

Lincoln Trail Area Development District

Public Involvement Plan



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June 2021

THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

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CHAPTER 1: INTRODUCTION

1.1 History

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. Most recently the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. These Congressional acts authorize all on-going federal-aid transportation programs. There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments and citizens. Among the most essential provisions are the following:

- Federal reliance on the statewide transportation process, established under ISTEA, as the primary mechanism for cooperative transportation decision making
- Coordination of statewide planning with metropolitan planning
- Opportunity for public involvement provided throughout the planning process
- Emphasis on fiscal constraint and public involvement in the development of a three-year Statewide Transportation Improvement Program (STIP)
- Emphasis on involving and considering the concerns of Tribal governments in planning
- State development of statewide transportation plans and programs

The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 9 Metropolitan Planning Organizations (MPOs). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their planning area, the coordination of public input for the STIP, and the subsequent evaluation and

prioritizing of identified needs in the KYTC CHAF Database for possible inclusion in the KYTC Six-Year Highway Plan.

KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised Statutes (KRS). The KYTC has historically administered major comprehensive transportation programs at the urban, metropolitan, and statewide levels. The creation of the ADD pursuant to federal legislation established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

The ADD primarily conducts activities in support of transportation planning for the rural areas of the Commonwealth and our MPO partners are responsible for activities in the nine urbanized areas. The ADDs are concerned with all modes of transportation including: air, water, rail, highway, transit, pedestrian and bicycle. The jurisdiction of the regional program is not necessarily limited within the boundaries of the ADD making it necessary to include coordination between the MPO and our partners in the HDO.

1.2 Map of ADD, MPO, HDO Boundaries



1.3 Purpose of Public Involvement Plan

The purpose of the Lincoln Trail ADD Public Involvement Plan is to describe actions the Regional Transportation and Highway Safety Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide for the ADD to follow in planning public involvement

opportunities. True public involvement is central to good decision making. Without meaningful public involvement, there is a risk of making less than optimal decisions. With it, there can be a lasting contribution to the regional well-being of our neighborhoods, towns, cities, and counties. The best policy decisions by government are made in context of public participation.

The goal of the public involvement plan will be to broaden the public input process in an effort to reach more sectors of the public. Public awareness is a very important element in gaining public input. Emphasizing the importance of communicating and coordinating with other agencies and interests is also vital to the public involvement process. Ultimately, public involvement enhances the ability to implement transportation solutions that improve safety and efficiency, protect natural and human environments, and contribute to community vitality.

In order to gain cooperation in implementing transportation improvements, government, industry, commerce and citizens need to understand what the problems are, what improvements are necessary, what the effects will be and when each element of the program will be ready for public use and/or input. Opening transportation planning to the public through advisory committees and publishing and distributing the transportation improvement program are ways to inform the public of such issues. To be effective, it is essential that government agencies understand a given community's values and it is equally important for the community to understand the tradeoffs and constraints associated with project planning. This mutual understanding can only be achieved through early, frequent, and continued communication. When the public is engaged in the process, their insight helps assure projects suit community needs. The true test of a successful public participation plan is the level of public awareness and feedback. Too often, public participation does not occur until after the community-at-large becomes aware of an unpopular decision.

The entire planning process and the identification of transportation needs throughout the region, utilizes input from the KYTC Central Office, KYTC HDO, input from the city mayors, county judges, RTC, state legislators, and other interested parties that could include:

- citizens
- affected public agencies
- representatives of public transportation
- private providers of transportation
- representatives and users of pedestrian walkways and bicycle transportation facilities
- representatives from elderly populations, minority populations, low-income populations and those with disabilities
- representatives of freight transportation services
- and any other interested parties

CHAPTER 2: REGIONAL TRANSPORTATION COMMITTEE

2.1 Introduction

The Regional Transportation Program funded by the Kentucky Transportation Cabinet brings local involvement to the table in the decision-making process. The Lincoln Trail ADD Regional Transportation and Highway Safety Committee (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Breckinridge, Grayson, Larue, Marion, Nelson, and Washington Counties. The Committee was established as an advisory body to the Lincoln Trail ADD Board of Directors. The RTP consists of representatives who are interested in improving transportation from each of the counties in the Lincoln Trail ADD Region. The committee should consist of representatives from: local municipalities, counties, private citizens, civic organizations, chamber of commerce, economic development commissions, trucking industry, agriculture industry, emergency and police officials, bicycle groups, school transportation officials, public transit authority, and family resources.

The RTC is responsible for:

Establishing direction for the regional transportation program,
Reviewing and providing input into finalizing planning documents, and
Prioritizing transportation improvement projects from the regional perspective.

In partnership with the residents of the communities in the region, the mission of the RTC is:

While serving the citizens of the Lincoln Trail ADD, the Committee works to identify and implement improvements in the transportation infrastructure through sound planning, the engagement of all stakeholder groups, and effective collaboration with both the Kentucky Transportation Cabinet and local governments.

RTC meetings will be open to the public and the meeting agenda will include a public comment period. This action will be made available to allow the public ample opportunities to provide information, concerns, and issues for consideration by the regional committee. Any comments received will be documented by the Lincoln Trail ADD Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

LINCOLN TRAIL AREA DEVELOPMENT DISTRICT REGIONAL TRANSPORTATION & HIGHWAYS SAFETY COMMITTEE

BYLAWS

ARTICLE I

Name and Purpose

Section I: Name

The name of this organization shall be the Regional Transportation and Highway Safety Committee.

Section II: Authority

The Committee has been established by the authority granted by the Lincoln Trail Area Development District Board of Directors and shall be governed by the Bylaws of the Lincoln Trail Area Development District as amended.

Section III: Purpose

This Committee will serve as an advisory body to the Lincoln Trail Area Development District Board of Directors and represent the interests of the citizens of Breckinridge, Grayson, Larue, Marion, Nelson, and Washington Counties. Its purpose shall be to promote the development of a safe, accessible, efficient, and economical transportation system by:

- a. Providing assistance to the Board in the formulation of regional transportation policy.
- b. Advising the staff in the execution of technical transportation planning programs.
- c. Providing a forum for elected officials to work together in solving regional transportation problems.
- d. Acting as an advocacy body on transportation related matters as needed.
- e. Acting as a data and information base for the public-at-large and to provide legislators with the information necessary to make equitable legislative decisions.
- f. Providing a forum for local public involvement into the regional planning process.
- g. Providing local transportation officials the opportunity to prioritize transportation projects.
- h. Providing input for the Kentucky Transportation Planning Process.

ARTICLE II

Terms of Membership

Section I: Membership

The Committee shall be made up of at least nine (9) but no more than 29 voting members. The minimum voting membership shall include the County Judge/Executive of each county and the Mayor of each city with populations of 5,000 or more. There shall be a limit of three (3) voting members per county, two (2) per city of 5,000 or more, and five (5) voting members representing regional interests. The names of proposed members shall be submitted to the Committee for approval prior to appointment on the Committee.

The number of advisory members shall be determined by the Committee. Advisory membership shall include representatives from state, federal, or regional agencies, special interest groups or individuals. These representatives shall be eligible to attend the meetings of the committee and take an active part by expressing their opinions and ideas. The LTADD Transportation Staff shall also serve in an advisory capacity for the Committee.

Section II: Voting

Each member of the Committee will be entitled to one vote on any matter brought before the Committee. In the event that a Committee member cannot attend a meeting, he/she may appoint a proxy to attend the meeting and to cast the vote of the member. Evidence may be requested of the proxy that he/she is the designee of the member. Those members serving in an advisory capacity will retain a non-voting status. Voting members may abstain from voting only in the event of a conflict of interest.

Section III: Officers

The elected officers of the committee shall include a Chairperson, and a Vice-Chairperson. Officers shall be nominated by voting members of the Committee and then elected by majority vote. An officer's term of office will extend from July 1 through June 30 of their second calendar year of service. Officers may succeed themselves. The ADD Transportation Planner will serve as the Recording Secretary of the committee.

The Chairperson shall preside over and conduct all meetings of the Committee. In the absence of the Chairperson, the Vice-Chairperson shall exercise the powers of the Chair.

The Committee shall fill vacancies in any office by a majority vote at a regularly scheduled meeting. If the vacancy occurs during a current term, the term of office for the newly elected officer shall be determined by the Committee at that time.

Section IV: Absences

Three consecutive meeting absences on the part of any member shall be interpreted as a possible lack of interest. The Chairperson or Vice-Chairperson shall, at this point, inquire as to whether the respective member intends to remain active on this Committee. If this member is no longer interested in being an active member, or there is no reply, the Chairperson or Vice-Chairperson may consider this sufficient reason for vacating the position.

ARTICLE III

Meetings of the Committee

Section I: Regular Meetings

The Committee shall hold regular meetings as necessary to complete the tasks assigned to the Committee and on call by the Chairperson of the Committee. The Committee shall meet quarterly but is subject to change at the discretion of the Committee. Such meetings shall be held in the boardroom of the LTADD or in a location previously approved by a majority of Committee members. Other meetings shall be called at the discretion of the Committee Chairperson or by petition of three or more members.

Section II: Notice of Meetings

Notice of all regular and special meetings shall be sent electronically to each member of record at least twice. The first notice shall be sent 14 days prior to the meeting and the second shall be sent seven (7) days prior to the meeting.

Section III: Quorum

A quorum shall be necessary for transacting any business by the Regional Transportation and Highway Safety Committee. A quorum shall consist of those members present and include at least one Committee Officer.

Section VI: Minutes

Official minutes shall be kept of each and all meetings of the Regional Transportation and Highway Safety Committee. An original set shall be kept in a permanent file in the office of the ADD. Attendance/ absences of all members will be noted in the minutes of each meeting and a log of attendance maintained.

ARTICLE IV

Committee Management

Section I: Meeting Procedure

The rules of parliamentary procedure as laid down in "Robert's Rules of Order" (75th Edition) shall govern all meetings of the committee.

Section III: Consultation

The committee shall have the authority to seek specialized consultation through a formation of advisory subcommittees, as it may deem necessary in the execution of its responsibilities. All such temporary subcommittees shall be subject to the call of the respective chairperson. A record of all temporary subcommittee meetings shall be made and their proceedings reported to the Committee.

