



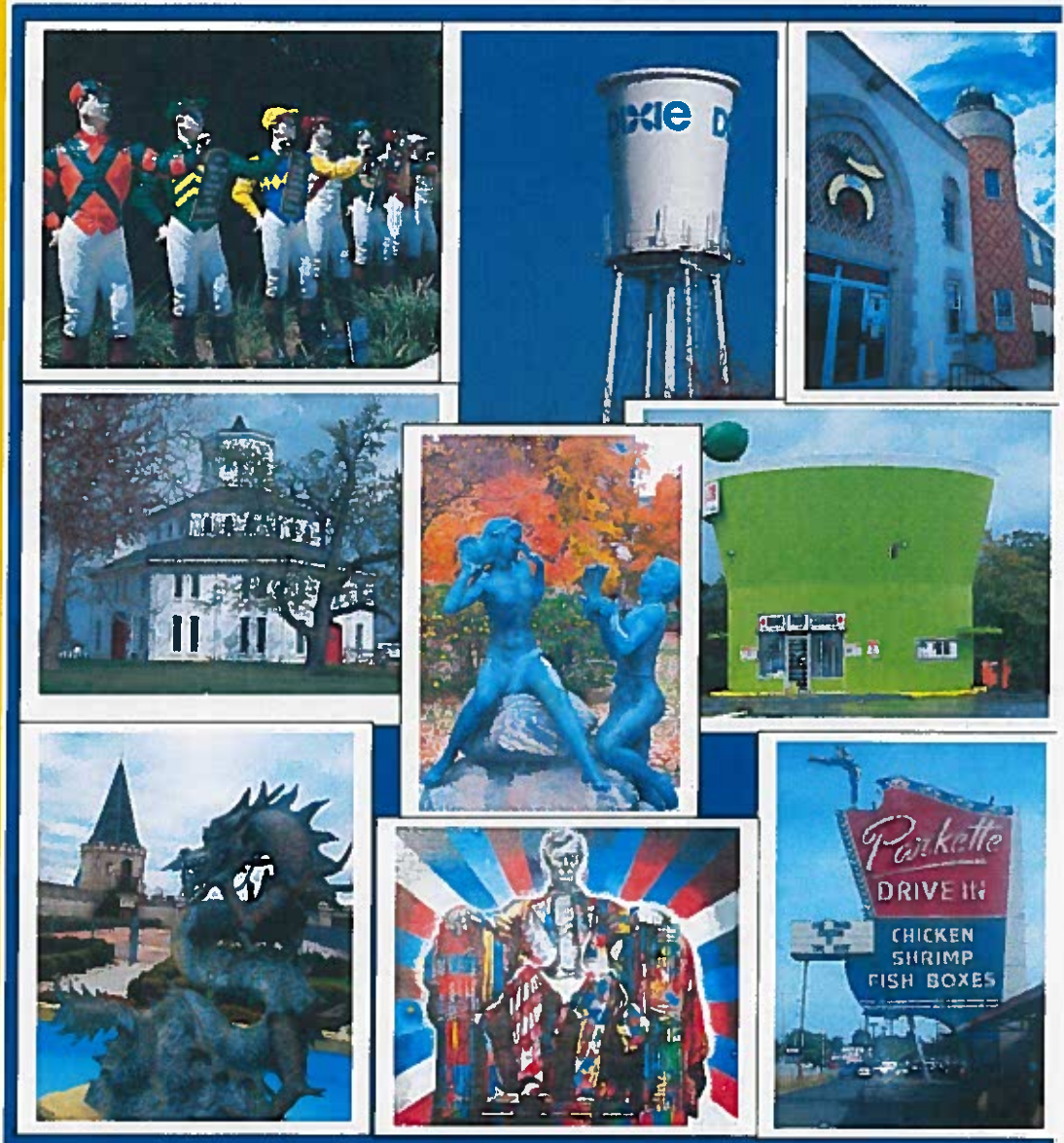
U.S. Department
of Transportation

Transportation Management Area Certification Review

Federal Highway
Administration

Federal Transit
Administration

Lexington Area MPO



September 2019

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1.0 EXECUTIVE SUMMARY

The Kentucky Division of the Federal Highway Administration (FHWA) and Region IV of the Federal Transit Administration (FTA) conducted a certification review of the Lexington Area Metropolitan Planning Organization's (LAMPO) transportation planning process on June 25-25, 2019. The primary purpose of the review is to formalize the continuing oversight and day-to-day evaluation of the planning process in urban areas with populations over 200,000. These urban areas, called Transportation Management Areas (TMA), are required to follow and implement the federal planning requirements outlined in 23 CFR 450. These reviews identify noteworthy practices, provide recommendations to improve the effectiveness and efficiency of the planning process, and identify required corrective actions (23 USC 134 and 49 USC 5303).

1.1 Certification Review Findings from 2015

The last certification review from LAMPO was conducted in 2015. The review was finalized on July 16, 2015 and included two commendations and four recommendations. The LAMPO addressed the review team's recommendations prior to the 2019 Federal Certification Review.

1.2 Summary of Findings

The current review found that the metropolitan transportation planning process conducted in the Lexington urbanized area is being carried out in accordance with of 23 CFR 450 Subpart C and other applicable provisions of Federal law.

FHWA and FTA are certifying the transportation planning process conducted by the LAMPO, the Kentucky Transportation Cabinet, and Lextran. The report contains commendations and recommendations to improve the planning process in the MPO area. Details of the certification findings for each of the items in the following table are contained in this report.

Summary of Findings

Review Area	Commendations	Recommendations
4.1. Planning Process		
4.2 Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)	<p>The MPO staff have made extensive efforts to involve the public in the update of the MTP. The use of the "Next Door" app/website generated a significant increase in awareness of the MPO's existence and function. It also generated some project-based suggestions for the MTP.</p>	<p>Updating the Congestion Management Process (CMP), the Intelligent Transportation System (ITS Architecture, and the Participation Plan prior to the update of the MTP will allow for timely implementation of the improvements to these three products to be used for the MTP update.</p>
4.3 Performance Measures and Targets	<p>The MPO adopted State targets and locally developed transit targets that link the MPO MTP, CMP, and TIP. By doing this the MPO has integrated the planning and programming process and can successfully track and evaluate the targets, as well as determine which TIP projects will help achieve the targets.</p>	

<p>4.4 Bicycle and Pedestrian Planning/Local Program Funding</p>	<p>The MPO completed an excellent Bicycle and Pedestrian Plan that involved multiple partners and analysis tools. The Bike/Ped Plan included a project-based equity analysis. A key analysis tool was the use of an on-line integrated, interactive map to gain insight from the public and produce user data that identifies bicycle and pedestrian routes that are being used, as well as to identify areas that need improvement. Also of note, was the gap analysis which was used to score projects based on connectivity.</p>	
<p>4.5 Participation Plan</p>		<p>It is recommended that the MPO explore virtual and other emerging public involvement technologies and techniques to accommodate citizens that cannot participate in person.</p>
<p>4.6 Title VI, EJ, & LEP</p>		

<p>4.7 Environmental Mitigation Measures in the MTP</p>		<p>It is recommended that the MPO describe potential environmental mitigation measures that address both human and natural environmental factors within the MTP. Increase resource agency involvement by asking them to help assess the system-wide impact of implementing the MTP, and to help define potential mitigation measures that may be needed at the system wide level. If necessary, adjust the MTP to minimize impacts. Mapping resources (natural, historic, etc.) will help avoid negative impacts.</p>
<p>4.8 Transit Planning</p>	<p>The MPO used some of their discretionary funds to fund a data gathering initiative to develop an inventory of Lextran bus stops. The data collected was used to assign adequacy ratings to each bus stop. The "off bus system" inventory results were used to develop a needs list for capital improvements being addressed by Lextran through FTA transit grant funds. Currently, there are 70 bus stops that are being updated/repared because of this initiative. The MPO stores the data in a GIS file and they intend to keep the inventory current.</p>	

	<p>The MPO's utilization of the continuous development review process and zoning ordinance revisions, including guidelines for "Big Box Design" to ensure transit objectives are achieved.</p>	
	<p>Lextran, the MPO, and their community partners, have enhanced the transit experience and promoted community involvement through multiple programs such as: Via Creative Shelters, Book Bench Project, Kaboom grant, and the Tiny Library.</p>	
<p>4.9 Freight Planning</p>		<p>It is recommended that the MPO develop a new freight plan or update the draft plan from 2007. Freight corridors should be defined and identified (suggest using truck traffic percentage and proximity to freight distribution centers). If a freight plan is not developed it is recommended that the freight information in the MTP be expanded. It is further recommended that the CMP be used to develop freight performance measures. A commodity survey and freight study for the two-county area is suggested to help determine future needs.</p>

<p>4.10 Congestion Management Process (CMP)</p>	<p>The Congestion Management Committee (CMC) is exemplary and provides important data and updates at every meeting. Law Enforcement is a member of the CMC and has been a member since the committee's inception. The Law Enforcement staff reports on crash data trends to the CMC once a year, attends the CMC meetings regularly, and actively participates in the continuous congestion management process and the Transportation Technical Coordinating Committee.</p>	<p>The MPO needs to further evaluate the FHWA performance measures considering the INRIX data procurement; review the performance targets to see if they are attainable and achievable and if the progress can be tracked and documented.</p> <p>The MPO needs to share CMP data with the public by posting on their website.</p>
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2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and Statewide Transportation Improvement Program (TIP and STIP) findings, air-quality (AQ) conformity determinations, as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process. While the Certification Review Report may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

LAMPO, is the designated MPO for the Lexington urbanized area. The KYTC is the responsible State agency and Lextran is the responsible public transportation operator. Current membership of Lexington Area MPO consists of elected officials and citizens from the political jurisdictions in Fayette and Jessamine Counties, with Lexington as the largest population center.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This report documents the 2019 certification review, which consisted of a desk review, formal site visit (notification letter to Policy Board Chair and agenda included in Appendix A) and two public involvement opportunities (survey and public listening session). Participants in the review included representatives of FHWA, FTA, KYTC District 7 and Central Office, Lextran, and LAMPO staff. LAMPO's previous certification review was in 2015. A summary of the status of findings from the last review is provided in Appendix B. A summary of public comments can be found in Appendix C.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight provides a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Planning Process,
- Metropolitan Transportation Plan (MTP) / Transportation Improvement Program (TIP)
- Performance Measures Targets,
- Bike and Pedestrian Planning /LPA Funding,
- Participation Plan,
- Title VI, Environmental Justice and ADA
- Environmental Mitigation Measures within the MTP,
- Transit Planning,
- Freight Planning, and
- Congestion Management Process (CMP)

3.2 Documents Reviewed

The following LAMPO documents were evaluated as part of this planning process review:

MTP – “Connecting Our Region”, Lexington Area Metropolitan Plan 2045

<https://lexareampo.org/studiesplans/2045-metropolitan-transportation-plan/>

TIP – Transportation Improvement Program FY 2017 through FY 2020

<http://lexareampo.org/wp-content/uploads/2019/02/FY2017-FY2020-TIP-Modification15.pdf>

http://lexareampo.org/wp-content/uploads/2019/02/2017-2020-TIP-amend_mods-tracking.pdf

PP – Lexington Area MPO Participation Plan, Adopted March 2018

<http://lexareampo.org/wp-content/uploads/2018/05/Lexington-MPO-2018-Participation-Plan.pdf>

CMP – Congestion Management Process Overview, February 2011

<https://lexareampo.org/wp-content/uploads/2014/12/congestion-management-process-overview-full-report-2011.pdf>

ITS Architecture – Lexington Area ITS Architecture (Turbo), 2015-2025

<https://lexareampo.org/its/>

-Technical Memorandum, Bluegrass Intelligent Transportation Systems, August 2004

https://lexareampo.org/wp-content/uploads/2014/12/bluegrass_intelligent_transportation_architecture_tech_memo_combined.pdf

Bike Ped Plan

– “Connecting our Region”, Lexington Area Bicycle & Pedestrian Master Plan, 2018

<http://lexareampo.org/wp-content/uploads/2018/04/BPMP-Master-Plan-Reduced.pdf>

http://lexareampo.org/wp-content/uploads/2018/04/ConnectLex_Appendix_Master.pdf

Freight Plan – Long Range Transportation Plan Freight Section, 2005

<https://lexareampo.org/wp-content/uploads/2014/12/MPO-Freight-Plan.pdf>

Title IV – Lexington Area MPO 2018 Title VI Program Plan, DRAFT July 1, 2018-June 2019

<http://lexareampo.org/wp-content/uploads/2018/08/LexMPO-2018-Title-VI-Plan.pdf>

UPWP – Unified Planning Work Program Fiscal Year 2019

<http://lexareampo.org/wp-content/uploads/2018/07/final-fy-2019-upwp.pdf>

TAM – Transit Asset Management Plan, September 2018

<http://lexareampo.org/wp-content/uploads/2019/03/Lextran-TAM-Plan-Sept-2018.pdf>

4.0 PROGRAM REVIEW

4.1 Planning Process

4.1.1 Regulatory Basis

23 CFR 450.306 (b) requires the metropolitan planning process to be continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services. This is often referred to as the "3C" planning process.

