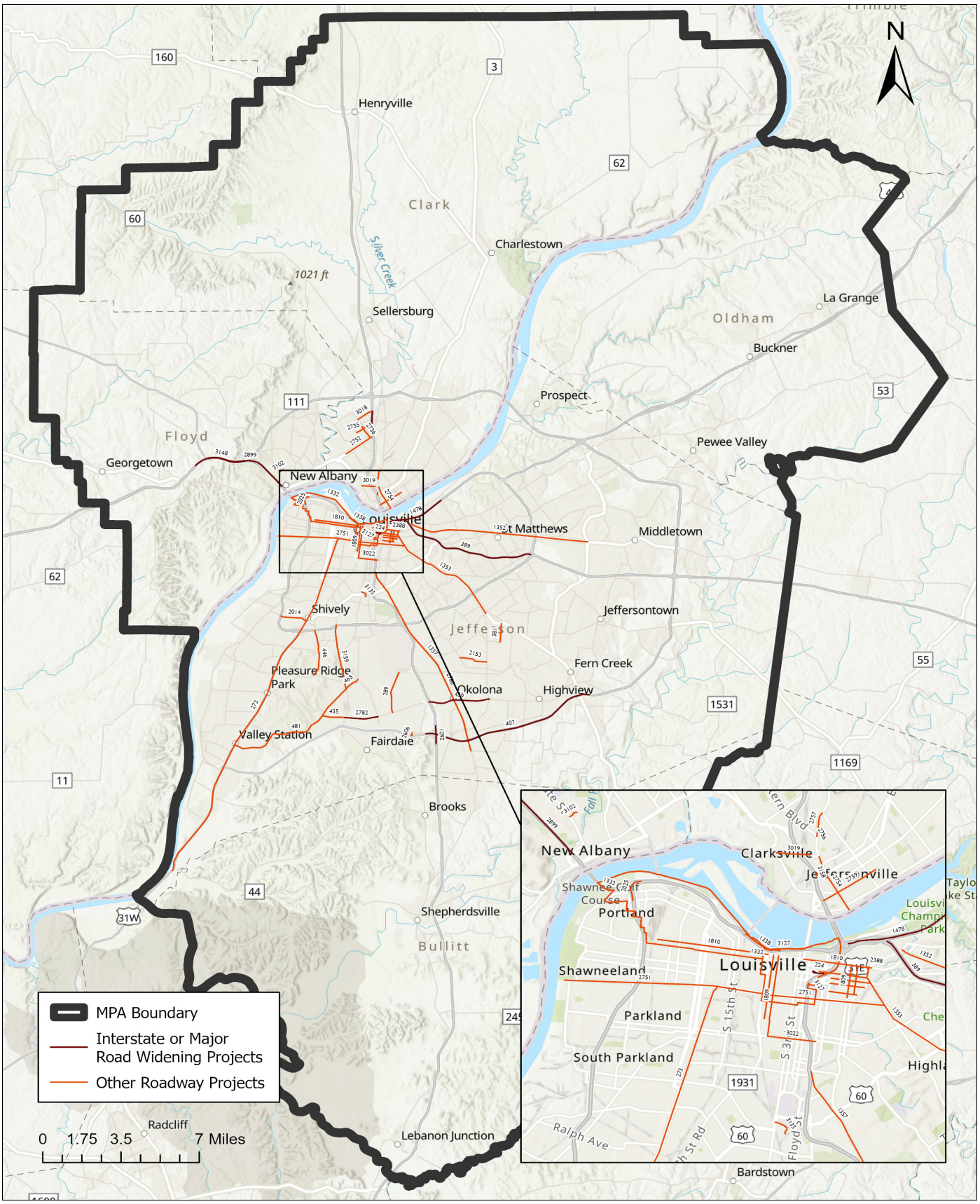
FIGURE 63: Relevant Roadway Projects in Environmental Justice Areas



GOALS & OBJECTIVES

ECONOMIC DEVELOPMENT

Leverage transportation investments to support regional and local economic growth

OBJECTIVE: SUPPORT ACCESS TO WORK BY MAINTAINING OR IMPROVING REASONABLE TRAVEL TIME ON THE REGION'S TRANSPORTATION INFRASTRUCTURE

OBJECTIVE: DEVELOP A SUSTAINABLE WORKFORCE THROUGH BETTER EMPLOYMENT ACCESSIBILITY AND MOBILITY OPTIONS, ESPECIALLY FOR THOSE RESIDING IN LOW-INCOME AREAS WITH HIGH UNEMPLOYMENT

OBJECTIVE: ENHANCE MULTIMODAL ACCESS TO MAJOR EMPLOYMENT CENTERS AND AREAS WITH ANTICIPATED EMPLOYMENT GROWTH

OBJECTIVE: STRENGTHEN COORDINATION BETWEEN TRANSPORTATION AND LAND USE PLANNING

Highest Rankings Projects: Economic Development

Both bicycle/pedestrian and roadway projects were evaluated on three primary economic development factors:

- Proximity to existing jobs
- Proximity to predicted job growth (see Page 142 for explanation of methodology)
- If the project will enhance connectivity to existing high demand destinations

What scores highest?

Projects that were within a ½ mile of the biggest existing jobs centers, within a ½ mile of the areas in the top third of projected job growth through 2050, and that enhanced connectivity to existing high-demand locations scored the highest. The rationale is that the most important economic development role transportation can play is to increase access for more people to jobs centers and economically vital areas.

Eight bicycle/pedestrian projects received 40 or more total points out of a possible 45. There are 12 roadway projects that received 40 or more economic development points out of a possible 45. Those two groups of projects – the highest ranked projects for potential effect on meeting the region's economic development goals – are listed and mapped on the following pages.

FIGURE 64: Highest Scoring Bicycle/Pedestrian Projects: Economic Development

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Economic Development Score (out of 45)
2733	Reimagine 9th Street	2027	Louisville Metro	165	45
2064	East Market Street Streetscape Improvements (Brook to Johnson)	2024	Louisville Metro	160	45
2753	Three Forks of Beargrass Creek Greenways	2040	Louisville Metro	140	45
1425	South Louisville Loop Connector	2035	Louisville Metro	130	45
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162	43
2234	Louisville Loop Riverwalk Shared-Use Path System	2035	Louisville Metro	143	43
1856	Louisville Loop Northeast Shared-Use Path System	2045	Louisville Metro	133	43
2766	KY 1747 (Fern Valley Road / Hurstbourne Parkway) Complete Street	2045	Louisville Metro	108	43

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FIGURE 65: Highest Scoring Bicycle/Pedestrian Projects: Economic Development

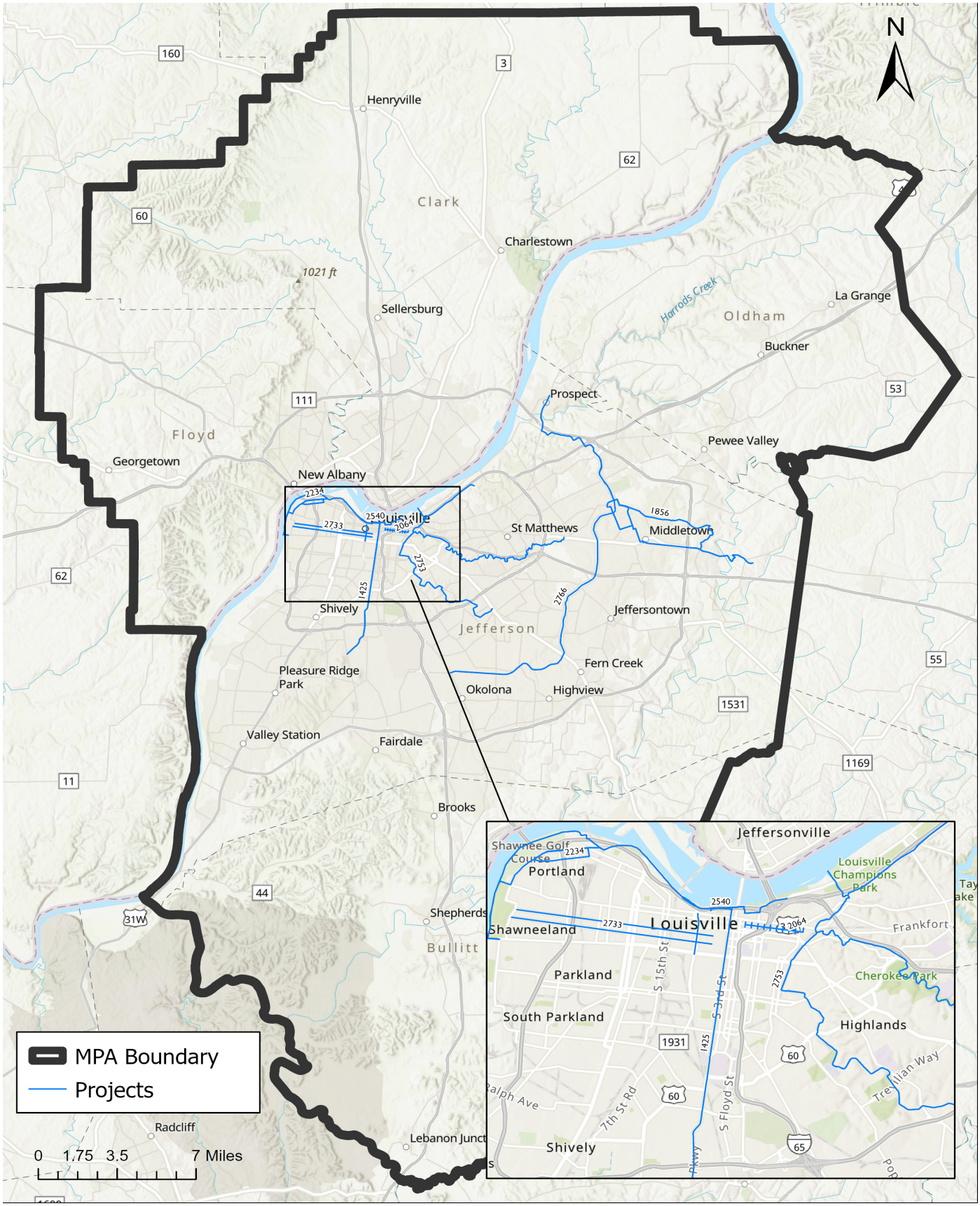

FIGURE 66: Highest Scoring Roadway Projects: Economic Development

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Economic Development Score (out of 45)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	45
1810	One-Way Street Conversion to Two-Way Phase 2 (Main from 2nd to Story and 9th to 30th)	2028	Louisville Metro	129	45
3127	Downtown Louisville Traffic Signal Upgrades	2026	Louisville Metro	154	45
224	I- 65 (Extend/reconstruct sb exit ramp to Brook and Floyd)	2029	Louisville Metro	142	45
1809	One-Way Street Conversion to Two-Way Phase 1 (various downtown Louisville streets)	2024	Louisville Metro	123	45
1332	Portland Neighborhood Traffic Calming	2030	Louisville Metro	142	43
389	I-64 (Kennedy Interchange to I-264)	2035	KYTC	118	43
958	I-265 (Taylorsville to I-71)	2024	KYTC	102	43
1338	River Road Extension (7th to Northwestern)	2025	Louisville Metro	136	43
1353	Connection 22 - Signal System Upgrade (Baxter/Bardstown)	2035	Louisville Metro	136	43
1352	US 60 Premium Transportation Corridor Project - Section 1 (Story to Hurstbourne)	2045	Louisville Metro	132	43
273	US 31W (Broadway to KY 44)	2028	KYTC	109	43

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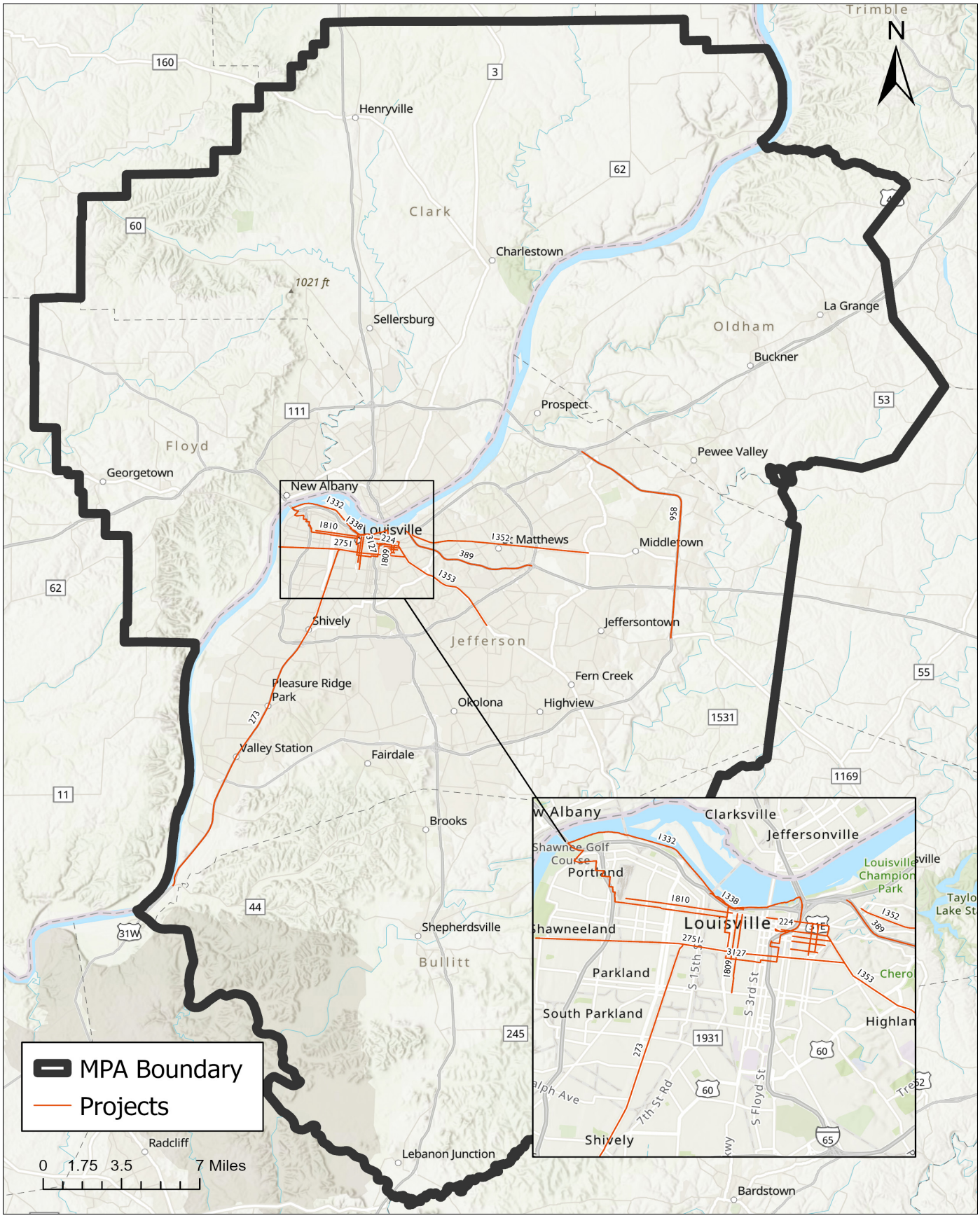
FIGURE 67: Highest Scoring Roadway Projects: Economic Development



GOALS & OBJECTIVES

EFFECTIVE ROADWAY SYSTEM

Create a modern, innovative, and efficient roadway system

OBJECTIVE: MAINTAIN OR IMPROVE TRAVEL TIME ON FREEWAY AND INTERSTATE ROADWAYS

OBJECTIVE: MAINTAIN OR IMPROVE TRAVEL TIME ON ARTERIAL ROADWAYS

OBJECTIVE: STABILIZE AND DECREASE VEHICLE MILES TRAVELED

OBJECTIVE: DIRECT EFFORTS TO EXPAND FACILITIES IN SUPPORT OF ELECTRIC AND AUTOMATED VEHICLES AND OTHER FUTURE TRANSPORTATION TECHNOLOGY

OBJECTIVE: EXPLORE INNOVATIVE MANAGEMENT AND OPERATION STRATEGIES

Highest Rankings Projects: Roadway System

Roadway system projects were evaluated on five different factors to gauge their contributions toward a more modern, innovative, and efficient roadway system:

- Average Annual Daily Traffic (AADT) at the intended roadway intersection or segment to measure existing total volumes of traffic
- Travel Time Index (TTI) or Level of Service (LOS) (both measures of peak time delays) at the intended roadway intersection or segment
- If the project will enhance connectivity to high demand locations
- If the project will Improve the active transportation network
- If the project will include innovative transportation infrastructure

What scores highest?

Projects on high volume roads, with high levels of congestion at peak time, in high-demand areas, and which will enhance the region's active transportation network and incorporate innovative transportation infrastructure like ITS treatments score the highest. The rationale is that roadways with a clearly demonstrated demand are the most critical for a fully functioning and effective regional roadway system and that projects which enhance complimentary multimodal options and incorporate emerging technology better position the region to maintain and improve upon existing efficiency levels without resorting to adding lane capacity or encouraging VMT increases.

There are 14 roadway projects that received 30 or more effective roadway system points out of a possible 45. Those projects – the highest ranked projects for potential effect on creating a modern, innovative, and effective roadway system – are listed and mapped on the following pages.

Bicycle/pedestrian projects were not evaluated for this section.

Transportation Systems Management and Operations (TSMO) strategies, such as technology, bicycle, pedestrian, and transit investments, can be effective measures to reduce or manage congestion. For this reason, the MTP project evaluation process ranked roadway projects higher if they also included aspects that enhanced multimodal transportation potential or incorporated innovative technologies like Intelligent Transportation System (ITS) that contribute to a "smarter" transportation network. KIPDA also established a "Complete Streets Policy" in 2022 that prioritizes MPO-controlled funding for projects that can demonstrate how they improve biking, walking, or transit operations conditions.

FIGURE 68: Highest Scoring Roadway Projects: Roadway System

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Roadway System Score (out of 45)
1922	I-264/ US 42 (Westport to I-71)	2028	KYTC	141	43
3110	Watterson Trail Signalization Improvements (Ruckriegel to Ruckriegel)	2025	City of Jeffersontown	127	37
958	I-265 (Taylorsville Road to I-71)	2024	KYTC	102	35
2610	US 60 (Old Shelbyville to N English Station)	2029	KYTC	144	33
1810	One-Way Street Conversion to Two-Way Phase 2 (Main from 2nd to Story and 9th to 30th)	2028	Louisville Metro	129	32
3159	New Cut Road/Taylor Blvd. Safety Improvements (3rd Street Road/Southside to I-264)	2035	Louisville Metro	100	32
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	32
480	US 60 (I-264 to Hurstbourne)	2040	KYTC	107	31
386	KY 1747 (Bardstown to Taylorsville)	2035	KYTC	96	31
479	US 60 (Hurstbourne to Old Shelbyville)	2035	KYTC	113	31
1915	Dutchmans & Breckenridge Lane Intersection Improvements	2035	Louisville Metro	97	31
3113	Galene Drive/Sprowl Road Collector Extension	2028	City of Jeffersontown	116	31
2388	Main Street / Story Avenue Intersection	2024	Louisville Metro	142	30
265	Bunsen Boulevard / Christian Way (Oxmoor to Bunsen Parkway)	2040	Louisville Metro	99	30

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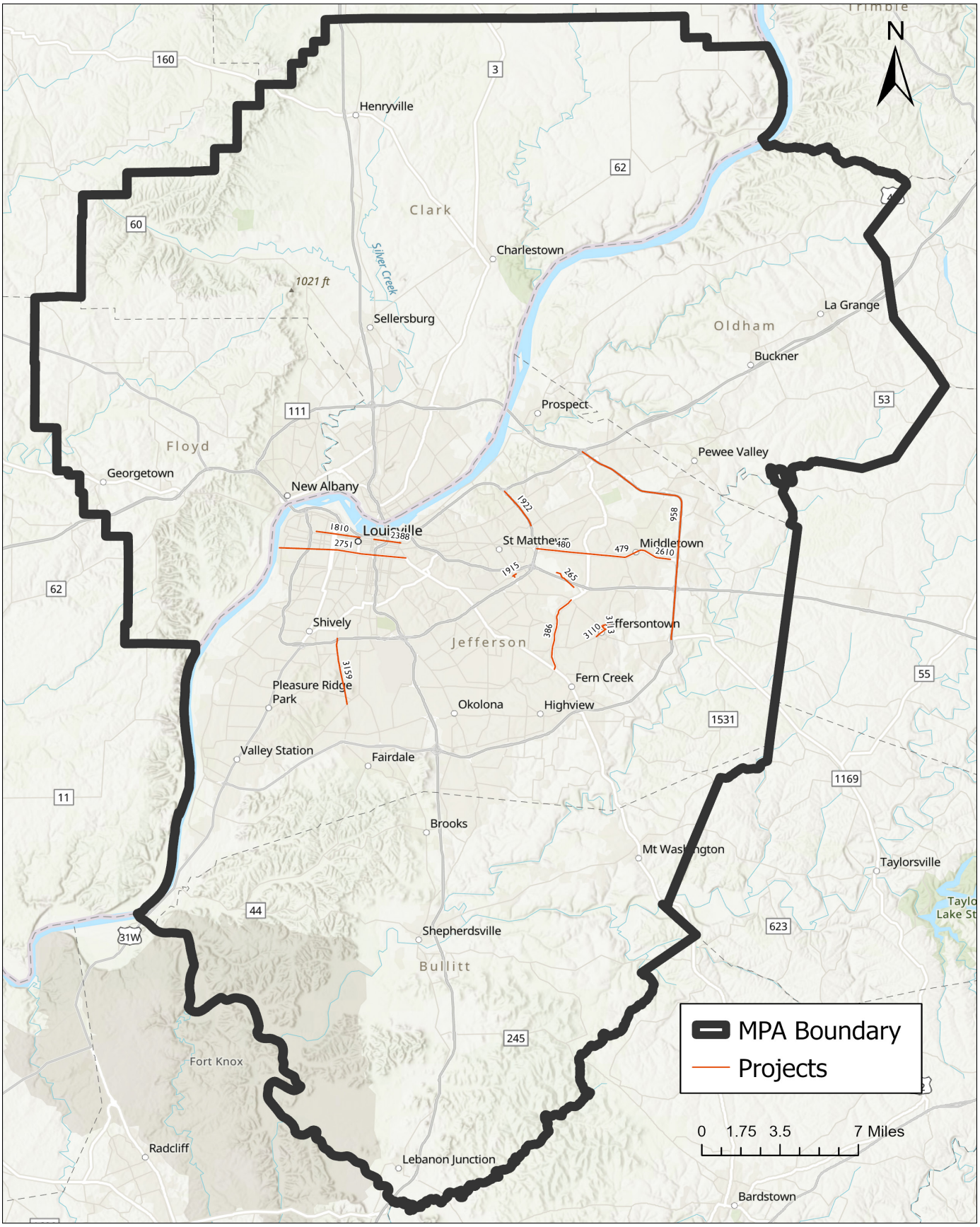
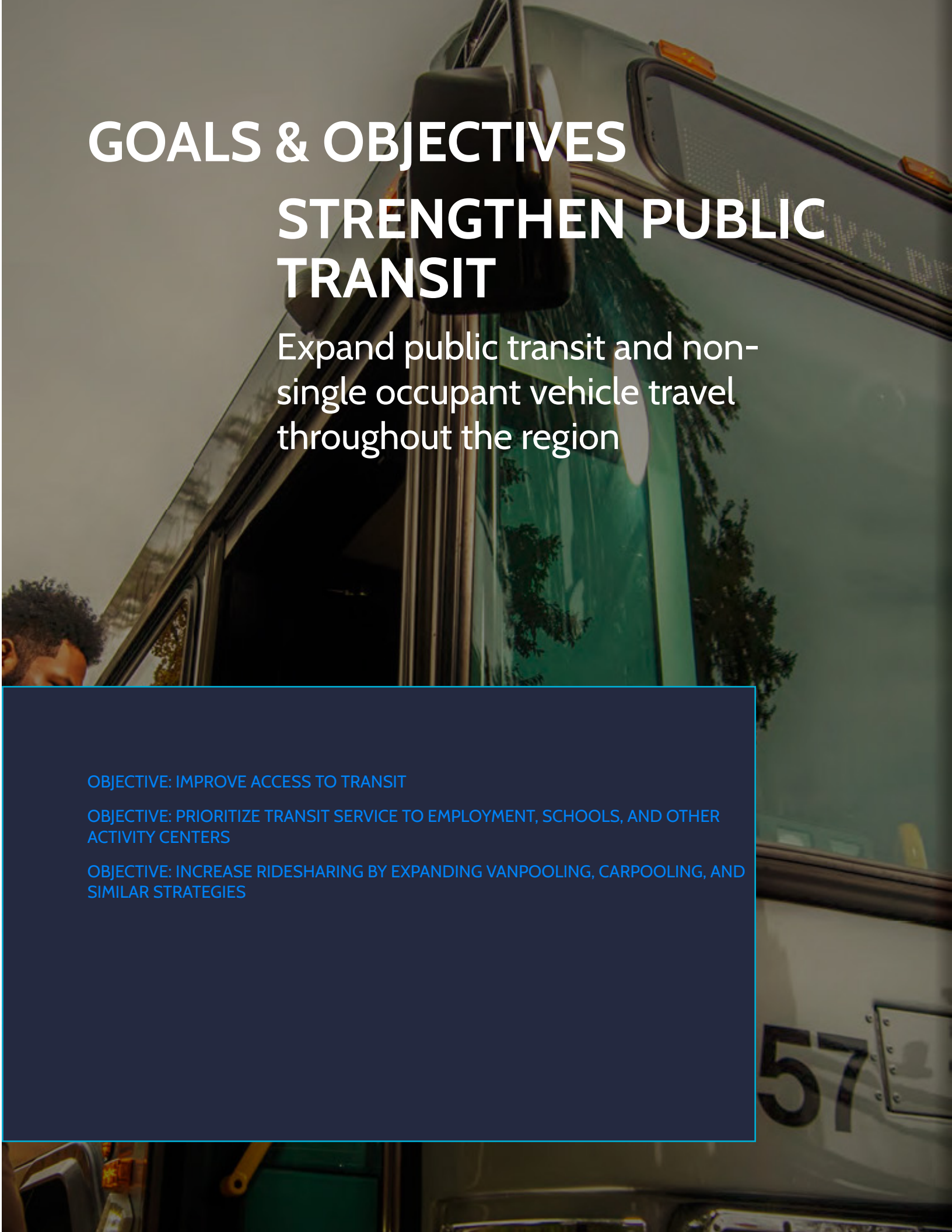
FIGURE 69: Highest Scoring Roadway Projects: Roadway System





GOALS & OBJECTIVES

STRENGTHEN PUBLIC TRANSIT

Expand public transit and non-single occupant vehicle travel throughout the region

OBJECTIVE: IMPROVE ACCESS TO TRANSIT

OBJECTIVE: PRIORITIZE TRANSIT SERVICE TO EMPLOYMENT, SCHOOLS, AND OTHER ACTIVITY CENTERS

OBJECTIVE: INCREASE RIDESHARING BY EXPANDING VANPOOLING, CARPOOLING, AND SIMILAR STRATEGIES

Highest Rankings Projects: Transit

Transit projects were evaluated on six different factors to gauge their effectiveness at improving transit service in the KIPDA MPO region:

- If the project will enhance connectivity and access to existing high demand destinations
- If the project will increase transit reliability
- If the project can be implemented quickly
- If the project will improve transit safety
- If the project will enhance existing service or infrastructure
- If the project will add transit service or infrastructure in a high transit propensity area

What scores highest?

Projects that improve existing transit service in high-demand areas or make the overall system more reliable and safer score the highest in this category. The rationale is that transit access is best enhanced by adding more service in high demand/propensity areas, and increasing the safety and reliability of the overall system.

Six transit projects received more than 50 transit-specific points out of a total of 90 available. Those projects are listed and mapped on the following pages.

When reviewing the listed transit projects there are two additional notes that are important for context:

- Only projects identified as primarily transit projects were evaluated with the transit scoring rubric. Projects that may have transit components as part of a larger project – like dedicated lanes or bus stop improvements – were not scored as transit projects if the project sponsor classified them as a roadway or bicycle/pedestrian project. The best example is Broadway All The Way, one of the overall highest scoring projects in the MTP. This Louisville Metro plan to remake Broadway includes plans for dedicated bus lanes, something that would likely have a very positive effect on transit service overall in the region as the Broadway corridor has one of the region's largest transit ridership concentrations. But the project is classified as a roadway project, so it is not evaluated under the transit-specific criteria.
- A majority of federal transit funding in the region is dedicated to maintenance and improving existing infrastructure. TARC estimates there will be more than $1.3 billion spent locally on capital funding for transit between now and 2050. While this funding is critical to maintaining existing service and implementing improvements in the coming years, it is difficult to display priorities visually in the same way as some of the top scoring projects for other important goals. Similarly, TARC estimates it will spend at least $2.7 billion in local funds alone on transit operations through 2050. That funding – an important and sizeable part of the KIPDA MPO region's transportation spending – is also difficult to visually display and is outside the scope of the MTP in terms of financial analysis because it is all locally-based and the MTP prioritizes analysis of how federal funds will be spent.

FIGURE 70: Highest Scoring Projects: Transit

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Transit Score (out of 90)
2150/3072	University of Louisville Bus Shelter Program	2024	University of Louisville	139	90
3137	Bus Stop and Access Improvements - M. Ali and Chestnut Street Corridor	2023	TARC	150	85
3129	Bus Stop Improvements at Transit Node Eastern Parkway and Preston/Shelby Street	2023	TARC	121	75
3073	Purchase Two (2) Extended Range Electric Buses	2024	TARC	105	60
2408	Cross River Connectors (downtown Louisville to River Ridge)	2022	TARC	107	52
2667	Outer Loop Circulator (Iroquois Park to Commerce Crossings)	2022	TARC	101	52

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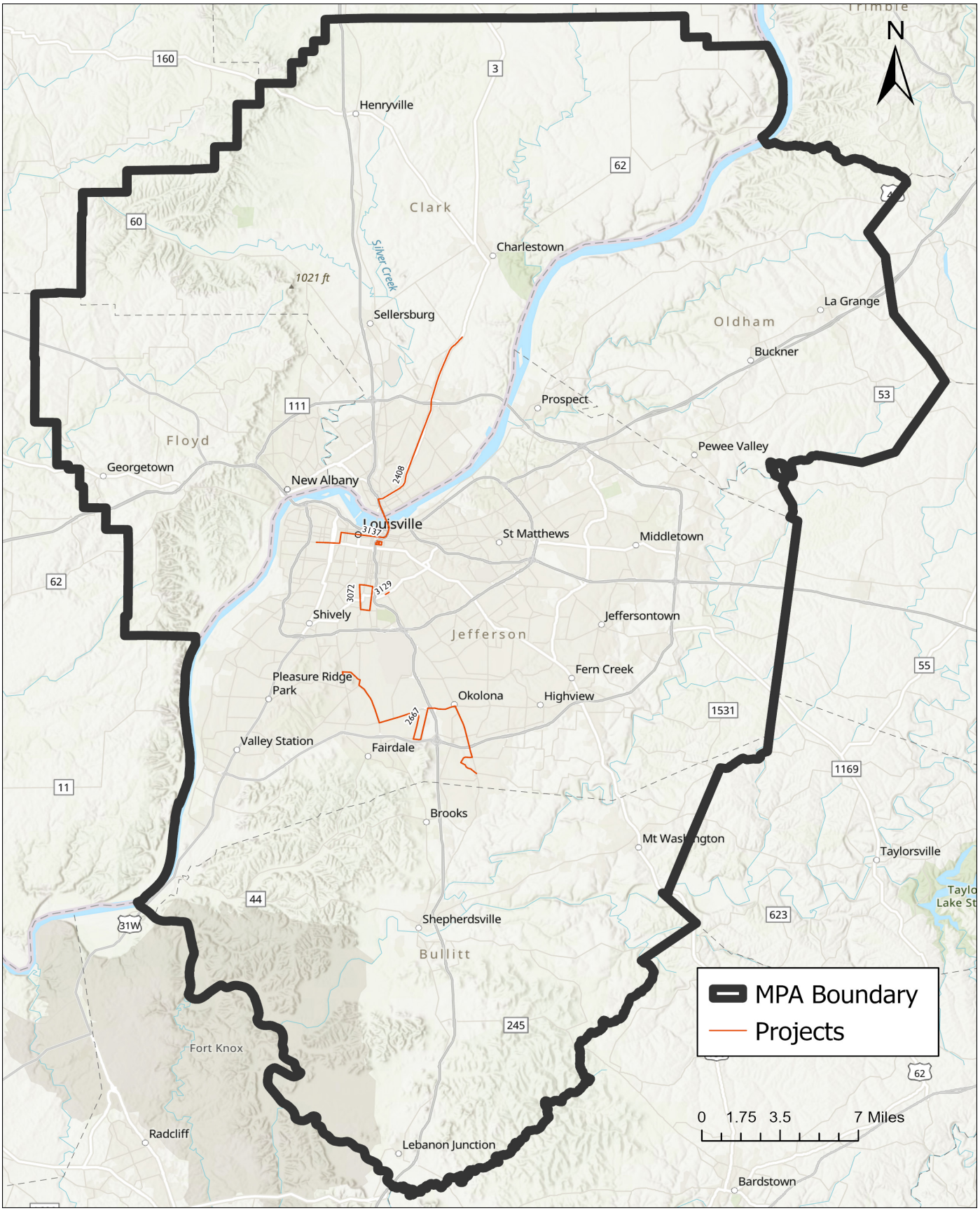
FIGURE 71: Highest Scoring Projects: Transit



GOALS & OBJECTIVES

EXPAND ACTIVE TRANSPORTATION

Expand active transportation options with connected pedestrian and bicycle infrastructure

OBJECTIVE: INCREASE ACCESS TO PEDESTRIAN FACILITIES AND CONTINUITY OF THE SYSTEM

OBJECTIVE: INCREASE ACCESS TO AND UTILIZATION OF BICYCLE FACILITIES

OBJECTIVE: INCREASE OR IMPROVE EXISTING BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT

OBJECTIVE: SUPPORT INNOVATIVE ACTIVE TRANSPORTATION AND SHARED MICROMOBILITY STRATEGIES

Highest Rankings Projects: Active Transportation

Bicycle/pedestrian projects were evaluated on four factors to gauge the level of their contribution to expanding regional active transportation:

- If the project will fill a gap in the existing active transportation network or creates a network where none currently exists
- If the project will increase bicycle/pedestrian connections to transit
- The rate of crashes involving people walking or biking over a 10-year period at the project location
- If the project will enhance active transportation connectivity to existing high demand destinations

Roadway projects were evaluated on two factors to gauge the level of their contribution to expanding regional active transportation:

- The rate of crashes involving people walking or biking over a 10-year period at the project location
- If the project includes multimodal or complete streets elements in the project

What scores highest?

Projects that improve dangerous areas for people walking and biking while filling gaps in the existing active transportation network and better connecting people walking and biking to existing infrastructure and high demand locations score the highest. The rationale is that the best way to expand the active transportation network is to make it safer and easier to use for more people in the KIPDA MPO region to use that network. There are 10 bicycle/pedestrian projects that scored at least 40 points out of a possible 50 in the active transportation category. Five roadway projects scored all 20 possible points.

Those projects – the highest ranked projects for potential effect on expanding the region's active transportation network – are listed and mapped on the following pages.

FIGURE 72: Highest Scoring Bicycle/Pedestrian Projects: Active Transportation

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Active Transportation Score
1634	LaGrange Road Bicycle & Pedestrian Improvements	2024	Louisville Metro	139	50
2920	Blanton Lane Sidewalk	2025	Louisville Metro	148	47
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	47
2142	Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway	2040	Louisville Metro	165	45
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162	45
2064	East Market Street Streetscape Improvements	2024	Louisville Metro	160	45
1423	River Road Bicycle & Pedestrian Improvements	2045	Louisville Metro	119	43
1582	Watterson Trail Phase I	2023	Jeffersontown	124	42
2239	Cannons Lane	2023	Louisville Metro	103	42
2769	New Cut Road Complete Street	2035	Louisville Metro	111	41
2082	Good Samaritan Bicycle and Pedestrian Trail Connector	2023	Jeffersontown	129	40
2786	Jeffersontown to Parklands Multi-use Bicycle/Pedestrian Trail	2025	Jeffersontown	66	40

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FIGURE 73: Highest Scoring Bicycle/Pedestrian Projects: Active Transportation

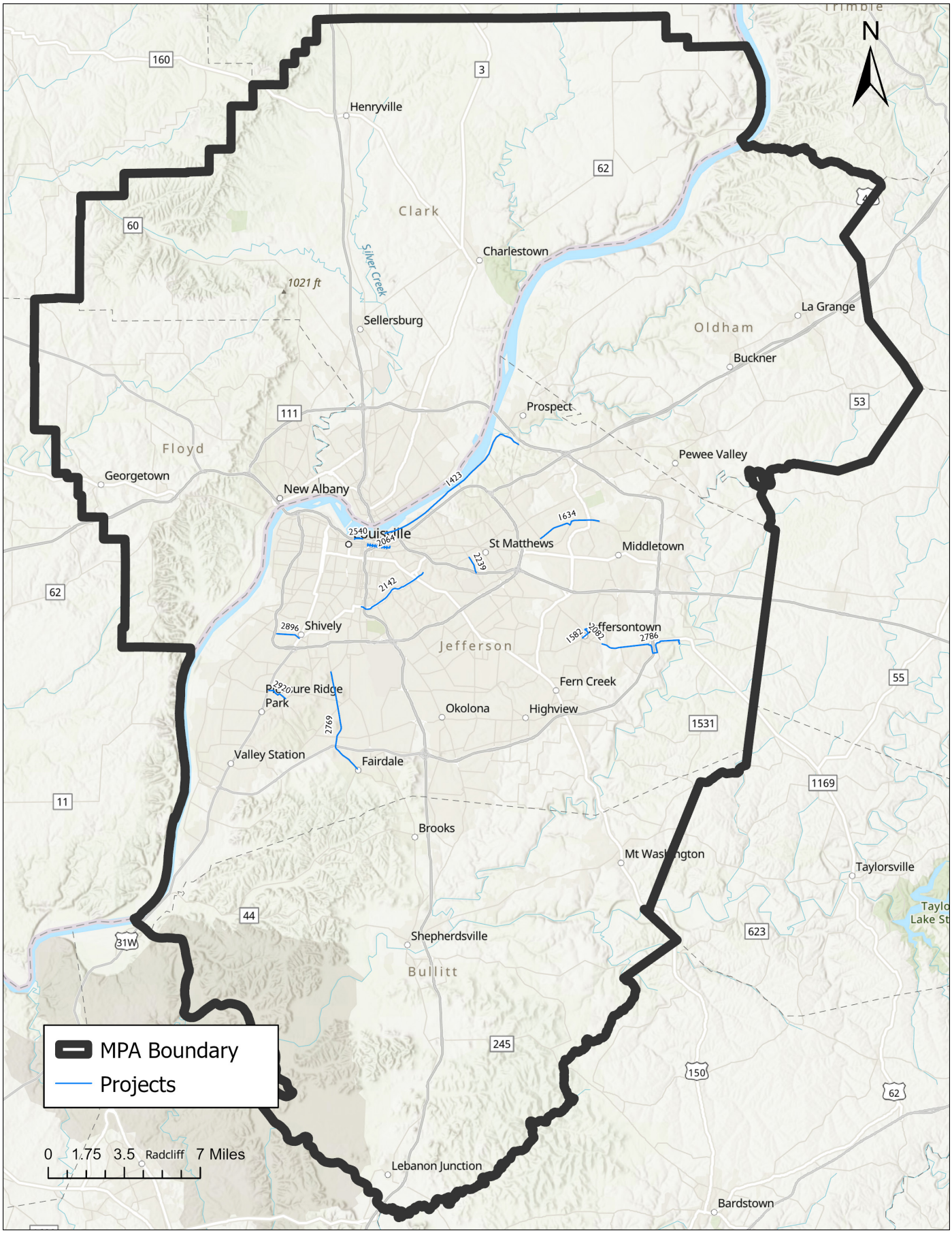

FIGURE 74: Highest Scoring Roadway Projects: Active Transportation

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Active Transportation Score (out of 20)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	20
1332	Portland Neighborhood Traffic Calming	2030	Louisville Metro	142	20
1810	One-Way Street Conversion to Two-Way Phase 2 (Main from 2nd to Story and 9th to 30th)	2028	Louisville Metro	129	20
2610	US 60 (Old Shelbyville to North English Station)	2029	KYTC	144	20
2214	KY 1931 (Dixie Highway to Doss HS)	2027	KYTC	122	20
3159	New Cut Road/Taylor Blvd. Safety Improvements (3rd Street Road/Southside to I-264)	2035	Louisville Metro	100	20

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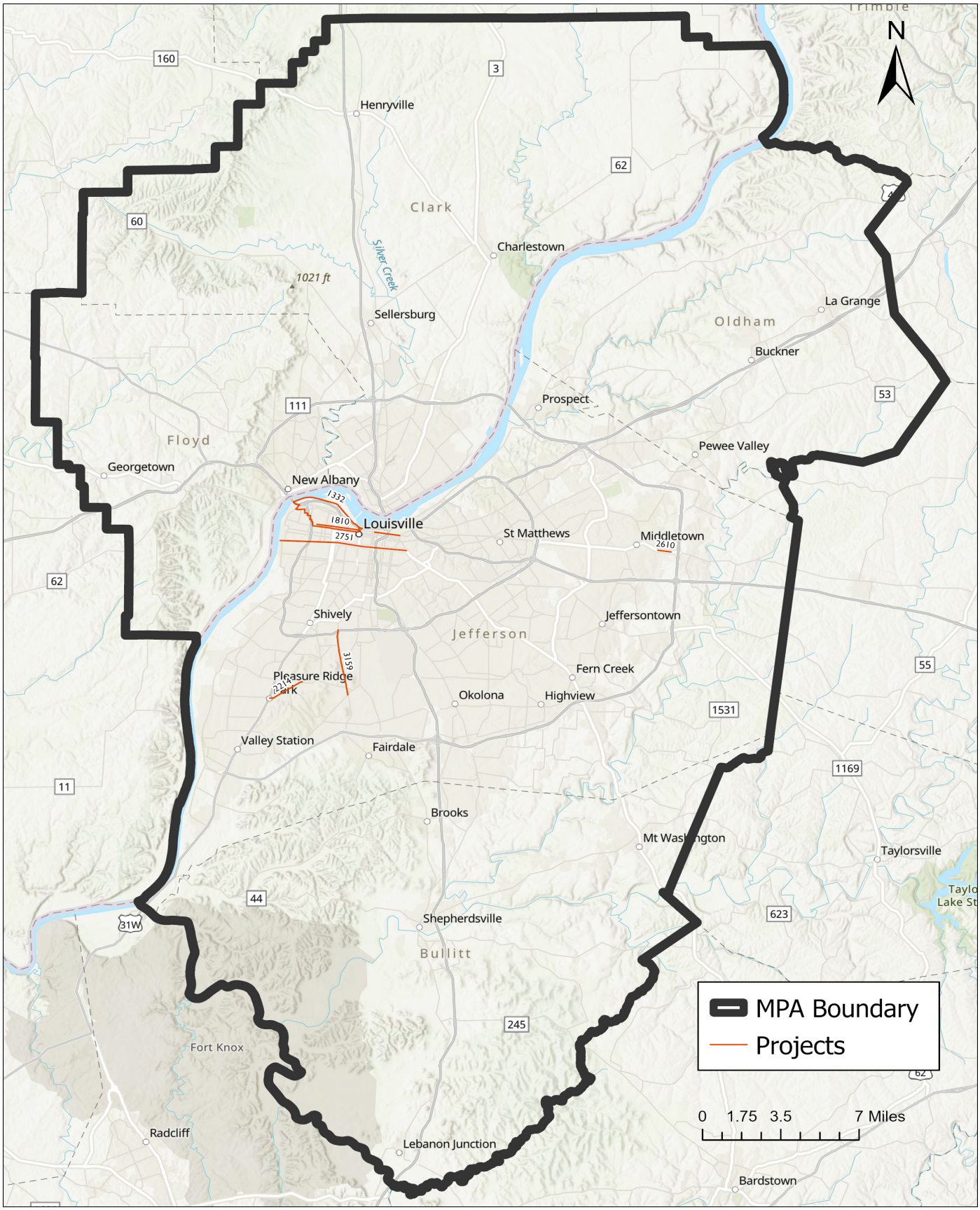
FIGURE 75: Highest Scoring Roadway Projects: Active Transportation



GOALS & OBJECTIVES

FREIGHT

Support the reliable movement of freight

OBJECTIVE: REDUCE DELAY AND IMPROVE RELIABILITY FOR TRUCKS TRAVELING ON INTERSTATES, FREEWAYS, AND ARTERIALS

OBJECTIVE: IMPROVE TRUCK ACCESS TO FREIGHT DESTINATIONS

OBJECTIVE: SAFELY INTEGRATE FREIGHT MOBILITY WITH OTHER TRANSPORTATION MODES

Highest Rankings Projects: Freight

Roadway projects were evaluated on two factors to gauge their potential to improve the region's freight network:

- If the project is on a Tier 1 roadway in the region's freight network (see Page 46-48 on Functional Classification and 76-79 for more details on the freight network classification roadway)
- Average Annual Daily Traffic (AADT) of the intended roadway intersection or segment to measure existing total volumes of traffic

What scores highest?

Projects that are designed to address issues on Tier 1 roadways of the regional freight network and are on the highest traffic volume segments of those roadways score the highest. The rationale is that Tier 1 roadways with large daily traffic counts should be the top priority to meet the goal of supporting the reliable movement of freight through the KIPDA MPO region.

There are nine roadway projects that scored at least nine points out of a total of ten available in the freight category.

Those projects – the highest ranked projects for supporting the reliable movement of freight through the KIPDA MPO region – are listed and mapped on the following pages.

Bicycle/pedestrian projects were not evaluated in the freight network analysis.

FIGURE 76: Highest Scoring Projects: Freight

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Freight Score (out of 10)
1372	KY 155 (Watterson Trail to I-265)	2030	KYTC	91	10
2770	Grant Line Road (Hausfeldt to Security Parkway)	2035	New Albany	77	9
1816	KY 480 (Cedar Grove ES to Valley View Drive)	2026	KYTC	97	9
2193	I- 65/KY 480 Interchange	2026	KYTC	77	9
2613	KY 44 (US 31EX to US 31E Bypass)	2027	KYTC	125	9
2918	KY 44 (Bogard to Armstrong)	2029	KYTC	124	9
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	115	9
443	KY 146 (Nelson Miller to Reamers)	2029	KYTC	106	9
2605	KY 53 (Zhale Smith Road to KY 22)	2029	KYTC	97	9

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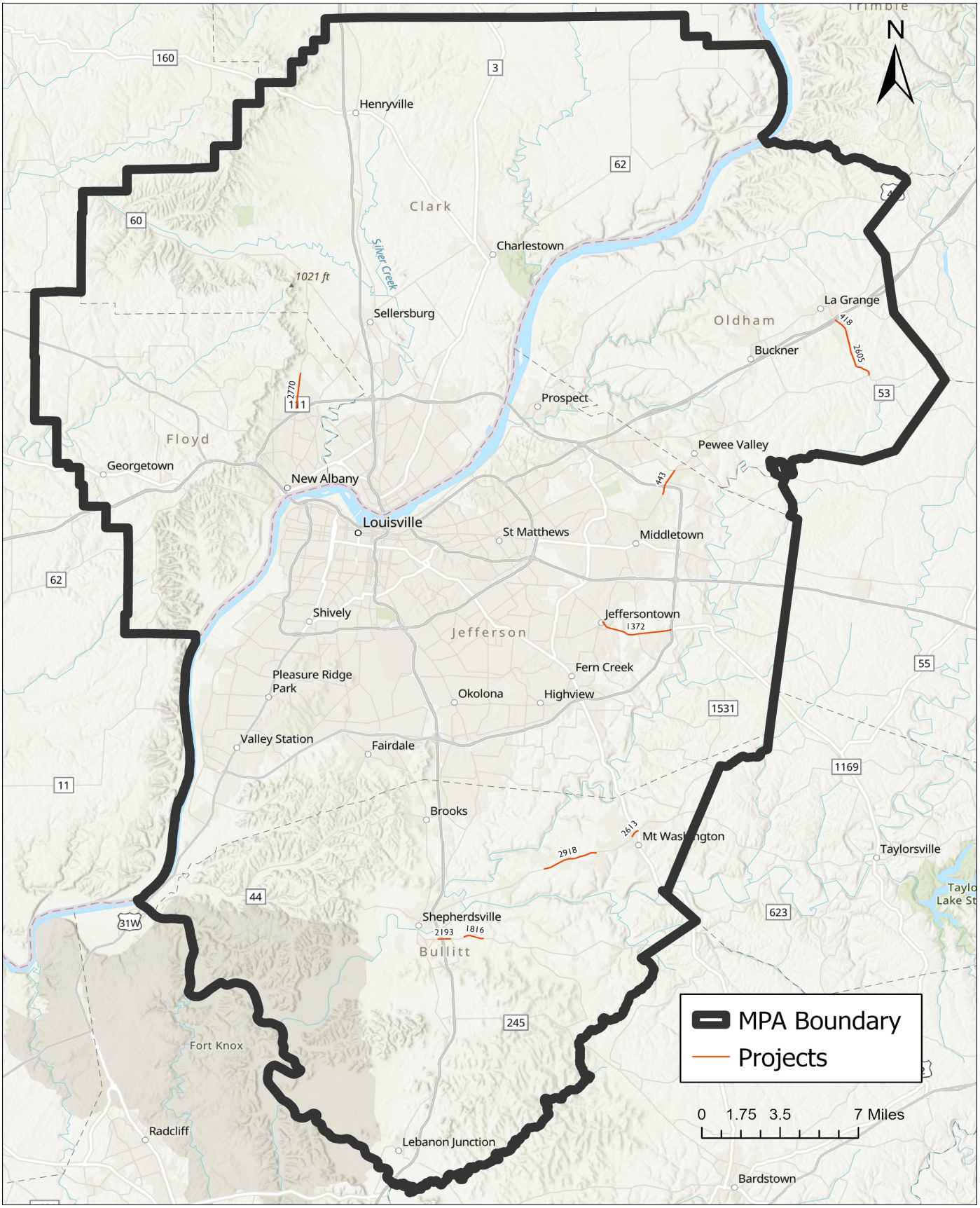
FIGURE 77: Highest Scoring Projects: Freight



GOALS & OBJECTIVES
A RESILIENT REGION

Implement resilient infrastructure

OBJECTIVE: IMPROVE PAVEMENT CONDITIONS

OBJECTIVE: IMPROVE BRIDGE CONDITIONS

OBJECTIVE: REDUCE THE PERCENT OF THE TRANSIT FLEET EXCEEDING THE USEFUL LIFE BENCHMARK AND MAINTAIN THE CONDITION OF TRANSIT FACILITIES

OBJECTIVE: INCREASE SYSTEM RELIABILITY ON FIXED ROUTE TRANSIT AND PARATRANSIT

OBJECTIVE: PRIORITIZE RESILIENCY STRATEGIES TO EXTEND THE LIFE SPAN AND FUNCTIONALITY OF THE TRANSPORTATION SYSTEM

OBJECTIVE: ADD REDUNDANT INFRASTRUCTURE TO INCREASE SYSTEM RESILIENCY

OBJECTIVE: INTEGRATE CLIMATE CHANGE CONSIDERATION INTO ASSET MANAGEMENT

Highest Rankings Projects: Resilient Region

Bicycle/pedestrian projects were evaluated on three factors to gauge the level of their contribution to increasing regional resilience:

- If the project will increase bicycle/pedestrian connections to transit
- If the project will Incorporate resilient design measures
- If the project will add to bicycle/pedestrian infrastructure in high active transportation propensity areas

Roadway projects were evaluated on five factors to gauge the level of their contribution to increasing regional resilience:

- If the project will incorporate resilient design measures
- Average Annual Daily Traffic (AADT) of the intended roadway intersection or segment to measure existing total volumes of traffic
- If the project will enhance connectivity to high demand locations
- If the project will improve the active transportation network
- If the project will utilize innovative transportation infrastructure

What scores highest?

