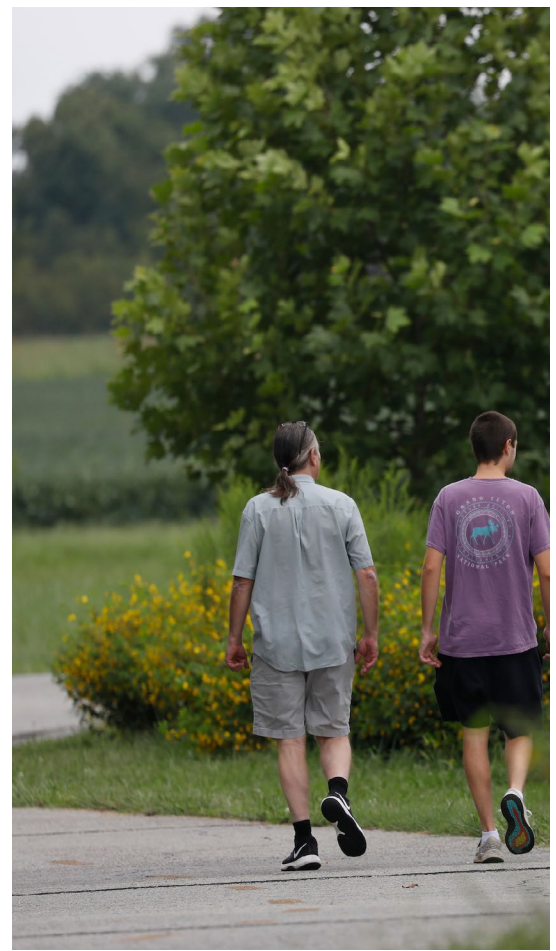


# Lexington Area 2050 Metropolitan Transportation Plan Executive Summary








# INTRODUCTION



## What is an MPO, and What Do We Do?

A Metropolitan Planning Organization (MPO) is a government organization that focuses on all things transportation: how people and things get from A to B. There are MPOs all across the United States. Federal law requires all urban areas with populations greater than 50,000 to designate an MPO to conduct transportation planning activities. Because the Lexington area population is over 380,000 and everyday transportation crosses county lines, our jurisdiction includes: Fayette County, Jessamine County, Lexington, Nicholasville, and Wilmore. The MPO land area consists of 458 square miles and has a population of 375,561 as of 2020.

The Lexington Area MPO includes full-time staff, special committees, and partner organizations. Together, we focus on the three Ps: plans, projects, and policy. We set goals, make useful improvements, and work for good mobility choices for everyone. As a team, we gather data and listen to the community to:

-  *Better understand and respond to present challenges*
-  *Estimate future opportunities*
-  *Guide spending*