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

23 CFR 450.306 (a) requires metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

4.1.2 Current Status

The Lexington Area MPO (LAMPO) is a two county MPO with a small portion of Scott County included. The estimated population as of July 1, 2018 is 377,700 people with 86% of the population in Fayette County and 14% of the population in Jessamine County. In addition to the traditional Technical Committee and Policy Board the MPO has a Congestion Management and Air Quality Committee, a Bicycle & Pedestrian Advisory Committee, and a Project Coordination Team. LAMPO has incorporated performance measures into the planning process. The current planning process is continuous, cooperative, and comprehensive with Lextran and the Kentucky Transportation Cabinet.

4.1.3 Findings

LAMPO is in compliance with federal regulations.

Commendation: None

Recommendation: None

Corrective Actions: None

4.2 Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)

4.2.1 Regulatory Basis

23 CFR 450.306 (b) requires the metropolitan planning process to be continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services. This is often referred to as the "3C" planning process.

23 CFR 450.306 (a) requires metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

4.2.2 Current Status

The LAMPO Policy Board just approved the new 2045 MTP on April 24, 2019. There were several changes to the MTP, including the addition of the following objectives:

- 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.

Extensive efforts were made to involve the public in the update of the MTP. A total of 12,461 people participated in several public outreach initiatives/surveys activities conducted by the MPO and jointly with LFUCG Planning Staff at the outset of the MTP. The MPO reviewed 3,825 open ended responses from the public relating to general transportation concerns and a substantial number of these were project-based suggestions. An additional 200 people were interviewed via survey at the transit center. 25 people attended the public meeting for the MTP.

The current MPO TIP was approved on August 24, 2016. The MPO Staff have been working to add some interactive TIP and MTP project map to the website. The planned interactive map would be tied to project database allowing users to view detailed information on specific project(s) in which they are interested. The MPO website also has tab titled, "Projects in the Works" which shows current projects and provides a brief description. The "interactive" portion of the website allows the user to sort projects from both the TIP and MTP into the following categories: Road Projects, Bike-Pedestrian Projects, Trail Projects, and Recently Completed Improvements.

4.2.3 Findings

LAMPO is in compliance with federal regulations.

Commendation: The MPO staff have made extensive efforts to involve the public in the update of the MTP. The use of the "Next Door" app/website generated a significant increase in awareness of the MPO's existence and function. It also generated some project-based suggestions for the MTP.

Recommendation: Updating the CMP, the ITS Architecture, and the Participation Plan prior to the update of the MTP will allow for timely implementation of the improvements to these three products to be used for the MTP update.

Corrective Actions: None

4.3 Performance Measures and Targets

4.3.1 Regulatory Basis

MAP-21 required MPO's to establish and use a performance based approach to transportation decision making and the development of transportation plans. 23 CFR 450.324 (f) (3), the MTP must include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306 (d). Per 23 CFR 450.326 (d), the Transportation Improvement Program (TIP) shall include, to the maximum extent possible, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets

4.3.2 Current Status

The Lexington Area MPO have tracked transportation performance measures for the MTP, CMP, and the TIP. The MPO Technical Committee recommended that the performances measures for all three be linked together into a project scoring matrix. MPO staff brought the recommendation to the Policy Board and the scoring criteria were voted on and approved before it went through the ranking process.

4.3.3 Findings

LAMPO is in compliance with federal regulations.

Commendation: The MPO adopted State targets and locally developed transit targets that link the MPO MTP, CMP, and TIP. By doing this the MPO has integrated the planning and programming process and can successfully track and evaluate the targets, as well as determine which TIP projects will help achieve the targets.

Recommendation: None

Corrective Actions: None

4.4 Bicycle and Pedestrian Planning / Local Program Funding

4.4.1 Regulatory Basis

Requirements for considering bicycling and pedestrian facilities in the MTP and TIP are set forth in 23 CFR 450.300(a), 23 CFR 450.324(f)(2) and 23 CFR 450.326(e) respectively. As guidance, the US Department of Transportation issued the United State Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations on March 11, 2010 to reflect the USDOT's support for the development of fully integrated active transportation network. The policy states:

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

4.4.2 Current Status

The MPO has a 2018 Bicycle and Pedestrian Plan which outlines the non-motorized performance goals, describes the bicycle and pedestrian facility inventory, details how bicycle and pedestrian efforts are connected to other MPO planning resources, lists a toolbox of bicycle and pedestrian facilities and describes how bicycle and pedestrian projects are impacted during project development. The MPO addresses “gaps” in the bicycle and pedestrian network and activity engages the public and private sectors to complete the networks. The MPO is very active in getting partners to help with the bicycle and pedestrian network.

The MPO proactively uses their dedicated MPO funding to strengthen the network. The MPO uses a project prioritization tool to help focus on projects that can be completed with the dedicated funding and other local grant funds such as Transportation Alternatives and Recreational Trial funding from FHWA. The MPO has successfully combined funding sources so that they can get a better product for the urbanized area funding from FHWA.

The MPO is going to extensive measures to get multimodal facilities throughout the urbanized area. The MPO is actively engaging many partners, both private and public, to help complete multimodal facilities. The MPO is completing many projects using their dedicated funding and using a project prioritization tool to fund projects that can be constructed to improve the urbanized area. The MPO has put multimodal facilities at the forefront of their process and has a vision:

“The Greater Lexington Area envisions a network of high quality walkways and bikeways that connects communities and fosters economic growth and regional collaboration. People of all ages and abilities will have access to comfortable and convenient walking and biking routes, resulting in true mobility choice, improved economic opportunity, and healthier lifestyles. Across the region, a culture of safety and respect is cultivated for people traveling by foot or bike, whether for transportation or recreation.”

Currently, the MPO has no inactive local program projects.

4.4.3 Findings

LAMPO is in compliance with federal regulations.

Commendation: The MPO completed an excellent Bicycle and Pedestrian Plan that involved multiple partners and analysis tools. The Bike/Ped Plan included a project-based equity analysis. A key analysis tool was the use of an on-line integrated, interactive map to gain insight from the public and produce user data that identifies bicycle and pedestrian routes that are being used, as well as to identify areas that need improvement. Also of note, was the gap analysis which was used to score projects based on connectivity.

Recommendation: None

Corrective Actions: None

4.5 Participation Plan

4.5.1 Regulatory Basis

23 CFR 450.316, 23 CFR 450.324(f) (g) (j) (k), 12 CFR 450.326 (b), and 40 CFR 93.105(e) require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirement details for public involvement are detailed in 23 CFR 450.316(a) and (b), which call for the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process. Specific requirements include the provision of adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan. In addition, the MPO must seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

4.5.2 Current Status

The LAMPO Participation Plan (PP) was adopted in March 2018. In the plan, they highlight the federal statute, which guides the community to participate regionally in the transportation process. The MPO's approach is multi-faceted—empowering the community to review and comment (in open forum) on essential planning documents. It appears the MPO is more inclusive in comparison to 2015 evaluation from the federal team. In 2015, Lexington did a satisfactory job at public involvement but improved by having a well written and documented plan (in 2018) which provides several methods for citizens to have a voice.

Currently, the MPO uses a targeted approach to gather outreach contacts for equity/diversity inclusion. Lexington uses many techniques to encourage public participation—interagency consultation, transportation committees, traditional meetings, focus groups, digital maps, social media, branding, website development, newsletters, and media outreach.

4.5.3 Findings

LAMPO is in compliance with federal regulations.

Commendation:

Recommendation:

It is recommended that the MPO explore virtual and other emerging public involvement technologies and techniques to accommodate citizens that cannot participate in person.

Corrective Actions: None

4.6 Title VI, Environmental Justice, and Limited English Proficiency

4.6.1 Regulatory Basis

Title VI: The planning regulations 23 CFR 450.334(a)(3) require FHWA and FTA to certify that the planning process is being carried out by all applicable requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.

Environmental Justice (EJ): Executive Order (E.O.) 12898, issued February 11, 1994, provides that each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high or adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations.

4.6.2 Current Status

In the MTP 2045 *Connecting Our Region*, LAMPO created Equitable Target Area (ETA) maps from the US census data to identify environmental justice communities in the regional area. Also, they used a regional average for specific demographics by utilizing the 2008-2012 American Community Survey. The survey results helped create the ETAs. These maps allowed the MPO to identify the most significant concentrations of EJ sensitive populations. In the Program Review Procedures in the Title VI Plan, there is mention of providing reasonable accommodations and information using appropriate language or interpreters as needed for individuals with disabilities and LEP persons. There is mention in the 2018 Participation Plan (pg.27) that six languages are spoken in the Lexington Area MPO by greater than 500 people. An additional 3,500 people speak languages other than the six most common languages. Language translation services, such as sign language interpreters are made available as needed and requested to communicate with individuals with low English proficiency at public meetings.

The certification review team reviewed the FY 18-19 Title VI plan as the FY 19-20 Title VI Plan was still in draft form at the time of the certification review. KYTC had asked for some changes. The final version was submitted August 8, 2019 and is waiting for approval. <https://lexareampo.org/studiesplans/title-vi-environmental-justice/>

4.6.3 Findings

LAMPO is in compliance with federal regulations.

Commendation: None

Recommendation: None

Corrective Actions: None

4.7 Environmental Mitigation Measures Within the MTP

4.7.1 Regulatory Basis

Environmental mitigation requirements are set forth in connection with the MTP in 23 CFR 450.324(f)(10). The basis for addressing environmental mitigation is detailed in sections addressing consultation (23 CFR 450.316(a) and (b) and 23 CFR 450.324(f)(10), (g), and (m)). The environmental requirements are:

- The MTP shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- The discussion:
 - Should include activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP;
 - May focus on policies, programs, or strategies, rather than addressing the project level;
 - Shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.
- The MPO may establish reasonable timeframes for performing this consultation.

4.7.2 Current Status

In 2019 the Lexington MPO adopted the 2045 MTP. The MTP outlines Environmental Mitigation as a topic area, but only addresses air quality and the risk of potentially becoming non-attainment. The Public Participation Plan does outline agencies that the Lexington MPO coordinates with to gain input.

4.7.3 Findings

LAMPO is in compliance with federal regulations.

The MTP does not include a discussion of environmental mitigation as required by 23 CFR 450.324(f)(10). While the MTP does discuss air quality, it relies on the project level environmental review process (NEPA) to assess, avoid and/or mitigate negative impacts. It does not discuss any activities or projects that would restore or negatively impact the human or natural environment.

The MPO incorporates livability principles throughout the MTP, with a large focus on connecting people through multi-modal transportation options and “go-green” initiatives such as their electric bus system.

Commendation: None

Recommendations:

It is recommended that the MPO describe potential environmental mitigation measures that address both human and natural environmental factors within the MTP. Increase resource agency involvement by asking them to help assess the system-wide impact of implementing the MTP, and to help define potential mitigation measures that may be needed at the system wide level. If necessary, adjust the MTP to minimize impacts. Mapping resources (natural, historic, etc.) will help avoid negative impacts.

Corrective Actions: None

4.8 Transit Planning

4.8.1 Regulatory Basis

23 CFR 450.300(a) states: ...the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process... 23 CFR 450.306(a)(6) states: The metropolitan transportation planning process shall...enhance the integration and connectivity of the transportation system, across and between modes...