Projects that enhance connectivity options to high demand locations, other modes, or along high use existing roadways rate highly, with projects that also incorporate resilient design measures scoring the highest in this category. The rationale is based on the FHWA definition of resiliency (see Page 41) which stresses redundancy and preparation for the consequences of a changing climate which, in the KIPDA MPO region is likely to include increased rainfall and flooding risk.

There were 30 of the bicycle/pedestrian projects that received 15 points out of a possible 20, and 15 roadway projects that received at least 26 points out of a possible 35.

Those projects – the highest ranked projects for ensuring a resilient KIPDA MPO region – are listed and mapped on the following pages.

FIGURE 78: Highest Scoring Bicycle/Pedestrian Projects: Resiliency

High Scoring Resiliency Projects: Bike & Pedestrian

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Resiliency (out of 20)
2142	Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway"	2040	Louisville Metro	165	15
2733	Reimagine 9th Street	2027	Louisville Metro	165	15
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162	15
2064	East Market Street Streetscape Improvements	2024	Louisville Metro	160	15
2920	Blanton Lane Sidewalk	2025	Louisville Metro	148	15
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	15
3181	Dixie Highway Streetscape	2024	Louisville Metro	144	15
2234	Louisville Loop Riverwalk Shared-Use Path System	2035	Louisville Metro	143	15
2753	Three Forks of Beargrass Creek Greenways	2040	Louisville Metro	140	15
3134	Brandeis Avenue and South 4th Street Intersection Streetscape Improvement	2024	University of Louisville	140	15
1634	LaGrange Road Bicycle & Pedestrian Improvements	2024	Louisville Metro	139	15
3121	Westport Road Sidewalk through I-265 Interchange	2025	Louisville Metro	135	15
1856	Louisville Loop Northeast Shared-Use Path System	2045	Louisville Metro	133	15
2771	Louisville Loop Ohio River Levee Shared-Use Path System	2030	Louisville Metro	130	15
1425	South Louisville Loop Connector	2035	Louisville Metro	130	15
2082	Good Samaritan Bicycle and Pedestrian Trail Connector	2023	Jeffersontown	129	15
2789	10th Street	2030	Jeffersonville	129	15
1791	LaGrange Road Pedestrian Facilities Project	2025	Louisville Metro	127	15
1273	Olmsted Parkways Multi-Use Path System (Parent)	2030	Louisville Metro	125	15
3024	South Hubbards Lane	2030	Louisville Metro	125	15
1582	Watterson Trail Phase I	2023	Jeffersontown	124	15
2541	Jeffersonville 9th Street / Clarksville Montgomery Avenue Multimodal Connection	2023	Clarksville	121	15
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2023	Univ. of Louisville	120	15
1583	Watterson Trail Phase II	2024	Jeffersontown	119	15
1864	Park Hill Streetscape Improvements	2035	Louisville Metro	119	15
3067	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor	2028	Kentucky Transportation Cabinet	116	15
3138	University of Louisville Research Park Pedestrian Bridge	2024	University of Louisville Real Estate Foundation	115	15
2740	Bardstown Road Safety Study Implementation - Southern Phase	2035	Louisville Metro	110	15
1863	West Kentucky Street Project	2033	Louisville Metro	109	15
2766	KY 1747 (Fern Valley Road / Hurstbourne Parkway) Complete Street	2045	Louisville Metro	108	15
2385	Patti Lane Sidewalk Safety Improvement Project	2023	Jeffersontown	108	15
1662	A.B. Sawyer Shared Use Path	2024	Louisville Metro	93	15

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FIGURE 79: Highest Scoring Bicycle/Pedestrian Projects: Resiliency

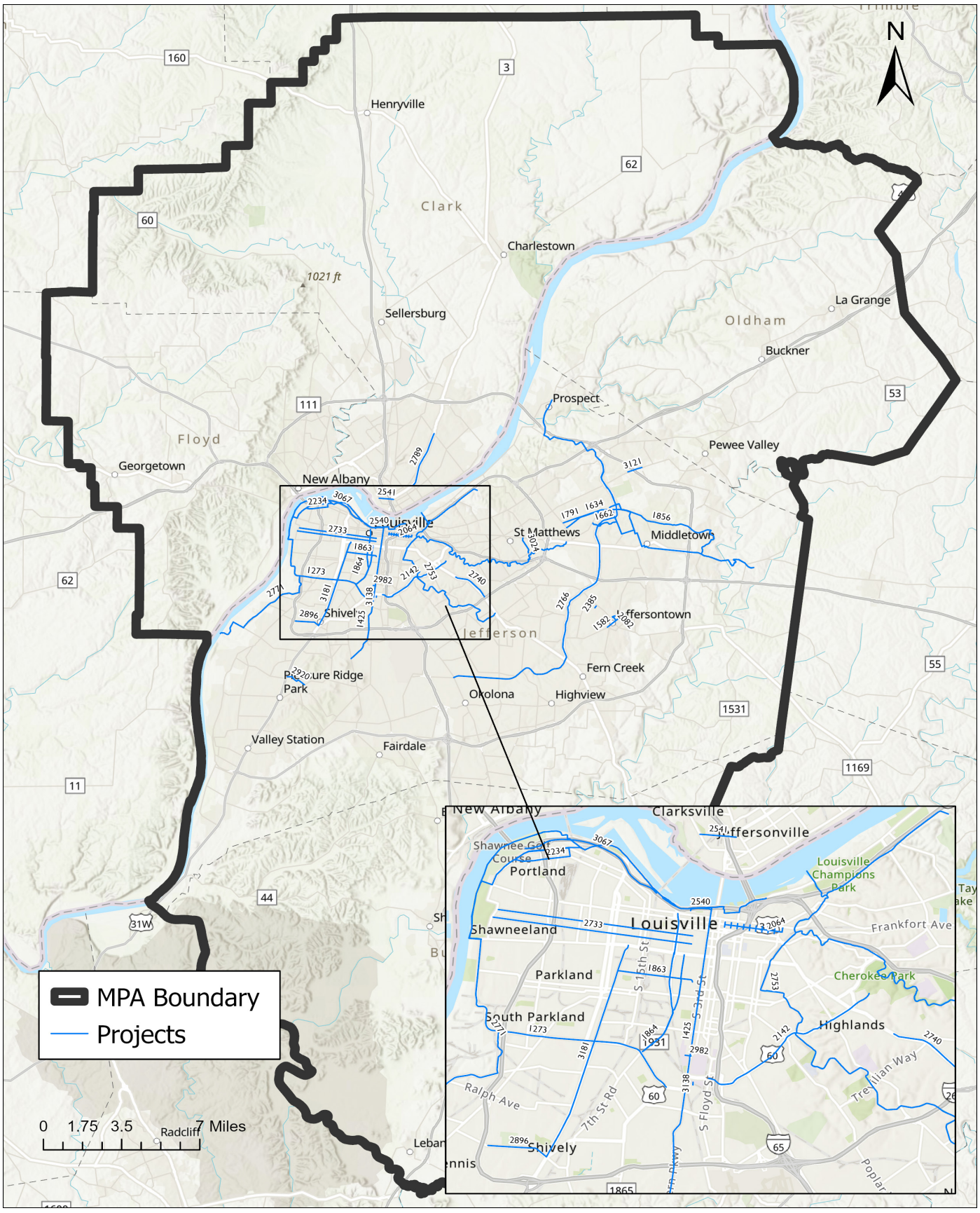

FIGURE 80: Highest Scoring Roadway Projects: Resiliency

KIPDA ID	Project Name	Open to Public Date	Sponsor Agency	Final Project Score (out of 200)	Resiliency Score (out of 35)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	35
265	Bunsen Boulevard / Christian Way (Oxmoor to Bunsen Parkway)	2040	Louisville Metro	99	25
3159	New Cut Road/Taylor Blvd. Safety Improvements	2035	Louisville Metro	100	30
2393	Riverside Drive (town limits to Ashland Park)	2024	Clarksville	115	29
2752	Lewis and Clark Road Diet (I-65 to Johnson Lane)	2029	Clarksville	132	28
2772	Reconstruction of South Clark Boulevard (Missouri to S Sherwood)	2027	Clarksville	96	28
3113	Galene Drive/Sprowl Road Collector Extension	2028	City of Jeffersontown	116	28
3019	Stansifer Avenue Streetscape Improvements (Akers to S Clark)	2028	Clarksville	131	28
2759	Court Avenue Streetscape Improvements (I-65 to Graham)	2027	Jeffersonville	150	27
3110	Watterson Trail Signalization Improvements (Ruckriegel to Ruckriegel)	2025	City of Jeffersontown	127	27
3018	Progress Way Roadway Improvements (I-65 to Broadway)	2029	Clarksville	140	27
2389	Blackiston Mill Road Phase II (Kroger entrance to Blackiston View)	2023	Clarksville	112	27
2760	Market Street Revitalization Project (Spring to Blanchel Terrace)	2028	Jeffersonville	101	27
3111	Billtown-Eastview Collector Extension	2026	City of Jeffersontown	126	26
3022	Oak Street Corridor Streetscape (S Preston to S 7th)	2028	Louisville Metro	105	26

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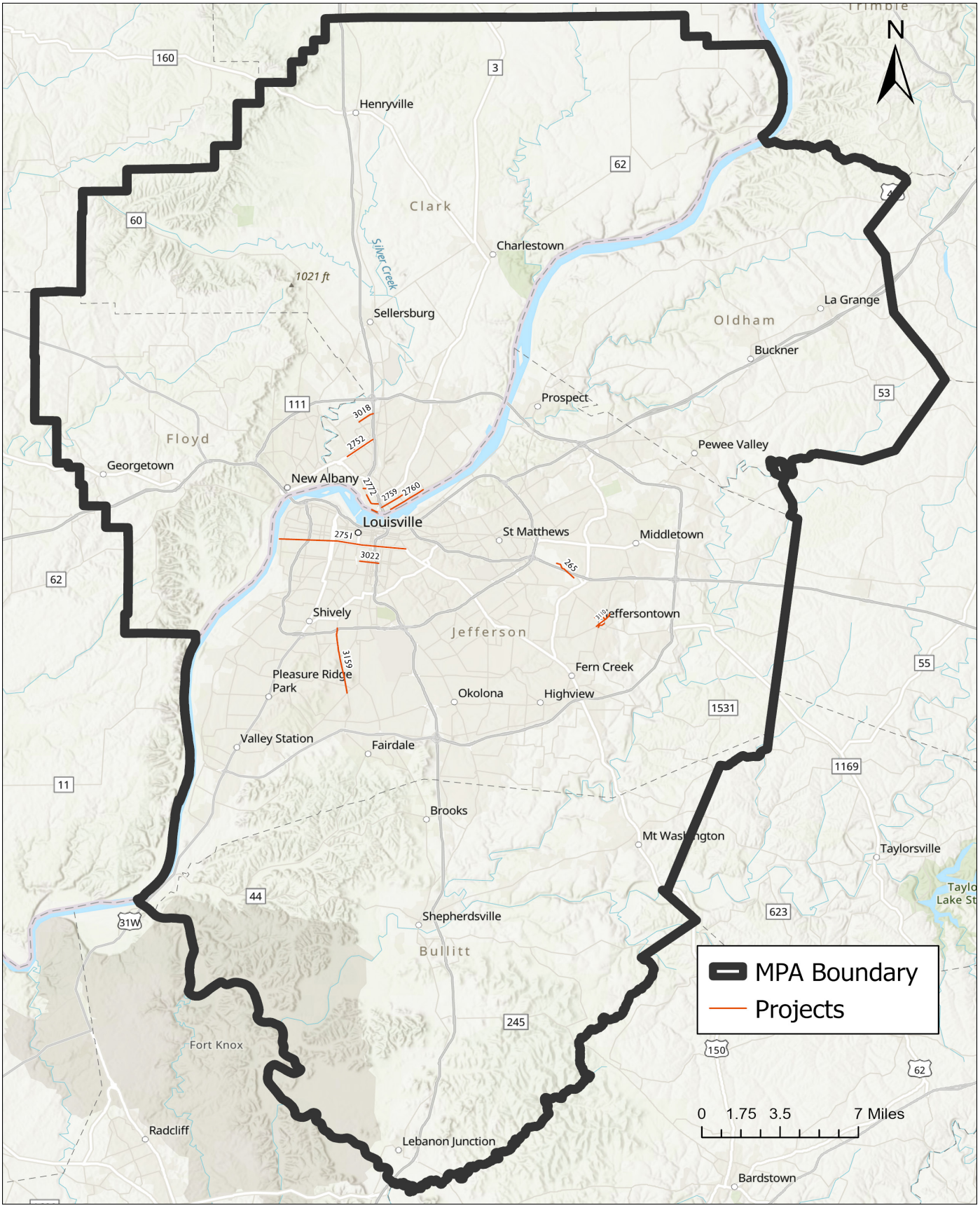
FIGURE 81: Highest Scoring Roadway Projects: Resiliency



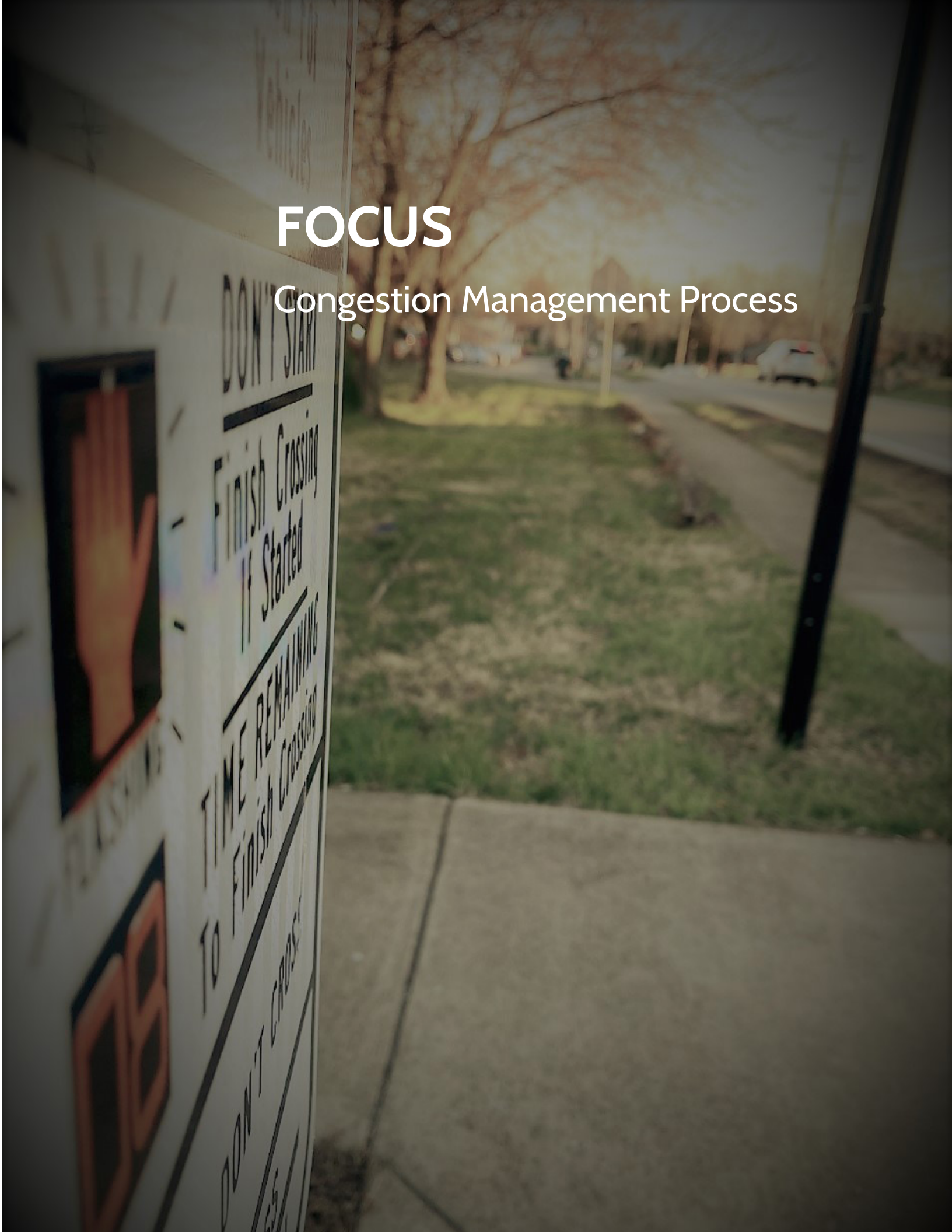
FOCUS
Maintenance

Ensuring a well-maintained and resilient transportation network is a top priority for the KIPDA MPO region that stretches across all nine goals. New and/or improved infrastructure that better connects people in the KIPDA MPO region to important destinations is important, but maintaining existing assets is the top priority. Therefore, under the assumption that maintenance projects should be the first priority, KIPDA does not score maintenance projects for comparison with other projects.

This makes it difficult to highlight the most important maintenance projects. This is further complicated by the fact that many maintenance projects fit into the Group Projects category. This category, which is described in detail on Page 137, allows maintenance projects under a certain total project cost to receive a quick approval, without the need for the more in depth review process that is required to add most MTP projects. This means that maintenance projects using federal funds can usually get faster approval, but it means there is less in depth detailing and visualization of those projects in the MTP. Additionally, the MTP has a long horizon – going through to 2050 – whereas most maintenance projects are planned on a shorter time horizon. This means a majority of the maintenance projects that will be performed during the lifespan of this MTP have not even been planned yet.

The MTP Finance Plan (page 145-148) takes this into account, reserving $3.44 billion for group projects - including maintenance - from 2027-2050, approximately 27% of the total estimated expenditures..

The shorter-term Transportation Improvement Program (TIP) also takes a more detailed look at planned maintenance programs over the next four years.



FOCUS

Congestion Management Process

Congestion management is the utilization of strategies to improve transportation system performance reliability by reducing the adverse impacts of congestion on the movement of people and goods where possible and desired. As with maintenance, congestion management is also a top priority that stretches across all nine *Connecting Kentuckiana 2050* goals. KIPDA has established a formal Congestion Management Process (CMP) that provides a means for both contributing to congestion mitigation on a defined network and analyzing the effect of strategies toward enhancing transportation system efficiency. The CMP was a core part of the Connecting Kentuckiana 2050 project selection and analysis process. The CMP outlined a process where KIPDA staff reviewed all projects submitted for CK2050 for consistency with the goals of the CMP. Additionally, KIPDA utilized the CMP guidelines to develop core components of the evaluation system used to score and rank projects in the MTP. These components included evaluating projects based on whether they:

- Expand the active transportation network
- Reduce bicycle and pedestrian network gaps
- Address areas of significant travel time delay
- Increase multimodal access to transit
- Increase access to high demand destinations
- Increase access to destinations forecast to have growing demand in future years

Projects that addressed these issues scored higher than projects that did not and are thus highlighted as projects recommended for prioritization in future years.

FOCUS

Intelligent Transportation Systems (ITS)

Technology is increasingly utilized to manage traffic, inform travelers, respond to roadway emergencies, and gather data to drive investment decisions. The *Connecting Kentuckiana 2050* project evaluation gave projects that plan to utilize ITS infrastructure additional points as part of the section evaluating innovation potential.

That section was also used to evaluate the contribution of projects to the Roadway and Resiliency goals. KIPDA also develops the Regional ITS Architecture guide, a roadmap for transportation systems integration in the KIPDA MPO region over the next 20 years. That guide informs the MTP update and the project evaluation process.

04 INVESTMENTS

IN THIS CHAPTER

MTP Investments

Financial Plan

Recommended Projects

MTP INVESTMENTS SECTION ONE

PLAN OVERVIEW AND IMPACTS

This section details the comprehensive list of projects that make up the *Connecting Kentuckiana 2050* long-range plan and details the planning, evaluation, and financial analysis processes used to generate those projects. This section is broken up into the following subsections:

- Planning and project development process
- Group project description
- Project evaluation process
- Financial plan analysis
- Recommended projects

PLANNING AND PROJECT DEVELOPMENT PROCESS

Public Participation

Public outreach for the update to *Connecting Kentuckiana 2050* began in Winter of 2021. A Community Engagement page was created to help the public stay up to date. KIPDA met with twenty-eight different groups, distributed a survey, and launched a social media campaign to help shape the success of this latest update and better understand the issues and concerns the public faces as it travels about the region. The update was featured by Louisville Business First in March of 2021.

WHO WE MET WITH

Age-Friendly Louisville
Louisville Grows
Middletown Chamber of Commerce
Louisville Metro Green Team
Louisville Health Advisory Board
Air Pollution Control District
Community Foundation of Southern Indiana
TARC Board of Directors
Center for Neighborhoods
Kiwanis Club of Historic New Albany
Portland Now
Louisville Urban League
Greater Louisville Project
Anchorage City Council
Bullitt County Chamber of Commerce
Rubbertown Community Advisory Council
Goodwill of Kentucky
CFSI Town Hall
Rotary Club of New Albany
Jefferson County League of Cities
Louisville Metro Planning & Design
Riverhills
Kentuckians for Better Transportation
Oldham County Chamber of Commerce
California Neighborhood Day
Goodwill Fall Festival
University of Louisville's Sustainability Day
Thrive Center

Utilizing feedback from public outreach and stakeholder conversations, in late 2021, the KIPDA MPO's governing board, the Transportation Policy Committee (TPC) updated the goals, objectives, and performance measures described in the previous section.Throughout the process, KIPDA staff updated the existing conditions data, future population and employment projections, and analysis tools described in Section 2 in order to better understand how future projects could best help the KIPDA MPO region reach the established goals.

With the approval of goals, demographic projections, analysis tools, and the evaluation rubric described on Page 142 that they informed, KIPDA opened up the project development application window from August to October 2022. This was the process by which local jurisdictions in the KIPDA MPO region and agencies like the Indiana Department of Transportation (INDOT), Kentucky Transportation Cabinet (KYTC), and the Transit Authority of River City (TARC) were able to submit new projects for consideration in the MTP and update existing projects.

Two workshops were held to provide detailed instruction on how the project development process would work. These workshops were recorded and posted to the KIPDA website along with other guidance documents. Project sponsors were sent a spreadsheet of all their existing projects from the previous MTP and Transportation Improvement Program (TIP). Sponsors were asked to update all relevant data and answer a few new questions in order to ensure staff had enough information to evaluate the projects. For new projects, project sponsors were required to complete the KIPDA Project Application which is now based in ArcGIS.

After the close of the project development application window, KIPDA staff reviewed and analyzed projects to make final recommendations about project inclusion and placement.

- KIPDA staff reviewed the projects to determine if they should be in the MTP, TIP, or both. Projects that are considered "children" of a "parent" project (i.e., a small section of a larger project) are only included in the TIP, while the "parent" project is included in the MTP. Additionally, projects that qualify as a Group Project are not included in the MTP. All others are included in the MTP and if a project has secured funding between FY23-26, then it is also included in the new FY23-26 TIP.
- KIPDA staff analyzed the effects of the proposed projects on regional air quality at various benchmark years through 2050 to ensure the MTP will be in conformity with federal air quality standards.
- KIPDA staff evaluated each non-maintenance or non-programmatic project to determine an overall project score to evaluate each project's potential to advance the CK 2050's goals and objectives.
- KIPDA staff performed a financial analysis on all proposed projects to ensure that the MTP update can be considered financially reasonable.

The air quality analysis process is described in detail on Page 37. Details on Group Project determination, the project evaluation and scoring process, and the financial analysis follow below.

GROUP PROJECTS

Group Projects are relatively small-scale transportation projects that make important contributions to the region's transportation system and the achievement of KIPDA-established goals but fall below certain cost thresholds. Since they are below those thresholds, the Group Project designation is used to more efficiently advance projects through the transportation planning process to better serve the residents of the KIPDA MPO region by delivering projects more quickly.

Due to their small size, Group Projects are not individually included in the MTP, though the collective costs of Group Projects must be included in the MTP financial analysis. Group Projects are included in the TIP when there is funding dedicated for their implementation. To further ease implementation, projects classified as eligible Group Projects can be administratively modified into the TIP rather than go through the formal and longer amendment process. Group Project categories in the TIP are the same as those in the MTP.

To be considered a Group Project, a project must meet the intent and criteria of one of the eight Group Project categories as defined in *Connecting Kentuckiana 2050*. Those eight categories are:

1. Air Quality

Projects and programs in the Air Quality Improvements Group are intended to provide for a healthier region by reducing mobile source air pollutants.

Examples of air quality improvements include, but are not limited to:

- Ridesharing and vanpooling
- Park and ride facilities
- Traffic flow improvement programs that demonstrate emissions reductions
- Programs for improved public transit
- Bicycle and pedestrian improvements (not including the rehabilitation of existing facilities)
- Employer-based transportation management plans, including incentives
- For projects and programs to be considered for the Air Quality Improvements Group, the projects and programs:
- Must contribute to improving air quality and meet any of the project and program criteria as defined in Section 108(f) of the Clean Air Act of 1990
- Must contribute to meeting KIPDA performance targets
- May not have a total project cost in excess of $1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104
- May contribute to a reduction in vehicle miles travelled
- Must be categorized as an air quality exempt project as defined in 40 CFR 93.126 and 93.127

Air Quality Improvements Group Projects ID:

- Indiana: 2672
- Kentucky: 2671

2. Bicycle and Pedestrian Improvements

Projects and programs in the Bicycle and Pedestrian Improvements Group are intended to enhance connectivity for functional trips undertaken by cyclists and pedestrians.

Examples of bicycle and pedestrian improvements include, but are not limited to:

- Sidewalks
- Bicycle lanes
- Shared use paths
- Crosswalks and cross signals
- Pedestrian islands
- Rehabilitation of existing pedestrian and bicycle facilities
- Curb ramps
- Signage

For projects and programs to be considered for the Bicycle and Pedestrian Improvements Group, the projects and programs:

- Must improve modal connectivity for cyclists and pedestrians completing functional trips
- May not have a total project cost in excess of $1,000,000
- Must contribute to meeting KIPDA performance targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an air quality exempt project as defined in 40 CFR 93.126 and 93.127
- Must meet ADA accessibility requirements as defined by 28 CFR 35.151
- Are encouraged to:
    - Support the KIPDA bicycle and pedestrian planning process
    - Improve bicycle and pedestrian connectivity with transit
    - Reduce automotive trips, trip length, and mobile source emissions
    - Rehabilitate existing bicycle and pedestrian facilities that have deteriorated
    - Assist with meeting ADA requirements

Bicycle and Pedestrian Improvements Group Projects ID:

- Indiana: 2674
- Kentucky: 2673

3. Roadway and Bridge Preservation and Rehabilitation

Projects in the Roadway and Bridge Preservation and Rehabilitation Group are intended to protect and maintain the transportation infrastructure in an efficient manner.

Examples of Roadway and Bridge Rehabilitation include, but are not limited to:

- Pavement resurfacing
- Roadway and bridge rehabilitation
- Preventative maintenance
- Bridge replacement
- Bridge painting
- Bridge inspection

For projects to be considered for the Roadway and Bridge Preservation and Rehabilitation Group, the projects:

- Must preserve the existing roadways and or bridges, retard their future deterioration, and/ or contribute to a safer travelling experience,
- May not have a total project cost in excess of $15,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an air quality exempt project as defined in 40 CFR 93.126 and 93.127

Roadway and Bridge Preservation and Rehabilitation Group Projects ID:

- Indiana: 2676
- Kentucky: 2675

4. Roadway Operational Improvements

Projects and programs in the Roadway Operational Improvements Group are generally considered low-cost traffic improvements that do not add either capacity for single occupant vehicles or additional roadway miles.

Examples of roadway operational improvements include, but are not limited to:

- Signal timing optimization
- Turning lanes
- Pavement striping
- Lane assignment changes
- Signage and lighting

For projects and programs to be considered for the Roadway Operational Improvements Group, the projects and programs:

- Must improve the flow of traffic
- May not have a total project cost in excess of $1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an air quality exempt project as defined in 40 CFR 93.126 and 93.127

Roadway Operational Improvements Group Projects ID:

- Indiana: 2678
- Kentucky: 2677

5. Safety Improvements

Projects and programs in the Safety Improvements Group are intended to reduce crashes on all public roadways and transit.

Examples of safety improvements include, but are not limited to:

- Guardrails
- Signage
- Lighting improvements
- Pedestrian crosswalks and crossing signals
- Intersection improvements
- Access to transit stops
- Transit boarding and alighting
- Railroad / Roadway Crossing Improvements

For projects and programs to be considered for the Safety Improvements Group, the projects and programs:

- Must contribute to reducing crashes, including those that involve bicyclists or pedestrians; or enhance public transportation safety
- May not have a total project cost in excess of $2,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an air quality exempt project as defined in 40 CFR 93.126 and 93.127
- Are encouraged to:
    - Address safety concerns found at the KIPDA High Crash Locations
    - Consider the FHWA Proven Safety Countermeasures
    - Consider HSIP Eligible projects criteria as defined in 23 USC 148(a)(4)(B)
    - Support the National Public Transportation Safety Plan
    - Support the Public Transportation Agency Safety Plan as defined in 49 CFR Part 673
    - Support the Strategic Highway Safety Plan (SHSP) in Kentucky and Indiana

Safety Improvements Group Projects ID:

- Indiana: 2680
- Kentucky: 2679

6. Transit Improvements

Projects and programs in the Transit Improvements Group are intended to enhance the operation of public transit and to contribute to maintaining, and when possible increasing, its utilization.

Examples of transit improvements include, but are not limited to:

- Bus stop improvements
- On-board transit amenities
- Facility improvements
- Bicycle and pedestrian facilities that improve non-motorized access to transit
- Park and ride facilities
- Transit education and awareness programs
- Rolling stock purchases, updates, and modifications

For projects and programs to be considered for the Transit Improvements Group, the projects and programs:

- Must contribute to enhancing the operation of public transit and contribute to maintaining, and when possible, increasing its utilization
- May not have a total project cost in excess of $1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an air quality exempt project as defined in 40 CFR 93.126 and 93.127

Transit Improvements Group Projects ID:

- Indiana: 2682
- Kentucky: 2681

7. Transportation Enhancements

Projects and programs in the Transportation Enhancement Group are intended to provide for transportation related environmental mitigation and beautification to the transportation system.

Examples of transportation enhancements include, but are not limited to:

- Streetscapes
- Landscaping
- Storm water management
- Pedestrian and cyclist amenities such as benches and bicycle racks
- Inventory control or removal of outdoor advertising
- Preservation and rehabilitation of historic transportation facilities

For projects and programs to be considered for the Transportation Enhancements Group, the projects and programs:

- Must contribute to enhancing the transportation system
- May not have a total project cost in excess of $1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an air quality exempt project as defined in 40 CFR 93.126 and 93.127

Transportation Enhancement Group Projects ID:

- Indiana: 2684
- Kentucky: 2683

8. Transportation Studies

The Transportation Studies Group is intended to facilitate the research, review, and consideration of solutions to various transportation issues and enhancements.

Examples of transportation studies include, but are not limited to:

- Corridor studies
- Transit studies
- Bicycle facilities studies
- Pedestrian facilities studies
- Anticipated demographic changes and Transportation Demand Management

For studies to be considered for the Transportation Studies Group, the studies:

- Must contribute to a more informed decision-making process, as well as a more efficient and expeditious project and program development and advancement,
- May not have a total project cost in excess of $1,000,000
- Must demonstrate consideration of contributing to achieving KIPDA Performance Targets
- When applicable, are encouraged to:
    - Include consideration of various modal opportunities
    - Include consideration of TSMO strategies (including ITS and TDM)
    - Include a well-rounded community engagement process, including early and continuous involvement
    - Include consideration of KIPDA's Congestion Management Process
    - Include consideration of KIPDA's Environmental Justice Resource Guide

Transportation Studies Group Projects ID:

- Indiana: 2686
- Kentucky: 2685

MTP PROJECT EVALUATION PROCESS

The project evaluation process is used to prioritize transportation projects for inclusion in the MTP and TIP. The project evaluation process relies on the best available data and points of emphasis in the federal transportation bill and the MTP's goals, objectives, and performance measures. ArcGIS modeling software was utilized to evaluate projects for most of the criteria which expedited the process and provided enhanced consistency. As was the case in the last project evaluation process, some criteria required KIPDA staff to manually evaluate projects.

All projects were evaluated first with a set of Common Criteria and then with a project-specific set of criteria depending on whether the project is considered a:

- Bicycle/Pedestrian project
- Roadway project
- Transit project

Projects may earn up to 100 points through the Common Criteria and another 100 points through the project's particular modal criteria for a total of 200 points possible.

Maintenance and programmatic projects were not scored. In the case of maintenance projects, this is because the TPC has prioritized a well-maintained transportation system as a top priority, so all maintenance projects are presumed to have a higher priority than new projects. Programmatic projects were not scored using the evaluation process because the process was developed to analyze transportation projects at a specific geographic location. While programs may take place at a specific location, they are usually relevant to a much larger geographic area than can effectively be analyzed with the KIPDA project evaluation model.

Each of the four criteria groups are explained in more detail below. The full project evaluation matrix can be found in Appendix D.

Common Criteria for all transportation projects (up to 100 points)

Economic Development: Points are awarded for projects serving major employment centers on a scale based on the total number of existing jobs at the employment center. This is included to support important economic development assets in the KIPDA region.

Future Economic Development: Points are awarded for projects that serve areas projected to see employment growth at the TAZ level by 2050, with a higher number of points awarded for higher projected growth. This is included to support future economic development in the KIPDA MPO region.

Environmental Impact: Points are awarded for projects that do not intersect with significant environmental resources, as derived from KIPDA's Red Flag Inventory.

Environmental Justice: Points are awarded for projects that will improve transportation options for populations in Environmental Justice areas.

Local Priority: Points are awarded for projects designated as priorities by their sponsors. This is included because it is important that local knowledge and preference be prioritized in the evaluation process. The prioritized project listings received from public agencies (city, county, state, etc.) are used to assign high, medium, or low priority.

Planning Study: Points are awarded for projects identified in a formal, publicly-vetted corridor study, economic development plan, or comprehensive planning process completed in the last 10 years (since 2012). This is included to recognize the significant overall detailed planning invested in key transportation corridors. Projects with little or no status relative to a corridor study or a comprehensive plan will be scored 0 points.

Criteria for Bike and Pedestrian projects (up to 100 points)

Mobility and Access Portion (Up to 35 Points)

Access to Destinations: Points are awarded for projects in areas designated as employment, commercial, and medical high-density land use clusters, and to those near schools. This is included because transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles.

Network Connectivity: Points are awarded for projects that fill a gap in the bicycle/pedestrian network or create a network where none currently exists. This is included because the build-out of local and regional networks for bicycle and pedestrian facilities is crucial in promoting and faciliatating these modes of travel.

Transit Connection: Points are awarded for projects that provide new bicycle or pedestrian connections to a transit stop. This is important because seamless multimodal connections make the region's transit and active transportation infrastructure function more efficiently and safely.

Resiliency and Sustainability Portion (Up to 15 Points)

Land Use: Points awarded to projects in areas of higher demand propensity. This is important because implementing bicycle and pedestrian infrastructure in areas where the land use is more supportive of those modal trips is the most effective way to increase the number of people who can plausibly chose either mode.

Resiliency: Points are awarded to projects if they contain green infrastructure elements. This is important because our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Pedestrian and bicycle projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk.

Safety Portion (Up to 50 Points)

Improvement to Safety: Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area. This is important because there is data-backed research showing that FHWA proven safety countermeasures improve safety for transportation system users.

Safety: Points are awarded based on the average annual number of crashes in a project area over a 10-year period involving bicyclists or pedestrians, with a higher number of crashes receiving more points. This is important because a history of crashes is indicative of a safety problem that should be a priority to fix.

Criteria for Roadway Projects (Up to 100 Points if this is the Primary Project Type)

Mobility and Access Portion (Up to 45 Points)

Average Daily Traffic or Facility Type: Points are awarded for projects based on the type of road and average daily traffic, with more points being awarded for higher functional classification or traffic loads. This is important because ensuring resources are expended on facilities that experience a large amount of traffic is a core component of ensuring mobility on the roadway network. The combination of ADT and functional classification is used as a barometer of a roadway's significance in the regional system. This combination allows roadways with high volumes to be assigned a high score even if the facility is not high on the functional classification system. Typically, a roadway must be classified as a collector or "higher" to be eligible for federal funding.

Travel Time Index (TTI) or Level of Service (LOS): Points are awarded for projects on roadways with higher indicators of congestion, represented by Travel Time Index (TTI) for freeways and arterials and Level of Service (LOS) for collectors. This is important because ensuring resources are expended on facilities that experience a large amount of congestion, especially during peak periods, is a core component of ensuring mobility on the roadway network.

Freight Volumes: Points are awarded for projects based on a project's location on corridors with high volumes of truck traffic or importance as first & last mile connections to freight sites. This is important because these are the roads most critical to an effective freight network, an important KIPDA MPO region priority.

Improves Access to Destinations: Points are awarded for projects in areas designated as employment, commercial, and medical high-density land use clusters, and to those near schools. This is included because transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles.

Improves Active Transportation: Points are awarded for projects that enhance multimodal travel. This is important because improving the region's

active transportation network is a priority that cuts across many goals including safety, sustainability, equity, economic development, and resiliency.

Resiliency and Sustainability Portion (Up to 10 Points)

Innovation/Alternative Fuels: Points are awarded for projects advancing innovative transportation infrastructure, as it relates to automated vehicles, ITS infrastructure, or alternative fuel vehicles. This is important because resiliency and efficiency goals dictate that the region should effectively use existing and future technology to increase transportation system effectiveness.

Resiliency: Points are awarded to projects if they contain green infrastructure elements. This is important because our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events.

Safety Portion (Up to 45 Points)

Improvement to Safety: Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area. This is important because there is data-backed research showing that FHWA proven safety countermeasures improve safety for transportation system users.

Pedestrian and Bicyclist Safety: Points are awarded based on the average annual number of crashes in a project area over a 10-year period involving bicyclists or pedestrians, with a higher number of crashes receiving more points. This is important because a history of crashes is indicative of a safety problem that should be a priority to fix.

Vehicular Safety: Points are awarded based on the existing crash rate per hundred million vehicle miles (HMVM) for the project area. This is important because a history of crashes is indicative of a safety problem that should be a priority to fix.

Criteria for Transit Projects (Up to 100 Points if this is the Primary Project Type)

Mobility and Access Portion (Up to 50 Points)

Improves Access to Destinations: Points are awarded for projects in areas designated as employment, commercial, and medical high-density land use clusters, and to those near schools. This is included because transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles.

Reliability: Points are awarded for transit projects that increase transit reliability, like projects that offer more frequent service on dedicated or exclusive transit right-of-way or technology enhancements that improve on-time performance. This is important because more reliable transit service enhances predictability in travel times, making transit more effective and enabling more people to choose transit.

Timing and Analysis Level: Points are awarded for projects that can be implemented in shorter time horizons. This is important because projects should have the ability to be implemented in a timely fashion in order to secure improvements deemed necessary.

Resiliency and Sustainability Portion (Up to 25 Points)

Land Use: Points are awarded to transit projects that pass through or are located within transit-supportive housing density. This is important because transit works best in higher density areas so providing additional service in those areas will build up transit ridership and provide more transit access for residents with a higher likelihood to use/need transit service.

Transit Project Type: Points are awarded for specific types of projects deemed important to maintaining and expanding transit service in the KIPDA MPO region. Project types may include, but are not limited to, vehicle replacement, service support, fixed facilities such as park and ride, stations or bus barns, and vehicle expansion.

Safety Portion (Up to 25 Points)

Transit Safety: Points are awarded for projects that help the KIPDA MPO region achieve the regional transit safety targets. This is important because safety remains one of the highest priority goals for the regional transportation network.

FINANCIAL PLAN

Federal regulation mandates that the MTP must be financially reasonable. KIPDA has a Memorandum of Agreement (MOA) with TARC, INDOT, and KYTC that defines financially reasonable as when the total estimated federal funds available through the life of the MTP (by state) and the total identified project costs through the life of the MTP (by state) are within 10% of each other.

After completing the project development process, KIPDA staff estimated all available federal funds during the life of the MTP for both the Kentucky and Indiana portions of the KIPDA MPO region and totaled all estimated project costs from submitted projects. Based upon this analysis, the Connecting Kentuckiana 2050 MTP should be considered financially reasonable. The highlights of the analysis are below.

OVERVIEW OF FINANCIAL PLAN ANALYSIS

In Kentucky, the anticipated funding resources through 2050 are $9,852,507,025. The anticipated total cost of submitted projects is $7,796,175,790; and the anticipated cost of group projects from 2027 to 2050* 2050 is $1,662,526,778. The Kentucky portion of the KIPDA MPO region is therefore projected to spend $9,458,702,568 through the life of the MTP. Projected spending is within 4.00% of anticipated funding resources and is therefore considered financially reasonable.

In Indiana, the anticipated funding resources are $3,070,706,701. The anticipated total cost of submitted projects is $1,144,787,614; and the anticipated total cost of group projects through 2050 is $1,774,499,920. The Indiana portion of the KIPDA MPO region is therefore projected to spend $2,919,287,534 through the life of the MTP. Projected spending is within 4.93% of anticipated funding resources and is therefore considered financially reasonable.

As noted above, an MTP is considered financially reasonable when the estimated project costs for each state are within 10% of the estimated funding resources.

It is important to recognize that *Connecting Kentuckiana 2050* does not regard the estimation of available resources as a commitment of funding from the Indiana Department of Transportation, the Kentucky Transportation Cabinet, TARC, local governments, or any other associated agency. The project cost estimates are not considered final and may adjust up or down as projects advance and additional project related information becomes available. The dollar amounts for resources and cost estimates have been developed for planning purposes only.

Figure 82: Financial Plan

	Indiana	Kentucky
Estimated Funding	$3,070,706,701	$9,852,507,025
Estimated Project Costs	$1,144,260,614	$7,798,274,234
Estimated Group Project Cost (2027-2050)	$1,774,499,920	$1,662,526,778
Balance	$151,946,167	$391,706,013

SOURCE: KIPDA, 2023 ▮ CREATED WITH DATA WRAPPER

*GROUP PROJECTS FROM 2023-2026 ARE ACCOUNTED FOR IN THE SUBMITTED PROJECTS COST. THOSE GROUP PROJECTS CAN BE REVIEWED IN THE 2023-2026 TIP

DETERMINING PROJECT COSTS

MTP Projects

The estimated cost associated with each transportation improvement is developed by a project's sponsor, typically a jurisdiction within the KIPDA region or an agency like INDOT, KYTC, or TARC. Cost assumptions are based on various factors that each sponsor takes into consideration; these may include items such as estimated cost of design, acquiring land for a project's right of way, equipment acquisition, construction, etc. Project costs are identified in their anticipated Year of Expenditure (YOE). YOE adjusts the cost of a project that may be submitted for MTP consideration in today's dollars to more closely reflect the possible cost of the project in the year(s) it is actually implemented. Each agency submitting projects for consideration in the MTP was asked to submit their projects with consideration given to Year of Expenditure. Once all projects were submitted, KIPDA staff added all individual project cost figures to determine the sum of all MTP projects through the horizon year of 2050.

Group Projects

KIPDA classifies certain maintenance and smaller projects that contribute to regional goals and are below a certain cost threshold as Group Projects. This is typically done in order to expedite their approval and implementation. Group Projects do not appear individually in the MTP, but their total estimated costs must still be calculated through the life of the MTP to ensure an accurate Financial Plan analysis. Total costs for group projects are estimated based on an average of recent year expenditures for group projects, increased annually for inflation every year through 2050. Group projects are accounted for in the financial plan in this manner because the nature of an MTP does not lend itself to specifically identifying all future maintenance and smaller project needs through the horizon year. But it is clear based on past precedent, as well as the need for the continued operation and upkeep of the existing transportation network, and federal, state, regional, and local priorities that there will continue to be sizeable investment in maintenance and smaller projects in the coming decades, even if the specifics are not known now.

Group Projects are broken down into eight categories to enhance communication and improve KIPDA's ability for financial planning and analysis. The eight categories and associated cost estimates through 2050 are listed below:

- Air Quality Improvements (individual project cost no more than $1 million)
    - Indiana - $5,143,004
    - Kentucky - $5,143,004
- Bicycle and Pedestrian Improvements (individual project cost no more than $1 million)
    - Indiana - $12,857,510
    - Kentucky - $32,780,257
- Roadway and Bridge Preservation and Rehabilitation (individual project cost no more than $15 million)
    - Indiana - $1,489,575,180
    - Kentucky - $1,432,872,326
- Roadway Operational Improvements (individual project cost no more than $1 million)
    - Indiana - $58,109,792
    - Kentucky - $19,543,415
- Safety Improvements (individual project cost no more than $1 million)
    - Indiana - $195,742,632
    - Kentucky - $160,616,017
- Transit Improvements (individual project cost no more than $1 million)
    - The Transit Group Project category is accounted for differently than the other Group Project categories in the financial analysis because routine transit funding is much greater than the other categories and typically cannot be transferred between programs or to non-transit projects. Because of this, routine and currently planned transit projects are included in the financial analysis via the MTP Project named Transit Capital Costs (KIPDA ID#585, detailed on

Page 155) that incorporates all expected federal funding for transit for the region through 2050. That projected cost is $1.3 billion. Since this amount includes all expected, routine transit projects, the Transit Improvement Group Project category is $0 in the MTP financial analysis, though the TIP provides details on specific projects in this category through FY 26.

- Transportation Enhancements (individual project cost no more than $1 million)
    - Indiana - $2,571,502
    - Kentucky - $5,143,004
- Transportation Studies (individual project cost no more than $1 million)
    - Indiana - $10,500,300
    - Kentucky - $6,428,755

The total anticipated group project costs in Indiana are $1,774,499,920 and in Kentucky are $1,662,526,778. The total anticipated group project costs for the KIPDA MPO region are $3,437,026,698.

DETERMINING AVAILABLE RESOURCES

Since KIPDA's 1993 transportation plan, Regional Mobility 2010, and each subsequent update, the process for determining future funding estimates begins with a review of the cost of projects programmed in the previous years of the Transportation Improvement Program (TIP). The TIP is the programming document that identifies specific dollar amounts and sources needed to fund a project. Resource estimates for this document, Connecting Kentuckiana 2050, were developed based on a historic analysis of fiscally constrained TIPs from FY 2018 to 2023. Resource projections assume a similar level of federal, state, and local availability of funds through the horizon year of the MTP, with gradual increases based on an annual inflation rate, similar to the expected increase in project costs over the same time horizon. Beginning FY 2023 with a funding estimate in today's dollars, the anticipated resources are factored to reflect inflation rates, with a compound annual 5% increase projected for the anticipated funding sources.

In the analysis of previous TIPs, some projects, because of their unique nature and scope and/or funding opportunities, were removed from the analysis and did not contribute to estimating future resources.

While the identified future funding sources are a reasonable estimation of funds available for MTP implementation, it is important to caveat that they are not a commitment from FHWA, FTA, INDOT, KYTC, TARC, nor any other funding agency. The forecast, based on historical programming of funds in the KIPDA region, reflects likely financial resources that may be utilized toward the implementing of projects in the MTP. But given the long-term nature of the MTP, it is difficult for any entity with funding authority to commit to exact funding amounts for projects that, in some cases, will not be ready for implementation for many years into the future. Inherent in identifying projections of anticipated resources is the possibility that funding levels may change with the introduction of federal, state, and/or local legislative action. If warranted, a review of the anticipated resources will be conducted to reflect modifications introduced as a result of changing circumstances at the federal, state, and/or local level.

Available resources can be broken down into three primary categories:

Traditional Funding Sources

Traditional funding sources are those federal, state, and local transportation funds that are generally available for the implementation of projects identified in the MTP. The primary federal vehicle for these funds is often referred to as formula federal aid dollars. These are funds provided annually to each state and MPO based upon formulas derived from the U.S. Department of Transportation. For Connecting Kentuckiana 2050, the estimation of available resources is based on the historic formula distribution of federal funds to Indiana and Kentucky, some of which are further broken down to be specifically earmarked for the KIPDA MPO region. Examples of federal funding categories distributed to each state based on a formula that, among other things, takes into consideration the population of a state or region are: the

National Highway Performance Program, the Surface Transportation Block Grant program, the Highway Safety Improvement Program, etc. Formula funds for transit capital expenses and maintenance like the Federal Transit Administration's 5307 or 5339 funds are also included in this category.

Non-Traditional Funding Sources

There are funding sources other than those distributed to the states by formula that may be considered when proposing projects for the Connecting Kentuckiana 2050 MTP. Examples of these types of funds may include discretionary federal grant programs such as Safe Streets and Roads for All or RAISE grants, congressional appropriations through legislative action, local and state funding initiatives, sale of bonds, etc. Project sponsors are asked to identify reasonable funding sources for projects for which they intend to use funds other than federal funds distributed on a formula basis. At this time, few projects in the MTP assume future funding from these sources, though a handful of projects like Louisville Metro's Reimagine 9th Street or Broadway All the Way have been awarded RAISE grants to fund at least portions of their implementation.

State and Local Funds

Both states, the local governments, and the Transit Authority of River City (TARC), rely on a mix of resources to preserve, maintain, and operate the roadway system, the public transportation system, and bicycle and pedestrian facilities. Contributors to the mix include federal formula and discretionary funds, but also state transportation funds, local transportation funds, and local tax revenue dedicated to TARC operations. Both the states of Kentucky and Indiana have state funding sources for maintaining and preserving the transportation infrastructure as well as applicable federal funds. The states also make available to local governments funds for the maintenance of roads, bridges, bicycle and pedestrian facilities located in their jurisdictions. For example, the state of Kentucky provides County Road Aid, Municipal Aid, and Rural Secondary funds to the local government entities. The state of Indiana also provides revenue to local jurisdictions for the maintenance of existing infrastructure from the Local Road and Street Accounts, and the Motor Vehicle Highway Accounts. Along with revenue from passenger fares and Federal Transit Administration funding, TARC utilizes a local payroll tax (which is placed in the Mass Transit Trust Fund) to meet some of their operating and maintenance expenses. All project sponsoring entities have a history of operating and maintaining transportation facilities through the various funding options outlined above. At all levels of government, there have been no indications that this commitment will diminish in the future. Local funding is an important part of the KIPDA MPO region, however, per federal regulations, the financial analysis is exclusively focused on federal funding. TARC's expected operations funding through the 2050 horizon year is included in the list of MTP projects for informational purposes, but not factored into the financial analysis.

RECOMMENDED PROJECTS

The projects and programs included in *Connecting Kentuckiana 2050* represent the intended investments in the KIPDA MPO region's transportation system through 2050.

The following pages list all of those projects. The projects are grouped into project type by state, except for transit projects which are listed for the entire region. There are five primary project types: Bicycle/Pedestrian, Roadway, Transit, Maintenance, and Programs. The project type represents the primary scope of the project but may include other modal elements. Within each grouping, the projects are further organized by project sponsor.

The details for each project were gathered during the project development phase and represent the best estimates in terms of the anticipated improvements, cost, and timeline the sponsors could provide at the time. Each project listing includes the sponsor, project name, description, justification, KIPDA ID, state ID, relevant county, open to public date, air quality status, and project score.

A map accompanies each table of projects. The KIPDA ID can be used to find a project in the table on the map. An interactive map is also available online for further exploration of the projects. Please see the MTP Interactive Project Map on the KIPDA website.

