SHERMAN MINTON RENEWAL

ENVIRONMENTAL JUSTICE (EJ) LOUISVILLE COMMITTEE MEETING AGENDA

Date: Tuesday, July 18
Time: 6 p.m. – 8 p.m.
Meeting: EJ Meeting #3
Location: Lincoln Elementary School

I. Welcome and Introductions

II. Project Update: What's Been Accomplished

III. Presentation:

- Existing Traffic Conditions
- Maintenance of Traffic Options
- Anticipated traffic diversions during construction
- Preliminary Environmental Justice considerations
- Public Involvement next steps/Project Schedule

IV. Group discussions

V. Reporting out from each group

VI. Final questions

Environmental Justice Committee (EJ) Meeting #3
Meeting Summary
Thursday, July 18, 2019, 6 p.m. – 8 p.m.
Lincoln Elementary School

EJ attendees
Ken Jobst, Simmons College
Samuel Jones, Community Representative
Pam Osborne, Parkland Neighborhood Association
Cathy Hinko, Metropolitan Housing Coalition
Allison Smith, Louisville Metro Government
Arnita Gadson, West Jefferson Community Task Force
Darnell Farris, First Gethsemane Baptist Church
Gordon Garner, Center for Neighborhoods

Presenters
Andrea Brady, C2 Strategic Communications
Wendy Vachet, Michael Baker International
Craig Moore, Parsons Transportation Group
Alex Lee, Parsons Transportation Group
Toby Randolph, Parsons Transportation Group

Project attendees
Ryan Holmes, EHI
Melvin Bynes, KYTC
Mary Pusti, Michael Baker International
Aaron Stover, Michael Baker International
Ron Heustis, INDOT
Ntale Kajumba, USEPA – Atlanta Office
Mary Jo Hamman, Michael Baker International
Lindsay Hoskins, KYTC
Berry Craig, C2 Strategic Communications
Hayley Robb, C2 Strategic Communications
Chad Carlton, C2 Strategic Communications

Meeting Minutes

I. Welcome and Introductions – Andrea Brady

Andrea Brady welcomed EJ members, introduced the Project Team and asked EJ members to introduce themselves.

- Ron Heustis --We want to remind you that these Maintenance of Traffic (MOT) options take into consideration existing traffic conditions; mitigation

measures will be analyzed and will be discussed at a later date. The MOT options and traffic patterns reflect the Clark Memorial Bridge being fully open.

EJ Role and Benefits
The Environmental Justice Committee (EJ) is made up of two diverse groups of engaged voices. There is a Louisville EJ group and a Southern Indiana EJ group. Both groups include representatives of business, civic organizations, educational institutions, government, low-income advocates, minority organizations, faith-based organizations and neighborhood groups. The role of the committee is to provide input, share feedback and share project information with the community. The benefits include sharing project information, building understanding, the opportunity to hear differing views and the opportunity for collaborative problem solving.

Group Guidelines
Hold productive conversations, consider different perspectives, make constructive suggestions and respect all viewpoints.

II. Project Update: What's Been Accomplished – Wendy Vachet

What's Been Happening
Public announcement in mid-September 2018, first CAC and EJ meeting were held in late September 2018, environmental/permitting resource agency met in late September 2018, open houses were held in New Albany and Louisville in early October 2018.

Preliminary traffic modeling and Environmental Justice technical analysis were completed. CAC and EJ meetings held in July 2019 and open houses were held in New Albany and Louisville in late July 2019.

III. Presentation

Existing Traffic Conditions – Toby Randolph

Q: There are 90,000 vehicles crossing daily on the bridge. How/why are crossings bunched up in the morning, coming from IN into KY and then bunched in the evening coming back?
A: The dominant flow of traffic follows these trends as Kentucky is an employment hub for Southern Indiana residents.

Q: Who completed the original study of traffic?
A: KYTC.

Maintenance of Traffic (MOT) Options – Toby Randolph

Q: Why is the Clark Memorial Bridge counted as an option for travel?
A: The MOT options show the Clark Memorial as fully open because the painting will be complete by the point in time the work on the Sherman Minton Bridge will begin.

Q: Traffic will back up. What about tolls?
A: No mitigation measures are being discussed tonight but traffic flows are being considered, along with the effect of tolling.

Q: When will we study the environmental impact of the construction and the pollution from the backed up traffic on local traffic?
A: The environmental impacts for this project are being completed under NEPA (National Environmental Policy Act). Air quality will be considered as we continue in the project further.

Q: What about the ramps that lead to the Sherman Minton from New Albany in terms of traffic numbers? Sometimes that's backed up for blocks.
A: We can look at ramp volumes, but the project's scope does not include any additional mainline or ramp lanes. The existing network map shown pertains to general estimates of congestion.

Q: Do various MOT options impact price?
A: To some degree, yes but this project is a design-build best value procurement. That means a contractor team could have a higher price but still be chosen because its approach provides lower impacts to the study area.

Q: How is safety measured and accounted for?
A: Safety is a top priority for both motorists and workers. Under existing conditions, safety is measured by number of crashes.

Q: Are you able to determine impacts to duration of travel?
A: Yes, that's a slide later in the presentation.

Q: Do the colors of the circles on the MOT maps indicate levels or traffic data points
A: No, the circles are illustrative of different locations of travel – not reflective of traffic queues.

Q: Do you anticipate pushback from Indiana retailers with a bridge closure?
A: Yes, we have discussed these potential issues and we are aware of the concerns.

Q: What defines AM and PM Peak hours?
A: Peak hours are defined within 3-hour windows according the rush period of that day. The schedule can vary from day to day, with no exact time frame set for each day. Example peak periods: 6:00 AM – 9:00 AM, 3:00 PM – 6:00 PM.

Q: What are the times for am/pm swaps during MOT options 3, 4, & 6?
A: The change in direction will occur during low periods of traffics. An exact time has not been set but will be once a MOT has been preferred. The AM swap will most likely occur during night hours, while the PM swap is most likely to occur during mid afternoon before the PM peak hour is to occur. There is no swap in Option 6.

Q: What's the safety history of the movable barrier?
A: The method has been used successfully by INDOT in Indianapolis and other DOTs across the country.

Q: Are the options being discussed truly impacted by our feedback? If yes, how so?
A: INDOT and KYTC will have final say over any option the selected contractor may present in a proposal. The Project Team will evaluate the contractor teams' submissions and make the selection based on best overall value, including reducing traffic impacts.

Q: How do we quantify congestion and pollution?
A: Mitigation and traffic measures are examined and quantified.

Anticipated traffic diversions during construction – Craig Moore

Q: Regarding trucking companies, will the trucks divert? Or will they ignore detours and travel via smaller, city streets?

A: That is something to consider – most trucks honor those diversions, but we will be able to see more as things go farther along in the process.

Preliminary Environmental Justice considerations – Alex Lee

What We Know:

- EJ areas make up majority of study area
- Most traffic crossing Sherman Minton comes from outside EJ areas
- EJ trips are predicted to stay on the Sherman Minton, as MOT's allow, based on the traffic model

Tables summarizing traffic diversion from Sherman Minton (overall and EJ-specific) were presented.

Predicted changes in traffic flow at the local street level were presented and screen lines were analyzed along with east-west corridors in KY and IN, to include: West Louisville, New Albany (Downtown), New Albany (East) and Clarksville.

West Louisville has a robust arterial grid that operates under capacity; the arterial provides sufficient east-west travel capacity.

Tables summarizing the net change in peak-hour traffic per lane in West Louisville and the peak-hour traffic per lane in Clarksville, New Albany (downtown) and New Albany (East) were presented.

Public Involvement next steps/Project Schedule – Wendy Vachet

Over the past couple of weeks, the project team has met with key officials in Jeffersonville, Louisville, New Albany and Floyd/Harrison Counties. The team has also conducted its third round of Community Advisory Committee and Environmental Justice Committees in Louisville and Southern Indiana.

The next round of open houses will take place on July 23 and 25. Later this fall or early winter, the project team will conduct a public hearing.

IV. Group discussions – Wendy Vachet (facilitator) / Group

- What are some of the biggest impacting factors? What are you hearing from your constituents that are concerning them? What hat are some of the biggest things you're looking at? Important factors?
  - We know when tolls went into effect, many went to the non-tolled options. Those people want to keep their costs low.
  - People cannot pay the tolls on their wages and tolls force a financial burden on them.
  - Pollution: there's extra gas, more pollution and more time as people sit in traffic.
- What are the best ways to alleviate the weighted factor of costs? Continue to use the bridge/keep it open as possible?
  - Yes, with the two lanes open on each deck the time was not appreciably longer/shorter. Having no full closure and a longer duration of construction would be preferred, for the sake of the people.
- What MOTs are preferable?
  - Between options 1 and 2 – if you split that bridge and it's easier to work on it half at a time, this would make it cheaper and quicker; this approach is preferable. Or, would a hybrid of 1.5 lanes closed, 1.5 lanes open be possible? Staging area in between? That would allow for more room for a contractor and less impacts to the public.
  - If a contractor can lessen the cost and lessen the time, a combination of various MOTs is preferred. Even with a longer construction period, it's better to have lanes open for all rather than a full closure.
- What about traffic diversions?

  - We know about contractors and vehicular safety – what is being considered to study and deal with the numbers of cars that will divert to I-265?
  - Cars will trend east from the Sherman Minton, spreading out as the traffic begins to increase. Natural changes in people's traffic patterns will also mean they leave earlier or later for commutes.
- How will you communicate?
  - Several members expressed a desire to ensure that communication lines are constant – this communication at the outset will allow for people to understand and change their drives accordingly, reducing traffic congestion.
- Does the model include people on I-264 going around and down?
  - Yes, the model goes around the city and down to Shively.
- Has TARC been involved in this process?
  - Yes, TARC is represented on the Community Advisory Committee (CAC).
- Could someone from the Project Team come speak with some of our groups?
  - Yes, that's something we'll look at doing.
- How do you plan on getting the information to people without Internet access?
  - We are looking at ways to share that information with the general public. A suggestion was made have been made to share copies of the information with local libraries, community centers, or popular businesses. We are evaluating needs and opportunities to share information in many ways—including non-digital means.
- Concerns:
  - Ozone Action days
  - Public transportation, school systems going back and forth.
  - The increase of traffic in neighborhoods and local streets that are not reported in the traffic demand model.
  - The increase of trucks on local streets and the impacts they will have.

V. Reporting out from each group – Wendy Vachet

Given the size of this group, the members requested to stay in one large group for the discussion (reflected above), rather than breaking out into smaller groups.

VI. Final questions – Wendy Vachet

No additional questions were raised.

Slides showing “+“ reflect the addition of new information (added 8.13.19)

Environmental Justice (Louisville) Committee Meeting
July 18, 2019

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Meeting Goals

- Ensure advisory members' understanding of maintenance of traffic options, anticipated traffic diversions and early findings
- Provide opportunity for discussion
- Secure feedback from advisory group members to help inform the approach to construction

Meeting Agenda

- What's Been Accomplished/Study Area Review
- Maintenance of Traffic Options
- Anticipated Traffic Diversion During Construction
- Preliminary Environmental Justice Considerations
- Small Group Discussions
- Reporting Out
- Next Steps/Project Schedule

Existing Conditions

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Existing Traffic Conditions

- Data presented in the following slides are based solely on existing conditions
- Assumptions:
  - Existing network is fully operational
  - No modifications have been made to the roadway network
  - The Clark Memorial Bridge is fully open to traffic
- Traffic management measures will be further studied and applied to the MOT options

Study Area Characteristics

- Four Bridge Crossings
- Env. Justice/Historic areas
- IN and KY sides are distinct
- IN to KY travel dominates
  - 2.5:1 AM Peak Hour (EB)
- KY to IN travel dominates
  - 2:1 PM Peak Hour (WB)

Existing Traffic Conditions

- Network has far more capacity than during 2011 emergency closure
- Traffic patterns, trips have shifted with new bridges
- Recurring bottlenecks in study area
    - EB I-64/US 150 merge
    - WB I-64 at WB I-264 interchange
    - Downtown Louisville
- Clark Memorial Bridge is at capacity (AM and PM peak)

Existing Bridge Volumes

BRIDGE CROSSING	2018 AADT	TRUCK %
I-64, Sherman Minton	90,000	11%
US 31, Clark	44,800	4%
I-65, Kennedy/Lincoln	64,200	24%
IN - SR 265, Lewis & Clark	21,200	17%
TOTAL	**220,200**	**14%**