4.8.2 Current Status

Transit service in the Lexington-Fayette area is primarily provided by Lextran. Lextran's fleet operates compressed natural gas, battery-electric, hybrid-electric, and diesel buses, which run along 23 fixed routes, a door-to-door paratransit service and a vanpool/ridesharing program. Regular bus fare is \$1.00, and there are a variety of reduced fares and pass programs available to individuals who qualify. All buses are equipped with bike racks and are wheelchair accessible. The MPO works closely in coordination with Lextran to adopt Transit Asset Management (TAM) targets as required by the FTA. (Resolution Date: October 24, 2018)

A proposed Bus Rapid Transit (BRT) system for the US 27/Nicholasville Road Corridor could drastically improve congestion while extending service into one of the busier corridors in the Lexington-Fayette area if brought to fruition. The MPO intends to study this initiative in more detail in FY 19-20. The proposed BRT will utilize Transit Signal Priority with queue jump lanes technology to provide time savings to the BRT buses with minimal impact on overall traffic flow. The project has the potential to reduce transit travel times, improve transit service reliability in the corridor, and enhance regional connectivity with other Lextran routes.

As one of the recommendations for the 2015 review, the MPO has worked with Lextran to collect data on the number of bikers using transit. The MPO collected data using the CycleTracks application, bike share usage data, and passive detection counters on trail facilities. The MPO has several traffic area studies aimed at promoting innovative multi-modal accommodations for all citizens needing transportation in the Lexington-Fayette area.

4.8.3 Findings

LAMPO is in compliance with federal regulations.

Commendation: The MPO used some of their discretionary funds to fund a data gathering initiative to develop an inventory of Lextran bus stops. The data collected was used to assign adequacy ratings to each bus stop. The "off bus system" inventory results were used to develop a needs list for capital improvements being addressed by Lextran through FTA transit grant funds. Currently, there are 70 bus stops that are being updated/repared because of this initiative. The MPO stores the data in a GIS file and they intend to keep the inventory current.

Commendation: The MPO's utilization of the continuous development review process and zoning ordinance revisions, including guidelines for "Big Box Design" to ensure transit objectives are achieved.

Commendation: Lextran, the MPO, and their community partners, have enhanced the transit experience and promoted community involvement through multiple programs such as: Via Creative Shelters, Book Bench Project, Kaboom grant, and the Tiny Library.

Recommendations: None.

Corrective Actions: None

4.9 Freight Planning

4.9.1 Regulatory Basis

23 USC 134, The FAST Act specifically calls for the need to address freight movement as part of the transportation planning process. Per 23 CFR 450.306(b), requirements for addressing freight movement as part of the transportation planning process can be found within several of the planning factors. These freight-related factors include the following:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the accessibility and mobility of people and freight.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

4.9.2 Current Status

Within the Metropolitan Planning Area (MPA) four of the five modes of freight exist. There are no commercially navigable waterways in the MPA.

- Two Class I railroads (Norfolk Southern and CSX), and 1 short line railroad (RJ Corman) that provide service to the MPA.
- One Class I small hub commercial service airport.
- Both liquid petroleum and natural gas pass through the MPA.
- I-64 and I-75 pass through the Lexington MSA carrying large volumes of freight.

An MPO Freight Plan was drafted in 2007, but never approved by the Policy Board. It has not been updated. There are two sections in the 2045 MTP that discuss freight, but very little specific information is listed. Projects that will positively impact freight corridors in the MTP are given more points in the project scoring and selection process.

In Fayette and Jessamine Counties 18.5 miles of roadway were designated as Critical Urban Freight Corridors (CUFC) becoming part of the National Highway Freight Network (NHFN). This designation allows use of the National Highway Freight Program (NHFP) formula funds on those roadways. Three projects in Fayette County have been identified in the Kentucky Freight Plan to use the NHFP funding. Other Freight Corridors or Designated Truck Routes have not been defined or identified

4.9.3 Findings

LAMPO is in compliance with federal regulations.

Commendation: None

Recommendation: It is recommended that the MPO develop a new freight plan or update the draft plan from 2007. Freight corridors should be defined and identified (suggest using truck traffic percentage and proximity to freight distribution centers). If a freight plan is not developed it is recommended that the freight information in the MTP be expanded. It is further recommended that the CMP be used to develop freight

performance targets. A commodity survey and freight study for the two-county area is suggested to help determine future needs.

Corrective Actions: None

4.10 Congestion Management Process

4.10.1 Regulatory Basis

23 CFR 450.322, the Congestion Management Process (CMP) applies to TMAs and is a systematic approach for managing congestion through a process that *“provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 USC Chapter 53 through the use of travel demand reduction, job access projects, and operational management strategies.”* The development of a congestion management process should result in a multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan (MTP) and the Transportation Improvement Program (TIP). Federal regulations also require that the CMP include methods to monitor and evaluate the performance of the multimodal transportation system.

23 CFR 450.322 (f) states *“In a TMA designated as a nonattainment areas for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any projects that will result in a significant increase in the carrying capacity for SOVs, unless the project is addressed through the congestion management process.”*

Congress specifically established Congestion Reduction as a national goal for the Federal-aid highway program as provided in 23 USC 150(b)(3).

4.10.2 Current Status

The LAMPO area is currently in attainment and utilizing the CMP for project development and prioritization. The MPO adopted their CMP in 2011 and is currently in the process of having discussions with the Congestion Management Committee (CMC) to update the document. The CMP has performance measures that link with the MPO’s MTP and TIP.

The Congestion Management Committee meets six times a year. The CMC’s most important functions are to develop strategies and to assist MPO staff in selecting projects for the MPO’s MTP and TIP that will have positive and impactful results on traffic congestion and air quality. The congestion management studies develop project lists for MPO staff to review with the Technical Committee. During review the projects are vetted, and the qualified projects are adopted by the Policy Board and incorporated into the MPO’s MTP and TIP. The MPO utilizes transportation solutions, land use development strategies, and congestion performance measures and targets to address congestion.

4.10.3 Findings

LAMPO is in compliance with federal regulations.

The Lexington Area MPO’s CMP is compliant. However, as an information resource for future CMP and MTP updates, CMP updates should include documentation of the evaluation of the effects of implemented CMP strategies (23 CFR 450.322(d)(6)).

Commendation: The Congestion Management Committee (CMC) is exemplary and provides important data and updates at every meeting. Law Enforcement is a member of the CMC and has been a member since the committee's inception. The Law Enforcement staff reports on crash data trends to the CMC once a year, attends the CMC meetings regularly, and actively participates in the continuous congestion management process and the Transportation Technical Coordinating Committee.

Recommendation: The MPO needs to further evaluate the FHWA performance measures in light of the INRIX data procurement; review the performance targets to see if they are attainable and achievable and if the progress can be tracked and documented.

Recommendation: MPO needs to share CMP data with the public by posting on their website.

Corrective Action: None

5.0 CONCLUSION

The FHWA and FTA are certifying that the transportation planning process conducted by LAMPO, KYTC, and LEXTRAN meets the federal requirements in 23 U.S.C. 134(k)(5) and 49 U.S.C. 5303(k)(5).

APPENDIX A – Site Visit Notification Letter and Agenda



U.S. Department
of Transportation
Federal Highway
Administration

Kentucky Division

June 5, 2019

330 West Broadway
Frankfort, KY 40601
PH (502) 223-6720
FAX (502) 223 6735
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:
HDA-KY

The Honorable David West
Chairman of the Policy Board for the
Lexington Area Metropolitan Planning Organization
c/o Jessamine County Fiscal Court
101 North Main Street
Nicholasville, KY 40356

Dear Judge West:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are conducting a "Certification Review" of the transportation planning process for the Lexington Area Metropolitan Planning Organization (MPO) from June 25 through June 26, 2019. These dates were selected in consultation with the MPO staff, Lextran, and the Kentucky Transportation Cabinet. All committee members are welcome to attend all phases of the review. Please see the enclosed agenda for the Field Review.

Certification of the transportation planning process in urbanized areas with populations over 200,000 is required once every four years by 23 U.S.C. 134 and 23 CFR 450.336 (b). The objective of the review is to evaluate the transportation planning process. The FHWA and FTA consider the MPO Certification Review one of the critical mechanisms for ensuring the satisfactory implementation of the planning requirements.

The Certification Review is accomplished through three phases:

- 1) Desk Review,
- 2) Field Review, and the
- 3) Final Report.

The purpose of the Desk Review is for review team members to identify topics or issues requiring discussion and evaluation during the Field Review. The Desk Review was conducted on May 9, 2019. Specific topics were identified and are included on the agenda for the upcoming Field Review.

The Field Review will begin with site visits to several projects within the MPO area. The site visit will start at 9:00 A.M. on June 25, 2019 at the Lextran Bus Depot, 20 East Vine Street, Lexington. The Field Review will continue after lunch, at the Phoenix Building, 7th floor conference room, 101 East Vine Street, Lexington, and will look at the cooperative planning process conducted by the local governments, the State, and the local transit operator. It will

address the recommendations identified in the 2015 Certification Review, and the items identified during the recent Desk Review.

The Field Review will include a Public Listening Session that provides an opportunity for the public, MPO committee members, and special interest groups, to talk directly with FHWA and FTA concerning their views on the transportation planning process in the metropolitan area. We also offer the opportunity for any committee member or other local elected official to meet with us separately if so desired. The Public Listening Session is scheduled for 6:00 P.M. on June 25, 2019 at the Tates Creek Branch of the Lexington Public Library, Conference Room A, 3628 Walden Drive, Lexington, Kentucky. A Close Out Session will be held with the MPO Policy Board meeting scheduled for 1:30 P.M. on June 26, 2019 at the Government Center, 2nd floor conference room, 200 East Main, Lexington to summarize the preliminary findings of the Certification Review.

Finally, the review team will prepare a Certification Review Report documenting the Desk and Field Reviews. This report will include a summary of the issues discussed, the compliance checks made during the Field Review, and any commendations, findings, and/or recommendations. The FHWA Kentucky Division and the FTA Region IV will then issue a joint Certification finding.

If you have questions concerning this review, please contact me at (502) 223-6747, Bernadette Dupont at (502) 223-6729, or Aviance Webb, FTA-R4 at (404) 865-5489.

Sincerely,



John Ballantyne
Planning, Environment, and System Performance
Team Leader

Enclosure

cc: Max Conyers, Lexington MPO
Amanda Spencer, KYTC Planning

**LEXINGTON MPO
2019 CERTIFICATION REVIEW
AGENDA**



PARTICIPANTS:

- FHWA-HQ – Tameka Macon
- FHWA-KY – Bernadette Dupont
- FHWA-KY – Eric Rothermel
- FHWA-PA – Veronica Feliciano

- FTA – R4 – Aviance Webb

- KYTC - District 7 – Casey Smith
- KYTC - Planning – Barry House
- KYTC - Planning – Thomas Witt
- KYTC – Transportation Delivery – Tabitha Martin
- KYTC – Transportation Delivery – Derek Morris
- KYTC - Transportation Delivery – Eric Perez

- LEX MPO – Max Conyers
- LEX MPO – Joey David
- LEX MPO – Jimmy Emmons
- LEX MPO – Kenzie Gleason
- LEX MPO – Sam Hu
- LEX MPO – Stuart Kearns
- LEX MPO – Parker Sherwood
- LEX MPO – Scott Thompson
- LEX MPO – Brenda Whittington

- LexTran – Carrie Butler
- LexTran – Jill Barnett
- LexTran – Fred Combs

TUESDAY, JUNE 25, 2019

8:30 a.m.	<i>Meet at Lextran Bus Depot, 220 East Vine Street</i>	
9:00 - 11:30 am	Fayette/Jessamine County Project Tour	Lexington MPO
11:30 - 1:00 pm	Lunch	TBD
<i>Meet at Phoenix Building, 7th floor conference room, 101 East Vine St, Lexington</i>		
1:00 - 1:15 pm	Introduction and Purpose	Bernadette Dupont
1:15 - 1:30 pm	MPO Overview	MPO Staff Presentation
1:30 - 1:45 pm	2015 Certification Review	Bernadette Dupont
1:45 - 2:15 pm	MTP	Bernadette Dupont
2:15 - 2:30 pm	Break	All
2:30 - 3:00 pm	Performance Measures	Tamika Macon
3:00 - 3:30 pm	LPA Projects / SLX Projects/inactive	Eric Rothermel
3:30 - 3:50 pm	Public Participation Plan/ Title VI	Aviance Webb
3:50 - 4:20 pm	Special Projects	Veronica Feliciano
4:20 - 4:45 pm	Bike/Ped/ADA	E Rothermel & A Webb
4:45 - 5:00 pm	Environmental Mitigation	Eric Rothermel
5:00 - 6:00 pm	Travel	All
<i>Meet at Tates Creek Library, Conference Rm, 3628 Walden Drive, Lexington</i>		
6:00 - 7:00 pm	Public Listening Session	All

WEDNESDAY, JUNE 26, 2019

<i>Meet at Government Center, 5th floor conference room, 200 East Main</i>		
9:00 - 9:30 am	Transit	Aviance Webb
9:30 - 9:45 am	Freight	Bernadette Dupont
9:45 - 10:15 am	CMP/ITS	Tamika Macon
10:15 - 10:30 pm	Break	All
10:30 - 12:00 pm	Federal Caucus	
12:00 - 1:00 pm	Lunch	
<i>Meet at Government Center, 2nd floor conference room, 200 East Main, Lexington</i>		
1:30 - 3:00 pm	Policy Board Meeting - Report Out	Bernadette Dupont

APPENDIX B – Status of the 2015 Certification Review

Recommendation 1: Planning Agreements – The roles and responsibilities of all Lexington MPO members should be clearly identified in a Metropolitan Planning Agreement that meets the requirements of 23 CFR 4501.313

- Planning Agreement full executed on 07/31/17. It was developed in coordination with KYTC and FHWA to ensure compliance with 23 CFR 450.314

Recommendation 2: Title VI/EJ – The MPO should document efforts to assess the benefits and burdens of proposed transportation investments on underserved and under—represented populations as part of the evaluation process.

