

TRANSPORTATION POLICY COMMITTEE (TPC)

Lexington-Fayette Urban County Government
Council Chamber - Second Floor
200 East Main Street
Lexington, Kentucky 40507

Wednesday, March 26, 2014 – 2:30 P.M.

MINUTES

ATTENDANCE – Vice Mayor Linda Gorton called the meeting to order at 2:30 p.m. TPC members in attendance were:

- John Carpenter – Representing Russ Meyer – Mayor of Nicholasville
- David Carlstedt – Representing Harold Rainwater – Mayor of Wilmore
- Neal Cassity – Jessamine Co. Judge Executive
- Shevawn Akers – UCG Council Representing Districts 1, 2, 6
- George Myers – UCG Council Representing Dist. 4, 7, 8
- Barry House – Representing Mike Hancock – Secretary Kentucky Transportation Cabinet
- Rocky Burke – Lextran
- Harry Clarke – UCG Council Representing Districts 9, 10, 12
- Derek Paulsen – Representing Jim Gray – Mayor of Lexington
- Chuck Ellinger – UCG Council At Large
- Linda Gorton – Urban County Government Vice-Mayor
- Peggy Henson – UCG Council Representing Districts 3, 5, 11
- Jon Larson – Fayette Co. Judge Executive

Members absent were:

- Steve Kay – UCG Council At Large
- Pam Shepherd, Federated Transit Services of the Bluegrass (FTSB)
- Bernadette Dupont – FHWA (Non-voting advisory member)
- Abigail Rivera – FTA (Non-voting advisory member)

Business items:

1. Approval Of Minutes – A motion was made, seconded and carried unanimously to approve the minutes of January 22, 2014.
2. Public Comment: There was no public comment at this time.

Action Items:

1. Request Approval of recommended Census Urbanized Areas adjustments for Wilmore, Nicholasville, and Lexington (to be submitted to the KYTC before March 31, 2014) – Mr. Conyers said when the 2010 Census was done they looked at population not transportation. So the State is seeking our input on this urban boundary adjustment process because we know our areas best and we know where urban activities are or not. When this is approved some of the impacts will include: federal transportation programs and highway functional classification that rely on a distinction between urban and rural areas, surface transportation apportionment formula, and control of outdoor advertising on protected routes just to name a few. After the TPC approves the recommend boundaries the MPO staff will submit GIS shapefiles to KYTC who will evaluate and determine the final proposed boundaries to submit

to FHWA for their final approval.

Mr. Larson stated that we need to start thinking more regional for the MPO or we may run into problems in the future.

Mr. House mentioned a few concerns to be worked out with MPO staff prior to final submittal.

A motion was made, seconded and carried 12-1 (Larson) to approve the Census Urbanized Areas boundary adjustments for Wilmore, Nicholasville, and Lexington as amended.

Information / Discussion Items:

1. Draft 2040 Metropolitan Transportation Plan (MTP) – Mr. Conyers said that so far we have established a regional vision, prioritized projects/programs, addressed all transportation modes, and ensured fiscal balance. We are currently gathering public and stakeholder input. We are in a 30 day public review period, and are conducting two public meetings (one in Lexington and one in Nicholasville). After all that is done we will come back to the committee on April 23, 2014 with a summary of public comments and ask for final adoption of the plan. Even after the committee adopts the plan it is not written in stone, for as you know we have an amendment or modification process that goes on continuously. If you would like to view this document you can at www.lexareampo.org.

Mr. House said that it is important that the committee adopt the MTP at the April 23, 2014 meeting so that we will have a new plan in place before the current plan expires. If we don't meet that schedule it would be difficult to make adjustments to project funding. Mr. House said that he would like to encourage the committee to voice their concerns and ask their questions so that we can work them out and come together before the next meeting and adopt the MTP.

2. US-27 / Nicholasville Road Transit Alternatives Analysis: Mr. Shawn Dikes, Parsons Brinckerhoff- Presentation – Mr. Burke said that money for this study was earmarked when Ben Chandler was in office for a transit alternatives analysis. After further study it was decided that we would use the Nicholasville Road corridor to see if we could help with congestion by getting more cars off that road. We decided to use Parsons Brinckerhoff and Mr. Shawn Dikes will tell you what the study has revealed.

