

Minutes - Statewide Transportation Planning Meeting

January 16, 2019

Kentucky Transportation Cabinet
Frankfort, Kentucky

Facilitator: Deanna Mills

Scribe: Beth Lykins

The following notes are in addition to the presentations.

SHIFT 2020 – Eileen Vaughan, John Moore, and Maridely Loyselle

2019 Freight Roundtable Follow up – Jeremy Edgeworth

Resiliency – Scott Schurman

- Q: When will the tools/mapping/GIS layers be ready to use for our planning efforts?
A: We hope that the tools will be ready before the summer of 2019.
- Q: Will the assets identified in the risk register of the Transportation Asset Management Plan (due June 2019) have mitigation methods listed along with them?
A: Yes, at a high level though. The mitigation methods would focus more on addressing risk to classes of assets rather than specific assets themselves.

Planning and Environmental Linkages (PELs) – Eric Rothermel

- Q: the KYTC corridor studies look a lot like PELs. What do we need to do to turn a study into a PEL?
A: Eric provided links to the FHWA webpage on PELs. There are also examples on how other states are handling PELs. John Ballantyne stated there are PEL checklists and that the Milton-Madison Bridge was a PEL.
- Q: Does a PEL cost the same as typical corridor study?
A: It should. It makes it easier to freshen up the public involvement aspect if it has been a few years, and then segue into the normal NEPA process.

DDSA Implementation in KY update – Jill Asher

- Highway Safety Manual (HSM) training is available on YouTube, links are provided on the Power Point presentation
- Contact Jill Asher to get your name added to the HSM training list
- Q: is there a difference when calculating Excess Expected Crashes (EECs) on rural roadways vs urban roadways?
A: Yes.
- Q: Is there a bike/pedestrian element to DDSA?
A: There is, but KYTC is not ready to implement the DDSA methods to bike/ped yet.

New SPR Initiatives – Steve De Witte

- Q: How were the District 4 and District 10 Connectivity corridors selected?
A: The local officials and district personnel prioritized and selected the corridors based on their local knowledge and experience.