- The MPO developed maps to visually demonstrate their efforts.

Recommendation 3: ADA Compliance. The MPO and Lextran should prominently display ADA and Title VI contact information and complaint procedures on their websites and bulletin boards at the MPO, Lextran and the Transit Center.

- The MPO and Lextran have posted contact information on their websites.
- <https://lexareampo.org/> - page bottom under Civil Rights, ADA & Environmental Justice
- <http://www.Lextran.com/> - bottom left under Title VI
- <http://www.Lextran.com/riding-Lextran/accessibility> - ADA

Recommendation 4: The MPO should work with Lextran to collect data on the number of bikers using transit.

- Data collection efforts include: Passive detection counters on trail facilities, cycle tracks application, and bike share usage data.

APPENDIX C - Public Listening Session Comments

There was one member of the Policy Board that attended the public listening session. There were 470 people that responded to the Certification Review survey that the MPO conducted on the Review Team's behalf. There was one member of the public that provided written comments. Those comments follow. The survey results follow.

628 Kastle Road, Lexington KY 40502

25th June, 2019

Members, TPC and FHWA Certification Review
Lexington Area MPO
c/o LFUCG
200 S Main St.
Lexington, KY 40507

Dear Members,

I send this comment from out of town, copied to the FHWA officials I could find on the TPC so as to better assure that it is not received too late for consideration. Apologies for lateness; I have been traveling for some weeks, without much access to desk and internet. I am not in town for the meeting.

There is a critical need for a Lexington-wide citizens' board to advise on transportation matters, especially where major federal funding and long-term planning are involved. (Such a board should be something the FHWA mandates as a condition for federal funding, in my view.) Currently citizen involvement in transportation is on an ad-hoc basis, project by project and highly localized (a Beaumont traffic study, Versailles and Euclid and Southland and Nicholasville corridor studies, the Chevy Chase intersection, etc.). The project rarely addresses the big picture, and those involved can rarely cultivate the depth of experience to make an ongoing, meaningful contribution to city-wide transportation policy and budget. These neighborhood-specific, usually low-budget processes are bright blooms with shallow roots. Some take hold and accomplish useful improvements, others offer debate that generates more heat than light. They often do employ federal funding, usually not for roadways as such but for congestion or air-quality mitigation or for enhancing equity across transportation users.

Currently only the MPO boards for cyclist and pedestrian matters, and the transit board, include citizen membership as such. The lion's share of the federal, state and local budget—for roadways—is overseen and apportioned without. General citizen comment, solicited on occasion, usually comes in the form of quite short responses to online questionnaires. Meetings to hear citizen comment tend to show more staff than citizens present (this shows the willingness and dedication of staff!)

A good board can train citizens for leadership and discernment in developing 21st-century transportation systems that meet the needs of the broadest possible base of citizens, including multi-modal options for those of limited wealth and income, seniors and children too. Given the cardinal importance of transportation to land use and development in Lexington's new Comp Plan, there never was a better time to engage citizen leadership for the work ahead. The development of new multi-modal connectivity across the urban area, as well as improved models for daily commuting and new residential patterns in the larger metro area, will all take active and educated participation at the neighborhood level. It's not enough to have a rag-tag bunch of neighbors come to a final hearing and rage fruitlessly about traffic and safety. We need real evidence and sound analysis to judge what's working and what's not; we need to be part of the solution, not the problem.

Remember the citizens' campaign for sidewalks along Tates Creek. This turning point in walkability for Lexington was driven by citizens, wearilessly, in a tough budget season. It marked the beginning of a priority for pedestrian safety and mobility that has snowballed in the succeeding decade.

Only a broadly-based, ongoing citizens' board can train citizens to work productively with transportation experts and policy-makers in government across the Lexington area, and bring our transportation systems into a new era. A well-constituted board can cultivate leadership to share expertise and support needed improvements at the most local level. I serve on the board of a county-wide council of neighborhood associations, the Fayette County Neighborhood Council, and regularly am called upon to coach neighborhood leaders in using KyTC maps and data, getting access to helpful transportation or traffic engineering staff and policy documents, taking part in decision-making processes on transportation matters. All of this material is new to our neighborhood leadership. They are delighted to discover what is available. They hadn't a clue. The elaborate budgeting processes, the different funds from different sources earmarked for different purposes—all this baffles them. Transportation materials are, in my experience, the least known and used and understood of all Lexington public matters. Even environmental data, for example, is much easier to find and handle.

A plea: Among the many government websites I use regularly—city Council and subcommittee records, city planning and zoning records, state statutes and local ordinances, to name a few—I confess the MPO site and the archives it offers are the least fruitful and well-organized. The MPO staff is very forward and helpful in furnishing information upon inquiry, BUT meeting agendas posted with materials for review attached; committee memberships; links between mapping and project description; RFPs and proposals and schedules and supervisor-contacts for projects—all these are difficult if not impossible to locate on one's own or in timely fashion. The MPO site usually has a good many dead or empty links. In fact, I do not often check there, any longer, to seek information. There is room for improvement here, to better serve and engage the citizens.

In closing I will offer a few remarks on recent transportation decisions and policy not focused specifically on the importance of citizen engagement and a citizen advisory board.

There is an extraordinary disconnect between the articulated policy priorities—i.e., roadways improved rather than enlarged, with the focus rather on multi-modal connectivity, safe routes for cyclists and pedestrians, and transit—and the evident priorities of the approved budget, where the lion's share, overwhelmingly, goes to new and wider roadways: the ring-road around Nicholasville, the widening of New Circle, a new and extended Citation Blvd., etc. Given that non-vehicular routes are hugely less costly to acquire and build—even those that are newly developed off-road—it is disappointing that we cannot do better to bring these new priorities into being. It's a target to pursue more closely, going forward.

Many of the newly developed and labeled bike routes or shared-use routes are not paths I and my neighbors would risk traveling on. (The Richmond Road bike lane, for example, is widely recognized as unusable and absurd). The "8-80 years old" vision needs better sheltered paths to attain daily, widespread commuter participation. Even some sidewalks feel too narrow for safety, especially if

parents are to send their children along them. The priority of the new Bike-Ped master plan on low-hanging fruit—cheap routes, unsheltered, often shared—is not calculated to materially increase non-vehicular travel, especially daily commuting without cars. Good and necessary things cost money.

I am concerned that Lexington got a very bad bargain in engaging to forfeit major central-city right of way to UK in exchange for unimproved farmland at the city limits (assuming, by the way, a major obligation to fund and build a Cane-Run bridge and roadway to give that site interstate access for major business and industry). I was shocked by how little citizens and neighbors were consulted till the deed was done—with years of citizen and Council involvement in UK transportation planning summarily cast aside. It sets in doubt the professions of the Lexington Area Transportation Plan and the Comp Plan. Are we really going to set a high priority on connectivity?

The funding and decision to widen the interstate I-64/75 appears to have gone forward without much regard for local preference, planning and priorities. The project was nowhere in the long-term planning processes, then suddenly was offered, adopted and accomplished. Such a top-down strategy for major development shows little respect for local experience and local sovereignty.

Most MPO staff are friendly and forthcoming in assisting me in my queries, whether on my own behalf or for other neighborhoods. This is much appreciated!

Cordially,

Amy Clark

Lexington Area MPO Certification Review

Public Survey Summary

In preparation for the federal Certification Review of the Lexington Area Metropolitan Planning Organization, the MPO conducted a public survey to seek feedback on how the general public, stakeholders and members of the MPO Committees view the effectiveness of the overall planning process.

During the Certification Review, the FHWA and FTA are interested in ascertaining whether the MPO is successfully conducting a transportation planning process that is Continuous, Coordinated and Comprehensive. However, to a lay person, who may or may not be familiar with federal transportation planning requirements, it can be difficult for them to know exactly what that means and whether the MPO is meeting these goals. Thus, the MPO asked direct questions to gauge the respondents understanding of the Transportation Planning Process.

The intent of the online survey was to broaden the amount of feedback that the review team may receive during their short visit to the MPO area. The MPO acknowledges the challenge of attracting large numbers of people to attend public meetings especially in the absence of controversy or perceived individual impacts from proposed plans or projects; it can be even more challenging to draw attendance at meetings regarding a "process". A survey is one method of outreach that allows the public a quick and easy means to provide input, without committing a large amount of their time.

It is important to note that online surveys are self-selective. They are not statistically valid nor can they reach all segments of the population including those who do not have internet access. However, they are one tool that can help gain additional input that would not otherwise be captured. In using such surveys, one must be cognizant of their limitations and the conclusions that can be drawn from them.

The MPO survey was distributed for a period of two weeks and was promoted via the MPO's committee membership, on the MPO website, through social media and the MPO's newsletter. There were 470 responses to the survey. A summary of their responses follows. All open-ended comments received are also included verbatim for the Certification Review team.

1. Have you heard of the Metropolitan Planning Organization (MPO)?

OPTION	RESPONDENTS	PERCENTAGE
YES	179	39%
NO	282	61%



2. Have you been involved in the MPO transportation planning process?

OPTION	RESPONDENTS	PERCENTAGE
YES	68	15%
NO	395	85%



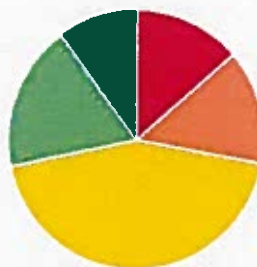
3. Did you know public meeting information can be found on our website - lexareampo.org?

OPTION	RESPONDENTS	PERCENTAGE
YES	95	20%
NO	371	80%



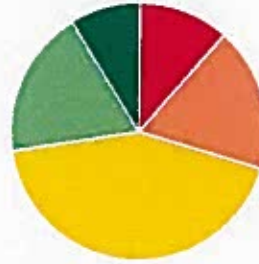
4. I have adequate opportunity to participate in the transportation planning process.

OPTION	RESPONDENTS	PERCENTAGE
Strongly Disagree	63	14%
Somewhat Disagree	67	14%
Neither Agree or Disagree	204	44%
Somewhat Agree	85	18%
Strongly Agree	47	10%



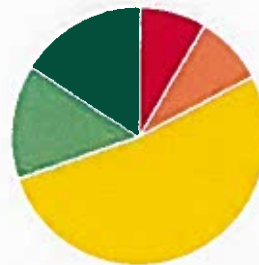
5. Information about regional transportation goals and plans is easily accessible to me.

OPTION	RESPONDENTS	PERCENTAGE
Definitely Disagree	53	11%
Somewhat Disagree	85	18%
Neither Agree or Disagree	200	43%
Somewhat Agree	87	19%
Definitely Agree	41	9%



6. There is fair treatment and meaningful involvement of all people regardless of race, color, national origin, disability, or income in the transportation planning process.