Maintenance of Traffic Options

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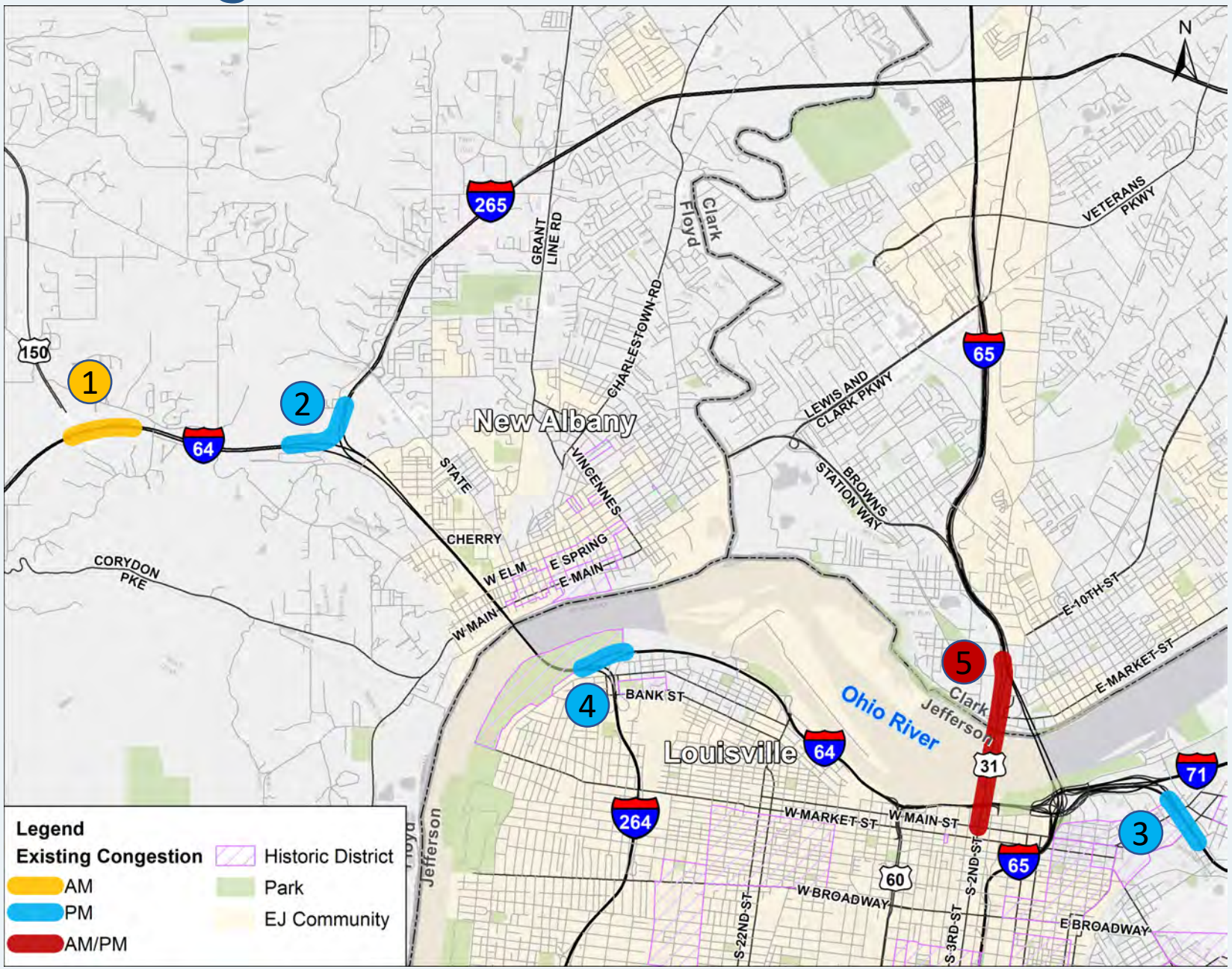
Existing Network



Existing Congestion Locations

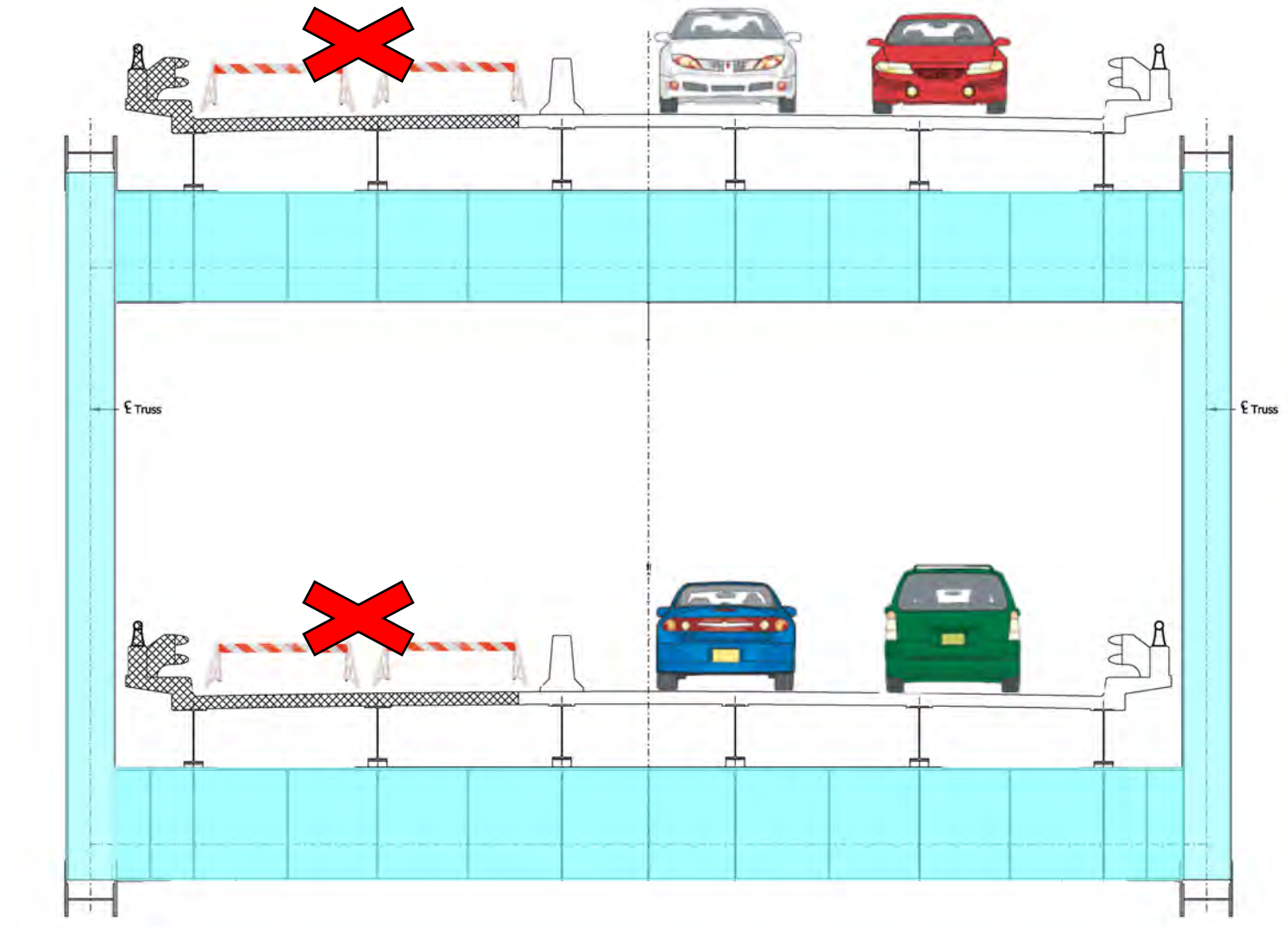
- **AM Congestion:**
  1. EB I-64 at US 150
- **PM Congestion:**
  2. WB I-265 to WB I-64 ramp
  3. EB I-64
  4. WB I-64 at WB I-264
- **AM & PM Congestion:**
  5. Clark Memorial Bridge

With no mitigative strategies considered

Maintenance of Traffic Options

- Two lanes, two decks open (Option 1)
- One lane, two decks open (Option 2)
- Full closure (Option 5)
- One deck closure
  - Alternating directions AM/PM (Option 3)
  - Reversible lanes AM/PM (Option 4)
  - One direction, two phases (Option 6)

Two Lanes, Two Decks Open – Option 1



Estimated Duration:

- 21-37 Months

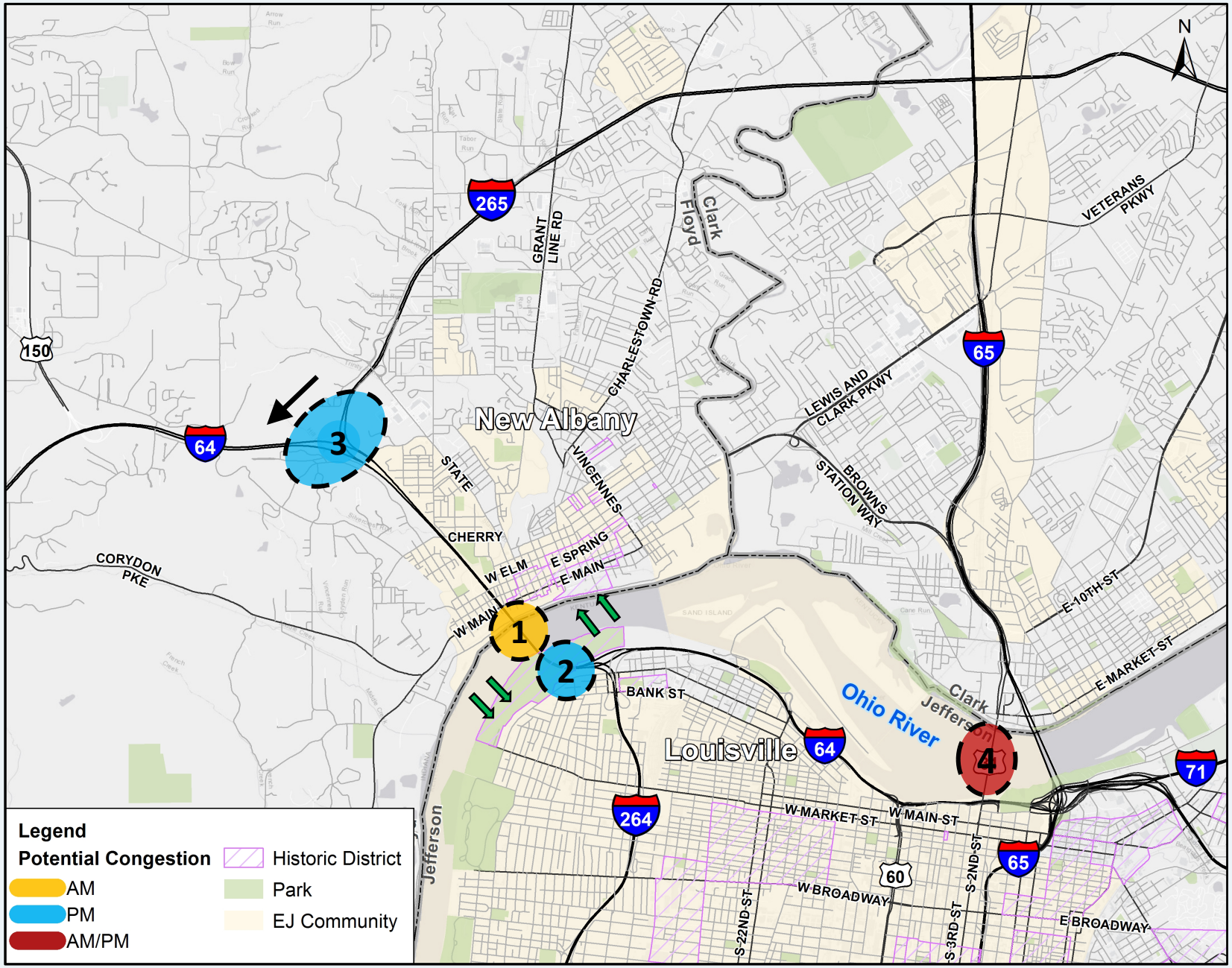
Access:

- 2 Lanes (EB & WB)
- Ramps
  - All open

Closures:

- 1 Lane (EB & WB)

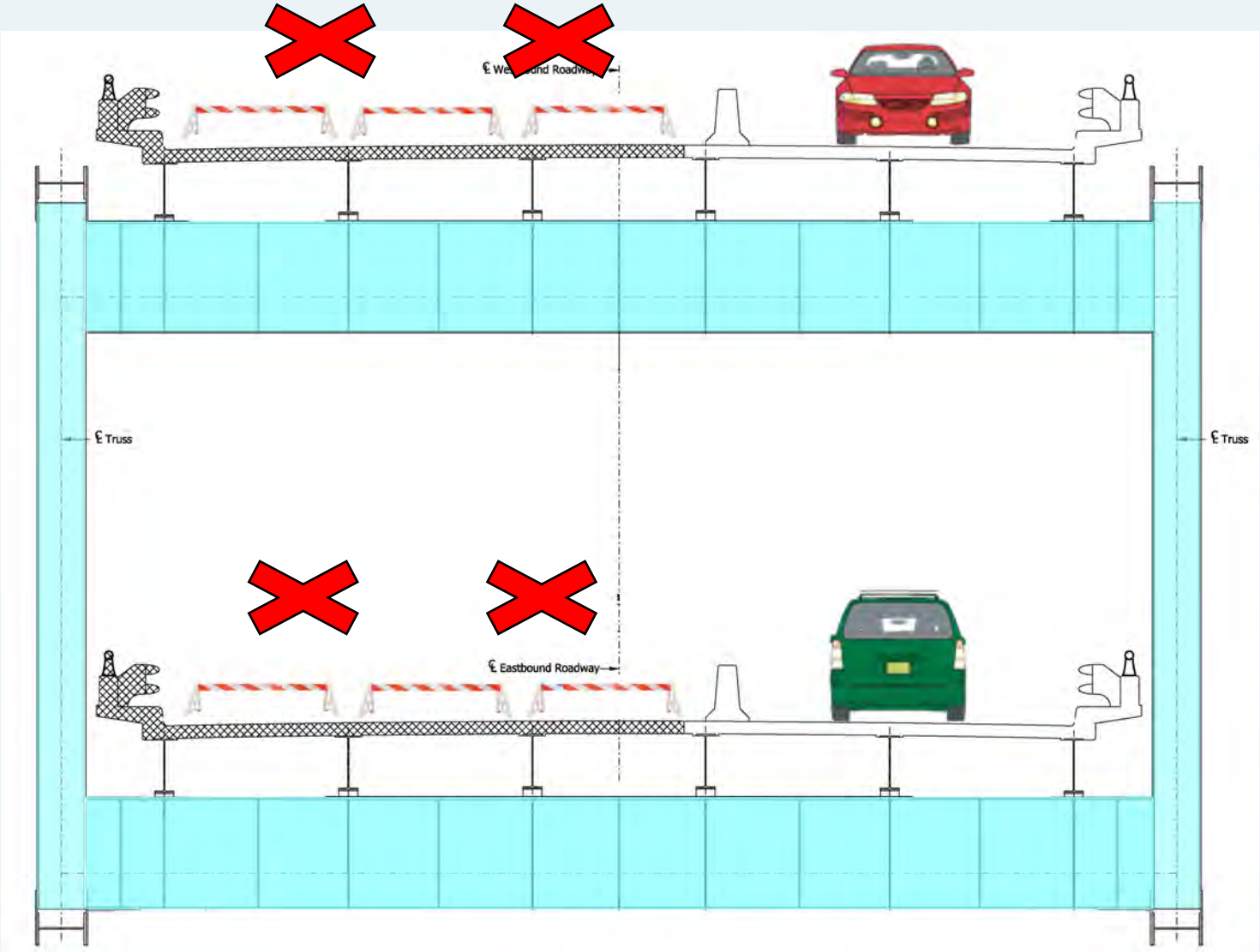
Potential Congestion Areas: Two Lanes, Two Decks Open – Option 1