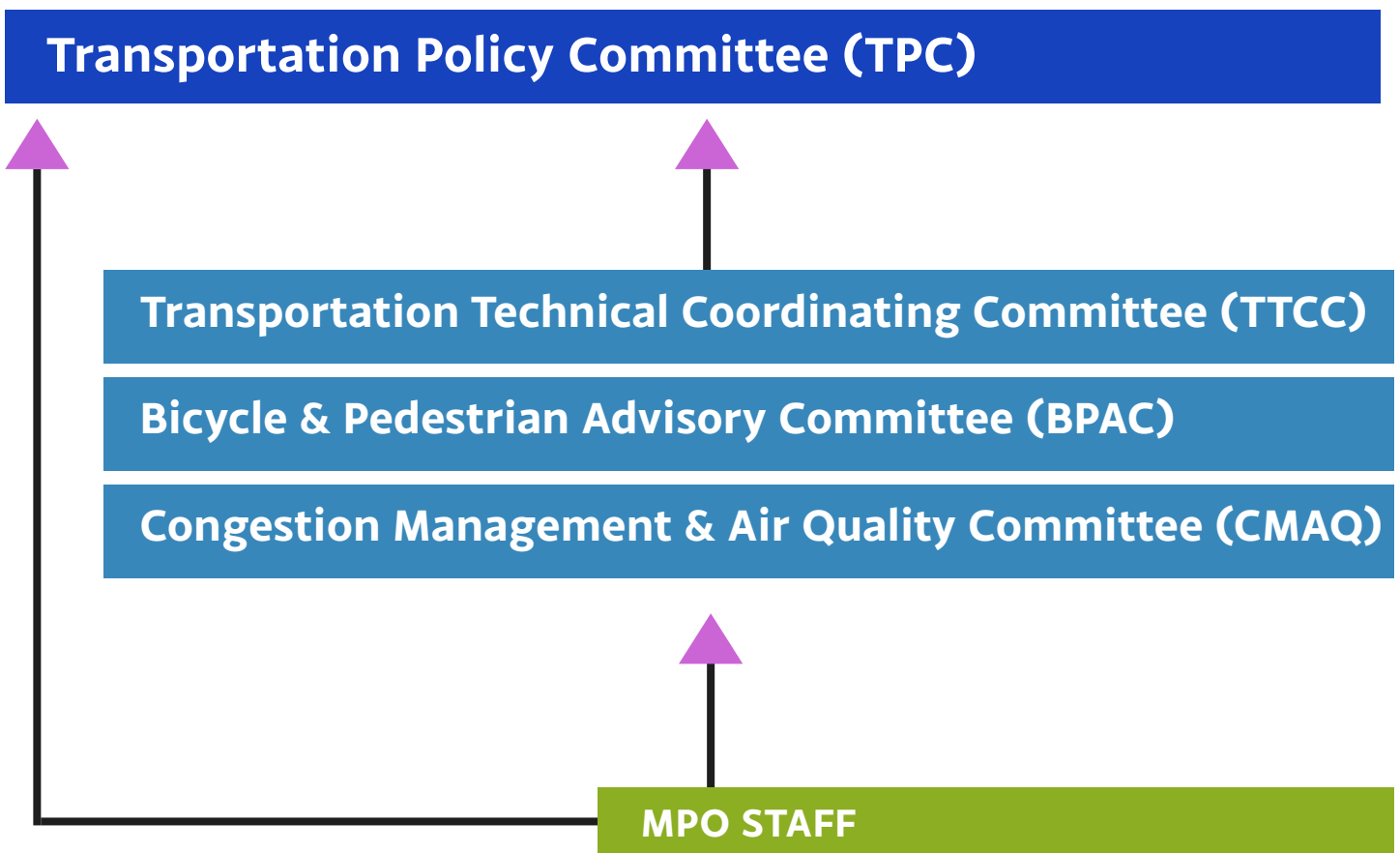


When our community receives federal money – and other dollars from state or local sources – we help rank and arrange how that money gets spent on transportation. We strive to make sure all projects and programs for transportation are grounded in local priorities and shared goals.

When it comes to moving around our community, there are lots of different needs and interests! As your local MPO, we make it possible for multiple viewpoints to be at the same table. We gather the latest information and create opportunities for public participation. We share everything with local leaders to help guide their decision-making.

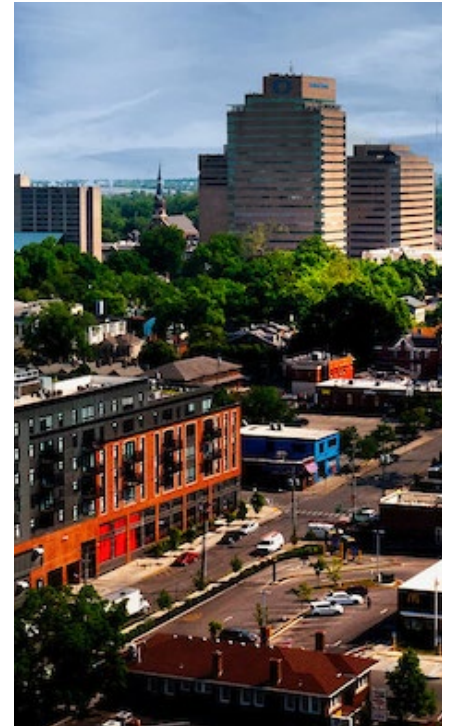
## Our Structure

The MPO has one decision-making body and three specialized sub-committees. The Transportation Policy Committee (TPC) meets regularly and is made up of local elected officials and transportation professionals. The TPC takes action and makes policy decisions. The MPO staff regularly share the expertise of the three sub-committees – plus things like new research and regulatory changes – with the TPC. Community input, data,



and best practice recommendations from MPO staff help shape the work of all four committees.

