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Purpose & Process

Lexington Area
**Metropolitan
Transportation
Plan 2045**

Establish regional visions, goals and objectives



Assess existing transportation system



Predict future travel demand



Assess community needs & desires



Identify solutions & strategies



Predict future financial resources



Develop long-range and short-range investment strategies



Prioritize and evaluate projects & programs



Implement the plan & monitor system performance



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Goals & Objectives

Lexington Area Metropolitan Transportation Plan 2045

Transportation Goals

- Provide for safe travel for all users
- Provide access, choices and equity
- Provide connectivity within and between modes
- Be efficient, reliable, resilient and well maintained
- Support economic vitality and competitiveness
- Contribute to community character
- Enhance the environment
- Support health and wellness

Objectives

- Reduce fatalities and injuries by identifying hazards and conflicts within and between modes and by implementing safety improvements.
- Remove barriers to travel for all modes by investing in projects that increase connectivity of streets, sidewalks, bikeways and transit service.
- Adopt a "fix it first" approach to transportation investment.
- Maximize existing infrastructure by targeting investments to address bottlenecks, manage congestion and improve travel time reliability.
- Invest in a range of travel choices, tools and technologies that reduce congestion including access management, bicycle and pedestrian facilities, intelligent transportation systems and transit improvements.
- Reduce single occupancy vehicle use by encouraging ride-sharing, carpooling and vanpooling.
- Invest in public transit initiatives that strive to increase transit ridership.
- Coordinate land use, urban design, transportation and planning activities to make travel more efficient and accessible.
- Provide walkable, transit-oriented transportation corridors.
- Ensure access to jobs, education, goods and services for all citizens including underserved populations, people with disabilities, youth and seniors through investments in public transit, para-transit and other mobility services.
- Ensure projects contribute to community character and are context-sensitive including appropriate design speeds, landscaping, public art, streetscape elements, preserving view-sheds and other cultural or historic resources.
- Facilitate a regional dialogue on transportation needs and solutions.
- Promote the use of efficient travel modes, fuels, vehicles and other innovative technologies to improve air quality.
- Consider the impact of transportation investments and projects on the health and wellness of communities and people.
- Consider the impact of transportation investments on the environment including air and water quality.
- Ensure economic vitality through reliable and efficient goods and freight movement into and out of the region via roadways, railways and air.
- Ensure economic competitiveness by providing more livable, walkable, transit-oriented communities that attract employers and a quality workforce.
- Support tourism by providing accessible and multimodal transportation systems.
- Monitor current and changing attitudes, trends and travel behaviors.



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Local Trends

Lexington Area Metropolitan Transportation Plan 2045

WHAT IS THE CURRENT STATE OF TRANSPORTATION IN FAYETTE & JESSAMINE COUNTIES?

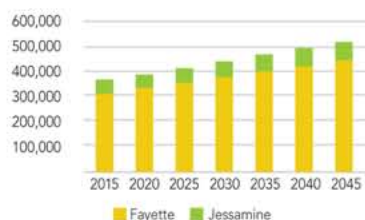
FEDERAL & STATE DOLLARS SPENT ON
TRANSPORTATION PROJECTS IN OUR REGION IN
THE LAST 5 YEARS TOTALED \$362,000,000