ARTICLE V

Amendments

Section I: Amendments

Amendments to the Bylaws of the Regional Transportation and Highway Safety Committee may be made at any meeting of the committee at which a quorum is present. No proposition to amend shall be acted on unless written notice has been given to the Chairperson at least fourteen (14) days prior to the meeting. A copy of such a proposition shall be embodied in the call for the next scheduled meeting.

2.3 Regional Transportation Committee Goals & Objectives

The KYTC is charged with the task of providing a safe and environmentally sound transportation system as reflected in the KYTC's Vision and Mission Statement and Goals.

- KYTC Vision Statement

Working together to lead the Southeast in providing a transportation infrastructure and transportation services for the 21st century that deliver new economic opportunities to all Kentuckians.

- KYTC Mission Statement

To provide a safe, efficient, and environmentally sound and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky.

- KYTC Goals

*Safety and Security
System Preservation
Economic Opportunity and Mobility*

The Regional Transportation Planning Program follows suit with the KYTC 's Vision and Mission Statements and Goals, therefore the ADD's when crafting their Goals and Objectives shall continue with this thought and direction. A regional transportation vision was adopted by the ADD's RTC to reflect the KYTC. In turn, the Regional Goals and Objectives are to be broad over-arching goals, which will help guide the identification of improvements and the selection of projects. These Regional Goals and Objectives shall be reviewed and updated annually and approved by the RTC.

- 1 GOAL** Promote the overall safety of the Lincoln Trail ADD regional transportation system through the redevelopment of high crash areas.
 - 1.A Objective** Identify potential high crash areas.
 - 1.A.1 Strategy* Obtain necessary data from KSP and KYTC
 - 1.A.2 Strategy* Review KYTC Adequacy Ratings
 - 1.A.3 Strategy* Review highways identified in KY 5% report
 - 1.B Objective** Develop and promote quality transportation projects that will improve the level of safety for all network users.
 - 1.B.1 Strategy* Review possible countermeasures for high crash areas

- 1.B.2 *Strategy* Identify low-cost safety improvements
- 1.B.3 *Strategy* Identify current and potential safety-related projects on the UNL
- 1.B.4 *Strategy* Work with KYTC, KSP, and local officials to develop feasible improvement projects

- 1.C Objective** Facilitate the completion of safety-related transportation improvement projects through the KY Highway Plan or other means.

- 1.C.1 *Strategy* Inform decision-makers of safety-related projects
- 1.C.2 *Strategy* Develop list of projects for each identified corridor with collision data
- 1.C.3 *Strategy* Identify safety-oriented projects during the prioritization and ranking process
- 1.C.4 *Strategy* Obtain input from law enforcement and other officials during prioritization

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- GOAL** Support the economic growth and development of communities within the Lincoln Trail ADD by promoting projects that improve the transportation network.

- 2.A Objective** Develop local and regional community economic profiles

- 2.A.1 *Strategy* Compile annual local and regional demographic and economic data
- 2.A.2 *Strategy* Modify and update Major Traffic Generators and Major Freight Users Inventories
- 2.A.3 *Strategy* Identify key population, business, and employment centers
- 2.A.4 *Strategy* Identify tourism and recreation traffic generators
- 2.A.5 *Strategy* Identify areas targeted for new development and potential redevelopment

- 2.B Objective** Identify critical economic corridors using Major Traffic Generators, Average Daily Traffic and Major Freight Users.

- 2.B.1 *Strategy* Evaluate major transportation routes using ADT
- 2.B.2 *Strategy* Evaluate key freight movement routes based on tonnage
- 2.B.3 *Strategy* Determine key National Highway System connection routes
- 2.B.4 *Strategy* Determine key economic areas of significance based on identified locations
- 2.B.5 *Strategy* Review information with Industrial Authority and Chamber of Commerce Representatives

- 2.C Objective** Develop and promote quality projects to improve identified critical economic corridors

- 2.C.1 *Strategy* Review economic-related best practices and initiatives of other organizations
- 2.C.2 *Strategy* Identify current and potential economic-related projects on the UNL
- 2.C.3 *Strategy* Work with KYTC, Industrial Authority, Chamber of Commerce, and local officials to develop feasible improvement projects

- 2.D Objective** Facilitate the completion of economic-related transportation improvement projects into the KY Highway Plan or through other means.
- 2.D.1 Strategy* Inform decision-makers of specific projects that will help to improve economic corridors in the LTADD region
- 2.D.2 Strategy* Develop list of projects for each identified corridor with appropriate data
- 2.D.3 Strategy* Specifically identify economic-oriented projects during the prioritization and ranking process
- 2.D.4 Strategy* Obtain input from Industrial Authority and Chamber of Commerce representatives during the prioritization and ranking process

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GOAL Improve the accessibility of the regional transportation network and increase mobility options by enhancing bicycle, pedestrian, and transit systems

3.A Objective Develop local and regional mobility profiles

- 3.A.1 Strategy* Compile local and regional commuting information
- 3.A.2 Strategy* Evaluate the current level of accessibility from population centers to key points of interest
- 3.A.3 Strategy* Develop database for bicycle and pedestrian collisions
- 3.A.4 Strategy* Obtain bicycle and pedestrian collision data from KSP and KYTC
- 3.A.5 Strategy* Review information and obtain input from appropriate representatives

3.B Objective Develop and promote quality projects to improve the bicycle, pedestrian, and transit infrastructure of the Lincoln Trail ADD.

- 3.B.1 Strategy* Review best practices and initiatives of other organizations
- 3.B.2 Strategy* Identify and review current programs, policies, and projects initiated or completed within the Lincoln Trail ADD region
- 3.B.3 Strategy* Identify current and potential accessibility-related projects on the current Unscheduled Needs List
- 3.B.4 Strategy* Work with KYTC, bike/ ped/ transit representatives, and local officials to develop feasible projects

3.C Objective Facilitate the completion of accessibility-related transportation improvement projects through the KY Highway Plan or other means.

- 3.C.1 Strategy* Inform decision-makers of specific projects that will help to improve accessibility within in the LTADD region
- 3.C.2 Strategy* Develop list of projects for each identified transportation mode with appropriate data

- 3.C.3 *Strategy* Specifically identify accessibility-oriented projects during the prioritization and ranking process
- 3.C.4 *Strategy* Obtain input from bike/ped/ transit representatives during the prioritization and ranking process

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- GOAL** Preserve environmental resources through the development of eco-friendly transportation projects
- 4.A Objective** Identify critical environmental areas (air and water quality, number of threatened/endangered/candidate species) within the Lincoln Trail ADD
 - 4.A.1 *Strategy* Obtain air and water quality data from appropriate State and Federal agencies
 - 4.A.2 *Strategy* Map key environmental areas using aerial photography and other available data
 - 4.A.3 *Strategy* Identify environmental advocacy groups and other representatives
 - 4.A.4 *Strategy* Review information and obtain input from appropriate representatives
- 4.B Objective** Develop and promote quality transportation projects that will hopefully have a minimal impact on critical environmental areas
 - 4.B.1 *Strategy* Identify current projects on the Unscheduled Needs List which may impact critical environmental areas
 - 4.B.2 *Strategy* Work with KYTC and environmental advocacy groups to modify and develop feasible improvement projects
- 4.C Objective** Facilitate the completion of eco-friendly transportation improvement projects through the KY Highway Plan or other means.
 - 4.C.1 *Strategy* Inform decision-makers of specific projects that will help to improve the transportation system and hopefully have a limited environmental impact
 - 4.C.2 *Strategy* Develop list of potentially eco-friendly projects in the region
 - 4.C.3 *Strategy* Specifically identify potentially eco-friendly projects during the prioritization and ranking process
 - 4.C.4 *Strategy* Obtain input from environmental advocacy groups during the prioritization and ranking process

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- GOAL** Coordinate the regional transportation planning process with all interested parties
- 5.A Objective** Expand Committee membership and list of prioritization and ranking process participants
 - 5.A.1 *Strategy* Identify potential members and encourage participation with the Committee
 - 5.A.2 *Strategy* Develop Committee guide to orient new members
 - 5.A.3 *Strategy* Survey current members to determine expectations and performance

- 5.A.4 *Strategy* Research Committee best practices and initiatives of other agencies
- 5.B Objective** Identify local transportation needs through collaborative process
- 5.B.1 *Strategy* Provide opportunity to discuss needs during Committee meetings
- 5.B.2 *Strategy* Attend transportation-related fiscal court and city council meetings
- 5.B.3 *Strategy* Review city and county comprehensive plans
- 5.B.4 *Strategy* Incorporate transportation components into Concept Plan when feasible
- 5.C Objective** Enhance outreach efforts within local community
- 5.C.1 *Strategy* Provide online channel of communication for suggestions or questions
- 5.C.2 *Strategy* Distribute informational material to civic organizations and other contacts
- 5.C.3 *Strategy* Regularly update information on Lincoln Trail ADD website
- 5.C.4 *Strategy* Develop and distribute informational material during public meetings or events
- 5.C.5 *Strategy* Regularly distribute meeting and other public information to news sources

2.4 Regional Transportation Committee Membership

<i>Member</i>	<i>Organization</i>	<i>Committee Representation</i>
Judge Maurice Lucas	Breckinridge County	County Government
Bruce Anthony	Breckinridge County	Law Enforcement
Eric Vertrees	Breckinridge County	Emergency Management
Steve Critchelow	Breckinridge County	County Government
Judge Kevin Henderson	Grayson County	County Government
Steve Mahurin	Grayson County	County Government
Wesley Shull	City of Leitchfield	City Government
Rick Embry	City of Leitchfield	City Government
Judge Tommy Turner	Larue County	County Government
Clyde Veirs	Larue County	County Government
Judge David Daughtery	Marion County	County Government
John Thomas	City of Lebanon	City Government
Thomas Lee	Marion County	County Government
John Thompson	City of Lebanon	City Government
Gary Crenshaw	City of Lebanon	City Government
Judge Dean Watts	Nelson County	County Government
Jessica Filiatreau	City of Bardstown	City Government
Dylan Durbin	City of Bardstown	City Government
Dick Heaton	City of Bardstown	City Government
Judge Timothy Graves	Washington County	County Government
James A. Mann	Washington County	School Transportation

Kevin Devine	Washington County	Emergency Management
Daniel Carney	SWEDA	Economic Development
Mike Hall	Transportation Systems	Freight
Shannon Miller	Central Kentucky Community Action	Public Transportation/Underserved
Paul Sanders	KYTC D4	Advisory
Kevin Young	KYTC D4	Advisory
Charlie Allen	KYTC D4	Advisory
Katie Hornback	KYTC D4	Advisory
Jacob Huber	KYTC Division of Planning	Advisory
Mike Skaggs	Elizabethtown-Radcliff MPO	Advisory
Mike Burress	Lincoln Trail ADD	Advisory
Transportation Planner	Lincoln Trail ADD	Advisory

2.5 Committee Plan of Activities/Programs

I. July 19th– Working Meeting: Project Boosting

Purpose: Meeting will serve as the Boost meeting for highway projects for the SHIFT 2022 cycle for LTADD.