The Transportation Policy Committee (TPC) formally approves a regional transportation plan that is informed by public and stakeholder input. This plan - called the Metropolitan Transportation Plan (MTP) - looks 25 years into the future. It's a guiding document that describes transportation improvements for our area. The MTP is a critical part of how the MPO works to improve mobility, safety, and access for everyone - however they choose to move around our community. It has big-picture goals along with strategies to achieve them.

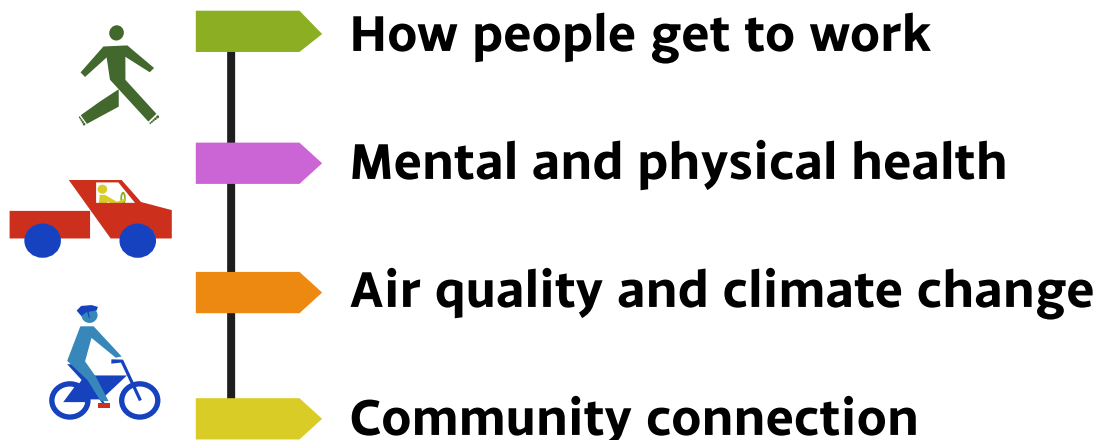


## Our Planning Process

Because transportation flows across boundaries, the MTP must consider local, state, and national goals. The [IIJA](#) - also known as [Bipartisan Infrastructure Law \(BIL\)](#) - and [Justice40 Initiative](#) are two critical pieces of federal legislation that inform our local MTP.

The MTP must also be developed through a transportation planning process that is data-driven, and goal-oriented. Traffic and safety data, employment and population rates, and on-the-ground research are some of the tools MPO staff use to create the document.

We know that transportation impacts so many aspects of life in the Lexington area. Things like how people get to work, the environment, and



community connection. Because the MTP is about long-term improvements, it is important to think about all these aspects and to include the trends and issues we expect over the coming years.

**Trends like:**  
**Walkable/bikeable streets**  
**Alternative fuels Electric vehicles**  
**Multi-use trails Intersection design**  
**Autonomous vehicles**  
**...and more!**

Transportation improvements covered in the MTP can include things like: land use and corridor plans, trails studies, construction projects, and policy changes.

Because trends and needs change, MPO staff review and refresh the MTP every five years. This keeps the long-term plan updated and relevant. After adoption, the MTP may be amended or modified by the TPC. Amendments are major revisions that include adding or deleting a significant project or major changes to a project (e.g., design or scope). Amendments require public review and re-demonstration of fiscal constraint. Modifications to the MTP are minor changes. These changes can affect phasing, costs, funding sources, or estimated project completion dates. The notification process for public and stakeholder input for MTP amendments and modifications are outlined in the MPO's [Participation Plan](#).





# 2050 VISION



**“In general, we’ve heard people want more reliable, safe, and comfortable choices for getting around.”**

*Lexington Area Metropolitan Planning Organization*

## MTP 2050 is Our Plan for the Future

The MTP is required by federal law. It must include all projects that will use federal highway or public transportation dollars. It must also include all other “regionally significant” transportation projects. [IIJA](#) legislation determines



the amount of federal funding available for transportation. It establishes priorities for using that funding. It also creates grant programs for distributing funds. The IIJA is a major investment in infrastructure funding: It totals to \$550 billion for fiscal years 2022 through 2026. Only those projects that can be realistically funded during the 25-year planning period may be included in the MTP.