OPTION	RESPONDENTS	PERCENTAGE
Definitely Disagree	39	8%
Somewhat Disagree	41	9%
Neither Agree or Disagree	243	52%
Somewhat Agree	67	14%
Definitely Agree	74	16%



7. Did you know you can file a complaint if you have experienced discrimination in the Transportation Planning Process? For more information, visit lexareampo.org.

OPTION	RESPONDENTS	PERCENTAGE
YES	114	24%
NO	352	76%



8. Do you have any thoughts or suggestions about the MPO transportation planning process?

- "Transit Center smells like piss. Get's pretty bad in the summer. Makes for an unpleasant experience."
- "It's very hard to tell that there is actually planning going on whenever it comes to transportation in lexington. Who knew?"
- "You need to consider non-discrimination based on age."
- "Works great in my opinion."
- "There are too many houses being built around Joyland. We are already over crowded, do not have enough schools and our roads are a mess. Quit building!"
- "I've never heard of this before. So, I guess I didn't know there was a process. But if there is a need, then I think we need people to help those that need transportation help!"
- "No, but this is a great first step to spreading awareness."

-
8. "To support smart growth, make the area more pedestrian-friendly, and minimize adverse impacts on communities, I would suggest that you focus less on widening existing roadways and more on projects that will result in improved transit, better connectivity, and more active transportation options."
 9. "Get priorities in order! Lots of current streets need attention!"
 10. "I just learned this week about MPO. Partnering with other groups will help to make MPO known to others."
 11. "No questions, the Lexington MPO is a vibrant inclusive organization."
 12. "Like to see more congestion management and to seek out funding for innovative traffic management solutions."
 13. "The Lexington Area MPO does a great job of keeping everyone informed!"
 14. "Need to focus more on people who ride bikes, walk, and rely on public transit. Need to do better with planning bus stops, so many are not ADA compliant."
 15. "Need more bus going from Bates Creek down man of war to Nicholasville"
 16. "Be sure you get information to the public in plenty of time to encourage public participation."
 17. "With people receiving information from so many different sources through so many different channels, most of which are electronic, it is impossible to provide equal access to information and opportunity to be involved in this type of planning process. My only suggestion would be to place large visible displays at locations where large numbers of residents are likely to see them coupled with an option for them to give feedback without providing their own device. For example, if you want feedback about the bus system, you could put a large display at the downtown terminal or inside or on the buses, that advertises the community input meetings, lists the website where you can give feedback, and informs those without access how they can provide feedback. Then you could have paper surveys/comment cards available at the terminal, clerks office, senior center, etc. to fill out and drop off/drop in a box, or a kiosk(s) like the screen at the gas pump where they can answer a series of questions on the screen by pushing a button. If you had several kiosks on a portable trailer, you could place it at large city events like 4th of July, in city parks, or other public spaces. It could be used to gather similar feedback for other divisions as well."
 18. "I think it would be helpful to see notice of upcoming presentations in more than one source, with plenty of lead time, to enable interested citizens to be informed and to attend. Thanks for asking."
 19. "I'm glad I somehow got on your email list, but I have no idea what you're doing or how to be involved. I don't think I've ever heard of you. Please continue to reach out to neighbors, especially those who don't have access to the internet, so they can give you detailed feedback about how to improve access and options in Lexington."
 20. "Educate the public"
 21. "information needs to be easier to access"
 22. "Information should be disseminated to more people for easy access. I have pursued the information, which was easy to do, but those who are not necessarily seeking the information/know about the MPO should be made aware."
 23. "Ya need to do More advertising!!!!"
 24. "I guess you might advertise more."
 25. "I was totally unaware of my ability to provide input into any transportation planning process."
 26. "Do you deal with folks who walk? There are some serious sidewalk issues in Lexington."
 27. "I do think it is good that our country has created this dynamic process to be able to plan for all aspects of our surface transportation systems to determine alternative solutions, efficiently utilize scarce public resources, prioritize projects, and get transparency and input for the public and all stakeholders for the sake of our mobility into the future."

-
28. "Congestion/Connectivity outside of Fayette/Jessamine Counties needs more emphasis. The use of DB or P3 tools needs to be evaluated. Tolling should also be looked out with possible congestion tolling to help control traffic."
 29. "Is anyone looking at bridges, over or under the railroad tracks, on Rosemont Garden and Waller?"
 30. "The new plan is vaguely worded about what is going to be done to some streets, unclear on whether lanes will be added, and if so how many. We definitely need more revenue dedicated to transportation. We should require developers to build more through streets, and widen existing streets that border their developments."
 31. "Transportation planning favors UK campus students as a priority. Lextran trolleys providing free transportation for students while blue collar workers can't catch a bus to get to work before 6am was one such, failed, example. Lack of benches at bus stops, and removal of said benches, in lieu of compromise, when a concerned citizen took it upon themselves to fix it. Tax churches property tax in the downtown business district, and fund transportation improvements with it."
 32. "Don't understand what the purpose of this survey is."
 33. "We need more chances for meaningful input at an early stage. For some projects not doing anything would be the best course of action."
 34. "The process needs to include analysis of European cities such as Amsterdam and Munich that has embraced e-bikes."
 35. "Continue to try to publicize the planning process. A lot of people were engaged and included in the Comprehensive Plan. A similar effort/engagement level should be achievable for transportation planning."
 36. "More email communication may be helpful"
 37. "Yes, create exit ways on New Circle road so the lights can be removed to create a true beltway, like other cities. This is confounding. Also, add more lanes, where possible, on the major thoroughfares."
 38. "Using NextDoor is an innovative way to do public participation - good idea!"
 39. "The plan cuts Lexington in half and eliminates most of the north - south traffic flow. Parking has been eliminated in many critical areas, like around Rupp Arena and focus is being placed on bicycling and walking routes. Has there been a study done on where people live and how they egress the downtown retail and recreational areas based who is currently utilizing these areas?"
 40. "The expectation that community members should know to visit your website, which is separate and apart from the city's website that people do visit, in order to know that there is a public input opportunity is absurd. The work the organization does is fine, but by no means is the outreach adequate or sincere. To be fair, this criticism applies generally to all local government agencies in this area. If you're not starting with the IAP2 Pillars for Effective Public Participation - you're not doing it right."
 41. "Needs to be integrated into involved communities' land-use planning. These problems must be solved in parallel to be effective."
 42. "Why not mail a survey to all residents?"
 43. "More bike paths"
 44. "Please just make the city more accessible. It's clear as a driver, that there's limited options other than personal automobiles, Uber/Lyfts, and taxis."
 45. "Need better presence in Jessamine County through public meetings."
 46. "The planning process should include more bike lanes. ;-)"
 47. "Nothing specific at this time. Just that any useful tools/resources that can be posted/shared online or on social media seem to be a great asset these days."
 48. "The transportation plan and the comp plan do a great job of creating goals and objectives but unfortunately they are not translated into real world infrastructure improvements. The rhetoric claims that the city wants to increase density and increase safety for non motorized transportation. In reality, the city maintains the status

-
- quo and actively prioritizes auto traffic above all else. High density and suburban-style transportation networks don't mix."
49. "Consider a standardized feedback form for written/spoken feedback that prompts people to suggest alternatives to projects that they oppose."
 50. "How would I know if I were being discriminated against in this process?"
 51. "having public meetings at times the general public is not at work"
 52. "I'll keep an eye out for more info as your work moves forward. Thanks!"
 53. "I'm not sure what exactly the transportation planning process is hoping to accomplish but one thing I do know we don't need any more modes of transportation on our streets. The streets were built for cars not bikes and scooters. Too dangerous. "
 54. It's great that your website has information regarding public meetings and ways to report discrimination, but if no one knows it exists it's not very helpful. I am only learning about this because at one time I must have stumbled upon transportation news, but it was just by chance. It was not advertised or well-known."
 55. "There are a lot of missing sidewalks in areas where people walk everywhere. It sometimes feels like lower income areas are ignored in favor of more wealthy areas for putting in safety measures (Old Todd's Road needs sidewalks!!!)"
 56. "Utilize as many options as possible to contact the general public."
 57. "There should be greater community participation - especially commuters who are stuck in traffic because lanes were taken away."
 58. "Don't have enough information to submit suggestions."
 59. "Not really. New to town"
 60. "There is inadequate bus routes in this city. I am a physician and many of my patients who are low income live in routes that barely have one or two pickup times per day and 1 or 2 drop offs."
 61. "Have you checked with our senior residents, high school and college students to solicit their suggestions? I am happy you are working on an area plan. Folks might be more relaxed if they could tackle some of their work/homework on a train, etc. or just read, take a snooze or connect with others or enjoy the scenery."
 62. "Include outlying routes on the bus and Lextran accesses...."
 63. "I found this through a link on the neighborhood link. without that I would have no idea MPO exists."
 64. "I need more information in order to have an opinion or to voice it."
 65. "What are the goals of this process? How are routes decided on?"
 66. "No, I don't fully understand its mission."
 67. "I don't really know anything about it, so some education/public relations might help."
 68. "Hopefully the plan will include a totally new transportation engineer department that has a clue what they are doing. I also ALWAYS see road projects with more management / supervisor employees than actual workers. This needs to be reviewed and have better utilization and management of these projects. I find it amazing how incredibly slowly transportation construction projects take in the LFUCG area."
 69. "I've never heard of it."
 70. "needs more visibility"
 71. "Contact council members so they can talk to neighborhood associations when your organization considers eminent domaine proceeding. Also, Let's work on legitimate changes to public transportation— research public transit in China and how they are implementing trackless trains. The problems with Nicholasville will continue to increase as long as land remains cheap in jessamine county... look at your ADTs to see where the majority of traffic comes from."
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72. "Just keep in mind that the current Lexington traffic is laid out that when there is just a single problem with a main route that it caused the major delays. We seem to only have main roads, and when one has a problem the secondary roads are too easily overloaded."
 73. "Please make a plan to reduce excessive traffic at rush hour at Citation and Newtown Roads. Traffic light retiming would help on Newtown heading toward I-75 entrance."
 74. "I think you need to make your organization more visible,"
 75. "Need more information about what they do and how I can have a voice"
 76. "Stop planting bushes where I need to look to see if a car is coming before I turn."
 77. "Thanks for attempting to get information out their. Please make wise decisions."
 78. "Notification about what's going on."
 79. "Can't think of anything"
 80. "Yes - why do some of us have to stand in the rain while others get comfortable bus huts?"
 81. "I am unfamiliar with this"
 82. "Need bus service further south out of MOW"
 83. "I just wish I knew MPO existed..."
 84. "There needs to be better communication about your process and how citizens can contribute."
 85. "don't really know enough about it to comment. this is the first I've heard about the MPO planning process. Maybe it needs to be more widely publicized through social media and NPR radio"
 86. "I need to learn more before responding."
 87. "Are there public service announcements about these services? I will check the website!"
 88. "None. This is the first I've heard of it."
 89. "Traffic Congestion in Lexington is out of control. When will as much attention be given to that as there is to providing more housing to create more traffic!"
 90. "Need more publicity "
 91. "I don't know what it is?"
 92. "Hello...this is the first time hearing about this organization. So I am in the learning process."
 93. "Unlike large cities where public transportation is utilized by all social strata, our city is too small and spread out to make that model work. The reality is; Lexington buses are used by those who can't afford their own car, don't drive (health issues,aging,etc,), or don't have a car here in town (college students). I am under the impression that tourism efforts don't promote city bus usage. If you want more universal public transportation usage, Lexington needs outlying "commuter lots" to park a car, and then take the bus into and around the city. Even then, I'm not sure that offering would result in greater usage. Lastly, people using our bus system deserve the dignity of, at the least, a BENCH while waiting at the stop. I understand that all stops can't have a covered waiting area, but it is heart rendering to observe someone, standing in wait, at the end of a long day, as I speed home in my car."
 94. "First I have heard of this committee"
 95. "Don't know what this is! "
 96. "Yeah... market it so ppl know what it is"
 97. "No, thoughts at this time, thanks for the information."
 98. "I would love to have transportation available in more outer regions of the city."
 99. "There needs to be better ways to provide access to information on the process."
 100. "No other comments other than its a serious problem"
 101. "It certainly needs to be publicized better"
 102. "We need more sidewalks especially on Tates Creek by Redding Road. I always see people in wheel chairs on the road because they can't move on the grass. It's shameful!!!"