II. December 15th– Working Meeting: Bicycle/Pedestrian Plan Database Update *Purpose:*

Agenda will concentrate on highway safety measures; encourage committee to think multi-modally; attempt to have guest speaker discuss the importance of safety in the transportation network; current trends in Transportation Planning; discuss prioritization scheduling. Agenda may also include topics relevant to the major updates for the ADD Work Program such as Rural Construction review, NHS Intermodal Connectors, and the Kentucky Highway Freight Network (KHFN).

III. March 16th- Working Meeting:

Purpose: Agenda items will include the review of the KHFN, NHS Intermodal Connectors, and any upcoming planning items that would change those documents in the future. Committee will also discuss Rail Freight Loading/Unloading Locations.

IV. Spring/Summer- Local County Meetings

Purpose: Local County meetings to discuss current need and any particular issues that need to be addressed via a new CHAF project.

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

The Lincoln Trail ADD will provide public involvement opportunities to allow all persons to be involved in transportation planning and provide an avenue for the public voice to be heard by the key decision makers. This action will provide opportunity for all persons and interest groups to participate in the identification, evaluation, and recommendation of prioritized transportation needs. This process will involve transportation committee meetings, as well as public meetings with specific interest groups to discuss transportation issues, as deemed appropriate by the Lincoln Trail ADD and/or the KYTC. The Lincoln Trail ADD will make every effort to include the transportation disadvantaged and under-served populations (i.e. elderly, minority, low-income, disabled and speaking English “Less Than Very Well” populations as well as all other effected populations in the region) on committees or in public meetings held for the purpose of soliciting input for transportation plans, issues and/or projects.

The entire process is developed with a spirit of cooperation by working with the KYTC, the Federal Highway Administration (FHWA), the local city and county governmental agencies, the Lincoln Trail ADD RTC and other interested parties located throughout the region.

As a major component of the public involvement process and to comply with the KYTC and SAFETEA-LU requirements for public involvement the Lincoln Trail ADD will maintain a RTC for the purpose of consultation, soliciting input, developing regional goals and direction, identification and review of regional transportation needs, providing transportation information/updates and addressing any other transportation issues in the region. The committee should include a broad-based membership, develop and maintain by-laws consistent with KYTC direction, convene as necessary to complete the tasks assigned to the committee.

The Lincoln Trail ADD PIP will use a broad-brush approach because there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small. Third party group members will be identified across the eight-county area to aid in the outreach efforts of the traditionally underserved. The widespread use of newspapers, radio, and television can be used to potentially reach the underserved. Traveling exhibits may also be utilized during local events and strategically placed locations throughout the region to reach the underserved populations.

RTC meetings will be open to the public and the meeting agenda will include a public comment period. This action will be made available to allow the public ample opportunities to provide information, concerns, and issues for consideration by the regional committee. Any comments received will be documented by the Lincoln Trail ADD Transportation Planner and provided to the KYTC Division of Planning.

The Lincoln Trail ADD will also hold local or regional public information/input meetings as requested by the KYTC or by the RTC to provide additional opportunities for public comments related to transportation issues and the transportation planning process.

Lincoln Trail ADD Public Involvement activities include:

- Regularly scheduled RTC meetings
- Local or regional public/information meetings as requested by the KYTC or RTC
- Transportation Committee Reports during the monthly Lincoln Trail ADD Board of Director's meetings
- Conducting local transportation meetings with local officials and interested community leaders
- Using e-mail lists to provide transportation information materials to interested persons and agencies
- Using advisory committees/groups as an extension of the regional transportation committee to include a more diverse group of individuals and representation of the region. This extension group allows for the public involvement/input process to expand beyond the regular committee members

Activities may also include:

- Utilizing the Lincoln Trail ADD Web Site to post transportation projects/ information / comments and providing a link for public feed back
- Address civic groups, chamber meetings, government meetings regarding the statewide transportation process
- Utilizing local newspapers to help reach more sectors of the public and provide education on the transportation planning process.
- Conduct public meetings at county courthouse, city hall, or local community centers
- Utilize existing services/programs at the Lincoln Trail ADD to distribute information (i.e. WIA, Aging) this could provide more opportunities to reach low-income, minority, and elderly populations
- Conduct a regional transportation planning workshop for government and local officials, planning commissions, economic and tourism officials, etc. to educate them on the statewide planning process
- Utilize local county and city access cable channels
- Use surveys in newsletters, mail-outs, e-mails, etc. to gain public input

3.2 List of Resources

In order to expand participation opportunities, the Lincoln Trail ADD has initiated a list of resources for general and targeted outreach methods for the region. All of the items listed may not be used at the same time or may not be used at all, but could be used in the future by the Lincoln Trail ADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The Lincoln Trail ADD maintains a detailed listing of contact information and may be obtained by contacting the ADD transportation planner.

1. Third Party Groups

The Lincoln Trail ADD will seek to increase public outreach to the underserved populations by contacting third party groups and asking for their assistance in creating public awareness concerning transportation related issues. The agencies, groups or people that wish to provide assistance can be utilized to distribute materials pertaining to the statewide planning process. The members may be able to utilize their brochures, newsletters, word of mouth, etc concerning public meetings, announcements of public review and comment periods for statewide planning documents by sharing and distributing the information with the populations they service. These groups may include, but not be limited to the following:

Senior Citizen Centers
Public Libraries
Public Health Departments
Public Transit Authorities
NAACP
Housing Authorities
U.S Post Offices
County/City Clerk's Office
United Way
Churches
Migrant Education Programs
Adult Education Programs
Chambers of Commerce
Community Based Services
Human Relations Commissions
State Government Agencies
Disabled American Veterans

2. Public Meetings

The Lincoln Trail ADD will hold local or regional public information/input meetings as requested by the KYTC or by the RTC to provide additional opportunities for public comments related to transportation issues and the transportation planning process.

3. Lincoln Trail ADD Website

The Lincoln Trail ADD Website is located at www.LTADD.org and has a link dedicated to the transportation planning process. The website provides an explanation of the planning process and its purpose, several documents and maps for review and information on upcoming meetings. This information is vital for the public participation process as it allows citizens the opportunity to understand the statewide planning process and take advantage of upcoming meetings. Further commitments to providing information will continue in an effort to make documents and forms electronically accessible formats for easy viewing.

4. Newspapers

Information can be sent to the local newspapers in the region. While none are identified as targeting specific traditionally underserved audiences, all have the potential to have traditionally underserved subscribers. Information can be distributed to the newspapers relating to media releases with announcements of meeting dates and locations, announcements of documents available for public review and comment, and information about the statewide planning process.

5. Radio

Information can be sent to radio stations that serve the region. None are identified as targeting specific traditionally underserved audiences, but all have the potential to have traditionally served underserved listeners. Public meeting invitations can be sent to the stations along with media releases with announcements of meeting dates and locations and information about the statewide planning process or statewide documents available for public review and comment.

6. Television

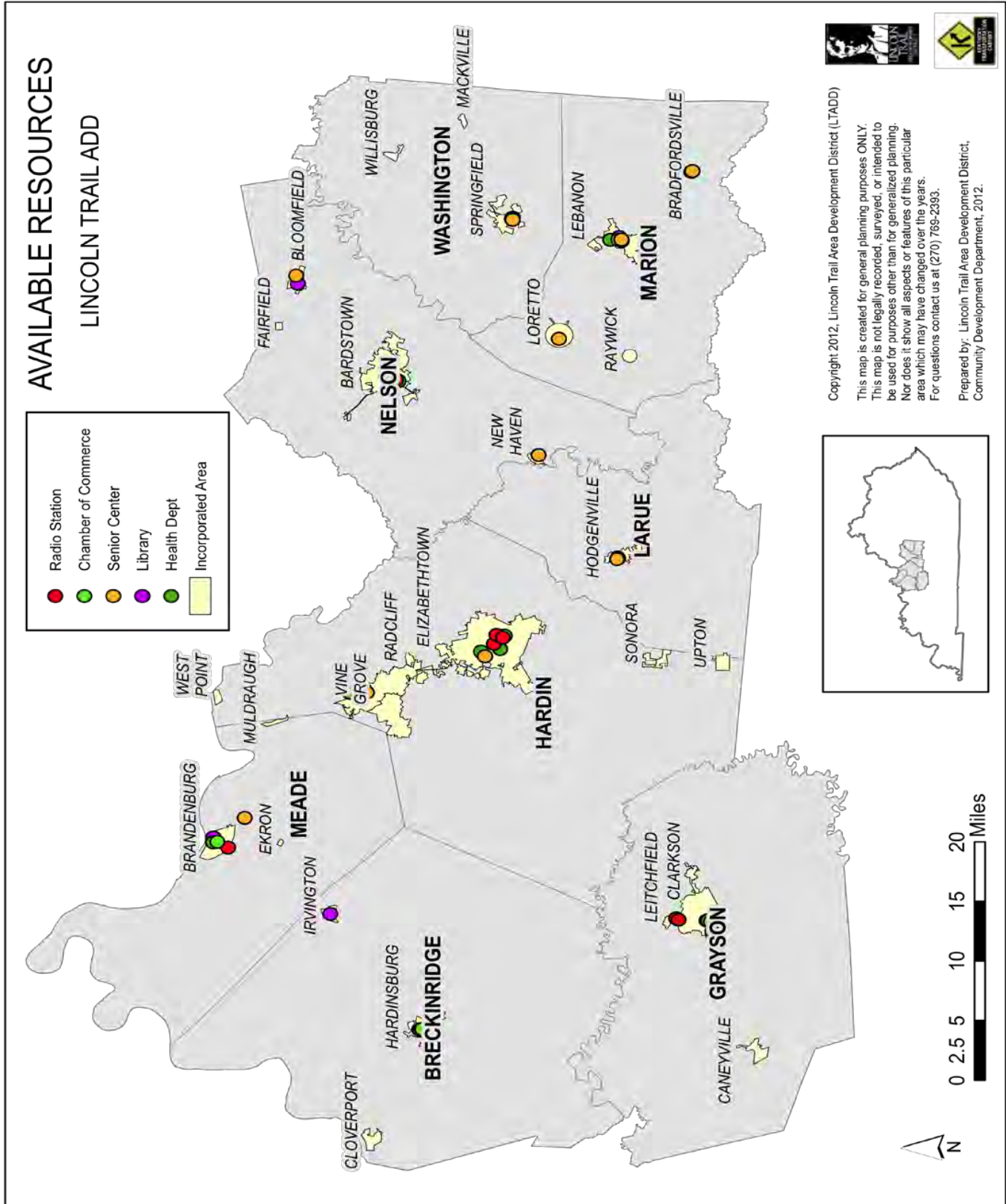
Information can be sent to television stations that serve the region. This could include regular network broadcast stations as well as local cable access channels that may be available throughout the region. These channels can also be utilized in creating public awareness.