Once the MTP has been adopted by the TPC, projects can then move to implementation. This is based on two things: 1) what phase of

**“ Continue to utilize and develop better, more efficient ways into downtown Lexington and out.**

*public comment*

implementation the project is in and, 2) a formal commitment of funding for that particular phase of work. This will look different depending on the project and its context. Once these two things have been met, the project gets included in the shorter-term document: the Transportation Improvement Program (TIP). The TIP covers four fiscal years. Any project phase that uses federal funds or has a federal interest must be included in the TIP before work can proceed.

## What Guides Us

This MTP has a foundational purpose: to invest in a more sustainable transportation system that provides safe travel choices to everyone in our area. Using this foundation, the MTP 2050 is built on a set of goals that will shape our work over the next 25 years. Each of the six goals includes a series of objectives. These objectives provide meaning and articulate a broad task to accomplish. Within each objective are different strategies. These are more specific and can be acted upon over time. By organizing the MTP 2050 around these goals, objectives, and strategies, we can better achieve our foundational purpose.

How did we come up with these goals? By engaging with you! Our transportation system is one of our largest public resources. This means we need to make sure it is being planned, designed, built, and maintained to meet the vision and needs of the community. MPO staff used several different ways to inform and involve the public so that we could create a long-range plan that speaks to what the public wants.

We built the MTP 2050 Goals and Objectives on the conversations, input, and





information gathered for other recent plans. Like [On the Table](#) and Imagine Lexington 2050, [Imagine Nicholasville Road](#), and [Imagine New Circle Road](#).

In addition to what we learn from you, there are a few different initiatives that have helped us prioritize future improvements. The MPO adopted a Complete Streets policy in early 2023. This signals a shift in how we plan, design, build, and maintain our transportation system. Complete Streets is our commitment to making sure everyone has safe, accessible transportation options no matter how they choose to get around. Lexington-Fayette Urban County Government has also adopted a Complete Streets policy and as of 2024 is in the process of implementing a [Complete Streets Action Plan](#). Additionally, the MPO adopted a Vision Zero policy in April 2022. [Vision Zero](#) acknowledges that even one death on our roadways is unacceptable and that road design should encourage safe speeds and reduce the severity of intersection crashes. The policy is our commitment to this approach to safety. In addition to these policies, the [Lexington Safety Action Plan](#) came out in 2023 and is part of this Vision Zero initiative.





# PUBLIC INPUT



## Listening to Learn

Our transportation system is one of our largest public resources. This means we need to make sure it is being planned, designed, built, and maintained to meet the vision and needs of the community. How do we do this? We follow federal and state initiatives, but we also engage with you! MPO staff used several different ways to inform and involve the public. This helped us create a long-range plan that speaks to what the public wants.

While the MPO had a foundation of public input gathered from other recent planning efforts, we needed to use digital and in-person methods to further reach the community. We conducted a survey both online and in-person that received 1,500 total responses (1,022 completed). MPO staff visited various locations and events during August and September of 2023 to get on-the-ground information from people in our area. We connected with many partners including LFUCG Council Members, Jessamine County Planning and Health Departments, Lextran, KYTC, BGCAP Transit, FTSB, Bluegrass Community Technical College, University