The projects are listed in the following order:

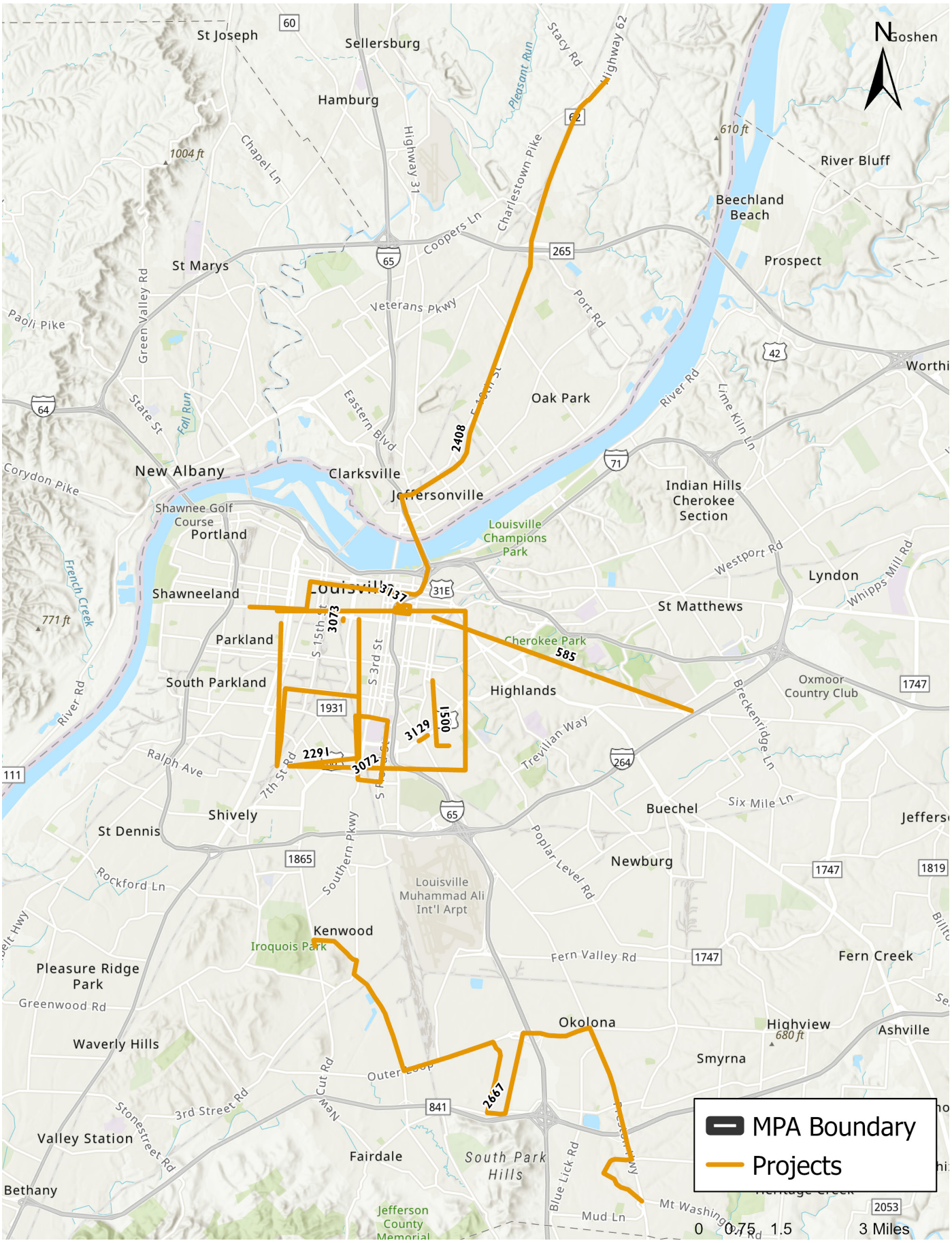
- Regional Transit projects
- Indiana Bicycle/Pedestrian Improvement projects
- Kentucky Bicycle/Pedestrian Improvement projects
- Indiana Roadway projects
- Kentucky Roadway projects
- Indiana Program projects
- Kentucky Program projects
- Indiana Maintenance projects
- Kentucky Maintenance projects

MTP Project Listing Legend	
Sponsor	The sponsor is the agency or organization that has proposed and submitted a project. In many cases, the sponsor is also the agency or organization that will complete the project or implement the program.
Project Name	The project name is a short identifying description of the project's location and/or intent.
Description	The description is intended to define what the project is doing and where it may happen.
Justification	The justification provides additional details as to why the project or program has been identified as a need and what issues may be addressed once complete.
KIPDA ID	The KIPDA ID is a unique identifier provided by KIPDA. This ID will remain with the project through its completion.
State ID	The State ID is each state's unique identifier. It is assigned by the respective state. Not all projects are assigned a State ID.
County	The county in which the project is being implemented. In some cases, there may be multiple counties.
Open to Public Date	The Open to Public Date is the year the project is anticipated to be completed or initiated in certain instances, such as new transit service routes.
Air Quality Status	The air quality status alludes to whether the project is considered exempt or non-exempt. In general, exempt projects do not add capacity to the travel network. Non-exempt projects are generally considered capacity adding projects. There are many nuances to the definitions of exempt and non-exempt.
Project Score	All projects have been scored using KIPDA's updated project evaluation process. This is the total score out of 200 points. Programs and maintenance projects were not evaluated using the scoring system.

TRANSIT

Regional Transit Projects

Regional Transit Projects



Transit Projects

Project Name: KIPDA Regional Rideshare Program - Kentucky **Sponsor Agency:** KIPDA

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
162	5-384.00	2050	Bullitt, Jefferson, Oldham	$51,043,475	Exempt	0

Project Description:
The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

Justification:
To reduce congestion, improve air quality, and promote sustainability.

Project Name: Bus Stop and Access Improvements **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1500		2050	Jefferson	$4,357,500	Exempt	90

Project Description:
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).

Justification:
Access improvements to meet ADA requirements at TARC bus stops and the surrounding areas including: construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities.

Project Name: Bus Stop and Access Improvements - Muhammad Ali and Chestnut Street Corridor **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3137		2023	Jefferson	$300,000	Exempt	150

Project Description:
This project proposes to expand the number of ADA accessible bus stops, increase pedestrian access and connectivity to the fixed-routes, improve mobility independence for transit users of all ages and abilities and removing barriers for people with disabilities. Work includes improvements of the existing or new public transit bus stops and their surroundings which include pedestrian facilities, ADA access, the construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities. Primary routes in the corridor are Route 19 and 21. Route 19 operates from southwest areas of Louisville through downtown to St. Matthews, serving the NIA Center, the UL Medical Center & Hospitals, Crescent Hill, and Frankfort Avenue. Route 21 operates between Shawnee Park, downtown Louisville, and the Highlands area, serving the NIA Center, Barrett Avenue Government Center, Bellarmine University and the Bashford Manor Lane commercial area.

Justification:
Providing facilities at bus stops helps make transit more accessible, comfortable, and convenient to customers; thereby encouraging usage. Providing sidewalk and pedestrian infrastructure eliminates barriers to vulnerable populations, creating a safer, more equitable environment. Upgrades to the transit amenities are received positively by the community at large. Better amenities and boarding areas are a significant improvement in assisting the community and increase passenger security and the perception of safety for public transit, thereby improving the perception of transit and increasing transit ridership. The transit facility improvements in the M. Ali and Chestnut Street corridor will promote interaction in the public space by providing opportunities for people to meet and be exposed to a variety of neighbors, increase civic participation by fostering communication, and promote the power and preservation of place through introducing sustainable infrastructure.

Transit Projects

Project Name: Bus Stop Improvements at Transit Node Eastern Parkway and Preston/Shelby Street **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3129		2023	Jefferson	$151,457	Exempt	111

Project Description:

TARC is requesting funding to implement pedestrian access and bus stop improvements that will enhance public transportation amenities and improve safety and access to transit. This proposed project will improve existing public transit bus stops and their surroundings, with a focus on pedestrian facilities. A well maintained and clean bus stop can affect the public's perception, and often the reality of a stop's safety and security, thereby encouraging transit usage and decreasing VMT. This proposed project combines the three fundamental elements of sustainable infrastructure- social, environmental and economic. Funds received will be used for the purchase and installation of proposed shelters and amenities within the public right of way. This project will enhance the experience of the user waiting to board or transfer between the two major TARC routes, #28 Preston HWY and #29 Eastern Pkwy. Added pedestrian amenities will help solidify public access across the intersection.

Justification:

These sites are at a valuable intersection of frequent and crosstown service and provide connections to hospitals, universities, employment, retail, and high-density residential areas. This project will facilitate economic development in the community by creating small pockets of public space at each corner of the node and better integrate the intersection with the parkway system. New amenities and enhanced landscape will elevate the aesthetic at the front doors of area businesses and attract customers. These areas have high levels of pedestrian activity based on their proximity to retail establishments, high density residential areas, and social services. Typically, a bench or trash receptacle addresses issues of the property owner and the TARC customer by defining the bus stop and improving the appearance and comfort of the adjacent property. Better amenities and boarding areas are a significant improvement in assisting the community and increasing passenger security.

Project Name: Capital Funding for Transit **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
585		2050	Bullitt, Clark, Floyd, Jefferson, Oldham	$1,302,178,290	Exempt	90

Project Description:

Annual federal funding for TARC to provide revenue for vehicle maintenance, contracted service, facility rehabilitation, equipment, and replacement of buses and support vehicles.

Justification:

To improve mobility options by creating greater efficiency in transit service delivery by improving transit vehicles, equipment, and facilities.

Project Name: Cross River Connectors **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2408	1801625	2023	Clark, Floyd, Jefferson	$4,000,000	Exempt	107

Project Description:

Implementation of 2 routes to improve cross river mobility over the Kennedy/Lincoln bridges and the Lewis and Clark Bridge to provide access to jobs between Louisville Metro and River Ridge Commerce Center in Southern Indiana.

Justification:

To provide transit service to major destination points from western Louisville to River Ridge Commerce Center and from eastern Jefferson County to River Ridge Commerce Center.

Transit Projects

Project Name: Operating Revenue for Transit **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3163**		2050	Clark, Floyd	$2,746,677,876	Exempt	35

Project Description:

Annual revenue that enables TARC to provide fixed route and paratransit service to the greater Louisville community.

Justification:

To improve mobility options to those members of the Louisville Urbanized Area who choose, or are dependent on, mass transit to access work, education, healthcare and other needs.

Project Name: Outer Loop Circulator **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2667		2022	Jefferson	$1,389,000	Exempt	101

Project Description:

The Outer Loop Circulator trips will complement and enhance the existing level of service and ridership on the connecting routes: Route 4 - 150 weekday trips, 3,500 average weekday boardings, 85,000 total monthly boardings; Route 6 - 61 weekday trips, 1,700 average weekday boardings, 40,000 total monthly boardings; Route 18 - 146 weekday trips, 7,000 average weekday boardings, 180,000 total monthly boardings; Route 45X - 10 weekday trips, 75 average weekday boardings, 2,000 total monthly boardings. Funding for service begins FY 2020.

Justification:

TARC will implement an Outer Loop circulator route to add an estimated 8 peak morning and 8 peak afternoon weekday trips along the corridor from Iroquois Park to Renaissance Business Center and Commerce Crossings via National Turnpike, Outer Loop, and Preston Highway. This new service will add connections to high frequency routes 4 and 18, local route 6, and express route 45X. TARC will work closely with area businesses to address their specific needs, shifts, and hours of operations.

Project Name: Purchase Two (2) Extended Range Electric Buses **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3073		2024	Jefferson	$2,192,671	Exempt	105

Project Description:

TARC will replace two (2) diesel buses that are past their useful life with two (2) new 40' extended range electric buses. TARC believes that zero-emission buses are the key to reducing maintenance costs and becoming more sustainable.

Justification:

With each diesel bus replaced with a battery-electric bus, TARC expects to save approximately 11,000 gallons of diesel fuel each year. In addition, over the lifetime of the new zero-emission buses, they will avoid emitting over 2,140 short tons of greenhouse gases (based on calculations using the Argonne National Lab's HDVEC emissions calculation tool).

Project Name: Section 5310 Program **Sponsor Agency:** TARC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2291		2050	Bullitt, Clark, Floyd, Jefferson, Oldham	$47,926,672	Exempt	40

Project Description:

TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.

Justification:

Transit improvements for seniors and individuals with disabilities.

***Federal funding is generally not permitted to be used for operations funding for transit agencies above a certain size. TARC Operating Revenue for Transit is therefore funded through local sources. It is included here for informational purposes but is not included in the overall financial analysis and should not be considered a formal part of the MTP.*

Transit Projects

Project Name: University of Louisville Bus Shelter Program **Sponsor Agency:** Univ. of Louisville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3072	5-581.00	2024	Jefferson	$300,000	Exempt	139

Project Description:

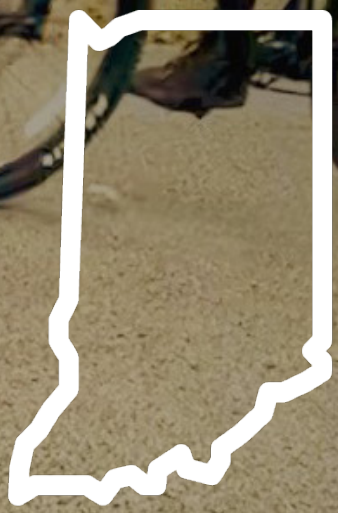
Provide bus stop enhancements to existing bus shelters on campus to improve amenities and provide better services as a means to attract more transit users.

Justification:

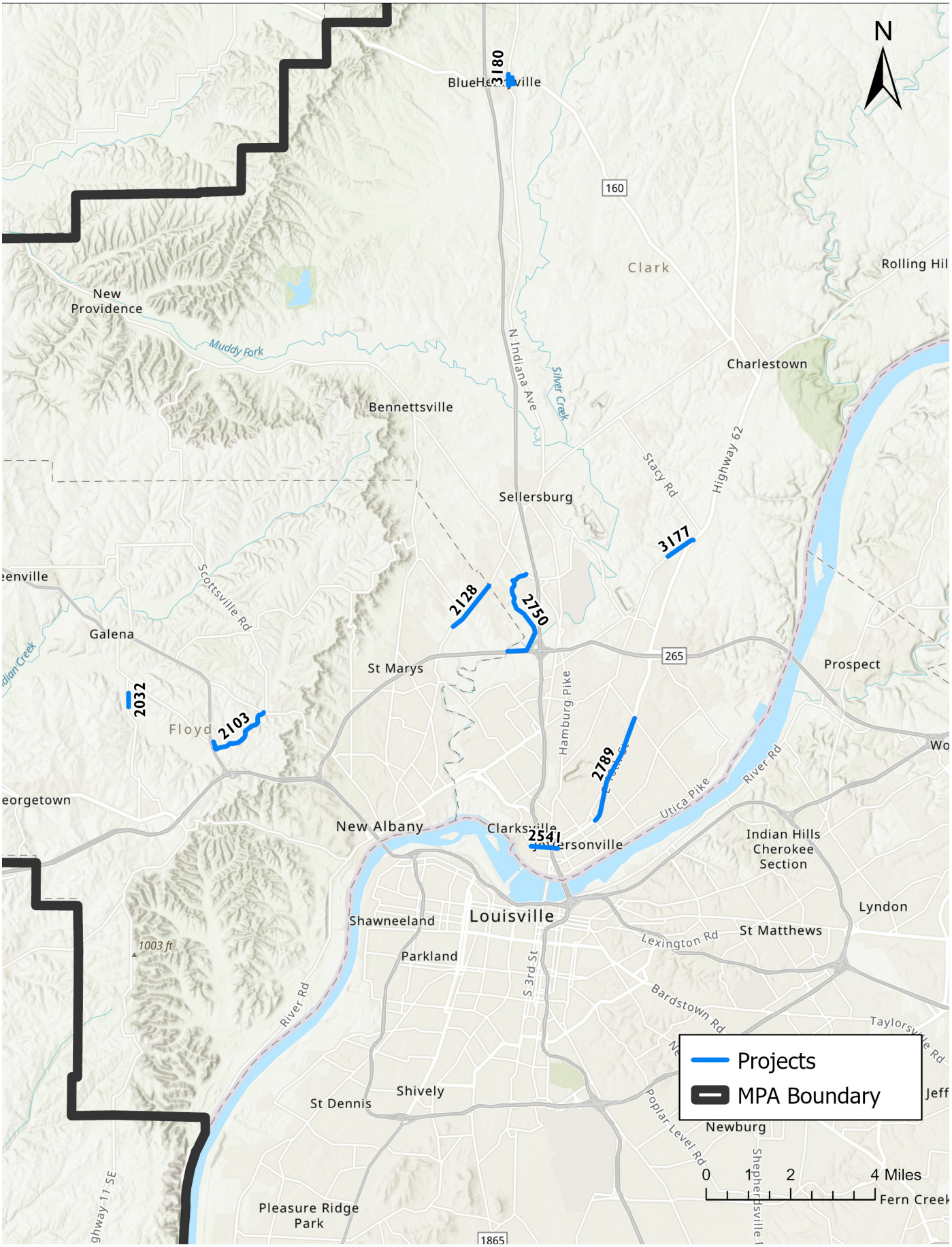
Many of the bus shelters on campus are older and in need of maintenance. This project would address maintenance needed and provide additional enhancements such as LED lighting where applicable. Considerations will be given to relocation of bus shelters\construction of new shelters to better fit recent and proposed campus expansion and improvements.

INDIANA

Bicycle/Pedestrian
Improvement Projects



Indiana Bicycle/Pedestrian Improvement Projects



Indiana Bicycle/Pedestrian Projects

Project Name: Henryville Sidewalks **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3180		2029	Clark	$781,827	Exempt	44

Project Description:

The existing sidewalks in the Henryville area are crumbling and do not currently meet ADA requirements. Ramps will be added at intersections and slopes will be adjusted to help meet current ADA requirements. Extending sidewalks from the Henryville High School to the local library should also help the community.

Justification:

Sidewalks in the Henryville area do not currently meet ADA requirements. Improvements to the sidewalks including but not limited to curb ramps, sidewalk ramps and other improvements as well as extending the sidewalks to the Henryville School are planned for this project.

Project Name: Jeffersonville-Charlestown Pike Improvements **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3177		2028	Clark	$5,081,250	Exempt	94

Project Description:

The Jeffersonville-Charlestown Pike project begins at the intersection of Jeffersonville-Charlestown Pike and Salem Noble Road and extend 0.8 miles to the intersection with Highway 62. The project will extend the Jeffersonville Project that begins at Utica-Sellersburg Road and extends to Salem-Noble Road. The improvements planned include an increased shoulder for bike traffic and an area for sidewalks to be added by developers or property owners fronting the project. Improved traffic flow and alternative means of travel will be offered and will help improve emissions. The multiuse path is being added to protect and help provide alternatives for local residents.

Justification:

The project is an extension of the Jeffersonville project to improve Jeffersonville-Charlestown Pike from Utica-Sellersburg Road ultimately to Highway 62. This improved road will provide an alternative to Highway 62 for local residents. The multi-use path will provide safe alternatives for residents in the area.

Project Name: Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2541	1801597	2023	Clark	$2,964,000	Exempt	121

Project Description:

Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Project length is 0.64 miles.

Justification:

The construction of I-65 has created a significant barrier to community connectivity between Jeffersonville and Clarksville in the Southern Indiana region. In an effort to recreate the connectivity once enjoyed by this area, both communities intend to partner in order to provide a safe, attractive bicycle and pedestrian connection for residents in each community. There are very few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor. Citizens and visitors will have a safe route provided to them to cross between communities and Arts and Cultural Districts without using motorized transportation. in conjunction with other projects that Jeffersonville and Clarksville are undertaking, this improvement will provide an additional path to the Ohio River Greenway.

Indiana Bicycle/Pedestrian Projects

Project Name: North Clarksville Multi-Use Trail **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2750		2027	Clark	$10,000,000	Exempt	98

Project Description:

10' Multi-use bike and ped trail that follows a sewer easement. Will connect the Town's northern areas with the main commercial district and Town's golf course.

Justification:

Northern Clarksville currently lacks bike and pedestrian facilities, and access to parks and greenspace in general, a multi-use trail will rectify the lack of recreation activities and provide connectivity to other corridors.

Project Name: Charlestown Road Corridor Complete Streets **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2128	1400550, 1800900	2024	Floyd	$2,847,547	Exempt	98

Project Description:

Multi-use trail to connect County Line Road to Lewis Endres Parkway. Project is an approximately 1.5 mile pedestrian-bike trail that connects several large neighborhoods to commercial and recreational nodes along Charlestown Road. Also, the facility provides a safe mode of transportation for bike and pedestrian travel.

Justification:

Anticipated outcome will be the creation of a facility that would increase pedestrian and biking trips along the Charlestown Road Corridor which is a minor arterial. It has been designed to increase these modes of transportation to reduce emissions and increase safety.

Project Name: Floyd Central - Highland Hills Safe Routes to School Project **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2032		2025	Floyd	$3,770,000	Exempt	59

Project Description:

Multi-use path to connect Floyd Central High School and Highland Hills Middle School in Georgetown. Current area lacks any pedestrian/multi-modal infrastructure. Project could be located along Edwardsville-Galena Road and would provide pedestrian/multi-modal access to existing neighborhoods around both schools.

Justification:

After school, many students from Highland Hills Middle School use the athletic fields at Floyd Central High School. However, they do not have any safe access between the schools besides walking on Edwardsville Galena Road. Existing neighborhoods around schools do not have sidewalks, discouraging students from being able to walk to school safely.

Project Name: Little Indian Creek Trail - Phase I **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2103		2027	Floyd	$2,000,000	Exempt	40

Project Description:

Project is a multi-use path connecting Highlander Point commercial area to Floyds Knobs commercial area. Path will go along Indian Creek stream system.

Justification:

Project was identified in the Floyd County Major Thoroughfare Plan to provide multi-modal access and recreation opportunity between the two commercial nodes. Currently, no multi-modal access or trail system exists in unincorporated areas of Floyd County.

Indiana Bicycle/Pedestrian Projects

Project Name: 10th Street **Sponsor Agency:** Jeffersonville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2789		2030	Clark	$2,000,000	Exempt	129

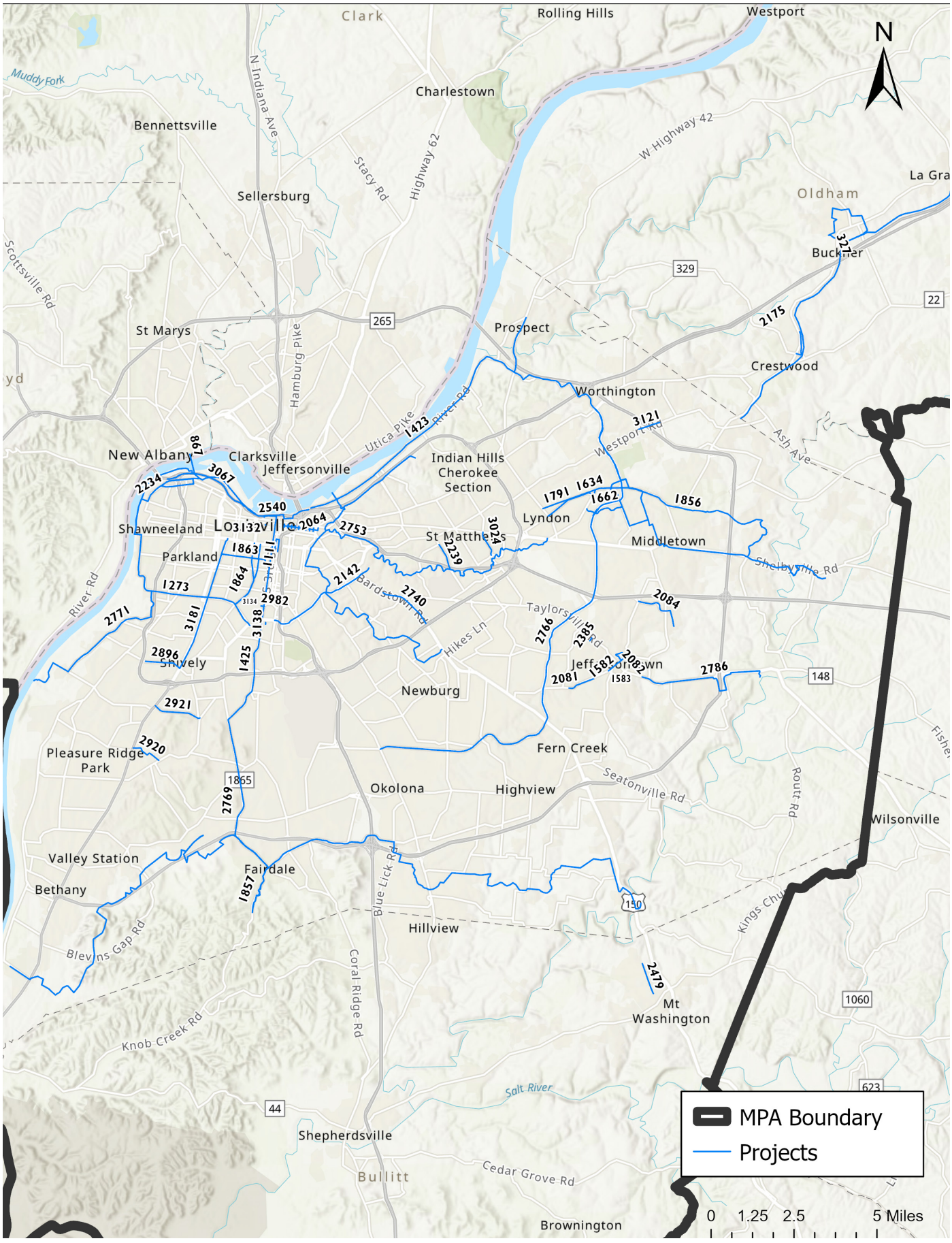
Project Description:
Provide pedestrian and bicycle facilities on both sides of 10th Street.

Justification:
To provide connectivity for pedestrians and cyclists along one of Jeffersonville's busiest corridors.

KENTUCKY

Bicycle/Pedestrian Improvement Projects

Kentucky Bicycle/Pedestrian Improvement Projects



Kentucky Bicycle/Pedestrian Projects

Project Name: Comprehensive Campus Improvements for Pedestrians & Bicyclists, Phase II **Sponsor Agency:** JCTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1111		2030	Jefferson	$6,000,000	Exempt	154

Project Description:

The project includes needed improvements to crosswalks, lighting, pedestrian areas, bicycle lanes, and overall safety on the downtown campus. The Downtown campus is bordered on Chestnut Street to the north, and Breckinridge Street to the south. In 2020 the college completed the construction of an additional classroom building along the east side of south 1st street between Jacob and College streets. Students, parking, bicycles, and other foot traffic will continue to increase throughout these five city blocks and certainly as the new building has opened and enrollment increased. Pedestrian traffic must also cross the entrances to I 65 South and this poses grave danger to those trying to navigate this crossing. There are no painted crosswalks or caution light at the intersection.. At the current time, no funding has been secured and costs are based on very rough estimates.

Justification:

The project will provide safe walkways for pedestrians, many of which are students at the college's campus. These walkways will be used by all students including approximately 1000 students that have identified themselves as having a disability of some kind. The 1st Street corridor is busy with cars and trucks moving in and out of the downtown area. Students are parking, walking to classroom and administrative buildings. Crosswalks on these busy streets can be extremely dangerous, crosswalks at our less traveled areas are non-existent. Adequate lighting is essential as well as other safety mechanisms, like security call boxes with emergency connections to 911 and Metrosafe are essential. As the college encourages students to become greener in their transportation choices, additional and secure parking for bicycles is required. Dedicated bike lanes would be something to consider for any project in the area of the college.

Project Name: Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2084	5-543.00	2023	Jefferson	$2,002,500	Exempt	128

Project Description:

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. The trail will be constructed with concrete. Project length is 1.61 miles.

Justification:

The community including the businesses have expressed interest to provide both pedestrian and bicycle movement throughout the Bluegrass Commerce Park. So the City has been constructing a multi-use trail to connect Hurstbourne Parkway to Blankenbaker Parkway. Better connectivity is desired throughout the employment center in order to provide alternative means to the automobile.

Project Name: Good Samaritan Bicycle and Pedestrian Trail Connector **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2082	5-486.00	2023	Jefferson	$1,940,000	Exempt	129

Project Description:

Construct a .67 miles multi-use bicycle and pedestrian trail 10 feet wide along portions of Watterson Trail, Grand Avenue, Bluebird Lane and Shelby Street as well as traversing between the Jeffersontown Public Library and the Academy of Individual Excellence School and the Good Samaritan Residential Community in downtown Jeffersontown.

Justification:

This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to schools, libraries, parks and places of employment. It would also provide a missing gap in the existing multi-use bicycle and pedestrian trail system already constructed that will connect a high commercial corridor to the Bluegrass Commerce Park Employment Center to the surrounding roadway network and the city's downtown.

Kentucky Bicycle/Pedestrian Projects

Project Name: Jeffersontown to Parklands Multi-Use Bicycle/Pedestrian Trail **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2786		2025	Jefferson	$5,450,000	Exempt	66

Project Description:

Construct a 10-foot wide multi-use bicycle/pedestrian trail along Taylorsville Road from Chenoweth Run Road to South Pope Lick Road/Parklands.

Justification:

To provide alternatives to the automobile by increasing connectivity for pedestrians and bicyclist. Provide opportunities for future transit access and linkages between where people live and work. Taylorsville Road is coming a highly developed corridor and connecting the various residential neighborhoods to arterial streets and transit is desired.

Project Name: Patti Lane Sidewalk Safety Improvement Project **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2385	5-3219.00	2023	Jefferson	$1,030,500	Exempt	108

Project Description:

Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and "sharrow" bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create managable commercial entrances for each business.

Justification:

Patti Lane is a Classified as a Minor Urban Collector that connects Old Six Mile Lane (Major Connector) to Taylorsville Road (Major Arterial). The project area is a critical corridor because it connects access to four area schools (Jeffersontown High School, St. Edwards Elementary, Tully Elementary, and Jeffersontown Elementary) and a high density residential neighborhood to the transit system along Taylorsville Road and the Jtown Commons Shopping Center, a commercial commerce cluster. The corridor does not have sidewalks, and the businesses have curb cuts across their entire frontages. These conditions create a safety concern for the many students and residents in the area to access goods and services and forces them to walk in the street or along the drainage ditch line.

Project Name: Taylorsville Road Shared Use Path **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3109		2025	Jefferson	$1,155,000	Exempt	85

Project Description:

Improve pedestrian and bicycle connectivity along Taylorsville Road (KY 155) between Jeffersontown's Veterans Memorial Park (approximate MP 8.7) and Blakenbaker Parkway (KY 913, MP 8.247). The project would include a bridge over Chenoweth Run Creek and link neighborhoods with new recreational facilities within Veterans Park and provide multimodal transportation options, linking residential areas to job opportunities in Bluegrass Commerce Park.

Justification:

The project would be the first segment of the Jeffersontown to Parklands Connector, a shared use path initiative to link neighborhoods along Taylorsville Road to the Parklands of Floyds Fork (KYTC 5-3038, KIPDA 2786). The project promotes multi-modal transportation and reduces single occupancy vehicle use along the busy corridors of Taylorsville Road and Blakenbaker Parkway. Jeffersontown recently annexed the Landherr Estates and Deer Creek communities north of Taylorsville Road along Blakenbaker Parkway. There is an existing sidewalk along Blankenbaker Parkway connecting these residential areas to Taylorsville Road, but the sidewalk terminates at this intersection. This project would connect the existing sidewalk to the north of Taylorville Road, west of Veterans Park (which connects to Jeffersontown) to the existing sidewalk at Blakenbaker Parkway. This would link residents to recreational amenities at the park, to the historic Gaslight Square District in Jeffersontown, and to Bluegrass Commerce Park.

Kentucky Bicycle/Pedestrian Projects

Project Name: Watterson Trail Bicycle & Pedestrial Trail Phase II **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2081		2024	Jefferson	$1,320,000	Exempt	85

Project Description:

The project will construct a 10 foot wide concrete multi-use trail along one side of Watterson Trail from Mansfield Estates Drive to Mulberry Row Way.

Justification:

The city conducted a bicycle/pedestrian master plan for the city. As a result of the master plan the citizens desired to provide both bicycle and pedestrian facilities that are safe along this section of Watterson Trail. Given the high density of neighborhoods and no sidewalks existing along this section of roadway it was determined to construct a multi-use trail to connect with the central business district of the downtown as well as other segments of the city's trail system.

Project Name: Watterson Trail Phase I **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1582	5-3031.00	2023	Jefferson	$6,653,232	Exempt	124

Project Description:

Construct new curb and gutters as well as all new sidewalks on both sides of Watterson Trail from Billtown Road to Old Taylorsville Road and including ADA Compliant Ramps and MUTCD crosswalks at each street intersection. The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.

Justification:

Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA Compliant ramps and tactile warning mats.

Project Name: Watterson Trail Phase II **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1583	5-518.00	2024	Jefferson	$2,531,851	Exempt	119

Project Description:

Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancments as well as pedestrian street lighting.

Justification:

Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.

Kentucky Bicycle/Pedestrian Projects

Project Name: Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor

Sponsor Agency: KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3067		2028	Jefferson	$22,750,000	Exempt	116

Project Description:

The project would consist of a planning study to examine the needs and possible solutions regarding provision of more robust and more attractive community connections between the Portland neighborhood and the areas adjacent to the Ohio River.

Justification:

I-64 is a high-speed fully-controlled access interstate transportation facility through an economically-disadvantaged area that constitutes a barrier to community connectivity, as well as a barrier to mobility and access to jobs and recreation opportunities. The study would explore options to ameliorate the impacts of that barrier, particularly as they affect Portland and adjacent West Louisville neighborhoods. Opportunities exist for neighborhood, business community, city, and state partnerships in the implementation of this project. The Louisville Metro Portland Neighborhood Plan brought together many of these stakeholders, and the project could certainly build on that foundation. Since the adoption of the plan, the West End Opportunity Partnership was established, creating a TIFF District with the aim of revitalizing the community.

Project Name: A.B. Sawyer Shared Use Path

Sponsor Agency: Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1662	5-529.00	2024	Jefferson	$5,000,000	Exempt	93

Project Description:

Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities; and construction of pedestrian facilities along Hurstbourne Parkway from Middle Fork of Beargrass Creek bridge to Ormsby Station Road including a bridge over Middle Fork Beargrass Creek.

Justification:

To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.

Project Name: Bardstown Road Safety Study Implementation - Southern Phase

Sponsor Agency: Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2740		2035	Jefferson	$3,300,000	Non-Exempt	110

Project Description:

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. Bump-outs at specific locations to improve ped crossings, removal of the existing alternating lane lights, expanding the travel lanes from 4 to 5 (adding TWLTL) from Douglass Boulevard to Taylorsville Road and from Tyler Lane to Brighton Drive, improved crosswalks at several locations, a 10' shared use path from Eastview Avenue to Tyler Lane, dedicated turn lanes onto Tyler Lane, and improved traffic coordination for arrival and dismissal at Assumption High School, St. Raphael and Hawthorne Elementary.

Justification:

Crashes along the corridor are noticeably high for both peds and autos. The critical crash rate for most of the corridor is well above 1. Over the last 5 years there has been an average of 40 collisions per month and 9 pedestrians collisions per year (both of which occur more frequently at night.) The multiple improvements proposed in the plan would help mitigate these unsafe conditions along one of Louisville's most vibrant urban corridors.

Kentucky Bicycle/Pedestrian Projects

Project Name: Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
337	5-965.15	2050	Jefferson	$3,148,194	Exempt	20

Project Description:

Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities

Justification:

Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.

Project Name: Blanton Lane Sidewalk **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2920	5-3004.00	2025	Jefferson	$1,956,500	Exempt	148

Project Description:

Construct a continuous 6-foot sidewalk on the north side of Blanton Lane from Dixie Highway to St. Andrews Church Road. This project will add approximately 5,100 linear feet of sidewalk; one 190-foot segment will be constructed with curb and gutter and will include a retaining wall.

Justification:

There are no pedestrian connections on Blanton Lane. This major collector connects a principal arterial (Dixie Highway) and a minor arterial (St. Andrews Church Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and St. Andrews Church Road; along with a crossing at the P&L Railroad.

Project Name: Cannons Lane **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2239	5-3212.00	2023	Jefferson	$1,480,000	Exempt	103

Project Description:

Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.

Justification:

To provide pedestrian access connecting existing sidewalks and paths at Willis and Cherokee Park to the Seneca Loop path. All sidewalks will be constructed in accordance with the Americans with Disabilities Act (ADA) requirements.

Project Name: Crums Lane Sidewalk Phase 1 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2896	5-3011.00	2027	Jefferson	$1,613,723	Exempt	148

Project Description:

Construct a continuous 5-foot sidewalk where none currently exists and rehabilitate existing sections of sidewalk on the north side of Crums Lane from Hartlage Court to Dixie Highway. Construct and/or rehabilitate a continuous 5-foot sidewalk on the south side of Crums Lane from North Lane to the existing sidewalk at the edge of 2112 Crums Lane. This project will add and/or rehabilitate approximately 1.1 miles of sidewalk.

Justification:

There are limited pedestrian connections on Crums Lane and they are often not ADA-compliant and in poor condition. This minor arterial connects a principal arterial (Dixie Highway) to a primarily residential corridor. New sidewalks will provide safe and accessible pedestrian connections to the commercial corridor and transit route along Crums Lane and Dixie Highway. A second phase to extend the sidewalk to Cane Run Road will be proposed in the near future.

Kentucky Bicycle/Pedestrian Projects

Project Name: Dixie Highway Streetscape **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3181	5-478.80	2024	Jefferson	$2,612,000	Exempt	144

Project Description:

Construction of complete street improvements from Crums Lane to 18th Street, including bicycle and pedestrian facilities.

Justification:

Improve bicycle and pedestrian safety.

Project Name: East Market Street Streetscape Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2064	5-8703.00	2024	Jefferson	$14,000,000	Exempt	160

Project Description:

Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook Street, Floyd Street, Preston Street, Jackson Street, Hancock Street, Clay Street, Shelby Street., Campbell Street, Wenzel Street, Baxter Avenue and Johnson Street. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 2.1 miles.

Justification:

This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the area generally bounded by Brook Street to the west; Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.

Project Name: Gagel Avenue Sidewalk **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2921	5-3040.00	2028	Jefferson	$2,247,500	Exempt	164

Project Description:

Construct a continuous 6-foot sidewalk on the north side of Gagel Avenue from Dixie Highway to London Drive, including a crossing at the P&L Railroad and an extension of the box culvert on the east side of the railroad tracks. Construct a crosswalk over Gagel Avenue at London Drive, then construct a continuous 6-foot sidewalk from London Drive to Manslick Road on the south side. This project will add approximately 6,235 linear feet of sidewalk.

Justification:

There are no pedestrian connections on Gagel Avenue. This minor arterial connects a principal arterial (Dixie Highway) and a minor arterial (Manslick Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and Manslick Road; along with a crossing at the P&L Railroad.

Kentucky Bicycle/Pedestrian Projects

Project Name: K&I Railroad Bridge **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
867		2040	Jefferson	$30,000,000	Exempt	102

Project Description:
Conversion of the K&I Railroad Bridge into a new shared-use path across the Ohio River.

Justification:
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.

Project Name: KY 1747 (Fern Valley Road/Hurstbourne Parkway) Complete Street **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2766		2045	Jefferson	$21,121,000	Exempt	108

Project Description:
Complete bicycle/pedestrian connections along Fern Valley Road and Hurstbourne Parkway.

Justification:
Implement complete streets to support active transportation modes and enhance transit.

Project Name: LaGrange Road Bicycle & Pedestrian Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1634		2024	Jefferson	$3,346,250	Exempt	139

Project Description:
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.

Justification:
Addition of bicycle and pedestrian facilities.

Project Name: LaGrange Road Pedestrian Facilities Project **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1791		2025	Jefferson	$1,695,500	Exempt	127

Project Description:
Construction of sidewalks along LaGrange Road from Lyndon Lane to Bowen Elementary School.

Justification:
Addition of pedestrian facilities.

Kentucky Bicycle/Pedestrian Projects

Project Name: Louisville Loop Northeast Shared-Use Path System **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1856		2045	Jefferson	$40,000,000	Exempt	133

Project Description:

Design and construction of a shared-use path connecting Miles Park on Shelbyville Road to River Road. Approximately 18 miles.

Justification:

The northeastern corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.

Project Name: Louisville Loop Ohio River Levee Shared-Use Path System **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2771		2030	Jefferson	$34,000,000	Exempt	130

Project Description:

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 at the LG&E Mill Creek Generating Plant. This corridor is approximately 17.0 miles of the 100+ mile Louisville Loop.

Justification:

The Ohio River Levee Trail corridor of the Louisville Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.

Kentucky Bicycle/Pedestrian Projects

Project Name: Louisville Loop Riverwalk Shared-Use Path System **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2234		2035	Jefferson	$29,643,000	Non-Exempt	143

Project Description:

Design and construct an accessible shared-use path system connecting the Ohio River Valley Northeast section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Olmsted Parkways shared use path system and the Ohio River Levee Trail section of the Louisville Loop at West Broadway and Southwestern Parkway. This corridor is approximately 8.0 miles of the 100+ mile Louisville Loop. There are significant lengths of this part of the Louisville Loop that are seasonally flooded. To accommodate the extensive use of the Loop during those seasons, there needs to be a detour alternate route. Northwestern Parkway parallels this section of the Loop and has appropriate ROW for design and construction of bicycle and pedestrian facilities. The improvements vary over 4 distinct zones on Northwestern Parkway: Zone 1 - from West Market Street to Bank Street includes a 10' wide shared use path, restriping pavement dedicated bicycle lanes, signage, and other bicycle and pedestrian facilities, and remains two-way with 2 vehicular travel lanes. Zone 2 - from Bank Street to 39th Street includes 10' shared use path, restriping pavement, dedicated bicycle lanes, signage, and other bicycle and pedestrian facilities, and will be reduced from 2 one-way lanes to 1 lane. Zone 3 - from 39th Street to 33rd Street includes restriping pavement, dedicated bicycle lanes, a cycle track, signage, and other bicycle and pedestrian facilities, and will be reduced from 4 one-way lanes to 2 one-way lanes. Zone 4 - from 33rd Street to 31st Street includes restriping pavement, dedicated bicycle lanes, a cycle track, signage, and other bicycle and pedestrian facilities, and remains as two-way traffic with 2 vehicular lanes.

Justification:

The Riverwalk corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists. The proposed detour alternate route - which currently has limited and disconnected pedestrian facilities - will accommodate pedestrians as well as all categories of bicyclists along the local streets in the Portland and Shawnee neighborhoods.

Project Name: Louisville Loop Southern Shared-Use Path (Parent) **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1857		2035	Jefferson	$66,000,000	Exempt	141

Project Description:

Design and construct a shared-use path system connecting the Ohio River Levee Trail section of the Louisville Loop at Watson Lane to the Parklands of Floyds Fork section of the Louisville Loop at Bardstown Road. This corridor is approximately 33 miles of the 100+ mile Louisville Loop.

Justification:

The southern corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.

Kentucky Bicycle/Pedestrian Projects

Project Name: New Cut Road Complete Street **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2769		2035	Jefferson	$15,000,000	Non-Exempt	111

Project Description:

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. This project would reconstruct New Cut Road/West Manslick Road, adding access management, sidewalks and bicycle accommodations. We would review for the appropriateness of road re-configurations to achieve better pedestrian accommodations, fill in sidewalk gaps and create bike lanes.

Justification:

New Cut Road was widened from a 3 lane section to a 5 lane section from just north of the railroad tracks to I-265 in 2004, with anticipation of traffic growth. Average Daily Traffic (ADT) along New Cut Road in this segment has been stagnate to date according to KYTC traffic historic counts. There is opportunity to create a complete streets and take some of the unneeded excess right-of-way from the 2004 widening as well as north and south of that segment. The Fairdale round-about was open in 2017 and a greenspace beside the round-about with a Louisville Loop/Jefferson Memorial Forest trailhead installation. This will be a great opportunity to connect pedestrian and bicycle gaps to reach the proposed shared used paths on both sides of the terminus of this project (Southern Parkway and Jefferson Memorial Forest).

Project Name: Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2142	5-3213.00	2040	Jefferson	$65,677,000	Exempt	165

Project Description:

This project will provide planning, design, and implementation phases for Olmsted Parkways Bicycle and Pedestrian Improvements to rehabilitate Eastern Parkway to modern standards, including lane reductions and complete street elements of bicycle lanes, shared use paths, and sidewalks.

Justification:

Eastern Parkway is one of the original historic Olmsted Parkways - now over 100 years old - and the most heavily used parkway in Louisville (as Alt US 60, part of the Federal Highway System). Age and use have brought on serious deterioration of an underdesigned facility for current conditions. This project intends to evaluate existing conditions of roadway construction, curbing, drainage, bicycle and pedestrian facilities, and other parkway corridor elements to determine the extent of rehabilitation items required to bring Eastern Parkway up to modern standards and implement the recommendations of the 2009 Olmsted Parkways Shared Use Pathways master plan, which include lane reductions, bicycle lanes, shared use paths, and sidewalks.

Project Name: Olmsted Parkways Multi-Use Path System (Parent) **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1273	5-506.00, 5-3709.00	2030	Jefferson	$55,000,000	Exempt	125

Project Description:

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. Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee Park to I-264, Algonquin Parkway from I-264 to Winkler, Southern Parkway from New Cut Road to South 3rd Street.

Justification:

Implement recommendations of Olmsted Parkways Shared-Use Pathway System Master Plan to enhance bicycle and pedestrian opportunities along parkways that extend and link to existing and proposed Louisville Loop. This project will provide an accessible shared-use pathway system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Olmsted Parkways Shared-Use Pathway System intends to serve all categories of bicyclists.

Kentucky Bicycle/Pedestrian Projects

Project Name: Park Hill Streetscape Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1864		2035	Jefferson	$2,000,000	Exempt	119

Project Description:

Create pedestrian-friendly streetscapes in the Park Hill Corridor, namely 9th and 7th Streets and Kentucky Street.

Justification:

Improvements within the right-of-ways and public spaces in the Industrial Corridor have an impact beyond simply improving the visual appeal. Streetscape features and open spaces play a key role in defining a location's sense of place, positively or negatively. Currently, the deteriorated sidewalks, nonexistent street trees, and inhospitable open spaces contribute to perceptions that the Industrial Corridor is a forgotten place. In addition, the lack of bus shelters hinders the potential for increased transit ridership; the impervious character of the streetscape compounds the combined sewer overflow issue; and the lack of shade increases the urban heat island effect, affecting Louisville Metro air quality. Strategic public realm improvements within the priority focus area can improve quality of life for local businesses and residents, attracting future investment. Create Pedestrian-friendly Streetscapes Streetscapes that address the needs of pedestrians create the kind of atmosphere and sense of place businesses are looking for. Pedestrian-oriented streetscapes include features like street trees to create shade, seating areas for respite, and sidewalks buffered from vehicular lanes by a landscape strip. More and more, employees are looking for exercise opportunities at lunch. A walkable network of streets can address that need without occupying the valuable land of an individual company. Pedestrian-oriented lighting creates even illumination levels, making it easier to recognize faces, leading to a safer pedestrian environment

Project Name: River Road Bicycle & Pedestrian Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1423	5-499.00	2045	Jefferson	$22,000,000	Exempt	119

Project Description:

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 of the Louisville Loop in Prospect at River Road and US 42. This corridor is approximately 8.5 miles of the 100+ mile Louisville Loop.

Justification:

The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.

Kentucky Bicycle/Pedestrian Projects

Project Name: River Road Multi-Modal Improvements - 3rd Street to 7th Street **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2540	5-3217.00	2024	Jefferson	$3,037,500	Exempt	162

Project Description:

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. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the the interstate. This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.

Justification:

Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate. The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.

Project Name: South Hubbards Lane **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3024	5-279.01	2030	Jefferson	$1,200,000	Exempt	125

Project Description:

Add bicycle and pedestrian facilities to South Hubbards Lane from Kresge Way to US 60 (Shelbyville Road).

Justification:

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 Road) to Kresge Way/Bowling Boulevard.

Project Name: South Louisville Loop Connector **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1425		2035	Jefferson	$4,090,000	Exempt	130

Project Description:

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. This multi-modal connection links Downtown, UofL, Iroquois Park, and the Louisville Loop. A mix of on-road and off-road facilities will be required to make an all ages and abilities facility.

Justification:

This corridor is an important connection between Downtown, UofL, Iroquois Park, and will connect to another MTP project along New Cut Road to the round-about in Fairdale which will have a trailhead to the Louisville Loop for Jefferson Memorial Forest. It runs through many dense urban neighborhoods.

Kentucky Bicycle/Pedestrian Projects

Project Name: Three Forks of Beargrass Creek Greenways **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2753		2040	Jefferson	$84,856,000	Exempt	140

Project Description:

This project will plan, design, and construct an accessible shared-use path system in the three forks of Beargrass Creek watershed, which will provide connections among the existing trails in the watershed. The Muddy Fork Beargrass Creek extends from the confluence at the Ohio River next to Eva Bandman Park northeastward to Indian Hills Trail. The Middle Fork Beargrass Creek extends from its confluence with Muddy Fork near Brownsboro Road and Story Avenue eastward to Shelbyville Road at Oxmoor Mall. The South Fork Beargrass Creek extends from its confluence with Middle Fork near East Main Street southward to Bardstown Road near Bashford Manor Mall.

Justification:

The corridors along the three forks of Beargrass Creek provide the route for an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities in the heavily urbanized eastern section of Louisville. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because this shared-use path system intends to serve all categories of bicyclists.There are significant lengths of the three forks of Beargrass Creek that can be seasonally flooded. To accommodate the use of this corridor during those seasons, detour alternate routes will be planned for.

Project Name: Vision Zero Louisville - Pedestrian Improvements at Signalized Intersections **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3132		2035	Jefferson	$100,000,000	Exempt	55

Project Description:

Design and construct proven safety countermeasures to improve safety for pedestrians at signalized intersections that were identified through the Vision Zero Louisville Safety Report (2021) Technical Appendix, Tables 20 and 21. Possible improvements that will be considered during the Design process include: high visibility crosswalks, median crossing islands, curb extensions, parking restrictions, lighting, leading pedestrian intervals, restricted left turns, signal backplates with retroreflective borders, improved signal timing, removing previously warranted signals, narrowing lane widths, and other traffic calming techniques.

Justification:

Many of the techniques that will be considered for this project are FHWA Proven Safety Countermeasures that also support the "Safer Roads" and "Safer Speeds" goals of the U.S. DOT National Roadway Safety Strategy. This project will reduce the number of pedestrian fatal and serious injury crashes. The project also supports Equity, Complete Streets, and Sustainability goals by providing equitable, safe, and sustainable choices for transportation within our city.

Project Name: West Kentucky Street Project **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1863		2033	Jefferson	$3,000,000	Exempt	109

Project Description:

The West Kentucky Street Master Plan Project proposes sidewalk improvements, bicycle facilities, improvements to the rail crossing at 15th Street, the addition of street trees, and holistically analyzes connectivity impacts of nearby street closures. Traffic calming measures (bumpouts, signal upgrades, road realignments) are proposed at 5th, 9th, and 15th Streets.

Justification:

Kentucky Street is a critical east-west corridor connecting Old Louisville and the California neighborhoods. The Corridor is home to several major institutions such as Memorial Auditorium, Simmons College, and St. Stephen Church. It runs through several industrial areas and lower-income communities in need of investment.

Kentucky Bicycle/Pedestrian Projects

Project Name: Westport Road Sidewalk Through I-265 Interchange **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3121		2025	Jefferson	$1,175,000	Exempt	135

Project Description:
Build a sidewalk on the north side of Westport Road (KY 1447) from Towne Center Drive to Chamberlain Lane. Project will consider adding other safety improvements such as crosswalk visbility enhancements, new street lights, and advance warning Rectangular Rapid-Flashing Beacons (RRFBs) on the ramps.