- **AM Congestion:**
  1. EB I-64 (Bridge)
- **PM Congestion:**
  2. WB I-64 (Bridge)
  3. SB I-265 to WB I-64*
- **AM & PM Congestion:**
  4. Clark Memorial Bridge*

*Has Existing Congestion

One Lane, Two Decks Open – Option 2



Estimated Duration:

- 18-28 Months

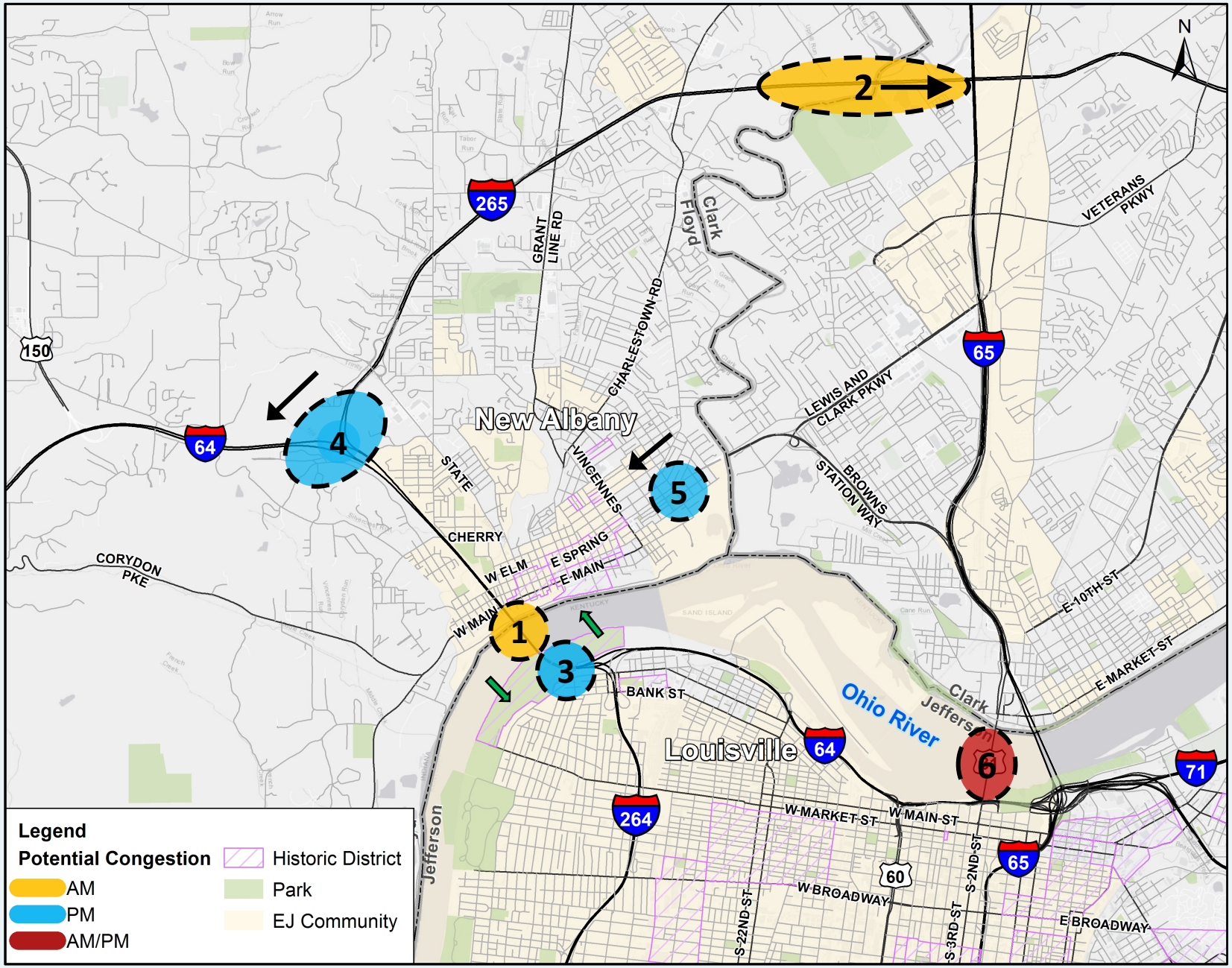
Access:

- 1 Lane (EB & WB)
- Ramps
  - All open

Closures:

- 2 Lanes (EB & WB)

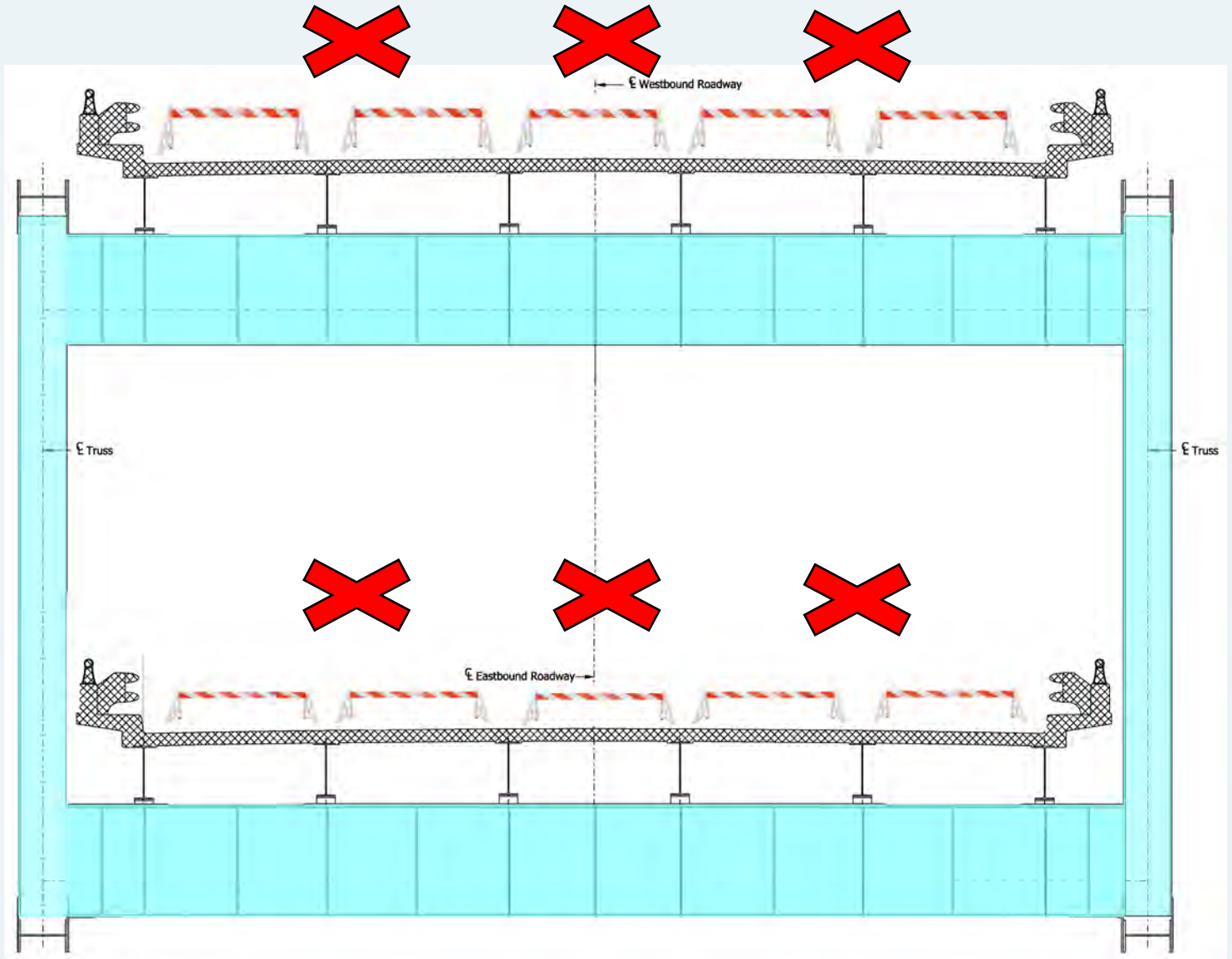
Potential Congestion Areas: One Lane, Two Decks Open – Option 2



- **AM Congestion:**
  1. EB I-64 (Bridge)
  2. I-265 EB to I-65
- **PM Congestion:**
  3. WB I-64 (Bridge)
  4. WB I-265 to WB I-64*
  5. WB Spring Street
- **AM & PM Congestion:**
  6. Clark Memorial Bridge*

*Has Existing Congestion

Full Closure – Option 5



Estimated Duration:

- 15-23 Months

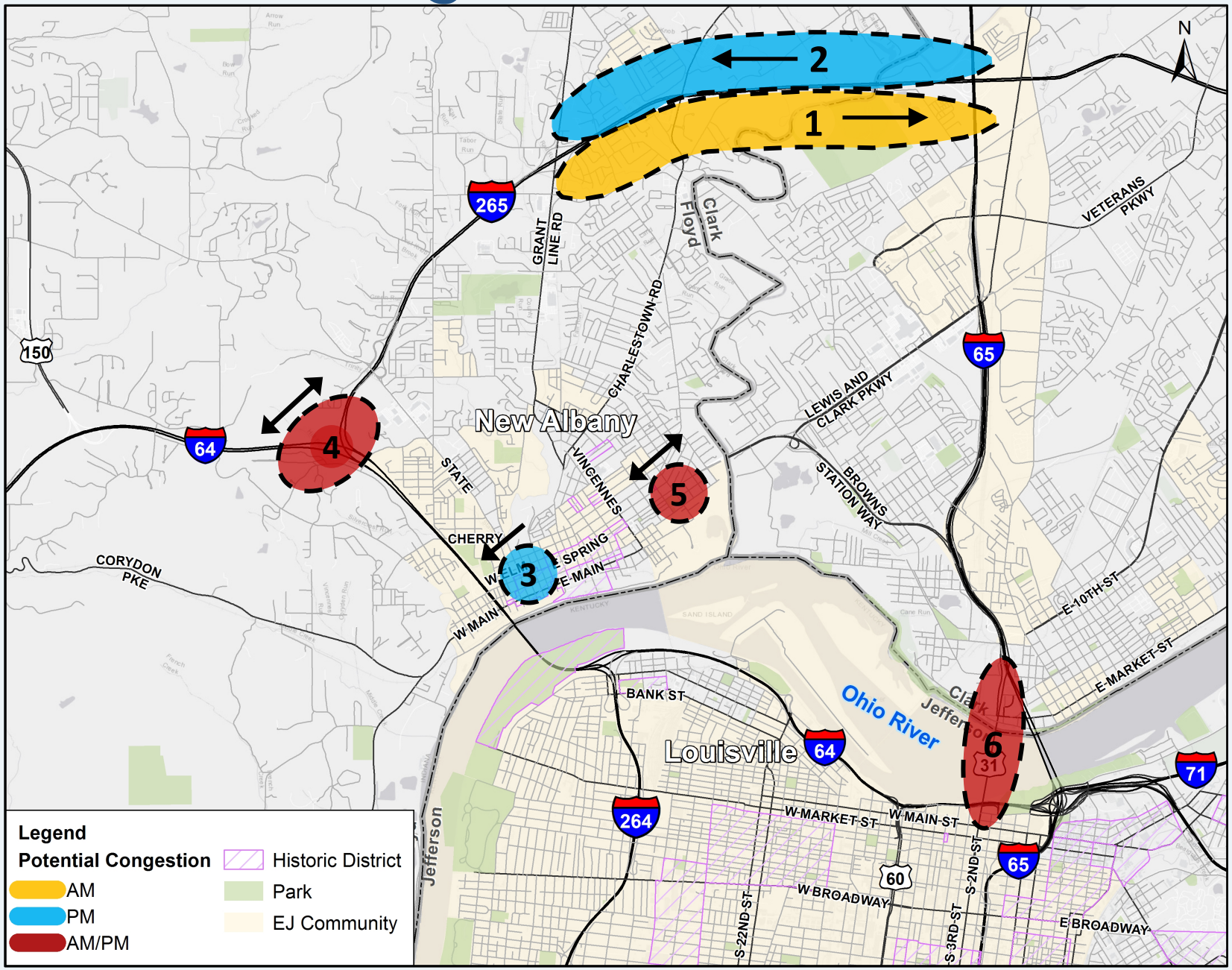
Access:

- None
- No ramps to bridge open

Closures:

