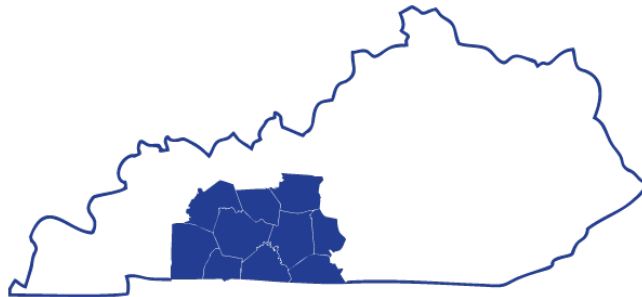


# Barren River Area Development District

## Public Involvement Plan

Updated: June 2024

# BARREN RIVER



## AREA DEVELOPMENT DISTRICT

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## Chapter 1 INTRODUCTION

### 1.1 History of the Program

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. Federal legislation is a major part of the framework that guides the rural transportation planning process. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The IIJA/BIL authorized funding over fiscal years 2022 through 2026 in new Federal investment in surface transportation and other infrastructure projects. The IIJA builds on previous legislative initiatives including Fixing America's Surface Transportation Act (FAST Act), the Moving Ahead for Progress in the 21st Century (MAP 21) Act; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These historical transportation bills create the framework for local transportation planning.

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 Unscheduled Needs List (UNL) 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, HDO, MPO Boundaries



### 1.3 Purpose of the Public Involvement Plan

The purpose of the ADD Public Involvement Plan is to describe actions the ADD Regional Transportation 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 the government are made in context of public participation.

Chapter 1 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, and
- representatives of freight transportation services as well as any other interested parties.

The best policy decisions by the government are made in the context of public participation. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and its successors, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 and Moving Ahead for Progress in the 21st Century (MAP-21), set policy directions for greater public participation in federal and state transportation decision-making. The mandates of ISTEA and TEA-21 have fostered a more concentrated effort to develop and maintain comprehensive and effective public outreach programs in accordance with Title VI of the Civil Rights Act of 1964.

The Barren River Area Development District (BRADD) Regional Transportation Committee created this Public Involvement Plan to provide guidelines for establishing and maintaining optimum public

involvement with assessment tools to evaluate the effectiveness of the program. Public involvement is more than just one hearing or a single meeting near the end of a project. Exemplary public involvement begins early in the planning process and continues throughout each of the planning stages, helping to avoid, minimize, and mitigate project impacts while providing the best engineering solutions.

The objectives of the BRADD Transportation Committee Public Involvement Plan are to:

- **INVITE** all communities in the BRADD region to participate in the transportation planning process. This invitation should have a special emphasis on those communities who have been underrepresented and/or underserved.
- **INFORM** all communities of their role in the transportation planning and decision-making process.
- **INVOLVE** all communities by providing opportunities early and often in the transportation planning and decision-making process.
- **IMPROVE** continuously the public involvement process in the efforts to accomplish the objectives to invite, inform, and involve the communities within the BRADD region.

Because the development, adoption, and amendment of plans and programs are subject to the Public Involvement Plan, the BRADD Transportation Committee will review it annually to ensure the planning process provides full and open access to all segments of the BRADD region.

## 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 BRADD Regional Transportation Committee (RTP) is responsible for identifying, evaluating, and prioritizing transportation needs in Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren Counties. The Committee was established as an advisory body to the BRADD Board of Directors. The RTP consists of representatives who are interested in improving transportation from each of the counties in the BRADD 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 RTP 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.

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 BRADD Transportation Planner and provided to the KYTC Division of Planning.

**BARREN RIVER AREA DEVELOPMENT DISTRICT  
REGIONAL TRANSPORTATION COMMITTEE  
BYLAWS**

**Passed  
AUGUST 25,  
2005**

**Revised  
OCTOBER 26,  
2022**

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**BARREN RIVER AREA DEVELOPMENT DISTRICT  
REGIONAL TRANSPORTATION COMMITTEE  
BYLAWS**

**ARTICLE I**

NAME AND PURPOSE

SECTION I: NAME

The name of this organization shall be known as the Barren River Area Development District Regional Transportation Committee.

SECTION II: AUTHORITY

This Committee shall be established by the Barren River Area Development District Board of Directors, and appointments shall be approved by the Board of Directors. Nominations shall be made by the chief elected official of each County and City represented on the Barren River Area Development District Board of Directors.

SECTION III: PURPOSE

The Barren River Area Development District Regional Transportation Committee has been created to fulfill the following purposes:

- a. To direct the Transportation Planning Staff in the execution of the Regional Planning Program.
- b. To provide technical input to the Transportation Planning Staff on transportation issues.
- c. To provide a forum for elected officials to work together in solving regional transportation problems.
- d. To act as an advocacy body on transportation-related matters as needed.
- e. To provide a forum for public involvement into the regional planning process.
- f. To provide input for the Kentucky Transportation Planning Process.



## ARTICLE II

### MEMBERSHIP AND ORGANIZATION

#### SECTION I: MEMBERSHIP

The Regional Transportation Committee shall be composed of 50 voting members and additional advisory members. Voting membership should include, at a minimum:

1. Elected officials or representatives for each county and each city with a population of 5,000 or more.
2. Law enforcement representatives, with a minimum of one county-level representative, one city-level representative, and one state-level representative.
3. Road, Highway and/or Public Works representatives from cities and counties.
4. Emergency Medical Service and/or Fire Department representatives.
5. School transportation officials.
6. Human Service Delivery representatives.
7. Representatives of major trucking, logistic, intermodal, rail, airport, river port, or public transportation entities.
8. Underserved populations and/or minority populations and advocacy groups.
9. Planning and zoning commissions and organizations.
10. Bikeway, greenway, and pedestrian coordinators.
11. Economic development organizations.
12. Industrial authorities and commissions.

Advisory, non-voting membership should include, at a minimum:

13. Public citizens at large.

#### SECTION II: PROXIES

Each member may appoint at least one person to represent the member in the event of the member's temporary absence. Each member shall present the name or names of their representative(s) to the Committee Members in writing. The Committee shall be notified of any change of representative by the member, in writing, as soon as possible. The lists of representatives shall be kept at the Barren River Area Development District office.

#### SECTION III: CHANGE IN MEMBERSHIP

Members representing other interest groups or disciplines may be added to or removed from the Barren River Area Development District Regional Transportation Committee at the discretion of the Committee. Their term and voting status shall be determined prior to their installation as a member.

## BYLAWS

### SECTION IV: EX-OFFICIO MEMBERS

Ex-officio members representing other State or Federal transportation agencies may be recommended by the Regional Transportation Committee and appointed by the Barren River Area Development District Board of Directors.

### SECTION V: VOTING

Each Member shall be entitled to one (1) vote on all actions of the Committee. Ex-officio members and advisory members shall not be entitled to a vote.

### SECTION VI: QUORUM

A quorum shall consist of a minimum of 6 counties being represented by eligible voting members and the presence of one (1) Committee Officer.

### SECTION VII: PUBLIC INVOLVEMENT

Individuals and groups are encouraged to attend the meetings of the organization and take an active role by expressing their opinions and ideas and serving as advisors. They shall have non-voting status.

## **ARTICLE III**

### MEETINGS

#### SECTION I: MEETING DATES

The Committee shall hold regularly scheduled meetings, which will be held at least quarterly. If no business is pending, such meetings may be cancelled at the discretion of the Committee Chair.

Committee meetings shall be in the T. Jack Eversole Conference Center, Bowling Green, Kentucky or in a location previously approved by the Committee Chair. In the event that it is unsafe to meet in person, both regular and special meetings may be held virtually via video- or tele-conferencing or other ADD-approved virtual meeting service. The necessity of holding a virtual meeting will be decided on by the RTC Chair and care should be taken to ensure all members and public participants have access to these meetings.

Special Committee meetings may be called at the discretion of the Committee Chair or by petition of other Members or as business requires.

## SECTION II: MEETING NOTICES

Meeting notices shall be sent to all Committee members and other interested parties and agencies. These notices shall be distributed no later than seven (7) days prior to the meeting and shall include the date, time and place of the meeting, and the agenda to be considered.

## SECTION III: NEWS RELEASES

News releases announcing the meetings to the public shall be created and distributed in accordance with the FHWA Public Involvement Process. News releases shall be distributed no fewer than (7) days in advance of the meeting date.