Justification:
Provide new and safe facilities for pedestrians to traverse through the I-265 interchange at Westport Road (KY 1447). This project will connect two commercial areas which are not currently safely accessible outside of a motor vehicle.

Project Name: Historic Memorial Multi-Use Trail **Sponsor Agency:** Mount Washington

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2479	5-3216.00	2024	Bullitt	$2,733,501	Exempt	122

Project Description:
Construct multi-use path and pedestrian walkway along segment C of the Historic Memorial Multi-Use Trail including a Rest Plaza at Landis Lane and US 31EX. In addition, improve safety along the segment by reducing drainage hazards and installing a roundabout at Landis Lane.

Justification:
To improve bicycle and pedestrian transportation within Mount Washington including safety elements. These facilities will be accompanied by a new signal on the north end of the project at Landis Lane in order to safely get pedestrian traffic from the east sidewalk to the west multi-use path and the connecting rest plaza and other trails.

Project Name: Old LaGrange Road Improvements Oldham County Bicycle & Pedestrian Trail **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2175	5-410.01	2026	Oldham	$2,410,927	Exempt	91

Project Description:
Construct a bicycle and pedestrian trail section along Old LaGrange Road from North Camden Lane to the KY 329 Bypass and on to the intersection with KY 146 in Crestwood.

Justification:
To provide improved access for pedestrians and bicyclists along Old LaGrange Road.

Project Name: Oldham County Bicycle & Pedestrian Trail **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
327	5-410.00	2035	Oldham	$20,000,000	Exempt	95

Project Description:
Construct a non-motorized corridor from LaGrange to Jefferson County line along the Buckner Connector, the new 393 alignment to Wendell Moore Park and/or along KY 146 at the new pedestrian bridge over I-71.

Justification:
The project will allow alternative transportation, calm traffic, build transit oriented development, improve the environment, encourage healthy lifestyles through safer bike and pedestrian access, and link parks, schools, neighborhoods, and commercial areas throughout the County.

Kentucky Bicycle/Pedestrian Projects

Project Name: 2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements **Sponsor Agency:** Univ. of Louisville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2982		2023	Jefferson	$5,681,850	Exempt	120

Project Description:

Improve vehicular safety and traffic flow along 2nd (KY 1020 NB) and 3rd Streets (KY 1020 SB) at the Museum Drive intersection and improve pedestrian connectivity and safety at the intersection and along West Brandeis Avenue (CS 2377F) between 3rd and 4th streets.

Justification:

Relieve congestion and improve pedestrian safety and connectivity.

Project Name: Brandeis Avenue and South 4th Street Intersection Streetscape Improvement **Sponsor Agency:** Univ. of Louisville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3134		2024	Jefferson	$1,182,000	Exempt	140

Project Description:

Improve the intersection of Brandeis Avenue and South 4th Street to include updated traffic signals, enhanced crossings and markings, and streetscape elements as an extension of the streetscape work to be done as part of KIPDA project 2150 for the conversion of Brandeis Avenue to a pedestrian only thoroughfare.

Justification:

The purpose of this project is to upgrade the traffic signalization, provide enhanced crossings and pavement markings, and additional streetscape elements for the Brandeis Avenue and South Fourth Street intersection. This work would be an extension of the KIPDA Project 2150, which includes the conversion of Brandeis Avenue to a pedestrian only thoroughfare. The Brandeis Avenue Pedestrian Thoroughfare will serve as a major pedestrian corridor connecting the main Belknap Campus with the Student Recreation Center and multiple student housing complexes, such as Kurz Hall. The signal upgrades, enhanced crossings, and new pavement markings will provide a safer environment for pedestrian crossings and discourage random pedestrian street crossings at uncontrolled locations. The improvements to be made will be similar to other improvements made on South 4th Street as part of previous projects

Project Name: University of Louisville Research Park Pedestrian Bridge **Sponsor Agency:** Univ. of Louisville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3138		2024	Jefferson	$5,000,000	Exempt	115

Project Description:

The University of Louisville is constructing a research park just south of the JB Speed Engineering School. The new park will allow for improved access to students and the community around the school and proposed park. In order to facilitate the improved access, a pedestrian bridge will need to be constructed. The new pedestrian bridge will be located over the railroad between Speed School and the research park approximately midway between 3rd Street and Brook Street. This bridge will allow for multiple forms of access over the railroad that separates the campus from the proposed research park and the community. The project has an estimate cost of $5 million.

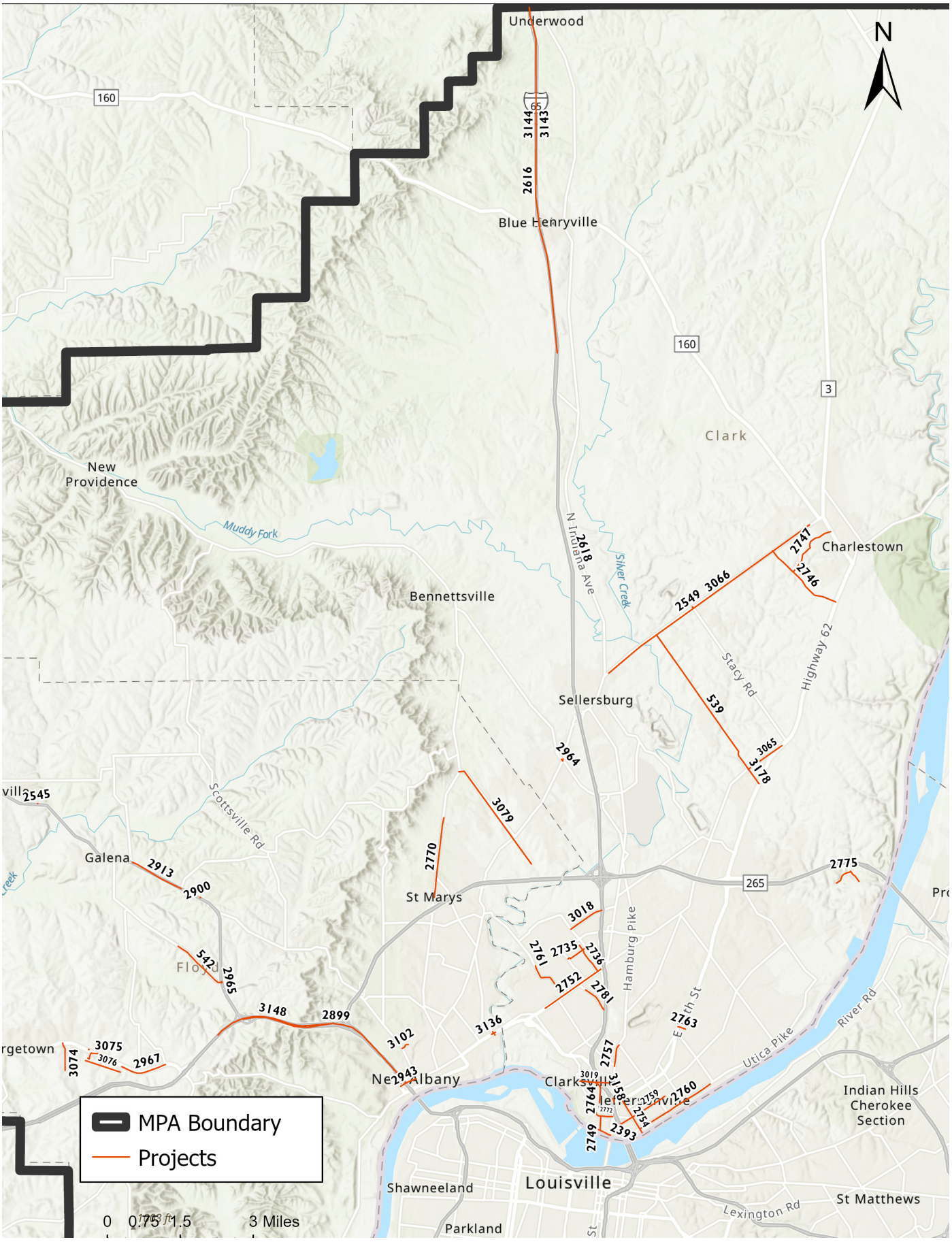
Justification:

The University of Louisville is constructing a research park just south of the JB Speed Engineering School. The new park will allow for improved access to students and the community around the school and proposed park. In order to facilitate the improved access, a pedestrian bridge will need to be constructed. This bridge will allow for multiple forms of access over the railroad that separates the campus from the proposed research park and the community. The project has an estimate cost of $5 million.

INDIANA

Roadway Projects

Indiana Roadway Projects



Indiana Roadway Projects

Project Name: 403/62 Connector **Sponsor Agency:** Charlestown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2746		2024	Clark	$6,500,000	Non-Exempt	80

Project Description:

Construction of a new two lane arterial road in the City of Charlestown, extending from Highway 403 to Highway 62. The arterial will consist of two 12 foot lanes with curb and gutter and 5 foot wide sidewalks on both sides of the road along the entire length.

Justification:

Residential development is occurring rapidly along the city's "western" corridor; in order to serve the developments, this new arterial road will provide a safe and reliable route for both vehicular and pedestrian users. This road will also provide users alternate access to Highways 403 and 62 thus reducing traffic along Highway 3.

Project Name: Clark Road Extension **Sponsor Agency:** Charlestown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2747		2025	Clark	$5,000,000	Non-Exempt	86

Project Description:

Reconstruct and extend portion(s) of Clark Road located in the City of Charlestown. The project consists of uniformly widening approximately 0.6 miles of existing road to two 12 foot wide lanes. Existing sidewalks will be improved, and new sidewalks will be constructed along both sides of the road. These sidewalks will be 5 feet in width and ADA compliant. Clark Road will be extended by constructing a new two lane road with a 12 foot lane width for approximately 0.6 mile. The extension will terminate at a future arterial road that will connect Highways 403 and 62.

Justification:

Residential development within the city is expanding rapidly. This project will provide motorists and pedestrians safe and reliable access to the "western" corridor of the city. The collector road will provide motorist and pedestrians an alternative route to reduce congestion within Highways 3, 403 and 62.

Project Name: Charlestown-Jeffersonville Pike Improvements **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3065		2025	Clark	$4,075,000	Exempt	97

Project Description:

Repave and widen the existing travel lanes from 8 to 10 feet on Charlestown-Jeffersonville Pike lanes from Highway 62 to the Salem-Noble Road. Paved shoulders will be provided and right of way for the future development of sidewalks will be secured. Intersection improvements at Highway 62 and Salem-Noble Road will be reviewed.

Justification:

Improving the Charlestown-Jeffersonville Pike corridor will assist in moving traffic from Highway 62 into Jeffersonville and take some of the traffic congestion off of Highway 62/Tenth Street.

Indiana Roadway Projects

Project Name: CR 403 and Stacy Road Intersection Improvements **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2549	1802805	2025	Clark	$2,894,351	Exempt	54

Project Description:

Intersection improvement including construction of a roundabout to improve safety at CR 403 and Stacy Road. Roundabout construction would include hot-mix asphalt (HMA) pavement, curb, gutter and storm sewer for drainage, and intersection lighting. The footprint for the proposed roundabout would require approximately <1.0 acre of additional right of way, as well as relocating an existing Vectren utility pole and regulated gas line that runs along CR 403.

Justification:

The purpose of the project is to reduce accidents at the subject intersection, and reduce overall speed along CR-403 corridor. Reports from FHWA indicate that a 25% reduction for property damage and a 75% reduction in injury/fatal crashes can be achieved by installing a roundabout. Accidents were studied during a 3-year period from 2014-2016 and 27 total accidents were reported. Manner of collisions were primarily 55% rear end type collisions, 15% ran off the road; and 30% classified as other, including turning collisions. Using RoadHat software, a benefit/cost ratio of 1.42 was calculated. This indicates that the project is a worthy candidate to include in the HSIP call for projects.

Project Name: CR 403 Widening **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3066		2028	Clark	$18,500,000	Non-Exempt	90

Project Description:

Widen CR 403 from Greenleaf Road to Gospel Road from two to four lanes with left turn lanes and considerations for dedicated bike lanes.

Justification:

Traffic along CR 403 continues to escalate. Speeds are continuing to increase as well. Clark County has implemented some traffic control alternatives at various intersection points and are trying to stay ahead of the problems that are created with the growth occurring along the CR 403 Corridor. Demand for alternative modes of transportation are also increasing. The County must continue to plan for future growth and increased traffic demands.

Project Name: Salem-Noble Road **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
539	0400935	2027	Clark	$12,900,000	Exempt	38

Project Description:

Reconstruct Salem-Noble Road as a 2 lane (no additional lanes) road from IN 62 to IN 403.

Justification:

Road improvements to make road safe; horizontal and vertical alignment. The area is rural in nature with residential and commercial subdivisions springing up along the route. The terrain is rolling to steep in some areas with trees lining the road, which creates a safety hazard for the traveling public. There is also a sharp "S" curve within the project limits with very limited visibilty and substandard geometry.

Indiana Roadway Projects

Project Name: Salem-Noble Road From Highway 62 to Jeffersonville-Charlestown Pike **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3178	0400935	2029	Clark	$4,540,850	Exempt	58

Project Description:

The project begins at the intersection of Highway 62 and Salem-Noble Road and extends to the intersection of Salem-Noble Road and Jeffersonville-Charlestown Pike approximately 0.35 miles. The project is a part of the Clark County Salem-Noble Road project that started in 2004. The project plans to widen the roadway, add sidewalk on one side, and improve drainage along the corridor.

Justification:

Clark County began the design of the Salem-Noble Road in 2004. Improved access from Highway 62 to CR 403 are needed to help improve the growth in the area. The improved project corridor will provide the first leg of the Salem-Noble Road project and will provide a pedestrian safe sidewalk for this section.

Project Name: Applegate Lane Improvements **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2781		2026	Clark	$4,250,000	Exempt	100

Project Description:

Widening to at least 12' lanes for 2-way traffic, constructing new sidewalks to existing, and making streetlight improvements.

Justification:

Applegate Lane is an important connecting route to the Lewis and Clark Parkway Corridor and I-65/US-31. It is used frequently. Staff reports the road is often used by pedestrians despite existence of sidewalks, particularly at night. Segments are dangerous and safety issues need to be rectified with street, sidewalk, and lighting improvements.

Project Name: Blackiston Mill Road Phase II **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2389	1700724	2023	Clark	$3,655,600	Exempt	112

Project Description:

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.

Justification:

Project will improve the safety of the corridor and provide pedestrian and drainage improvements.

Project Name: Blackiston Mill Road Phase III **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2761		2028	Clark	$5,300,000	Exempt	105

Project Description:

The project will provide for a widening of Blackiston Mill Road from Blackiston View Drive to Marlowe. The two large curves radius and grades will be reduced to allow for better sight distance and safety improvements. Drainage improvements to prevent roadway flooding are also included. Sidewalks will be added along the roadway and connect to Blackiston Mill Road Phase II and Marlowe Drive.

Justification:

The project will provide safety improvements to the vehicles that use the roadway daily for both commuting and recreational purposes. The reduction in the curves is needed to prevent accidents along the roadway.

Indiana Roadway Projects

Project Name: Cedar Street Reconstruction **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2736		2028	Clark	$4,000,000	Exempt	139

Project Description:

Cedar Street would be reconstructed from Woodstock Drive south to Lewis & Clark Parkway. The segment between Ring Road extension (the mall's circulator road) and Madison Street would shift slightly west to operate as both a public street and circulatory for River Falls Mall. This segment of Ring Road would be removed. Throughout the reconstructed road would be curb and gutter, 2-4' planting verge, and 5' sidewalks on both sides of the roadway.

Justification:

The Broadway District and Lewis and Clark Parkway district are not well-connected, the reconstruction of Cedar Street will tie into the new Cedar Street extension, thereby providing accessibility and reducing congestion on the other two connecting routes for these two important corridors.

Project Name: Lewis and Clark Road Diet **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2752		2029	Clark	$10,000,000	Exempt	132

Project Description:

Segment is 6th worst on KIPDA's Top Crash List for Indiana. Will complete a traffic study in 2019 to confirm, but Town staff feels this segment could warrant a road diet. Currently configured as six 12' lanes of two-way traffic with turning lanes dispersed throughout and 6 11' lanes divided by a 3' curb median for 2-way traffic. Two lanes could be sacrificed in order to make room for more attractive streetscape: 6'+ sidewalks, 6'+ vegetative buffer and two 14 to 15' travel lanes. Segment is host to several dangerous intersections and prone to accidents. Staff consensus is that a road diet will likely be prescribed, the Town will be completing a traffic study for this segment in 2019 to confirm. Road diet, if confirmed by traffic study, will remove at least one traveling lane (likely two) to mitigate and discourage vehicles from dangerous maneuvers, and perhaps widen the lanes to 12 or 13'. Currently there are sidewalks on the north and south side of Lewis and Clark, but they are only 4-5' and the northern side lacks a plant buffer in some areas. The road diet will widen current sidewalks, improve and add crossings, and provide a vegetative buffer between vehicle traffic and pedestrian users in this busy shopping corridor.

Justification:

Currently a dangerous segment, road diet should serve to significantly alter traffic behavior, extra vegetative buffer and lane reduction will increase safety of maneuvering vehicles within this busy commercial corridor. This segment of Lewis and Clark hosts the 7th Top Crash List for Indiana Intersections (Triangle/Blackiston Mill Road) and the 18th Top Crash List for Indiana Intersections (Greentree North), likely because this segment is 6-lanes wide and runs through a major commercial corridor. Lanes are 11'.

Project Name: Marriott Drive Improvements **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2764		2026	Clark	$1,600,000	Exempt	68

Project Description:

Streetscape improvements for entirety of Marriott Drive: 14'+ two-way traffic lanes (nearby RV sales), 5' sidewalk, curb and gutter, sharrows or designated bike lanes.

Justification:

Segments on this road are currently dangerous for pedestrians and motorists. Road lacks sidewalks. Nearby hotel guests and other pedestrians walk in the road, causing potential hazards within this commercial section.

Indiana Roadway Projects

Project Name: Progress Way Roadway Improvements **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3018	2300582	2027	Clark	$6,250,000	Exempt	140

Project 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.

Justification:

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.

Project Name: Reconstruction of South Clark Boulevard **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2772		2027	Clark	$12,000,000	Non-Exempt	96

Project Description:

The proposed reconstruction of South Clark Boulevard project will implement complete street principles to enhance pedestrian circulation, provide a safe and buffered above grade cycle track, improve vehicular movement, and add landscaping along the existing corridor. The segment from Missouri Avenue to the Louisville and Indiana Railroad overpass would become a four-lane divided median roadway. The intersection with Missouri Avenue will require a traffic light as current configuration is somewhat confusing/dangerous. The portion from the railroad overpass to Montgomery Avenue would become a two-lane road with a parking lane on each side. The section from Montgomery Avenue to South Sherwood Avenue would be a sidewalk component to connect to existing pedestrian facilities. Improvements to the L&I overpass may be constructed as part of a separate project. The project includes new curb and gutter with sidewalks and planting strips on each side of the roadway. An above grade cycle track would be included on one side of the roadway. The intersection at Missouri Avenue would need to be rebuilt and realigned to allow for better traffic flow and a safer pedestrian, cyclist, and motorist environment.

Justification:

The project area is located in the South Clarksville corridor which has been targeted for key development activities.

Project Name: River Falls Mall: Ring Road Extension **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2735		2028	Clark	$2,000,000	Non-Exempt	140

Project Description:

The northern leg of the River Falls Mall's Ring Road will be reconstructed and extended to create a continuous east-west connection between Greentree Boulevard and Broadway Street. The road wll extend on new alignment to the east to cross Cedar Street and then "T" into Broadway. The Bass Pro round-about will remain. Typical sections would be 2' buffers, one 7' cycle track, two 5' sidewalks, two 5-7' landscape buffers, two 2-3' curb and gutter, and two 12' lanes. The northern portion of Horn Street will be vacated after completion of this project, Woodstock Drive has already been vacated from Cedar Street to Broadway Street.

Justification:

The reconstruction will will transform Ring Road into a public urban street, instead of a mall access road, and should encourage more diverse types of development.

Indiana Roadway Projects

Project Name: Riverside Drive **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2393	1700725	2024	Clark	$7,343,873	Exempt	115

Project Description:
Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.

Justification:
Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.

Project Name: Smyser Avenue Relocation **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2749		2030	Clark	$10,000,000	Non-Exempt	30

Project Description:
New road project connecting South Clark Boulevard to Riverside Drive. Project extends through flood-wall (requires new gate) to connect with Riverside Drive. Two 11' traffic lanes, curb and gutter, bike/ped, 3-way stop or traffic light at junction with Center Street/Court Avenue.

Justification:
Project has been highlighted as crucial to spur redevelopment within the area and will serve as an additional entrance to the mixed-use South Clarksville corridor.

Project Name: Stansifer Avenue Streetscape Improvements **Sponsor Agency:** Clarksville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3019		2028	Clark	$5,000,000	Exempt	131

Project Description:
The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.

Justification:
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 leads 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 across the board.

Project Name: Baylor Wisman Road **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3074		2028	Floyd	$5,232,750	Exempt	86

Project Description:
The proposed Baylor Wisman Road project would be widen the area of the narrow road coming down to a current one-lane bridge. It would also replace the existing bridge to improve safety. The proposed improvement includes widening the existing roadway to include 11 foot lanes in each direction with 2 foot paved shoulders. An additional 1 foot aggregate shoulder would also be added. The existing alignment will be modified near 1528 Baylor-Wisman Road shifting the center line and cutting into the rock face. The current one lane bridge would be replaced as well.

Justification:
Baylor Wisman Road area has experienced population growth over the past fifteen years. The area is services currently by a one lane bridge that is adjacent to the Norfolk Southern Rail line. The train service constantly blocks the intersection due to the amount of train traffic on the line. This blockage causes residents and emergency response vehicles to detour approximately six miles. This situation delays response times to the area.

Indiana Roadway Projects

Project Name: Chapel Lane Improvement Project **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3079		2029	Floyd	$10,300,000	Exempt	90

Project Description:

Chapel Lane serves as a major collector for eastern part of Floyd County. It connects Charlestown Road and Grant Line Road which are two of the most heavily travelled roads within the Floyd County system. The road is narrow and does not have shoulders which creates issues with mobility and safety.

The proposed project would widen Chapel Lane and provide 11 foot paved lanes with two foot paved shoulders and one foot aggregate shoulder. It would also include the replacement of a bridge to meet the new proposed lane dimensions.

Justification:

"Chapel Lane is an highly developed suburban area within Floyd County. Located in New Albany Township, the road serves as a major collector for the area and a connection with Grant Line and Charlestown Road. During time of closure, the road has been used (unauthorized) for heavy truck traffic attempting to reach Charlestown or Grant Line Road. The narrow lanes and lack of shoulders limit mobility and cause additional safety issues. The proposed project would create a safer environment. "

Project Name: Innovation Parkway Extension Project **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3076		2029	Floyd	$5,100,000	Non-Exempt	102

Project Description:

Proposed project would create a connector road from Baylor-Wissman to Innovation Parkway. The new road would transverse the County's recent acquired Regional Park property. It would consist of two 11 foot lanes, 2 foot paved shoulders and 1 foot aggregate shoulder. The project would connect with Baylor-Wissman creating a frontage road that resident could access to eliminate issues of closures by Norfolk Southern Railroad. It would provide for accessibility for public safety and would allow access to the County's newest Regional Park. The park is approximately 200 acres and the proposed connector would transverse the site.

Justification:

Proposed project would create a connector road from Baylor-Wissman to Innovation Parkway. The project would connect with Baylor-Wissman creating a frontage road that resident could access to eliminate issues of connectivity due to long delay for trains and would improve emergency access to the area.

Project Name: North Tucker Road Improvement Project **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3075		2027	Floyd	$1,950,000	Exempt	97

Project Description:

Proposed project would widen North Tucker Road. North Tucker Road is located in Georgetown Township in Floyd County. It has an intersection with State Road 64 and would be connected to the Brookstone Subdivision and future connector road through the County Regional Park. Currently, North Tucker Road is local road with 7 foot lanes and no shoulders. The current structure is a 30x7 foot box culvert that has a weight limit due to structural issues. The proposed project would install 11 foot lanes in each direction with a 2 foot paved shoulder and 1 foot aggregate shoulder. It would replace the exist culvert and would align with the current rail crossing. New safety crossing are proposed pending approval by the Norfolk Southern Railroad.

Justification:

Currently, North Tucker Road is local road with 7 foot lanes and no shoulders. The current structure is a 30x7 foot box culvert that has a weight limit due to structural issues. Brookstone subdivision currently has 200 residents with an additional 125 single-family residential homes recently approved. There currently is one way in and out of the subdivision. North Tucker does connect to the subdivision, however, it is a undersized and narrow road with an undersized culvert that can not handle heavy traffic. By upgrading the road and culvert, a safe second entrance to the subdivision will be accomplished and it will also serve as a second entrance into the County's new Regional Park complex under construction.

Indiana Roadway Projects

Project Name: Old Vincennes Road Reconstruction Phase 3 **Sponsor Agency:** Floyd County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
542		2026	Floyd	$5,000,000	Exempt	65

Project Description:

Phase 3 of Reconstruction of Old Vincennes Road from south of Luther Road to US 150 in Floyds Knobs. Reconstruction includes widening of lanes/shoulders, drainage infrastructure, and reduction of unsafe sight lines. Improvement of intersections at Schrieber Road with turn lanes, and reconfiguration at Duffy Road/Highlander Point Drive.

Justification:

Old Vincennes Road is the main route from US 150 to Floyd Central High School and Highland Hills Middle School. This section is also used for one of Floyd County's main commercial nodes, Highlander Point. Current infrastructure does not meet growing needs of area.

Project Name: I-64 Added Travel Lanes **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2899	1900162	2027	Floyd	$138,229,021	Non-Exempt	119

Project Description:

Added travel lanes project on I-64 from US 150 to Spring Street. Project also includes added lanes on I-265 from I-64 to State Street and improvements to the interchanges of I-64 at US 150 and I-265.

Justification:

The addition of the mainline through and auxiliary lanes on I-64 as well as additional ramp lanes at the US 150 and I-265 interchanges will provide improved densities, levels of service and travel times with significant reduction in driver delay west of I-265.

Project Name: I-64 and Spring Street Interchange Modification **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2943	2000288	2025	Floyd	$3,573,737	Exempt	91

Project Description:

Interchange modification at ramp junctions with Spring Street, including Spring Street from 5th Street to State Street and Spring Street from 5th Street to Washington Place.

Justification:

The City of New Albany is evaluating the effects of converting Spring Street from one-way operation to two-way operation between 5th Street and State Street. Clark Dietz was hired to develop proposed lane configurations on Spring Street to accomplish the conversion and to perform a traffic capacity analysis of the Spring Street corridor to determine the effects of the conversion on existing traffic operations. This traffic capacity analysis evaluates three scenarios along the Spring Street corridor. While the proposed one-way to two-way conversion of Spring Street will redistribute traffic within the existing traffic network, the surrounding intersections will still operate efficiently if the recommended signal timing, cycle length, and storage length adjustments are incorporated. With these adjustments incorporated, the LOS for the existing intersections will not be negatively impacted, and in most cases will be improved compared to the existing conditions.

Project Name: I-64 Lighting **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3148	2100019	2027	Floyd	$4,195,341	Exempt	106

Project Description:

Lighting improvements from the I-64/I-265 interchange to US 150.

Justification:

This project will improve visibility and safety conditions along I-64 from the I-64/I-265 interchange to US 150.

Indiana Roadway Projects

Project Name: I-65 & Veterans Parkway **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3193	2101799	2029	Clark	$22,900,000	Exempt	122

Project Description:
Modify I-65 & Veterans Parkway interchange by providing additional left turn capacity and adding pedestrian signal indications and push buttons at the signalized ramp terminal intersections.

Justification:
The interchange is currently experiencing poor peak hour operating conditions that are expected to worsen. It is recommended that the interchange be modified to improve traffic operations, especially by providing additional left turn capacity.

Project Name: I-65 Bridge Widening at Brownstown Road **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3143	2001600	2025	Clark	$852,848	Non-Exempt	72

Project Description:
Bridge widening on the southbound I-65 at Brownstown Road, 2.03 miles north of SR 160.

Justification:
This is a bridge widening project on I-65 to accommodate the new added travel lane.

Project Name: I-65 Bridge Widening at Brownstown Road **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3144	2001601	2025	Clark	$852,848	Non-Exempt	77

Project Description:
Bridge widening on northbound I-65 at Brownstown Road, 2.03 mile north of SR 160.

Justification:
This project will widen the bridge to accommodate the added travel lanes project on I-65.

Project Name: SR 60 & Perry Crossing Road Intersection Improvement **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3194	2200050	2028	Clark	$3,207,022	Exempt	57

Project Description:
Intersection improvement at SR 60 and Perry Crossing Road.

Justification:
This project will address safety concerns at the intersection of SR 60 and Perry Crossing Road.

Indiana Roadway Projects

Project Name: SR 60 Intersection Improvement, Roundabout **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2964	2100048	2027	Clark	$6,472,023	Exempt	74

Project Description:
Intersection improvement going to a roundabout at SR 60 and CR 311.

Justification:
The purpose of this project is to reduce the number of traffic crashes being experienced at this location, in particular the rear end, left turn, and right-angle crashes. Using HAT 3 as the analysis tool the 129 crashes resulted in a 4.01 Icc crash severity value. The crash frequency value (Icf) is 6.68. The need for this project is to provide a geometric improvement to the intersection which will provide sufficient capacity and reduce these rear end, left turn and right angle crashes going forward to allow this intersection to operate at a more acceptable overall safety operating condition.

Project Name: SR 64 **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2901	1800318	2024	Floyd	$1,523,957	Exempt	31

Project Description:
Intersection Improvement with added turn lanes on SR 64 at Copperfield Drive to reduce queueing and delay for motorists at this intersection.

Justification:
To help reduce congestion at SR 64 and Copperfield Drive due to traffic at large subdivision causing motorists to back up and cause long delays. Culvert beneath will be extended to allow for widening of road.

Project Name: SR 64 Added Travel Lane **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2967	2100036	2027	Floyd	$13,735,051	Non-Exempt	31

Project Description:
Added travel lane on SR 64 from 2,150' west of the existing Oakes Road intersection to Edwardsville-Galena Road in Floyd County.

Justification:
The purpose of this project is to improve throughput on SR 64 by improving intersection operations. Adding these travel lanes will reduce driver delay for the side roads and mainline SR 64 in the design year. The added lanes to SR 64 will continue the multi-lane cross section further west towards Georgetown to benefit commuter trips to and from I-64.

Project Name: US 150 **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2900	1900118	2024	Floyd	$2,351,585	Exempt	40

Project Description:
Intersection improvement with added turn lanes at the intersection of Scenic Valley/Brush College Road.

Justification:
To improve the geometrics to allow for safer and more efficient operation without adjacent residential impacts. Certain trucks cannot turn from US 150 westbound to northbound on Scenic Highway to go eastbound on Brush College without impacting the adjacent or opposing lanes.

Indiana Roadway Projects

Project Name: US 150 **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2913	2000233	2025	Floyd	$2,046,241	Exempt	56

Project Description:

Intersection improvement with new signals on US 150 at Everett Avenue, Steiller Road, and Buck Creek Road.

Justification:

Intent of the project to improve corridor progression on US 150 by implementing intersection upgrades. This report will focus on the segment of US 150 in Floyd County, between Edwardsville-Galena Road and Old Vincennes Road in and around the Galena and the Floyds Knobs area. The original study area extended west to Snyder Chapel Road, west of Greenville in Harrison County, for modeling purposes. All relevant background data is included. The report describes the project at a preliminary level and will guide the ongoing phases of project development.

Project Name: US 150 & Maple Road **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2545	1700209	2024	Floyd	$1,722,550	Exempt	64

Project Description:

Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.

Justification:

Intersection improvement with added turn lanes.

Project Name: US 150 Intersection Improvement of Old Vincennes Road/Lawrence Banet Road **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2965	2100047	2027	Floyd	$5,316,218	Exempt	49

Project Description:

Intersection improvement at the intersection of Old Vincennes Road/Lawrence Banet Road.

Justification:

An intersection improvement project is recommended for US 150 and Lawrence Banet Road in Floyds Knobs, Floyd County, IN. This location has experienced higher than anticipated crash frequency and cost. The recommended alternative would reconfigure US 150 and Lawrence Banet Road as a median U-turn intersection, eliminating left turns at the intersection and installing U-turn access points on US 150.

Project Name: US 31 Concrete Pavement Restoration **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3158	2200963	2027	Clark	$44,500,000	Exempt	103

Project Description:

Concrete pavement restoration on US 31 from 0.99 miles north of I-65 to 3.41 miles south of SR 60.

Justification:

This project will improve the conditions of the pavement and extend its service life.

Indiana Roadway Projects

Project Name: US 31 Intersection Improvement **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2618	1800375	2024	Clark	$1,804,895	Non-Exempt	36

Project Description:

There is a pattern of rear-end crashes with a railroad running parallel to US 31. When a train is crossing Bud Prather Road (east approach), there is not a large amount of room to store vehicles and a southbound vehicle may not have a safe storage place. Project length is 0.08 miles.

Justification:

The intent of this project is to improve the safety of the intersection and reduce the frequency and severity of crashes that occur by constructing left-turn lanes on US 31.

Project Name: Widening of I-65 **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2616	1700135	2025	Clark	$154,418,894	Exempt	55

Project Description:

Widen I-65 from 4 to 6 lanes from 0.25 miles south of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 28.88).

Justification:

The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement and construct added travel lanes in this portion of I-65.

Project Name: Court Avenue Streetscape Improvements **Sponsor Agency:** Jeffersonville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2759		2027	Clark	$2,500,000	Exempt	150

Project Description:

This project will reconstruct portions of Court Avenue from the I-65 Interchange to Graham Street per the recommendations in a recently completed planning study for the corridor. It includes eliminating one lane of travel in each direction from I-65 to Walnut Street in order to slow traffic, provide turn lanes for local streets and provide bicycle infrastructure from Downtown to the Second Street Bridge. The project includes improving sidewalks, creating pedestrian bulbouts for increased safety and walkability, installing street trees, enhancing lighting, and re-configuring existing diagonal parking where necessary to improve safety and accessibility.

Justification:

Court Avenue is the City of Jeffersonville's "Civic Spine." It is the location of the county courthouse, the library, Warder Park, the historic Nachand Fieldhouse, nearly 100 small businesses and a future Downtown elementary school (now under construction). As such, Court Avenue needs to be made more walkable and pedestrian friendly - a logical counterpart of Historic Spring Street. Currently sidewalks and curbs are in need of repair, lighting is inconsistent, pedestrian crossings are unsafe, and traffic speeds are too high. The traffic configuration is inconsistent and can easily be reduced from 4-lanes to two (as traffic volumes do not support four lanes of traffic). This project aims to correct these issues and create a much more pleasant pedestrian street which supports the numerous small businesses in the area.

Indiana Roadway Projects

Project Name: Market Street Revitalization Project **Sponsor Agency:** Jeffersonville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2760		2028	Clark	$6,000,000	Exempt	101

Project Description:

Following full closure and cleanup of the Jeff Boat Facility, reconstruct Market Street from Spring Street to Blanchel Terrace. Reconstruction will include new pavement, curb, gutter, sidewalks, and sharrows. In addition to sidewalks, street trees, benches, pedestrian lighting and other amenities shall be provided to create a pleasant walkable connection from Downtown Jeffersonville to future riverfront development at the former Jeff Boat site.

Justification:

Following the closure and full cleanup of the Jeff Boat Facility, it is anticipated that some quantity of riverfront development will happen on this site. Currently much of the street is in disrepair due to years of freight traffic in the area and general disinvestment in an industrial area. Improvements to this street will be needed to support new development and ensure that there is a safe, accessible, and pleasant pedestrian connection to Downtown Jeffersonville.

Project Name: Reeds Lane Extension **Sponsor Agency:** Jeffersonville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2763		2027	Clark	$3,000,000	Non-Exempt	72

Project Description:

This plan will improve the geometry of the Reeds Lane and 10th Street intersection and extend Reeds Lane through the existing Shopping Center. The extension will connect to the existing Kehoe Lane and create a new north-south connection across 10th street at a signalized intersection.

Justification:

The 10th Street Strategic Investment Plan (2018) identified several opportunities to help revitalize the aging commercial corridor. One concept presented is to create a new north-south spine through the existing (and aging) Jeff Plaza Shopping Center, that can be used as a catalyst for redevelopment of the site. The plan developed creates not only a through road that better connects the north and south sides of 10th street, but also creates a small community greenspace around which new buildings can be constructed.

Project Name: Spring Street - Eastern Boulevard Intersection **Sponsor Agency:** Jeffersonville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2756		2027	Clark	$1,200,000	Exempt	113

Project Description:

This project will fully reconstruct the Spring Street and Eastern Boulevard intersection.

Justification:

The irregular geometry of the Spring Street/Eastern Boulevard intersection creates a number of safety issues for divers, cyclists, pedestrians, and commercial freight traffic. The goal of this project is to reconfigure the geometry of the intersection, and fully improve all signalization, crosswalks, and handicapped ramps for increased safety for all users. The plan for this project is outlined in the Spring Street Master Plan (2017).

Project Name: Spring Street - Eastern Boulevard to Dutch Lane **Sponsor Agency:** Jeffersonville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2757		2028	Clark	$1,500,000	Exempt	103

Project Description:

Reconstruct Spring Street from Eastern Boulevard to Dutch Lane as a two lane road with bicycle lanes, new curb and gutter, and sidewalks. Provide turn lanes where necessary.

Justification:

The segment of Spring Street between Eastern Boulevard and Dutch Lane is in rather poor condition and has a narrow, rural cross section with no curb, gutters or sidewalk. This is in stark contrast to the wider and more urban sections to the North and South. As a noted "Minor Arterial" that sees a good deal of freight traffic in this area, the current conditions do not meet the acceptable standards for the road's classification.

Indiana Roadway Projects

Project Name: Spring Street Revitalization and Enhancement **Sponsor Agency:** Jeffersonville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2754		2035	Clark	$4,000,000	Non-Exempt	143

Project Description:

This project will completely reconstruct Spring Street through Downtown Jeffersonville. The project will include the addition of bicycle lanes, turn lanes where necessary, transit stop enhancements and improved pedestrian infrastructure.

Justification:

Since the opening of the Big Four Bridge, Downtown Jeffersonville has come alive with new restaurants, stores, and housing. With the revitalization has come a larger number of pedestrians, bicycles and transit users in the Downtown Area. While the buildings along Spring Street have been fixed up and reactivated, the street itself is in need of repaving and the sidewalks need a great deal of work. This project, outlined in the Spring Street Master Plan adopted in 2017, aims to create Jeffersonville's first "Complete Street" - designed specifically for all modes of travel. This complete street will extend northward to connect the Clark Memorial Hospital and the Claysburg Neighborhood to the Downtown. Three blocks in Claysburg (north of the Hospital will be completed in 2019; these are not a part of this project).

Project Name: Grant Line Road (Hausfeldt Lane to Security Parkway) **Sponsor Agency:** New Albany

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2770		2035	Floyd	$9,176,400	Non-Exempt	77

Project Description:

The need for improvement is based on the existing substandard geometrics, and lack of traffic capacity along the corridor, which is in a rapidly growing area of New Albany and Floyd County. Existing Level of Service (LOS) has fallen below minimum standards. This project is needed to improve safety and traffic flow/mobility by adding capacity and improving geometrics along the corridor. This project will increase vehicular capacity, add pedestrian access and resolve fundamental and unsafe roadway deficiencies within this section of Grantline Road north of I-265. This road rehabilitation and multi-use (MU) trail project along Grantline Road will extend from Hausfeldt Lane to Security Parkway. The MU trail/sidewalk only portion of the project will begin at Hausfeldt Lane, and will run north along Grantline Road for approximately 2150 ft. to Indiana University Southeast (IU-SE)/Klerner Lane intersection. The MU trail will be located on the west side of the roadway, and the sidewalk will be located on the east side. The roadway rehabilitation portion of the project will begin at IU-SE/Klerner Lane. The Multi Use Trail/sidewalk and roadway rehabilitation project will then run north to just north of the intersection with Security Parkway. The length of the MU trail/sidewalk only portion of the project will be approximately 0.41 miles.

Justification:

This corridor provides access to IU-SE (enrollment 5,400), Grantline Elementary School and 5 existing Industrial Parks. Multiple apartment complexes and retail uses are planned or already under construction in the area. IU-SE has recently substantially increased their on-campus housing capacity by adding and/or expanding dormitories with more dorms and additional campus buildings in the planning stages. The City recently constructed access and sanitary sewer service on the west side of Grantline Road through land now being developed with apartments to a new forty acre industrial park. The City anticipates development of another 150+ acres of vacant land zoned for industrial or multi-family use on this corridor in the near future. With IU-SE, Grantline Elementary School, 5 industrial parks, multiple apartment complexes, and retail development either planned or under construction along this corridor, the addition of adequate pedestrian facilities will be vitally important for both safety and mobility. There are other pedestrian facilities in the vicinity of this project area. The addition of a MU path and sidewalk with this project will help to provide much-needed connectivity with these other facilities, and to other parts of the community.

Project Name: Graybrook Lane Extension **Sponsor Agency:** New Albany

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3102		2029	Floyd	$3,708,432	Non-Exempt	113

Project Description:

Extension of collector class roadway (Graybrook Lane) from the intersection with Bono Road/Pearl Street to the intersection of State Street. This roadway extension would further establish connections from economically depressed areas to the vital State Street corridor.

Justification:

Graybrook Lane currently deadends into Pearl Street/Bono Road intersection. By extending Graybrook Lane, the collector class roadway would be extended to an important arterial roadway of State Street which would allow citizens an easier route to connect to shopping, vital services, and transit. Furthermore, this project serves an economically depressed area of the city and would allow better connections for the citizens adjacent to this project.

Indiana Roadway Projects

Project Name: Intersection of East Spring Street and Beharrell Avenue **Sponsor Agency:** New Albany

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3136		2028	Floyd	$3,230,000	Exempt	112

Project Description:

Improvement of the intersection of East Spring Street (a major arterial and gateway into the community with Beharrell Avenue (a collector class roadway). The concept is to utilize a roundabout, a proven safety counter measure, in order to improve the safety of this intersection, slow traffic entering the City of New Albany, and to enhance the livability and walkability of the surrounding areas of the community. This would also allow for a connection to the Ohio River Greenway, and provide a road diet on Spring Street that will accommodate bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers. The cost estimate for these intersection improvements is $3,230,000.

Justification:

The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of East Spring Street effectively bisects the neighborhood along Beharrell Avenue. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the north of East Spring Street with the vital community asset that is the Ohio River Greenway.

Project Name: Utica Ridge Road **Sponsor Agency:** Utica

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2775		2027	Clark	$2,219,600	Non-Exempt	95

Project Description:

Install new connector road to lessen travel miles of east Utica residents, eliminate through traffic in central part of town, providing two lanes parallel to Highway 265 for local traffic. Right-of-way is preliminarily estimated to be 80 feet with 11-foot lanes and five-foot shoulders. Lighting and landscaping to be included in keeping with the character of the area being a gateway into Indiana.

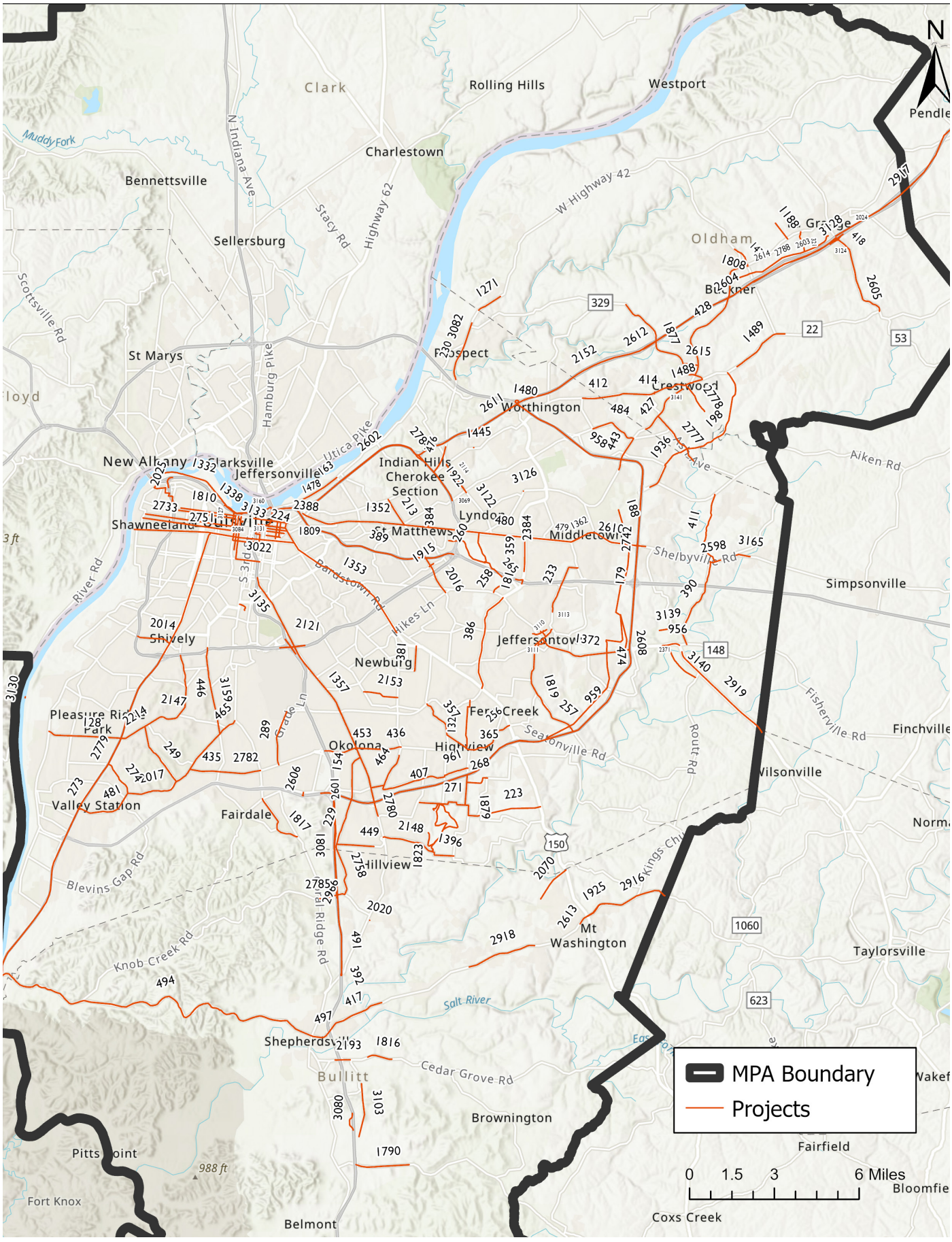
Justification:

The project will lessen the drive distance to Highway 265 from the growing east side of Utica. As such it will lessen traffic and stopping within the central core of Utica. The road will be designed to agree with the projected commercial and mixed uses expected to be drawn to the area due to the improved access provided by Highway 265 and the Lewis and Clark Ohio River Bridge. Developers are increasingly being attracted to this area. There is presently a need for approximately 107,000 square feet of commercial space and residential expansions are continuing.

KENTUCKY

Roadway Projects

Kentucky Roadway Projects



Kentucky Roadway Projects

Project Name: Bullitt County I-65 Arterial Relief and Development Corridor **Sponsor Agency:** Bullitt County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3103		2026	Bullitt	$19,300,000	Non-Exempt	84

Project Description:

Install approximately 1.9 miles of road to connect Ohm Drive to Chapeze Lane and open over 200 acres of commercial and industrial development in Bullitt County. The road will be designed to require truck traffic to travel north while also allowing local vehicular traffic to bypass I-65 as relief in case of accidents or limited access on I-65. There will also be a shared use path to encourage connectivity to surrounding areas and allow for local traffic to access the new interchange as well.

Justification:

While the land has been zoned and annexed, access to Ohm Drive and I-65 hold back any future development of this site. This road way would unlock a large multi use development to bring new business, companies, and jobs to the county. Also given the amount of development on Preston Highway along the West side of I-65, this roadway will allow for increased traffic to bypass alternative paths if I-65 is backed up with accidents or traffic.

Project Name: KY 1450 Blue Lick Road Widening **Sponsor Agency:** Bullitt County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2758		2027	Bullitt	$8,000,000	Non-Exempt	67

Project Description:

Widen KY 1450 (Blue Lick Road) from 2 to 4 lanes from Bullitt/Jefferson County line to CR 1512A (Jeffie Lane).

Justification:

Congestion, visibility, intersection realignment, and safety are all issues needing to be addressed that have created the need for this project.

Project Name: KY 44 **Sponsor Agency:** Bullitt County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2916		2027	Bullitt	$43,300,000	Non-Exempt	38

Project Description:

Widen KY 44 from 2 to 4 lanes from US 31E to Kings Church Road and a 3 lane section from Kings Church Road to Spencer County line.

Justification:

Improve the efficiency and capacity of surface transportation infrastructure in order to accommodate the growth of commercial and commuter traffic, relieve congestion, and enhance safety throughout the corridor, such as the crash rate in the west part of the corridor that is 5.53 times higher than those of similar Kentucky routes.

Kentucky Roadway Projects

Project Name: Billtown-Eastview Collector Extension **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3111		2026	Jefferson	$1,265,000	Non-Exempt	126

Project Description:

Improve safety, improve multi-modal connectivity, and reduce congestion along Billtown Road (CS-1720H) from Ruckreigel Parkway (MP 0.000) to Watterson Trail (MP 0.165). Improve access and multi-modal connectivity from Billtown Road to Eastview Avenue.The project includes the 3-lane widening of existing Billtown Road between Ruckreigel Parkway and Watterson Trail, and the addition of curb and gutter and sidewalks along both sides of the road. The project also includes the extension of existing Eastview Avenue between Billtown and Taylorsville Road, where some segments of narrow roadway and right of way already exist. The Eastview extension will be a 2-lane curb and gutter roadway with sidewalks and will help to establish improved access and connectivity for the new Jeffersontown Police Station to be completed in 2023.

Justification:

The project helps to complete Jeffersontown's downtown transportation plan and establish additional points of system access and connectivity, by linking Taylorsville Road and Billtown Road, as well as a linkage to the existing dead-end portion of College Avenue in between. The extension is most critical to provide enhanced access to the new police station at the corner of Neal and Taylorsville Road and will open up access to the south. The project supports the City's goal to provide complete streets, through the inclusion of sidewalks along each side of both Billtown and Eastview. Presently, there is a narrow sidewalk, in poor condition, and with no vertical curb separation from the road, along one side of the Billtown corridor. The Eastview extension crosses a 2+ acre vacant parcel owned by the City. Thus, the right of way acquisition costs will be limited, and the project will help to create economic development opportunities to support the future land use plan for the vacant property.

Project Name: Galene Drive/Sprowl Road Collector Extension **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3113		2028	Jefferson	$8,080,000	Non-Exempt	116

Project Description:

Improve capacity, connectivity, and multi-modal safety along Galene Drive (CS-1010H) from Maple Road (MP 1.134) to Bluebird Lane. The project includes realigning Galene Drive/Sprowl Road, and extending this connection east, widening the collector roadway curb and gutters, and adding sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.

Justification:

The project includes a new roadway, minor roadway widening, and intersection improvements to accomplish multiple transportation goals for the City of Jeffersontown. The realignment of the Galene/Sprowl intersection with College Dr addresses a poorly configured offset intersection where vehicular and pedestrian traffic safety at the adjacent Tully Elementary School has long been an issue. The realignment of this critical intersection is the primary focus of the project west of Taylorsville Rd. East of Taylorsville Rd, the project serves as a critical new connector, providing multiple linkages to the local transportation system at Shelby Street and Bluebird Lane which both connect south to Watterson Trail, and at residential dead-end streets of Valley and Pelham, which both connect north to Grand Avenue. In addition to multi-modal connectivity, this eastern portion of the corridor also provides for some areas of economic development opportunities which will also serve to benefit the community.