\$362,000,000

MPO Population in 2016

Region	Fayette	Total %	Jessamine	Total %
	362,544	86%	51,015	14%

Population Growth



OUR POPULATION

500,000

Population will grow to 400,000 in the
next 5 years & reach 500,000 by 2045

38%

That's an estimated 38% more
people with transportation needs

COMMUTING STATS

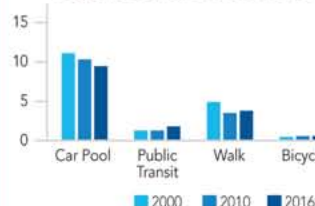
250,000

250,000+ commuters currently traveling
in, out & within our community

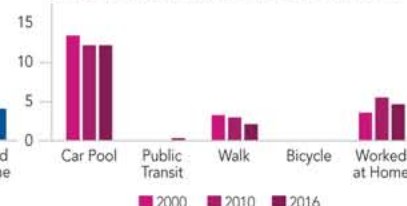


80% of those commuters
drive alone

Fayette County Travel Mode to Work



Jessamine County Travel Mode to Work



MPO Bicycle Facilities by Year

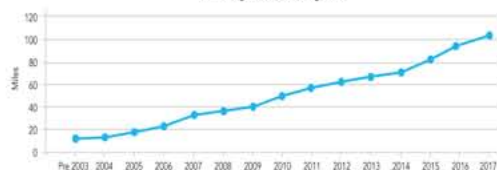


Exhibit 2.29 - MPO Bicycle Facilities by Year
Source: URUCO MPO



BIKING, WALKING & TRANSIT



Bike commuting has increased from
2% to 8% in our denser urban areas



Walk to work rates have
reached 35% in our downtown
core

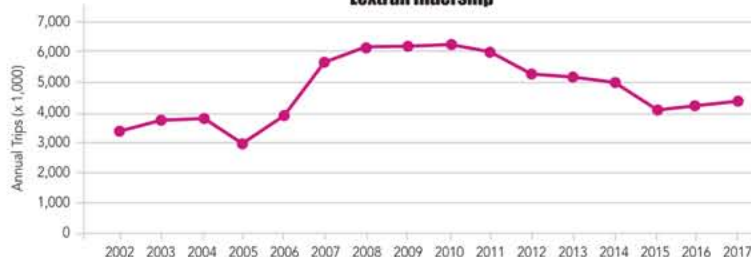
100 MILES

The Lexington area now has over 100
miles of trails and bike lanes



There are 5 million trips taken by
bus annually

Lextran Ridership



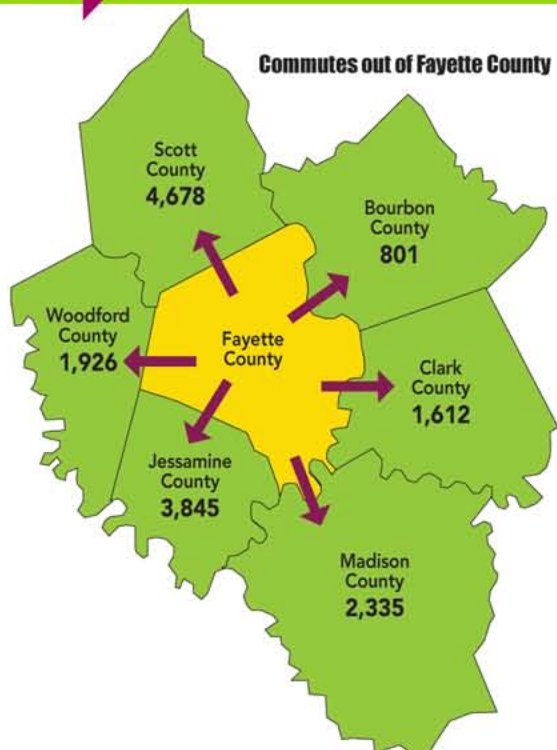


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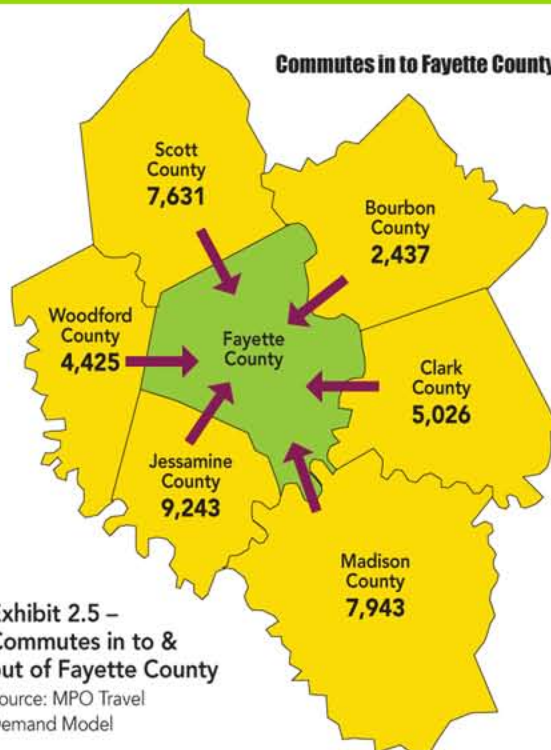
Local Trends