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103. "transparency"
 104. "The wheels bus needs to work on their system and the buses they bought are not comfortable and aren't meant for the disabled it's very tight and the seats are to close together. The old buses are breaking down with people on it and they don't have air conditioning they should get rid of them they need to work on their time of pick up and drop off and people always lie to you when you call to see when your ride is coming cause it's late they lie to you and say thier coming around the corner."
 105. "None other than get the word out that you all exist"
 106. "What in the world is it?"
 107. "Please advertise to people who work at UK and other large employers in the area. Younger adults do not watch the news or read the paper, so social media and workplace are better options. Advertising on the nextdoor website is also helpful."
 108. "Be more visible. The traffic problems on US60 Versailles Rd. could be alleviated by extending Blue Grass Pkwy to i64."
 109. "There is not enough advertising of this process. I only discovered it on NextDoor website!"
 110. "Use social media more"
 111. "What are you planning? Everyone should be informed."
 112. "I wish that notices could be sent to neighborhoods that will be affected by possible changes or upgrades to roads."
 113. "Try interacting with agencies such as the YMCA and the Senior Center to help spread the word."
 114. "Better roads, better traffic patterns (lanes, etc.) and more long-term growth-minded planning. NOT more bike-paths; they are trendy and look good/trendy in tourism brochures, but they are NOT mass-transit, and are hardly ever used. More buses, more bus-stops, and more bus-routes!"
 115. "MPO affiliates need to be more publicly available and visible in communities."
 116. "didn't know it existed"
 117. "just hearing about it now"
 118. "Not familiar with the MPO to offer any suggestions."
 119. "Advertise more. I had no idea you existed."
 120. "Join our next HOA meeting"
 121. "Guess I am a little out of touch with opportunities. Know more now!"
 122. "I don't know what the heck this is."
 123. "I was not familiar with the program/website. Thus, I was neutral on answering."
 124. "No suggestions as I haven't heard about it before."
 125. "As I wasnt aware it existed, perhaps additional marketing could be done to ensure more group diversity is represented in the process. "
 126. "This is the first I have heard of anything to do with the transportation planning process. Because I received this, but nothing else, I would suggest you try harder to educate people. (Or at least as hard as you try to get survey results!) "
 127. "I would like more emphasis on walking as an option"
 128. "More promotion so people can be aware."
 129. "Not now"
 130. "No"
 131. "I know from having lived in a large city that transportation using buses means that there has to be a place where a car can be left. Parking a car and then taking a bus would reduce metro traffic. There also has to be better connections between bus routes. A person coming from Nicholasville would park close to Nicholasville, catch a bus into Lexington, and then transfer to the bus that would take them to their work place."

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132. "I don't know enough to know if I have questions or suggestions, but I appreciate this survey--it lets me know there is a process."
 133. "Would like email updates and opportunity to add input in a timely manner."
 134. "I think that the MPO should get their info out so that people will know who you are. Like getting involved in more community events."
 135. "Just don't know enough about it."
 136. "if you wanna get the word out, try advertising on local npr stations."
 137. "I don't watch news or read local paper very much."
 138. "Continue to work to engage all people. Consider consulting with agencies, business to develop some strategic engagement for audiences who aren't typically at the table."
 139. "Just more logical planning and management of the city's red-light system is needed."
 140. "I know little.abt it"
 141. "Make centralized places for bus routes....like Walmart Shopping centers... "
 142. "Lexington needs better mass transit."
 143. "What are the goals of transportation plan? Just moving people or moving people efficiently or moving people time and energy efficiently?"
 144. "Only they need to better reach out to communities affected by the decision."
 145. "not yet"
 146. "Have not been involved...do have concerns for those that need to utilize public transportation: hours of operation, as many entry level shifts are later in the evening when buses are not running / long riding times to get anywhere (can be 2 hours). I do not have suggestions on solutions, but am hopeful that public transportation can be improved...it lifts everyone! "
 147. "Please advertise public info sessions more broadly and more than once!"
 148. "From what I have seen the regional transportation plan for the next century is completely inadequate to address the transportation needs of a growing city such as Lexington. Do any of the members drive Nicholasville Road, the eastern section of New Circle Road, Winchester Road at rush hour? The roads are slammed. They can't support the current population much less more growth."
 149. "I see Lextran buses frequently with one or no passengers. It seems to me less expensive and smaller busses or vans could be used"
 150. "keep doing traffic circles . to drive west to go north is not good planing /"
 151. "More public outreach including surveys like this one"
 152. "More communication on planning, decisions and timelines. Highlight successes, especially when citizen input is taken into account."
 153. "Restructure the management at lextran and get that management company out of there!"
 154. "Whoever designed the on ramps for new circle road should be fired. There needs to be an outer interstate similarly to Louisville's Gene Snyder. New Circle is a mad house and inadequately meets the needs of the current traffic in Lexington."
 155. "Never heard of this"
 156. "Make it more public and share information on social media or ask folks to sign up to a mailing list - what is the purpose of the organization? Transportation in Lexington is getting worse and we need ideas!"
 157. "Need a strong web presence with readable graphics"
 158. "Please consider everyone in surrounding neighborhoods when making your decisions."
 159. "More communication on planning, decisions and timelines. Highlight successes, especially when citizen input is taken into account."
 160. "Restructure the management at lextran and get that management company out of there!"
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 162. "Never heard of this"
 163. "Make it more public and share information on social media or ask folks to sign up to a mailing list - what is the purpose of the organization? Transportation in Lexington is getting worse and we need ideas!"
 164. "Need a strong web presence with readable graphics"
 165. "Please consider everyone in surrounding neighborhoods when making your decisions."
 166. "Bus service needs improvement. Traffic light coordination."
 167. "I'd like to see a bus route in the neighborhood. I'd also like to see discounted fares for Seniors who need to rely on buses for transportation."
 168. "I don't have any information about this so cannot comment or question."
 169. "Easier to find info"
 170. "Please raise more awareness about your org. within the community."
 171. "Might have if I knew what that process involves."
 172. "Inform public in more ways like the neighborhood communication emails"
 173. "I like the use of social media/apps to alert the public to transportation planning/changes. I found out about this survey on the Nextdoor neighborhood app."
 174. "Would like to know where I can submit a recommendation for adding right turn lanes. Also what can be done about "state" roads that are clearly city transportation arteries, but the city always has to defer to the state when a change or maintenance is needed."
 175. "This survey appears to be less about my opinions about transportation in our area and more about your marketing or lack thereof."
 176. "Improve mass transit and destigmatize it."
 177. "Advertise this website and organization to request involvement from the community."
 178. "I am still unsure at this point"
 179. "Make it more accessible on social to reach real people. Take the planning to churches, schools, major workplaces and civic groups, to the Lyric Theatre and to the Cardinal Hill Library."
 180. "The recent lane changes on incoming leestown road just inside new circle stupid. Why change the lanes around with no notice (I'm referring to the long left hand turn lane to boiling spring drive. This used to be the lane that counties to downtown. Stupid decision. Especially with no new signage"
 181. "Did not know it was even out there and could be involved."
 182. "More publicity. This is the first time I have ever heard of MPO, through a neighborhood listserv."
 183. "We need more stops in subdivisions so teens and young adults can get to their destination and home safer."
 184. "better bus routes"
 185. "Don't even know what you do."
 186. "This is the first I have heard about this program and would like to give more feedback but lack information to do so."
 187. "Dependable, timely, mass transportation is vital for those who do not have private transportation or car pooling. Please continue to improve this service."
 188. "Don't botch it up as many cities have. Look at Los Angeles for a BAD example. Public transportation doesn't work - just like public education!"
 189. "It needs to be made known to the citizens. First time I have heard about this."

-
- 190. "I am new to Lexington and the state of KY and through this survey posted to the Nextdoor app I have learned what MPO is and where I can find more information."
 - 191. "Post info on social media platforms such as Twitter, Facebook, and nextdoor"
 - 192. "It is a really good thing!"

APPENDIX D –LAMPO Presentations

Lexington Area Metropolitan Planning Organization

2019 Certification Review



The Lexington Area MPO

- ▶ Two County MPO with small portion of Scott UA-2010
- ▶ Significant Regional Hub for Employment, Education, Medical, Entertainment, Goods, and many other Services
- ▶ MPO Land Area: 458 square miles
- ▶ Population: 377,700 people (US Census as of July1, 2018)
 - ▶ Fayette: 323,780 people or 86% of the population
 - ▶ Jessamine: 53,920 people or 14% of the population
- ▶ Fayette County - City of Lexington (merged government) with urban growth boundary
- ▶ Jessamine County - Cities of Wilmore & Nicholasville; Nicholasville city limits extend to Fayette County
- ▶ Scott County - 0.6% of the Scott County acreage

MPO Planning Boundaries



Our MPO Structure

- ▶ Transportation Policy Committee (TPC)
- ▶ Transportation Technical Coordinating Committee (TTCC)
 - ▶ Congestion Management Committee (CMC)
 - ▶ Bicycle & Pedestrian Advisory Committee (BPAC)
 - ▶ Project Coordination Team (PCT)

Meet the Team

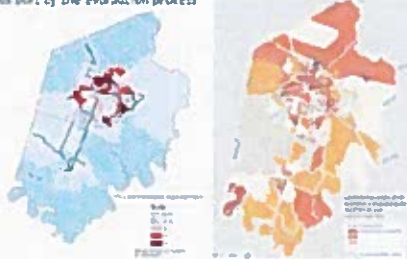
- ▶ **Mar Conyers:** MPO Director & Transportation Planning Manager
- ▶ **Kenzie Gleason:** Assistant Manager / Metropolitan Transportation Plan / Title VI / ADA / Grants (TAP & CHAQ)
- ▶ **Scott Thompson:** Bicycle & Pedestrian Planning
- ▶ **Joseph David:** Transit Planning / Mapping / GIS
- ▶ **Jimmy Emmons:** Traffic Impact Studies / Travel Demand Modeling / Freight / LU
- ▶ **Sam Hu:** Congestion Management / Air Quality
- ▶ **Parker Sherwood, Esquire:** Overall Transportation Planning / Outreach
- ▶ **Stuart Kearns, AICP:** TAP Data analysis / Financial Planning
- ▶ **Brenda Whittington:** Administration

Recommendations from 2015 Cert. Review

- ▶ **1) Planning Agreements -** The roles and responsibilities of all Lexington MPO members should be clearly identified in a Metropolitan Planning Agreement that meets the requirements of 23 CFR 450.314
 - ▶ Planning Agreement fully executed on 7/31/17
 - ▶ Developed in coordination with KYTC and FHWA to ensure compliance with 23 CFR 450.314

Recommendations from 2015 Cert. Review

- ▶ **3) Title VI (E) -** The MPO should document efforts to assess the benefits and burdens of proposed transportation investments on underserved and under represented populations as part of the evaluation process

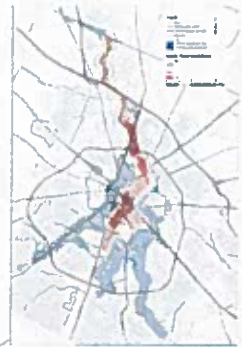


Recommendations from 2015 Cert. Review

- ▶ **3) ADA Compliance -** The MPO and Lextran should prominently display ADA and Title VI contact information and complaint procedures on their websites and bulletin boards at the MPO, Lextran and Transit Center.
 - ▶ See: [Civil Rights, ADA & Environmental Justice](#) on MPO Website

Recommendations from 2015

- ▶ 4) The MPO should work with Lextran to collect data on the number of bikers using transit.
- ▶ Data collection efforts:
 - ▶ Passive detection counters on trail facilities
 - ▶ CycleTracks application
 - ▶ Bike Share usage data



2045 Metropolitan Transportation Plan

- ▶ MTP Issues
 - ▶ Public & Stakeholder Input
 - ▶ Performance Goals & Measures (tied to project scoring)
 - ▶ Baseline data (MPO selected and national PMS)
 - ▶ Travel Demand Model
 - ▶ Regional (9-county) population & employment data
 - ▶ Congestion Management Process
 - ▶ Identified bottlenecks, (reliability issues, special studies)
 - ▶ Financial projections (25 year historical data)
 - ▶ "Committed" projects (TIP & State Highway Plan)
 - ▶ Long range projects (Re-evaluate 2040 projects & new projects)
 - ▶ Equity & environmental justice analysis