- 6 lanes (Both decks)
- All ramps at bridge

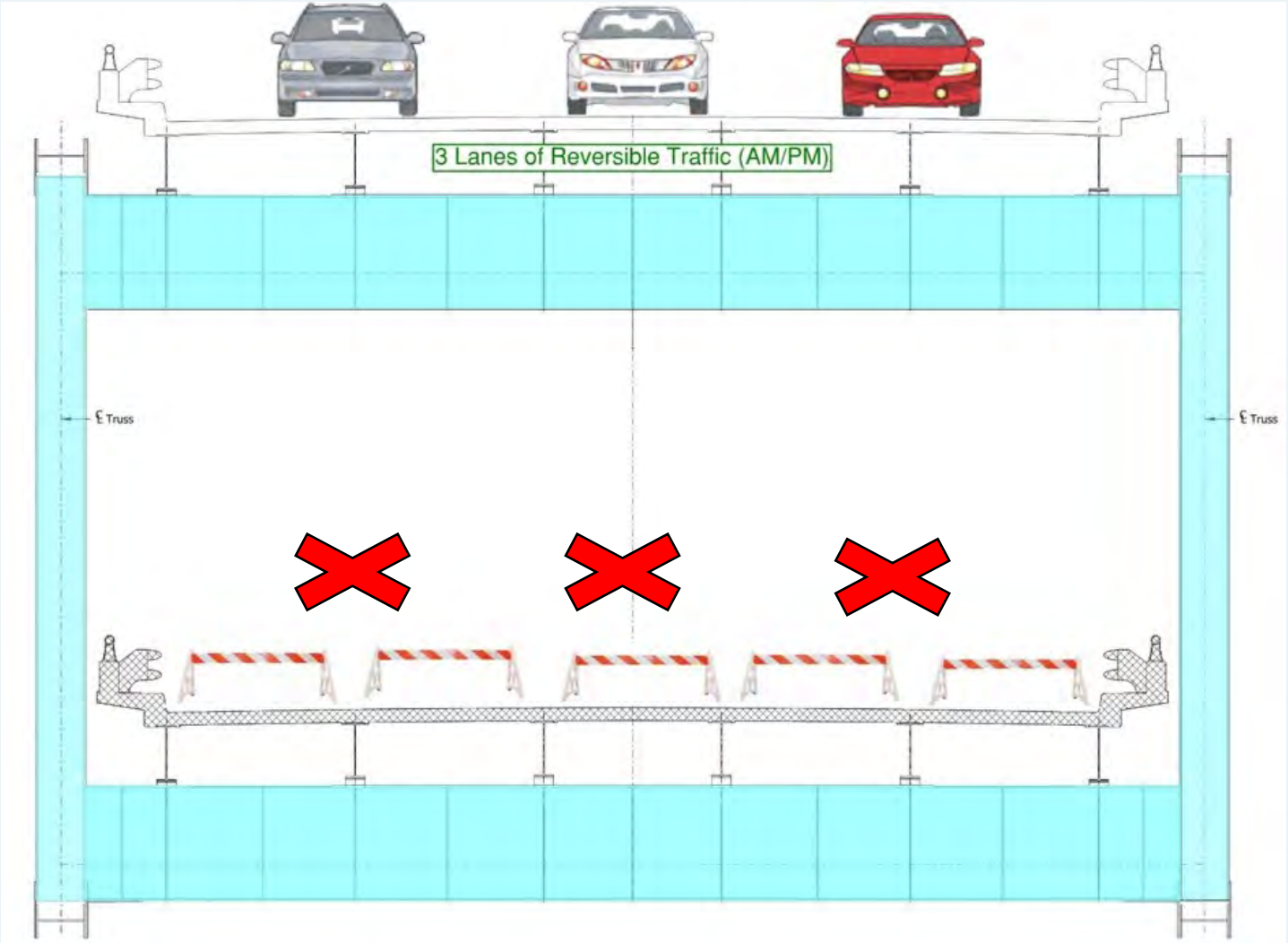
Potential Congestion Areas: Full Closure – Option 5



- **AM Congestion:**
  1. EB I-265 to SB I-65
- **PM Congestion:**
  2. WB I-265
  3. WB Spring Street – Downtown New Albany
- **AM & PM Congestion:**
  4. EB I-64 to EB I-265 / WB I-265 to WB I-64*
  5. EB and WB Spring Street
  6. Clark Memorial Bridge*

*Has Existing Congestion

One Deck Open (Alternating AM/PM) – Option 3*



Estimated Duration:

- 26-38 Months

Access:

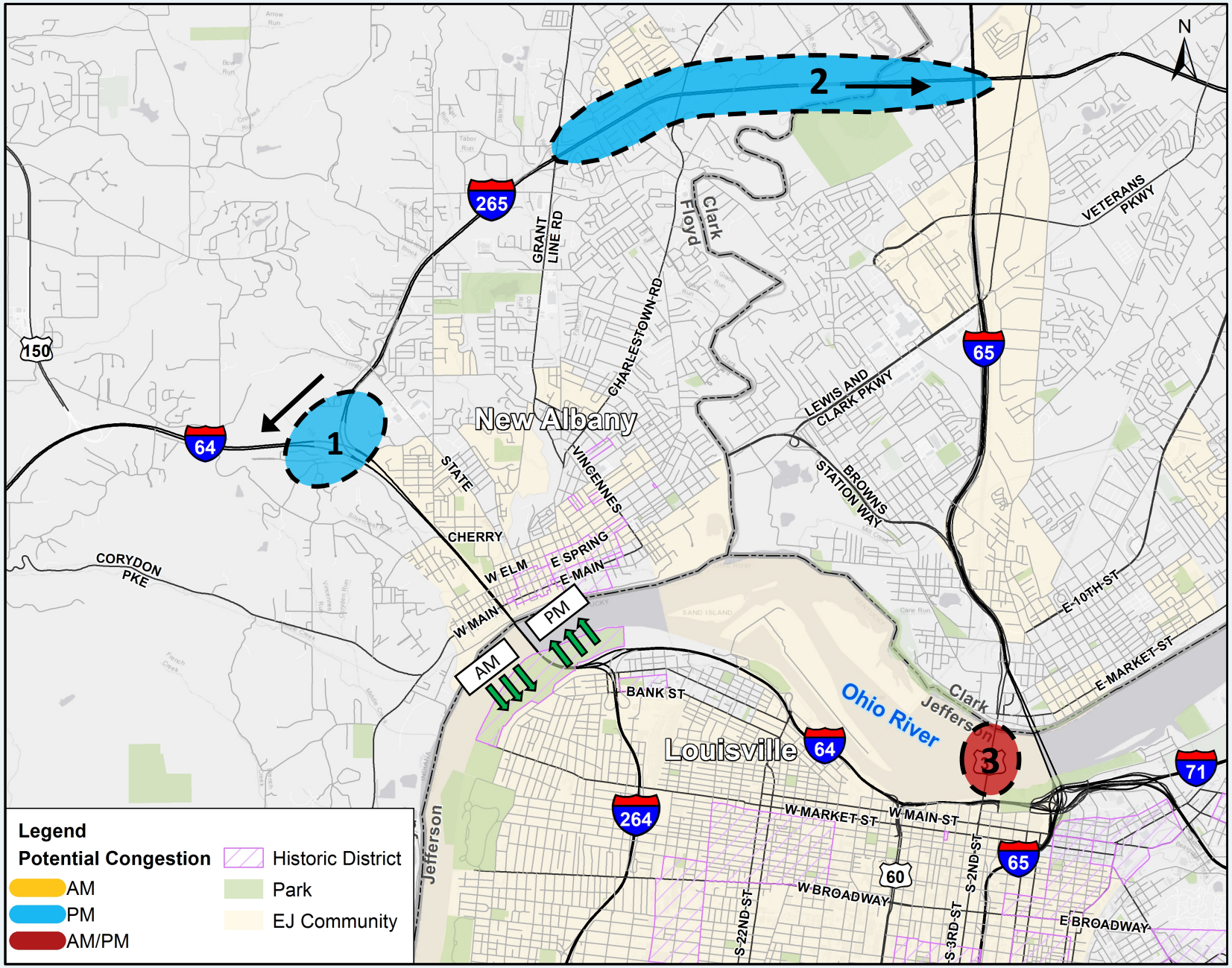
- 3 Lanes (EB) in AM
- 3 Lanes (WB) in PM
- Ramps – varies on deck & time of day

Closures:

- 3 Lanes (WB) in AM
- 3 Lanes (EB) in PM

*This option takes approximately 1.5 hours, twice per day (a 24 hr. period) and will require full closures to safely implement the reversible lanes.

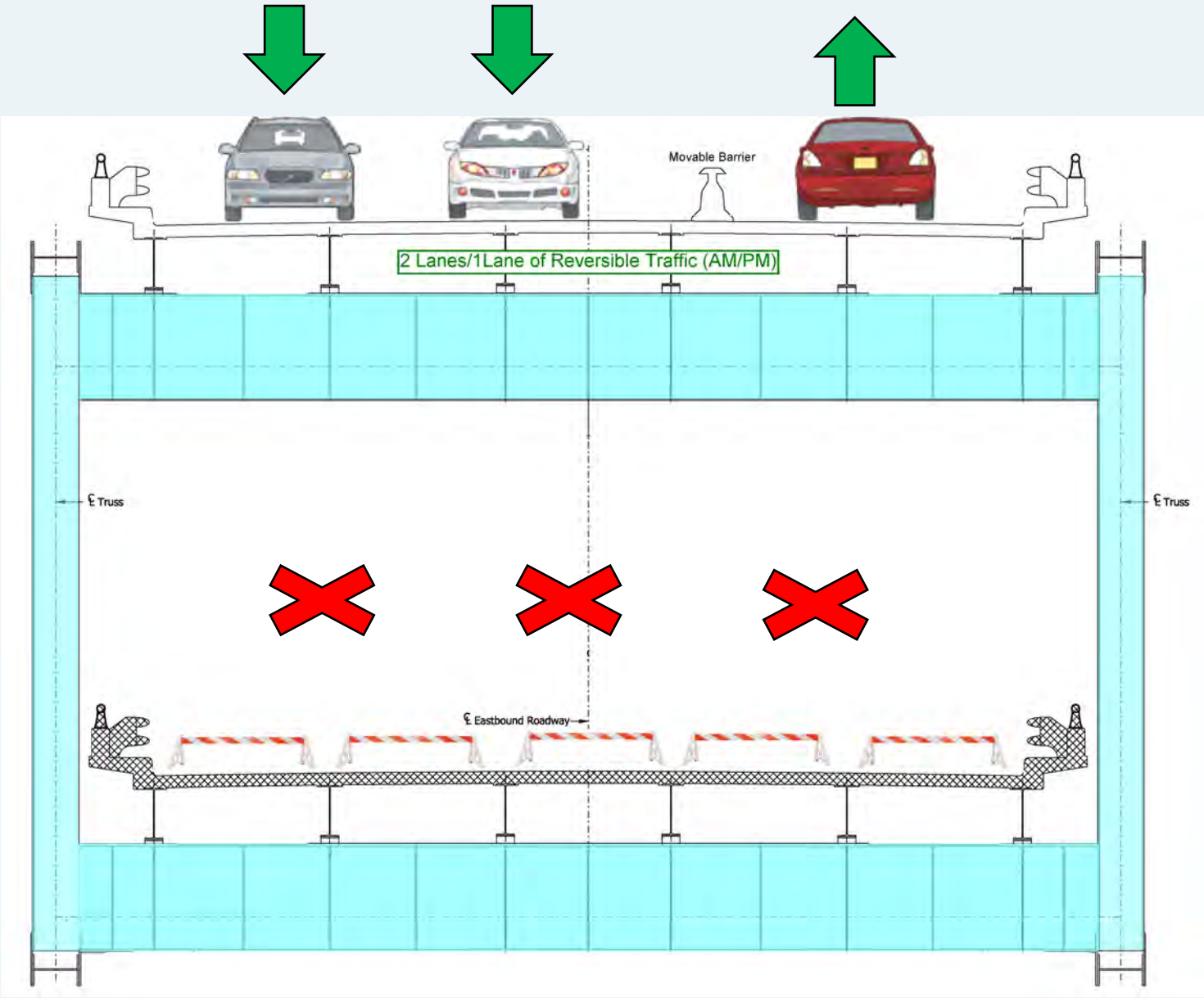
Potential Congestion Areas: One Deck Open (Alternating AM/PM) – Option 3



- **PM Congestion:**
  1. WB I-265 to WB I-64*
  2. EB I-265 to I-65
- **AM & PM Congestion:**
  3. Clark Memorial Bridge*

*Has Existing Congestion

One Deck Open (Reversible Lane AM/PM) – Option 4



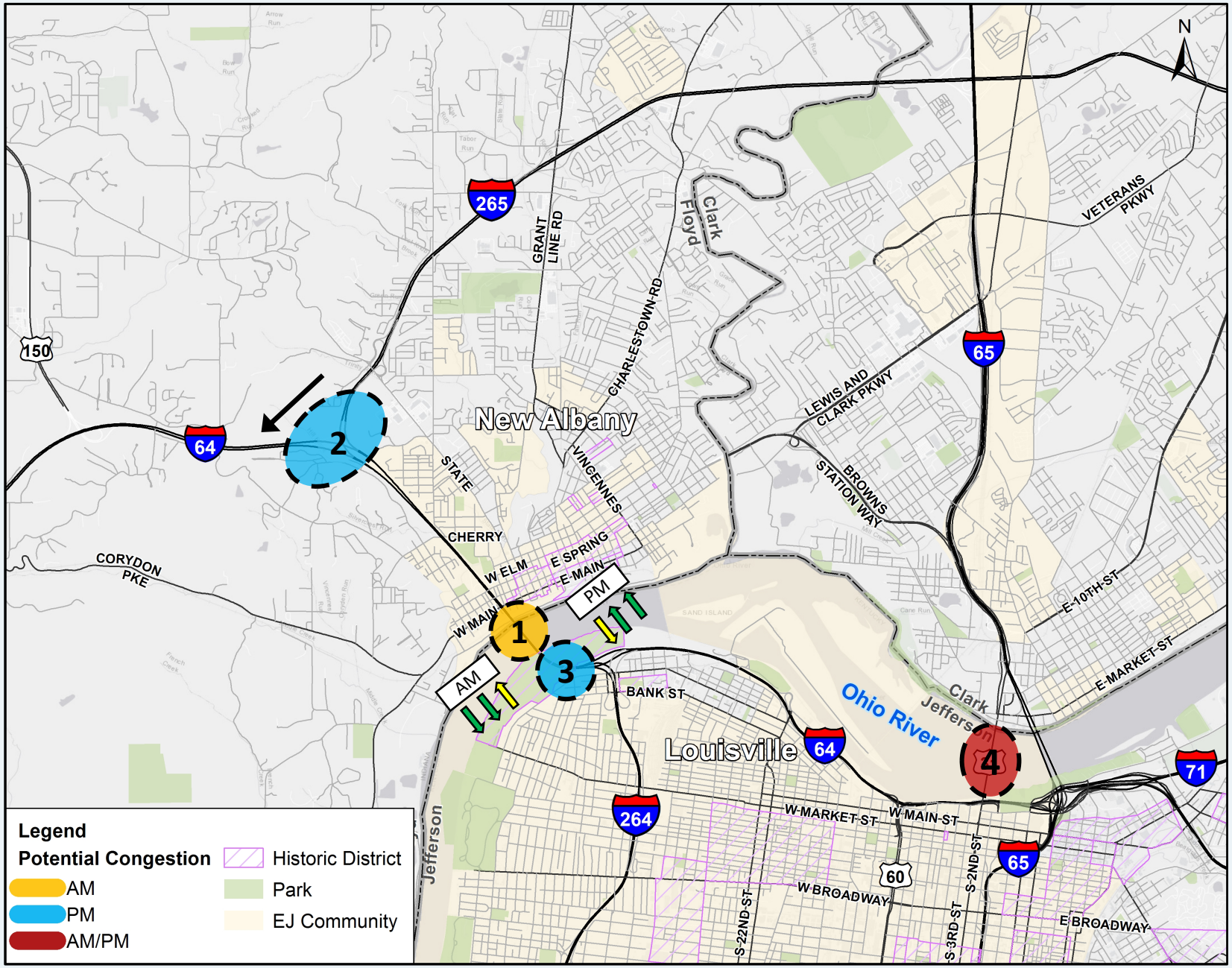
Estimated Duration:
- 26-38 Months

AM Access:
- 2 Lanes EB
- 1 Lane WB
- Ramps – varies based on deck

PM Access:
- 2 Lanes WB
- 1 Lane EB
- Ramps – varies based on deck

Closures:
- 3 Lanes (one deck)