Lexington Area Metropolitan Transportation Plan 2045

Commutes out of Fayette County



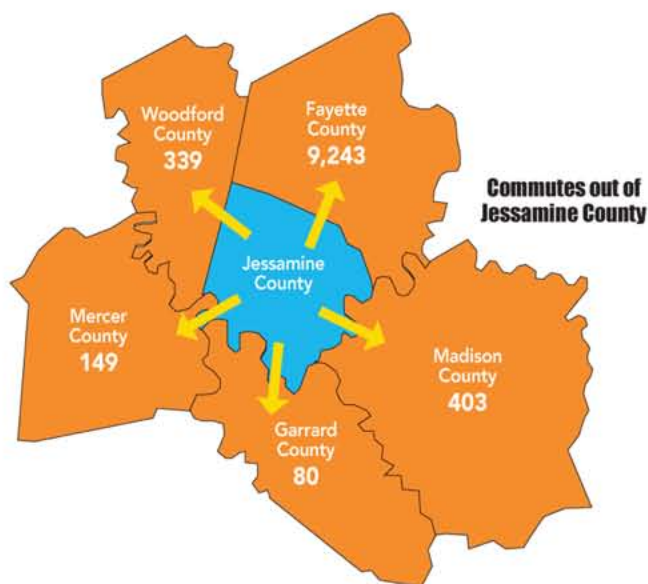
Commutes in to Fayette County



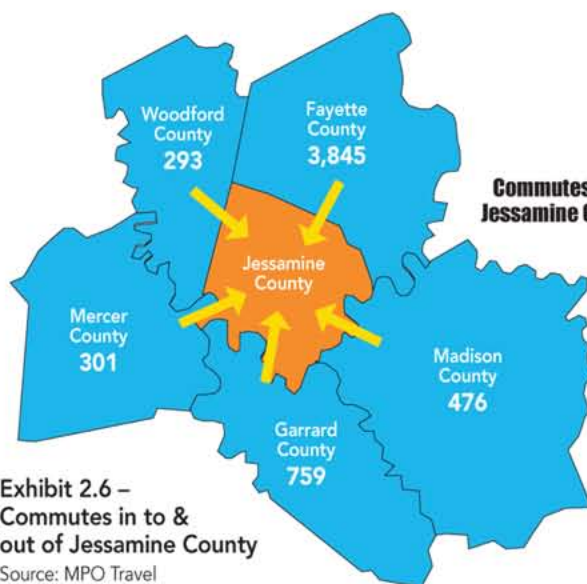
**Exhibit 2.5 –
Commutes in to &
out of Fayette County**

Source: MPO Travel
Demand Model

**Commutes out of
Jessamine County**



**Commutes in to
Jessamine County**



**Exhibit 2.6 –
Commutes in to &
out of Jessamine County**

Source: MPO Travel
Demand Model

MPO Labor Force	Eligible Labor Force	Labor Force Participation	Labor Force Percentage
Fayette	255,613	156,659	61%
Jessamine	40,429	22,840	56%
MPO Total	296,105	179,499	61%

Exhibit 2.5 – Population and Labor Force
Source: 2016 American Community Survey (5 yr. Estimate)



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Bicycle & Pedestrian

Lexington Area Metropolitan Transportation Plan 2045

Developing The Bikeway Network

The proposed bike network was developed with the goal of creating a network of well-connected, low-stress facilities. Biking needs to be a safe, convenient, and pleasant form of transportation for the broadest array of people. Aligning with the vision of this plan of creating safe and comfortable bikeways, this low-stress network would be appropriate for people of all ages and abilities.

The network is organized into three main categories: major bikeways (mainline routes), minor bikeways (feeder routes) and local bikeways (first/last mile connections).

Bike lanes, trails, and low-speed neighborhood bikeways all make biking more comfortable. However, perception of safety is largely driven by factors like vehicle speeds and traffic volumes. Not all routes are the same and therefore design flexibility is essential to building a low-stress network. The network approach developed as part of this plan sets the parameters for the bikeway network but the project design process will determine the ultimate cross-section for each project using national best practices and engineering judgment.

PROPOSED MILEAGE SUMMARY

FAYETTE		JESSAMINE
69 miles	Major Bikeways	28 miles
75 miles	Minor Bikeways	40 miles
74 miles	Local Bikeways	11 miles
218 miles	TOTAL	79 miles