7. Traveling Exhibits

Traveling exhibits may be used to display information about public meetings, review of statewide documents and the statewide planning process. The following locations may be utilized to display information:

Public Libraries
U.S. Post Offices
County Court Houses
City Halls
Local Community Centers, Meeting Halls, Churches
Chambers of Commerce
KYTC Highway District Office
Area Development District
Schools
Public Housing Authorities
Senior Citizens Centers/Housing
Malls, Restaurants, Shopping Centers
Special Event Locations
Other Identified Locations through Planning Process

3.3 Map of Resources



LTADD - AVAILABLE RESOURCES

3.4 Speaking Engagements

FY 21 Groups Addressed

- 1.** July 20- Springfield Zoning Ordinance Meeting- Planner discussed changes to the City's comprehensive plan and zoning ordinance including pavement thickness standards.
- 2.** July 24- Bradfordsville Scoping Meeting- Planner facilitated a preliminary scoping meeting for a TAP grant award for the City of Bradfordsville.
- 3.** September 9- Cloverport Zoning Ordinance Meeting- Planner discussed changes to the City's zoning ordinance including street standards and setbacks.
- 4.** March 18- Larue County INFRA Meeting- Local county had interest in applying for a federal INFRA grant. Planner gave information and answered questions along with MPO Planner.
- 5.** May 3- LTADD All Staff Meeting- Planner provided general information about the statewide move to rename parkways as expressways, and upgrading those expressways to Federal interstate spurs.

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

The Lincoln Trail ADD Transportation Planner will develop a plan to encourage participation by minority and low-income populations in the public involvement process and include subject populations in the transportation planning process, including but not limited to committee membership, county committees, meeting with various civic groups, neighborhood meetings, or other methods of contacting, informing, and obtaining input from subject populations.

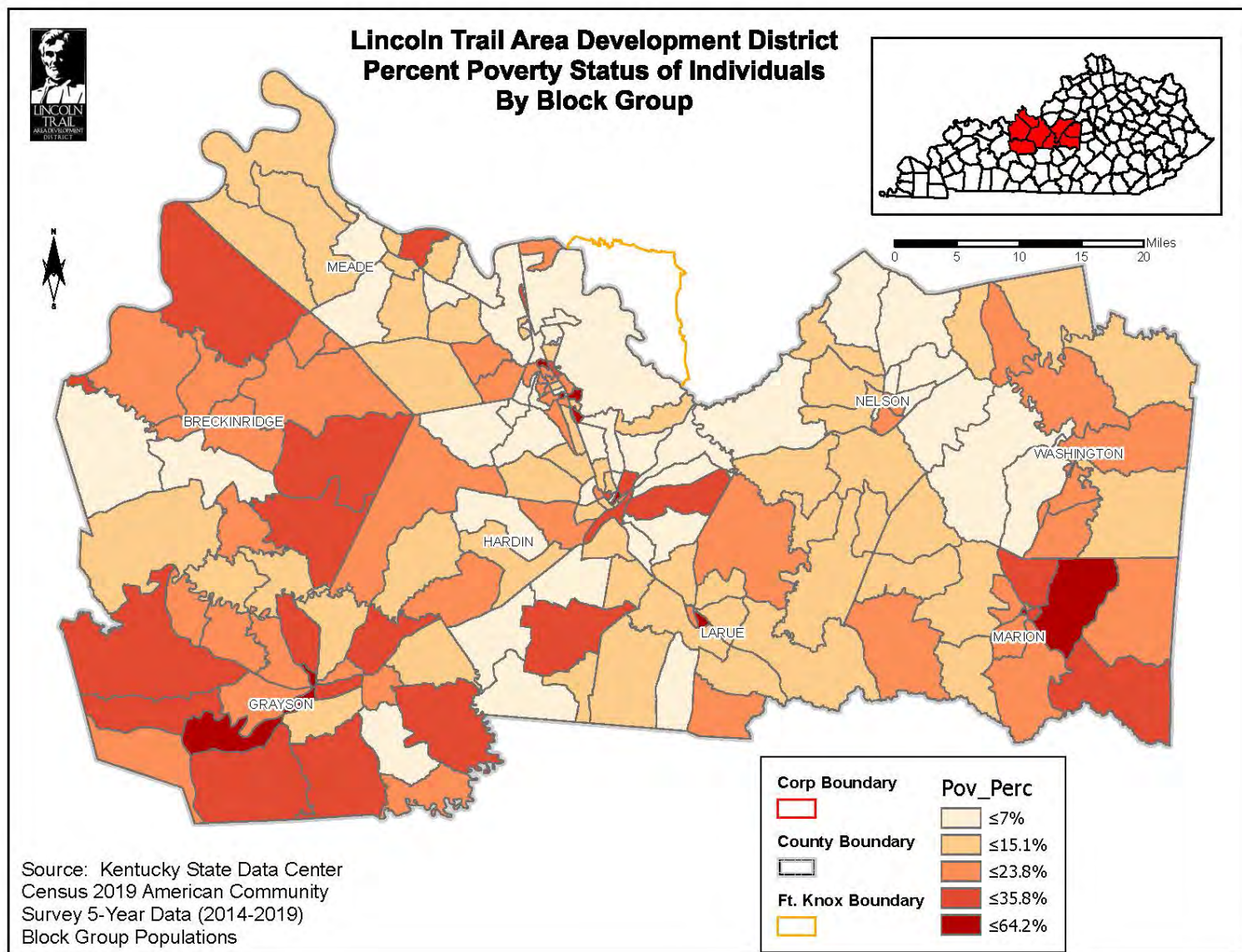
Title VI was enacted as part of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Public Outreach activities will include efforts to involve the traditionally underserved groups (i.e. minorities, elderly, low-income persons, persons speaking English ‘Less Than Very Well’) in the transportation planning process. These potentially underrepresented populations may also be youth of the community, persons with disabilities, senior citizens, and others who may be too busy to attend public meetings. These efforts may include, but not limited to the following:

- Identifying areas in the region with concentrations of minority, elderly, low-income populations, and persons speaking English ‘Less Than Very Well’
 - Including organizations that deal directly with minority groups on the Stakeholder lists
 - Posting notification of meetings, public hearings, and open houses in county health departments, senior centers, local community centers, post offices and churches
 - Publishing notification of meetings, public hearings, and open houses in Spanish
 - RTC Advisory members to include representatives from low-income housing authorities, directors from senior citizen centers, public transportation representatives, etc.
 - Including speakers/guests at committee meetings to discuss public transportation issues, pedestrian issues for minority and low-income populations in their communities

4.2 Demographic Information

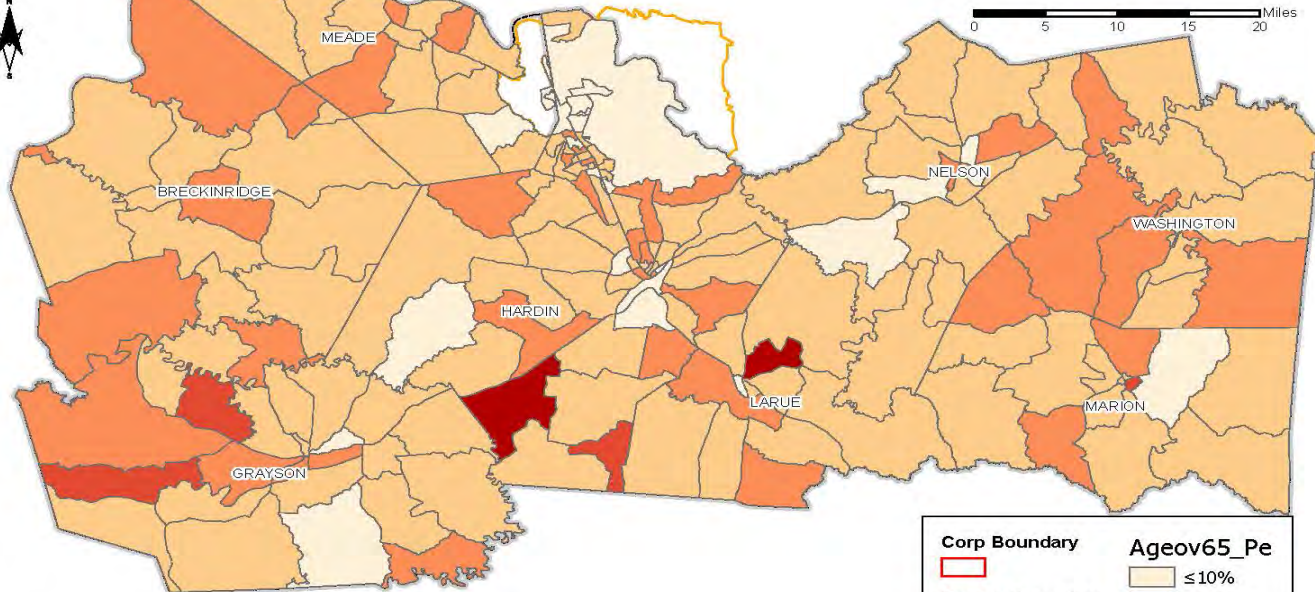
The groups that were considered underserved (Minority, Disabled, Poverty Level, Ageing and Speaks English ‘Less Than Very Well’) were studied to determine if any of previously mentioned groups were considerably higher than state and national levels. Below are choropleth maps that represent each of the underserved groups and their respective percentages by Block Group.