## SECTION IV: MINUTES

Official minutes shall be kept of each and all meetings of the Committee. An original set of minutes shall be kept in a permanent file in the office of the BRADD.

Copies shall be made available to all Barren River Area Development District Regional Transportation Committee members, Coordinating Agencies, interest groups and individuals. Wider distribution of the minutes may be made as deemed necessary by the Committee.

# **ARTICLE IV**

## OFFICERS AND ELECTIONS

### SECTION I: OFFICERS

The officers of the Regional Transportation Committee shall consist of a Chair and Vice-Chair. All officers shall be elected from the Committee's membership.

### SECTION II: TERM OF OFFICE

An officer's term of office shall extend from the first quarterly meeting of the calendar year of even number years through the last quarterly meeting of the calendar year. All terms of office shall be for two (2) years.

Elections shall be held at the last scheduled meeting before the first quarterly meeting of the calendar year, the end of an officer's term, on even-numbered years. Nominations shall be accepted from the floor by the membership on the day of the election.

Officers shall be elected by a majority of the members, provided that a quorum has been established.

## BYLAWS

### SECTION III: OFFICER'S VACANCIES

Vacancies for unexpired terms of Committee officers shall be filled by election by a majority of the members, provided that a quorum has been established.

### SECTION IV: DUTIES OF THE CHAIR

It shall be the duty of the Chair to preside at all meetings and to enforce all laws and regulations pertaining to the administration of the committee. The Chair may call regular and special meetings of the Committee in accordance with the Bylaws.

### SECTION V: DUTIES OF THE VICE CHAIR

In the absence of the Chair, the Vice-Chair shall have all powers and responsibilities of the Chair. If the Chair is vacant for any reason, the Vice-Chair shall act as Chair until an election is held to fill the office of the Chair.

## **ARTICLE V**

### COMMITTEE MANAGEMENT

#### SECTION I: FISCAL YEAR

The fiscal year of the Barren River Area Development District Regional Transportation Committee shall be from July 1 through June 30.

#### SECTION II: PROCEDURE

The rules of parliamentary procedure as laid down in "Robert's Rules of Order" shall govern all meetings of the Committee.

#### SECTION III: SUBCOMMITTEES

The Chair shall appoint all temporary subcommittees and their Chairpersons for the Barren River Area Development District Regional Transportation Committee.

All temporary subcommittees shall be subject to the call of the respective Chair.

## BYLAWS

A record of all subcommittees' meetings shall be made, and their proceedings reported to the Regional Transportation Committee.

A majority of any subcommittee shall constitute a quorum.

### SECTION IV: ATTENDANCE

Any voting member who misses three consecutive meetings is subject to review by the Committee. The Committee may take action that it deems appropriate, including removal of that member from the Committee.

### SECTION V: TENURE and ROTATION of MEMBERSHIP

#### ELECTED or APPOINTED OFFICIALS

The term of an individual who is a member of the Committee by virtue of holding an elected or appointed office, as set forth in these by-laws, shall remain a member of the Committee as long as that individual retains the office for which he or she was elected or appointed. Upon termination of that individual's term in the elected or appointed position, the individual will cease to be a member of the Committee and will be replaced by his or her successor.

#### NON-ELECTED or APPOINTED MEMBERS

The term of each member that is a non-elected or appointed official shall extend from January 1 through December 31. The terms of membership for these members shall be for two (2) years. The term of membership will begin on January 1 of each odd numbered year for which members are to assume their duties. Members may serve consecutive terms.

## **ARTICLE VI**

### GRIEVANCE PROCESS

#### SECTION I: GRIEVANCES

Any grievance filed on any of the duly established Committees of the Barren River Area Development District Regional Transportation Committee will be duly reviewed by the Chair of the Barren River Area Development District Regional Transportation Committee and the

Executive Director of the Barren River Area Development District and forwarded to the Barren River Regional Ethics Committee for their final action.

## **ARTICLE VII**

### **AMENDMENTS**

#### **SECTION I: AMENDMENT PROCEDURES**

Amendments to the Bylaws of the Barren River Area Development District Regional Transportation 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 Chair at least thirty (30) days prior to the meeting. A copy of such proposition shall be embodied in the call for the next scheduled meeting. If the proposed amendment is brought to a vote, it shall require a two-thirds majority to be ratified into the Bylaws.

## 2.3 Regional Transportation Committee Goals and Objectives



### **GOALS AND OBJECTIVES STATEMENT REGIONAL TRANSPORTATION COMMITTEE Adopted October 26,2022**

**Goal 1: Promote a transportation system that will provide the highest possible level of mobility to all potential users.**

- By December of 2027, preserve the mobility and capacity of the district's existing transportation system by supporting initiatives to implement access management programs, and continue to participate in planning educational programs pertaining to highway access management and the inter-relationships between land development and highway system.
- By December of 2027, improve and expand the capacity of the District's highway system to accommodate future increased traffic by supporting highway projects designed to alleviate traffic congestion and improve overall mobility of people and goods.
- By December of 2027, participate in the prioritization of transportation needs for the Statewide Transportation Plan, Highway Plan, and the Unscheduled Highway Needs List, and off-system Bridge Replacement Program.
- By December of 2022, and annually thereafter, work closely with the Kentucky Transportation Cabinet's District 3 and 4 concerning the maintenance and development of the district highway system, including bridges and the development and implementation of corridor and other types of transportation planning studies.
- By December of 2022, and annually thereafter, work with the Regional Transportation Council, Metropolitan Planning Organization, and the ten county committees in the development of the district's transportation system.
- By December of 2027, support the establishment of electric vehicle infrastructure across the region by researching funding options, providing training/education opportunities and materials, and convening regional focus groups.

**Goal 2: Work to enhance the integration and connectivity of the transportation system, across and between modes of travel for people and goods to develop a system that supports and strengthens the**

**economic vitality and competitiveness of the district, and which supports economic development initiatives.**

- By December of 2027, support the maintenance and enhancement of the movement of freight to markets between and within the District, Commonwealth, Country, and World by expanding the National Truck Network System.
- By December of 2027, support the maintenance and development of a transportation system (including bike and pedestrian transportation modes) that promotes maximum tourism access and enjoyment by assisting local governments to secure adequate signage on major routes or routes directing visitors to the tourist attractions of the area.
- By December of 2027, work with KYTC Districts 3 and 4, local elected officials, and other area stakeholders to increase access to recreational and tourism facilities within the district including exploring public and pedestrian transit options to assist with connections.
- By December of 2027, work with KYTC Districts 3 and 4, local elected officials, and other area stakeholders to fully develop and maintain regional scenic highways.
- By December of 2022, and annually thereafter, provide information and training to interested parties including local elected officials, transportation stakeholders, and others regarding the development of complete streets, best practices for the management of traffic congestion, and the benefit of conducting road diet measures among other best practices.

**Goal 3: Support the development and maintenance of community transit systems throughout the BRADD region in order to ensure residents and workers access key goods, services, and amenities—such as schools, fresh foods and other shopping, open space and recreation, health care, libraries, and other services—and major employment centers and other regional destinations.**

- By December of 2022, and annually thereafter, utilize Federal Transit Administration (FTA) funding to maintain and improve transportation for the elderly and handicapped, including acquiring, rehabilitating, and operating (public and semipublic) transportation systems within the BRADD region.
- By December of 2022, and annually thereafter, provide information and training to interested parties including; staff of public and semi-public providers within the District, local elected officials, transportation stakeholders, and others regarding the development of community transit options and best practices for public transit operation.
- By December of 2027, work with regional partners to create and disseminate a toolkit for developing vibrant neighborhoods in rural communities, including resources related to walkability, transit, neighborhood greenspace and greenways, and place-based initiatives (Also Supports SP.2 & H.3)