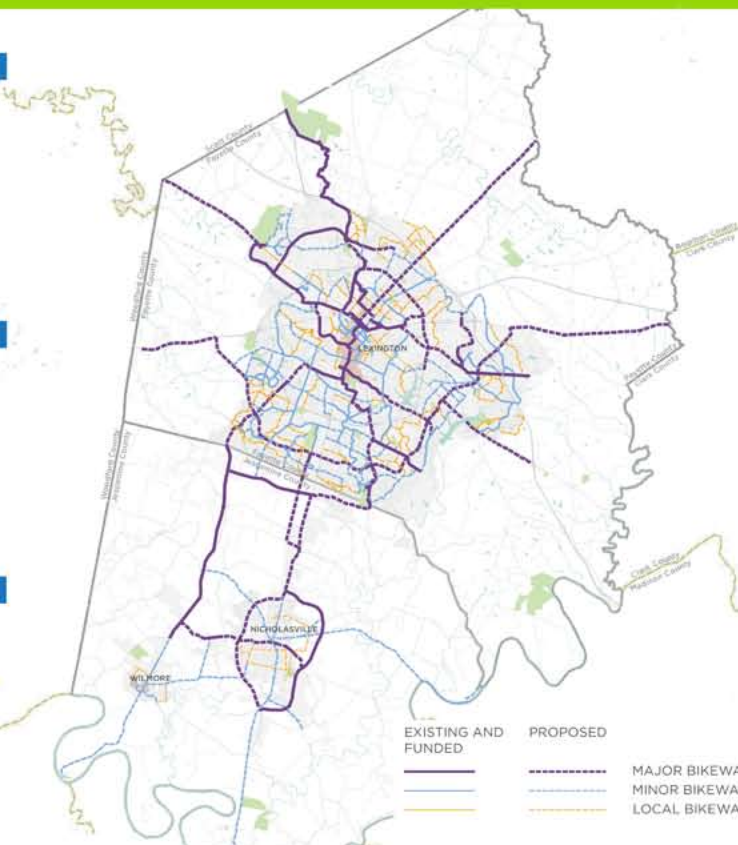
MAJOR BIKEWAY: MAINLINE ROUTES



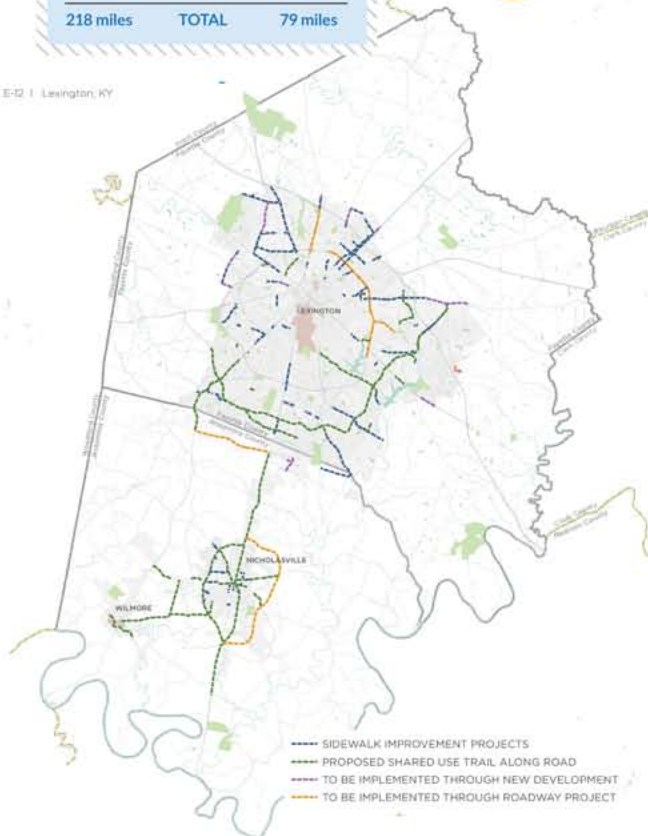
MINOR BIKEWAY: FEEDER ROUTES



LOCAL BIKEWAY: FIRST/LAST MILE



E-12 | Lexington, KY



Identifying Pedestrian Projects

Similar to the development of the proposed bikeway network, the proposed sidewalk network is the result of public input and review of existing conditions. The proposed sidewalk network aims to provide a safe and comfortable experience for users of all ages and abilities. The approach to developing the pedestrian network intends to concentrate resources in areas where improvements are most needed and where people are most likely to walk.

Full implementation of all missing sidewalk segments across both Fayette and Jessamine counties will take many years. With limited funding available, a focused, prioritized approach is necessary. The 3-step process described to the right was used to identify missing sidewalk segments that reflect areas with the greatest need.

Streets classified as a major arterial, minor arterial, or collector street are given priority in this plan due to their regional context and the increased safety risk these corridors pose to pedestrians (higher traffic volumes with higher speeds).

PROPOSED MILEAGE SUMMARY

FAYETTE		JESSAMINE
71 miles	Sidewalk	8 miles
32 miles	Shared Use Trails	28 miles
103 miles	TOTAL	36 miles

STEP 1

INVENTORY MISSING SIDEWALK NETWORK

Comprehensive inventory of all missing sidewalks, including local and private streets within urban areas.

STEP 2

IDENTIFY PROPOSED PEDESTRIAN PROJECTS

Remove local and private streets. Remove streets where sidewalk on one side is adequate.

