

**Minutes**  
**Age Friendly City (AFC) Workgroup – Mobility & Accessibility (M&A)**  
**May 14, 2019**

The AFC Workgroup – Mobility & Accessibility met on May 14, 2019 at The Edison Center, Louisville Metro Government, 701 W. Ormsby Ave, Louisville, KY 40203, in the Cafeteria on the first floor. Following is a summary of the formal action taken during the meeting (a more detailed summary follows below):

- **The Notes taken of the Last Meeting on April 9, 2019, were read Loretta Baker and are incorporated into these minutes**
- **Facilitator Larry Sloan’s application to join TAAC board is pending approval by membership committee**
- **New members of the workgroup attended: Stephanie Brian of TARC and Michell Bazely of Metro Govt.**
- **Complete Streets for Louisville will present to our group on June 11 at 2:00pm**
- **Acronym list prepared by Ashley Tinius contained at the end of these minutes**

Facilitator Larry Sloan promptly called the meeting to order at 2:05. The following people attended the meeting:

- Larry Sloan, Facilitator
- Loretta Baker, Co-Facilitator
- Michelle Bazely, Metro Govt.
- Ashley Tinius, KIPDA
- Stephanie Brian, TARC
- David Allgood, Center for Accessible Living
- Susan Teeters, Metro OADC

**Notes of the Last Meeting**

Sloan to continue attending TAAC and RMC meetings.

Contact Jodi at Metro re: 311 service and how it works. Perhaps feature as a speaker at a future meeting.

Ashley will create list of acronyms commonly used in government concerning M&A.

Complete Streets group has not met since initial formation meeting. Invite them to attend our meeting.

David O’Brien on Metro Council is an advocate of Complete Streets.

**Information on TARC’s new Mobility App**

Stephanie Brian, Mobility Manager at TARC, updated us on plans to make TARC the keystone of the TARC mobility app that will be introduced soon. This improved app will tie together various ride sharing vendors such as Lyft and Uber and Taxi services with TARC to allow people to plan the most economic way to move across the metro area. The TARC website will also be enhanced to accomplish the same purpose. Users will have the latest information on route changes and alerts. As far as I can tell, Google Maps and Apple Maps for smartphones and pads currently shows ride sharing and public transportation as well as walking but does not combine them into one suggested trip which is what the new TARC app sounds like it will do.

**Increase the participation level of this workgroup**

We discussed ways to encourage more people who can give us important information or advocate for Age Friendly Cities’ goals on our workgroup. We could increase our email efforts prior to the scheduled meetings. We could ask those we know who might add clout to the group or who may be good advocates.

**Involving United Way into AFC**

Because of the size of United Way and the extensive reach into the Metro area, we decided to try to reach out to them to see if a rep from United Way could be in our group. I will work on contacting them.

## M&A ACTION PLAN UPDATE

### GOAL 1: Work with RMC to ensure that TARC is affordable and maps are accessible and understandable to everyone.

OBJECTIVE	ACTION	PARTNERS	DEADLINE	METRICS/UPDATE
Have workgroup members on RMC, TAAC to advocate for Goal 1.	1. Our members attend RMC to advocate for Goal 1 and participate in TARC's Comprehensive Operational Analysis	Potentially Louisville Office for Aging/Disabled Citizens (OADC), AARP, KIPDA	2019	Sarah Teeters, OADC, is currently a member of our workgroup. Ashley Tinius, KIPDA, is currently a member of our group.
	2. Have members on TAAC	OADC, AARP, KIPDA	2019	Application to join TAAC pending for Larry Sloan
	3. Collaborate on TARC strategic planning (Comprehensive Operational Analysis.	M&A Work Group, Age Friendly Leadership	2020	Target date to begin organizing for this is July 1 2019

### GOAL 2: Improve sidewalks, crosswalks, and signal crossing times/options to ensure everyone can access their communities safely.

OBJECTIVE	ACTION	PARTNERS	DEADLINE	METRICS/UPDATE
Work with the MPO (Metro Planning Org) to ensure that Age Friendly improvement of sidewalks, crosswalks and signal crossing times and options are included in the MTP (Metro Transportation Plan).	1. Have one member of our group attend mobility and access meetings to communicate to the group his/her findings and strategized on implementing our Goals.	M&A Work Group Potentially Louisville Office for Aging/Disabled Citizens (OADC), AARP, KIPDA, Institute for Optimal Aging	2019	Sarah Teeters, OADC, is currently a member of our workgroup. Ashley Tinius, KIPDA, is currently a member of our group.
	2. Advocate for funding for age-friendly activities and projects, to include city funding allocation, grants and donation.	M&A Work Group Age-Friendly Leadership	2021	Metric: Amount of funds allocated to age-related projects/efforts.