2045 Metropolitan Transportation Plan

- ▶ Emphasis on "Fix It First" (adjusted financial projections for new projects accordingly)
- ▶ Fewer, yet high importance "Major Infrastructure Improvements"
 - ▶ 18 projects; 60% funds; relief of major congestion
- ▶ Continued focus on "Modernization & Operational Improvements"
 - ▶ 40 projects; 30% of funds; safety, flow, access, choices
- ▶ Dedicating funding for high impact, lower cost "Mobility & Transportation System Management & Operations"



2045 Metropolitan Transportation Plan



- ▶ Public & Stakeholder Input
 - ▶ MPO Committees
 - ▶ Initial Public Survey - 2,200 ppl
 - ▶ "On the Table" Analysis - 11,000 ppl
 - ▶ Paid & Targeted (EJ) Advertising
 - ▶ <https://www.facebook.com/283835418>
 - ▶ Public meetings & media appearances
 - ▶ Visualization & "What's the Gist"
 - ▶ "7 Take Aways of the MTP" Post



Performance Measures

- ▶ For FHWA required measures, the Lex MPD elected to support state targets
 - ▶ Key Dates:
 - ▶ Safety - January 14, 2019 - (re-adopted February 27, 2019)
 - ▶ Asset Management & System Performance - October 24, 2018
- ▶ For FTA required measures, the Lex MPD worked in coordination with local transit agencies to adopt Transit Asset Management (TAM) targets
 - ▶ Resolution Date:
 - ▶ TAM - October 24, 2018
- ▶ The Performance Management Plan (PHP) can be found in Appendix G of the MTP

PM 1 Safety

Transportation Performance Safety Targets

	Statewide		Lexington	
	Baseline: 5-Yr Avg. (2013-17)	Target: 5-Yr Avg. (2018-19)	Baseline: 5-Yr Avg. (2013-17)	% of Statewide Baseline
PM 1.1: Number of Fatalities	737.4	737	38.2	5.2%
PM 1.2: Number of Serious Injuries	3124.8	2991	210.4	6.7%
PM 1.3: Fatality Rate / 100 M VMT	1.521	1.5	0.42	
PM 1.4: Serious Injury Rate / 100 M VMT	6.451	6.07	2.36	
PM 1.5: Non-Motorized Fatalities & Serious Injuries	277.6	276	31.2	11.2%

Source: Kentucky Transportation Cabinet - Updated April 2019

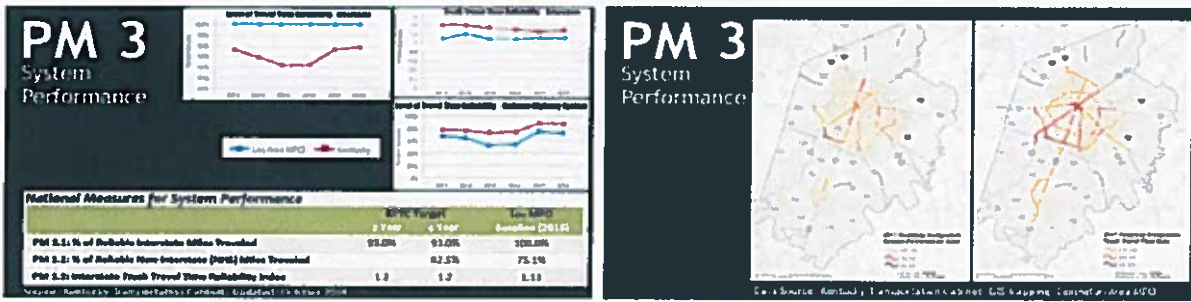
PM 2 Asset Management



National Performance Measures for Infrastructure Condition

	NHTC Target (2018)		Lexington (Percent Good)
	2-Year	4-Year	
PM 2.1: % of Interstates in Good Condition	91.0%	93.0%	73.0%
PM 2.2: % of Interstates in Poor Condition	1.0%	1.0%	0.1%
PM 2.3: % of Non-Interstate RPO in Good Condition	25.0%	25.0%	51.0%
PM 2.4: % of Non-Interstate RPO in Poor Condition	6.0%	6.0%	1.9%
PM 2.5: % of RPO Bridges in Good Condition	33.0%	35.0%	24.0%
PM 2.6: % of RPO Bridges in Poor Condition	3.7%	3.2%	1.0%

Source: Kentucky Transportation Cabinet - Updated October 2018



TAM Transit Asset Management

Laxtran and BUS Transit Asset Management Targets

	2019	
	Actual	Target
FTA 1.1: % of Non-Revenue Service Vehicles Exceeding ULB	9%	20%
FTA 1.2: % of Revenue Vehicles Exceeding ULB	31%	40%
FTA 1.3: % of Facilities Rated Under 5.0 on the TERM scale	0%	0%

Source: Laxtran and Bus Assets, 2019

Performance Measures in TIP, MTP & CMP

- 2043 MTP
 - Project prioritization criteria are closely aligned with National Performance Goals and Performance Management
- Competition Management Process (CMP)
 - Performance Management strategies are also an integral component of the CMP
- TIP
 - The PMP will be incorporated into the next TIP amendment
 - This will include an assessment of how projects will contribute towards meeting the national performance goals.

How Goals & Performance Measures Relate to Project Selection & Scoring

Goal	Performance Measure	Project Selection & Scoring
Improve mobility	To increase the number of vehicles that can travel on the road network	Project selection based on mobility benefits
Improve safety	To reduce the number of crashes and fatalities on the road network	Project selection based on safety benefits
Improve air quality	To reduce the number of tons of pollutants emitted from the road network	Project selection based on air quality benefits
Improve economic vitality	To increase the number of jobs and businesses in the region	Project selection based on economic benefits
Improve quality of life	To increase the number of people who live in the region and are satisfied with their quality of life	Project selection based on quality of life benefits

Project ID	Project Name	Priority	Status	Score
101	Project A	High	Active	95
102	Project B	Medium	Active	85
103	Project C	Low	Inactive	75
104	Project D	High	Active	90
105	Project E	Medium	Active	80
106	Project F	Low	Inactive	70
107	Project G	High	Active	92
108	Project H	Medium	Active	82
109	Project I	Low	Inactive	72
110	Project J	High	Active	94

LPA Project Selection and Monitoring

- ▶ Project Selection and ranking tied closely to PM
- ▶ Projects follow all federal and state guidelines outlined in the KYTC LPA Guide.
- ▶ Project status tracked by MPO through regular Project Coordination Team and TTCC meetings
- ▶ No Inactive projects currently

LPA Project Selection and Monitoring

- ▶ Surface Transportation Block Grant Program Sub allocation for Lexington (STBG-SLX)
 - Formerly SLX
 - Major projects selected through MTP process
 - STBG SLX funds also used for mobility and TSMO projects and to augment state projects
 - MPO staff monitors fiscal balance through a spreadsheet maintained in coordination with KYTC, LFUCG TE and Engineering
 - Major STBG SLX funded projects:
 - Polo Club Blvd
 - Richmond Rd HSP Project
 - Man O' War Blvd Intersections (Richmond Road, Atlanta)
 - Wilkes Downing Rd Bridge Replacement
 - Clays Mill Road widening
 - B&A/Pad Master Plan
 - Jessamine County Pedestrian Connector Study
 - Ross St./East 1st Ave. Bicycle Lane Project
 - I-75 SB Exit Ramp at Man O' War Blvd.

LPA Project Selection and Monitoring

- ▶ Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (STBG-TA)
 - Formerly TAP
 - MPO-specific competitive selection process adopted in 2014
 - Major STBG-TA-funded projects:
 - Oxford Circle Sidewalks
 - Old Frankfort P&A Scenic Byway Viewing Area
 - Beaumont YMCA Trail
 - South Elkhorn Trail
 - East High Shared Use Trail
 - West High Shared Use Trail
 - Citation Trail
 - West Louisville Streetscape
 - Stone Branch Projects
 - Citation Trail
 - East High Shared Use Trail
 - South Elkhorn Trail
 - West High Shared Use Trail

LPA Project Selection and Monitoring

- Congestion Mitigation and Air Quality (CMAQ)
 - MPO provides CMAQ application support to (1) Airs: Intervention calculations, writing, etc.
 - MPO TTDC ranks LPA CMAQ applications before submitted
 - Major CMAQ-funded projects:
 - Oxford Circle Sidewalk
 - Town Square Projects
 - Archer Rd at Champaign Road 7 PM Lanes
 - 4th Street Corridor Improvements
 - AL, Labor Rd multi-modal improvements
 - St. George Road Trail to High School 3
 - OHS Parking Stations
 - St. George Road Trail to High School 3
 - Lincoln Ave. Sidewalk Project - New Lane to Parkville
 - Gateway Trail
 - Manchester St. Turn Lanes at Forbes Rd.
 - West Hill Street Trail South

Participation Plan

- Updated Every 5 Years (last in 2018)
- Develop Branding & Awareness of MPO
- Consistent Outreach & Info Dissemination
- "Informing" = Passively Informed
- "Involving" = Actively Engaged



"Informing"

- MPO Website: www.lincolnmopo.org
 - 24,000 hits last year; 85% new visitors
- Social Media
 - 3,500 Facebook followers
 - <https://www.facebook.com/lincolnmopo>
 - 2,050 Twitter followers
- E-newsletter
- Marketing Campaigns
- Media Notices & Appearances
- Neighborhood based Outreach



"Involving"

- Public Surveys
 - BPMP, MTP, Cert Review
- Online Input Maps
- Public meetings
- "On the Table" events
- MPO Committees
- Social media 2-way conversation



Title VI & EJ

- Title VI Reviews & Reporting
 - ▶ Triennial Review by KYTC Office for Civil Rights & Business Development (2016)
- Title VI Plan - Approved Annually
- Formal Complaint Process
- Targeted outreach
 - ▶ Lexington Community Radio, mailings to service agencies, paid ads, Nextdoor
- Project-based Equity Analysis
 - ▶ BPMP & MTP



Town Branch Commons

A centerpiece of our community for decades to come



- A place of history
- A collection of neighborhood people and public spaces
- Great infrastructure that improves neighborhood urban ecology
- A transportation network that can be used for 100 years and still evolves
- A huge step forward

TIGER Grant

Town Branch Commons



Safe Streets Academy



Shared Mobility PILOT PROGRAM

Objectives

- The development of a framework for shared mobility companies to operate in a free market on our public right of way
- Protect public safety
- Develop a fee structure to offset the effects on our communities budget and services
- Develop frameworks for data distribution from multiple companies



Our Vision

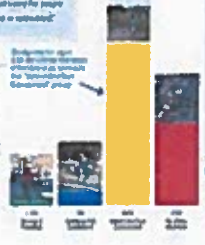
The Vision for the future of mobility is a network of high quality, efficient and sustainable transport options that provide a greater range of choice and convenience for our citizens and businesses. We want to see a future where the public transport system is integrated with other modes of transport to provide a seamless and convenient journey for our citizens.

Bicycle & Pedestrian

Departmental Strategy Document

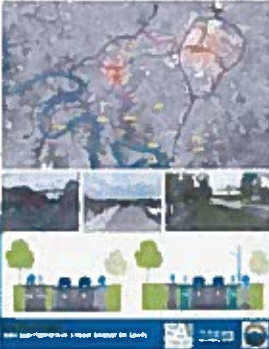
How Do We Get There?

- **Investment** - Investment in infrastructure and services to support active travel.
- **Partnership** - Working with private sector and community groups to deliver projects.
- **Integration** - Ensuring active travel is integrated with other modes of transport.
- **Leadership** - Setting a clear vision and leading by example.