Kentucky Roadway Projects

Project Name: Watterson Trail Signalization Improvements **Sponsor Agency:** Jeffersontown

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3110		2025	Jefferson	$1,265,000	Exempt	127

Project Description:

This project involves the upgrading of four existing signalized intersections along an 0.5-mile segment of Watterson Trail (CR-1004H/CS-1073H). The four intersections from south to north are: Ruckriegel Parkway (CR-1004H, MP 3.179), Maple Road/Billtown Road (CR-1004H, MP 3.330 and CS-1073H, MP 0.000), Old Taylorsville Road/Shelby Street (CS-1073H, MP 0.352), and Ruckriegel Parkway (KY 1819) (CS-1073H, MP 0.694).

Justification:

Streetscape enhancements along the downtown portion of Watterson Trail corridor under KYTC Item No. 5-3031 and 5-518 are underway. Construction of Phase 1 (5-3031) has begun, and Phase 2 (5-518) is in the Right of Way phase, with construction anticipated soon. The existing signalized intersections are all pole and wire-based, with only one of them offering pedestrian signals. Because the streetscape projects will include sidewalk enhancements and the construction of new sidewalks in some areas, the need for pedestrian signals and signalization modernization will become a critical requirement to enhance pedestrian safety and improve ADA compliance. The corridor intersects with Ruckregel Parkway at each end, where existing 3-way intersection conditions exists. Within the interior of the corridor, two 4-way intersections exist at Billtown/Maple and Shelby/Old Taylorsville Road. These two interior intersections serve as the match-line between the Phase 1 and Phase 2 streetscape projects.

Project Name: English Station Road **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
188	5-353.00	2025	Jefferson	$12,445,300	Exempt	90

Project Description:

Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From MP 0.457 to MP 1.232.

Justification:

The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032

Project Name: I-264 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2025		2045	Jefferson	$15,642,000	Non-Exempt	63

Project Description:

Reduce congestion and improve safety along I-264 from I-64 to the KY 3082 (Bank Street) interchange. Project design will evaluate the addition of one travel lane in each direction. CHAF IP20130130.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. The Purpose of the I-264 and I-64 interchange widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-264 and I-64, as well as local users traveling to and from the Downtown Louisville Areas.

Kentucky Roadway Projects

Project Name: I-264/US 42 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1922	5-804.00	2028	Jefferson	$68,205,000	Non-Exempt	141

Project Description:

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. CHAF ID: IP20160046. Additional Considerations: Widen all ramps to two lanes.

Justification:

The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watterson Expressway) and the interchange at US 42. By reducing congestion and delay within the project limits the safety on US 42 and I-264. The existing I-264/US 42 interchange does not have adequate capacity or storage to accommodate the left turn and through traffic volumes during the AM and PM peak hours. Commuters are experiencing long delays.

Project Name: I-265 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
179	5-549.00, 5-549.01	2023	Jefferson	$38,397,500	Non-Exempt	70

Project Description:

CHAF Purpose: KYTC Highway Plan (June, 2018): Reconstruction of the I-265/I-64 Interchange. (2016BOP).

Justification:

The purpose of the Gene Snyder Interchange Project is to enhance the operation and improve the safety of the I-265/I-64 Interchange.

Project Name: I-265 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
407	5-554.00	2028	Jefferson	$76,350,000	Non-Exempt	127

Project Description:

KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from I-65 to US 31E.

CHAF ID: IP20080191.

Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

Justification:

CHAF Purpose: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road).

CHAF Need: This project is needed because of deficient ramps, inadequate capacity, and higher than average crash rates on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road). As cited in the I-265 Study of January 2015 the projected 2020 LOS along this section of I-265 is D with 2 smaller sections having LOS E and F in the PM peak, and the 2020 average PM peak v/c ratio is 0.84. The 2014 rear end crash rate from I-65 to KY 61 exceeds the average rate for the road type according to the most recent I-265 Study. 2014 ramp deficiencies include the merge lengths from Smyrna Parkway to I-265 WB and EB. Two bridges in this section are identified as functionally obsolete. The surrounding land uses are residential, commerical, and industrial. Commuters use this segment to bypass I-65 as well as gain access to I-65. Adequacy rating data point to high levels of congestion and rough pavement conditions in some areas. There is additional growth occurring now and planned for the future in this area in Jefferson County which will only worsen congestion.

Kentucky Roadway Projects

Project Name: I-265 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
958	5-537.00, 5-537.01, 5-537.02	2024	Jefferson	$95,920,000	Non-Exempt	102

Project Description:

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.

Justification:

CHAF Purpose: The purpose of the proposed project is to decrease existing congestion on the mainline of I-265 Gene Snyder Freeway between KY 155 Taylorsville Road and I-71.

CHAF Need: Carrying 65,000 to 88,000 vehicles per day today, the existing I-165 corridor does not provide adequate capacity to serve current peak period traffic volumes. It exhibits poor Level of Service (LOS), inflated travel times, and ramp queue lengths that back up.

Project Name: I-265 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
959	5-558.00	2029	Jefferson	$75,000,000	Non-Exempt	94

Project Description:

Improve safety and reduce congestion on I-265 from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). CHAF ID: IP20150080. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

Justification:

Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). This project is needed because of deficient ramps and inadequate capacity on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). The I-265 Study completed in January of 2015 cites an existing LOS D along this section.

Project Name: I-265/US 60 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2742		2038	Jefferson	$64,410,000	Non-Exempt	94

Project Description:

Reconstruct I-265/US-60 interchange as a single point urban interchange and construct needed improvements to connect with the I-265/I-64 interchange. (2006BOPC). CHAF IP20150185.

Justification:

The purpose of this project is to improve traffic operations and safety in the I-265 (Gene Snyder Freeway)/US 60 (Shelbyville Road) interchange area. This project is needed because the capacity of the I-265 (Gene Snyder Freeway)/US 60 (Shelbyville Road) interchange is insufficient to meet current and future traffic demands, which results in congestion and potential safety concerns at this interchange.

Kentucky Roadway Projects

Project Name: I-64 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
389	5-553.00	2035	Jefferson	$36,550,000	Non-Exempt	118

Project Description:

6YP DESC: Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment.

CHAF DESC: Improve safety and reduce congestion within the I-64 corridor from the Kennedy interchange to I-264 (Watterson Expressway). CHAF ID # - IP20080187.

Additional Considerations: No widening of I-64 is included in the model at this time. No changes to the model network at all are assumed. At one time, widening was assumed in the model from the Kennedy Interchange to I-264 with the exception of the Grinstead to Cannons portion that contains the tunnel. This was changed with the recent model update in 2018 when KYTC added to the description that this project is a study only.

Justification:

CHAF Purpose: Improve safety and reduce congestion within the I-64 corridor from the Kennedy interchange to I-264 (Watterson Expressway).

CHAF Need: This project is needed because the capacity of I-64 between the Kennedy interchange and I-264 (Watterson Expressway) is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility. This section of I-64 also has spots of higher crashes and is an important freight corridor. Improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel.

Project Name: I-64 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
390	5-80000.00	2029	Jefferson, Shelby	$74,240,000	Non-Exempt	83

Project Description:

Eastwood Fisherville Connector to I-64 (18CCN) (2020CCR). Project will consider a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with a new interchange on the I-64 corridor. Interchange would be in the vicinity of Gilliland Road.

Justification:

Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County.

This project is needed because in light of existing and anticipated growth, local and regional access via the interstate system and local roadway network is needed due to their being a distance of 9 miles between access to I-64 from I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. Limited access to I-64 has contributed to ever increasing traffic volumes on US 60 and KY 155/KY 148.

Kentucky Roadway Projects

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
491	5-550.00	2030	Bullitt, Jefferson	$305,700,000	Non-Exempt	57

Project Description:

6YP DESC: Widen I-65 from 6 to 8 lanes from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway).

CHAF DESC: Reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County. CHAF ID: IP20170064.

Justification:

The purpose of this project is to reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County.

This project is needed because the capacity of of I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of I-65. This stretch of I-65 is also an important freight corridor and has a high percentage of truck volume.

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2121	5-559.00, 5-559.01	2034	Jefferson	$145,593,000	Non-Exempt	108

Project Description:

6YP DESC: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. Project length is 2.29 miles. CHAF DESC: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. CHAF ID - IP20160017.

Additional Considerations: Model does not include any changes to this interchange and the configuration is assumed to be the same as the one we drive on today. KIPDA asked KYTC for clarity on this project's description and was notified that they cannot provide any suggested changes to the number of lanes or to the configuration until a planning study is complete (email from Tom Hall to Andy Rush on 7/31/18).

Justification:

CHAF Purpose: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange.

CHAF Need: The I-65/I-264 interchange was ranked as the number one highest crash interchange in the KIPDA MPA area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 1,056 crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included six fatalities and forty injuries. The average daily traffic entering this interchange is 337,350 with a crash rate of 2.859 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.138. The movements that appear to have the most issues at this interchange are I-264 westbound to I-65, I-65 northbound to I-264 eastbound, and I-65 southbound to I-264 eastbound.

Kentucky Roadway Projects

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2601	5-560.00	2033	Jefferson	$100,400,000	Exempt	127

Project Description:

Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange. CHAF IP20160019.

Justification:

The Purpose of the I-65/I-265 interchange project is to reduce congestion and improve safety. The 2015 I-265 Programming Study has projected the I-265 westbound to I-65 northbound diverge as operating at a level of service (LOS) of F in both the AM and PM peaks in the year 2020. The study also identifies the I-65 to I-265 eastbound merge as operating at a LOS of D in the AM and F in the PM peaks in the year 2020.The I-65/I-265 interchange was ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 347 total crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included two fatalities and 5 injuries. The average daily traffic entering this interchange is 181,545 with a crash rate of 1.746 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.071.

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3080	5-578.00	2025	Bullitt	$1,000,000	Exempt	67

Project Description:

Expand truck parking at I-65 SB welcome center.

Justification:

Increased freight volume and changes in regulation for freight movement have created a critical need for parking and staging areas. The project is intended to provide additional truck parking for those vehicles using I-65.

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3081	5-575.00	2032	Bullitt, Jefferson	$40,900,000	Non-Exempt	104

Project Description:

Improve safety, reduce congestion and address condition of PCC pavement on I-65 from Exit 121/KY 1526 to Exit 125/I-265 (MP 120.88 to 124.00).

Justification:

The combination of heavy traffic volumes, poor pavement condition, traffic impacts associated with incidents, and limited capacity along alternate routes creates operational issues for traffic flow and compromises safe and reliable interstate operations. A more efficient interstate system is necessary to accommodate the existing and future truck and automobile traffic projected for this high growth area. The purpose of the project is to reduce congestion, enhance existing connectivity, and improve travel time reliability along I-65 from Preston Highway (KY 61) in Lebanon Junction to the Gene Snyder Freeway (I-265) in Louisville.

Kentucky Roadway Projects

Project Name: I-65/KY 1526 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2785		2031	Bullitt	$6,600,000	Non-Exempt	96

Project Description:
Improve safety and reduce congestion at the I-65/KY 1526 (Brooks Hill Road - John Harper Highway) interchange including improvements to KY 1526 from KY 1020 (Coral Ridge Road) to KY 1450 (Blue Lick Road). I-65 MP 121.20 to MP 122.00. Design may consider addition of dedicated turn lanes along length of KY 1526 where appropriate and adding turn lane capacity to interstate ramps. CHAF IP20190078.

Justification:
Improve safety and reduce congestion at the I-65/ KY 1526 (Brooks Hill Road - John Harper Highway) interchange including improvements to KY 1526 from KY 1020 (Coral Ridge Road) to KY 1450 (Blue Lick Road). I-65 MP 121.20 to MP 122.00. Multiple concerns from First responders as they head into traffic on the John Harper Highway along with congestion on Blue Lick Road due to accelerated growth of both Industrial and Commercial on Blue Lick. The west side of Exit 121 is now an Opportunity Zone and development will accelerate and will add to the strained traffic patterns caused by the growing employment of the industrial and commercial growth.

Project Name: I-65/KY 480 Interchange **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2193	5-391.30	2026	Bullitt	$16,622,800	Exempt	77

Project Description:
Improve operational performance of the I-65/KY 480 interchange including ramp improvements and turning lanes. (12CCR)(14CCR)(2014BOP)(16CCR) From MP 115.150 to MP 115.940. CHAF ID: IP20160218.

Justification:
The purpose of this project is to reduce future traffic congestion at the I-65/KY 480 (Cedar Grove Road) interchange to acceptable levels of service (i.e., A, B, C, or D) and to improve access to existing and committed businesses in the Cedar Grove Business Park and surrounding area.

The I-65/KY 480 southbound ramps' signalized intersection west of I-65 operates at LOS C during the AM peal travel period and LOS D during the peak PM travel period. In the 2040 design year, it is projected to operate at LOS D during the AM peak and LOS F during the PM peak, assuming that no improvements are made to the interchange. For the I-65/KY 480 northbound ramps' signalized intersection east of I-65, the 2015 AM and PM LOS of B will decline in operational performance to LOS E for the AM peak and LOS F for the PM peak in the 2040 design year.

Project Name: I-65/KY 61 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
392		2039	Bullitt	$50,000,000	Non-Exempt	75

Project Description:
Construct new interchange at I-65 and KY 61 (Preston Highway).

Justification:
Provide access to I-65 for developing area of Bullitt County. Alleviate congestion of existing I-65/KY 44 interchange in Shepherdsville.

Kentucky Roadway Projects

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1478	5-48.10, 5-48.11	2029	Jefferson	$37,970,000	Non-Exempt	126

Project Description:
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.

CHAF ID: IP20150266.

Justification:
CHAF Purpose: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC). Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue.

CHAF Need: This project is needed because of a higher than average crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. The critical crash rate factor (CCRF) in this 2 mile section is 2.791 as analyzed in the I-71 Study. The percentage truck traffic is 7% with multiple major traffic and freight generators as noted in the I-71 Study. The 2038 anticipated truck percent growth rate is 2.8%. This section of I-71 has a LOS F and volume to capacity ratio of 1.02. Shoulder width deficiencies and functionally obsolete culverts also exist within these milepoints.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1480	5-48.30	2040	Jefferson	$63,201,000	Non-Exempt	65

Project Description:
Improve safety and reduce congestion of the I-265 northbound to I-71 southbound movement at the I-71/I-265 (Gene Snyder Freeway) interchange.

Justification:
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. I-71 interchange at I-265 (MP 9.063 to MP 9.163) is located in north eastern Jefferson County. The land uses in this area are low to medium density residential. The adequacy rating data point to crash issues and congestion. At this time, this segment is experiencing a high level of congestion, especially at peak hours. This interchange is used to move people and goods in and out of east Jefferson County and Oldham County; I-71 is used by freight carriers moving goods along the corridor and accessing other interstate facilities in addition to commuters. The planned growth in this area and the Ohio River Bridges project in close proximity may place additional demand on this facility.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2024		2028	Oldham	$9,800,000	Non-Exempt	86

Project Description:
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.

Justification:
The purpose of this project is to improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. This project is needed because the current I-71/KY 53 (North/South First Avenue) interchange is inadequate to meet current and future capacity demands. This interchange operates at a low level of service and fails in the AM and PM peaks.

Kentucky Roadway Projects

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2152	5-483.00, 5-483.01, 5-483.02	2023	Jefferson, Oldham	$66,465,000	Non-Exempt	81

Project Description:
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

Additional Considerations: Widen priority section of I-71 between I-265 and and KY 329 from 4 to 6 lanes.

Justification:
CHAF Purpose: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Brownsboro areas.

CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts:• Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to 61,900 vpd. By 2040, those numbers are forecasted to increase to 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the future opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana.• I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardlessof the transportation demands; the clear zones along with the inside shoulder width are less than desirable.• Driver crash rates are notably high along this section of I-71. Between January 2012 and December 2015, there were 360 crashes, including 5 fatalities, along the project corridor. The northbound direction had 123 crashes and southbound direction had 237 crashes. Based on a quantitative analysis, the project had six 0.2 mile sections of roadway that had a statistically high crash rate (i.e.,critical rate factor greater than 1.0). The six sections were all in the southbound direction and thecritical rate factors ranging from 1.072 to 1.5.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2602	5-556.00	2030	Jefferson	$39,238,000	Non-Exempt	74

Project Description:
6YP Desc: Improve safety and reduce congestion on I-71 from Zorn Avenue to I-264.I-71 from MP0 to MP 5.00.

CHAF Desc: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway). CHAF ID: IP20150031.

Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

Justification:
CHAF Purpose: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway).

CHAF Need: This project is needed because of a higher than average injury crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from Zorn Avenue to I-264 (Watterson Expressway). The percent of injury crashes cited in the March 2014 I-71 Study along this section of I-71 is 20.3% which exceeds the Interstate average referenced in the study of 17.4%. The percentage truck traffic is 7% with traffic and freight generators close to the 2.0 milepoint. The 2038 anticipated truck growth rate is 1.7%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2603	5-483.30, 5-483.31	2024	Oldham	$21,900,000	Non-Exempt	72

Project Description:
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.

Justification:
The purpose of the project is to provide connectivity to the surrounding development/community that is already experiencing growth today.

Kentucky Roadway Projects

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2604	5-483.10	2027	Oldham	$67,200,000	Non-Exempt	109

Project Description:
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.

CHAF DESC: Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0). (16CCN) CHAF ID: IP20160192.

Additional Considerations: Widen I-71 from 4 to 6 lanes from KY 329 to KY 393.

Justification:
The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Buckner areas.

CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was near 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to approx. 61,900 vpd. By 2040, those numbers are forecasted to increase to around 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana.• I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable.• Driver crash rates are notably high along this section of I-71.increase to around 80,000 vpd.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2611	5-557.00	2034	Jefferson	$220,734,000	Non-Exempt	111

Project Description:
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.

Justification:
Increase safety for all users. Manage and reduce roadway congestion where appropriate. Ensure timely and efficient movement of freight within, departing, and entering the region.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2612	5-80005.00	2027	Oldham	$10,430,000	Non-Exempt	107

Project Description:
Improve the interchange of I-71 and KY 329.

CHAF ID: IP20080244.

Additional Consideration: Project will evaluate: signalizing SB I-71 on and off ramps; adding left turn lane on KY 329 for left turns onto SB I-71 ramp; multi-use path along KY 329; and various sight distance improvements.

Justification:
Improve safety and reduce congestion at the I-71/KY 329 interchange. This project is needed because of a high amount of crashes and limited sight distance that exists at the I-71 ramps at KY 329. Additionally, the capacity of KY 329 is inadequate to handle current traffic volumes during peak hours.

Kentucky Roadway Projects

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2788		2029	Oldham	$71,300,000	Non-Exempt	106

Project Description:
Widen I-71 from four to six lanes from KY 393 (MP 18.0) to KY 53 (MP 22.4). (16CCN) CHAF ID: IP20160193.

Justification:
The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve throug

The needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2917	5-552.00	2033	Oldham	$64,000,000	Non-Exempt	72

Project Description:
Improve safety and reduce congestion on I-71 from KY 53 to KY 153 (improvements may include additional travel lanes).

KIPDA Note: The project limits are from MP 22.033 to MP 24.727 (Oldham/Henry County Line) in Oldham County and from MP 24.727 to MP 28.00, outside the MPA, in Henry County.

Justification:
This project is necessary because of a higher than average crash rate compared to similar roadway segments, as well as a large amount of truck traffic on I-71 from KY 53 in Oldham County to KY 153 in Henry County. The percent of injury crashes along this section of I-71 is 30% in Oldham County and 17.5% in Henry County, which exceeds the Interstate average as referenced in the March 2014 I-71 Study of 17.4%. The percent of fatal crashes of 1.4% in Oldham County exceeds the Interstate average of 0.47% cited in the study. The critical crash rate factor (CCRF) on this section in Henry County was 1.033 in 2013. The truck percentage in 2013 was 25% with a 2038 truck percent growth rate of 1.4%/yr projected by the study. Thereare major traffic and truck generators near MP 22.0. Deficiencies include inside shoulder widths and sag curves.

Project Name: I-71/I-264 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2784		2034	Jefferson	$69,250,000	Non-Exempt	67

Project Description:
Improve safety and reduce congestion at the I-71/I-264 (Watterson Expressway) interchange. CHAF IP20170047.

Justification:
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Kentucky Roadway Projects

Project Name: I-71/KY 53 Interchange Improvements **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3128		2027	Oldham	$7,700,000	Exempt	94

Project Description:

Improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. Includes consideration of an additional left-turn lane on NB KY 53 to the SB I-71 on-ramp. Requires minor widening of KY 53 bridge (093B0002N) and ramp.

Justification:

The purpose of this project is to improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange by adding capacity to the KY 53 NB to I-71 SB on-ramp as identified in Scenario 4c in the 2011 IJS study. In the 2011 IJS report, multiple scenarios were developed to examine the need for a new interchange along I-71 between KY393 and KY53. The goal was to test whether transportation deficiencies could be addressed by local network improvements or if a new interchange was needed. Local network improvement scenarios 1, 2, 3, 4a and 4b address problems without considering a new interchange. Scenarios 5 and 6 evaluated new interchange concepts.

Project Name: I-71/KY 53 Interchange Ultimate Reconstruction **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3124		2028	Oldham	$18,400,000	Exempt	104

Project Description:

Ultimate reconstruction of the I-71/KY 53 interchange to improve safety and traffic flow for all modes. Project will consider full reconstruction of interchange to include bridge widening for dual left turn lanes, bike and pedestrian accommodations, and capacity and signalization improvements.

Justification:

The purpose of the project is to improve system operation by reducing delays and congestion at the I-71/KY 53 interchange. Project will also improve safety and provide better access through the interchange for all modes. The project is needed because the current I-71/KY 53 (North/South First Avenue) interchange is inadequate to meet current and future capacity demands. This interchange operates at a low level of service and fails in the AM and PM peaks. The interchange also serves as a barrier to bicyclists and pedestrians.

Project Name: KY 1020 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1817	5-8502.00	2035	Jefferson	$19,943,000	Non-Exempt	63

Project Description:

Improve safety and mobility on KY 1020 (National Turnpike) from Fairdale Road (CR1005M) MP 0.615 to South Park Road (CR1001M /KY 1020) MP 2.669. Design will include consideration for a 2-lane to a 3-lane widening with 11' lanes, 2' curbed shoulders, and a 13' two way center left turn lane with 5' sidewalks on both sides of the road. CHAF ID 20190134.

Justification:

The purpose of this project is to improve safety and mobility along KY 1020 (National Turnpike). Sections of this roadway have Excess Expected Crashes (EEC) greater than 75%.

Kentucky Roadway Projects

Project Name: KY 1065 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
256		2035	Jefferson	$19,149,000	Non-Exempt	87

Project Description:
Improve safety and reduce congestion on KY 1065 (Beulah Church Road) from KY 864 (Fegenbush Lane) to US 31E (Bardstown Road). Project will evaluate 3-lane widening or other lower impact solutions and consider accommodations for bicyclists and pedestrians. CHAF IP20080213.

Justification:
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Modal access and choice. KY 1065 from MP 10.009 to MP 11.858 (from KY 864 to US 31E) is located in southeastern Jefferson County. Surrounding land use is primarily medium density residential with some commercial. Data suggest less-than-optimum pavement condition and that congestion is an issue currently, as are crashes. Additional development is planned along the US 31E corridor as well as to the south, potentially contributing to the congestion issue in the future.

Project Name: KY 1065 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
435		2031	Jefferson	$26,470,100	Non-Exempt	104

Project Description:
Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 907 (3rd Street Road) to KY 1865 (New Cut Road). Project will consider 3-lane widening and accommodations for bicyclists and pedestrians.

Justification:
The purpose of this project is to improve safety, targeting major intersections (New Cut Road), and improve mobility for travelers.Safety is the primary concern along the corridor. The New Cut Road and National Turnpike intersections are identified as numbers one and nine, respectively, on the region's 2011 Top 40 High Crash Intersections list supplied by the KIPDA MPO. Records show 283 reported crashes along Outer Loop during 2014-2016. This number included three fatal and 51 injury collisions. Five high crash spots were identified on Outer Loop. Current crash trends mirror KIPDA's earlier findings with high crash spots at New Cut Road and National Turnpike. Business entrances and exits too close to the major intersections contribute to angle crashes as motorists must negotiate through traffic in as many as three lanes when turning left. Additional high crash spots occur at 3rd Street Road and the signalized Walmart entrance.Mobility is another concern along Outer Loop. Annual average daily traffic (AADT) ranges from 14,000 vehicles per day (vpd) at the western end of the study area to 17,600 vpd near the eastern end. Four percent of those volumes are trucks. Travel times along the corridor range from 5 minutes in morning hours to nearly 9 minutes in evening hours. Average travel speeds along the corridor range from 17 to 30 mph during peak periods, well below the posted 45 and 55 mph speed limits. Motorists often drive into opposing travel lanes to avoid long queues and access the short left turn lanes at National Turnpike, and are also often seen using the shoulders to pass stopped, left-turning vehicles.

Project Name: KY 1065 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
436	5-80203.00	2030	Jefferson	$35,430,000	Non-Exempt	129

Project Description:
Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080211.

Justification:
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in south-central Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor.

Kentucky Roadway Projects

Project Name: KY 1065 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
453		2026	Jefferson	$2,075,000	Exempt	109

Project Description:

Improve safety and reduce congestion at the KY 1065 and KY 61 intersection. Project will consider adding a right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway). CHAF IP20080120.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. There is currently insufficient right turn capacity on westbound Outer Loop approaching KY 61. The intersection has had a total of 98 crashes between 5/1/2011 and 4/30/2016, including 44 injuries and one fatality. The highest crash types are angle (44) and real end (43). It is ranked the #5 for crash amount in Jefferson County.

Project Name: KY 1065 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2782		2031	Jefferson	$23,528,000	Non-Exempt	123

Project Description:

Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike). Project will consider 5-lane widening and accommodations for bicyclists and pedestrians. MP 1.00 to MP 2.53.

Justification:

The New Cut Road and National Turnpike intersections are identified as numbers one and nine, respectively, on the region's 2011 Top 40 High Crash Intersections list supplied by the KIPDA MPO. Records show 283 reported crashes along Outer Loop during 2014-2016. This number included three fatal and 51 injury collisions. Current crash trends mirror KIPDA's earlier findings with high crash spots at New Cut Road and National Turnpike. Business entrances and exits too close to the major intersections contribute to angle crashes as motorists must negotiate through traffic in as many as three lanes when turning left. Additional high crash spot occurs at the signalized Walmart entrance. Annual average daily traffic (AADT) ranges from 14,000 vehicles per day (VPD) at the western end of the study area to 17,600 VPD near the eastern end. Four percent of those volumes are trucks. Travel times along the corridor range from 5 minutes in morning hours to nearly 9 minutes in evening hours. Average travel speeds along the corridor range from 17 to 30 mph during peak periods, well below the posted 45 and 55 mph speed limits. Motorists often drive into opposing travel lanes to avoid long queues and access the short left turn lanes at National Turnpike, and are also often seen using the shoulders to pass stopped, left-turning vehicles. Outer Loop traffic volumes are not forecasted to grow; however, existing volumes on New Cut Road and National Turnpike are expected to increase from 22,000 to 28,000 vpd and from 25,000 to 34,000 vpd, respectively, by 2035. These increased volumes will contribute to intersection congestion, resulting in Level of Service (LOS1) E on Outer Loop in 2035. In addition to the needs above, goals for the project include: -Improve drainage, as much of the corridor lies within the 100-year floodplain; the road is often closed due to flooding following heavy rain events. Improve pedestrian safety through improved sidewalk condition and connectivity.

Project Name: KY 1408 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2778		2035	Oldham	$7,002,000	Non-Exempt	84

Project Description:

Improve safety, access, and address geometric deficiencies along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Crestwood). Includes consideration of a three lane widening with a two way left turn lane. CHAF IP20130133.

Justification:

The purpose of this project is to improve safety, access, and address geometric deficiencies along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Pewee Valley). This project is needed because of a high crash rate, substandard grades, curves, lane widths, and shoulders along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Pewee Valley).

Kentucky Roadway Projects

Project Name: KY 1447 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
484		2035	Jefferson	$7,046,000	Non-Exempt	94

Project Description:

Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146 (La Grange Road). Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. CHAF IP20080214.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. KY 1447 from MP 7.641 to MP 8.141 is located in eastern Jefferson County. This area is undergoing development currently: residential, commercial, and industrial. This area also contains a Ford auto plant with a large number of employees as well as freight interaction. These data suggest very rough pavement condition and current congestion issues.

Project Name: KY 1450 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
154	5-247.10, 5-247.11	2023	Jefferson	$25,451,125	Exempt	81

Project Description:

Widen Blue Lick Road from Snyder Freeway north to KY 61 (LOU T.I.P.) (Section 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR).

Justification:

The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic. Blue Lick Road (KY 1450) from I-265 to Preston Highway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities.

Project Name: KY 1450 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
229	5-8907.00	2033	Jefferson	$49,993,000	Non-Exempt	98

Project Description:

Widen Blue Lick Road from Bullitt County line north to the Snyder Freeway (LOU T.I.P.)(SEE 5-8010.00 AND 5-8907.00)(08CCR)(10CCR)

CHAF IP20150309

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. Blue Lick Road (KY 1450) from Bullitt County line north to the Snyder Freeway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities. Also, there are no accommodations for left turning vehicles or pedestrians for the majority of the corridor. The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic.

Kentucky Roadway Projects

Project Name: KY 1450 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2020		2029	Bullitt	$8,246,000	Non-Exempt	62

Project Description:

Improve safety and reduce congestion at the intersection of KY 1450 and KY 1526 east of the I-65/KY 1526 interchange. IP20130131.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. The following needs have been identified at the KY 1450 and KY 1526 intersection as a result of significant commercial and residential growth in the Brooks, KY area: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Increase freight capacity, 5) Serve recent and planned growth.

Project Name: KY 1450 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2966	5-80101.00	2029	Bullitt	$8,630,000	Exempt	104

Project Description:

Improve safety and reduce congestion on KY 1450 (Blue Lick Road) between the intersection with KY 1526 (John Harper Way) and CR 1512A (Jeffie Lane). (2020CCN) Project may consider addition of a two-way left turn lane.

Justification:

The following needs have been identified for this section of KY 1450, generally as a result of significant commercial and residential growth in the area: 1) To improve capacity, 2) To provide an improved highway that meets current safety design standards, 3) To enhance network connections, 4) To increase freight capacity, 5) To address recent and planned growth.

Project Name: KY 146 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
427		2031	Oldham	$14,750,000	Exempt	72

Project Description:

Reduce congestion, improve access, and provide better mobility for all modes along KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Crestwood. Project design will consider reconstructing KY 146 as a 2 lane road (no additional lanes) from Jefferson/Oldham County line to Pryor Avenue in Oldham County with consideration for turn lanes at Ash Avenue, Houston Avenue, Maple Avenue and Central Avenue IP20080252.

Justification:

The purpose of this project is to reduce congestion, improve access, and provide better mobility for all modes along KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Crestwood. This project is needed because KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Pewee Valley experiences a high level of congestion and has potential crash issues. With the additional population expected in Oldham County in this area, and the additional development of commercial and industrial uses in eastern Jefferson County, congestion is expected to increase in the near future and is already problematic today. Congestion is further compounded by the rail line running parallel to the corridor.

Kentucky Roadway Projects

Project Name: KY 146 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
428		2028	Oldham	$20,510,000	Non-Exempt	94

Project Description:

Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. Includes consideration of a four lane widening and bike/ped accommodations.

IP20080251.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. This project is needed because there there are sections of KY 146 from KY 329B (KY 329 Bypass) to KY 393 that has inadequate capacity and is frequently congested during peak hours. With planned development in Oldham County, this area is expected to grow and this segment is expected to carry approximately 36,000 vehicles by the year 2030, greatly increasing congestion and the potential for crashes (OCMTP, 2003).

Project Name: KY 146 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
443		2029	Jefferson	$16,150,000	Non-Exempt	106

Project Description:

Improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR1019C) to Reamers Road (CR1004D). To include consideration for bicycle and pedestrian facilities. Project will consider improvements to the I-265/KY 146 Interchange and the addition of one travel lane in each direction. CHAF IP20080200.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR1019C) to Reamers Road (CR1004D). To include consideration for bicycle and pedestrian facilities. The Critical Rate Factor (CRF) for this segment of KY 146 is 3.79 for the years 2012 to 2016. The KY State Data Center Report indicates a current employment annual growth rate of 2.9% and a population annual growth rate of 0.70%. This route connects I-265 and Oldham County.

Project Name: KY 155 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
956	5-8908.00	2028	Jefferson	$19,850,000	Non-Exempt	48

Project Description:

Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. Project may consider widening up to 4 travel lanes with a two-way center turn lane and consider bicycle and pedestrian facilities. CHAF ID: IP20080202. Formerly described as: Widen Taylorsville Road to 3 lanes from I-265 to KY 148. (18CCN).

Justification:

Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. The Critical Rate Factor for this section of KY 155 is 1.192 for the years 2012 to 2016. The KIPDA MPO TAZ data shows a 1.6% projected future population and employment growth in the project area. Commuters use this route to get to and from Shelby and Spencer counties.

Kentucky Roadway Projects

Project Name: KY 155 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1372		2030	Jefferson	$24,300,000	Non-Exempt	91

Project Description:

Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. CHAF IP20080201.

Justification:

The Critical Rate Factor (CRF) for the longest segment of KY 155 (MP 6.9 to MP 9.1) from 2012 to 2016 is 1.72. The KY State Data Center Report indicates a current average Population Annual Growth Rate of 1.47% for this area. The development in the area is both residential and commercial. Commuters use this route to access Shelby and Spencer counties.

Project Name: KY 155 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2371	5-808.00	2024	Jefferson	$9,980,000	Exempt	63

Project Description:

Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.(2016BOP). Project length is 0.6 miles. CHAF IP20130147.

Justification:

Improve intersection safety and maintain continuity for roadway users, park users, and local residents at and near the KY 155/South Pope Lick Road intersection in eastern Jefferson County.This project is needed because traffic has increased significantly with recent developments in the area including the new 4,000 acre Parklands of Floyds Fork recreational area making it difficult for vehicles to turn onto KY 155 from the approach roads at the KY 155/South Pope Lick Road intersection. The intersection is not signalized and traffic on KY 155 moves at 55 MPH (the posted speed limit) or higher. Traffic back-ups at this intersection are common and sight distance is limited. The South Pope Lick intersection doubles as a signature entrance to the park on the south side of KY 155. A shared-use trail crosses under KY 155 at the South Pope Lick intersection.

Project Name: KY 155 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2919	5-8954.00	2027	Jefferson	$17,890,000	Non-Exempt	59

Project Description:

Construct a 2+1 road on KY 155 (Taylorsville Lake Road) in Jefferson County (MP 0.0 to MP 4.0) by adding a continuous third lane that serves as an alternating passing lane. (16CCN)(18CCN)(2020CCR)

KIPDA Note: This project will extend outside the MPO area on KY 55/KY 155 in Spencer County (MP 0.00 to MP 4.247).

Justification:

This project would seek to improve freight access and inter-regional mobility between the City of Taylorsville, the Bluegrass Parkway (Central Kentucky) and City of Louisville. The current 2-lane roadway has limited capacity and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of high-speed collisions along the corridor by providing safer passing opportunities at a lower cost than traditional roadway widening.

Kentucky Roadway Projects

Project Name: KY 1747 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
359	5-344.01	2029	Jefferson	$5,910,000	Non-Exempt	90

Project Description:

Widen southbound Hurstbourne Lane to 3 lanes from Linn Station Road (CS-1004H) to Eden Way (CS-1660H). (06CCR)(03KYD)(2006BOPP)(See 5-344.02 for KYD C phase)(14CCR). CHAF IP20150293.

Justification:

This project is to improve safety and reduce congestion. Hurstbourne exists today as a highly congested corridor that serves as a commuter route as well as a regional shopping/entertainment destination. The purpose of this project is to reduce congestion and traffic conflict points. The need for this project is demonstrated by the existing traffic congestion that has been quantified as Delay and Queue Length in the project traffic studies. Intersection queue lengths in excess of 800 feet and delays in excess of 60 seconds are common for the design year. The proposed increase in capacity by the addition of a southbound lane including optimization of signal timing is calculated to provide a reduction of these mobility indicators of up to 78%. It is anticipated that additional mobility improvements will be realized by eliminating the numerous conflict points, particularly unsignalized left turn movements, at entrances between signalized intersections.

Project Name: KY 1747 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
386		2035	Jefferson	$31,047,000	Non-Exempt	96

Project Description:

Widen KY 1747 (Hurstbourne Parkway) from 4 to 6 lanes with a center turning lane from US 31E (Bardstown Road) to KY 155 (Taylorsville Road).

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Modal access and choice. KY 1747 from MP 0.000 to MP 3.540 is located in eastern Jefferson County. This area is experiencing growth at this time and additional development is planned. Residential and commercial uses are prominent in this area, with commercial and multi-family residential uses directly abutting the corridor. The adequacy rating data indicates potential crash issues, rough pavement condition, and congestion. These issues are likely to grow with the additional planned development.

Project Name: KY 1747/US 60 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2384	5-8953.00	2027	Jefferson	$4,540,000	Non-Exempt	113

Project Description:

Improve the Hurstbourne Parkway (KY 1747) at Shelbyville Road (US 60) intersection to increase capacity, reduce delays, and improve safety. (See 5-344.02) (16CCN). Project length is 0.2 miles. KY 1747 MP 13.4-13.6. US 60 MP 7.709-60. CHAF IP200802180.

Justification:

Reduce congestion and improve safety at the KY 1747/US 60 intersection.This project is needed because development in this part of Jefferson County, and additional planned development is contributing to congestion issues at the KY 1747/US 60 intersection, especially at peak hour, where motorists may wait between two to three signal cycles before making it through the intersection. The development of the University of Louisville Shelby Campus (to the west on US 60, in close proximity) will contribute directly to the congestion at this intersection.

Kentucky Roadway Projects

Project Name: KY 1819 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
233	5-373.00	2031	Jefferson	$15,280,000	Exempt	41

Project Description:

Reconstruct and widen Watterson Trail from Plantside Drive to Blankenbaker Parkway. (98CCR). CHAF IP20150319.

Justification:

Improve safety and mobility. This section of Watterson Trail has many vertical curves that do not meet minimum sight distance criteria for the design speed of the road. Improvements to the horizontal alignment also need to be made, especially at the north end of the project where a 140' radius curve exists. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. In addition, the intersections named above have less than desirable sight distance and turn radii. The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).

Project Name: KY 1819 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
257	5-8203.00	2030	Jefferson	$35,014,000	Non-Exempt	102

Project Description:

Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 miles.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.The corridor has limited right-of-way and narrow shoulders that are under three feet. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road; with the exception of the Ruckriegel Parkway intersection which is expected to increase by 8.0% per year. A speed study showed that most drivers exceed the speed limit, particularly in the north end of the study area. There are several intersections where, as of 2006, there were poor levels of service. In 2010, all intersections have at least one or more approaches with a poor level of service. At the intersection of Gellhaus Lane and Billtown Road, the queue length of the westbound left turn exceeds the available storage. At the intersection of Ruckriegel Parkway and Billtown Road, the queue lengths during peak periods exceed the available storage for the westbound left and the northbound right turn.The entire corridor operates at LOS E in 2006 and 2010. All sections except the portion of Billtown Road between Shady Acres Lane and Ruckriegel Parkway operate at LOS E in 2030. The Shady Acres Lane to Ruckriegel Parkway section operates at LOS F. There is a high crash area between Shady Acres Lane and Ruckriegel Parkway. The intersection of Saint Rene Road with Billtown Road is a high crash spot. The most frequent crash type was rear end crashes on Billtown Road. There are no bicycle or transit facilities along the corridor. Sidewalks are present but only intermittently and they do not exceed the length of the corridor.ne and Billtown Road, the queue length of the westbound left turn exceeds the available storage.

Project Name: KY 1819 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1819	5-8203.00	2029	Jefferson	$9,575,000	Exempt	35

Project Description:

Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)

Justification:

Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road, with the exception of the Ruckriegel Parkway intersection (which is expected to increase by 8.0% per year). The entire corridor operated at LOS E in 2006 and 2010.

Kentucky Roadway Projects

Project Name: KY 1931 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
128	5-323.01	2027	Jefferson	$36,190,000	Exempt	116

Project Description:
Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148.

Justification:
Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR).

Accident data for the last five years show that there have been close to 300 accidents, with an additional 95 accidents involving injuries. Cyclists and pedestrians have few accommodations.

Project Name: KY 1931 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
446	5-80204.00	2029	Jefferson	$29,712,000	Non-Exempt	120

Project Description:
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 IP20080221.

Justification:
The purpose of the proposed KY 1931 project is to improve safety and local traffic operations along this route between Dixie Highway and I-264. Other project goals include accommodating bicyclists and pedestrians, improving emergency response time, minimizing impacts to the environment, and ensuring any improvement can handle traffic from other planned improvements.The need is expressed through above average crash rates, substandard geometric features, and congested traffic operations. Existing traffic volumes range from 11,100 to 18,200 vehicles per day, with the heavier volumes in the middle section between Palatka Road and Hazelwood Avenue. Existing volume-to-capacity ranges from 0.60 to 0.96, largely controlled by signalized intersections. Three intersections (Blanton Lane, Palatka Road, and Hazelwood Avenue) operate at an unacceptable LOS (E or F) during the AM or PM peak hour. The segment of the corridor between Arnoldtown Road and Blanton Lane has the highest crash frequencies; in four years, 65 total reported crashes occurred. This equates to a Critical Rate Factor of 1.92, indicating crashes are happening more often than can be attributed to random occurrence. The entire corridor south of Hazelwood Avenue exhibit CRFs over 1.00. A review of existing plans and where necessary, field observations, identified a deficient horizontal curve, several deficient vertical curves that limit headlight sight distance, and several sections where the cross-section does not meet current standards.

Project Name: KY 1931 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2147	5-8810.00	2028	Jefferson	$11,790,000	Non-Exempt	98

Project Description:
Three lane widening along KY 1931 from the Doss High School entrance to Palatka Road, including intersection improvements with Palatka Road and turn lanes.

Justification:
Improve safety and local traffic operations along KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road).This project is needed because KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road) experiences frequent congestion during peak hours and needs significant improvements in safety and local traffic operations. There are above average crash rates, substandard geometric features, and traffic is expected to continue to increase along this stretch of roadway.

Kentucky Roadway Projects

Project Name: KY 1931 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2214	5-536.00	2027	Jefferson	$21,640,000	Non-Exempt	122

Project Description:
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 IP2008020.

Justification:
The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Manslick Road) from Dixie Highway (US 31W) to Doss High School. The Critical Rate Factor (CRF) along this segment is greater than 1.0 and over half of the crashes throughout the corridor are rear end collisions, with the next highest type being angle crashes at 20%. This segment experiences congested traffic operations. The KY 1931 corridor links US 31W an Urban Principal Arterial to I-265. Medium density commerical and residential uses abut this segment.

Project Name: KY 1932 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
213	5-531.00	2025	Jefferson	$4,838,250	Exempt	106

Project Description:
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).

Justification:
CHAF Purpose: The purpose of the Chenoweth Lane project - from the CSX railroad (just north of Shelbyville Road) to Brownsboro Road is to 1) Improve sight distance and safety for all users, 2) Improve drainage along the corridor and 3) Improve pedestrian safety and mobility.

CHAF Need: The needs stem from a higher than average crash rate in the southern section, pedestrian strike history, sight distance obstructions, obstructions in the clear zones, inadequate drainage in the corridor, substandard shoulders, and narrow (east side) and incomplete (west side) sidewalks that do not meet Americans with Disabilities Act of 1990 (ADA) compliance.

Project Name: KY 1932 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2016		2045	Jefferson	$26,750,000	Non-Exempt	111

Project Description:
Reduce congestion, improve safety, and provide mobility for all users along KY 1932 (Breckenridge Lane) from Hikes Lane to Kresge Way (Hikes Point to DuPont). Project design will evaluate addition of one travel lane in each direction and consider bicycle, pedestrian, and transit facilities. CHAF IP20140002.

Justification:
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.Route is an unimproved two lane local urban arterial road with deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves, limited and disconnected bike/ped facilities, faulty or insufficient drainage features, insufficient sight distance at intersections and/or curves.

Kentucky Roadway Projects

Project Name: KY 2049 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2014		2032	Jefferson	$9,170,000	Non-Exempt	87

Project Description:

Reduce congestion and improve safety on KY 2049 (Crums Lane) 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. CHAF IP20130134.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. Route is an unimproved two lane local urban arterial road with deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves, limited and disconnected bike/ped facilities, faulty or insufficient drainage features, insufficient sight distance at intersections and/or curves.

Project Name: KY 2050 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2114		2030	Jefferson	$5,280,000	Non-Exempt	125

Project Description:

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. CHAF IP20140033.

Justification:

The purpose of this project is to reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). The Herr Lane project corridor is a two-lane, 1.15 mile-long, high-traffic section of road in an area of eastern Jefferson County that is almost totally developed. Average daily traffic (ADT) volumes on Herr Lane range from 11,300 to 13,800 vehicles per day (VPD). The primary land uses along the road are several traditional neighborhoods and four schools. Throughout a typical day, sections of the project corridor experience significant congestion. The southern end of the corridor has a higher than average crash rate. Two notable land use changes on the horizon could exacerbate current traffic problems-Midlands, proposed site of the new Veterans' Administration (VA) Hospital; and the Providence Point development along Herr Lane across from Ballard H.S.

Project Name: KY 2050 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3069	5-80200.00	2028	Jefferson	$2,725,000	Exempt	123

Project Description:

Reduce congestion, improve safety, and enhance mobility on KY 2050 (Herr Lane) from Prince Valiant Drive/Westmar Terrace to Bedford Lane.

The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy, and the KYTC Complete Streets, Roads, and Highways Manual.

Justification:

Herr Lane is an important transportation corridor providing access to and between several neighborhoods, commercial areas, and major arterials. It also provides access to several schools including Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great.

Herr Lane experiences operational delays directly related to the intersection at Westport Road. Lack of turn lane storage at that intersection leads to queued traffic and extensive delays on Herr Lane during both morning and afternoon peaks. The traffic queues also lead to an excessive number of crashes. The proximity of Prince Valiant Drive to Westport Road also leads to conflicts between left-turning vehicles and queued traffic on Herr Lane.

Pedestrian facilities are provided along the east side of Herr Lane through the project corridor. However, there are no pedestrian facilities on the west side of Herr Lane between Graymoor Road and Westport Road.

Kentucky Roadway Projects

Project Name: KY 2053 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1396	5-8205.00	2041	Jefferson	$11,400,000	Non-Exempt	48

Project Description:

Improve Mt. Washington Road from Penn Run Creek Bridge to Cedar Creek Road. (10CCN)(Same as 5-8612.00) CHAF IP20150272.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Project Name: KY 2053 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2148	5-8205.00	2032	Jefferson	$28,375,000	Non-Exempt	92

Project Description:

CHAF: Improve Mt. Washington Road from Preston Highway to Penn Run Creek Bridge. (10CCN)(12CCR). Same as 5-8611.00 Section 1 - Current project design is 3-lane widening with two way center turn lane. CHAF ID: IP20150290.

Justification:

CHAF Purpose: The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.

CHAF Need: The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Project Name: KY 22 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
412		2031	Jefferson	$5,600,000	Non-Exempt	106

Project Description:

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. CHAF IP20110072.

Justification:

The purpose of this project is to Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.

Kentucky Roadway Projects

Project Name: KY 22 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1445	5-371.10	2025	Jefferson	$2,020,000	Exempt	45

Project Description:
Reconstruct KY 22 at Springcrest Drive. (Emergency culvert replacement awarded under 00371.12) CHAF IP20160177.

Justification:
The purpose of this project is to provide better turning movements and improve safety on KY 22 at the intersection with Springcrest Drive, thereby improving the existing corridor and supporting the overall quality of life of the roadway users. For the three-year period from 2001-2003, there were thirty crashes on the section of roadway between Greenlawn and Brownhurst Cove Road. The Springcrest intersection is within this section. The project is needed because twelve of these crashes were rear-end crashes which could be attributed to left turns. Since KY 22 is a two-lane roadway, traffic operations are adversely impacted whenever a vehicle attempts to make a left turn at any of the intersections along the corridor. Providing left turn lanes will help the traffic flow through this corridor. Another fourteen of the crashes were either angle, head-on, or sideswipe which could be a result of the roadway geometry.

Project Name: KY 22 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1488	5-304.10	2028	Oldham	$16,500,000	Non-Exempt	68

Project Description:
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.

Justification:
Reconstruct KY 22/KY 146 from Pryor Avenue to KY 329B - 3 lane section with center turn lane. From MP 3.500 to MP 3.929. Improve capacity, provide an improved highway that meets current safety design standards, enhance network connections, implement a long term regional priority and serve recent and planned growth. Complete build out of parent project 5-304.00.

Project Name: KY 22 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1489	5-304.20	2036	Oldham	$24,351,000	Non-Exempt	48

Project Description:
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.

Justification:
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 The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Implement a long-term regional priority, 5) Serve recent and planned growth.

Kentucky Roadway Projects

Project Name: KY 245 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1790	5-8509.00	2027	Bullitt	$20,453,500	Non-Exempt	81

Project Description:
Widen KY 245 from Bernheim Forest to the Community College. (08CCN)(10CCR)(14CCR)(16CCR) From Milepoint 4.425 to Milepoint 6.415. CHAF ID IP20150316.

Additional Considerations: Four lanes, plus turn bays are assumed from the SB I-65 Ramps to a point approximately 1.7 miles E of the I-65 Interchange.

Justification:
The purpose of the KY 245 Widening Project is to provide an improved transportation facility to meet the additional traffic demand forecasted to occur and accommodate any existing or future developments, and/or tourist destinations along the corridor. KY 245 leading southward from its interchange with I-65 is the major link between I-65 and the City of Bardstown and the western entrance to the Kentucky Bourbon Trail. The area has significant institutions and tourist destinations near the interchange that attracts local traffic, visitors and travelers along I-65. Among the most important attractions are the Bernheim Arboretum, Jim Beam Distillery, The Boy Scout Camp, Bernheim Middle School and the Bullitt County Fairgrounds which hosts many events during the year. Currently the roadway is a two lane minor rural arterial. Traffic volumes increased from 9,520 ADT in 1991 to 12,800 ADT in 2007 and it is projected to grow to 17,200 ADT in 2034. A proposed Hotel development is planned on the North side of KY 245 next to I-65 interchange, which will increase current volumes. Local officials indicated the need to improve access to local institutions expected to enhance tourism and economic development. The proposed road is expected to provide a safe and efficient facility, help address future traffic demand, and generate an entry way that integrates businesses and natural areas creating a major tourist center.

Project Name: KY 2845 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
961		2032	Jefferson	$16,460,000	Non-Exempt	80

Project Description:
Reconstruct KY 2845 (Manslick Road) from KY 61 to KY 864 (Beulah Church Road). Project will evaluate 3-lane widening with two-way center turn lane and consider accommodations for bicyclists and pedestrians. CHAF IP20080224.

Justification:
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Modal access and choice. KY 2845 from MP 0.00 to MP 3.776 is located in southern Jefferson County. Surrounding land uses are primarily medium density residential with some commercial nodes. Data suggest this segment has crash issues, and a very rough pavement condition. Current lane width and geometry does not meet current standards.

Project Name: KY 362 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2777		2033	Oldham	$27,900,000	Non-Exempt	67

Project Description:
Improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). Includes consideration of a 3 lane widening with a two way left turn lane and bike/ped accommodations. CHAF IP20130132.