4.3 Census Maps

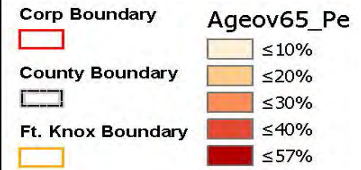




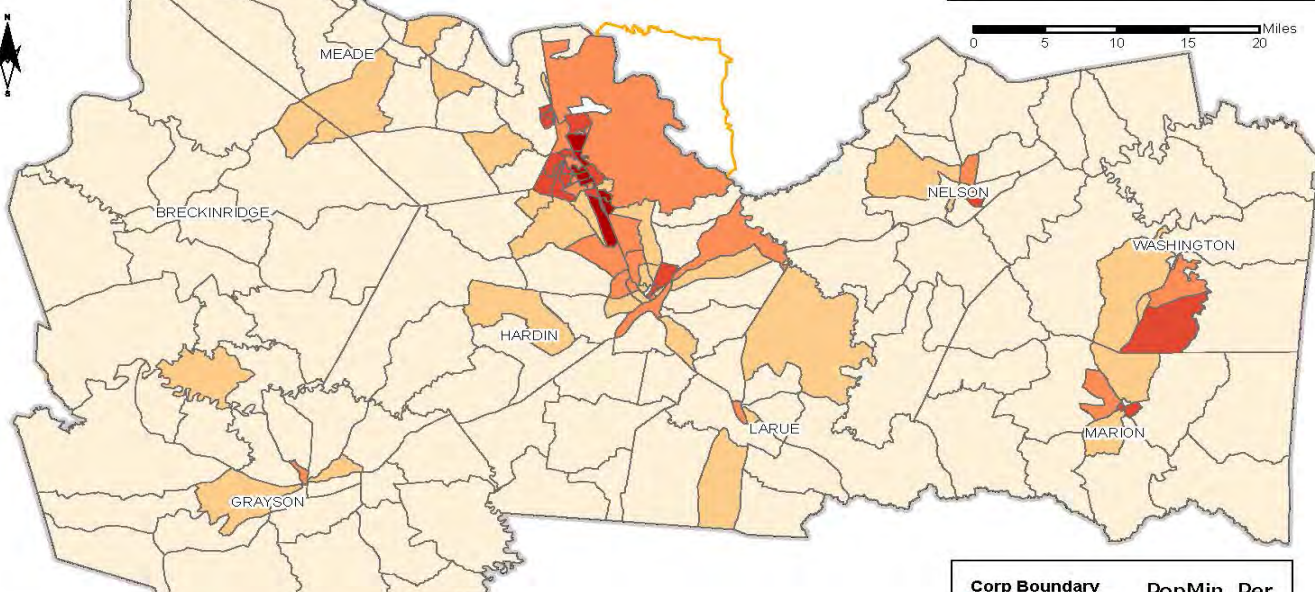
Lincoln Trail Area Development District Percent 65 & Over Population By Block Group



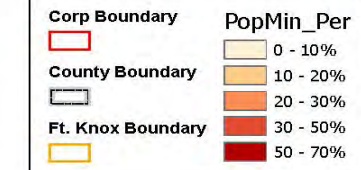
Source: Kentucky State Data Center
Census 2019 American Community
Survey 5-Year Data (2014-2019)
Block Group Populations

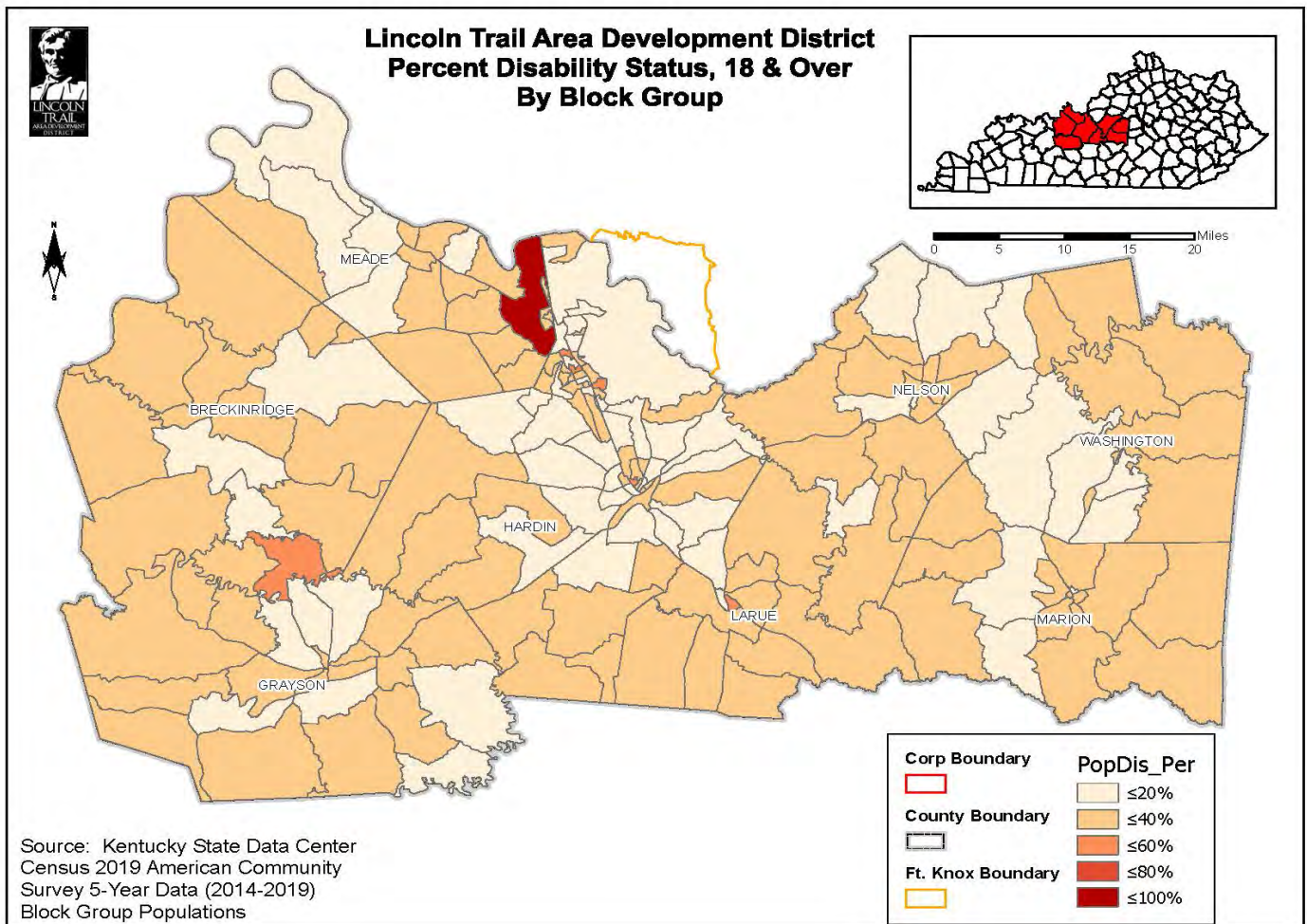
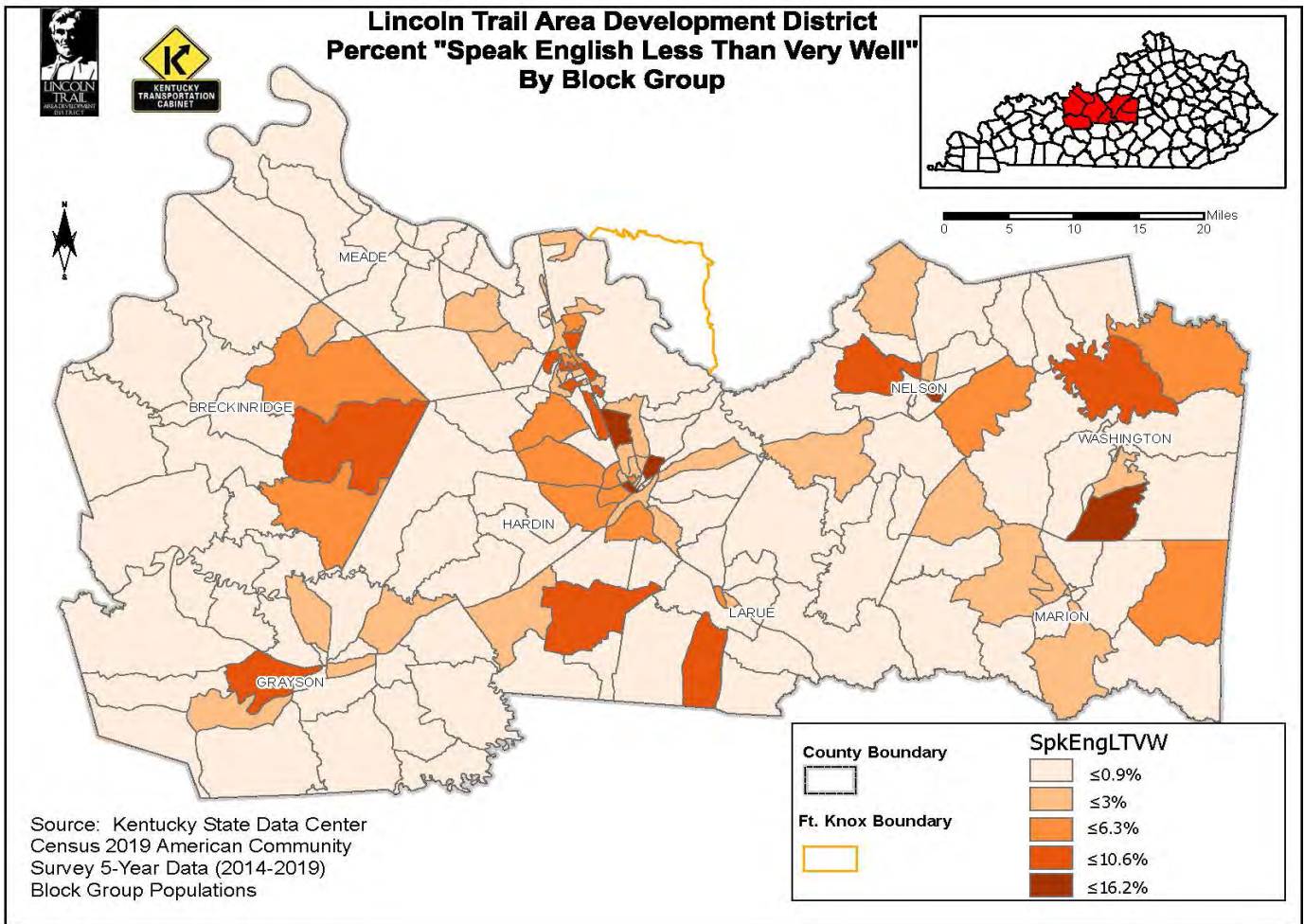