STEP 3

SORT BY PROJECT TYPE

Identify projects to be completed by new development, roadway projects, or as standalone pedestrian improvement projects.

**PEDESTRIAN
IMPROVEMENT
PROJECTS**



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Funding Break down

Lexington Area
**Metropolitan
Transportation
Plan 2045**

Long Range Funding Allocations

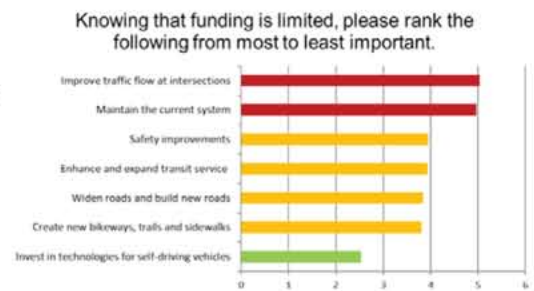
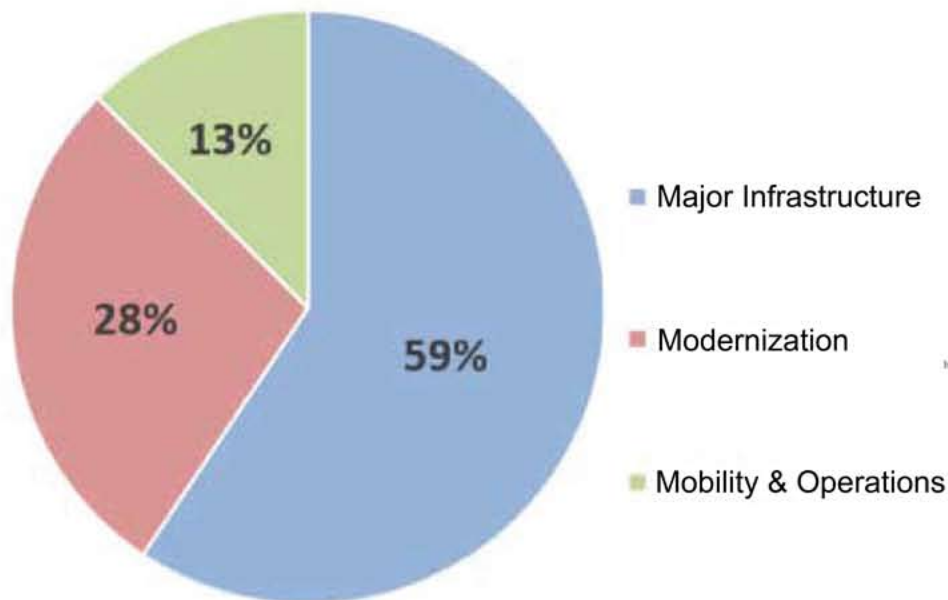


Exhibit 4.4 – Long Range Financial Plan: Allocation Targets by MTP Project Category (%)

Major Infrastructure	Modernization: Operational Improvements & Connectivity	MOBILITY & OPERATIONS		
		Transit Expansion/Improvements	Operations & Management	Bicycle & Pedestrian
Major Widening (add lanes)	Minor Widening	Increased peak-hour frequency	Turn Lanes & Access Management	Shared Use Paths (commuter-oriented)
Major Interchange Capacity	Geometrical Improvements	New/enhanced bus stops & transfer points	Intelligent Technology for Autonomous & Connected Vehicles	Sidewalks & On Road Bike Facilities
New Regional Roads & Connectors	Safety Improvements	Regional Commuter Services	Bottleneck Improvements	Intersection & crossing improvements
Adding Dedicated Transit Lanes (Bus Rapid Transit)	Turn Lanes/ Access Management	Technology Upgrades	Safety Hazards, ADA Deficiencies, Drainage Improvements	Education, Outreach & Marketing
Major Geometrical Upgrades on Rural Roads	Sidewalk, Bikeway & Transit Upgrades	Bus Rapid Transit implementation	Signal System Upgrades (hardware/software) & Adaptive Timing Plans	Pedestrian & transit-oriented land use planning & design guidelines

Exhibit 4.1 – Eligible Project Types for Major MTP Funding Categories

**Funding Summary
Sheets!**

Please Take One





Lexington Area Metropolitan Transportation Plan 2045

Proposed 2045 MTP Improvement Projects

Committed Short Range Projects (unnumbered)

Proposed Long Range Projects (numbered)

0 1.5 3 6 Miles

Committed Short Range Projects (unnumbered)

Proposed Long Range Projects (numbered)