Potential Congestion Areas: One-Deck Open (Reversible Lane) - Option 4

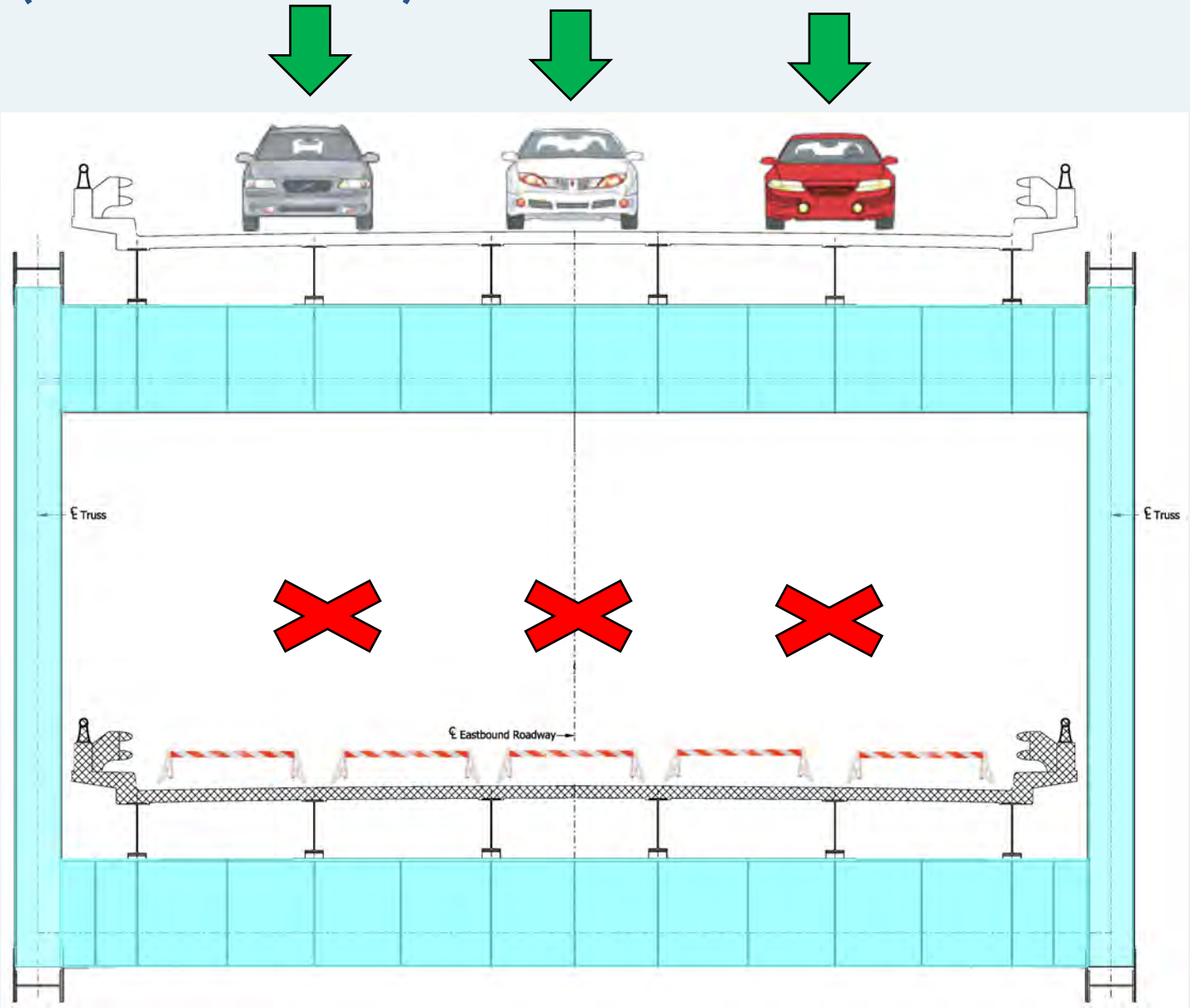


- **AM Congestion:**
  1. EB I-64 (Bridge)
- **PM Congestion:**
  2. WB I-265 to WB I-64*
  3. WB I-64 (Bridge)
- **AM & PM Congestion:**
  4. Clark Memorial Bridge*

*Has Existing Congestion

One Deck Open (One Direction) – Option 6

(Phase 1 shown)



Estimated Duration:

- 26-38 Months

Access:

- Phase 1 Access: 3 Lanes WB
- Phase 2 Access: 3 Lanes EB
- Ramps – varies based on deck (phase)

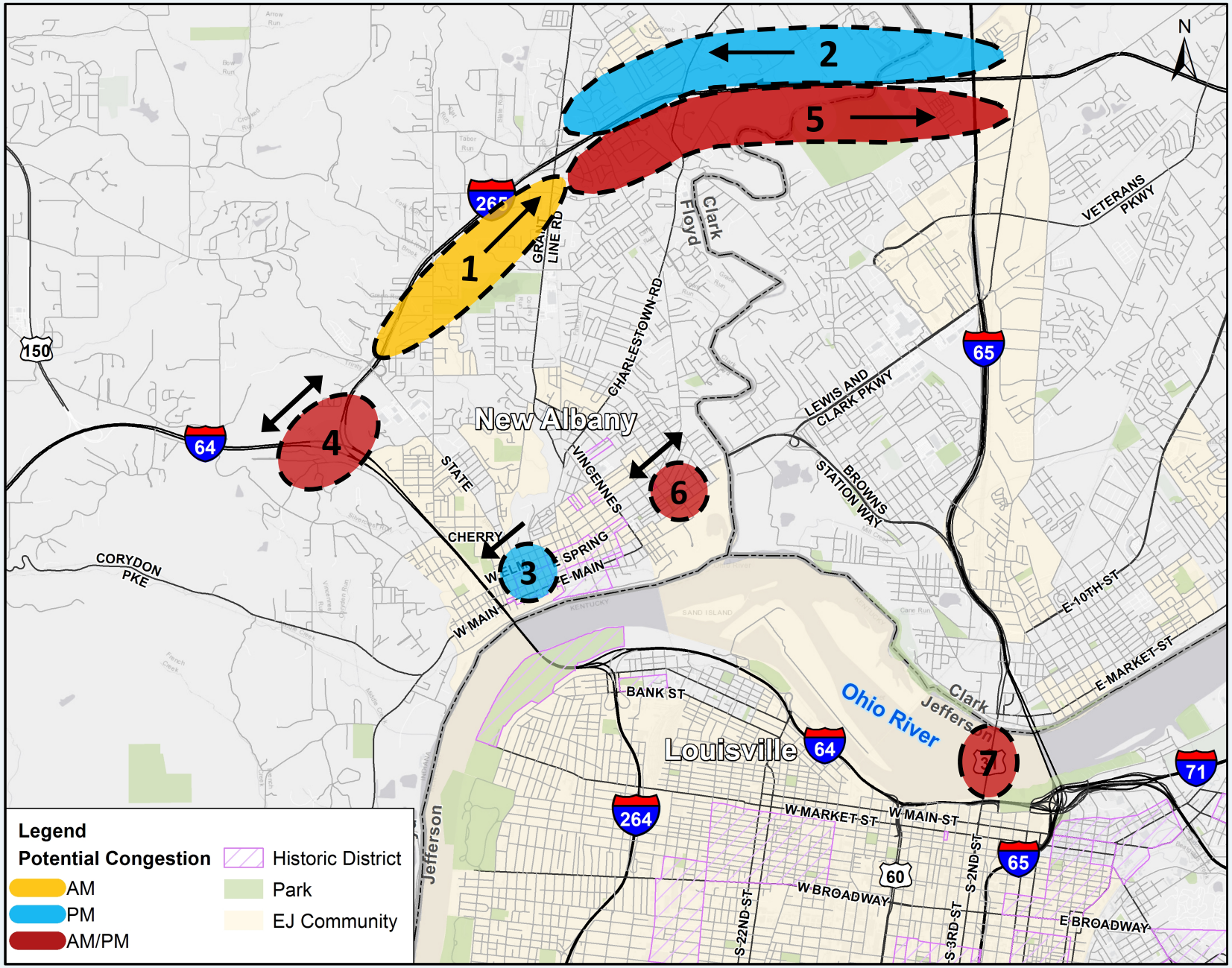
Closures:

- 3 Lanes (one deck, two phases)

Phase 1 Closure: 3 Lanes EB

Phase 2 Closure: 3 Lanes

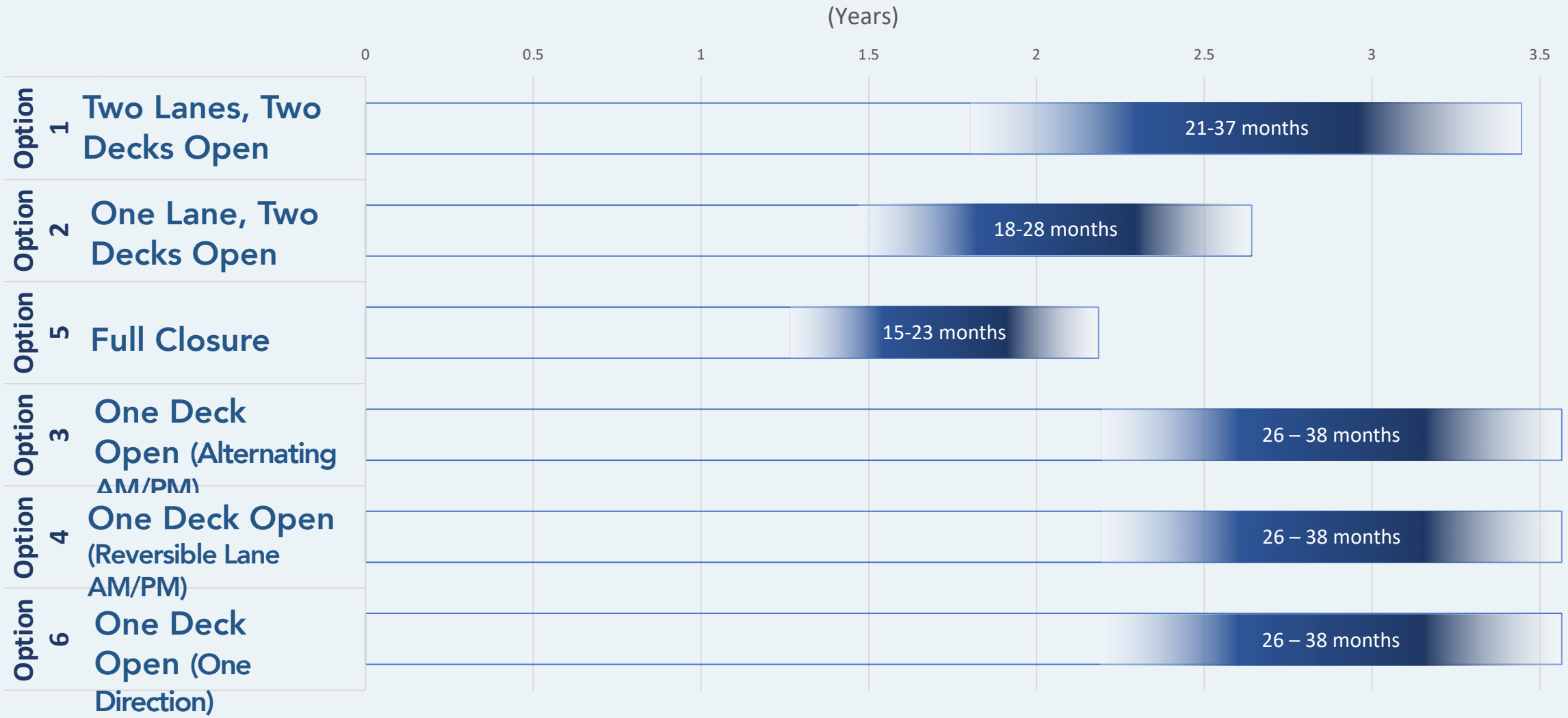
Potential Congestion Areas: One Deck Open (One-Direction) – Option 6



- **AM Congestion:**
  1. EB I-265 *(Ph1)*
- **PM Congestion:**
  2. NB I-65 to WB I-265 *(Ph2)*
  3. WB Spring Street – Downtown New Albany *(Ph2)*
- **AM & PM Congestion:**
  4. EB I-64 to EB I-265 *(Ph1)* / WB I-265 to WB I-64* *(Ph1 & Ph2)*
  5. EB I-265 to SB I-65 *(Ph1)*
  6. EB Spring St. *(Ph1)* / WB Spring St. *(Ph2)*
  7. Clark Memorial Bridge*

*Has Existing Congestion

Construction Duration



The durations shown above are schedule approximations, based on performing only the MOT Scenario depicted for the full duration of the project. The contractor team will be encouraged to minimize impacts to the public, and may utilize more combinations of these MOT options to reduce the overall impact or construction duration.