Lincoln Trail Area Development District Percent Minority Population By Block Group

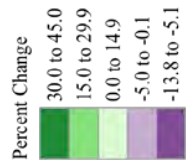


Source: Kentucky State Data Center
Census 2019 American Community
Survey 5-Year Data (2014-2019)
Table B03002 - Hispanic or Latino
Origin by Race

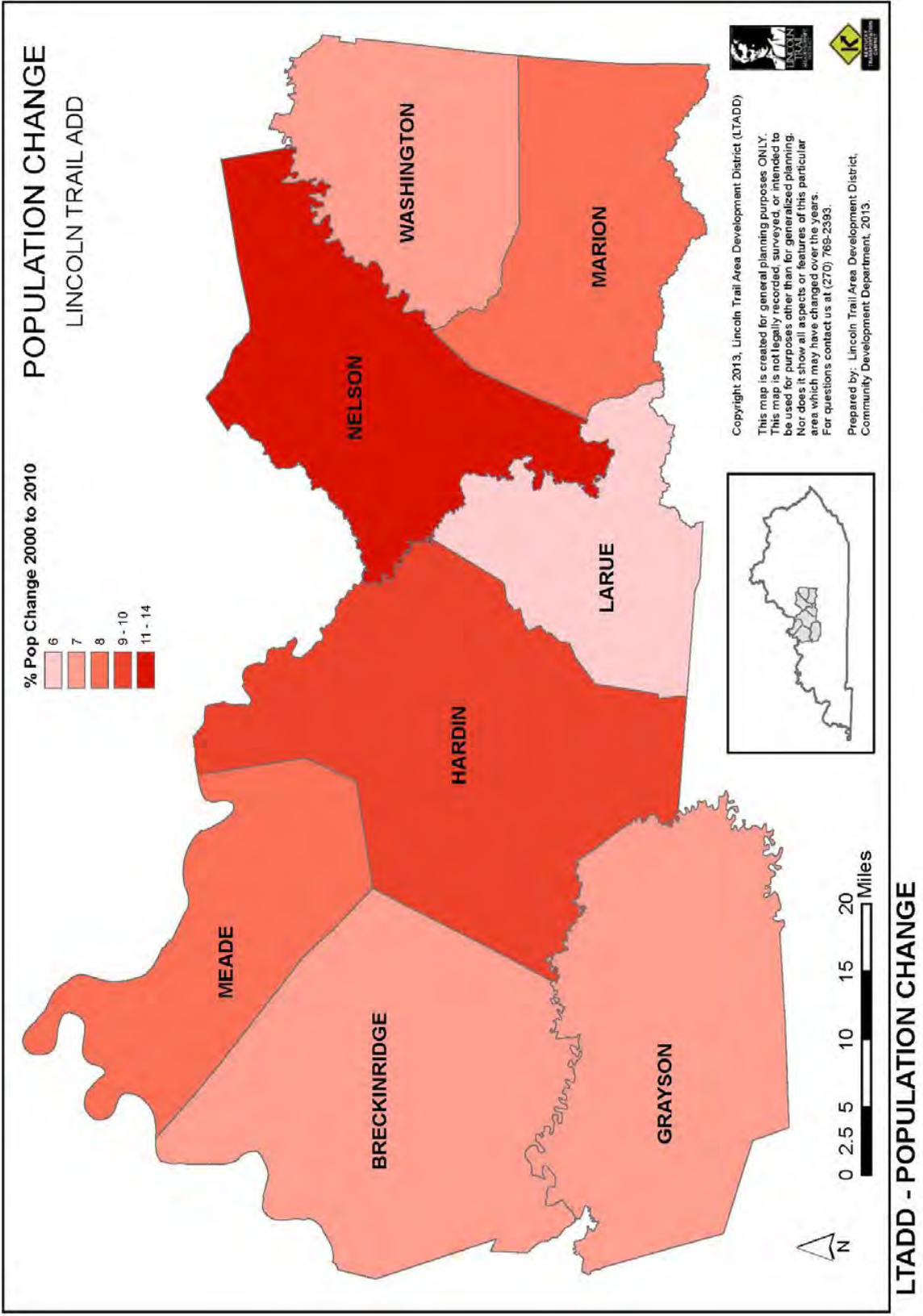




KENTUCKY - 2010 Census Results



Percent Change for State: 7.4%



4.4 Summary Quick Facts

The Lincoln Trail ADD is composed of eight counties: Breckinridge, Grayson, Hardin, Larue, Marion, Meade, Nelson, Washington. In 2010, LTADD comprised 6.2% of the state's population.

The concentration of underserved populations within the Lincoln Trail ADD are greater than the state average, yet consistent with the percentage of population for the ADD.

ADD Quick Facts

Statewide, LTADD contains:

- ☐ 5.5 percent of the African American population
- ☐ 6.1 percent of the Asian American / Pacific Islander population
- ☐ 9.2 percent of the American Indian / Alaskan Native population
- ☐ 6.6 percent of the Hispanic population

LTADD Counties Quick Facts

- Hardin County has the largest overall population at 110,958 residents, and makes up 44% of the ADD's population
- Nelson County has the 2nd largest overall population at 46,233 residents, and makes up 18.5% of the ADD's population
- Lincoln Trail ADD is comprised of 88% White, 7% African American, 3% Hispanic, and 1% Asian/Pacific Islander
- All 8 counties had positive growth since the 2000 Census

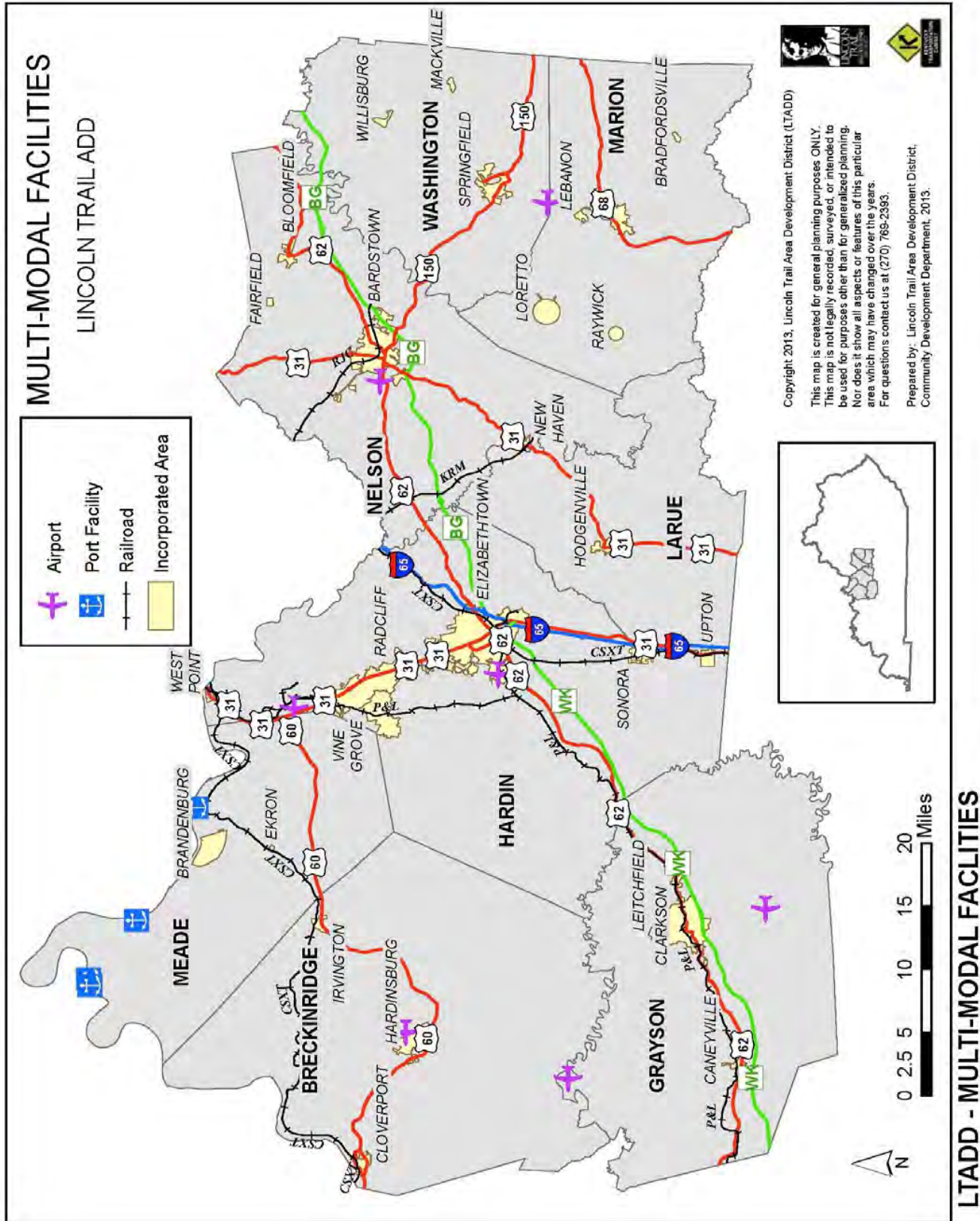
CHAPTER 5: MULTIMODAL CONTACTS

5.1 Introduction

During the course of business, it may become necessary to contact area stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The ADD maintains a contact list and email list-serve for those who have interest in the region.