Justification:
The purpose of this project is to improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). This project is needed because of a high crash rate, substandard curves, lane widths, and shoulders along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). A new corridor (Old Henry Road) will eventually tie into this section of roadway creating additional demand.

Kentucky Roadway Projects

Project Name: KY 393 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
147	5-234.00	2024	Oldham	$38,720,000	Non-Exempt	99

Project Description:
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). IP20160227.

Justification:
The primary purpose of the proposed project is to improve traffic flow and correct safety deficiencies through reconstruction and realignment of the existing facility, including construction of an underpass to replace the at-grade crossing of the CSX Railroad paralleling KY 146. The proposed improvements will accommodate the predicted increase in traffic volumes, reduce accident potentials, upgrade connections with I-71, and improve traffic service and safetyfor the large Oldham County school complex along the west side of existing KY 393 at KY 146.

The project will correct identified traffic problems associated with existing design deficiencies, sight distance, grades and curves, train/automobile conflicts, school complex ingress and egress, emergency service demands, travel safety, travel time, and convenience. An improved facility is needed because of the route's importance in the local and regional transportation network and the necessity for improving system connectivity and travel conditions for school buses, emergency services, farm equipment, commercial vehicles, and local public access.

Project Name: KY 44 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
417	5-150.00	2027	Bullitt	$43,568,000	Non-Exempt	122

Project Description:
CHAF: Section 1 -1 from I-65 to Chimney Rock Drive (06CNN).

CHAF ID: IP20150318.

Additional Considerations: Propose 2 added lanes per CHAF database.

Justification:
CHAF Purpose: The purpose of this project is to reduce congestion, improve safety and provide for better emergency vehicle access. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.

CHAF Need: From the approved design executive summary (DES) completed in 2012 for the 2030 No-Build Analysis this segment has a Critical Rate Factor (CRF) of 1.9, a volume to capacity ration (V/C) of 1.83 and level of service (LOS) of F. Pedestrian facilities currently terminate at Lees Valley Road.

Project Name: KY 44 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
494		2040	Bullitt	$139,281,000	Non-Exempt	60

Project Description:
Reconstruct KY 44 from US 31W (Dixie Highway) to KY 61 (Preston Highway) in Shepherdsville. Project design will consider 3 lane section with two way left turn lane. CHAF IP20170066.

Justification:
Reconstruct KY 44 from US 31 W (Dixie Highway) to KY 61 (Preston Highway) in Shepherdsville. Route is an unimproved two lane country road with deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves, faulty or insufficient drainage features, insufficient sight distance at intersections and/or curves.

Kentucky Roadway Projects

Project Name: KY 44 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
497		2032	Bullitt	$11,545,000	Non-Exempt	111

Project Description:
Improve safety and reduce congestion on KY 44 between the I-65 interchange and the KY 61 intersection. Consider access management, pedestrian facilities and grade separated rail crossing. IP20130129.

Justification:
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Project Name: KY 44 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1925	5-347.51	2023	Bullitt	$2,167,000	Exempt	74

Project Description:
CHAF: New turn lanes in front of Bullitt East High School (Breakout from 347.50) (18CCN). CHAF ID: IP20150154.

Justification:
CHAF Purpose: Improve safety and reduce congestion.

CHAF Need: This project is needed because of existing delays especially during the AM peak periods near the KY 44/US 31E intersection and Bullitt East High School/Old Mill Elementary School and a high crash rate from US 31E (Bardstown Road) to Parkland Trace/Winning Colors Drive.

Project Name: KY 44 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2613	5-150.50	2027	Bullitt	$5,093,000	Non-Exempt	125

Project Description:
Section 5 - From US 31EX to US 31E Bypass. (2008BOPC). Project length is 0.45 miles. IP20150201.

Justification:
The purpose of the KY 44 project is to reduce congestion, improve safety and provide for better emergency vehicle access.

The 3/2012 DES (5-150.01 in Attachments) for the KY 44 corridor cited a CRF of 2.3 for this segment and projected a 2030 V/C of 1.73 and a LOS of F in the No-Build Alternative. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.

Project Name: KY 44 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2918	5-80103.00	2029	Bullitt	$28,200,000	Non-Exempt	124

Project Description:
Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.

Justification:
The project is intended to reduce congestion and improve safety on KY 44 from Bogard Lane to Armstrong Lane. Project will consider five lane widening and bike/ped accommodations. This project is needed because the capacity of KY 44 does not adequately accommodate existing or future traffic volumes. In addition, the existing roadway exhibits a higher than average crash rate due to the volume of traffic.

Kentucky Roadway Projects

Project Name: KY 480 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1816	5-391.20	2026	Bullitt	$11,641,000	Non-Exempt	97

Project Description:

Widen Cedar Grove Road (KY 480) from Cedar Grove Elementary School to Valley View Drive. (12CCR) (14CCR) (See 5-391.3 for interchange improvements). From: MP 2.01 to MP 2.84. CHAF ID: IP20160217. Additional Considerations: Widen from 2 to 5 lanes per KIPDA database.

Justification:

Improve capacity and safety on KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive. The project is needed because the capacity of KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive is inadequate to meet current and future traffic volumes, resulting in congestion. Current level of service and projected level of service in 2029 is LOS E for the no-build condition.

Project Name: KY 53 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2605	5-8852.00	2029	Oldham	$39,400,000	Non-Exempt	97

Project Description:

Improve KY 53 from Zhale Smith Road to KY 22 (Total 3.2 miles). (14CCN). Project length is 2.617 miles.

CHAF ID: IP20150414.

Additional Considerations: Project will evaluate 3 lane section from Zhale Smith Road to KY 22.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 53 from Zhale Smith Road to KY 22. This project is needed because continued development in this area and south along KY 53 from Zhale Smith Road to KY 22 will contribute to congestion issues in the future. This route is also highly traveled by local commuters to gain access to I-71.

Project Name: KY 53/I-71 to Zhale Smith Road **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
418		2029	Oldham	$20,170,000	Exempt	115

Project Description:

Improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. Includes consideration of a five lane widening and bike/ped accommodations.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. This project is needed because there are a high amount of crashes and continued development in this area and south along KY 53 is anticipated, adding to future potential congestion issues on KY 53 from I-71 to Zhale Smith Road.

Kentucky Roadway Projects

Project Name: KY 61 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2780		2031	Jefferson	$86,640,000	Exempt	135

Project Description:
Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Drive (BMP 1.395) to Briden Avenue (EMP 8.400) including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges. CHAF IP20160018.

Justification:
Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Drive to Briden Avenue including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges. The KY 61 corridor from Commerce Crossings Drive to Briden Avenue had four roadway segments ranked in the top 41 of the highest roadway crash segments in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. KY 61 from Blue Lick Road to Outer Loop was ranked 13th with an average daily traffic (ADT) of 31,500 and crash rate of 10.6 (crashes per million vehicle miles traveled). KY 61 from Fern Valley Road to East Indian Trail was ranked 19th with an ADT of 28,100 and crash rate of 6.7. KY 61 from Gilmore Lane to Grade Lane was ranked 39th with an ADT of 27,300 and crash rate of 5.3. KY 61 from Outer Loop to McCawley Road was ranked 41st with an ADT of 24,500 and crash rate of 7.5.

Project Name: KY 841/Renaissance Park **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2606	5-80006.00	2026	Jefferson	$33,408,000	Non-Exempt	82

Project Description:
KYTC Highway Plan (June, 2018): Construct new interchange on KY 841 at the Renaissance South Business Park. Project length is 1 mile. CHAF ID: 20190131.

Additional Considerations: Construct new interchange on KY 841 at the Renaissance South Business Park.

Justification:
CHAF Purpose: Relieve negative congestion and safety impacts to the existing transportation infrastructure surrounding the Renaissance South Business Park by improving access and upgrading facilities to current design and safety standards. Supplement future success of the Business Park by providing additional ingress and egress.

CHAF Need: Congestion and freight delays along Outer Loop, I-65 and Gene Snyder freeway in the vicinity of and accessing Louisville International Airport, Ford's Louisville Assembly Plant and Renaissance South Business Park (UPS). Limited freight access to Renaissance South Business Park.

Project Name: KY 864 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
357		2033	Jefferson	$15,880,000	Non-Exempt	83

Project Description:
Improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 864 (Beulah Church Road) to KY 1747 (Fern Valley Road/South Hurstbourne Parkway). Project design will evaluate 3-lane widening with two-way center turn lane and consider accommodations for bicycle and pedestrian modes. CHAF IP20080205.

Justification:
The purpose of this project is to improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 864 (Beulah Church Road) to KY 1747 (Fern Valley Road/South Hurstbourne Parkway). The Critical Rate Factor (CRF) for the longest section of this KY 864 segment (MP 4.391 to MP 6.596) is 1.68 using 2012 to 2016 data. This route connects I-265 and KY 1747 (Hurstbourne Parkway).

Kentucky Roadway Projects

Project Name: KY 864 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1879	5-481.00	2027	Jefferson	$18,263,000	Non-Exempt	92

Project Description:

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.

Justification:

Improve the access, safety and mobility of Beulah Church Road south of the Gene Snyder Freeway.The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) with growth expected to continue. According to the 'Traffic Forecast Report, Jefferson County, Widen KY 864, Item No. 5-481.00', which was published January 25, 2013, the 2012 Average Daily Traffic (ADT) Count was 7,600 vehicles per day (vpd), and the projected 2035 ADT is 9,600 vpd. Additionally, the Cooper Chapel Road extension (5-404.01) to Bardstown Road (US 31E) which is currently under design, is anticipated to bring additional traffic to the route once constructed. Safety is also a primary concern within the project corridor. Between January 2010 and February 2015, there have been 27 collisions in the project corridor, 19 with property damage, and 8 collisions with 11 with injuries.

Project Name: KY 907 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
465	5-437.00	2031	Jefferson	$8,840,000	Non-Exempt	104

Project Description:

Improve safety and reduce congestion on KY 907 (Southside Drive) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike). The design will evaluate 3-lane widening or other lower impact solutions and include consideration of bicycle & pedestrian facilities. CHAF IP20080208.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. Existing and future traffic estimates show high traffic volumes creating congestion and reduced safety associated with the many entrances along the roadway. Adjacent roadways that have been improved to meet this traffic demand include New Cut Road (5 lanes) and National Turnpike (5 lanes). Both roadways intersect with Southside Drive in the project area and create bottleneck issues at the intersections.

Project Name: KY 907 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
481		2035	Jefferson	$104,760,000	Non-Exempt	118

Project Description:

Improve safety and reduce congestion along KY 907 (Valley Station Road/3rd Street Road) from US 31W (Dixie Highway) to KY 1865 (New Cut Road). Project will evaluate 3-lane widening and consider bicycle and pedestrian facilities. CHAF IP20080209.

Justification:

The purpose of this project is to: 1) Improve safety for vehicular, bicycle, and pedestrian traffic, 2) Improve bicycle and pedestrian network and TARC access points, 3) Improve Drainage, 4) Reduce congestion, 5) Improve signage and 6) Focus on low cost solutions. Major issues are deep drainage ditches, substandard shoulders, limited sidewalks, and a lack of adequate lane capacity. There are no bicycle facilities. Average Daily Traffic (ADT) ranges from 5,760 to 22,100 Vehicles per Day (VPD), while the percentage of truck traffic ranges from 4.3% to 7.7%. The corridor has one high crash area that extends south of the Stonestreet Road intersection and ends at the East Pages Lane Intersection (Mile Point [MP] 1.915-2.090), totaling a distance of 0.175 miles. A critical rate factor greater than 1 indicates a high crash area. In this case, the critical rate factor is 1.224.

Kentucky Roadway Projects

Project Name: KY 907 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2017		2035	Jefferson	$2,031,000	Non-Exempt	58

Project Description:
KY 907 at James Hill Road intersection curve improvements - long term horizontal and vertical curve reconstruction. CHAF IP20110104.

Justification:
The purpose of this project is to reduce congestion and improve safety in the long term on the KY 907 (Third Street) and James Hill Road intersection.The roadway network in this area was established many years ago with few major improvements other than some widening and resurfacing. Consequently, some major issues are deep drainage ditches, substandard shoulders, limited sidewalks, and a lack of adequate lane capacity.Throughout the study area, Average Daily Traffic (ADT) ranges from 5,760 to 22,100 Vehicles per Day (VPD), while the percentage of truck traffic ranges from 4.3% to 7.7%. There were several safety concerns identified by the project team based upon analysis of the crash data, public input, and field reviews. Most of these locations were found to coincide with locations that had the worst combinations of horizontal and vertical deficiencies. The data analysis validated the public-identified high crash locations in the absence of a high number of recorded crashes.

Project Name: Northwest Mt. Washington Connector **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2070	5-8710.00	2032	Bullitt	$16,522,000	Non-Exempt	52

Project Description:
New route northwest of Mt. Washington from US 31E to KY 2706. (12CCN)(14CCN). IP20150164.

Justification:
The purpose of this project is to better facilitate traffic movement between Eastern Jefferson and Bullitt Counties, as well as to reduce traffic congestion in downtown Mt. Washington. The need of improved mobility in north Mt. Washington by providing an alternate route between KY 2706 (Wales Run) and US 31E (Bardstown Road) will serve to alleviate traffic congestion (due to future increased traffic volumes and current roadway conditions) in downtown Mt. Washington, while better facilitating the transitioning traffic between US 31E and KY 2706. Increased connectivity will also allow for enhanced public safety by reducing traffic congestion, and decreasing the response time of emergency personnel.

Project Name: Old Henry Road **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
198	5-367.00	2030	Jefferson, Oldham	$47,330,000	Non-Exempt	51

Project Description:
New route between the KY 362 (Ash Avenue) in Pewee Valley and KY 22 (Ballardsville Road) / KY 329B (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 Snyder Freeway) to KY 362 (Ash Avenue), being constructed under 5-367.20.Project design will evaluate 3-lane roadway section with two-way center turn lane and will consider accommodations for bicyclists and pedestrians. IP20110079.

Justification:
The purpose of this project is to improve mobility and reduce congestion between the KY 3084 (Old Henry Road) interchange at I-265 (Gene Snyder Freeway) and KY 329B (KY 329 Bypass) in Crestwood. This project is needed to improve mobility between the KY 3084 (Old Henry Road) interchange at I-265 (Gene Snyder Freeway) and KY 329B (KY 329 Bypass) in Crestwood. The existing two-lane KY 146 through Pewee Valley has poor roadway geometrics, numerous roadside obstacles, and high traffic volumes contributing to unsafe travel conditions.

Kentucky Roadway Projects

Project Name: Old Henry Road **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1936	5-367.20, 5-367.21	2026	Jefferson, Oldham	$31,744,000	Non-Exempt	77

Project Description:

Extension of Old Henry Road east to Ash Avenue (KY 362) (12CCR). CHAF IP20160276.

Justification:

The purpose of this project is to provide improved access to the I-265/Old Henry Road (KY 3084) interchange for vehicles traveling from Oldham County, Shelby County, and far eastern Jefferson County.This project is needed because vehicles are using a residential street, Village Green Boulevard, to access Old Henry Road and the interchange. Roadway deficiencies include 10' lanes, 1' shoulders, and substandard geometrics.

Project Name: Outer Loop, Fegenbush Lane, and Beulah Church Intersection **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
365	5-122.00	2026	Jefferson	$12,940,000	Non-Exempt	99

Project Description:

Major revision of the intersection located at the Outer Loop, Fegenbush Lane, and Beulah Church Road. Turn lane to be completed by Transportation Cabinet per agreement. (04CCN)(08CCR)(10CCR)(12CCR) CHAF IP20160080.

Justification:

The primary purpose of the project is to relieve the vehicle delay and improve safety while considering the possible residential, commercial, environmental, and historical impacts of any solution. Currently KY 1065 (Outer Loop), Fegenbush Lane, Beulah Church Road, and Watterson Trail (CR-1005H) converge within 900' of each other. The junction is controlled by two signalized intersections. Both are plagued by excessive vehicle delay during the morning and evening peak periods. The Critical Rate Factor (CRF) for this section of KY 1065 is 1.817 from 2012 to 2016.

Project Name: Plantside Drive **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2608	5-80003.00	2027	Jefferson	$34,150,745	Non-Exempt	87

Project Description:

Extend Plantside Drive from Rehl Road to Taylorsville Road.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Kentucky Roadway Projects

Project Name: Reconstruction Existing Interchange from Northbound KY 1747 to I-64 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
181	5-52.00	2033	Jefferson	$82,596,000	Non-Exempt	79

Project Description:

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). Existing Studies done by MPO MTP (10/02, 12/05, 10/10).

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. This project will reduce traffic congestion and delay by improving ramp and intersection operating conditions, improve vehicular safety by reducing potentially dangerous uncontrolled vehicle conflict points and providing safe access between local and regional highway systems, and will enhance the existing system to provide more efficient connections between local and regional highway systems and promote better use of the existing transportation infrastructure. Current and projected traffic conditions within the study area do not meet the minimum acceptable operating standards. Many of the study intersections operate at poor or failing levels of service during morning and afternoon peak hours. Traffic volumes in the corridor are expected to grow by approximately 28% by 2025. The current roadway design combined with excessive traffic congestion creates a situation where drive safety could be compromised. Significant traffic congestion also leads to longer emergency vehicle response.will enhance the existing system to provide more efficient connections between local and regional highway systems and promote better use of the existing transportation infrastructure. Current and projected traffic conditions within the study area do not meet the minimum acceptable operating standards. Many of the study intersections operate at poor or failing levels of service during morning and afternoon peak hours. Traffic volumes in the corridor are expected to grow by approximately 28% by 2025.

Project Name: US 31W **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
273		2028	Jefferson	$8,150,000	Exempt	109

Project Description:

Transportation System Management improvements on US 31W (Dixie Highway) from KY 150 (Broadway) in the city of Louisville to KY 44 in southern Jefferson County to include consideration of access management. Approximately 17.7 miles.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. While Dixie Highway is one of the busiest and most important transportation corridors in the region, it is also frequently congested (LOS E, F found at multiple intersections), has very high total and fatal crash rates, and passed through several low and moderate income neighborhoods. It also hosts the regions best performing transit route, Route 18, which serves the project corridor with over 4,800 daily riders. The high transportation demand by both vehicular and transit riders results in low speeds and long delays at critical locations; the volume of vehicular traffic coupled with numerous access points and intersections.

Project Name: US 31W **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2779	5-478.30	2030	Jefferson	$7,300,000	Exempt	77

Project Description:

Improve Dixie Highway between Greenwood Road (KY 1931) and Stonestreet Road (CR 1003). (14CCN). CHAF IP20150310.

Justification:

Improve safety by reducing the number of vehicular and pedestrian injuries, and improve mobility by reducing the travel times for both vehicular and transit users. The CFR for this section of roadway exceeded 1.0 for the years 2012 to 2016 including 5 fatal crashes. Existing sidewalks are discontinuous and in disrepair and not ADA Compliant. Intersections are often far apart resulting in unsafe mid-block crossings.

Kentucky Roadway Projects

Project Name: US 42 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
230	5-972.00	2035	Jefferson	$12,000,000	Exempt	114

Project Description:

US 42 safety improvements from Harrods Creek Bridge to River Road (10CCR). CHAF IP20150155.

Justification:

Reduce traffic congestion and improve safety along US 42 from Harrods Creek Bridge to River Road. This project is needed because of current traffic congestion combined with the projected future volumes on US 42 from Harrods Creek Bridge to River Road. The traffic congestion also leads to an increase in crashes.

Project Name: US 42 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
476		2035	Jefferson	$12,911,000	Non-Exempt	81

Project Description:

Improve safety and reduce congestion on US 42 (Brownsboro Road) 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. CHAF IP20080194.

Justification:

The purpose of the project is to limit the congestion and delay on US 42 and increase safety of I-264, while minimizing the right-of-way impacts to the community. The existing I-264/US 42 Interchange area does not have adequate capacity or storage to accommodate the current left-turn and through-traffic volumes during the peak hours. Commuters often sit through green phases at signalized intersections due to queues from other intersections. These delays cause long queues on the I-264 exit ramps, creating a safety concern. As normal growth and new developments occur in the project area, the problem will continue to degrade, resulting in longer travel times.

Project Name: US 42 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1271	5-441.01	2023	Oldham	$10,500,000	Exempt	66

Project Description:

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. Project will include the consideration of improvements to the Hayfield Way intersection (2004BOPC).

CHAF ID: IP20080245.

Justification:

The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Oldham County line and Ridgemoor Drive.

Due to an increase in commuters to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 14 rear end crashes between Hunters Ridge and Ridgemoor Drive each year. The existing profile along this stretch of US 42 contains vertical geometric deficiencies for the posted speed of 45 MPH and has a critical crash rate factor greater than 1.0 (which indicates, statistically, a higher rate than roads of similar functional classifications).

Kentucky Roadway Projects

Project Name: US 60 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
479		2035	Jefferson	$54,883,000	Non-Exempt	113

Project Description:

Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road (CS 3596). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users. CHAF IP20080197.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.US 60 from MP 7.857 to MP 11.100 is located in eastern central Jefferson County. This area is developed with primarily commercial uses directly abutting the corridor and residential uses either abutting the corridor or located directly behind the commercial uses. These adequacy rating data suggest rough pavement conditions and congestion. There are a number of destinations located along this corridor, and with the additional development at US 60 and KY 1747 as well as other development to the east will worsen congestion along the corridor. Certain solutions need to be found that work with the recent improvements made in the City of Middletown along the US 60 corridor.

Project Name: US 60 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
480		2040	Jefferson	$26,890,000	Non-Exempt	107

Project Description:

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.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. US 60 from MP 5.529 to MP 7.857 is located in eastern central Jefferson County. This area is developed with primarily commercial uses abutting the corridor and residential uses either abutting the corridor or located directly behind the commercial. These adequacy rating data point to rough pavement conditions, crash issues, and congestion. There are a number of regional destinations located along this corridor, such as Oxmoor Mall and the University of Louisville Shelby Campus. In addition, there is development planned for the vacant portion of Shelby Campus, which will put more demand on surrounding roadways, including this corridor.

Project Name: US 60 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2598	5-8952.00	2026	Jefferson	$3,457,000	Non-Exempt	100

Project Description:

Widen US 60 to three lanes from Eastwood Cutoff Road (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN)

Justification:

Improve safety and mobility.

The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.

Kentucky Roadway Projects

Project Name: US 60 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2610	5-80001.00	2029	Jefferson	$17,530,000	Non-Exempt	144

Project Description:
Widen US 60 to 6 lanes from Old Shelbyville Road to North English Station Road.

Justification:
The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Serve recent and planned growth.

Project Name: US 60 - Long Run Road to Locust Park Place **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3165		2027	Jefferson	$4,800,000	Exempt	91

Project Description:
Improve safety and reduce congestion on US 60 from Long Run Road to Locust Park Place. Project design will evaluate 3-lane widening with a continuous two-waycenter turn lane and other lower impact alternatives. Design will also consider accommodations for bicyclists, pedestrians, and future transit users.

Justification:
The Critical Rate for this section of US 60 is 0.53 from years 2012 to 2016. This area is developing with primarily residential uses with commercial nodes. Additional development in this area is expected. US 60 is a regionally significant route linking Louisville to Simpsonville, Shelbyville, and beyond. US 60 provides an alternate east-west route to I 64 and is essential to I 64 incident management.

Project Name: Arnoldtown Road **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
249		2045	Jefferson	$6,900,000	Exempt	79

Project Description:
Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 (Saint Andrews Church Road) to KY 907 (3rd Street Road) with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook and Hardwood Forest. Add sidewalks on both sides of Arnoldtown Road for the length of the project.

Justification:
The Arnoldtown Road reconstruction project is intended to improve the geometrics of the existing roadway. The project will correct poor curves, narrow lanes, and the lack of shoulders and will increase safety for drivers. This roadway has had approximately 180 crashes between January 1st, 2013 and December 31, 2017 with two fatalities. The project will also increase pedestrian safety and accessibility with the addition of sidewalks where they do not currently exist.

Project Name: Blowing Tree Boulevard **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
258		2035	Jefferson	$2,500,000	Non-Exempt	93

Project Description:
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.

Justification:
The Blowing Tree Boulevard Project is intended to mitigate congestion.

Kentucky Roadway Projects

Project Name: Bowling Boulevard/Christian Way **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
260		2040	Jefferson	$21,000,000	Non-Exempt	100

Project Description:
Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard and Christian Way.

Justification:
The Bowling Boulevard / Christian Way connector will improve system continuity as well as provide additional access, respond to regional growth and development and provide traffic congestion relief for US 60 (Shelbyville Road) and KY 1747 (Hurstbourne Parkway).

Project Name: Broadway All the Way Complete Street **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2751	5-80214.00	2031	Jefferson	$140,000,000	Exempt	161

Project Description:
A complete street retrofit of Broadway from Shawnee Park to Baxter Avenue to include fixed guide-way BRT, two-way cycle track and pedestrian safety improvements. The project scope should include the following:
-Improved roadway design to increase transit speed, reliability and efficiency
-Enhanced transit stations and rider amenities to improve the transit user experience
-Enhanced bicycle and pedestrian access to frequent high capacity transit services
-Operational plan including extension of Bus Rapid Transit (BRT) line southeast on Bardstown Road (non-fixed guideway).

Justification:
Improve connectivity for all modes; improve safety; promote social equity; and enhance neighborhoods.

Project Name: Buechel Bank Road **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
381	5-8001.00	2025	Jefferson	$15,217,000	Exempt	134

Project Description:
Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles.

Justification:
This project will reduce traffic congestion.

Project Name: Bunsen Boulevard/Christian Way **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
265	5-119.00	2040	Jefferson	$33,000,000	Non-Exempt	99

Project Description:
Construct Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.

Justification:
From Bunsen Parkway, drivers would have easy access to KY 1747, KY 155 (Taylorsville Road) and I-64. This alternative would also provide relief to the I-64 and KY 1747 interchange.

Kentucky Roadway Projects

Project Name: Cedar Creek Road Connector **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
268		2040	Jefferson	$6,000,000	Non-Exempt	72

Project Description:

East/west collector corridor from KY 864 (Beulah Church) to Cedar Creek Road consisting of a two-lane roadway with pedestrian accommodations.

Justification:

This connector will reduce travel times for a growing residential population south of I-265 (Gene Snyder Expressway) lying between US 150 (Bardstown Road) and KY 864 (Beulah Church Road). Additionally, this project will provide vehicle and pedestrian connectivity to future improvements along KY 864 and Cooper Chapel Road.

Project Name: Connection 22 - Signal System Upgrade **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1353		2035	Jefferson	$11,600,000	Exempt	136

Project Description:

The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

Justification:

The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section 1 of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.

Project Name: Cooper Chapel Road Phase 2 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
271		2035	Jefferson	$18,000,000	Exempt	95

Project Description:

Phase 2: Reconstruct Cooper Chapel Road as a 2 lane road with left turn lanes at major intersections (Smyrna Parkway, Pennsylvania Run Road, KY 864, Beulah Church Road) from Smyrna Parkway to KY 864.

Justification:

The area south of I-265 (Gene Snyder Freeway) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area.The project will add shoulders where there are none and improve existing poor geometrics to this rapidly growing residential area south of I-265. The project will also improve traffic flow through major intersections. When coupled with the proposed Fairmount Road extension (KIPDA ID #282 and 283), the project will provide a continuous route parallel to I-265 between KY 61 (Preston Highway) and US 31E (Bardstown Road).

Kentucky Roadway Projects

Project Name: Cooper Chapel Road Phase 3 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
223	5-404.01	2025	Jefferson	$30,699,792	Non-Exempt	57

Project Description:

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.

Justification:

The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area.

The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E.

The roadway construction will provide access to an area that recently received sanitary sewers and city water service.

Project Name: Downtown Louisville Traffic Signal Upgrades **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3127		2026	Jefferson	$4,655,000	Exempt	154

Project Description:

Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of signal controllers; at approximately 70 traffic signals in the downtown and Central Business District of Louisville.

Justification:

The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.

Project Name: Dutchmans & Breckenridge Lane Intersection Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1915		2035	Jefferson	$2,500,000	Exempt	97

Project Description:

Lane additions for Breckenridge Lane south of Dutchmans Lane; Dutchmans Parkway west of Breckenridge Lane and Dutchmans Lane east of Breckenridge Lane. The average daily traffic for these three approaches need further evaluation for additional lanes. Lanes re-assignment may occur which may also require signal phase modification. Sidewalks will also be provided on Dutchmans Parkway.

Justification:

Mitigate congestion and improve access for pedestrians.

Project Name: East Pages Lane **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
274		2045	Jefferson	$8,000,000	Exempt	89

Project Description:

Reconstruct East Pages Lane as a 2 lane (no additional lanes) road with several improvements to intersections from US 31W (Dixie Highway) to KY 907 (3rd Street Road). Construct pedestrian accommodations on both sides of roadway for the length of the project.

Justification:

East Pages Lane is a narrow 2 lane roadway with inadequate shoulders and poor geometrics. It connects US 31W to KY 907 (Third Street Road) at KY 907 (Valley Station Road).

Kentucky Roadway Projects

Project Name: Electric Vehical Charging Infrastructure for Louisville Metro and TARC Fleet **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3084		2025	Jefferson	$4,638,000	Exempt	25

Project Description:
Install forty (40) level II charging stations to serve Louisville Metro Government (LMG)'s light-duty fleet and TARC's non-revenue fleet. Thirty (30) stations will also be available for public use. Ten (10), located in secure areas and/or only accessible with a key fob, to be used by LMG/TARC fleet and/or employees' personal vehicles. All forty (40) charging stations will have ten (10) ports installed at each site, for a total of 400 ports. The electrical panels within the municipal buildings at all forty (40) charging station sites will be upgraded for the ability to provide 600 amp service. This will meet the operational demand of ten (10) charging ports at each site.

Justification:
Kentucky is the electric vehicle battery production capital of the United States. This project leverages other state investments to increase the number of battery electric vehicles (BEVs) in the light-duty fleet of the largest local government in Kentucky and increase the availablility of charging infrastructure county-wide, supporting accelerated adoption of BEVs across all fleet sectors. Additionally, many of the publicly-available charging sites will be located in areas of Jefferson County that are identified as "disadvantaged" under the federal Justice40 initiative. Upgrading municipal building electrical service to meet the operational demand of charging BEVs will help Louisville Metro and the state of Kentucky take foundational steps to reaching their air quality and sustainability goals.

Project Name: Electrification of Louisville Metro's Heavy-Duty Fleet **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3095		2027	Jefferson	$1,584,000	Exempt	0

Project Description:
Fund the purchase of approximately four (4) electric vehicles in Louisville Metro's heavy duty fleet. Depending on availability, purchases could include: garbage trucks, dump trucks, street sweepers, and any other heavy-duty equipment utilized by various Louisville Metro departments such as Public Works and Solid Waste.

Justification:
Taking heavy-duty vehicles out of service, particularly diesel engines, and replacing them with electric alternatives will improve human and environmental health. Exposure to diesel exhaust can lead to serious health conditions like asthma and respiratory illnesses. Emissions from diesel engines contribute to the production of ground-level ozone which damages crops, trees, and other vegetation. Taking standard gas vehicles out of service and replacing with EVs will result in a reduction of ozone precursors (NOx and VOCs) and fine particulates (PM2.5), as well as greenhouse gas (GHG) emissions.

Project Name: English Station/Pope Lick Connection **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3139		2035	Jefferson	$5,000,000	Non-Exempt	74

Project Description:
New east-west route with complete street facilities from South English Station Road to South Pope Lick Road.

Justification:
System connectivity to improve connection to and around the Parklands.

Project Name: Grade Lane **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
289		2035	Jefferson	$26,000,000	Non-Exempt	125

Project Description:
Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Road). Includes pedestrian and bicycle accommodations.

Justification:
This project will improve access to the Louisville International Airport and industrial development.

Kentucky Roadway Projects

Project Name: Herr Lane Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3122	5-80200.00	2026	Jefferson	$3,642,000	Exempt	117

Project Description:

Widen Herr Lane (KY 2050) from 2 to 3 lanes (additional lane will be a two-way left turn lane) from Westport Road (KY 1447) to Bedford Lane. Project may repair and replace existing sidewalk or add new sidewalk if needed.

Justification:

This project will reduce congestion and improve access to community amenities such as the new Robley Rex Veteran's Affairs Medical Center, Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great School.

Project Name: I-65 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
224	5-378.10	2029	Jefferson	$16,955,000	Non-Exempt	142

Project Description:

Extend and reconstruct I-65 southbound ramp (Jefferson) to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.

Justification:

Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.

Project Name: KY 1531 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
411		2040	Jefferson	$35,000,000	Exempt	34

Project Description:

Reconstruct KY 1531 (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry and a 4 to 6 foot shoulder from US 60 (Shelbyville Road) to Aiken Road.

Justification:

Johnson Road and its surrounding roads of Aiken Road and Shelbyville Road have been several subdivisions/growth within the last few years. With the added traffic along Johnson Road, the better alignment in various locations along and added shoulders will increase safety amount the traveling public.

Kentucky Roadway Projects

Project Name: KY 61 Premium Transportation Corridor Project **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1357		2040	Jefferson	$20,000,000	Exempt	135

Project Description:

The KY 61 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

Justification:

The KY 61 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." KY 61 is a successful commercial destination resulting in major mobility challenges. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. This project will need to account for various demands and changing urban characteristics across its length. Complete multi-modal connections are needed along the entire corridor with premium transit, or Bus Rapid Transit, needing to be further assessed for portions of the corridor. Preston Highway generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Pedestrian connections need improvements as distance between crossings is so far that it incentivizes uncontrolled crossings. Incomplete sidewalks force pedestrians to use the shoulder. This is a major safety concern as Preston Highway has relatively high rates of pedestrian activity. The 18 Bus, which serves the Corridor is the busiest in the city. There are no safe bicycle facilities along the corridor. Taken together, these issues need to be addressed to ensure that the KY 61 of the future is safer for people of all ages and abilities.

Project Name: LaGrange & Whipps Mill Intersection Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3126		2025	Jefferson	$1,403,750	Exempt	118

Project Description:

Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions. This is a partner project to KIPDA IDs 1634 and 1791.

Justification:

Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions.

Project Name: Main Street/Story Avenue Intersection **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2388	5-758.00	2024	Jefferson	$4,595,899	Non-Exempt	142

Project Description:

Intersection re-build at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east.

Justification:

Project will enhance pedestrian and bicycle safety and mobility by signalizing the intersection and eliminating free flow conditions.

Kentucky Roadway Projects

Project Name: McNeely Lake Park Road and Shared Use Path System **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1823	5-8400.00	2025	Jefferson	$7,200,000	Non-Exempt	84

Project Description:

This project will design and construct a new road and shared use path system to connect the north, south, and east sections of McNeely Lake Park. The road will connect Cooper Chapel Road on the north through Quail Chase Golf Course east of McNeely Lake, to Cedar Creek Road (KY 864) on the southeast at the soccer complex and to Mount Washington Road (KY 2053) on the southwestern portion of McNeely Lake Park. The shared use path system will connect Cooper Chapel Road on the north to the Louisville Loop in McNeely Lake Park on the east and west sides of McNeely Lake, and connect Mount Washington Road to the Louisville Loop in McNeely Lake Park, and connect the Cooper Farms neighborhood and the Washington Green neighborhood to the McNeely Lake Park shared use paths. Bicycling and pedestrian facilities will be designed and built as a part of this project.

Justification:

This project will provide new and improved accessible bicycle, pedestrian and vehicular access to and within McNeely Lake Park. McNeely Lake Park is an 847 acre park in south Louisville Metro which has never had internal park connectivity for vehicles, pedestrians, or bicyclists. In order to use the various sections of the park, users would have to drive miles along county roads from the north section to the southeast section and to the southwest section.

Project Name: Mud Lane **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
449		2040	Jefferson	$11,000,000	Exempt	98

Project Description:

Widen Mud Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Brookley Drive. Project will provide sidewalks and review for a bicycle facility.

Justification:

As planned development occurs along KY 1450 (Blue Lick Road), Mud Lane will increasingly serve as a much needed outlet for traffic. Mud Lane is also a high accident corridor which will worsen as traffic volumes increase. This project will reduce traffic congestion and improve safety.

Project Name: New Cut Road/Taylor Boulevard Safety Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3159		2035	Jefferson	$16,000,000	Exempt	100

Project Description:

Design and construct safety improvements on KY 1865 (New Cut Road)/Taylor Boulevard from milepoint 2.668 (3rd Street Road/Southside Drive) to milepoint 5.766 (just north of the I-264 ramp). Project will consider bicycle and pedestrian facilities, traffic signal retiming, medians, and a two-way left-turn lane.

Justification:

Improve safety for all modes, and build a complete street network to facilitate travel by bike, foot, or bus on this major arterial corridor, the conditions of which make this a high-risk corridor for fatal and serious injury crashes.

Project Name: North Hubbards Lane **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
384	5-479.00	2024	Jefferson	$7,389,736	Exempt	126

Project 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).

Justification:

Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.

Kentucky Roadway Projects

Project Name: Oak Street Corridor Streetscape **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3022		2028	Jefferson	$2,600,000	Exempt	105

Project Description:

Implement streetscape enhancements along Oak Street from South Preston Street to South 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 and pervious brick pavers, tree-planting, landscaping, and improvements to on-street parking.

Justification:

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.

Project Name: One-Way Street Conversion to Two-Way Phase 1 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1809	5-470.00	2024	Jefferson	$7,211,300	Non-Exempt	123

Project Description:

Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Boulevard (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).

Justification:

One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.

Project Name: One-Way Street Conversion to Two-Way Phase 2 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1810	5-470.10	2028	Jefferson	$6,000,000	Non-Exempt	129

Project Description:

Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Main Street from 2nd Street to Story Avenue and Main Street from 9th Street to South 30th Street.

Justification:

One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets.

Kentucky Roadway Projects

Project Name: Portland Neighborhood Traffic Calming **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1332		2030	Jefferson	$12,000,000	Exempt	142

Project Description:

Calm traffic and safety improvements in the Portland Neighborhood, including: 15th Street, 16th Street, South 22nd Street, Dr. W.J. Hodges Street, Bank Street, Northwestern Parkway, Portland Avenue. Improvements to be considered during the Design phase include: convert existing one-way streets to two-way operation, curb extensions, pedestrian crossing improvements, consideration of bicycle facilities.

Justification:

Recent studies by Metro have identified a number of benefits to converting one-way streets to two-way operation, especially in neighborhood settings such as Portland Avenue and Bank Street. These facilities will be slower, safer, and more active. They will support more direct connections for all modes of travel.

Project Name: Rangeland Road **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2153	5-80108.00	2040	Jefferson	$10,000,000	Non-Exempt	68

Project Description:

Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.

Justification:

Reduce congestion and improve safety on Rangeland Road for 1.23 miles.

Project Name: Reimagine 9th Street **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2733	5-80250.00	2027	Jefferson	$24,640,000	Exempt	165

Project Description:

This project will transform 9th Street/Roy Wilkins Avenue just west of the downtown Louisville from the Main Street to Broadway from a six-lane thoroughfare with extremely wide right-of-way into a "Complete Street." Improvements to be considered during the Design process include: Reduce the number and width of lanes, convert one-way traffic to two-way (with a two-way left turn lane) on Muhammad Ali Boulevard and Chestnut Street/River Park Drive, eliminate negative offset left-turn lanes, adequately dimensioned turn bays, traffic signal upgrades, expanded fiber throughout the corridor, protected/permissive left turns at signals, sidewalk expanded up to 20-feet wide, curb extensions, pedestrian refuge islands, pedestrian scale lighting, crosswalk visibility enhancements, tabled intersections, protected bike lanes, improved signage, bus shelters, kiosks with real-time bus information, dedicated bus lanes, bus bulbs, increased tree canopy, bioswales, and improved storm drainage.

Justification:

Eliminate the physical and psychological barrier that the "9th Street divide" creates between Louisville's Central Business District and the West End neighborhoods; create a safe and accessible travel experience for all users including pedestrians, cyclists and transit riders; increase economic vitality through creating a safe, attractive and comfortable environment; provide opportunities for parks and open spaces, playgrounds, recreation access, street tree canopy and storm water management features; and provide a safe and efficient corridor for vehicle and freight travel.

Kentucky Roadway Projects

Project Name: Rightsizing Louisville for Safe Streets **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3160		2027	Jefferson	$26,771,000	Exempt	58

Project Description:
Improve safety on 10 roadway corridors by employing low-cost, high-impact strategies, including: street rightsizing (road diets), roundabouts, sidewalks and ADA ramps, curb extensions and pedestrian refuge islands, ladder-style crosswalks and other types of improved striping, traffic signal improvements (rebuild signals and add retroreflective backplates), bus shelters, raised medians, and mid-block crossing pedestrian signals.

Justification:
Improve safety at the locations that were identified through the Vision Zero Louisville Safety Report (2021) Technical Appendix, Table 19. While the primary goal is to improve safety for bicyclists and pedestrians, especially in underserved communities, this project also supports goals to improve equity, climate, sustainability, quality job creation, and economic strength and global competitiveness by making Louisville's streets safe for all people.

Project Name: River Road **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
163	5-91.02	2025	Jefferson	$32,262,849	Non-Exempt	78

Project Description:
Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes and shared use path. Project length is 1.5 miles.

Justification:
This project will improve access to downtown Louisville and the waterfront.

Project Name: River Road Extension **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1338	5-512.00	2025	Jefferson	$14,468,150	Non-Exempt	136

Project Description:
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.

Justification:
Project will extend roadway corridor.

Project Name: Riverport Long Range Plan Implementation **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3130		2050	Jefferson	$2,000,000	Exempt	35

Project Description:
Implement the recommendations from Riverport's upcoming Long-Range Plan, including port electrification, to improve the environmental efficiency of maritime transport in Louisville.

Justification:
Improve efficiency of freight movement and reduce environmental impacts of operations at the Riverport.

Kentucky Roadway Projects

Project Name: Routt Road Rebuild **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3140		2040	Jefferson	$9,400,000	Exempt	51

Project Description:
Rebuild of Old Routt Road from Taylorsville Road south to Routt Road, including new bridge over Floyd's Fork. (SDC project C14).

Justification:
System connectivity to improve Park Boundary Road concept.

Project Name: Shepherdsville Road **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
464		2040	Jefferson	$24,000,000	Exempt	77

Project Description:
Widen Shepherdsville Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 2845 (Manslick Road) to Applegate Lane and build sidewalks.

Justification:
This project will reduce traffic congestion and improve safety.

Project Name: South Watterson Trail **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1324		2045	Jefferson	$15,000,000	Exempt	100

Project Description:
Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) South Watterson Trail from KY 1747 (Hurstbourne Parkway) to Fegenbush Lane. Add pedestrian accommodations on both sides for the length of the project.

Justification:
Improve roadway to current standards and increase safety for all modes. Increase pedestrian safety and connectivity from Hurstbourne Parkway to residential development.

Project Name: Urton Lane **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
474		2045	Jefferson	$100,000,000	Non-Exempt	87

Project Description:
Extend and widen Urton Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from north of I-64 to Seatonville Road.

Justification:
Urton Lane begins on the north at the US 60 - English Station Road intersection in Middletown, north of I-64. Several developments are currently planned between US 60 and I-64 along the route. Currently Urton Lane is a narrow 2 lane facility with poor geometrics. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Road/I-64 via Rehl Road and I-265 via KY 155 (Taylorsville Road). An Urton Lane extension from north of I-64 to Seatonville Road would open hundreds of acres to development and provide a parallel route to I-265 which could be used to divert incident related traffic.

Kentucky Roadway Projects

Project Name: US 60 Premium Transportation Corridor Project - Section 1 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1352		2045	Jefferson	$25,000,000	Exempt	132

Project Description:

The US 60 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

Justification:

The US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." US 60's success as a commercial destination has led to major mobility challenges in the area. Transitioning from a "traditional neighborhood marketplace" to a "suburban marketplace corridor" about halfway through the project area, Section 1 of this project will need to account for various demands across its 7.84 mile length; however, these two sub-areas, despite their differences are united in their demand for significantly improved mass transit service and complete multi-modal connections. The vibrant commercial corridor, anchored by two of Louisville's three regional malls, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received 16.9 million in federal funds. US 60 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.

Project Name: US 60 Premium Transportation Corridor Project - Section 2 **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1362		2045	Jefferson	$15,000,000	Exempt	122

Project Description:

The Second Section of the US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan as a "Major Corridor." This section of US 60 is a commercial corridor for the surrounding residential areas. Residential growth in the area has strained the transportation network in the area. This "suburban marketplace corridor" needs to account for various future demands across its length. Improved mobility and accessibility for all users, including motorists, transit riders, pedestrians, and cyclists will be key to achieve Louisville Metro's long-term goals as outlined in the Move Louisville, Plan 2040, among others. This vibrant commercial corridor needs investment and improvement to enhance access and livability in this growing area of Louisville. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. US 60 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.

Justification:

The Second Section of the US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan as a "Major Corridor." This section of US 60 is a commercial corridor for the surrounding residential areas. Residential growth in the area has strained the transportation network in the area. This "suburban marketplace corridor" needs to account for various future demands across its length. Improved mobility and accessibility for all users, including motorists, transit riders, pedestrians, and cyclists will be key to achieve Louisville Metro's long-term goals as outlined in the Move Louisville, Plan 2040, among others. This vibrant commercial corridor needs investment and improvement to enhance access and livability in this growing area of Louisville. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. US 60 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.

Kentucky Roadway Projects

Project Name: Vision Zero Louisville - Improvements at Unsignalized Intersections **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3133		2035	Jefferson	$82,000,000	Exempt	65

Project Description:

Design and construct proven safety countermeasures to improve safety for all modes at unsignalized intersections that were identified through the Vision Zero Louisville Safety Report (2021) Technical Appendix, Tables 13, 14, 15, and 23. Possible improvements that will be considered during the Design process include: high visibility pavement markings, improved signage, removal of obstructions that limit sight distance, dedicated left-turn lanes, roundabouts, access management, and restricted crossing U-Turns (RCUTs), lighting improvements, raised medians and crossing islands, and rectangular rapid flashing beacons (RRFB) at crosswalks, and other traffic calming techniques.

Justification:

Many of the techniques that will be considered for this project are FHWA Proven Safety Countermeasures that also support the "Safer Roads" and "Safer Speeds" goals of the U.S. DOT National Roadway Safety Strategy. This project will reduce the number of fatal and serious injury crashes for all modes. The project also supports Equity, Complete Streets, and Sustainability goals by providing equitable, safe, and sustainable choices for transportation within our city.

Project Name: Vision Zero Louisville - Lighting Improvements **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3131		2030	Jefferson	$2,042,000	Exempt	50

Project Description:

Install and/or improve existing street lighting at intersections that were identified as high priority in the Vision Zero Louisville Safety Report (2021) Technical Appendix, Tables 26 and 27. Each location will be considered for continuous, staggered lighting. Existing lights will replaced with energy-efficient, LED alternatives.

Justification:

Lighting is a FHWA Proven Safety Countermeasure that also supports the "Safer Roads" goal of the U.S. DOT National Roadway Safety Strategy. This project will reduce the number of nighttime fatal and serious injury crashes. Existing lighting will be upgraded to meet current design standards, and lights will be installed where none currently exists.

Project Name: Buckner Connector **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1808	5-754.00	2023	Oldham	$4,431,181	Non-Exempt	45

Project Description:

The proposed project will extend Commerce Parkway and the shared use path west 0.8-mile from KY 393 on new alignment to connect with Mattingly Road. Commerce Pkwy in Oldham County is currently a 2-lane road with a 10-foot wide shared use path along the north side, separated from the road with a grass verge. The road currently extends from KY 393 east approximately 3 miles to LaGrange. The proposed extension would begin approximately 1200 ft. north of I-71 and KY 393 interchange. Mattingly Road provides access to several industrial sites. the proposed project will provide access to I-71 from Mattingly Road that would allow traffic to avoid an at-grade railroad crossing.

Justification:

The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.

Kentucky Roadway Projects

Project Name: Commerce Parkway Widening **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2614		2029	Oldham	$21,720,000	Non-Exempt	93

Project Description:

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.

Justification:

The purpose of the project is to improve capacity, access, and mobility along Commerce Parkway through an actively developing industrial and business park. The widening of the road will reduce congestion, improve safety, and increase travel capacity and alternatives for residents, businesses, and freight traffic given the anticipated direct connection with new I-71 ramps.

Project Name: Kenwood Road **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
2615		2023	Oldham	$4,352,736	Non-Exempt	61

Project Description:

Construct a new urban roadway section to connect KY 146 and KY 393 Bypass in Crestwood. The proposed facility will be three-lanes with a continuous, center left-turn lane, curb, gutter, a sidewalk, and a potential traffic signal. Lane width will be 11 feet with a proposed posted speed of 25 MPH.

Justification:

The purpose of this project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater access to the South Oldham school campus.

Project Name: KY 22 **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
414	5-203.00	2030	Oldham	$12,140,000	Non-Exempt	56

Project Description:

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.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329.This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.

Kentucky Roadway Projects

Project Name: KY 22/Clore Lane Intersection Improvements **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3141		2027	Oldham	$4,291,669	Exempt	92

Project Description:

This project will align Wooldridge Avenue and Clore Lane with left-turn lanes and right-turn pockets on both streets as well as add dedicated left-turn lanes on KY 22. Trees and vegetation will be cleared for increased visibility.

Justification:

The KY 22 Corridor Improvement Study completed by Oldham County, KYTC and KIPDA in 2022, looked at KY 22 from the Jefferson/Oldham County line near Haunz Lane to KY 329. This project was identified in the study as the highest priority spot improvement. This intersection had the highest number of total crashes, more severe crashes, and the highest crash factor (1.58) of all intersections studied. It was also the top safety concern identified during two rounds of public engagement.

Project Name: KY 329 **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1877	5-542.00	2023	Oldham	$3,464,875	Non-Exempt	53

Project Description:

Improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.

Justification:

The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve Level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.

Project Name: LaGrange Underpass West of LaGrange **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
321	5-434.00	2025	Oldham	$24,903,750	Non-Exempt	95

Project Description:

Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.

Justification:

The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.

Kentucky Roadway Projects

Project Name: Luther Luckett Collector **Sponsor Agency:** Oldham County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
1188		2030	Oldham	$1,500,000	Non-Exempt	27

Project Description:

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.

Justification:

The road will allow restricted access to the prison for transport of prisoners, staff, and trucks for supplies, maintenance, etc. This need is reduce congestion at the existing entrance and to provide a second entrance to the facility.

Project Name: City of Prospect US 42 Safety Improvement Project **Sponsor Agency:** Prospect

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3082		2025	Jefferson	$3,330,000	Non-Exempt	114

Project Description:

Addition of left turn lanes from US 42 at the following intersections: Greenmere Boulevard, Sutherland Farm Road, Hunting Creek Drive entrance, and Rose Island Road. Addition of dynamic signage, rumble strips. Guardrails and lighting from Bridgepointe Boulevard to Harrods Creek Bridge. Lighting from River Road to Hunting Creek Drive. Narrowelanes on US 42 (12" to 11") from Gene Snyder Freeway ramp to existing 11 foot wide lanes.

Justification:

To make US 42 a safer highway. This is the result of a detailed Planning Study that as approved by KIPDA last year. The outcome is to reduce traffic accidents, improve pedestrian, bicycle, vehicular safety and mobility, and reduce pollution.

Project Name: University of Louisville Research Park Roadway **Sponsor Agency:** Univ. of Louisville

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:	Project Score:
3135		2024	Jefferson	$7,500,000	Non-Exempt	118

Project Description:

This project will create a roadway that will allow for access to and development of a research park for the University of Louisville community. In 2016, the University completed a connector roadway from South Brook Street to 3rd Street. This roadway created an access that allowed for connectivity across two railroads and created an alternate access point to the existing railroad underpass at 3rd Street. This proposed improvement will start at KY 1020 (3rd Street) approximately 550 feet south of the intersection with Eastern Parkway (Alt. 60) and extend east to South Brook Street 1400 feet north of the intersection with 3rd Street. The roadway will create an arterial path for utilities, access to future research facilities, education spaces, and private industry. Bicycle and pedestrian traffic will have a new option for accessing University facilities as a result of this improvement.