Anticipated Traffic Patterns During Construction

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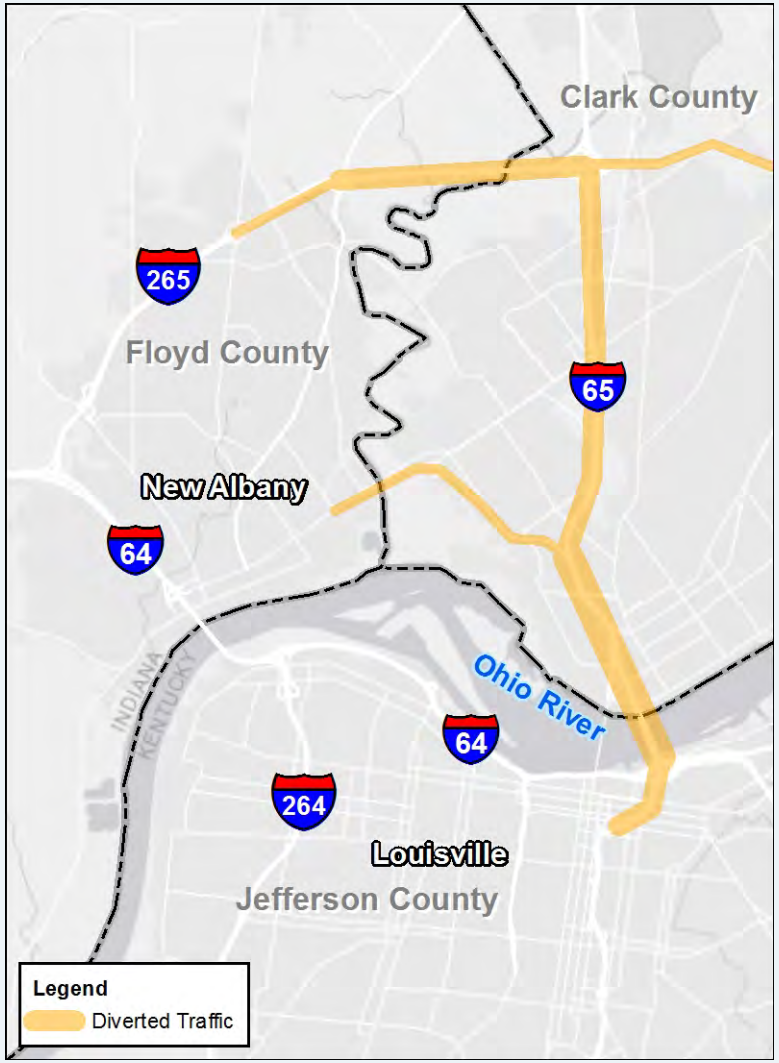
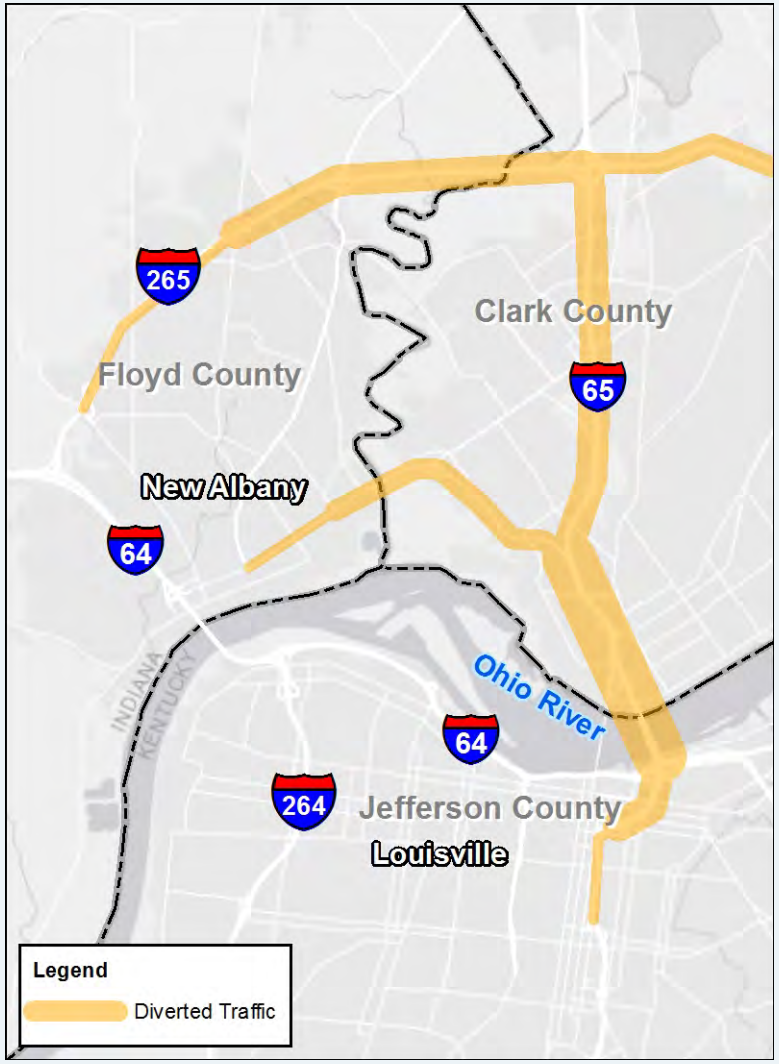
General Diversion Patterns



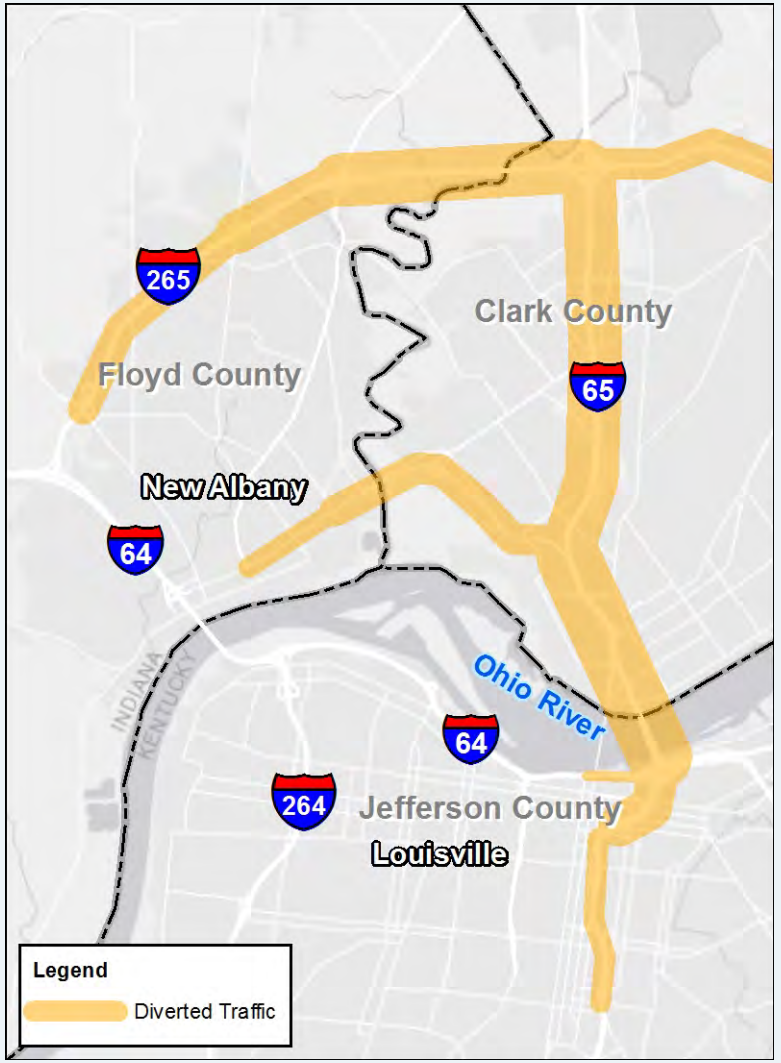
2 Lanes Open

7,400 vehicles (8%)



1 Lane Open

33,400 vehicles (37%)



Full-Closure

90,000 vehicle(100%)

Traffic Diverted from Sherman Minton
Daily Volumes

	Base	Option 1	Option 2	Option 5	Option 3	Option 4	Option 6
Sherman Minton Bridge	90,000	82,600	56,600	0	49,400	70,300	43,400
Diverted Traffic	0	7,400	33,400	90,000	40,600	19,700	46,600
Clark Memorial*		9%	13%	13%	18%	17%	14%
Kennedy/Lincoln		77%	71%	72%	68%	69%	72%
Lewis & Clark		14%	17%	15%	14%	14%	14%

* Because Clark Memorial Bridge is at capacity, a nearly equivalent amount of traffic also shifts from Clark Memorial Bridge to Kennedy/Lincoln bridges

Average Travel Time
All Cross-River Trips (AM & PM periods)

MOT OPTION	CARS		TRUCKS	
	MINUTES	CHANGE	MINUTES	CHANGE
Base	33.0		46.3	
Option 1	34.0	3%	46.7	1%
Option 2	35.3	7%	47.3	2%
Option 5	37.0	12%	48.3	4%
Option 3	33.9	3%	46.9	1%
Option 4	34.4	4%	46.9	1%
Option 6	35.1	6%	47.3	2%

Per Trip User Costs = Time($) + Distance($) + Tolls
All Cross-River Trips (AM & PM periods)

MOT OPTION	CARS		TRUCKS	
	COST	CHANGE	COST	CHANGE
Base	$ 17.49		$ 79.36	
Option 1	$ 18.01	3%	$ 80.06	1%
Option 2	$ 18.91	8%	$ 81.62	3%
Option 5	$ 20.40	17%	$ 84.89	7%
Option 3	$ 18.30	5%	$ 81.77	3%
Option 4	$ 18.30	5%	$ 80.68	2%
Option 6	$ 19.00	9%	$ 82.22	4%

Note: Toll cost based on average toll of $2.74 / Car Crossing and $8.03 / Truck Crossing (July 2019)

Per Trip User Cost Calculation

- Average All Cross-River Trips ***Example*** (AM & PM periods)
  - User Cost = (Travel Time x Value of Time) + (Distance x Operating Cost) + Toll Paid
  - User Cost = (32.94 min x $0.3771/min) + (18.64 miles x $0.22/mile) + $0.97
  - User Cost = $12.42 + $4.10 + $0.97 = $17.49 *(Base Case)*

- Source of Data
  - **Value of Time** *($/min)* - based on a % of regional median income *(US Census)*
  - **Operating Cost** *($/mile)* - includes fuel, maintenance, repair and tires

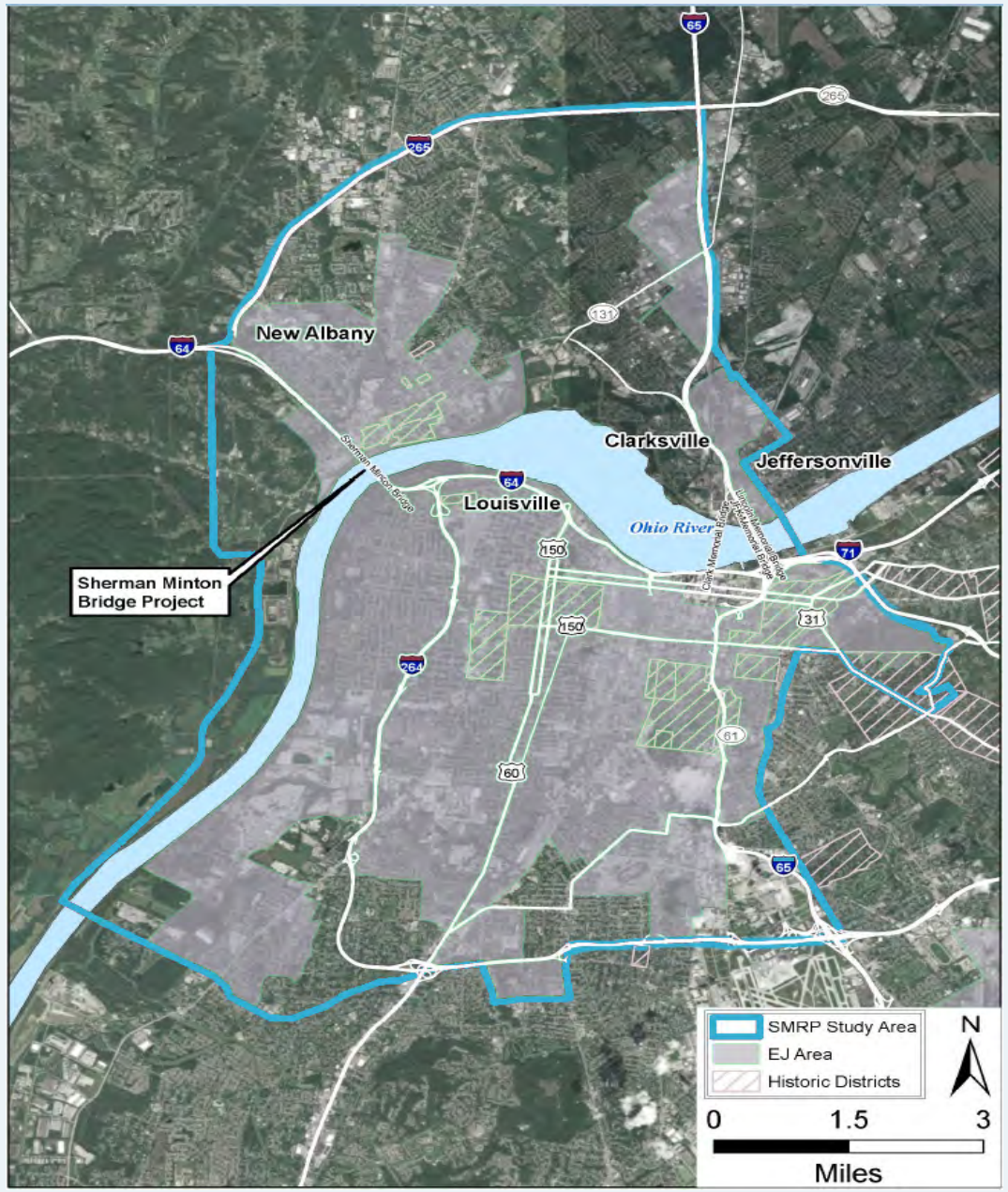
    (American Automobile Association 2018)
  - **Toll Paid** ($) - is based on current toll rates