#### Plans for next meeting, Tuesday, June 11, 2019 at the Edison Center, Edison Room 1<sup>st</sup> Floor

Patricia Tennan, Organizer of the Complete Streets for Louisville Coalition and potentially Dirk Gowin of Public Works will make a 30 minute presentation to the Mobility and Accessibility Work Group about the Complete Streets ordinance and plans on bringing a large group of interested groups together to achieve this important goal.

“Complete Streets” is a term describing roads that allow safe and convenient travel for everyone who uses them and for all modes of transportation. These streets have crosswalks, accessible sidewalks, and bicycle lanes that make it easy to walk to the store, bike to work, or cross the street to and from a bus stop. Complete streets policies require that every future road construction and reconstruction project makes a street safe and comfortable for all user – kids, families, older adults, or people with disabilities – whether they are walking, pushing a stroller, using a wheelchair, riding a bike, or taking public transportation. Louisville adopted a complete streets ordinance in 2008. It was a good first step, but now is the time to bring the current policy to meet current national standards, including transparency, a method for public input, and a focus on equity to bring complete streets to neighborhoods that historically been under resources.

For further information, visit [www.CompleteStreetsForLou.com](http://www.CompleteStreetsForLou.com)

#### ADJOURN

**With no further business to discuss, Facilitator Larry Sloan adjourned the meeting at 3:15PM.**

**Submitted by Larry Sloan ([larry.sloan@yahoo.com](mailto:larry.sloan@yahoo.com)) May 22, 2019.**

**Please Note that the following pages contain the acronym list prepared by Ashley Tinius of KIPDA.**

**Acronym list prepared by Ashley Tinius of KIPDA**  
**Acronym and Agency list for Age-Friendly Louisville**

**ADA** **Americans with Disabilities Act of 1990**  
A Federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

**AARP** **American Association of Retired Persons**  
A non-governmental organization and interest group for people age 50 and over.

**3C**  
A continuing, cooperative, and comprehensive planning process.

**CHSTP** **Coordinated Human Services Transportation Plan**  
The Kentuckiana Regional Planning and Development Agency (KIPDA) has developed a Coordinated Human Services Transportation Plan (CHSTP) for the KIPDA Region, which includes Clark and Floyd counties in Indiana, and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky. This plan is to serve as a unified, comprehensive strategy for enhancing mobility for seniors and persons with disabilities as well as other populations who may benefit from the programs and projects identified herein.

**Complete Streets Louisville (invite only)**  
“Complete streets” is a term describing roads that allow safe and convenient travel for everyone who uses them and for all modes of transportation. These streets have crosswalks, accessible sidewalks, and bicycle lanes that make it easy to walk to the store, bike to work, or cross the street to and from a bus stop. Complete streets policies require that every future road construction and reconstruction project makes a street safe and comfortable for all users—kids, families, older adults, or people with disabilities—whether they are walking, pushing a stroller, using a wheelchair, riding a bike, driving a car, or taking public transportation.

**EJ** **Environmental Justice**  
Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth. This acronym is also added to in order to describe the current status of the EIS (i.e., FEIS: Final Environmental Impact Statement and DEIS: Draft Environmental Impact Statement).

**EPA** **Environmental Protection Agency**  
The Federal regulatory agency responsible for administering and the enforcement of Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

**ESL** **English as Second Language**  
Persons whose first language is not English.

**FAST ACT** **Fixing America’s Surface Transportation Act**  
On December 4, 2015, President Obama signed the [Fixing America’s Surface Transportation \(FAST\) Act](#) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305

billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

**GIS** **Geographic Information System**

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

**INDOT** **Indiana Department of Transportation**

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

**KIPDA** **Kentuckiana Regional Planning and Development Agency**

KIPDA provides regional planning, review and technical services in the areas of public administration, social services and transportation as well as community ridesharing programs. KIPDA also coordinates services for persons 60 years of age and over. KIPDA is designated by the Kentucky State Clearinghouse as the regional review agency for virtually all applications for federal and/or state funds made by organizations or governments within the state of Kentucky.