Justification:

Currently, this property does not have the infrastructure necessary to allow for access to any portion of the property. The project is however surrounded by the necessary utilities and roadway that would allow the creation of student and community access to research park facilities.

INDIANA

Program Projects

Indiana Program Projects

Project Name: Kentuckiana Air Education **Sponsor Agency:** APCD

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
370	1600642	2050	Clark, Floyd	$5,750,000	Exempt

Project Description:

Kentuckiana Air Education (KAIRE): Air pollution prevention and awareness program.

Justification:

KAIRE works to encourage voluntary air quality changes through community involvement. The goal is to decrease the area's levels of ground-level ozone and fine particulates.

Project Name: KIPDA Regional Rideshare Program - Indiana **Sponsor Agency:** KIPDA

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
56	1401656	2050	Clark, Floyd	$3,492,500	Exempt

Project Description:

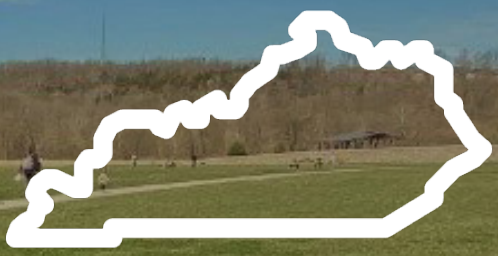
The KIPDA Regional Rideshare program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, and bikepooling. This also includes program evaluation and administration.

Justification:

To reduce congestion, improve air quality, and promote sustainability.

KENTUCKY

Program Projects



Kentucky Program Projects

Project Name: Kentuckiana Air Education **Sponsor Agency:** APCD

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
369		2050	Bullitt, Jefferson, Oldham	$6,992,000	Exempt

Project Description:

Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.

Justification:

Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.

Project Name: Bardstown Road Safety Study Implementation - Northern Phase **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2767		2030	Jefferson	$4,100,000	Exempt

Project Description:

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. Recommendations include improved pedestrian-scale lighting, a road diet that would reduce the roadway from 4 lanes to 2 with permanent parking on both sides of the street and dedicated turn lanes at signalized intersections from Broadway to Woodford Place.

Justification:

Crashes along the corridor are noticeably high for both pedestrians and autos. The critical crash rate for most of the corridor is well above 1. Over the last 5 years there has been an average of 40 collisions per month and 9 pedestrians collisions per year (both of which occur more frequently at night.) The multiple improvements proposed in the plan would help mitigate these unsafe conditions along one of Louisville's most vibrant urban corridors.

Project Name: Electrification of Light-Duty Fleet **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3070		2024	Jefferson	$3,075,750	Exempt

Project Description:

Purchase fifty (50) battery electric vehicles (BEVs) to replace fifty (50) standard gasoline vehicles in Louisville Metro Government (LMG)'s light-duty fleet. The standard gasoline vehicles will be removed from service.Install twelve (12) level II charging stations to serve LMG's light-duty fleet. Ten (10) stations will also be available for public use. Two (2), located in secured areas, to be used by LMG's fleet and/or LMG employees' personal vehicles.All twelve (12) charging stations will have ten (10) ports installed at each site, for a total of 120 ports.The electrical panels within the municipal buildings at all twelve (12) charging station sites will be upgraded for the ability to provide 600 amp service. This will meet the operational demand of ten (10) charging ports at each site.

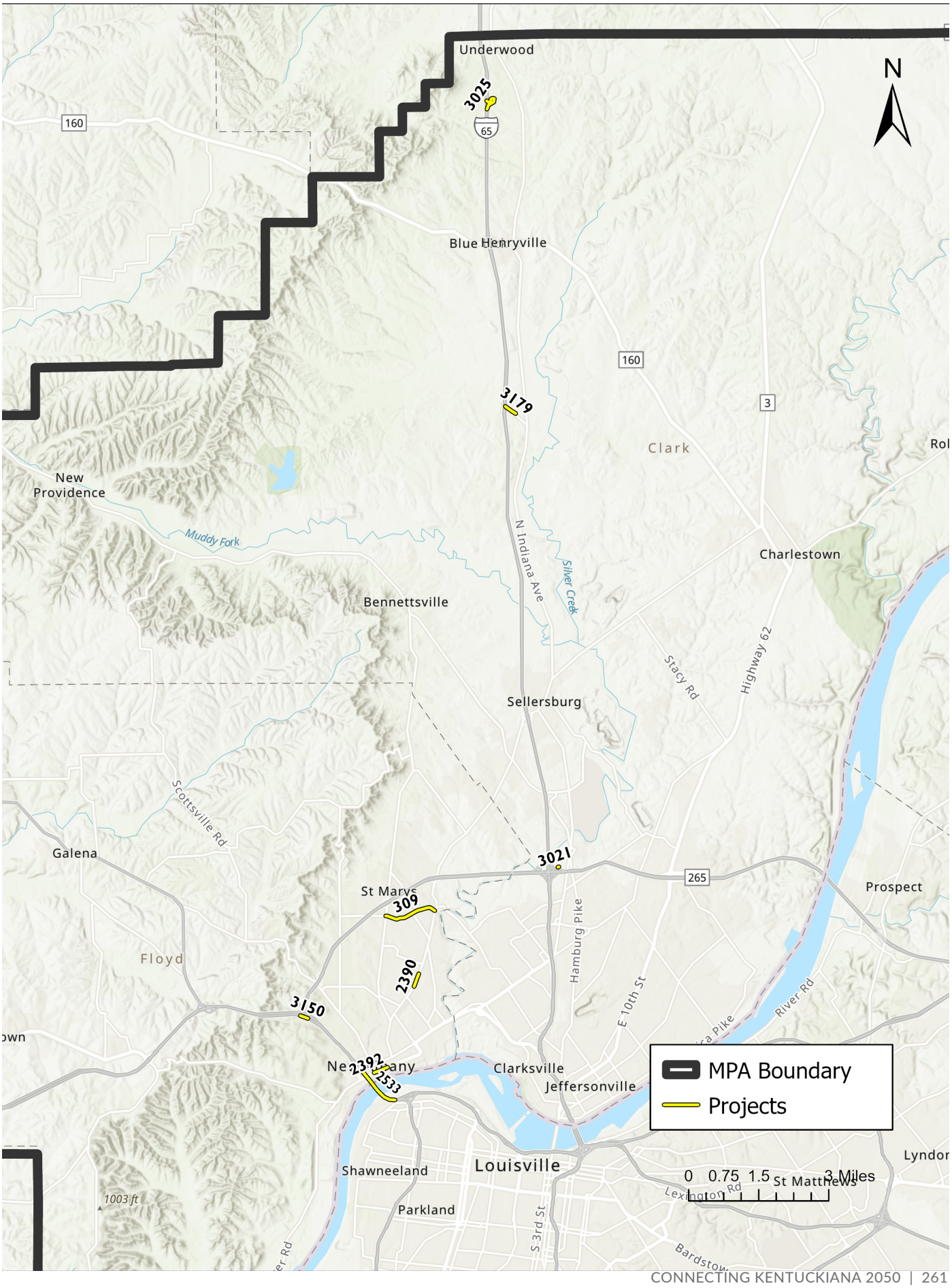
Justification:

This project will increase the number of battery electric vehicles (BEVs) in the light-duty fleet and increase the availability of charging infrastructure county-wide.Additionally, 6 of the publicly-available charging sites will be located in areas of Jefferson County that are identified as “disadvantaged” under the federal Justice40 initiative.Upgrading municipal building electrical service to meet the operational demand of charging BEVs will help Louisville Metro take foundational steps to reaching their air quality and sustainability goals.Taking 50 standard gas vehicles out of service and replacing them with BEVs will result in a reduction of ozone precursors (NOx and VOCs) and fine particulates (PM2.5), as well as greenhouse gas (GHG) emissions.

INDIANA

Maintenance Projects

Indiana Maintenance Projects



Indiana Maintenance Projects

Project Name: Memphis Truck Stop **Sponsor Agency:** Clark County

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3179		2027	Clark	$2,850,609	Exempt

Project Description:

Truck stop entrance along Memphis Blue Lick is very confusing and difficult to maneuver. Improvements and entrance restrictions are planned to improve safety and provide safe access to trucks and vehicular traffic.

Justification:

Truck and vehicular traffic at the Memphis Truck Stop has increased dramatically over the past few years. A third truck stop has been added to the intersection and residential developments in the area have also contributed to the additional traffic problems. A designated truck entrance and separate vehicular entrance is planned at the Loves site to help reduce the confusion and provide specific truck entrance only entrance.

Project Name: Henryville Welcome Center Reconstruction **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3025	1902858	2027	Clark	$38,400,600	Exempt

Project Description:

Rest area modernization project in Henryville on I-65 north bound at mile marker 22.

Justification:

The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.

Project Name: I-64 Hot-Mix Asphalt (HMA) Overlay **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3192	2200833	2027	Floyd	$59,474,000	Exempt

Project Description:

Hot-mix asphalt (HMA) overlay minor structural on I-64 from 0.50 miles west of SR 135 to 1.01 miles west of SR 64.

Justification:

This project will improve the conditions of the pavement and extend its service life.

Project Name: I-64 New Bridge Over I-64 EB to I-265 EB Ramp **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3150	2200016	2027	Floyd	$6,630,494	Non-Exempt

Project Description:

New bridge construction on I-64 over the I-64 eastbound to the I-265 eastbound ramp.

Justification:

This project will provide a new eastbound alignment over I-64 eastbound to the I-265 eastbound ramp.

Indiana Maintenance Projects

Project Name: I-64 Sherman Minton Corridor Maintenance **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2533	1702255	2024	Floyd	$170,079,448	Exempt

Project Description:

Bridge Rehabilitation Or Repair: I-64 Sherman Minton Bridge over Ohio River 3.95 miles west of I-65, Painting, MOT, Interchanges and Pavement NBI 034520. Bridge Painting: I-64 Sherman Minton Bridge over the Ohio River 3.95 miles west of I-65 NBI 034520. HMA Overlay, Preventive Maintenance: SR 111 Old SR-62 (Elm Street) from I-64 Off Ramp to State Street NBI (KY)-IN. Bridge Painting: I-64 Kentucky Approach to Sherman Minton Bridge over the Ohio River 3.6 miles west of I-65 NBI 034523. Bridge Deck Overlay: I-64 Indiana WB approach to the Sherman Minton Bridge over the Ohio River 3.93 miles west of I-65 NBI 034515. Bridge Deck Overlay: I-64 Indiana EB approach (1 of 2) Sherman Minton Bridge over the Ohio River 4 miles west of I-65 NBI 034510. Bridge Deck Overlay: I-64 Indiana EB approach (2 of 2) Sherman Minton Bridge over the Ohio River 4 miles west of I-65 NBI 034513. Bridge Deck Replacement: I-64 Kentucky approach to the Sherman Minton Bridge over the Ohio River 3.61 miles west of I-65 NBI 034523. Bridge Painting: I-64 00.11 miles west of SR 111 over Market Street NBI 034490.

Justification:

Rehabilitate the bridge decks, perform minor structural repairs on the five bridges in the I-64 Sherman Minton Corridor. These maintenance efforts are required to sustain the bridges through their 100 year design life.

Project Name: SR 265 Sign Conversion **Sponsor Agency:** INDOT

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3021	2101319	2023	Clark	$16,408,485	Exempt

Project Description:

Updating signs to I-265 along various routes in Clark County.

Justification:

SR 265 is being converted to I-265 and the signs in the area will be updated to show I-265.

Project Name: Charlestown Road (from Hedden Court to Genung Drive) **Sponsor Agency:** New Albany

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2390	1700727	2028	Floyd	$2,541,873	Exempt

Project Description:

The Project begins at Hedden Court and proceeds northerly for 0.31 miles to Genung Drive. The project involves the construction of curb and gutter with sidewalk and a storm sewer system. 6' wide attached sidewalks are planned. The pavement would be milled overlaid/widened to provide a maximum of 33' of pavement width. The pavement width will provide one lane in each direction with a two-way left turn lane. The project is likely to involve phase construction with the shifting of traffic. The existing paved travel lanes/shoulders allow for traffic to be shifted while maintaining a safe distance to work zone for storm sewer construction, curb and gutter and sidewalk construction. The Project includes the following Phases: 1. Preliminary Engineering/Right-of-way Engineering; 2. Right-of Way Acquisition; 3. Utilities; and 4. Construction. The Project provides connections to an Elementary School, a N-hood Center, urban residential neighborhoods and nearby commercial and industrial uses.

Justification:

The City has constructed a 3-lane section and sidewalks along most all of Charlestown Road with the exception of this 1,600+' section lying between Hedden Court and Genung Drive This final section of Charlestown Road lies in a fully urbanized area and includes nearby Fairmont Elementary and the Fairmont (Rauch) Neighborhood Center. Much of this corridor lies in a HUD-designated lower income area and is identified as a KIPDA Title VI-EJ Area. Several years ago, the City developed a neighborhood park for Fairmont Elementary School and fully rehabilitated the neighborhood center using CDBG funds. Charlestown Road Improvement including the provision of sidewalks is listed in the City's Comp Plan Year 2020. This segment is also listed as #14 on the KIPDA Region's Top 20 IN High Crash Segments and is also listed as a KIPDA bike/ped Priority Corridor. This is a compelling segment to provide sidewalks and to provide for left-turning vehicles.It benefits low income households and improves ADA accessibility.

Indiana Maintenance Projects

Project Name: East Main Street **Sponsor Agency:** New Albany

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2392	1700730	2023	Floyd	$6,227,962	Exempt

Project Description:

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 that focus on maintenance, safety and accessibility. Specific improvements include pavement reconstruction, new pavement markings for both travel lanes, parking lanes, replacement of curbs/gutters, installation of ADA compliant curb bump-outs, replacement and widening of existing sidewalks and installation of street lighting.

Justification:

A feasibility study completed in 2013 summarized an inspection of all existing sidewalk/curb ramps and indicated that the majority of the sidewalk in the corridor was "deteriorated" or "severely deteriorated" and required replacement to provide for safe passage of pedestrian traffic and comply with ADA requirements. This is a compelling, highly used and visible segment that needs reconstruction due to the deteriorated roadway and sidewalks and to make it more attractive to motorists, pedestrians and bicyclists.

Project Name: Mount Tabor Road **Sponsor Agency:** New Albany

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
309	2000188	2026	Floyd	$13,468,719	Exempt

Project Description:

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.

Phase II - Klerner Lane to Charlestown Road 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.

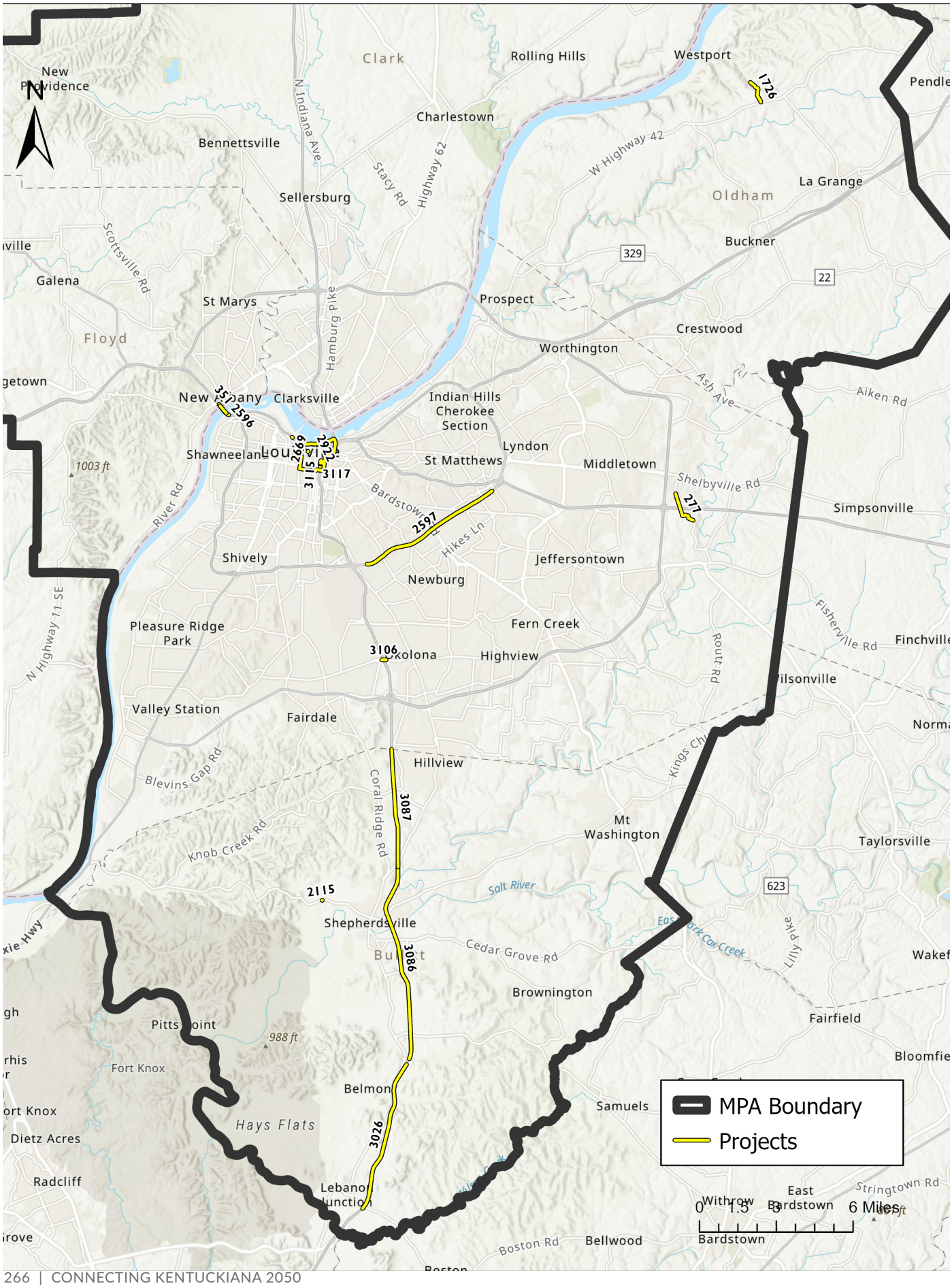
Justification:

Where Mount Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mount Tabor Road and Grantline Road and shopping areas at each end of Mount Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Road, and add audible pedestrian signals.

KENTUCKY

Maintenance Projects

Kentucky Maintenance Projects



Kentucky Maintenance Projects

Project Name: I-264 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2597	5-20016.00	2028	Jefferson	$15,074,400	Exempt

Project Description:
Address pavement condition of PCC pavement on I-264 both direction(s) from MP 12.7 (just east of I-65) to MP 18.41 (just west of I-64).

Justification:
Maintain the existing transportation network in a state of good repair.

Project Name: I-264 Bridge at P&L Railway **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3197	5-10075.00	2025	Jefferson	$30,679,000	Exempt

Project Description:
Bridge project in Jefferson County on (056B00250N) I-264 at P&L Railway.

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Project Name: I-64 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
351	5-64.00	2024	Jefferson	$37,200,000	Exempt

Project Description:
Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana(056B00279N)(BSBP).

CHAF ID: 20190123.

Additional Considerations: Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana)(056B00279N)(BSBP) From MP 0 to MP 0.316.

Justification:
Maintain travel time reliability of the interstate network. This project will also provide infrastructure preservation and maintain the existing transportation network in a state of good repair.

Project Name: I-64 Bridge Maintenance **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2596	5-10016.00	2026	Jefferson	$9,350,000	Exempt

Project Description:
Bridge painting of I-64 Riverside Expressway bridges. (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N). CHAF:TBD.

Justification:
Maintain the existing transportation network in a state of good repair.

Kentucky Maintenance Projects

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3026	5-22066.00	2024	Bullitt	$59,400,000	Exempt

Project Description:
Address condition of I-65 from MP 104.7 to MP 110.7.

Justification:
Improve pavement condition.

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3086	5-22067.00	2027	Bullitt	$78,012,000	Exempt

Project Description:
Address the condition of I-65 from milepoint 110.7 to milepoint 118.58

Justification:
Maintenance of the existing transportation network in a state of good repair.

Project Name: I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3087	5-22068.00	2029	Bullitt	$45,540,000	Exempt

Project Description:
Address condition of I-65 from milepoint 118.58 to milepoint 123.18.

Justification:
Maintenance of the existing transportation network in a state of good repair.

Project Name: I-65 Bridge at East Chestnut **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3117	5-10069.00	2030	Jefferson	$15,983,000	Exempt

Project Description:
Bridge project in Jefferson County on (056B00192N) I-65 at East Chestnut Street.

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Project Name: I-65 Bridge at East Kentucky Street & South Brook Street **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3196	5-10066.00	2025	Jefferson	$31,467,000	Exempt

Project Description:
Bridge project in Jefferson County on (056B00183N) I-65 at East Kentucky & South Brook Street (Potential CMGC delivery project).

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Kentucky Maintenance Projects

Project Name: I-65 Bridge at Hill, CSX RR & Burnett **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3195	5-10064.00	2025	Jefferson	$25,168,000	Exempt

Project Description:
Bridge project in Jefferson County on (056B00179N) I-65 at Hill, CSX RR & Burnett.

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Project Name: I-65 Bridge at Jacob, Broadway & Gray **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3115	5-10068.00	2030	Jefferson	$46,310,000	Exempt

Project Description:
Bridge project in Jefferson County on (056B00191N) I-65 at Jacob, Broadway, Gray Street.

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Project Name: I-71 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3198	5-22098.00	2025	Oldham	$18,700,000	Exempt

Project Description:
Address condition of I-71 from milepoint 14.49 to milepoint 22.3 (2022CCR).

Justification:
Maintenance of the existing transportation network in a state of good repair.

Project Name: KY 1065 Bridge at I-65 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
3106	5-10081.00	2029	Jefferson	$15,873,000	Exempt

Project Description:
Bridge project in Jefferson County on (056B00307N) KY 1065 at I-65.

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Kentucky Maintenance Projects

Project Name: KY 44 Bridge **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2115		2028	Bullitt	$10,815,000	Exempt

Project Description:
CHAF: Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville).(ID#015B00020N). CHAF ID: IP20130146.

Justification:
CHAF Purpose: Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville).

CHAF Need: Rehabilitate bridge and approaches on ID#015B00020N on KY 44 over Bullitt Lick Creek in Bullitt County in order to maintain the bridge for safety. Bridge was originally constructed in 1938, and approaches, due to erosion from the creek, need to be reconstructed. KYTC D-5 Maintenance Division has performed regular and routine maintenance over the years on this bridge and approaches. Project intent is to raise elevation to make a reliable connection for freight.

Project Name: KY 524 **Sponsor Agency:** KYTC

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
1726	5-5013.00	2028	Oldham	$5,600,000	Exempt

Project Description:
Landslide repair on KY 524 (Westport Road) from Junction US 42 northwest, 1.0 mile. (2002BOPC)(Not required). CHAF ID IP20150467.

Justification:
The purpose of this project is to improve safety and reliability of KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane.This project is needed because there has been an ongoing landslide issue on KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. Maintenance addresses the problem each year with band-aid approaches including driving pilings, adding new rip rap, and replacing guardrail that slides down the slope but a more permanent fix is needed requiring funding outside of the maintenance budget. Correction of the landslide will maintain the reliability of the network.

Project Name: Connection 21 - Signal System Upgrade and Research **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2669		2024	Jefferson	$1,853,000	Exempt

Project Description:
Expansion of fiber communications; and upgrades of signal controllers; along heavily traveled corridors in Jefferson County with high current and projected congestion. Preston Highway, Westport Road, Hurstbourne Parkway, Cane Run Road, Bardstown Road, Shelbyville Road (E&W) & West Broadway.

Justification:
The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.

Project Name: English Station Road **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
277		2035	Jefferson	$5,000,000	Exempt

Project Description:
Reconstruct English Station Road as a 2 lane (no additional lanes) road from Wibble Hill Road to Christian Academy (700 South English Station Road). Construct pedestrian accommodations on both sides of English Station Road for the length of the project.

Justification:
This project will facilitate access to Christian Academy, reduce traffic congestion and improve safety.

Kentucky Maintenance Projects

Project Name: Louisville Central Business District Streetlight Rehabilitation **Sponsor Agency:** Louisville Metro

KIPDA ID #:	State ID/DES#:	Open to Public:	County/Counties:	Current Project Cost:	AQ Analysis Status:
2922		2028	Jefferson	$4,852,500	Exempt

Project Description:

Within the Louisville Central Business District (CBD), the street lights are owned and maintained by Louisville Metro Government. This project is for the rehabilitation including updating to LED lighting or replacement of these street lights. Many of the street lights within the CBD are nearing the end of their useful life and require replacement. This project will identify those street lights requiring replacement and updating to current standards.

Justification:

Updating street lights will increase safety for pedestrians and assists in providing a State of Good Repair for Metro streets.

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APPENDICES

IN THIS CHAPTER

Appendix A: Acronyms

Appendix B: Public Participation and Comments

Appendix C: Performance Measures & Targets

Appendix D: Project Evaluation Rubric

Appendix E: Environmental Consultation

Appendix F: Air Quality Technical Memo & IAC Minutes

Appendix G: Supplemental Reports

Appendix H: Amendment Policy

APPENDIX A: ACRONYMS

AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
ADD	Area Development District
AI	Artificial Intelligence
AV	Automated Vehicle
BRT	Bus Rapid Transit
CAV	Connected and Automated Vehicle
CBD	Central Business District
CHSTP	Coordinated Human Services Transportation Plan
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
CO2	Carbon Dioxide
CV	Connected Vehicle
DMS	Dynamic Message Sign
EJ	Environmental Justice
EPA	Environmental Protection Agency
ESL	English as a Second Language
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gases
GIS	Geographic Information System
GPS	Global Positioning System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
IM	Incident Management
IMP	Interstate Management Program
IoT	Internet of Things
IRI	International Roughness Index
ITS	Intelligent Transportation Systems
KIPDA	Kentuckiana Regional Planning & Development Agency
KYTC	Kentucky Transportation Cabinet
LOS	Level of Service
LPA	Locally Preferred Alternative
LRP	Long-Range Plan
MOVES	Motor Vehicle Emissions Simulator Model
MPH	Miles per Hour
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NAAQS	National Ambient Air Quality Standards
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NLT	Natural Lands Trust

NOx	Oxides of Nitrogen (Air Quality)
NTD	National Transit Database
O3	Ozone (Air Quality)
PM2.5	Particulate Matter finer than 2.5 micrometers (Air Quality)
PMS	Pavement Management System
PSR	Pavement Service Rating
RMS	Roadway Management System
ROW	Right-of-Way
RTMC	Regional Traffic Management Center
RWIS	Road Weather Information Systems
SDI	Surface Distress Index
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan (Air Quality)
SOV	Single-Occupant Vehicle
STIP	State Transportation Improvement Program
STP	Surface Transportation Program (Highway Funding)
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TBD	To Be Determined
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMC	Traffic Management Center
TSMO	Transportation System Management and Operations
TTI	Travel Time Index
UPWP	Unified Planning Work Program (of KIPDA)
U.S. DOT	United States Department of Transportation
U.S. EDA	United States Economic Development Administration
U.S. EPA	United States Environmental Protection Agency
V-2-I	Vehicle-to-Infrastructure
V-2-V	Vehicle-to-Vehicle
V/C	Volume to Capacity Ratio
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds (Air Quality)
Y-O-E	Year of Expenditure
UZA	Census Defined Urbanized Area

APPENDIX B: PUBLIC PARTICIPATION

KIPDA developed outreach strategies according to guidelines from the Participation Plan. The public comment window ran from March 24-April 22, 2023.

Notifications

Multiple mediums were distributed to create awareness and increase the opportunity for the public to provide feedback. The following strategies were deployed:

- Organic and paid advertising across social media platforms including Facebook, Twitter, Instagram, and LinkedIn. Paid targeted advertising to Environmental Justice areas and other specialized demographics were also deployed
- Informational fliers were sent to all MPO libraries, local chambers of commerce, Louisville Metro Council members, business associations, and KYTC District 5 for distribution.
- A press release was sent to local media
- An email campaign was created to distribute information to over 1,700 subscribers.

Opportunities to Comment

KIPDA staff developed a web page with information, interactive project map, and an on-line form to leave general comments. This web page was shared to the mediums mentioned above and housed on the KIPDA website. KIPDA hosted two virtual public meetings to review and comment on the draft *Connecting Kentuckiana 2050* MTP.

Review of Comments

Eighty- four comments were received in total. Support was thrown to bicycle and pedestrian projects including the completion of the Louisville Loop. Opposition was given to widening of Hurstbourne Lane (KIPDA ID 386) and I-71. General comments discussed more infrastructure for bicyclists and pedestrians including protected bike lanes and more connectivity. The TPC has received all comments as part of their 15-day review per the Participation Plan. A summary the public comment period, including themes, outreach strategies, and analytics were submitted at the April 2023 TPC Meeting. All comments received are included on the next few pages.

Public Comments Received

MTP 2050 Public Comments Received

ROADWAY PROJECTS

- **KY 1931 (KIPDA ID 128)**
  - Please do not widen Greenbelt. Wider roads induce more cars and increase maintenance and paving costs in perpetuity
- **New Cut Road/Taylor Boulevard Safety Improvements (KIPDA ID 3159)**
  - I'm VERY HAPPY to see Taylor Blvd/New Cut on the plan of projects. Please prioritize walkers and bikers in this plan and bump up timeline
- **Portland Neighborhood Traffic Calming (KIPDA ID 1332)**
  - Love the traffic calming for the Portland neighborhood. Yes!
- **I-65 (KIPDA ID 2121)**
  - $145 million dollars spent on this interchange is NOT justified if the reason is to reduce "congestion" - let's prioritize projects that get people out of cars before spending a dollar on this.
  - STOP WASTING MY TAX DOLLARS. Prioritize projects encourage people not to drive. Stop funding “congestion” relief and road widening and instead put that money into bus, walk, bike projects right now.
- **I-64 (KIPDA ID 389)**
  - Could the I-64 project along this section consider eliminating the interstate west of the Watterson exchange? There's a case to be made for making this a surface street that can knit together the divided neighborhoods and restore the parks.
- **US 60 (KIPDA ID 480)**
  - Please prioritize making Shelbyville Road a road for bicyclists and buses with fewer lanes for cars. PROTECTED BIKE LANES PLEASE!
- **KY 1747 (KIPDA ID 386)**
  - I strongly oppose to widening Hurstbourne Lane. No more pavement here to encourage more car travel!!!
  - I strongly oppose widening Hurstbourne Lane for more car lanes! No more lanes to induce more car travel! More lanes means more cost for pavement and maintenance - no thank you!
  - I strongly support a shared-use path or protected bike lanes through this corridor. I absolutely reject the idea of widening to add more lanes. It's already TOO WIDE. VERY UNSAFE.
- **Plantside Drive (KIPDA ID 2608)**
  - **Essential for economic Kygrowth, and connection to the existing bridge over the tracks would dramatically improve Fire/EMSt response times to KY 155 corridor*
- **KY155 (KIPDA ID 956)**
  - **Need traffic light here due to Parklands access traffic (Taylorsville Road & S Pope Lick Rd)*
- **KY155 (KIPDA ID 2919)**
  - **Review of long term traffic data with KYTC shows that this 2+1 solution fails to meet traffic flow demands as soon as it is built. Need a 5 lane solution here.*
- **KY 44 (KIPDA ID 1925)**
  - Do not widen KY-44. We should not be widening roads and instead should look to ways to reduce car dependency through road design and land use changes.

- **I-64 (KIPDA ID 390)**
    - DO NOT BUILD MORE INTERCHANGES OFF OF I-64! I strongly object to more interchanges here and the significant money that would be spend on this project - to the detriment of our community. NO!
    - Road Project 390, creating a new I-64 interchange near the Jefferson/Shelby line, is a sprawl-inducing project which will increase congestion due to induced demand rather than mitigate congestion. It will also put more environmental strain in the Floyds Fork area.
- **KY 1531 (KIPDA ID 411)**
    - This road is critical in terms of safety and congestion right now, with the additional housing units and school nearby. 2040 is too late.
- **I-71 (KIPDA ID 2611)**
    - DO NOT SPEND ALL THIS MONEY ON I-71!!! We should be spending money on non-car infrastructure to incent land use patterns that are not car dependent - and bike and bus travel. I object to this project because should not prioritize congestion for cars.
    - Do not spend $220million dollars widening I71 and creating more maintenance costs and inducing driving demand. Money can be spent better elsewhere.
- **I-71 (KIPDA ID 2604)**
    - I'm furious to see the widening of I-71 on these plans. We should absolutely NOT be widening interstates given the state of the world's environmental crisis and the cost to maintain wider roads. Absolutely object to this I-71 widening.
- **Blackiston Mill Road Phase II (KIPDA ID 2839)**
    - This section has needed a sidewalk for years. I'm so glad they are being considered now! I'm surprised that a turn lane into Peddler's Mall is needed.
- **Lewis and Clark Road Diet (KIPDA ID 2752)**
    - I think a road diet will improve the safety of this corridor, but I expect many people will hate the change anyway.
- **KY 1931 (KIPDA ID 128)**
    - Please do not widen Greenbelt. Wider roads induce more cars and increase maintenance and paving costs in perpetuity.
- **New Cut Road/Taylor Boulevard Safety Improvements (KIPDA ID 3159)**
    - I'm VERY HAPPY to see Taylor Blvd/New Cut on the plan of projects. Please prioritize walkers and bikers in this plan and bump up timeline.
- **Connection 22 – Signal System Upgrade (KIPDA ID 1353)**
    - Considering the low $3mil cost of the 2740 Bardstown Rd safety improvements and the success of Phase 1 north of here, please move this up to the next fiscal year so it can be done ASAP!
- **KY 1447 (KIPDA ID 484)**
    - In desperate need of sidewalk on the north side of Westport Road between Murphy Lane and Collins Dr. There is already a goat path. We see people walking there EVERY day!
    - I strongly support adding a shared-use path on this portion of Westport Road, but I do not support widening to add a center turn lane.
    - Very supportive of the bike and pedestrian aspects of this project. Would be great to reach this shopping center safely on bike.
- **KY 2050 (KIPDA ID 2114)**
    - This whole corridor doesn't need a center turn lane. Just need to extend turn lanes onto Westport Road and Brownsboro Road. Consider widening the existing sidewalk to a shared-use path so it can safely accommodate bicyclists too.

- **KY 61 Premium Transportation Corridor Project (KIPDA ID 1357)**
    - On the Preston Highway project please keep the merge between prestin and shelby becaus eof its uniqueness and how the area has a lot of history
    - Reconnect Preston St with incorporate complete streets roadway improvements. If not fund a NYC High Line style redesigned pedestrian bridge. Current one has not been maintained by KYTC since the 60s.
    - Connect the 2 halves of preston highway and remove the pedestrian bridge and replace it with proper sidewalks on the new connection
    -

BICYCLE/PEDESTIAN PROJECTS

- **South Louisville Loop Connector (KIPDA ID 1425)**
    - LOVE the reference to building an all ages and abilities bike infrastructure here. YES!
    - Would love to see a protected bike lane or shared-use path be built through this corridor!
- **Olmsted Parkways Multi-Use Path System (Parent) (KIPDA ID 1273)**
    - Support fully funding and executing on the Olmsted Parkways work ASAP!
    - Please find a way to connect the Olmsted parkways it would change the city
    - Love all the Olmsted Parkways bike/ped projects!
- **Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor (KIPDA ID 3067)**
    - I hope this I-64 project is a study of eliminating the interstate from I-64 along the waterfront.
- **Olmsted Parkways Bicycle/Pedestrian Improvements – Eastern Parkway (KIPDA ID 2142)**
    - Please make the Eastern Parkway project happen soon! Such a dangerous road and should be a bicycling paradise. Bump up timeline.
    - Considering how dangerous Eastern Parkway is now and the low cost of this project please move the timeline up and fund this ASAP.
- **Three Forks of Beargrass Creek Greenways (KIPDA ID 2753)**
    - Please connect under 264 to GE and Champion Trace Sports Fields for workers and commuters
    - I love the Beargrass Creek project and would ask that this happen FASTER. Please move up the timeline.
    - This would fill a huge gap in the Bike/Ped network. There is no easy or direct route to cross 264 by foot or bike without dealing with exit ramps. This would provide a very accessible and safe path to travel.
    - Very excited for this bike/ped project project!
- **South Hubbards Lane (KIPDA ID 3024)**
    - On Hubbards, I only support this project if the plans are amended to make the bike lanes PROTECTED. Last design I saw, the bike lanes were simply paint - which doesn't cut it for all ages and abilities.
- **Louisville Loop Southern Shared-Use Path (KIPDA ID 1857)**
    - Absolute must to finish the loop. It will make Jefferson a cycling destination. As well as provide safe commuting options for alternative transportation.
    - Would love to see the Louisville Loop finally get built here! (Near Old Bardstown Road & Thixton Lane)
    - Would love to see the Louisville Loop finally get built here! (Near Interchange Dr. & Interchange Way)
    - Would love to see the Louisville Loop finally get built here! (Near Pendleton Rd. & Medora Rd.)

- **Jeffersontown to Parklands Multi-Use Bicycle/Pedestrian Trail (KIPDA ID 2786)**
    - Very excited for this bike/ped project!
- **Louisville Loop Ohio River Levee Shared-Use Path System (KIPDA ID 2771)**
    - Love that older sections of the Loop are being "upgraded" to "better" sections to accommodate bike and pedestrian travel!"
- **East Market Street Streetscape Improvements (KIPDA ID 2064)**
    - Please build the Nulu streetscapes project soon so that the street can be the vibrant corridor it deserves to be
- **Oldham County Bicycle & Pedestrian Trail (KIPDA ID 327)**
    - Very excited about this bike and pedestrian trail!
- **Louisville Loop Northeast Shared-Use Path System (KIPDA ID 1856)**
    - Would love to see the Louisville Loop finally get built here!
- **K&I Railroad Bridge (KIPDA ID 867)**
    - VERY supportive of making the K&I Bridge into an amazing connection just like Big Four! Complete this loop! What an amazing amenity it would be!
- **Louisville Loop Riverwalk Shared-Use Path Sytem (KIPDA ID 2234)**
    - Would love to see this older section of the Loop fixed and opened back up to bikes and pedestrians!

Maintenance Projects

- **English Station Road**
    - **This corridor is unsafe now with the new housing unit construction. 2035 is too far out for correction*
- **Mount Tabor Road (KIPDA ID 309)**
    - The Mt. Tabor/Klerner Ln project cannot continue as "phase 2." The original project was revised to the work completed. This is an entirely new project that requires a CE ect and the re-purchase of temporary ROW.

GENERAL COMMENTS

- Support making the area around JCTC safer for pedestrians and bicyclists. Yes!
- I want to see the 2nd Street bridge changed to be a safe connections for walkers and bikers across the river. Eliminate cars from this bridge or make travel on this bridge slow and cumbersome for cars. The current bridge regime across the Ohio is bad
- LOVE all the funding for TARC.
- There are excellent projects on here that prioritize bus, bike and pedestrians - as well as projects that make our surface roads safer for drivers. However, there is an enormous amount of money being spent on projects that EXPAND roads that are meant to serve only drivers and expand car dependency. The amount of money being spent on interstates is appalling - particularly the projects that include widening. We must stop expanding car infrastructure. We must put a stop to interstate expansion. I would like to see these projects for road widening and interstate widening removed from the MTP. Also, I'd like to see some roadways eliminated and/or narrowed instead of repaving them. We must reduce the amount of pavement we are obligated to repave year after year, decade after decade. We must reduce the amount of vehicles miles traveled because of climate change and our poor physical

health because of inactivity. Please keep the good multimodal projects, but that's not good enough. We need to eliminate the widening projects and think about reducing car infrastructure.

- Connect Bon Air across 264 with pedestrian bridge
- Please extend South Fork of Beargrass Creek trail under 264 to Newburg and West Beuchel, especially to Goldsmith Ln, Bashford Manor Mall and Champions Trace fields. Many employers, especially GE are in this area and workers are injured and killed biking to work.
- Extend South Fork of Beargrass Creek trail under 264 to residential neighborhoods and employers in West Beuchel and Newburg under 264 Add bike lanes to the newburg rd entrance and poplar level rd entrance to GE a Haier Co.
- Please plant new trees in the empty banks that cover the city
- Speed bumps/humps should be placed within a certain distance to any entrances of all public schools. I currently live in a neighborhood near the main entrance of a public school and people are constantly speeding and is dangerous for those kids who walk home.
- This MTP needs a goal that mirrors the federal and state goal to "Expedite Project Delivery"
- Please do not widen any highways. We absolutely should not widen then under any circumstance - it increases car dependence and increases maintenance costs for maintaining roadways. Please scrap every single highway widening project in this MTP. Additionally, please accelerate funding and add projects related to biking and walking infrastructure. Simply eliminating all highway widening project and accelerating and promoting all the ped/bike projects would do wonders to improve our city.
- There appears to be an error on MTP PDF pg 48 of 297 related to Roadway Classifications. That is, LOJIC shows Aiken Rd (between N English Station Rd and Bush Farm Rd) as a Secondary Collector. However, it appears that the MTP incorrectly shows this portion of the narrow and winding Aiken Rd as a Primary Collector. Due to the slower speed needed on this narrow unsafe road, it appears that Secondary Collector is likely the appropriate Roadway Classification.
- We need a focus on sustainable, native plants that could be on roadsides and verges and gorms across the city and wider area in order to reduce labor and fuel costs associated with mowing. This will save the city thousands of hours if we had a better design aesthetic for landscaping besides clearcutting.
- We need bike and pedestrian infrastructure to help the seniors who are aging out of driving a personal vehicle. Many of these elders do not know life without a car and don't want to sell their homes and move to Florida or a retirement community just yet, but there is no way to get to a grocery store or to amenities without driving. It is terrible to our parents and grandparents that can't drive to try and provide for our children who also can't drive.
- Postpone every very large expensive highway expansion and road widening projects over the next 5 years. These projects induce demand, create a huge tax burden for maintenance, encourage dangerous, deadly, and fast driving, and do not help us meet our climate goals. Instead use a fraction of that money to move up every pedestrian, bike, and bus projects ASAP over the next 1-2 years.
- Louisville specific suggestions : 1. TARC buses are too far off of the ground for many people, especially middle aged and older, to safely exit out the back door. New , lower to the ground buses are needed or streets leveled to sidewalks. 2. Taylor Blvd/ Hazelwood area needs to have all streets repaved and better walking Ng areas for residents 3. Beechmont area, especially 3rd Street and Southside drive, is in great need of repair. Many families live in the area and crosswalks are not set correctly, plus it is dangerous trying to walk or use the side streets for bycycling, skating, etc 4. Streetscapes along Dixie highway past Shivelt are in need of more greenery and repaving I highly congested areas 5. Please develop park and ride options at end of Second Street bridge with a light rail or dedicated bus option for people traveling from Indiana to Kentucky. Second Street bridge could be closed to personal vehicles to enhance traveler safety and become a more environmentally friendly travel zone with the inclusion of light rail or other mass transit option. 6. Bring back the downtown and medical center trolleys hop and go option. People would like to park their cars on Southern area of Broadway and use

a commuter option. Same option would be nice along the planned 9th and 12th Street corridors from the river to Broadway for elderly and individuals with disabilities. We need lots more public transportation options for people that do not want to use a personal vehicle around Louisville!

- please don't fund highway expansion and lane widening. please fund safe infrastructure for people who can't afford cars or would like to have the freedom to choose how to travel in the city of Louisville. I need to ride my bike on Westport road and the bicycle gutter is terrifying to use. please fund projects that reduce fatalities and not ones that shorten commutes by a few minutes for 2 years until induced demand leads to equal car traffic that we had to begin with.
- Please stop expanding highways that we can't afford to maintain! Give people options other than having to drive everywhere by expanding sidewalks, protected bike infrastructure, and dedicated bus lanes to make public transportation more alluring. Not only is the upkeep of this infrastructure much cheaper, it also reduces our greenhouse gas contributions and leads to a healthier population and more vibrant locations.
- Stop funding highway expansion and road widening and instead put that money into bus, walk, bike projects right now. Widening roads induces demands. You'll have to keep widening this road for years to come. Terrible use of taxpayer funds and will negatively community health and safety. I want a livable vibrant city. Not one that keeps spending millions on bad ideas. Maintain our existing (crumbling) road network. Reallocate the 100s of millions from widening projects to pedestrian, bike, and transit infrastructure.
- Upon review of the data regarding population and employment changes, I would question the maps and data in Section 2, pages 14-24, demographics, population, households, and employment. I find it difficult to believe that such areas as those nearer the urban core of Louisville will be losing population, because of a few trends: 1) the aging of the population in general, due to the increase in ages people tend to reach now and the downturn in births as well, likely making for more folks who are unable or disinclined to drive; 2) the tendency in recent years of younger people to drive less. With regard to the employment picture, I do not understand why a huge number of job losses is forecast in the area just south of the Ali International Airport. Are United Parcel Service and Ford planning on relocating their operations there? The maps showing very high growth along the US 60 and I 64 corridors is also being spurred by increased accommodation of development, not necessarily be an increased desire of folks to live in these areas. It also will create more of an environmental strain of Floyds Fork, which is already being hurt by development in the Fern Creek area near US 31E/150. With regard to commuting beginning on page 27, I believe that the commuting times table should show an average of commute times for transit users alone also, to demonstrate whether transit commuters are consistently having to commute for longer times as opposed to folks who drive to work. Making transit more convenient should not just be a secondary focus, given also to the demographic trends I have mentioned earlier as well as the environmental and safety impacts of driving. Thank You, Ron Schneider, Louisville
- How about a bike and pedestrian facility on this bridge? It's already too wide for cars. This corridor is in desperate need to accomodate bikes & peds. (Browns Lane going over I-264)
- The Poplar Level Road Off Ramp should be narrowed (Poplar Level Rd and I-264)

SOCIAL MEDIA COMMENTS

- Step 1: Don't use traffic controllers designed in the 70's Step 2: More public transportation options Step 3: Profit We already know how to fix this
- Safe pedestrian and bike access under the Watterson overpass on Taylorsville road is desperately needed. The expressway cuts off everyone south of the Watterson from accessing the parks and the shared use path around Bowman without a car.

- I submitted feedback but I also want to put it here. I'm really hoping that someone takes a look at adding an express Tarc circulator route between the east, south, and west ends of town. Currently it takes over an hour to get to any part of town with the Tarc, and that's not even the destination. Lots of good paying jobs in the east end, so it's a shame that it takes so long to get there. My commute turns from 1 hour to 3 hours by taking the Tarc with how long it takes to go between the ends of town. It's just not practical. Thanks.

Comments Received by John Hodgson, State Representative District 36

Agency Comments

April 21, 2023

Greg Burress
Community Outreach Specialist
KIPDA
VIA Email

RE: Connecting Kentuckiana 2050

Dear Greg,

A Please accept these comments on *Connecting Kentuckiana 2050* on behalf of TARC (Transit Authority of River City).

TARC delivers transportation services to the Greater Louisville community. With nearly 50 years of safe, reliable, and accessible service in the region, TARC and our team of 700 employees and contractors connect residents and visitors to the region with a diverse fleet operating across 34 routes in Greater Louisville and Southern Indiana.

TARC writes in strong support of this update to the Metropolitan Transportation Plan (MTP). The draft MTP presents a clear vision for where the Kentuckiana region needs go in the next several decades within a fiscally constrained and financially reasonable context. The draft plan also acknowledges how the effects on transportation of the COVID-19 pandemic continue to bring challenges and uncertainty and how the 2021 Bipartisan Infrastructure Law (BIL) brings new funding opportunities to support regional transportation priorities. As the challenges from the pandemic's fallout and opportunities arising from the BIL are both important considerations in TARC's long-term strategic planning efforts, TARC especially appreciates their inclusion.

While many of the specific projects proposed in the MTP update are outside of our scope to comment on directly, there are several structural additions/improvements that TARC believes are especially important to highlight:

- Performance-based planning: Performance-based planning is an important part of transportation planning in general and increasingly in meeting federal guidelines and regulations – an important part of securing expanded federal support for our region's critical infrastructure projects. The previous MTP, *Connecting Kentuckiana 2040*, as well as KIPDA's existing Performance Management Plan (PMP), took the lead in ensuring that the region's transportation planning more consistently incorporated performance measures, objectives, and targets. This MTP update continues this momentum, with a more detailed breakdown of how proposed projects will help advance regional transportation goals, including detailed analysis on which projects will most effectively move the needle on each of the nine individual MTP goals. TARC commends KIPDA for this more detailed analysis that goes beyond a traditional modeling effort and opens up a range of possibilities and methods to better evaluate projects and weigh how they will

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www.ridetarc.org | phone 502.585.1234 | TTY 502.213.3240 |

affect different communities and priorities as we strive to increase access to important destinations for all members of our community.

- Raising the profile of multimodal investments: Transit cannot operate effectively without taking transit vehicles into account in roadway design. Transit also cannot operate effectively without a safe and prioritized multimodal network – after all, every fixed-route transit passenger is a pedestrian (or cyclist) at the beginning and end of their transit trip. TARC is therefore pleased to see a continued prioritization of multimodal transit investments in both overall KIPDA policies (like the recently-approved Complete Streets Policy) and in the updated scoring and prioritization rubric used by KIPDA to evaluate proposed projects for the updated MTP. The affect of this scoring system is especially evident in the project scoring for individual important goals like Economic Development, Active Transportation, Resiliency, or Safety, where the joint TARC-Louisville Metro priority project Broadway All the Way consistently scores highly and other important projects that will make it easier for TARC customers to access TARC services also rate near the top. The results of this updated scoring system show that KIPDA understands how important multimodal investments are to the future of the Kentuckiana region. We commend the TPC and KIPDA staff for their efforts here.

- Expanded focus on transit existing conditions: The existing conditions section of the MTP paints an important picture of the current state of regional transportation from a variety of perspectives. TARC is especially pleased to see an expanded focus on regional transit's existing conditions. This section not only summarizes existing service as in past MTPs but also examines recent ridership trends, the tradeoffs between frequency and coverage, and analyzes access to employment centers via transit from census block groups throughout the region. This helps to paint a fuller picture of regional transit challenges and opportunities in the next decade. With transit expenses increasing at a greater rate than incoming revenue and federal pandemic-era transit support phasing out, this information is especially valuable for regional stakeholders and the general public as TARC begins a conversation on our long-term funding outlook and important choices that must be made in the next few years. We appreciate the work of KIPDA to ensure this enhanced perspective is included in the MTP update.

We hope that the KIPDA team finds the comments helpful. We again offer our strong support for this update to the MTP and look forward to continued partnership with KIPDA over the next four years of this plan and beyond.

Sincerely,

Carrie Butler
Executive Director of TARC

:

APPENDIX C: PERFORMANCE MEASURES BASELINES AND TARGETS

The baselines and targets for the performance measures, as part of the Metropolitan Transportation Plan (MTP) update, are how our progress is determined regarding our goals and objectives in the region. Performance measures, via the baselines and targets, help establish where the tracking of our progress begins, and give us the target to measure how well projects contribute to the goals.

Performance measures with the baselines and targets are listed under the goals and objectives. Objectives and associated federal performance measures are highlighted in blue.

*Performance measure is associated with more than one objective

Safety

Goal 1: Increase safety for all users of the transportation system.

Objective A: Stabilize and decrease serious injury crashes and fatalities.