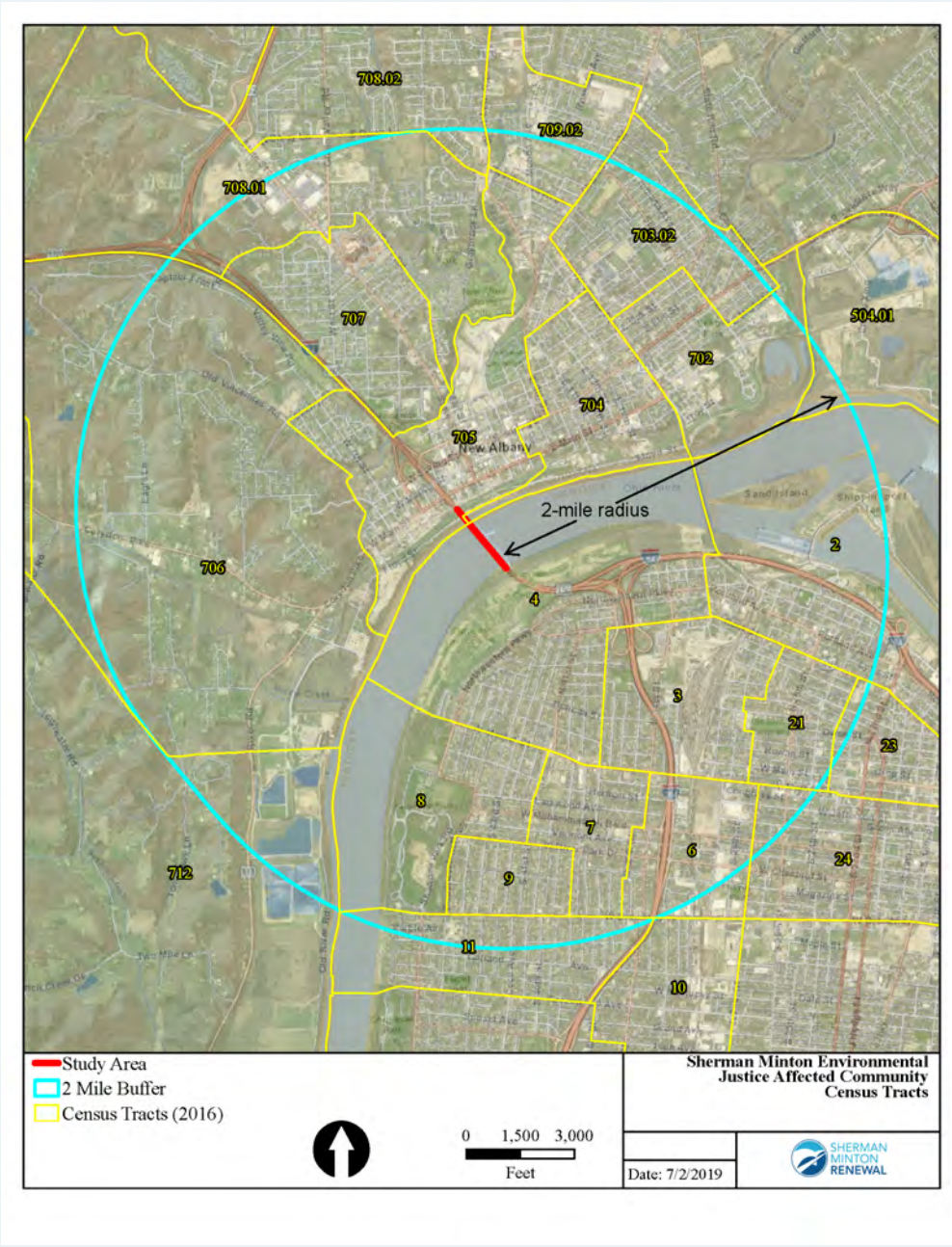
    (Provided by Riverlink for vehicle type/transponder/account type)

Preliminary Environmental Justice Considerations

SHERMAN MINTON RENEWAL

Environmental Justice Areas and Affected Community Census Tracts

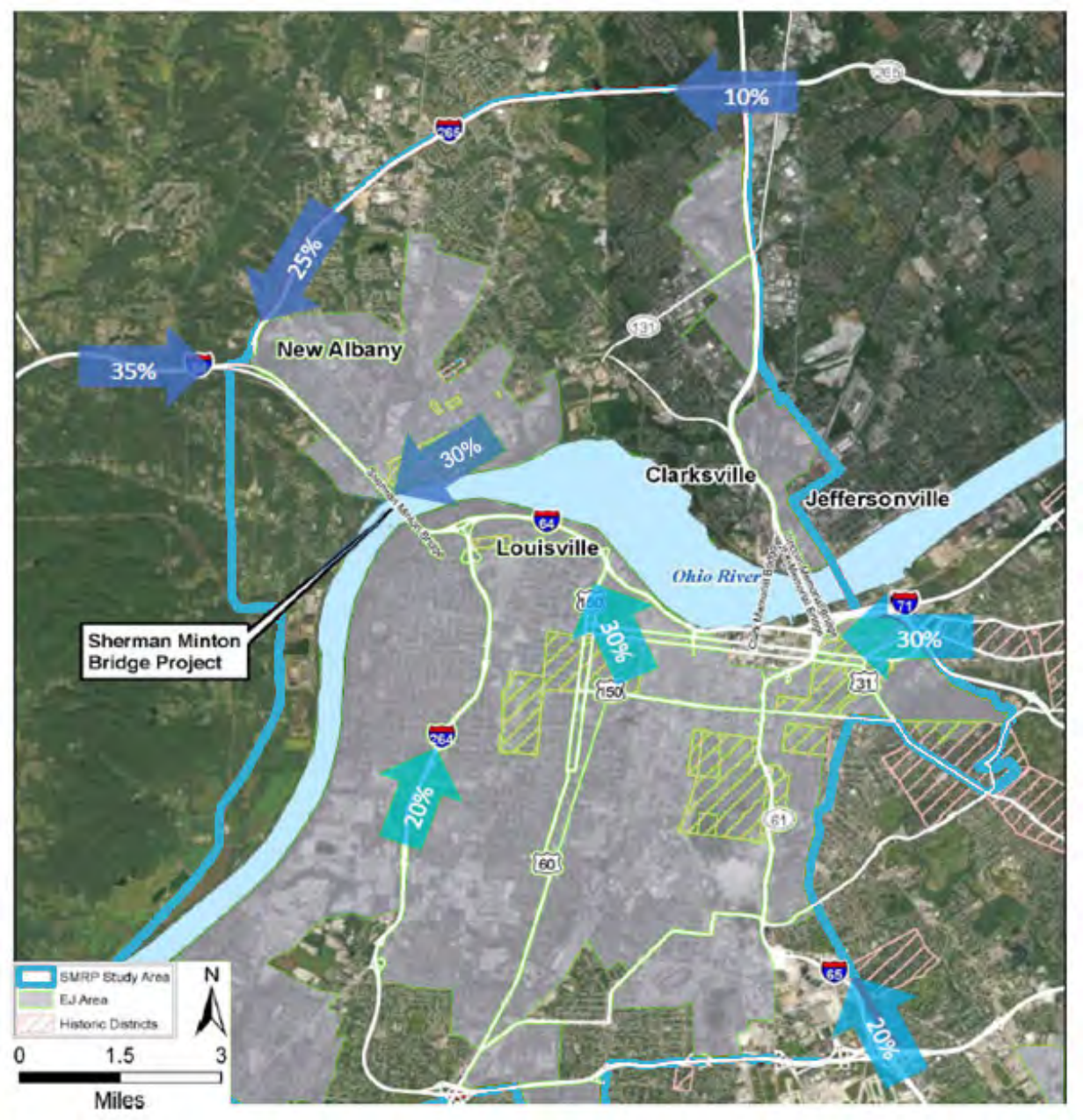




What We Know:

- **EJ areas make up the majority of the project study area**
- **Most of the traffic crossing Sherman Minton comes from outside the EJ areas**
  - **25% of daily trips originate in EJ areas**
- **The model predicts that EJ trips tend to stay on the Sherman Minton, as maintenance of traffic options allow**

Where does Sherman Minton Bridge Traffic Come From?



Traffic Diverted from Sherman Minton
Daily Volumes

	Base	Option 1	Option 2	Option 5	Option 3	Option 4	Option 6
Sherman Minton Bridge	90,000	82,600	56,600	0	49,400	70,300	43,400
Diverted Traffic	0	7,400	33,400	90,000	40,600	19,700	46,600
Clark Memorial*		9%	13%	13%	18%	17%	14%
Kennedy/Lincoln		77%	71%	72%	68%	69%	72%
Lewis & Clark		14%	17%	15%	14%	14%	14%

* Because Clark Bridge is at capacity, a nearly equivalent amount of traffic also shifts from Clark Bridge to Kennedy/Lincoln bridges

EJ Trips Diverted from Sherman Minton
AM Period Volumes

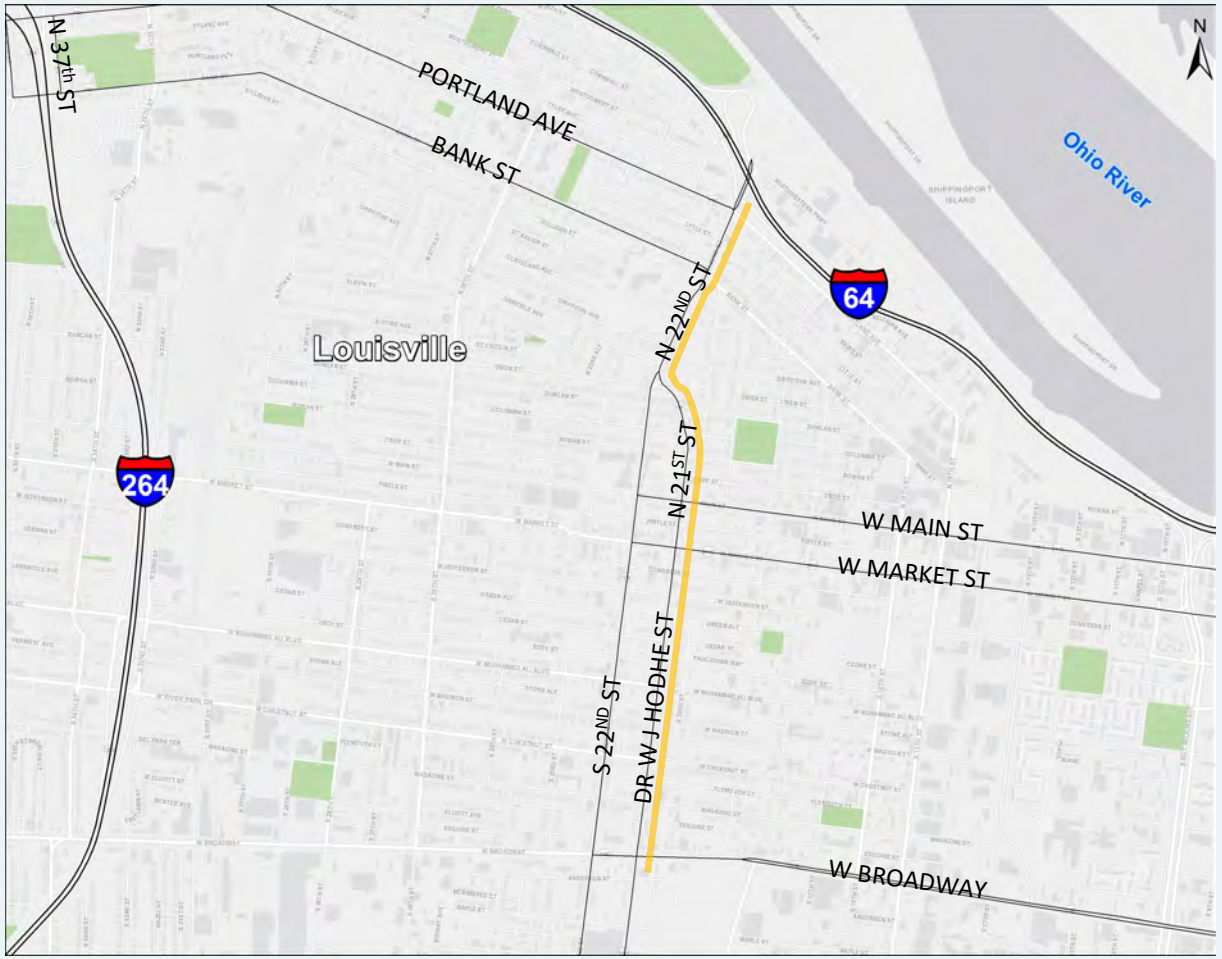
	Base	Option 1	Option 2	Option 5	Option 3	Option 4	Option 6
Sherman Minton Bridge	3,200	2,600	1,400	0	1,700	2,100	1,500
Diverted Traffic	0	600	1,800	3,200	1,500	1,100	1,700
Clark Memorial*		53%	62%	57%	91%	66%	58%
Kennedy/Lincoln		37%	28%	34%	8%	26%	33%
Lewis & Clark		10%	10%	10%	1%	8%	9%