General Public

- The General Public are the key to the success of the project. We need to ensure that we are listening to their views and concerns.
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Site Facilities Installation as a part of Reopening Maintenance



ADA COOPERATION

- ADA compliance is a requirement for all transportation projects.
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Develop Final Plan Review and Sign-off for ADA Compliance and Bicycle Facilities

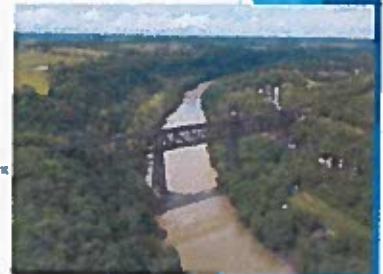


NYTC COOPERATION

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Environmental Mitigation

- **First-First Approach**
 - Mitigating existing structures
 - Focus on sustainability planning process
 - Reducing our environmental impact
- **Transportation Planning Process**
 - Metropolitan Transportation Plan
 - Corridor Management Process
 - Project Scoping
- **"Unfunded Priorities" - Creditors in Disappointment**
 - Providing more transportation options, develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.



The Metropolitan Transportation Plan & Environmental Mitigation

- How does the transportation system impact our environment and our region's safety and security?
- Enhancing the environment is a goal of the Metropolitan Transportation Plan
 - For federally funded transportation projects, environmental efforts are completed during project planning, design and engineering as part of a required environmental review process. This process addresses NEPA requirements to assess and reduce negative impacts, and to identify and implement measures that are "based on an understanding of environmental consequences, and take actions that protect, restore, and enhance the environment." Actions that address environmental, historical and cultural programs and protection efforts are often consulted during the development of the MTP and all potential issues are mapped prior to entering into detailed project development phases.

Environmental Mitigation Stakeholder Agencies

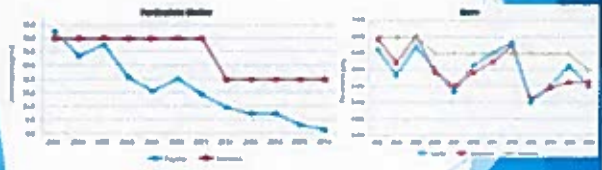
- APO (American Planning Council) and Conservation Institute, Environmental Protection, State of Resource & Conservation Agencies
 - EPA (U.S. Environmental Protection Agency)
 - Louisiana Coastal Protection and Restoration
 - FERC (Federal Energy Regulatory Commission)
 - U.S. Fish and Wildlife Service
 - Louisiana Dept. of Transportation & Infrastructure
 - Louisiana Dept. of Wildlife and Fisheries
 - Louisiana Dept. of Natural Resources (DNR)
 - Louisiana Dept. of Parks and Recreation
 - U.S. Environmental Protection Agency (EPA)
 - U.S. Dept. of Agriculture (USDA), Natural Resource Conservation Service (NRCS)
 - U.S. Army Corps of Engineers (USACE) - Louisiana District
 - FERC - District 7
 - FERC - District 8
 - FERC - District 9
 - FERC - District 10



Congestion Management Process & Air Quality

- Congestion Management Plans (CMPs) work to mitigate the volume and consequences including increased fuel consumption and vehicle emissions.
- These strategies cover a broad array of strategies to reduce emissions.
 - Adding more bike and pedestrian facilities to encourage non-motorized travel.
 - Purchase of electric bus lanes and fleets.
 - Intelligent transportation systems (ITS) for use on highways, and
 - Transportation demand management programs to reduce congestion and idling.
- The MTP 2043 supports continued efforts to provide energy efficient planning.
- The Lexington area is currently meeting air quality standards and has been designated "attainment."

Sustainable Transportation Emphasis & Air Quality



Project Scoping & Environmental Mitigation

- Environmental Mitigation is a regional goal that is taken into account during the scoping process of project selection.
- National Performance Goals to Monitor
 - Environmental goal clarity: To evaluate the performance of the transportation system when planning and selecting the vehicle environment.
- Local Goals & Performance Criteria
 - Consistency of transportation, and other goals, must be possible to meet. Number of a location has various.

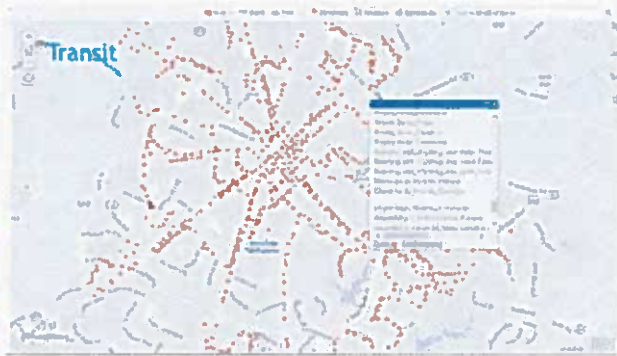
Goal	Target	Actual	Notes
1. Environmental goal clarity	100%	100%	Goal achieved
2. Consistency of transportation	100%	100%	Goal achieved
3. Other goals	100%	100%	Goal achieved

Environmental Mitigation I-75 Project

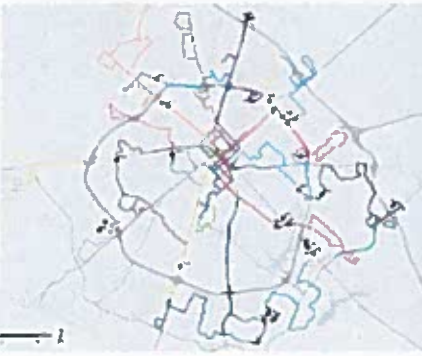
- Project I-75 Corridor from the Eastern Archery to System to I-75 in Madison County.
- There are considerable environmental obstacles involved, particularly crossing the Kentucky River and Sales Creek Road.
 - In the early leading up to the next MTP update (MTP 2043) MPO staff will continue to work with stakeholders, BYC partners and agencies to determine the best way to facilitate transportation between Madison County and I-75.







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Transit



US 27 / Midkettle Road Alternative Analysis

Summary of Findings and Conclusions
 January 2019

Traffic Interface

Intersection

Signal

Signal Timing

Signal Phasing

Signal Control

Signal Timing

Signal Phasing

Signal Control

LextranBLUE Rapid Transit Service

Service Area

Service Area

Service Area

Service Area

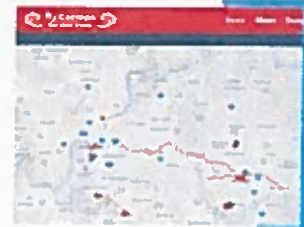
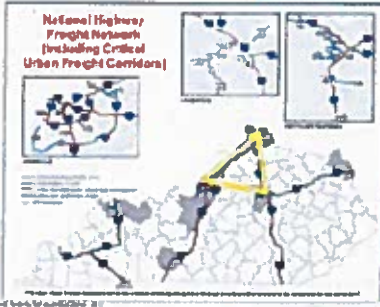
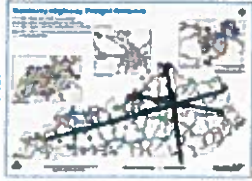




Freight

State-wide Significance

- 2011 members of the MPO's on the 47 Freight Advisory Committee for Transportation (FACT)
- In La Barge area, tracking the primary freight roads
- The two highly connected and congested areas for the freight network in Lincoln and Laramie



Regional Significance

- 8 major & 10 minor routes (MPO's)
- Regionally significant rail lines and proposed rail ports in the region

Local Priorities

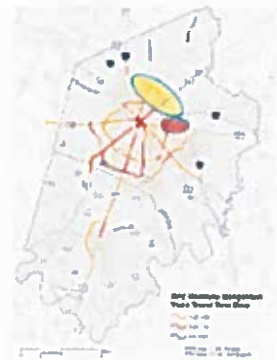
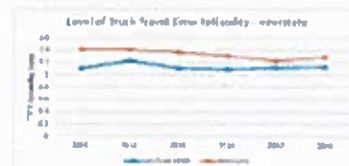
- Primary Freight Network, especially the I-70 and I-25 corridor route
- Other urban freight routes
- Develop local and state-wide



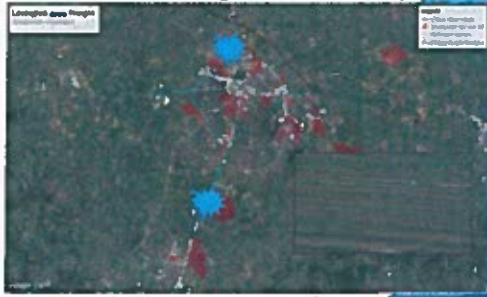
Local Priorities

Year 2005 to 2010

Level of truck freight connectivity - statewide



Local Priorities - Google Earth Example



Next Steps

- Attending the 6 PM CT roundtable discussion on 8/27/17
- Commodity Policy and Freight Study update in heading and meeting on 8/28/17



- National Performance Goal:
- "To improve the national highway network, increase the ability of transportation to access the world's markets, international trade markets, and support economic development."
- Think Globally - Act Locally!

CMP/ITS

- ▶ Congestion Management Process (CMP) Overview
 - CMP Overview document completed by 2011
 - Vision, Mission, 3 Goals, and 11 Objectives stated in the CMP Overview
 - CMP Overview details the 11 tasks identified in the 11 components the CMP follows
 - Includes 150+ miles of roadway on the CW network road



CMP/ITS

- ▶ LexAPO Congestion Mitigation Strategies:
 - Transportation Demand Management (TDM) strategies
 - Manage and alter travel times and sustainable urban growth
 - Manage Active Transportation, such as walking and biking
 - Promote flexible work schedules, telework, and telecommuting
 - Traffic Operational Management (TOM) strategies
 - Advanced traveler information and operational management
 - Intelligent transportation systems (ITS) and incident management
 - Construction management and improved infrastructure
 - Transportation Improvement Programs (TIP) strategies
 - Add lanes on high-volume routes with minimal widening if it can be avoided
 - Revitalize traffic lights, roundabouts, interchange improvements

CMP/ITS

► Congestion Management Strategic Leadership Team:

- Congestion Management Committee (CMC) meets 8 (12) times a year
- Membership is free and voluntary
- Chairman: Barry Hesse - LYTC/Avista
- Co-Chair: David F. Bateman - CTRCO Traffic Engineering
- Staff from: LeAMPD and the partnering agencies -
- LYUCS, LePark, LYTC, FHWA
- Blue Cross Area Development District (BCADD)
- University of UT
- Consulting companies
- Citizens, etc.

CMP/ITS

► Congestion Management Committee Programs and Projects:

- Urban OD challenges: bottlenecks, incidents, work zones, special events, signal timing, police & roadside management, loading/unloading lane blockages
- Programs: New Federal/State regulations, performance and reliability measures
- Projects funded by OIAQ and/or other funding sources:
- Clay Mill Road Widening
- Main Street Corridor Study
- MDW 75/Whitworth Rd Study
- MDW Intersection Improvements
- Downtown Centre Traffic Study

CMP/ITS

► CMP Strategy Implementation and Monitoring:

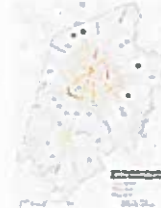
- CMP strategies are being implemented via the MPO's transportation planning processes and transportation improvement programs
- CMP strategy implementation progress and outcomes are monitored via data driven congestion trend monitoring process
- Data resources:
 - National Performance Management Research Data Set (NPMRDS)
 - Level Of Road Time Reliability (LORTTR)
 - Travel Time Reliability (TTR) Ratio and Index
 - Travel Demand Model (TDM) database
 - Data is obtained by the Macro Package - Data are visualized through charts, maps, and/or web 2.0 technology, and more.

CMP/ITS

► Travel Demand Model - 2017 Roadway Congestion



► Level Of Travel Time Reliability (LORTTR)



CMP/ITS

► Traffic Control System Upcoming Projects:

- Signal retiming for Michelsonville Rd and New Circle Blvd
- Update traffic responsive weekend plans
- Fiber optic network baselining and redundancy
- Upgrade major intersection video management system
- Contract extension for IRI T. Roadway Travel Time Analytics Platform



Rush hour congestion on New Circle Rd
between Michelsonville Rd and Dunes Creek Rd



Around 80 traffic cameras
located at major intersections

APPENDIX E - List of Acronyms

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CO: Carbon Monoxide
DOT: Department of Transportation
EJ: Environmental Justice
FAST: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
ITS: Intelligent Transportation Systems
LEP: Limited-English-Proficiency
M&O: Management and Operations
MAP-21: Moving Ahead for Progress in the 21st Century
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NO₂: Nitrogen Dioxide
O₃: Ozone
PM₁₀ and PM_{2.5}: Particulate Matter
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation



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