- By December of 2027, seek out funding to support vibrant neighborhoods in rural communities, including funding projects related to walkability, transit, neighborhood greenspace and greenways, and placed-based initiatives (Also Supports SP.2 & H.3).
- By June of 2025, work with communities to identify locations for potential creation of or enhancement to neighborhood greenways in order to provide park-like connections to natural areas, parks, schools, business districts and other community destinations. These attractive neighborhood streets and trails make it safer and more fun to walk and bike in the community, while also treating stormwater.
- **Goal 4: Expand and enhance the Region's rail access and assets to promote increased freight and passenger transportation.**
- By December of 2027, support maintenance and development of the railroad system of the district for both freight and passenger transportation by providing technical support and researching funding opportunities for implementation.
- By December of 2027, work with railroad companies and cities with abandoned rail lines to develop Rails to Trails non-motorized pedestrian trails throughout the region.
- By December of 2027, work with railroad companies to remove obsolete rail crossings and upgrade all other rail crossings to meet current safety standards.
- **Goal 5: Support the maintenance and development of pedestrian systems, bicycle systems, and waterway systems throughout the District.**
- By December of 2022, and annually thereafter, provide assistance to cities and counties within the district in the development of pedestrian and bicycle paths by providing technical assistance, training, and research around funding opportunities to support related initiatives.
- By December of 2022 and annually thereafter, provide assistance to local governments in implementing an integrated strategy of trail development including Blueways, Trail Towns, and local waterway designations by utilizing the funding resources and selection criteria of the Recreational Trails Program Fund, Land and Water Conservation Fund, Transportation Enhancement funds, and other sources.
- **Goal 6: Support maintenance and development of the air transportation system in the BRADD Region.**
- By December of 2027, work with local airport boards, cities, and counties to upgrade existing airports in the BRADD Region in keeping with existing comprehensive airport master plans.

- By December of 2027, work with the Bowling Green-Warren County Airport to secure commercial air travel for the airport and support funding of necessary improvements for commercial air traffic use (both passenger and freight).

**Goal 7: Promote the safety and security of the transportation system within the BRADD Region.**

- By December of 2022, and annually thereafter, identify highway projects that would eliminate or minimize hazards on roadways within the district for the purpose of seeking funding to remove those hazards. (Examples would be improving drainage to remove flooding from roadway or improving intersections to eliminate a safety hazard).
- By July of 2024, provide education and training on implementation measures that improve operating efficiency, crash management, and motorist information systems. (An example would be the intelligent transportation system highway message boards in Warren County).
- By December of 2025, develop and maintain programs that will prepare local jurisdictions to address the operation of our transportation system during natural disasters, hazardous materials spills, or other emergencies of local, state, and national significance.

## 2.4 Regional Transportation Committee Voting Membership by County

### Allen

Dennis Harper	Judge/Executive, Allen County
David Burch	Mayor, City of Scottsville
Shelly King	Allen Co. Planning Commission
Johnny Hobdy	Industrial Development Authority

### Barren

Jamie Bewley Byrd	Judge/Executive Barren County
Henry Royse	Mayor, City of Glasgow
Dwayne Hatcher	Mayor, City of Cave City
Kevin Myatt	Barren Co. Planning Commission
Guy Howie	Police Chief, City of Glasgow
William Rock	Fire Chief, City of Glasgow
TBD	Barren Inc

### Butler

Tim Flener	Judge/Executive, Butler County
Billy Phelps	Mayor, City of Morgantown
Sara Embry	Butler Co. EMS
Scottie Ward	Butler Co. Sheriff's Dept.
Ryan Emmick	Butler Co. Public Schools

### Edmonson

Scott Lindsey	Judge/Executive, Edmonson County
Mark Meeks	Edmonson county Magistrate

### Hart

Joe Choate	Judge/Executive, Hart County
Randall Curry	Mayor, City of Horse Cave
John Bunnell	Hart Co. IDA
Brian Weber	Road Supervisor, Hart County

### Logan

Phil Baker
Mark Stratton
Mike Hughes
Donna Blake
Tammy Costellow
Jason Henderson

Judge/Executive, Logan County
Mayor, City of Russellville
Mayor, City of Auburn
Mayor, City of Adairville
Logan Economic Alliance for Development
Public Works Director, City of Russellville

### Metcalf

Larry Wilson
Moe Hensley
Wes Jolly

Judge/Executive, Metcalfe County
Public Works Director, City of Edmonton
Metcalf Co. IDA
Metcalf Co. Emergency Management Dir.

### Monroe

Mitchell Page
Michael Bowe
Bob Greer

Judge/Executive, Monroe County
Mayor, City of Tompkinsville
Mayor, City of Gamaliel

### Simpson

Mason Barnes
Larry Dixon
Bobby Groves

Judge/Executive, Simpson County
Mayor, City of Franklin
Public Works Director, Simpson Co.

### Warren

Doug Gorman
Susan Harmon
Carroll Duckworth
Ben Peterson
Todd Alcott

Judge/Executive, Warren County
Bowling Green Regional Airport
Warren County/Bowling Green MPO
City County Planning Commission of Warren Co.
Mayor, City of Bowling Green

### Regional Representatives

Captain Tim Adams
Todd Hammerstone
Vanisha Stewart-Amoah
Jessie Varner
Tim McWhorter

Captain, Kentucky State Police
Logan Aluminum
Bowling Green International Center
Citizen Member
GOBG GM/Assistant Director of Transit, WKU

## 2.5 Committee Plan of Activities

The Barren River ADD Regional Transportation Committee established in 2020 the first Wednesday of the last month of each quarter at 11:00 am CST as the regular meeting time for the committee, though meeting dates and times may vary. Additional meetings may be scheduled as the need arises.

### September 6, 2023

- Review and Approval of Regional Goals and Objectives
- Regional Goals and Objectives
- Updates on Local Bicycle and/or Pedestrian Plans
- Project Updates
- Review and Approval of Committee Bylaws
- NHS Intermodal Connector Review
- Truck Parking Inventory Review
- Guest Speaker
- Rail Freight Updates
- SHIFT 2024 Prioritization

### December 6, 2023

- KY Scenic Byways Inventory Review
- Guest Speaker
- Project Updates
- Contacts/Resources Update
- Committee Membership

### March 6, 2024

- Project Updates
- Bike/Ped Update
- Title VI Updates
- Guest Speaker

### June 5, 2024

- Major Rail Freight Loading/Unloading Location Inventory Review
- Review and Approval of Public Improvement Plan
- Project Updates
- Socioeconomic Update
- Guest Speaker

## **Chapter 3 PUBLIC INVOLVEMENT**

### **3.1 Introduction**

The BRADD will provide public involvement opportunities to allow all persons to be included in transportation planning and to 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 BRADD and/or the KYTC. The BRADD will make every effort to include the transportation disadvantaged and under-served populations (e.g. elderly, minority, low-income and disabled 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 BRADD Regional Transportation Committee (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 MAP-21 requirements for public involvement the BRADD 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 BRADD Public Involvement Plan (PIP) will use a broad-brush approach when 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 ten-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 BRADD Transportation Planner and provided to the KYTC Division of Planning.

The BRADD 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.

BRADD 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 BRADD Board of Director's meetings
- Utilizing the BRADD quarterly newsletter to reach, educate and inform the public on various transportation programs/issues.
- Social Networking – utilizing web-based networks such as Facebook and Twitter to post information about meetings and other transportation related issues.
- 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 BRADD Web Site to post transportation projects / information / comments and providing a link for public feedback.
- Address civic groups, chamber meetings, government meetings concerning the statewide transportation process.
- Attending fiscal court and city council meetings requesting input for the UNL. This would include obtaining information relative to identifying new projects, evaluating existing UNL and prioritization information. This process allows the BRADD to be part of the meeting agenda and allows local citizens the opportunity to also provide comments.
- Utilizing local newspapers to help reach more sectors of the public and provide education on the transportation planning process.
- Conduct public meetings at county courthouses, city hall, or local community centers.
- Utilize existing services/programs at the BRADD to distribute information (i.e., Child Care, Housing, 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 BRADD 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 BRADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The BRADD maintains a detailed listing of contact information and may be obtained by contacting the BRADD transportation planner.

#### 1. **Third Party Groups**

The BRADD 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 BRADD 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. **BRADD Website**

The BRADD Website is located at [www.bradd.org](http://www.bradd.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, Restaurants, Shopping Centers
- Chambers of Commerce
- KYTC Highway District Office
- Area Development District
- Schools
- Public Housing Authorities
- Senior Citizens Centers/Housing
- Special Event Locations
- Other Locations Identified through the Process

### 3.3 Tentative Groups to Address

#### **TENTATIVE LIST of GROUPS and/or INDIVIDUALS** **TO BE ADDRESSED DURING FISCAL YEAR 2024**

The following is divided into two sections. The first is an overview of groups located in the BRADD Region. Regional Transportation staff has tentatively scheduled to address some of these groups, but some of them will only be addressed if time allows or an invitation is extended. The second part of this document is a tentative schedule of the groups the Regional Transportation staff intends to address in fiscal year 2020. Additions or omissions may be necessary throughout the year due to time constraints and group availability.