EFFECT ON COMMUNITIES - LOCAL STREETS

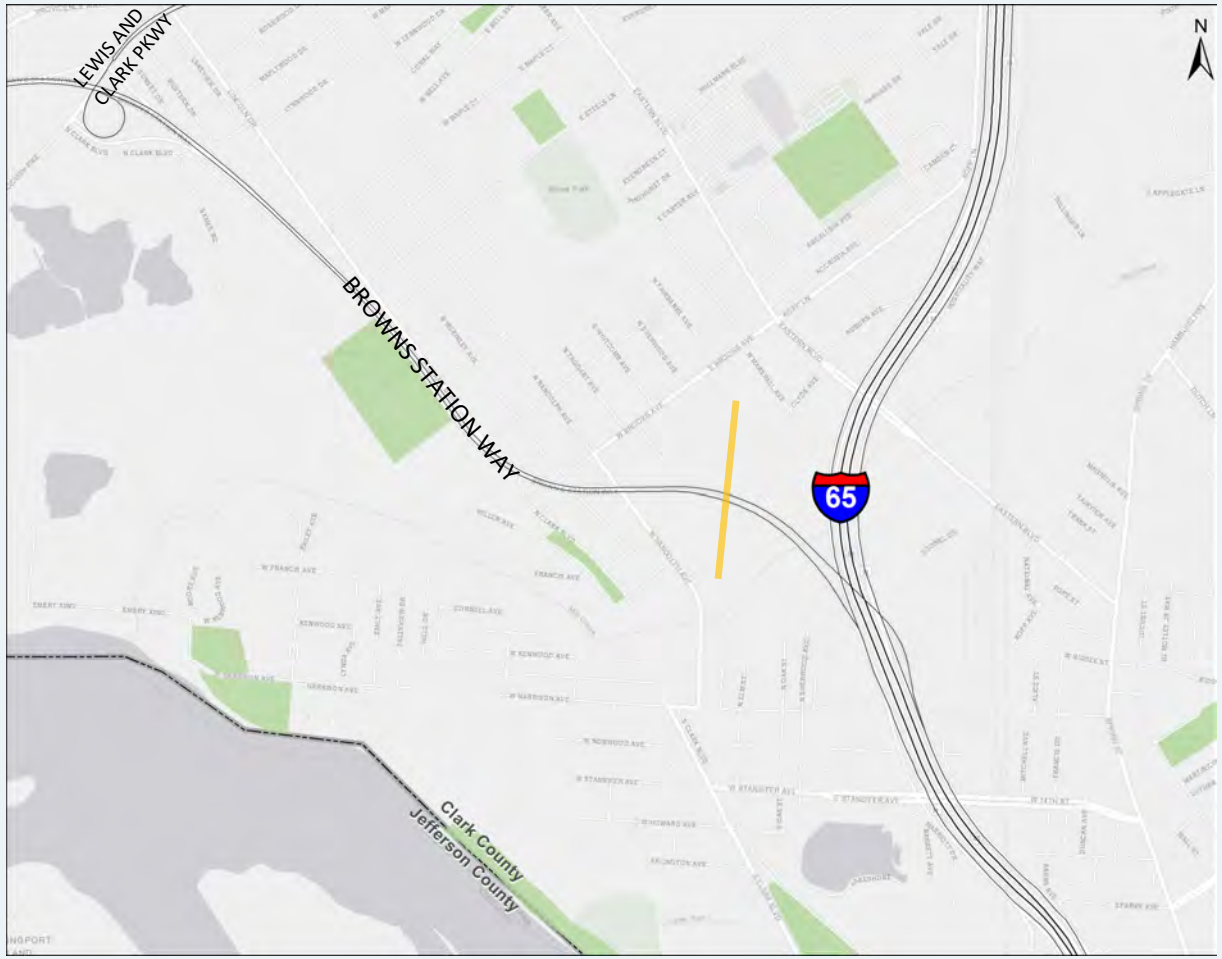
- Travel Demand Model was used to predict changes in traffic flow
- Screenline analyses were used to pick up east-west diversion between the bridges
- Analyzed screenlines along the east-west corridors in KY and IN:
  - West Louisville
  - New Albany (Downtown)
  - New Albany (East)
  - Clarksville

Traffic Patterns: West Louisville (EJ), Clarksville

West Louisville



Clarksville



West Louisville
Net Change in Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND		EASTBOUND	
	AM	PM	AM	PM
Option 1	10	30	-10	20
Option 2	20	10	-20	10
Option 5	30	20	-10	0
Option 3	30	40	20	10
Option 4	40	70	10	50
Option 6	20	40	20	10

* Multiple east-west arterials available.

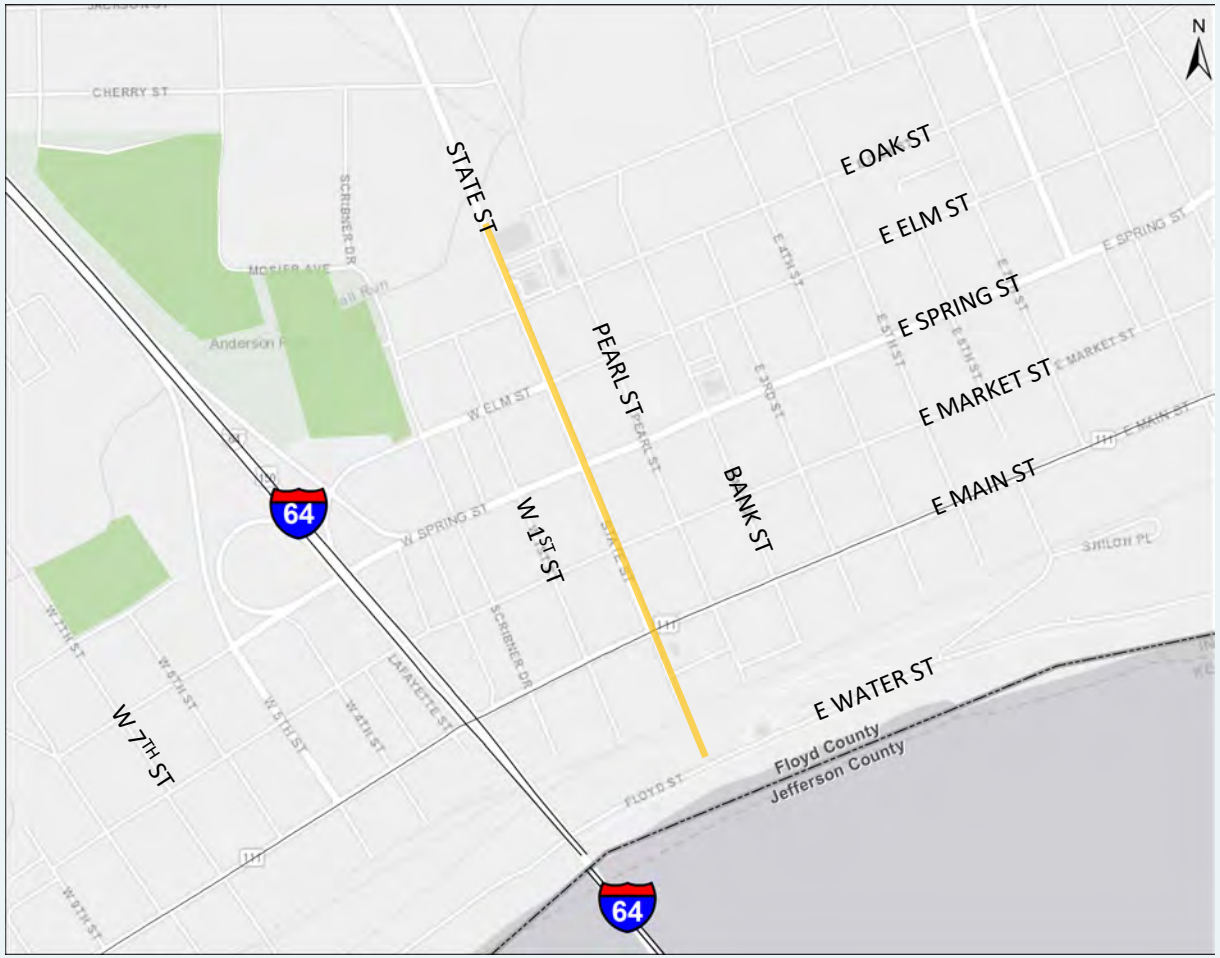
Clarksville
Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND		EASTBOUND	
	AM	PM	AM	PM
Base	190	420	340	210
Option 1	190	540	440	200
Option 2	190	760	680	250
Option 5	460	900	880	540
Option 3	450	580	480	560
Option 4	230	640	560	330
Option 6	450	900	880	550

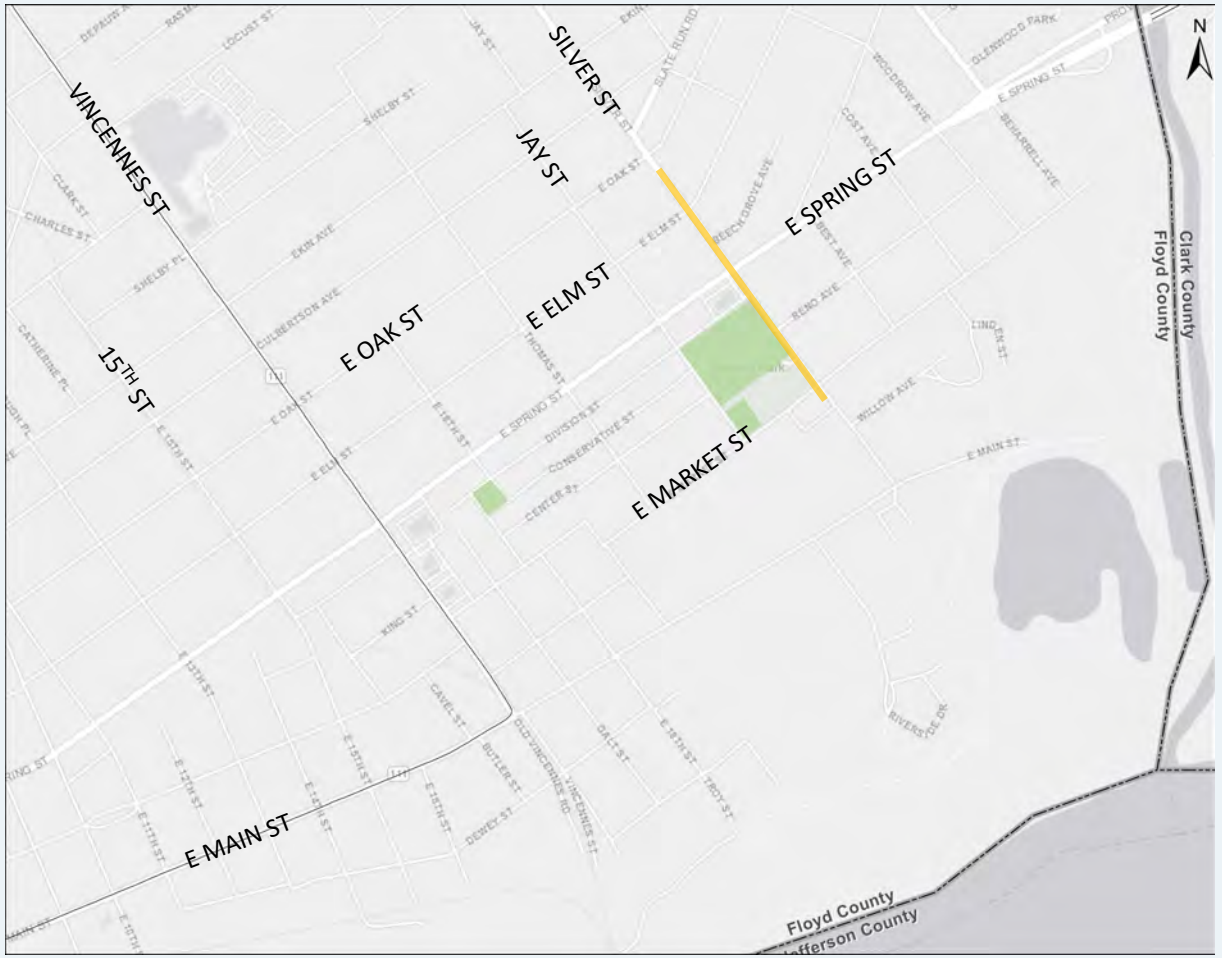
* Brown Station Way has two lanes in each direction.

Traffic Patterns: New Albany (EJ)

New Albany-Downtown



New Albany-East



New Albany – Downtown
Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND (Spring St.)		EASTBOUND (Elm St.)	
	AM	PM	AM	PM
Base	650	730	270	490
Option 1	550	740	280	380
Option 2	410	740	330	200
Option 5	450	950	500	250
Option 3	740	470	170	560
Option 4	540	650	280	400
Option 6	740	1100	570	560

* Spring Street (WB) & Elm Street (EB) are constrained by one lane sections within the corridor.

New Albany – East
Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND (Spring St.)		EASTBOUND (Spring St.)	
	AM	PM	AM	PM
Base	540	710	430	580
Option 1	470	750	470	470
Option 2	450	930	720	420
Option 5	740	1210	1080	710
Option 3	810	710	480	850
Option 4	520	780	580	540
Option 6	810	1240	1100	850

* Spring Street has one lane in each direction.

Public Involvement: What's Next?

SHERMAN MINTON RENEWAL

Public Involvement Schedule 2019

Summer 2019

- Key officials briefings
- CAC and EJ meetings
- Open houses: July 23 (KY) & July 25 (IN)

Fall/Winter 2019

- Public hearing

Thank You

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RENEWAL

What We Need to Know From You:

- **What are your impressions about what you've heard today?**
- **What is happening in your neighborhood (regarding mobility and access to roads/ramps)?**
- **What is important for us to consider as we continue to study impacts?**