**KYTC** **Kentucky Transportation Cabinet**

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

**MPO** **Metropolitan Planning Organization**

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

**MTP** **Metropolitan Transportation Plan**

A long-range plan that identifies facilities that should function as an integrated transportation system, and developed pursuant to Title 23, U.S.C. and the Federal Transit Act. It gives emphasis to those facilities that serve important national and regional transportation functions, and includes a financial plan that demonstrates how the long-range plan can be implemented.

**RMC (open to public)** **Regional Mobility Council**

The Regional Mobility Council of the KIPDA Region is a transportation advisory group whose vision is, “A regional coordinated transportation system that provides accessible, affordable, universal, and diverse transportation options. This system meets community transportation needs and serves every person, especially people with disabilities and older adults.”

The Regional Mobility Council’s purpose is to serve in an advisory capacity for the planning, optimization and coordination of transportation resources for the nine-county KIPDA region (Clark and Floyd counties in Indiana; and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky).

## **Road to Zero (Invite only)**

Louisville Metro is committed to achieving zero roadway fatalities and has joined the [Road to Zero Coalition](#).

Metro Government's Road to Zero Team is comprised of representatives from

- [LMPD traffic unit](#)
- Division of Transportation, Public Works & Assets
- Traffic Engineering, Public Works & Assets
- [Advanced Planning](#)
- [Develop Louisville](#)
- [Air Pollution Control District](#)
- [Health Department](#)
- [Innovation and Technology](#)
- [Kentucky Transportation Cabinet](#)
- University of Louisville Center for Transportation
- community members

The team meets monthly to review roadway fatalities, innovative strategies and technologies to reduce fatalities in peer cities, and funding opportunities for future projects. The team will review the Roadway Safety Action Plan, which is currently under development, to determine the next steps in helping Louisville reach the ultimate goal of zero roadway fatalities.

## **TAAC (open to public)**

## **Transit Accessibility Advisory Council**

The TARC Accessibility Advisory Council's mission is to review and advise TARC on all issues, plans and programs for public transportation services in regards to the accessibility needs of our community and in compliance with the Americans with Disabilities Act of 1990.

## **TARC**

## **Transit Authority of River City**

The Transit Authority of River City (TARC) serves a historic region born from a legacy of satisfying the needs of transit. Separated by the Ohio River—a major transportation and trading route—at the Falls of the Ohio rapids, the cities of Louisville and Portland in Kentucky, and Jeffersonville, Clarksville and New Albany in Indiana were founded and grew as major hubs of trade and business as travelers came ashore to transport their goods.

TARC values that legacy and continues to honor the rich history that built its service region by striving to provide the best service for all passengers across 43 routes, in 5 counties, and 2 states.

## **TIP**

## **Transportation Improvement Program**

A program of transportation projects drawn from, or consistent with the transportation plan and developed pursuant to Title 23, U.S.C. and the Federal Transit Act. This document is prepared by Metropolitan Planning Organizations (MPOs) listing projects to be funded with FHWA/FTA funds for the next one to three-year period.

## **TITLE VI**

Title VI was enacted as part of the landmark 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. If a recipient of federal assistance is found to have discriminated and voluntary compliance cannot be achieved, the federal agency providing the assistance should either initiate fund termination proceedings or refer the matter to the Department of Justice for appropriate legal action. Aggrieved individuals may file administrative complaints with the federal agency that provides funds to a recipient, or the individuals may file suit for appropriate relief in federal court. Title VI itself prohibits intentional discrimination. However, most funding agencies have regulations implementing Title VI that prohibit recipient practices that have the effect of discrimination on the basis of race, color, or national origin.

**TMA****Transportation Management Area**

Any urbanized area over 200,000 in population. Within a TMA, all transportation plans and programs must be based on a continuing and comprehensive process carried out by the MPO in cooperation with States and transit operators. The TMA boundary affects the responsibility for the selection of transportation projects that receive Federal funds.

**TARC****Transit Authority of River City**

Provides public transportation in the Greater Louisville area with bus routes in Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. All TARC buses accommodate wheelchairs and are equipped with bike racks.

**TPC (open to public)****Transportation Policy Committee**

The policy board responsible for carrying out key MPO policy functions and directing the transportation planning process for the MPA in accordance with the Federal Transportation Act, MAP-21.

**TTCC (open to public)****Transportation Technical Coordinating Committee**

Responsible for providing technical advice and assisting the TPC in carrying out the responsibilities assigned to the MPO.

**TRANSPORTATION PLANNING**

A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time, and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of twenty years; short-range programming of specific projects usually covers a period of three to five years.

**UZA****Census Defined Urbanized Area**

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.