#### **Part I** **LIST of GROUPS in BRADD**

##### **AMERICAN ASSOCIATION OF RETIRED PERSONS (AARP)**

Participate in 50 Over 50 Community Training, organized by the City of Bowling Green's Department of Community and Neighborhood Development, to inform older Americans about the transportation planning process in Kentucky.

##### **BRADD DEVELOPMENT COUNCIL**

Transportation staff will meet with the BRADD Development Council, a group of economic development and banking professionals, to discuss the transportation planning process in Kentucky before the Council completes and submits the BRADD Comprehensive Economic Development Strategy in September.

##### **CITY COUNCILS/COMMISSIONS**

Meet with these groups to inform them as to the purpose and activities of the Regional Transportation Committee and attempt to gain their support in upcoming transportation efforts. The mayor will determine when these meetings will occur.

##### **CITY MAYORS**

As with the County Judge/Executives, efforts will be made to encourage the city mayors to attend the committee meetings. The majority of Mayors within the BRADD area are privately employed in addition to their tenure as a public official. Mayors are often unable to attend Regional Transportation Committee meetings. Private meetings will continue with these individuals to ensure that they remain involved in the planning process.

##### **CHAMBER of COMMERCE**

All Chambers of Commerce in the BRADD area will receive information on the Statewide Transportation Planning Process. As invited, presentations will be made to these groups. Additional correspondence will be pursued with the subject cities for the Bike/Ped database this year.

### **COMMUNITY ACTION OF SOUTHERN KENTUCKY**

Community Action of Southern Kentucky, Inc. is a public non-profit corporation. Federal, state, and local government funding, private contributions and user fees enable the agency to provide a comprehensive range of human services to residents in the Barren River area, especially those confronting issues of poverty. Community Action also houses the public transit system in Bowling Green. Meetings will be held with Community Action transportation officials to ensure that transit needs are being met within the Barren River area.

### **COUNTY FISCAL COURTS**

Meet with these groups to inform them of the purpose and activities of the Regional Transportation Committee and attempt to gain their support in our upcoming transportation efforts. The County Judge/Executive will determine when these meetings occur.

### **COUNTY JUDGE/EXECUTIVES**

Efforts will be made to encourage these individuals to attend Regional Transportation Committee meetings. Generally, the attendance of Judge/Executives to the meetings is good. More than half of the area's rural Judge/Executives attend each meeting.

### **COUNTY TRANSPORTATION COMMITTEES**

These committees were formed in all ten counties several years ago and the membership of these committees is comprised of individuals from a variety of backgrounds.

### **LOGAN ECONOMIC ALLIANCE FOR DEVELOPMENT (LEAD)**

The Logan Economic Alliance for Development is charged with a mission to lead community and economic development initiatives for the citizens of Logan County and its four incorporated cities.

### **NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE (NAACP)**

This organization is a civil rights organization traditionally representing racial minorities in the United States, but has expanded to include members of every race, gender, lifestyle orientation, age, education level, and other factors.

### **VARIOUS CIVIC ORGANIZATIONS**

Seek civic organizations that represent underserved socioeconomic and demographic sectors throughout the BRADD area.

### **WESTERN KENTUCKY REFUGEE MUTUAL ASSISTANCE ASSOCIATION, INC.**

This organization works with various foreign nationals that move to the BRADD area. The majority of Bowling Green's refugee populations are natives of Mexico, Vietnam, Cambodia, Laos, and Bosnia. The BRADD maintains an open relationship with the Western Kentucky Refugee Mutual Assistance Association, and provides information and presentations as requested.

### **WESTERN KENTUCKY UNIVERSITY ALIVE CENTER FOR COMMUNITY PARTNERSHIPS**

The WKU ALIVE Center and Institute for Citizenship & Social Responsibility houses information about programs across the Community. BRADD will distribute information about the

transportation planning process by partnering with the ALIVE Center to reach a diverse group of community members.

#### **WESTERN KENTUCKY UNIVERSITY INTERNATIONAL CENTER**

The goal of the Western Kentucky University International Center is to build a global community by orienting, advising, and advocating for international students and ensuring compliance with federal regulations governing international educational exchange. Many of WKU's international students do not obtain driver's licenses while living in the United States and rely solely on alternate forms of transportation. The BRADD maintains an open relationship with the WKU International Center and provides information and presentations as requested.

#### **WESTERN KENTUCKY UNIVERSITY URBAN PLANNING STUDENTS**

Students enrolled in WKU's Urban Planning track within the geography program come from diverse backgrounds and locations. The BRADD maintains a relationship with staff and students from WKU's Department of Geography and will seek to actively educate students on the transportation planning process in Kentucky. This process may also take place through meetings with small groups of students interested in working with Transportation Planning specifically.

### **Part II**

#### **GROUPS and/or INDIVIDUALS ADDRESSED FISCAL YEAR 2024**

##### **City Council Meetings:**

- Meeting with Morgantown discussing Technical Assistance (7/07/2023)
- Franklin SUA Public Meeting (7/17/2023)
- MPO Technical Advisory Committee (8/28/2023)
- Butler County Steering Committee/Woodbury Walkability Audit (10/11/2023)
- Allen County Steering Committee/Scottsville Walkability Audit (10/12/2023)
- Edmonson County Economic Development Meeting (10/20/2023)
- Tompkinsville CBDG Public Meeting (10/27/2023)
- Logan County Steering Committee (11/01/2023)
- Barren County Steering Committee (11/02/2023)
- Adairville Bike/Ped Planning Meeting (01/09/2024)
- Russellville City Council (02/20/2024)
- Glasgow City Council (02/26/2024)

##### **Regional Transportation Committee**

2023: 9/06, 12/06

2024: 3/6, 6/5

##### **Transit Coordinated Meeting**

2024: 2/23

##### **County-City SHIFT Boosting Meeting**

2024: 9/06

## **Chapter 4 SOCIOECONOMIC PROFILES**

### **4.1 Introduction**

The BRADD 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) 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, and low-income populations
- 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 Methodology**

Socioeconomic and Demographic data is collected by the United States Census Bureau. This data is regularly updated in accordance with the Decennial Census and American Community Survey. The Area Development Districts (ADDs) extrapolate this data corresponding to their specific region. This collection includes: Total Population, Elderly Population, Poverty Population, Disabled Population, Total Minority Population, African American/Black Population, American Indian/Alaska Native Population, Asian Population, Native Hawaiian/Pacific Islander Population, Other Racial Group Population, Two or More Racial Groups Population, Hispanic Population and Limited English Proficiency Population.

The data for this document comes from the American Community Survey 5-year estimate. This estimate includes data from the years 2016-2020 including the data from the 2020 census, and

is, currently, the most up-to-date information available. The information on the following pages is displayed at the Census Tract level for the BRADD region as a whole and the Census Block Group level for individual counties and cities. The information displayed at the Census Block Group level was made available to the ADDs through the combined efforts of the Kentucky Transportation Cabinet and the Kentucky State Data Center.

#### **4.3 Demographic Information of the BRADD**

The Barren River Area Development District (BRADD) is one of fifteen ADDs in Kentucky that comprise a statewide network of multi-county planning and development organizations. BRADD local governments provided technical assistance, training programs and publications covering a wide range of applicable subjects including financial management, personnel management, general government operations, legal issues, recreation planning, criminal justice planning, legislative services, and technical newsletters through the Public Administration Specialist. Unlike many other organizations structured along multi-jurisdictional lines, the ADDs have both federal and state statutory authority (KRS 147A). A general summary of some of these services can be found on the BRADD website at: [www.bradd.org](http://www.bradd.org).

The BRADD staff assists the Kentucky Transportation Cabinet in the coordination of planning efforts to assure an efficient transportation system for the economic well-being of the region. The activities are guided by the BRADD Regional Transportation Committee. BRADD staff offers technical assistance to local governments for street and road funding, planning, signage, and maintenance.