Multimodal Transportation								
Agency	Type	Address	City	County	Zip	Phone	Email	Comments
Breckinridge County Airport	Airport	PO Box 188	Hardinsburg	Breckinridge	40143	270-456-6062		
Grayson County Airport	Airport	695 Airport Rd	Leitchfield	Grayson	42754	270-589-7251		
Rough River State Park Airport	Airport	Rough River State Park	Falls of Rough	Grayson	40601	270-257-2311	michael.ricks@ky.gov	
Addington Field	Airport	1828 Kitty Hawk Dr	Elizabethtown	Hardin	42701	270-737-8388	lbschmidt@lbschmidt.com	
Lebanon-Springfield Airport	Airport	PO Box 805	Lebanon	Marion	40033	859-336-3818	mjblake4@windstream.net	
Samuels Field	Airport	220 North 5th Street	Bardstown	Nelson	40004	502-348-2099	airboard@bardstowncable.net	
Godman Army Airfield	Airport		Ft. Knox	Hardin	40121	502-624-5737		
Meade County Riverport	Water	2200 S. Highway 250	Harned	Breckinridge	40144	270-422-5627	dpance@mcrecc.com	
Monument Chemical	Water	2450 Olin Rd	Brandenburg	Meade	40108	270-422-2101	mgraham1@monumentchemical.com	
Riverside Stone Company	Water	4800 Cedar Flats Rd	Battletown	Meade	40104	270-497-4191	bryan.ory@yagermaterials.com	
CSX Transportation	Rail	1200 Don Hutson Blvd	Louisville	Jefferson	40219	502-363-7334	CSXI_Louisville_Ramp@csx.com	Hardin, Breckinridge, Meade
Paducah & Louisville Railway	Rail	1135 PAL Rd	Louisville	Jefferson	40210	502-587-9432	ssacharnoski@palrr.com	Grayson, Hardin
R.J. Corman Railroad Corp.	Rail	101 R.J. Corman Dr.	Nicholasville	Jessamine	40340	859-881-7521	info@rjcorman.com	Nelson
Community Action Transportation Svcs	Public	332 Hood Ave	Lebanon	Marion	40033	270-692-2136	Shannon.miller@ckcac.org	All Counties
Bluegrass Ultra-Transit	Public	111 Professional Ct	Frankfort	Franklin	40601	502-695-4290		
Greyhound Bus Station	Bus	189 S Maple St	Sonora	Hardin	42776	270-949-2276		
Park and Ride								
County	Owner	Location	Bike/Ped/Greenway					
Grayson	City	KY 259 @ WK 9001	Agency	City	Address	Phone		
Hardin	KYTC	US 31W @ KY 210	Greenspace	Elizabethtown	PO Box 550	270-765-6121		
Nelson	KYTC	KY 245 @ KY 523						
Nelson	City	KY 48 @ KY 509						
Nelson	KYTC	KY 509 @ US 31E						
Nelson	County	KY 245 @ KY 1430						
Washington	KYTC	KT 555 @ BG 9002						

5.2 Map of Multimodal Facilities



CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

6.1 Introduction

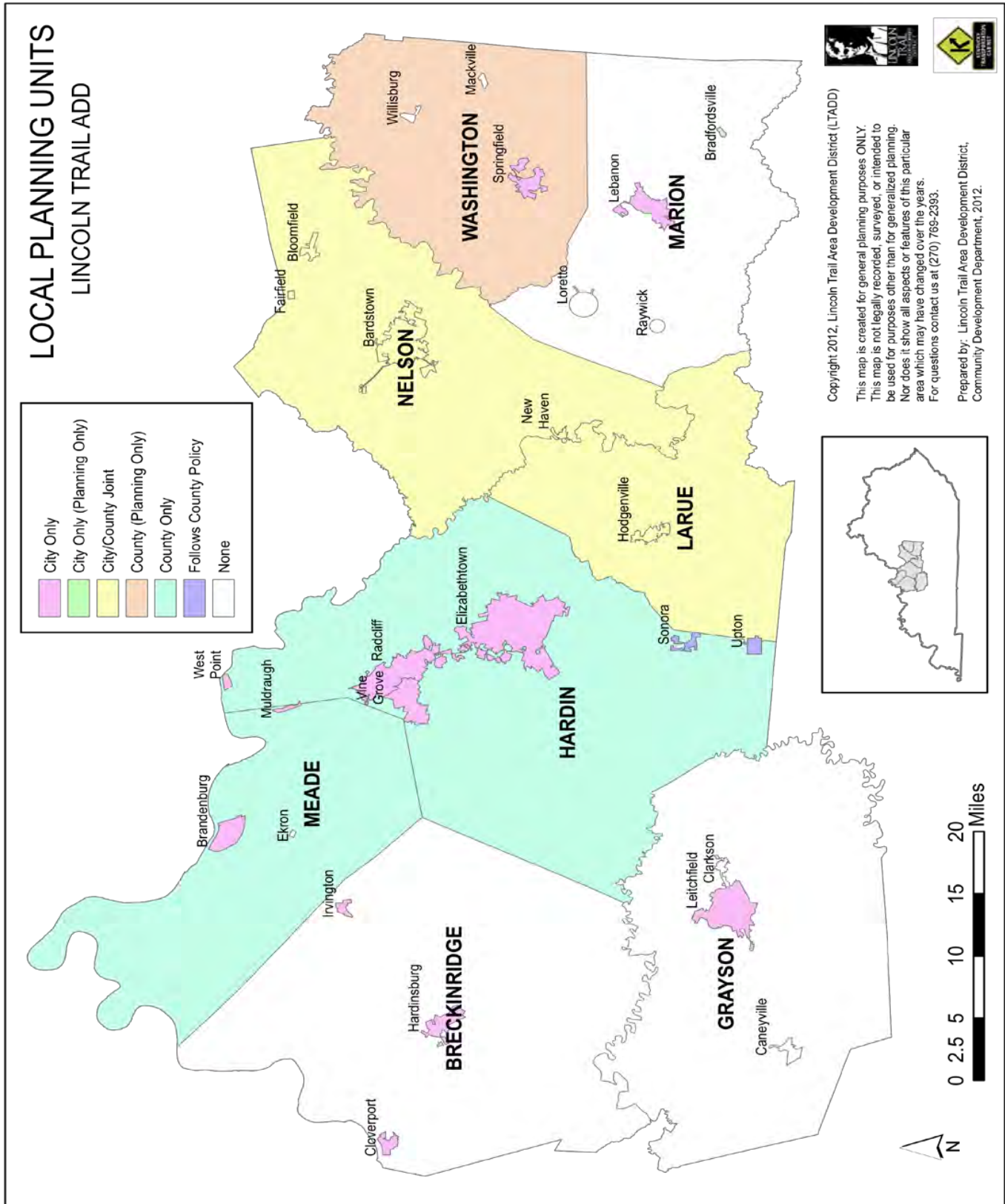
Land use planning is conducted by local planning units (planning commissions) for various cities and counties across Kentucky. As part of their planning process, some planning units develop comprehensive plans, zoning ordinances, and/or subdivision regulations. These documents are intended to guide community decisions about future land use, development, community facilities, transportation, and other infrastructure. Information about planning commissions, staff, and their primary documents are constantly changing over time. It is important for many reasons for state government agencies such as the Transportation, Economic Development, Energy & Environmental Protection, and Education Cabinets, as well as the public, to have easy access to this information.

Comprehensive planning is a decision-making tool for officials and citizens in guiding future growth and development of communities. In Kentucky, state laws mandate that any city or county that has zoning regulations, first adopt a comprehensive plan. The plan then must be updated at a minimum once every five years. The comprehensive plan contains a land use element as well as a transportation element. The land use element is important to establish policy guidance that will be used in making decisions about the compatibility and appropriateness of individual developments within the context of the larger community. The transportation element evaluates the current transportation network and its relevance to the land use and future growth patterns. The purpose of this task is to ensure orderly development of the community transportation network considering not only facilities for automobiles but other modes of transportation as well, such as pedestrian and bicycle improvements, freight movement facilities, water transportation, and other mobility issues applicable to the community. Other common problems experienced in developing areas that will be addressed in this element are access management and neighborhood traffic calming.

The connection between transportation and land use is a fundamental concept in transportation. Transportation and land use are inexorably connected. Everything that happens to land use has transportation implications and every transportation action affects land use. Transportation actions can help shape land use by providing infrastructure to improve accessibility and mobility. Accessibility can be measured by the number of travel opportunities or destinations within a particular travel radius, measured in terms of either travel time or distance. Mobility is directly influenced by the layout of the transportation network and the level of service it offers. Land development generates travel, and travel generates the need for new facilities, which in turn increases accessibility and attracts further development.