Measure	Description	Baseline (5-Yr Rolling Average 2016-2020)	Target (5-Yr Rolling Avg 2018-2022)	Data	Source
Number of serious injuries	Average yearly total	705.3	644.3	KY state police, ARIES (Indiana)	FHWA
Serious injury rate	per 100 million VMT	6.25	5.82	KY state police, ARIES	FHWA
Number of fatalities	Average yearly total	140.6	149.4	KY state police, ARIES	FHWA
Fatality rate	per 100 million VMT	1.25	1.36	KY state police, ARIES	FHWA

Objective B: Reduce bicycle and pedestrian related crashes.

Measure	Description	Baseline (5-Yr Rolling Average 2016-2020)	Target (5-Yr Rolling Avg 2018-2022)	Data	Source
Number of non-motorized fatalities and serious injuries	Average yearly total	117.7	117.5	KY state police, ARIES	FHWA

Objective C: Increase safety on fixed route transit and paratransit.

Measure	Description	Baseline	Target (2023)	Data	Source
Number of fixed route fatalities	Total	N/A	0	TARC PTASP	FTA
Number of paratransit fatalities	Total	N/A	0	TARC PTASP	FTA
Fixed route fatality rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.0036	TARC PTASP	FTA
Paratransit fatality rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.016	TARC PTASP	FTA
Fixed route injuries	Total	N/A	55	TARC PTASP	FTA
Paratransit injuries	Total	N/A	10	TARC PTASP	FTA
Fixed route injury rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.77	TARC PTASP	FTA
Paratransit injury rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.18	TARC PTASP	FTA
Number of fixed route safety events	Total	N/A	35	TARC PTASP	FTA
Number of paratransit safety events	Total	N/A	5	TARC PTASP	FTA
Fixed route safety event rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.47	TARC PTASP	FTA
Paratransit safety event rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.13	TARC PTASP	FTA

Objective D: Increase transportation safety through Intelligent Transportation System solutions.

Measure	Description	Baseline	Target	Data	Source
n/a					

Sustainability

Goal 2: Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change.

Objective A: Support improved modal connectivity in pedestrian, bicycle, and transit projects that contribute to cleaner air.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Number of miles of gaps in the pedestrian network.	Total mileage of gaps between pedestrian facilities	228	194	114	KIPDA Pedestrian Facility Gap Analysis	MPO
Number of miles of gaps in the bicycle network.	Total mileage of gaps between dedicated bicycle facilities	56	48	28	KIPDA Bicycle Facility Gap Analysis	MPO
Number of miles of pedestrian facilities along a transit route.*	Total mileage of sidewalks or multi-use paths within 1/4 mile of a transit route.	422	485	633	KIPDA pedestrian facilities, TARC routes	MPO
Number of miles of dedicated bicycle facilities along a transit route.*	Total mileage of bike lanes or multi-use paths within 1 mile of a transit route.	54	62	81	KIPDA bicycle facilities, TARC routes	MPO

Objective B: Prioritize roadway projects that enhance existing infrastructure operations and support connection to other modes.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						

Objective C: Promote environmental sustainability and protect historic, natural, and cultural resources.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						

Objective D: Reduce disruption to travel by limiting encroachment into environmentally sensitive areas negatively impacted by weather events and climate change.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						

Objective E: Improve air quality by reducing carbon-based vehicle miles traveled.

Measure	Description	Baseline	2 Year Target	4 Year Target	Data	Source
Total emissions reductions (CMAQ)	Total emissions reductions of Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx)	VOC-38.555 NOx-101.689	VOC-22.329 NOx-60.144	VOC-44.658 NOx-120.289	CMAQ Performance Plan	FHWA
Percent of non-SOV travel in urbanized area (CMAQ)	percent of non-Single Occupancy Vehicle (non-SOV) travel within urbanized area	19.5	18.5	19.0	CMAQ Performance Plan	FHWA
Annual hours of peak hour excessive delay per capita within urbanized area (CMAQ)	annual peak hour excessive delay per capita within urbanized area	8.4	10.0	10.0	CMAQ Performance Plan	FHWA
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Ratio of electric and hybrid vehicles to combustion engine vehicles in the fleet mix.	Total electric, hybrid, and plug in hybrid vehicles compared to total fleet size (passenger cars & trucks)	1.45%	1.50%	40%	U.S. Census, KYTC vehicle data integrated by APCD for MOVES inputs, and International Energy Agency data on vehicle populations	MPO

Equity

Goal 3: Foster an accessible and equitable transportation system.

Objective A: Reduce auto-dependent access and increase transportation options to employment, education, and healthcare.

Measure	Description	Baseline (2020)	4 Year Target	2050 Target	Data	Source
Percent of commutes by transit	Percent of commute trips made by bus, calculated for all counties in MPO region.	1.88%	2.07%	2.63%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by walking	Percent of commute trips made by walking, calculated for all counties in MPO region.	1.55%	1.71%	2.17%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by biking	Percent of commute trips made by bike, calculated for all counties in MPO region.	0.22%	0.24%	0.31%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO

Objective B: Minimize disproportionate burdens and ensure equitable benefits from transportation investments in areas with high minority and low-income population.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
EJ population within ¼ mile of a transit route	EJ population determined by maximum count from either minority or low-income.	194,663	214,130	272,529	KIPDA Environmental Justice Areas, TARC routes	MPO
EJ population within ¼ mile of a bicycle lane	EJ population determined by maximum count from either minority or low-income.	48,385	53,224	67,740	KIPDA Environmental Justice Areas, TARC routes	MPO

Objective C: Implement innovative outreach strategies to marginalized communities.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

Objective D: Support commute programs such as telework, staggered work hours, carpool, vanpool, and transit.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Percent of commutes by telework	Percent of commute trips made by teleworking, calculated for all counties in MPO region.	6.75%	7.43%	9.45%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by carpool/vanpool	Percent of commute trips made by carpool/vanpool, calculated for all counties in MPO region.	8.07%	8.88%	11.30%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by transit*	Percent of commute trips made by bus, calculated for all counties in MPO region.	1.88%	2.07%	2.63%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO

Economic Development

Goal: Leverage transportation investments to support regional and local economic growth.

Objective A: Support access to work by maintaining or improving reasonable travel time on the region's transportation infrastructure.

Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on interstates.*	23 CFR Part 490 Subpart E; MPO	97.3%	-	97.3%	NPMRDS	FHWA
Level of travel time reliability on non-interstate National Highway System (NHS).*	23 CFR Part 490 Subpart E; MPO	86.1%	-	86.1%	NPMRDS	FHWA

Objective B: Develop a sustainable workforce through better employment accessibility and mobility options, especially for those residing in low-income areas with high unemployment.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Average headway of transit routes traveling from EJ areas to employment clusters.	Average time between scheduled fixed-route buses	35.8 minutes	-10% (32.2)	-20% (28.6)	TARC General Transit Feed Specification, KIPDA Environmental Justice Areas, KIPDA employment clusters	MPO

Objective C: Enhance multi-modal access to major employment centers and areas with anticipated employment growth.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Jobs within a ¼ mile walk (sidewalk present).	Number of employees (jobs) within 1/4 mile of a sidewalk or multi-use path.	565,246	607,639	904,394	Data Axle 2019 employment, KIPDA pedestrian facilities 2021	MPO
Jobs within a 1-mile bike ride (dedicated bike facility).	Number of employees (jobs) within 1 mile of a bike lane or multi-use path.	460,775	495,333	737,240	Data Axle 2019 employment, KIPDA bicycle facilities 2021	MPO

Objective D: Strengthen coordination between transportation and land use planning.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

Roadway System

Goal: Create a modern, innovative, and efficient roadway system.

Objective A: Maintain or improve travel time on freeway and interstate roadways.

Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on interstates.*	23 CFR Part 490 Subpart E; MPO	97.3%	-	97.3%	NPMRDS	FHWA

Objective B: Maintain or improve travel time on arterial roadways.

Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on non-interstate National Highway System (NHS).*	23 CFR Part 490 Subpart E; MPO	86.1%	-	86.1%	NPMRDS	FHWA

Objective C: Stabilize and decrease vehicle miles traveled.

Measure	Description	Baseline (2019, VMT per capita)	4 Year Target	2050 Target	Data	Source
Annual regional vehicle miles traveled.	Annual regional VMT per capita estimated from annual county-level daily vehicle miles traveled in 2019 divided by 2019 regional population.	10,364.03	10,156.75	9,327.63	INDOT, KYTC	MPO

Objective D: Direct efforts to expand facilities in support of electric and automated vehicles and other future transportation technology.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of electric vehicle charging stations.	Public electric vehicle chargers as of June 2022.	98	172	980	https://afdc.energy.gov/data_download	MPO

Objective E: Explore innovative management and operation strategies.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

Transit

GOAL: Expand public transit and non-single occupant vehicle travel throughout the region.

Objective A: Improve access to transit.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Annual TARC fixed-route ridership (number of boardings).	Measure the change in the number of annual boardings on TARC buses	5,018,004	10,283,174	15,000,000	TARC FY 2022 Ridership Summary	MPO
Population served in transit service area (1/4 mile of a route).	Measure the change in the number of commuters using transit.	315,679	347,247	441,951	American Community Survey, 5-Year Estimates, 2020 Table B01003	MPO

Objective B: Prioritize transit service to employment, schools, and other activity centers.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of schools served by transit (1/4 mile of a route).	Identify the number of schools, colleges, and universities within 1/4 mile of a transit route	300	3% Increase or 309 schools, colleges, or universities	10% Increase or 330 schools, colleges, or universities	KIPDA school inventory, and GIS analysis	MPO
Number of employees served in transit service area (1/4 mile of a route).	Identify the number of jobs located within a 1/4 mile of a transit route.	481,516	529,668	674,122	Data Axle 2019 employment, TARC 2021 bus routes	MPO

Objective C: Increase ridesharing by expanding vanpooling, carpooling, and similar strategies.

Measure	Description	Baseline (FY2022)	4 Year Target	2050 Target	Data	Source
Number of rideshare trips.	Measure the change in the number of vanpool, carpool, transit, walking, biking, and telework trips logged through the Every Commute Counts program.	45,083	93,484	186,968	Every Commute Counts Program	MPO

Active Transportation

Goal: Expand active transportation options with connected pedestrian and bicycle infrastructure.

Objective A: Increase access to pedestrian facilities and continuity of the system.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of miles of pedestrian facilities (sidewalks and shared-use paths)	Number of miles of sidewalks or multi-use paths on collectors and above.	895.99	985.59	1254.39	KIPDA pedestrian facilities	MPO

Objective B: Increase access to and utilization of bicycle facilities.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Increase number of miles of bicycle facilities	Number of miles of bike lanes on collectors and above.	91.56	100.72	128.19	KIPDA bicycle facilities	MPO

Objective C: Increase or improve existing bicycle and pedestrian access to transit.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of miles of pedestrian facilities along a transit route.*	Total mileage of sidewalks or multi-use paths within 1/4 mile of a transit route.	422	464	591	KIPDA pedestrian facilities, TARC routes	MPO
Number of miles of dedicated bicycle facilities along a transit route.*	Total mileage of bike lanes or multi-use paths within 1/4 mile of a transit route.	54	59	76	KIPDA bicycle facilities, TARC routes	MPO

Objective D: Support innovative active transportation and shared micromobility strategies.

Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

Freight

Goal: Support the reliable movement of freight.

Objective A: Reduce delay and improve reliability for trucks traveling on interstates, freeways, and arterials.

Measure	Description	Baseline (2021)	2 Year Target	4 Year Target	Data	Source
Truck Travel Time Reliability (TTTR) on the Interstates	23 CFR Part 490 Subpart F; MPO	1.51	-	1.51	NPMRDS	FHWA

Objective B: Improve truck access to freight destinations.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						

Objective C: Safely integrate freight mobility with other transportation modes.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						

Resiliency

Goal: Implement resilient infrastructure.

Objective A: Improve pavement condition.

Measure	Description	Baseline (2021)	2-Year Target	4-Year Target	Data	Source
Percent of pavements in Good condition on Interstates	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 73.2% KY 68.1%	IN 60.0% KY N/A	IN 62.0% KY 50.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements in Poor condition on Interstates	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 0.4% KY 1.1%	IN 1.0% KY N/A	IN 1.5% KY 3.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements in Good condition on non-Interstate NHS	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 61.0% KY 48.9%	KY 50.0% IN 35.0%	IN 48.0% KY 35.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements Poor condition on non-Interstate NHS	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 0.4% KY 1.4%	IN 1.5% KY 6.0%	IN 1.5% KY 6.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA

Objective B: Improve bridge condition.

Measure	Description	Baseline (2021)	2-Year Target	4-Year Target	Data	Source
Percent of deck area in Good condition on bridges carrying the NHS	23 CRF Part 490 Subpart D Bridge Condition; MPO	33.0%	-	36.3%	National Bridge Inventory	FHWA
Percent of deck area in Poor condition on bridges carrying the NHS	23 CRF Part 490 Subpart D Bridge Condition; MPO	9.4%	-	8.5%	National Bridge Inventory	FHWA

Measure	Description	Baseline (2021)	4-Year Target	2050 Target	Data	Source
Percent of bridges on functionally classified roads Collector and above that are in Good condition	MPO developed measure	21.3%	23.4%	32.0%	National Bridge Inventory	MPO
Percent of bridges on functionally classified roads Collector and above that are in Poor condition	MPO developed measure	6.7%	6.0%	3.4%	National Bridge Inventory	MPO

Objective C: Reduce the percent of transit fleet exceeding the useful life benchmark and maintain the condition of transit facilities

Measure	Description	Baseline (2021)	Target	Data / Sources	Source
Percent of non-revenue vehicles exceeding ULB	percent of non-revenue vehicles exceeding Useful Life Benchmark (ULB)	Trucks and Other Rubber Tire Vehicles: 72.22% Non-revenue service vehicle fleet (equipment/Automobile): 72.77%	Trucks and Other Rubber Tire Vehicles: ≤ 45% exceed ULB of 10 years Non-revenue service vehicle fleet (equipment/Automobile): ≤ 10% exceed 8 years	FY23 TARC TAM Plan	FTA
Percent of revenue vehicles exceeding ULB	percent of revenue vehicles exceeding Useful Life Benchmark (ULB)	Buses: 13.33% Cutaway Buses: 35.71% Vans: 100%	Buses: ≤ 10% exceed ULB of 15 years Cutaway Buses: ≤ 0% exceed ULB of 10 years Vans: ≤ 0% exceed ULB of 8 years	FY23 TARC TAM Plan	FTA

Objective D: Increase system reliability on fixed route transit and paratransit.

Measure	Description	Baseline (2021)	Target	Data	Source
Fixed route system reliability	Mean distance between major mechanical failures by mode	N/A	5,478 miles	TARC PTASP	FTA
Paratransit system reliability	Mean distance between major mechanical failures by mode	N/A	70,781 miles	TARC PTASP	FTA

Objective E: Prioritize resiliency strategies to extend the life span and functionality of the transportation system.

Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
n/a						

Objective F: Add redundant infrastructure to increase system resiliency.

Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
n/a						

Objective G: Integrate climate change considerations into asset management.

Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
n/a						

APPENDIX D: PROJECT EVALUATION RUBRIC

Common Criteria for all Transportation Projects

Table outlines the criteria that apply to all transportation projects.

Total Points Possible = 100

Criteria	Point Values						Points Possible
Economic Development	50,000+	20,000+	10,000+	4,000	1,000+	0-999	
Awarded points for projects serving existing, expanding, or new employment centers. Projects are awarded points based on the existing employment within 1/2 mile of project.	20	18	14	10	6	2	20
Environmental Impact	Lowest Environmental Impact (does not intersect data)	Lower Environmental Impact (intersects 1 layer)	Moderate Environmental Impact (intersects 2 layers)	Moderately High Environmental Impact (intersects 3 layers)	High Environmental Impact (intersects 4 or more layers)		10
Awarded points for projects that do not intersect with significant environmental resources, as derived from KIPDA's Red Flag Inventory.	10	8	6	4	0		
Local Priority	Highest Priority	Medium Priority	Low Priority				20
Reflects the relative importance of each project as indicated by the future sponsor. It is important that KIPDA have a sense of the local situation and preference for solutions to transportation problems. Project sponsors are asked to review and prioritize their projects. The prioritized project listings received from public agencies (city, county, state, etc.) are used to assign high, medium, or low priority. Projects are awarded point values as follows:	20	10	0				
Planning Study	Yes	No					15
Awarded up to 10 points for projects identified in a formal, publicly-vetted corridor study, economic development plan, or comprehensive planning process completed in the last 10 years (since 2012). This is meant to recognize the significant overall detailed planning invested in key transportation corridors. Projects with little or no status relative to a corridor study or a comprehensive plan will be scored 0 points.	15	0					
Environmental Justice	High (in EJ area)	Medium (in above average area)	Low (in below average area)				20
Awarded points for projects that will have an overall net benefit to minority, ethnicity, and low-income population groups.	20	10	0				
Future Economic Development	High	Medium	Low	None			15
Awarded points based on forecasted employment growth at the TAZ level. Awarded points based location in an area of high/medium/low growth.	15	10	5	0			

Criteria for Roadway Projects

Table outlines the scheme for evaluating roadway projects. These projects include widenings, intersection improvements, interstate and

Total Points Possible = 100

**Interchange New, Intersection/Interchange Improvement, Roadway Major Widening, Roadway Minor Widening, Roadway New, Roadway Operations, or Roadway Reconfiguration project type selected in the project application.*

	Criteria	Point Values						Points Possible
Mobility & Access	**Average Daily Traffic or Facilty Type**	40k+ or Freeway/Expressway	30k+ or Principal Arterial	20k+ or Minor Arterial/ Ramps	10k+ or Collector	Less than 10k or Local Road		
	Ensuring resources are expended on facilities that experience a large amount of traffic is a core component of ensuring mobility on the roadway network. The combination of ADT and functional classification are used as a barometer of a roadway's significance in the regional system. This combination allows roadways with high volumes to be assigned a high score even if the facility is not high on the functional classification system. A roadway must be classified as a collector or "higher" to be eligible for federal funding. Projects are awarded the highest point value of either data source as follows:	5	5	4	3	0		5
	Travel Time Index (TTI) or Level of Service (LOS)	Greater than 1.5 or LOS F	1.2 - 1.5 or LOS D, E	Less than 1.2 or LOS A, B, C				
	Travel Time Index (TTI) compares peak period travel speed to a free-flow travel speed. TTI includes both recurring and incident conditions and is, therefore, an estimate of the conditions faced by travelers. It is calculated by dividing free-flow travel speed by peak period observed travel speed. Projects are awarded point values based on their TTI score as follows. If TTI is unavailable (collector roadways), LOS will be used.	15	8	2				15
	Improves Access to Destinations	3 Clusters	2 Clusters	1 Cluster, Park, or School Only	None			
	Transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters and schools.	10	6	2	0			10
	Freight Volumes	Tier 1	Tier 2	No Impact				
	The efficient movement of freight is an important goal of the transportation network. Award points based on a project's location on corridors with high volumes of truck traffic or importance as first & last mile connections to freight sites.	5	3	0				5
	Improves Active Transportation	Shared use path/trail	Separated bike lane or cycletrack	Sidewalk	Striped bike lane	Paved shoulder or other pedestrian amenity	None	

	Roadway expansion projects should be designed for multimodal use that considers the needs to bicyclists and pedestrians. The construction of new roadway capacity also provides opportunities to add new active transportation infrastructure, improve existing infrastructure, or provide maintenance to existing infrastructure.	10	10	8	6	4	0	1(
Safety	**Vehicular Safety**	Top 1% (intersection or segment)	Top 5 % (intersection or segment)	Top 10% (intersection or segment)	Top 20% (intersection or segment)	Top 50% (intersection or segment)	Bottom 50% (intersection or segment)	1(
	The existing crash rate per hundred million vehicle miles (HMVM) for the project area is used as the metric for assigning up to 10 points as follows:	10	8	6	4	2	0	
	Pedestrian and Bicyclist Safety	Greater than 5 crashes	3-5 crashes	1-3 crashes	0 crashes			
	The average annual number of crashes in project area over a 10-year period is used as the metric for assigning up to 10 points as follows:	10	8	5	0			1(
	Improvement to Safety	High	None					
	Projects should strive to correct existing safety issues while maximizing safe design for all modes along a corridor. Points are awarded based on the potential of proposed safety countermeasurers to address the issues in the project area.	25	0					2(
Resiliency & Sustainability	**Innovation/Alternative Fuels**	Yes	No					
	Project awarded points for advancing innovative transportation infrastructure, as it relates to automated vehicles, ITS infrastructure, or alternative fuel vehicles.	5	0					5
	Resiliency	Yes	No					
	Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Roadway projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projets will be evaluated on	5	0					5

Criteria for Transit Projects

Table outlines the scheme for evaluating transit projects. These projects include improvements to transit and rideshare services, facilities,

Total Points Possible = 100

**"Transit/Rideshare" project type selected in the project application.*

	Criteria	Point Values						Points Possible
Mobility & Access	**Improves Access to Destinations**	3 Clusters	2 Clusters; or School or Park	1 Cluster	None			20
	Transit expansion should focus on access to a variety of destinations and job opportunities. KIPDA's high-density land use clusters wil be used as the source of important destinations to serve.	20	15	10	0			
	Reliability	Dedicated Right-of-Way	Transit Service Frequency	Transit Signal Priority	Vehicle Replacement	Technology Enhancements	None	20
	Reliability on expanded transit service focuses on ensuring proposed projects offer frequent service on dedicated or exclusive right-of-way or technology enhancements that improve on-time performance. These three measures enhance predicability in travel times and offer a competitive advantage over automobile travel.	10	10	5	10	5	0	
	Timing and Analysis Level	Near term	Mid/long term and part of local plan	Long term and not part of local plan				10
	Projects should have the ability to be implemented in a timely fashion. The criterion is based on the time anticipated to fund and implement the project. The point values are as follows:	10	5	0				
Safety	**Transit Safety**	High	Medium	Low	None			25
	Points awarded based on how the project helps achiev	25	15	10	0			
Resiliency & Sustainability	**Transit Project Type**	Vehicle Replacement	Bus Stop/Station Facility	Supporting Existing Service	Vehicle or Service Expansion	Union Station/ Other		15
	Points awarded based on the type of project. Types may include, but are not limited to, vehicle replacement, service support, fixed facilities such as park and ride, stations or bus barns, and vehicle expansion.	15	15	10	7	5		
	Land Use	Yes	No					10
	Points awarded to transit expansion projects that pass through transit-supportive housing density.	10	0					

Criteria for Bike and Pedestrian Projects

Table outlines the scheme for evaluating bicycle and pedestrian projects. These projects include sidewalks, bike lanes, cycle tracks, and multi-use

Total Points Possible = 100

**"Bicycle/Pedestrian" project type selected in the project application.*

	Criteria	Point Values					Points Possible
	Network Connectivity	Multi-Use/Trail Path	Sidewalk	Separated, protected bike lane	Striped bike lane	Other	

Mobility & Access	Fills a gap or creates a network where none currently exists. Building out local and regional networks for bicycle and pedestrian facilities is crucial in promoting these modes of travel. Projects that connect to existing networks or establish the beginnings of a new network are awarded points based on the facility type.	15	12	10	8	6	15
	Transit Connection	1/4- mile or less	1/2-mile	1-mile	No connection		
	Interconnected bicycle and pedestrian facilities encourage usage of nearby transit routes. Projects awarded points based on distance to transit stops as follows:	5	4	3	0		5
	Access to Destinations	3 Clusters	2 Clusters; School or University only	1 Cluster Only	None		
	Transportation infrastructure should provide access to a variety of destinations and job opportunties for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters and schools.	10	6	2	0		15
Safety	**Safety**	Greater than 5 crashes	3-5 crashes	1-3 crashes	0 crashes		
	The average annual number of crashes in project area over a 10-year period involving bicyclists or pedestrians is used as the metric for assigning up to 10 points as follows:	20	15	10	0		20
	Improvement to Safety	High	None				
	Points are awarded based on the potential of proposed safety countermeasurers to address the issues in the project area.	30	0				30
Resiliency & Sustainability	**Land Use**	Yes			No		
	Implementing bicycle and pedestrian infrastructure where land use and demographics are more likely to generate these modal trips is a key factor in planning for project success. Points awarded to projects in areas of higher demand propensity.	10			0		10
	Resiliency	Yes	No				
	Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Pedestrian and bicycle projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projets will be evaluated on whether they contain green infrastructure elements.	5	0				5

APPENDIX E: ENVIRONMENTAL CONSULTATION

As outlined in Chapter 2, Environmental Mitigation is the process of ensuring that there is greater awareness concerning potential impacts on environmental, historical/community and natural resources from transportation related projects so to further the opportunities for mitigating measures being taken as needed. As per federal regulation 23 CFR § 450.324, the essential purpose of environmental mitigation and consultation is to develop and plan for a transportation network that contributes to preserving and enhancing natural, historical, community and environmental resources.

This appendix serves as the discussion of environmental mitigation between KIPDA and other federal, state, and tribal land management, wildlife, and regulatory agencies. An interactive map was sent to the list of contacts below in an effort to collect feedback on the identified natural, historical, community and environmental resources. A list of those contacted can be found in the table below. No comments were received during the environmental consultation for Connecting Kentuckiana 2050.

Environmental Consultation

Agency/Department

Bullitt County Planning and Zoning

Clark County Conservation Team

Clark County Planning Commission

Clark County Soil and Water Conservation District

Floyd County

Floyd County Soil and Water Conservation District

Indiana Department of Natural Resources - Fish and Wildlife

Indiana Department of Natural Resources - Division of Historic Preservation and Archeology

Indiana Department of Transportation - Environmental Management

Indiana Division of Nature Preserves

Indiana State Historic Preservation Officer

Jefferson County Soil and Water Conservation District

Kentucky Department for Environmental Protection

Kentucky Division of Air Quality

Kentucky Fish & Wildlife

Kentucky State Historic Preservation Officer

Louisville Metro Planning and Design Services

Oldham County Conservation District

Oldham County Planning Commission

Shelby County Conservation District

United States Department of Agriculture - Natural Resources Conservation Service - IN

United States Department of Agriculture - Natural Resources Conservation Service - KY

APPENDIX F: AIR QUALITY TECHNICAL MEMO AND IAC MINUTES

AIR QUALITY CONFORMITY

At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties and 0.1 square miles of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. (However, this description of the planning area is subject to changes due to the results of the 2020 Census, which have been released recently. The effect on the Louisville, KY-IN transportation planning study area has not been determined at this time.) Much of the existing planning area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local fine particulate matter (PM 2.5) nonattainment area, but that standard was revoked in April, 2015. The Louisville, KY-IN maintenance area for the 1997 8-hour ozone standard consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic non-attainment area in June, 2004 and redesignated as an attainment area with a maintenance status in July, 2007. The 1997 8-hour ozone standard was revoked for the local area in April, 2015, and at that time, it was not necessary for the local area to determine conformity. (However, the local area was still eligible to receive Congestion Mitigation/Air Quality funding).

In June 2018, the former Louisville, KY-IN 1997 ozone maintenance area was designated as a marginal nonattainment area for the 2015 8-hour ozone standard. Since that time, the monitoring data has indicated that the design value is sufficiently low that the local area can be redesignated as attainment of the 2015 8-hour ozone standard, and the air quality agencies with responsibility for the local area have undertaken steps to do so. The redesignation State Implementation Plan has been submitted to Regions 4 and 5 of US EPA, and the Motor Vehicle Emission Budgets (MVEBs) have been found adequate by Region 5. They are still under review by Region 4.

KIPDA is updating the metropolitan transportation plan (MTP), (now to be known as Connecting Kentuckiana 2050) and the FY 2023 – FY 2026 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under the 2015 8-hour ozone standards.

CONFORMITY UNDER THE 2015 8-HOUR OZONE STANDARD

When an area such as the Louisville area becomes nonattainment, the area must undertake a process known as conformity. This process provides a linkage between transportation planning and air quality planning. One of the key activities of conformity is to quantify the level of emissions of the air pollutant(s) and/or precursor(s) for certain analysis years and compare those levels to the motor vehicle emission budgets (MVEBs)—if they exist. The MVEBs limit the amount of a pollutant or precursor that can be emitted. If MVEBs do not exist, the area must rely on interim tests, such as comparing the emissions to the level of emissions in a baseyear, to determine conformity. The baseyear would be set by US EPA when the standard is promulgated.

When the local area was designated as nonattainment of the 2015 8-hour ozone standard, the air quality agencies with responsibility for the local area were charged with the additional responsibility to develop a set of actions that could be taken to reduce pollutant/precursor emissions. These actions were to be included in air quality plans known as State Implementation Plans (SIPs). Since the Louisville nonattainment area is a bi-state area, these sets of the actions to reduce precursor emissions were to be incorporated into both the Indiana and Kentucky SIPs. It was during this process that MVEBs were established. Subsequent to the local area being designated as a nonattainment area but before the

U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

330 West Broadway
Frankfort, KY 40601
PH (502) 223-6720
FAX (502) 223-6735
http://www.fhwa.dot.gov/kydiv

June 23, 2023

In Reply Refer To:
HDA-KY

Mr. Jarrett Haley, Executive Director
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following documents:

2023-2026 Transportation Improvement Program (TIP) and
2050 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approval resolution signed on May 25, 2023)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP); and
- provisions for the timely implementation of transportation control measures in the SIP.

We found that these documents met the criteria outlined in the July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and $PM_{2.5}$ National Ambient Air Quality

Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these documents conform to the 2015 8-hour Ozone NAAQS.

Sincerely,

TODD A JETER

Digitally signed by TODD A JETER
Date: 2023.06.22 14:10:40 -04'00'

Todd Jeter
Division Administrator

CC: Aviance Webb, FTA-R4
Erica Tait, FHWA-IN
Tonya Higdon, FHWA-KY
Lynorae Benjamin, EPA-R4
Dianna Myers, EPA-R4
Simone Jarvis, EPA-R4
Michael Kennedy, KEEC-DAQ
Rachael Hamilton, APCD
Carrie Butler, TARC
Ron Rigney, KYTC-Program Management
Mikael Pelfrey, KYTC-Planning
Andy Rush, Louisville Area MPO

SIPs were completed, the data from the air quality monitors in the area indicated that the 2015 8-hour ozone standard had been met. With this data in hand, the air quality agencies were each able to submit a SIP known as a redesignation request. The establishment of the MVEBs was one of the components of the redesignation request. Since the SIPs were redesignation requests for ozone, the MVEBs were established for the precursors of ozone -- volatile organic compounds and oxides of Nitrogen.

CONSULTATION FOR CONNECTING KENTUCKIANA 2050

The first step in determining conformity of *Connecting Kentuckiana 2050* was to consult with the interagency consultation (IAC) group concerning matters not explicitly determined by the conformity rule. Conformity under the 2015 8-hour ozone standard had not been previously determined. Nevertheless, many of the issues normally arising in conformity had undergone consultation previously when the local area was a nonattainment or maintenance area under the 1997 8-hour ozone standard.

Consultation for this update occurred during a video conference on December 20, 2022. The following items were reviewed and discussed.

- Important dates in the schedule for the update
  - December 9 -- Project applications due from sponsors
  - December 20 -- IAC consultation video conference
  - February 8 -- Transportation Technical Coordinating Committee
  - February 23 -- Transportation Policy Committee Review of Air Quality Analysis
  - February 24 -- Public Involvement begins for Connecting Kentuckiana 2050 MTP
  - May 10 -- Action by the Transportation Technical Coordinating Committee
  - May 25 -- Action by the Transportation Policy Committee
  - May 26 -- Federal review begins
- A draft list of projects—sent (as a link) to the IAC with consultation notice
- Horizon year of the updated Connecting Kentuckiana Metropolitan Transportation Plan — 2050
- AQ Conformity Tests – see table below

2015 8-Hour Ozone Standard

Analysis Year	Conformity Test
2025	Less than the 2019 SIP Base Year Emissions
2030	Less than the 2019 SIP Base Year Emissions
2035	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2040	Budget test using the 2035 MVEBs for the 2015 8-hour standard
State ID	The State ID is each state's unique identifier. It is assigned by the respective state. Not all projects are assigned a State ID.
2050	Budget test using the 2035 MVEBs for the 2015 8-hour standard

- Analysis years – see table above
- Pollutants/Precursors of concern and related budgets SIP base year (2019) emissions
  - VOCs: 13.65 tons/day or 12,383 kg/day
  - NOx: 33.03 tons/day or 29,964 kg/day
- SIP regional budget (2035) emissions
  - VOCs: 5.51 tons/day or 4,999 kg/day
  - NOx: 17.18 tons/day or 15,585 kg/day

- Travel Model discussion
  - Model was recalibrated for a 2019 Base Year
  - New Socioeconomic Data based on new Census estimates
  - Travel estimates based on Streetlight data
- Air Quality Model discussion
  - MOVES 3.1 is now being used.

Other Issues Affecting the Update

- A listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion during the video conference consultation, but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

RELATIONSHIP OF MTP AND TIP FOR CONFORMITY PURPOSES

The Transportation Improvement Program (TIP) is maintained as a subset of the Metropolitan Transportation Plan (MTP). Therefore, the conformity determination for the MTP will serve as the conformity determination for the TIP.

Conclusion: The IAC members are informed of this from time to time in order to clarify the conformity determination for the MTP also serves as the conformity determination for the TIP.

VEHICLE REGISTRATION (FLEET MIX) DATA

At various times in the past, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC. The data being used for the Indiana counties has been updated to 2017, and the data being used for the Kentucky counties is for 2018. These data represent the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC members, vehicle registration data for 2017 for the Indiana counties and for 2018 for the Kentucky counties is now being used in developing emission estimates.

CONFORMITY OF THE CONNECTING KENTUCKIANA 2050

The MTP, Connecting Kentuckiana 2050, was examined to determine if it met the requirements of the conformity rule under the 2015 8-hour ozone standards. In general, the process leading to a conformity determination has two major components:

- A regional emissions (air quality) analysis to determine that air pollutant emissions do not exceed the budgets set in the SIPs, if applicable, or the emission levels for a given base year
- a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of Connecting Kentuckiana 2050 simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

ANALYSIS PROCESS

The process of calculating the regional emissions for Connecting Kentuckiana 2050 involved three main procedures. The first procedure was a review of the projects to determine which projects needed to be included in the regional emissions analysis. The second procedure was to perform the calculations necessary to quantify the certain measures of travel behavior. The third procedure was to calculate the pollutant / precursor emissions. These activities are discussed on the next page in greater detail.

Project Review

The first procedure was to review the projects to determine which projects were exempt or non-exempt and which projects were "regionally significant." Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. The combination of these two considerations was the basis for determining which projects were recommended for inclusion in the regional emissions analysis. During the update of the MTP, Connecting Kentuckiana 2050, a group of projects had been proposed for the plan. These projects were reviewed by KIPDA staff, who prepared a list of the projects with information about the projects and a staff recommendation concerning the project's status relative to being exempt, non-exempt, etc. There is usually a straightforward explanation for why projects are included in or excluded from the analysis and why they are analyzed as they are. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127.

During consultation, this list was reviewed and accepted by the IAC as described under the section entitled "CONSULTATION FOR CONNECTING KENTUCKIANA 2050." (Please see above.) The projects in Connecting Kentuckiana 2050 were analyzed as indicated on the list provided to IAC.

In the past, there were several projects which could not be analyzed using the travel model. In the past, most of these projects had been evaluated using spreadsheet methods using emission factors (rates). Since the MOVES emissions model was being used in the inventory mode, emission factors were not available for this analysis. However, experience had shown that the emission impacts for these projects were always small and positive (i.e., emission reducing). Therefore, it is reasonable to predict that the emission impacts of these projects—if they could be quantified—would decrease the emissions shown in the tables at the end of this document.

Also, there was one project affecting Bullitt County that could not be included in the travel model. Unlike the projects described in the paragraph above, this project could have the potential to increase emissions. Therefore, a special effort was made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project is the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involves the relocation of a small (approximately 0.2 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the ozone nonattainment area) during the reconstruction of that road. Estimates of the VMT for this project were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County.

Calculation of Travel Related Information

The analysis of the travel behavior impacts for the nonattainment area primarily involved using the KIPDA travel demand forecasting model to determine measures of travel such as vehicle-miles-traveled (VMT) and speed. The method for determining these measures was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand forecasting model and adjustment factors for travel model output.

KIPDA TRAVEL DEMAND FORECASTING MODEL

The KIPDA travel demand forecasting model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN)

Metropolitan Planning Area consists of Clark and Floyd counties, and 0.1 square miles in Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 984 smaller units called traffic analysis zones.

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated in 2022. This update established 2019 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, a significant amount of data from Streetlight Data, Inc. was incorporated into the updated model, particularly for trips which crossed the external boundary of the model. During the update, the model parameters were adjusted such that the model output matched within reason—two main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; and (2) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which generally replicated travel in the Louisville area for 2019. The updated travel model was used in the regional emissions analysis.

The KIPDA travel demand forecasting model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. Trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the National Cooperative Highway Research Program Report #365 and the Institute of Transportation Engineers' Trip Generation Report. The KIPDA travel demand model uses three internal-internal trip purposes. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non-home-based. The set of trip rates is one of the calibration parameters of the model.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from years near 2019 were utilized to develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River. Friction factors and K-factors are two of the calibration parameters of the model.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In some previous KIPDA travel demand models, mode choice was based primarily on information provided by the TARC Travel Forecasting Study from some time ago. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Connecting Kentuckiana 2050* utilizes transit information from previous travel demand models. The results of the 2004 TARC on-board survey had been used to factor the data in the previous transit files. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by Connecting Kentuckiana 2050 is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the factored transit trip information from previous travel models did not significantly change the proportion of trips allocated to transit. Finally, the proportion of trips

utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a given trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their relative impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in system-wide travel time over successive iterations is estimated to be within 0.0001 or less.

Tolls are being used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are being collected. As mentioned above, the toll structure was recently changed. To reflect this in the MTP update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure. The time penalties also reflect some travel effects which could not otherwise be quantified.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as vehicle-miles-traveled (VMT). The VMT can be calculated as the product of the volume of traffic using a link times the distance (length) of the link.

ADJUSTMENT FACTORS FOR TRAVEL MODEL OUTPUT

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the baseyear of the model using HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2019. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2019 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2019 to develop adjustment factors to be applied to the model output for subsequent years. The 8-hour ozone analysis is based on a level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on the equations of the Highway Economic Reporting System (HERS).

In general, the HERS equations were used to estimate speeds for five functional classifications of urban roadways and for five functional classifications of rural roadways. The speeds from these roadway sections were used to determine the average speed for each of five rural and urban functional classes. The speeds used in the travel model were also averaged for each of the five rural and urban functional classes for which HERS estimates had been developed. The speed adjustment factor for each of these functional classes was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data. In some cases, the adjustment factors for some functional classes for some counties had to be based on the combined effects of the functional classes due to the sparseness of data for one or more of the functional classes.

The procedures described above produced speed adjustment factors for all functional classes except rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate "functional class".) There was not sufficient data to estimate speeds for the roadways of these classes. For rural and urban local roads and ramps, the speeds in the travel model were used without adjustment (i.e., the speed adjustment factor for rural and urban local roads and for ramps = 1).

CALCULATION OF POLLUTANT/ PRECURSOR EMISSIONS

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff provided adjusted travel model output data in the form of vehicle-miles-traveled (VMT), VMT by speed bin by MOBILE 6 facility type, VMT fractions by speed bin by county by MOBILE 6 facility type, and VMT and average speed by functional class to the staff of the Louisville Metro Air Pollution Control District (LMAPCD). LMAPCD staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). They then provided these estimates to KIPDA staff. This analysis is explained below in further detail in the section below.

MOVES EMISSIONS MODEL

As previously mentioned, the Louisville region is a nonattainment area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NOx. The emission estimates for VOCs and NOx were determined using the MOVES 3.1 emissions model. The staff of the Louisville Metro Air Pollution Control District (LMAPCD) produced the emissions for all of the counties in the nonattainment area. The methodology used in calculating these emission estimates is discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. In the past, these factors included the presence of inspection/ maintenance (I/M) programs in some of the counties. During that time period, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs are no longer a factor in estimating emissions.

One of the other factors is the fuel used by the vehicles in the various counties. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those used in developing the ozone budgets update (for VOCs and NOx) for the recent redesignation request in 2022. These assumptions included some changes which were incorporated in recent years prior to 2022. The changes which affected the VOC and NOx emissions included:

- Improved consistency and completeness of gasoline data provided with the new MOVES model
- The incorporation of newer vehicle registration data (for 2017) for Clark and Floyd counties (provided by INDOT)

- The development and use of newer vehicle registration data (for 2018) for Jefferson County (KY)
- Improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics

The emissions for Bullitt and Oldham counties were also developed by LMAPCD. As with the other counties, the assumptions for these counties were consistent with those used in the redesignation request developed in 2022. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs or data updated for the redesignation request. As mentioned above, RFG is used in some portions (the "original" portions) of Bullitt and Oldham counties, and unregulated gasoline is used in the other portions (the "new" portions) of those counties as well as the areas adjacent to the nonattainment area. The "original" portions and "new" portions refer to whether a portion of these counties had originally designated as a nonattainment/maintenance status for the 1-hour ozone standard (used in the 1990's) or had only been designated under the 1997 8-hour ozone standard. Neither portion of either county had an I/M program. So, it was not necessary to have I/M input information for MOVES. However, it was possible that the gasoline formulation in the different portions of these counties could be different.

It was determined—based on data provided by US EPA for the MOVES model—that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County with respect to the use of RFG. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, the gasoline formulations of Bullitt and Oldham counties was modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the ozone budgets update for the recent redesignation request in 2022. The changes which affected the VOC and NOx emissions included:

- Improved consistency and completeness of gasoline data provided with the new MOVES model
- The characterization of gasolines described in the previous paragraph
- New 2018 vehicle registration data for Bullitt and Oldham counties
- Improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics

LMAPCD developed emission estimates of VOCs and NOx using the MOVES model. To review, the following steps were undertaken.

- LMAPCD staff received (from KIPDA staff) the adjusted travel model output in the form of VMT, VMT by speed bin, and VMT fractions by speed bin, all by county and by MOBILE facility type by analysis year
- LMAPCD reformatted the data from KIPDA to prepare it as input to the MOVES model. Other necessary data was also prepared
- The MOVES model was run in inventory mode to determine emission estimates of each precursor for each county for each analysis year
- LMAPCD staff provided the emission estimates to KIPDA staff

RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2050*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NOx motor vehicle emission budgets.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity. The results of the regional emissions analyses for ozone precursors are discussed below.

8-HOUR OZONE ANALYSIS

The eight-hour ozone redesignation SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides

of Nitrogen (NOx). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NOx for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2025 and 2030, the summer weekday VOC and NOx emission levels for the 2015 8-hour nonattainment area are less than the 2019 base year emissions in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NOx emission levels for the 2015 8-hour nonattainment area are less than the emission budgets established in the 2015 8-hour ozone redesignation SIP.

CONCLUSIONS-8-HOUR OZONE ANALYSIS

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (IN 1000'S OF VMT/DAY)

Year	Indiana	Kentucky	Total
2025	9,681	26,045	35,726
2030	10,228	27,427	37,655
2035	10,739	28,740	39,479
2040	11,268	29,909	41,177
2050	12,318	32,232	44,550

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (KG/DAY)

EMISSION LEVELS FOR VARIOUS YEARS

Year	Area	VOCs	NOx	PASS
2025	Regional	7,438	20,190	YES
2030		5,246	15,744	YES
2035		4,475	14,222	YES
2040		4,463	15,079	YES
2050		4,526	14,520	YES

NOTE: THE CRITERIA FOR CONFORMITY ARE AS FOLLOWS:

2025 AND 2030 REGIONAL EMISSION LEVELS FOR VOCS MUST BE BELOW THE REDESIGNATION SIP BASE YEAR EMISSIONS OF 13.65 TONS/DAY OR 12,383 KG/DAY.

2025 AND 2030 REGIONAL EMISSION LEVELS FOR NOX MUST BE BELOW THE REDESIGNATION SIP BASE YEAR EMISSIONS OF 33.03 TONS/DAY OR 29,964 KG/DAY.

2035, 2040, AND 2050 REGIONAL EMISSION LEVELS FOR VOCS MUST BE BELOW THE REDESIGNATION SIP EMISSION BUDGET OF 5.51 TONS/DAY OR 4,999 KG/DAY.

APPENDIX G: SUPPLEMENTAL REPORTS

PARTICIPATION PLAN

The KIPDA *Public Participation Plan* is a guide for planning, improving and reporting public involvement. The purpose of this plan is to ensure opportunities of involvement for all citizens are identified and expectations are shared between decision makers and the community on what steps may be taken to engage the public in the transportation planning process. The goal is to provide ample opportunities and advance notice to the public in hopes of maximizing involvement.

PERFORMANCE MANAGEMENT PLAN

The KIPDA *Performance Management Plan* outlines both federally required and MPO-developed performance measures, targets, and baseline conditions that may impact project evaluation and subsequent funding within the MTP and the TIP.

ENVIRONMENTAL JUSTICE RESOURCE GUIDE

The *Environmental Justice Resource Document* describes KIPDA's process in defining Environmental Justice Study Areas, highlights those areas, and describes mitigation techniques to avoid negative or disproportionate impacts by transportation projects. KIPDA includes Environmental Justice principles and considers Environmental Justice tudy areas in many of its planning documents

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN (CHSTP)

The KIPDA *Coordinated Human Services Transportation Plan* (CHSTP) serves as unified strategy for enhancing mobility and options to seniors and persons with disabilities as well as other populations that may benefit.

REGIONAL FREIGHT MOBILITY STUDY

KIPDA integrates freight mobility issues, policies, and projects into the planning process to guide investment in a sustainable multimodal transportation system. This is outlined in *The Regional Freight Mobility Study*.

FREIGHT DESIGN GUIDE

The Freight Design Guide was developed in order to provide project sponsors and transportation related decision makers guidance on how to integrate freight into their project planning process and ultimately on the roadway.

ITS ARCHITECTURE

The ITS Architecture at KIPDA is a roadmap for transportation system integration. ITS uses electronic technologies and communications to improve the safety and efficiency of surface transportation.

PROJECT MANAGEMENT PROCESS

The *Project Management Process* is two separate documents specific to Kentucky and Indiana, due to their differentiation of funding source, that specify the process for planning, programming and prioritizing federal funds dedicated to the KIPDA MPO.

KIPDA PLANNING STUDIES

KIPDA collects and maintains a wealth of information from its planning studies and studies completed by member agencies and peer organizations. The Transportation Online Library serves as an ongoing resource for planning activities from throughout the region.

CONGESTION MANAGEMENT PROCESS

The *Congestion Management Process* is a grouping of strategies that may improve the transportation network's system performance and reliability by reducing potential adverse impacts of congestion on the movement of people and goods.

BICYCLE AND PEDESTRIAN RESOURCE GUIDE

The KIPDA *Bicycle and Pedestrian Resource Guide* addresses existing bicycle and pedestrian facilities and gaps, safety performance targets, connectivity between other KIPDA planning documents and serves as a tool for Local Public Agencies to incorporate bicycle and pedestrian planning in an effort to create a cohesive regional network.

CMAQ PERFORMANCE PLAN

The CMAQ (Congestion Mitigation and Air Quality) Performance Plan is prepared as part of the KYTC and INDOT statewide CMAQ Performance reports for the Second Performance Period in accordance with the requirements of 23 CFR 490.107(c) and 23 USC 149(l) by KIPDA staff in collaboration with the respective State DOTs, FHWA, and other stakeholders. Specifically, the report addresses the Baselines and Targets for the performance measures promulgated through the PM3 regulation Subpart G (Measures to Assess the CMAQ Program – Traffic Congestion) and Subpart H (Measures to Assess the CMAQ Program – On-road Mobile Source Emissions).

COMPLETE STREETS POLICY

Complete Streets are roadways designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely. KIPDA has implemented a *Complete Streets Policy* for new projects that request MPO dedicated funds.

MULTI-MITIGATION PLAN CLARK COUNTY

The *Clark County Multi-Hazard Mitigation Plan* was developed to guide the county in a risk-based approach to preventing, protecting against, responding to, and recovering from disasters that may threaten the county's citizens, infrastructure, and economy. The plan is hazard- and community- specific.

MULTI-MITIGATION PLAN FLOYD COUNTY

The *Floyd County Multi-Hazard Mitigation Plan (MHMP)* was developed to guide the county in a risk-based approach to preventing, protecting against, responding to, and recovering from disasters that may threaten the county's citizens, infrastructure, and economy. The plan is hazard- and community- specific.

CHARTS

All charts created by *DataWrapper* and used throughout the document are housed on a single web page for the users' convenience.

APPENDIX H: AMENDMENT POLICY

The transportation needs of a community can change; therefore, Connecting Kentuckiana 2050 must have the means to adapt to unforeseen changes. As a vehicle for addressing these changes, an amendment policy for Connecting Kentuckiana 2050 was developed. This policy acknowledges that change in any environment is inevitable and ensures that any amendments will adhere to the intent of the plan. When an amendment to Connecting Kentuckiana 2050 is necessary, the following policy will be observed. Please note, Connecting Kentuckiana 2050 will not accept administrative modifications.KIPDA staff will inform project sponsors and the members of KIPDA Committees what information is needed to complete an amendment to the metropolitan transportation plan and the time line for submitting the information. Amendments to the metropolitan transportation plan involve the same steps as used when completing updates of the entire plan. These steps are:

NEW PROJECTS

1. Utilizing data sources made available by KIPDA, complete project application through the KIPDA Transportation Planning Portal
2. Review of the project information for accuracy
3. Review project submission for Group Project Category association
4. Complete impact review and ranking of project submission
5. Project undergoes review by the Inter-Agency Consultation (IAC) Group to determine if project is exempt or nonexempt in terms of air quality analysis
6. Air Quality Analysis, if applicable
7. Congestion Management Process (CMP) Review
8. Public Review
9. Transportation Policy Committee (TPC) reviews project information, impact review, project ranking, public comments and any associated recommendations
10. TPC acts on proposed amendment
11. Air Quality Conformity Determination, if applicable

EXISTING PROJECTS

1. Complete appropriate form
2. Review of the project information for accuracy
3. Review prior impact review and ranking of proposed amendment
4. Project undergoes review by the Inter-Agency Consultation (IAC) Group to determine if proposed changes impact existing exempt or nonexempt status in terms of air quality analysis
5. Air Quality Analysis, if applicable
6. Congestion Management Process (CMP) Review
7. Public Review
8. Transportation Policy Committee (TPC) reviews project information, updated impact review, updated project ranking, any public comments submitted and any associated recommendations
9. TPC acts on proposed amendment
10. Air Quality Conformity Determination, if applicable

Frequent and unnecessary amendments may diminish the intent of planning. In the context of updating the plan, the process of identifying projects is comprehensive; project sponsors are afforded both the tools and the time to account for long-term transportation needs and wants. This amendment policy ensures that Connecting Kentuckiana 2050 will retain integrity between updates.

Amendments should be submitted by sponsors only after considerable thought and coordination are given to the following:

- Identifying needs and wants
- Exploring alternatives

- Seeking opportunities to address safety concerns relative to High Crash Locations identified on the KIPDA On-Line Resource Center and other areas identified by state and local resources
- Assessing new projects and changes to existing projects relative to opportunities identified in the KIPDA On-line Resource Center, including, but not limited to:
    - Providing multi modal improvements
    - Consideration of public comments
    - Addressing roadway and/or bridge maintenance needs
    - Enhancing freight mobility
- Conducting new proposed project and existing project review and analysis relative to planning concepts defined by the Transportation Policy Committee, including the Connecting Kentuckiana 2050 Vision Statement, Goals and Objectives, the KIPDA Performance Management Plan, and other associated planning tools, studies and resource guides (see Appendix G: Supplemental Reports)
- Consideration of federal regulation and planning factors
- Consideration of National, State, and Local priorities, as applicable
- Following deliberate and extensive opportunities for the public to comment on proposed projects and the metropolitan transportation plan as a whole

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