#### **MINORITY POPULATION IN THE BARREN RIVER ADD**

The two largest racial groups in the Barren River ADD are white, with 264,375 residents accounting for 88.14% of the total population, and black, with 18,237 residents accounting for 6.08% of the total population. Allen, Butler, Metcalfe and Edmonson counties have the highest white population as a percentage of the total—each county exceeding 95% white population totals. African Americans comprise the largest non-white sector in Warren and Simpson counties with over 9% of the population. Warren County has the largest Asian population with 3.81% and the largest percentage of Hispanics with over 5%.

#### **ECONOMICS**

The average median household income for the Barren River ADD is an estimated \$42,582, which is below the Kentucky median household income of \$52,238. Metcalfe (\$37,386) and Monroe (\$34,879) counties are significantly lower than the other 8 counties in Barren River Area. Logan, Simpson, and Warren Counties had the highest median household income. Warren County has the highest with \$52,270 Simpson is the second highest with \$48,623, and Logan is the third-highest with \$48,014.

## **TRANSPORTATION**

The occupied housing units with zero vehicles available for use in the Barren River ADD is 7,317 out of a total 114,888 occupied housing units. Therefore, 6.37% of the total BRADD housing units are without a vehicle. Warren County has adopted a bicycle plan that is designed to provide guidance for the development of an interconnected countywide system of bicycle facilities. One of the first projects to come from this plan was built in conjunction with the Bowling Green Riverfront Redevelopment Project. A policy of the Barren River ADD is to expand sidewalks along major roads in order to promote more pedestrian activities and provide transportation choices beyond the automobile. There are four public transit programs within the Barren River ADD. These systems serve the cities of Bowling Green, Glasgow, Morgantown, and Scottsville. GoBG Transit has been operating since 1995 with operating authority throughout the ten-county BRADD area. These programs are put into place to help provide those in the Barren River ADD without transportation a means of travel. Additional transit services are provided free to the public by Western Kentucky University along limited routes within Bowling Green. WKU also implemented a new bicycle program on campus in the 2018-2019 academic year. More information regarding their plan can be found at:

- <https://www.wku.edu/news/articles/index.php?view=article&articleid=6939>
- <https://www.wku.edu/news/articles/index.php?view=article&articleid=6944>

The Cities of Glasgow and Scottsville operate circulator deviated fixed-route bus transit systems, and the City of Morgantown's MoGo Shuttle operates a free-to-use demand-response service three days per week.

## **AGING AND DISABILITIES**

BRADD's aging population is consistent with the national trend of individuals living longer. The total elderly population in the Barren River ADD is estimated at 45,814 —which is an increase of an estimated 7,005 individuals since the 2010 Census. The Barren River Area Agency for Aging provides an array of services aimed at maintaining individuals at levels of care which best meets their needs and provides a coordinated program for access to other community resources that address the needs which the BRADD aging network cannot directly meet. Programs such as Title III, Homecare, Adult Day Care, Title V Employment, PCAP, Homecare and PCAP Medicaid Waiver, and Community Action Agency programs are core services offered to senior citizens and the persons with disabilities in each of the BRADD ten counties.

## **POPULATION DISTRIBUTION INFLUENCES**

Western Kentucky University is located in Bowling Green, Kentucky, a city with a 2020 population estimates of 72,294, and located approximately 110 miles south of Louisville and 65 miles north of Nashville, Tennessee. U.S. Highway 31-W and Interstate 65 intersect with U.S. Highways 68 and 231 at Bowling Green. The Louie B. Nunn and William H. Natcher parkways provide additional easy highway access to Bowling Green. The total enrollment at WKU in the Spring 2024 semester was an estimated 20,000. Western Kentucky University has a huge impact on Bowling Green and Warren County. Many students find jobs locally after graduation

and make Bowling Green their home. Bowling Green also has a Technical College that attracts many people from the 10-county area. This is why Bowling Green is such a fast-growing area. WKU, Warren County Public Schools, as well as the two local hospitals are the largest employers in Bowling Green.

In 1955, Cal Turner, a native of southern Kentucky, introduced the first Dollar General. The store was located in downtown Scottsville, Kentucky. Now, Dollar General has grown into a national chain with over 11,000 facilities. Although the corporate headquarters have moved to Goodlettsville, TN, the distribution center is still located in Scottsville and provides many jobs in the BRADD Region.

The BRADD Region is largely a karst region and is home to Mammoth Cave, the world's largest cave system. This area draws many tourists as well as scientists to local in this area for study purposes.

Source: 2020 American Community Survey, US Census Bureau

**POPULATION AND PERCENTAGE OF CHANGE FOR BRADD COUNTIES,  
BRADD REGION AND KENTUCKY 2010-2020**

	2010	2020	Percent Change
<b>Allen County</b>	19,956	20,588	<b>3.16%</b>
<b>Barren County</b>	42,173	44,485	<b>5.48%</b>
<b>Butler County</b>	12,690	12,371	<b>-2.5%</b>
<b>Edmonson County</b>	12,161	12,126	<b>-0.28%</b>
<b>Hart County</b>	18,199	19,288	<b>5.98%</b>
<b>Logan County</b>	26,835	27,432	<b>2.22%</b>
<b>Metcalfe County</b>	10,099	10,286	<b>1.85%</b>
<b>Monroe County</b>	10,963	11,338	<b>3.4%</b>
<b>Simpson County</b>	17,327	19,594	<b>13.1%</b>
<b>Warren County</b>	113,792	134,554	<b>18.24%</b>
<b>BRADD</b>	284,195	312,062	<b>9.8%</b>
<b>Kentucky</b>	4,339,367	4,505,836	<b>3.8%</b>

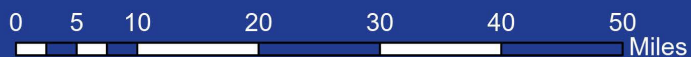
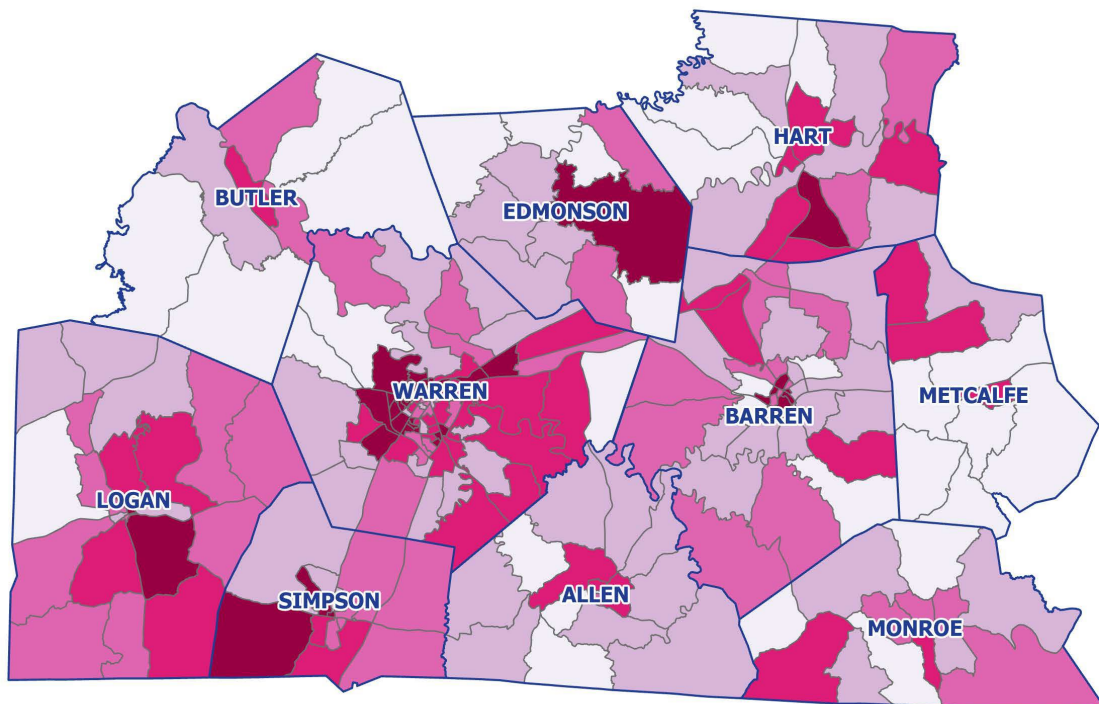
Source: Census of Population, 2020

NOTE: Maps and Information for individual counties within the BRADD can be found in the BRADD Socioeconomic and Demographic Profile at [www.bradd.org](http://www.bradd.org).