6.2 Map of Local Planning Units

The ADD maintains an inventory of land use plans, planning commissions and/or zoning ordinances. If detailed information is needed, please contact the ADD. The following map illustrates areas that have local planning units within the region.



A

Adequacy Rating

Adequacy Rating is a numerical score from 0 to 100 evaluating the current condition of a roadway segment based on congestion, safety, and pavement condition.

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

American Public Transit Association (APTA)

The American Public Transportation Association (APTA) is an international organization that has been representing the transit industry for over 100 years, since 1882. Over ninety percent of passengers using transit in the U.S. and Canada are carried by APTA members. APTA includes bus, rapid transit and commuter rail systems, and the organizations responsible for planning, designing, constructing, financing and operating transit systems. In addition, government agencies, metropolitan planning organizations, state departments of transportation, academic institutions, and trade publications are also part of APTA.

Americans with Disabilities Act of 1990 (ADA)

A federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

Area Development District (ADD)

Fifteen regional planning agencies mandated by state legislation. The fifteen ADDs in Kentucky are the regional planning agencies through which various federal and state programs are administered. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.

Arterial

A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Association of Metropolitan Planning Organizations (AMPO)

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers its members MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services

B

Bicycle Facilities/Amenities

A general term denoting provisions made to accommodate or encourage bicycling, including parking facilities, shared roadways, bikeways, etc.

Bicycle Lane (Bike Lane)

A portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists.

Bicycle Route (Bike Route)

A segment of a system of bikeways designated by the jurisdiction having the authority with appropriate directional and informational markers, with or without a specific bicycle route number. See also signed, shared roadway.

Bikeway

A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

C

Census Defined Urbanized Area (UZA)

UZA is defined by the Bureau of the Census as being comprised of "... one or more central places/cities, plus the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons." The urban fringe consists of a contiguous territory having a population density of at least 1,000 per square mile. The UZA provides population totals for transportation-related funding formulas that require an urban/rural population number.

Coal Haul

Coal Haul is those routes over which coal was reported transported by truck during the previous calendar year.

Collector

A roadway linking traffic on local roads to the arterial road network.

Critical Crash Rate Factor (CRF)

Critical Crash Rate Factor-the quotient showing the ratio of the crash rate for a roadway spot or segment divided by the critical crash rate for that roadway spot or segment based on roadway type, number of lanes, and median type. The critical rate for a roadway type is determined annually by the Kentucky Transportation Center.

E

Environmental Justice (EJ)

Environmental Justice; a term used to encapsulate the requirements of federal Executive Order 12898 which state, in part, that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations“ and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

Extended Weight

Extended Weight is a designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.

F

Federal Highway Administration (FHWA)

The division of the United States Department of Transportation responsible for funding highway policy and funding.

Federal Transit Administration (FTA)

A Division of the United States Department of Transportation (USDOT) responsible for funding transit planning and programs.

Fixing America’s Surface Transportation Act (FAST Act)

Enacted in December 2015 as Public Law 114-94. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed by FHWA, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

Functional Classification

A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local roads are the chief classes.

G

Geographic Information System (GIS)

A GIS is a computerized mapping technology that allows the creation and overlay of various geographic features, commonly linked to socioeconomic and other data.

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

Highway Information System: a comprehensive database of highway inventory information maintained by, and in many cases collected by, the KYTC Division of Planning.

I**Intermodal**

The ability to connect and the connections between modes of transportation.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPO in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places and increased emphasis on public participation and transportation alternatives. Many of the programs that began with ISTEA have been continued through the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law June of 1998.

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K**Kentucky Transportation Cabinet (KYTC)**

KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

L**Level of Service (LOS)**

This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow in a scale of A to F, with free-flow being rated LOS-A and highly congested conditions rated as LOS-F.

Local Roads

Local roads carry the lowest traffic volumes and typically connect with other local roads and collectors (i.e., internal subdivision roads). This class of roadway is generally excluded from Federal funding.

Long-Range Statewide Transportation Plan

A federally required long-range transportation plan for a minimum period of twenty years. The federal legislation requires that a plan be developed for at least a twenty year period and must be

financially balanced. This document, which was first produced in Kentucky in 1995 and updated in 1999, included both policy and projects. The 2006 Plan is a policy only plan

M

Metropolitan Planning Organization (MPO)

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. KIPDA is the MPO for the Louisville area, which includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky.

Metropolitan Statistical Area (MSA)

An area defined by the Office of Management and Budget as a Federal statistical standard. An area qualifies for recognition as an MSA if it includes a city of at least 50,000 population or an urbanized area of at least 50,000 with a total metropolitan area population of at least 100,000.

Mile Point (MP)

Mile Point; used, along with county and route number, to identify location of a highway segment.

N

National Highway (NHS)

A network of interstate and state highways which serve longer distance mobility needs, are important to the nation's economy, defense, and mobility, and are eligible for matching federal funds for capital improvement.

National Truck Network (NN)

National Truck Network are those routes on the state maintained road system which have been specifically designated by KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions (e.g., 102 inches wide, 13-6" high, semi trailers up to 53 feet long, trailers 28 feet long-not to exceed two (2) trailers per truck).

P

Pedestrian

A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

Poverty Level

The minimum level of money income adequate for families of different sizes, in keeping with American consumption patterns. These levels are determined annually by the U.S. government

on the basis of an index originated by the U.S. Social Security Administration and released biennially by the U.S. Census Bureau for states and counties.

Project Identification Form (PIF)

An identification form developed by KYTC Division of Planning for all transportation projects that contains problem statement, project description, specific geometric and analytical data, cost estimates, and assumptions for the project. The form is prepared when the transportation need is first noted and the information is entered into the Unscheduled Project List database and is updated periodically. Maps and pictures for the project may also be attached.

R

Pavement Rideability Index (RI)

A general measure of pavement conditions. The RI is based on a scale of 0 to 5, with 0 being poor and 5 being very good.

Right-of-Way (ROW)

A ROW is a priority path for the construction and operation of highways, light and heavy rail, railroads, et cetera. The ROW phase of a project is the time period in which land in the right-of-way will be purchased.

S

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users

(SAFETEA-LU) The federal transportation reauthorization legislation, enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5 year period 2005-2009 and continued many of the provisions of TEA-21, but also further emphasized and elevated the importance of safety and security, further coordination of statewide planning with the metropolitan areas, consultation with local elected officials, and continued public involvement.

Scenic Byways

These routes are nominated by local support groups and designated by the Transportation Cabinet because they are deemed to have roadside or view sheds of aesthetic, historical, cultural, natural, archaeological, and/or recreational value worthy of preservation, restoration, protection, and or enhancement.

Shared Use Path

A pathway physically separated from motor vehicle traffic and used by bicyclists and pedestrians. Generally, shared use paths serve corridors not served by streets and highways to minimize conflict with cross-street traffic.

Small Urban Area (SUA)

Small Urban Area; population centers of between 5,000 and 50,000 persons.

State Implementation Plan (SIP)

A plan mandated by the CAA and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

Six Year Highway Plan (SYP)

A short-range highway plan of projects to be implemented by phase and funding levels for a six-year period in Kentucky. This plan is mandated by Kentucky Legislation and is updated and approved by the Kentucky Legislature every two years.

Statewide Transportation Improvements Program (STIP)

A short term transportation planning document covering at least a three year period and updated at least every two years. STIPs are created in conjunction with MPOs and the MPO's TIP is incorporated into the state's STIP. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must be consistent with the long term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

Strategic Highway Corridor Network (STRAHNET)

A federal highway designation of selected highways to be used for certain national emergencies.

System Classification/Functional Classification

The categorization of transportation facilities by their actual or expected use characteristics. The distinction is usually made on the basis of access vs. mobility, where lower order roadways are used primarily for access to individual land uses, while higher order roadways are used primarily for travel between towns or cities.

Surface Transportation Program (STP)

A categorical funding program included under ISTEA and continued under TEA-21 and SAFETEA-LU for transportation roadway projects. Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration and rehabilitation; roadway operational improvements; capital costs for transit projects; highway and safety.

T**Traffic Volume**

Number of vehicles passing a given point over a period of time.

Transportation Enhancement Funds (TE)

A federal funding category for projects that add community or environmental value to any active or completed transportation project. For instance, sidewalk, landscaping and bikeway projects are some of the ways in which a roadway could be enhanced.

Transportation Equity Act of the 21st Century (TEA-21)

A law enacted in 1998, TEA-21 authorized federal funding for transportation investment for the time period spanning fiscal year 1998 to fiscal year 2003. Approximately \$218 billion in funding was authorized, the largest amount in history, and is used for highway, transit, and other surface transportation programs.

Transportation Improvement Program (TIP)

Transportation Improvement Program is a document prepared by the MPO. It contains a prioritized list of projects within the metropolitan area for the next four years. This document identifies the projects for inclusion into the STIP. This document must be financially constrained and must be a direct subset of the area's Long-Range Transportation Plan.

U**Unscheduled Needs List (UNL)**

UNL-Unscheduled Needs List ; a list, maintained by the KYTC Division of Planning of potential transportation projects, with project data derived from the KYTC Project Identification Form.

Urban Area (UA)

The Census Bureau defines "urban" for the 1990 census as comprising all territory, population, and housing units in urbanized areas and in places of 2,500 or more persons outside urbanized areas. More specifically, "urban" consists of territory, persons, and housing units in: 1.) Places of 2,500 or more persons incorporated as cities, villages, boroughs (except in Alaska and New York), and towns (except in the six New England States, New York, and Wisconsin), but excluding the rural portions of "extended cities;" 2.) Census designated places of 2,500 or more persons; and 3.) Other territory, incorporated or unincorporated, included in urbanized areas. Territory, population, and housing units not classified as urban constitute "rural." This boundary is the line of demarcation for rural/ urban functional classification on roadways.

V**Volume to Service Flow Ratio (V/SF)**

Volume to Service Flow ratio; a quotient showing the ratio of a facility's actual vehicular traffic volume to its theoretical maximum potential vehicular traffic volume; a ratio higher than about 0.6 indicates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.