Mr. Dikes from Parsons Brinckerhoff then gave a presentation on the US-27/Nicholasville Road Transit Alternatives Analysis that began in January of 2013 and ended in January of 2014. Mr. Dikes said that the locally preferred concept would be 10 miles long and would use the existing right lane for turns and transit, signal priority, and queue jump lane(s). Also the stations would have amenities like security call boxes, bike racks, off board fare collections, and real time next bus information. Mr. Dikes said the reason for this study is to increase ridership, reduce travel time and improve reliability, increase potential for economic development/redevelopment and Transit Oriented Development (TOD), increase competitiveness of Lexington, and to use as a model for other corridors. If you would like to view the report please let us know.

Mr. Clarke asked what would the difference in time be if we where to implement this and what is the total travel time for this corridor now. Mr. Dikes said he believes the time savings would be 6 to 8 minutes in the afternoon and 10 to 12 in the morning and that corridor takes about 45 to 47 minutes on a good day but if you add in an accident it only gets worse.

Mr. Larson asked if we checked with the new executive at RJ Corman about rail transport. Mr. Dikes said that the rail line that is in this corridor is controlled by Norfolk/Southern and they have about a train an hour and with a 10 mile long corridor that would not work for commuter rail.

Mr. Myers asked where does that 10 mile route start and stop. Mr. Dikes said it starts at the Transit Center and ends at the intersection around the bypass in Nicholasville. Mr. Myers asked if the 700 plus potential new riders will come from Jessamine and Fayette County. Mr. Dikes said that they will come from all up and down the new corridor. Mr. Myers asked how you get new riders when the time savings is only 10 to 12 minutes in the morning and 6 to 8 minutes in the afternoon. Mr. Dikes said that you have to look at, do you pay for parking, wear and tear on you car, how much gas you would use verses what it would cost to ride the bus and maybe even tax savings through your employer. Mr. Dikes said another program that we have is good for anyone who rides the bus and may have an emergency where they need their car is called "guaranteed ride home", so that takes one worry out of the decision making process. What is the time line for this project? Mr. Burke said 5 years but we hope to be able to get the money so that we can roll it out sooner.

Ms. Akers asked if there will be any offering of Wi-Fi to entice people to ride. Mr. Burke said that the bus would be built just for this route so it would be painted different, have more space and comfortable seats, Wi-Fi and some other amenities. Ms. Akers said that also as we grow as a city and don't allocate as much space for parking we need to start thinking along the lines of mass transit. Also if we are going to be transporting employees from Jessamine County to Fayette County, Jessamine County needs to share in that investment as well and it would be a great asset to them.

Ms. Henson asked what the up-front cost is if this does not work. Mr. Dikes said that there is some phasing and implementation that might be done so that there could be a trial run with the financial stream that Lextran has now.

Mr. Cassity said that we had tried an express bus a few times and it did not work, but there is a lot more interest in it now than there was 5 years ago and people are interested to learn more about it. Also, with all the growth that we are seeing if we don't start doing something to fix the congestion now we are going to have a terrible miss in 20 years. I also appreciate the study; it gives people something to talk about and encourages them.

3. FY-2015 Lexington Area Unified Planning Work Program (UPWP) – Mr. Conyers said this is the UPWP that will start on July 1, 2014 and go through June 30, 2015. In it you will see all the Federal, State, and local funds that the MPO is allocated. It is arranged by activities and elements, and basically lays out what the staff will be doing. We will bring this document for the committee's approval on April 23, 2014 and if you would like to view this document you can at www.lexareampo.org.
4. Other MPO Items:
 - Lextran Comprehensive Operational Analysis (COA) – Long Range Transit System Analysis – Mr. Burke said that every 5 years transit operations have to be reviewed by an outside party this time Parsons Brinckerhoff was selected. They will look at the operations from the top down to see how we are doing things and see if we are being efficient, and then they will make recommendations on changes that can be made to do things differently. This year we took a little different approach because

we wanted that done but we also want them to look at Lextran's future and tell us what it might look like. We are excited to see what Lextran's future will look like when they get finished in a year.

New / Other Business:

- Any TPC Members Questions / Concerns – Mr. Clarke said that he has already talked with the staff and KYTC about this road. He would like us to consider a phased approach on the project from Parkers Mill Road to Versailles Road starting with the section from Man o War to Cardinal Run ball park so that we could get started now because in the summer there are many people on it and it is a very dangerous section of the road and has had many accidents.

Adjournment – The meeting adjourned at 4:00 p.m.

The next meeting of the TPC will be on April 23, 2014 at the Fayette County Council Chambers.