# Map 1: Percent of Racial Minority Population By Census Block Group

## Percent of Racial Minority



Source: 2022 American Community Survey  
Table B03002-Hispanic or Latino Origin by Race

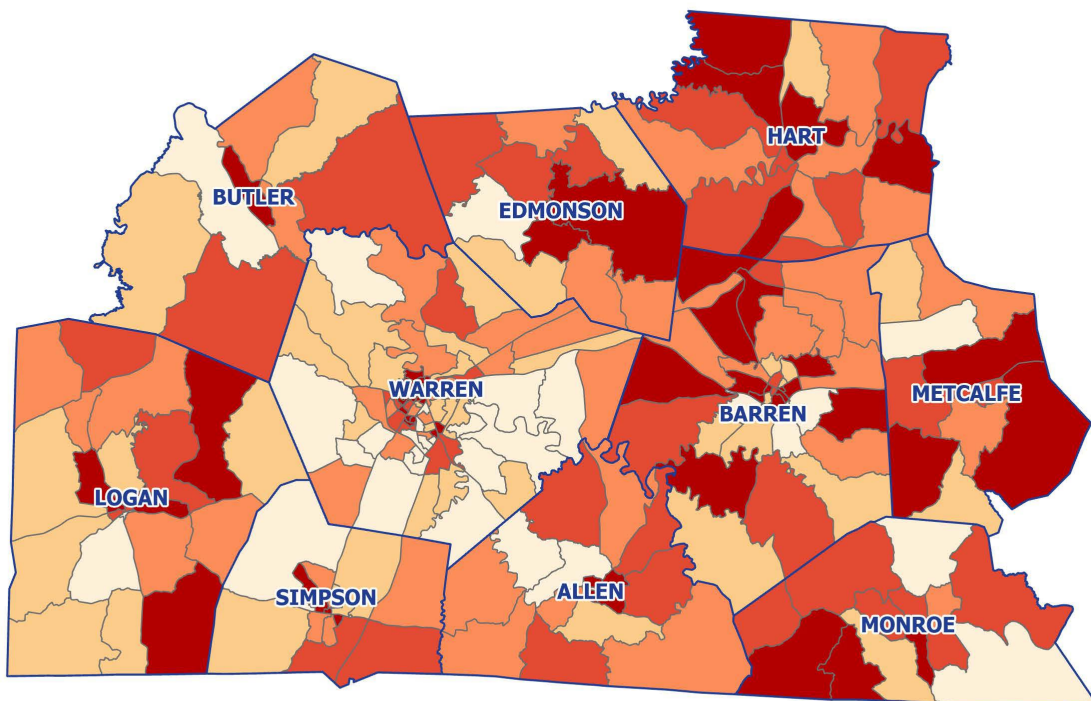
**BARREN RIVER**



## Map 2: Percent of Population Under Poverty Line By Census Block Group

### Percent of Population in Poverty

- 0.0% - 4.7%
- 4.8% - 10.3%
- 10.4% - 18.1%
- 18.2% - 28.2%
- >28.2%



0 5 10 20 30 40 50 Miles

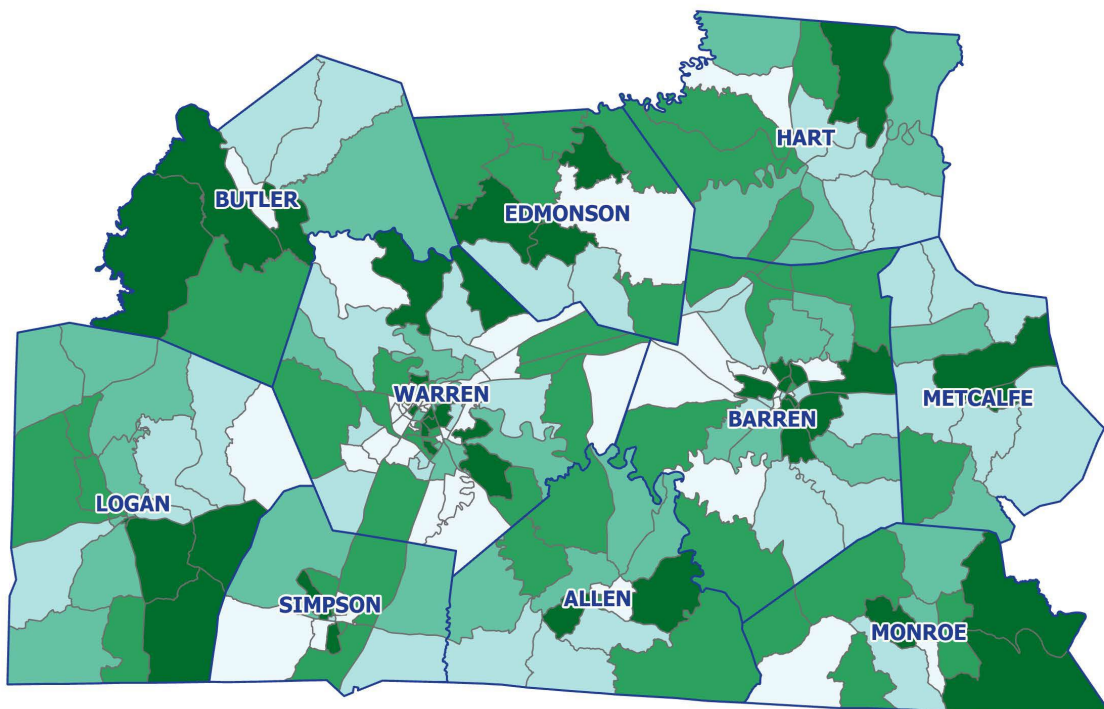
Source: 2022 American Community Survey  
Table B17021- Poverty Stats of Individuals in the Past 12 Months

**BARREN RIVER**



### Map 3: Percent of Population Over 65 Years of Age By Census Block Group

#### Percent of Population Over 65



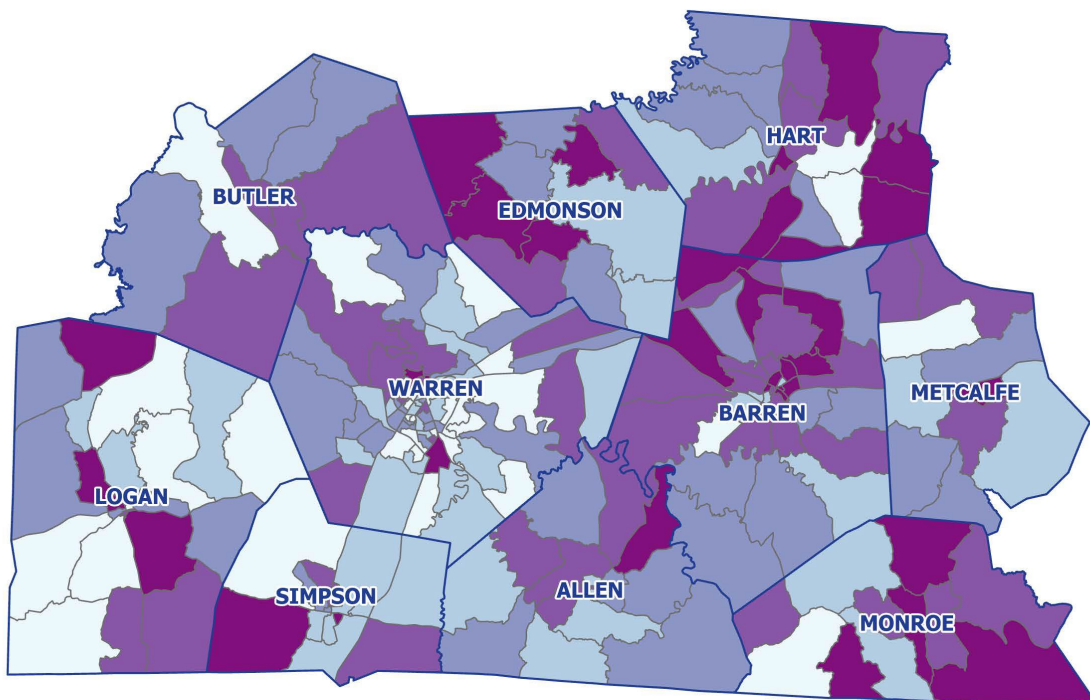
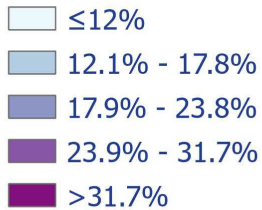
Source: 2022 American Community Survey  
Table B01001-Sex by Age

**BARREN RIVER**



## Map 4: Percent of Population of Adults with a Disability By Census Block Group

### Percent of Adults with a Disability



Source: 2022 American Community Survey  
Table C21007- Disability Age 18 Years and Older

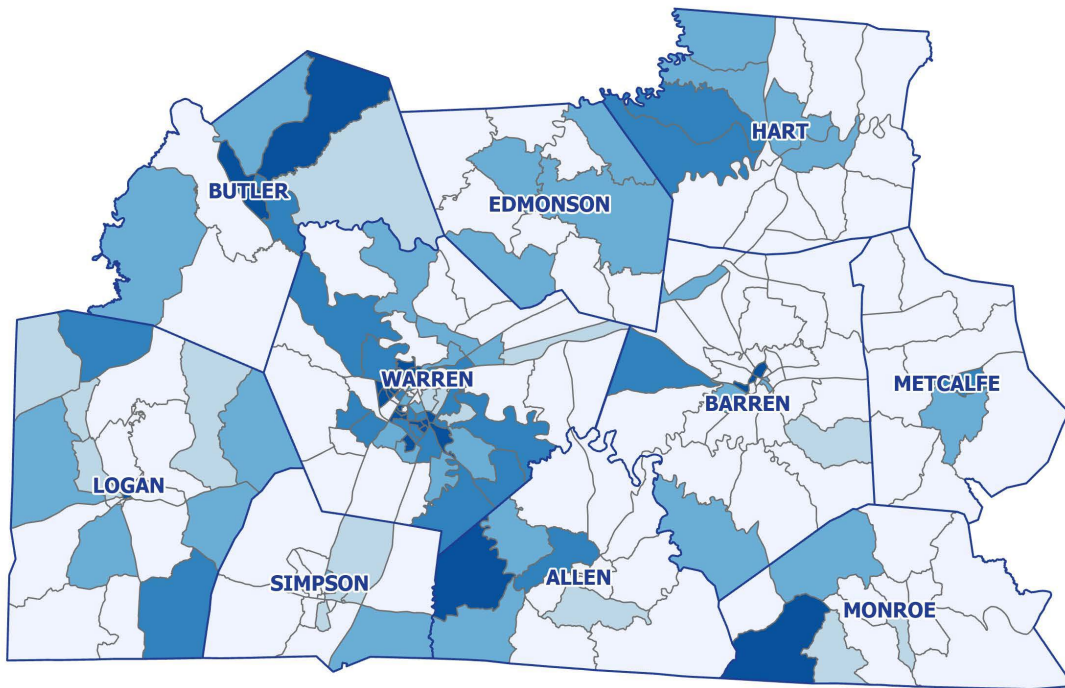
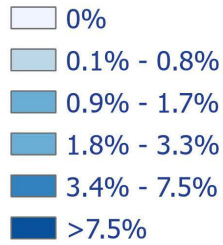
**BARREN RIVER**





## Map 5: Percent of Population Over 5 Years with Limited English Proficiency (LEP) By Census Block Group

### Persons Over 5 with LEP



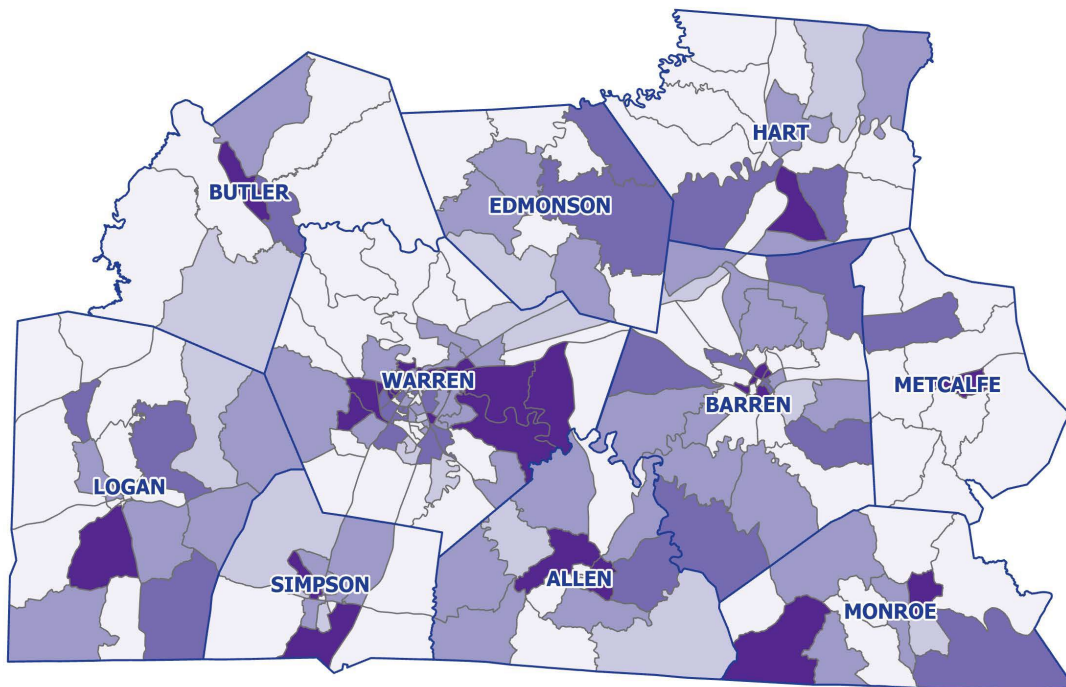
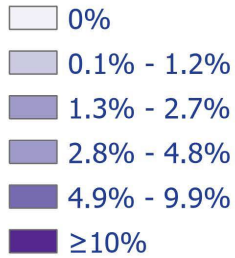
Source: 2022 American Community Survey Table B16004-  
Age by Language Spoken at Home by Ability to Speak English  
for Population 5 Years and Over

**BARREN RIVER**



## Map 6: Percent of Population of Hispanic or Latino Origin By Census Block Group

### Percent Hispanic or Latino Population



Source: 2022 American Community Survey  
Table B03002-Hispanic or Latino Origin by Race

**BARREN RIVER**



## 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.

This section provides an overview of the total transportation system for the BRADD region including, but not limited to: airports, railroads, ferry boats, intermodal facilities, public transportation, park and ride initiatives, carpooling initiatives, and highway systems.

#### AIRPORTS

At present, there are four airports in the Barren River region. These airports are located in Barren, Logan, Monroe and Warren Counties. Contact information for these airports can be found below

Airport	Identifier	Contact	Phone	Address	City	Zip Code
Bowling Green/Warren County Regional Airport	BWG	Susan Harmon	270.842.1101	1000 Woodhurst ST	Bowling Green	42103
Glasgow Aviation	GLW	Clara or Edward Begley	270.678.4469	390 Airport RD	Glasgow	42141
Russellville/Logan County Airport	4M7	Carol Sobey	270.726.3214	348 Airport RD	Russellville	42276
Tompkinsville/Monroe County Airport	TZV	Marshall Hodges	270.487.0678	82 Lyons Chapel RD	Tompkinsville	42167

#### RAILROADS

Railroads have played an important part in the history of the Barren River Area Development District for the movement of passengers and freight. Presently, passenger rail does not exist in the BRADD area. Freight rail lines in the Barren River area are operated by both CSX and RJ Corman. CSX operates the Bowling Green-Memphis Junction yard in Warren County. This yard serves as the primary rail facility in the Barren River area. CSX holds contracts with several private yards within the area that are privately owned and serve individual industries.

Rail Line Company	Phone	Contact	Address	City	Zip Code
CSX-Bowling Green	270.843.3381	N/A	275 Dishman Lane	Bowling Green	42101
RJ Corman Distribution Center	270.542.7300	Bobby Guffy	4107 Hardison Road	Woodburn	42170

## FERRY BOATS

The Barren River ADD has more in-use ferry boats than any other area development district in Kentucky. There are five ferries in the BRADD providing access across both the Cumberland and Green Rivers. Two ferries are located in Butler County, two in Mammoth Cave National Park in Edmonson County, and one in Monroe County. Contact information for ferry boat owners and operators in the BRADD can be found below.

Ferry Name	Roadway	River	Owner	Contact	Phone	Address	City	Zip Code
Turkey Neck Bend	KY 214	Cumberland	State of Kentucky	Kevin Geraldts	270.746.7898	900 Morgantown RD	Bowling Green	42101
Rochester	KY 369	Green	Butler & Ohio Counties	Judge Tim Flener	270.526.3433	P.O. Box 626	Morgantown	42261
Reeds	KY 269	Green	Butler County	Judge Tim Flener	270.526.3433	P.O. Box 626	Morgantown	42261

## INTERMODAL FACILITIES

An intermodal connector is defined by the Federal Highway Administration (FHWA) as facilities which provide for the transfer of freight or passengers from one mode to another. Criteria for intermodal connectors are based on annual passenger volumes or freight volumes or daily vehicular traffic on one or more of the principal routes which serve the facility. A secondary set of requirements includes factors which underscore the importance of an intermodal facility within a specific state. The secondary criteria are specifically related to intermodal terminals that handle more than 20 percent of freight or passengers by mode within that state and have significant highway interface. The Barren River ADD currently has no NHS Intermodal Connectors identified within the region. A review of primary and secondary criteria for NHS Intermodal Connectors was undertaken by the Barren River ADD and Bowling Green-Warren County MPO. The review determined that no facilities within the BRADD meet standards for holding status as an NHS Intermodal Connector.

## PUBLIC TRANSPORTATION

Public Transportation includes transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Public transportation is available in each county of the Barren River region, though available services vary.

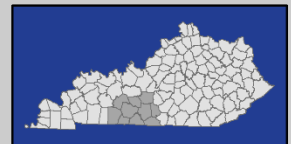
The cities of Bowling Green, Scottsville, and Glasgow each operate fixed-route public transit systems. The Bowling Green – Warren County Metropolitan Planning Organization takes an active role in the planning of the public transportation system in Bowling Green and can be contacted for further information on local public transit opportunities. The City of Bowling Green’s transit system, GoBG, had an annual ridership of 110,953 in fiscal year 2019. The City of Scottsville operates a deviated fixed-route circulator service between 7 a.m. and 5 p.m. Monday through Friday with a fare of \$0.50 per bus ride with no service available on holidays or weekends. Glasgow owns two buses to be used for public transit purposes. The system



operates one bus from 6:30 am to 6:30 pm from Monday to Friday. The service is not offered on weekends or holidays. The bus runs one route with 31 stops seven times per day. The fare for each bus ride is \$0.50.

All other forms of public transit in the BRADD operate on a demand-response model. This service is provided by various semi-public and private providers. The Barren River Area Development District works with local transportation operators providing transit services to elderly and disabled clients. When eligible, these clients receive FTA 5310 funding to support the purchase of transportation equipment.

# Local Planning Organizations Barren River Region



0 5 10 15 20 Miles

- |            |            |             |                   |
|------------|------------|-------------|-------------------|
| Airport    | Parkway    | Active Rail | City Boundary     |
| Rail Yards | Interstate | River       | County Boundaries |
| Ferry      | US Hwys    |             |                   |



5/21/2020

## **Chapter 6 INVENTORY OF LOCAL PLANNING UNITS**

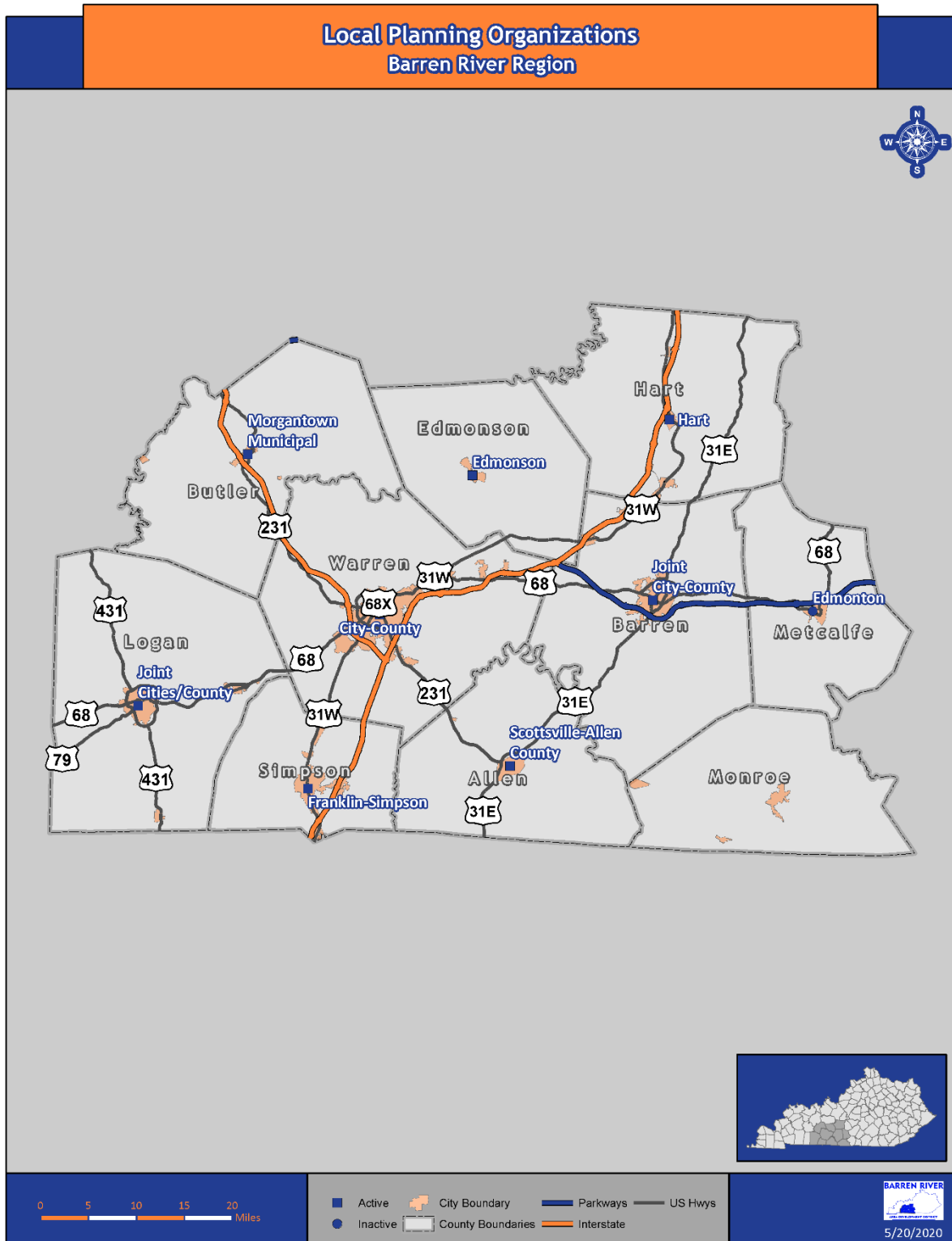
### **6.1 Introduction**

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 Local Planning Units Charts



## **Chapter 7 TRANSPORTATION TERMS AND ACRONYMS**

### **7.1 Glossary of Terms and Acronyms**

The following glossary has been created as a reference tool for some of the more commonly used transportation terms and acronyms.

#### **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.

**Continuous Highway Analysis Framework (CHAF)**

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.

**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****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.

**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.

### **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**

This document is a federally required long-range transportation plan that is a minimum twenty year period. 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**

### **Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)**

The federal transportation reauthorization legislation, enacted July 6, 2012 as Public Law 112-141. MAP-21 creates a streamlined, performance based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

### **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.

### **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.

**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)**

The unconstrained list of all potential needs or deficiencies identified or suggested for consideration for future additions to the KYTC Unscheduled Projects List (UPL). These potential

projects represent qualitatively identified or perceived needs and / or deficiencies, which may not be supported with data, for which conceptual projects may have been developed but not included in the prioritized UPL.

### **Unscheduled Project List (UPL)**

The prioritized list of potential projects used for consideration in future versions of the KYTC Highway Plan. These projects represent identified needs with data supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments.

### **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.