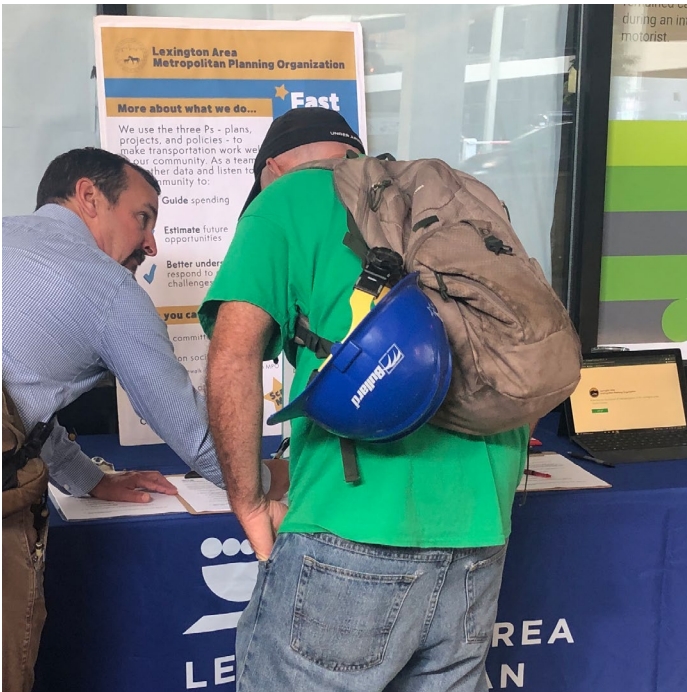


Streetfest | May 2023

**More people will walk and bike when they feel safe enough in an environment to do so.**

*public comment*

of Kentucky, and more. These partners helped us spread the word about the plan update and the survey. MPO staff held stakeholder conversations with these partners, as well as regional transportation providers like Bluegrass Airport, RJ Corman Rail, and more. We visited Lextran's Transit center at various times on different days to better make contact with transit users. We tabled at local events like the Woodland Art Fair and Crave Fest. All this outreach helped us gauge our best path forward to update the MTP.



*Lextran In-Person Outreach | August 2023*



*Streetfest Hands On Activity | May 2023*



transportation (getting where you need to be) a challenge? If so, NOT enough buses per hour + WEE

do you need/want to go in the community?  
work, Store, etc...

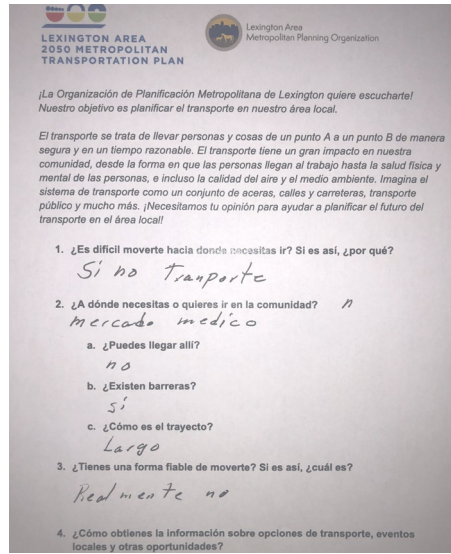
are you able to get there?  
Yes

are there challenges?  
Yes

what's the journey like?  
long, hot, cold, a lot of waiting  
waste of time

do you have a reliable way of getting around? If so, what is it?  
T at the moment

do you get information on transportation options, local events and opportunities?  
internet, word of mouth  
Signs



1. Is transportation (getting where you need to be) a challenge? If so, why?  
HARD TO GET PLACES, TAKES

2. Where do you need/want to go in the community?  
DOCTOR, GROCERY, FRIENDS

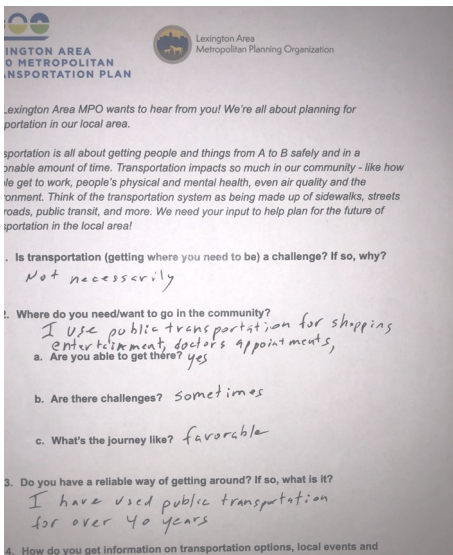
a. Are you able to get there?  
NOT ALWAYS

b. Are there challenges?  
HEALTH PROBLEMS

c. What's the journey like?  
HARD

3. Do you have a reliable way of getting around? If so, what is it?  
NO / BACK TO

4. How do you get information on transportation options and other opportunities?  
ASKING THE KID



1. Where do you need/want to go in the community?  
shopping/support groups, educational seminars

2. Is it easy or hard to get where you need to go?  
depends on fact

3. What's your most reliable way of getting around?  
my own vehicle, Bus system is good, but due to personal situation

4. How do you get information about local transportation and events in your town?  
observing, watching, awareness, discerning, Miss Helen Virginia, etc.

do you need/want to go in the community?  
No, but, know friends by my, Jackson Park, Bowling (IT'S) here

is it easy or hard to get where you need to go?  
both, but C major places, more routes on Suds

what's your most reliable way of getting around?  
in car or bus

do you get information about local transportation and events and opportunities?  
Facebook, internet,

## Handwritten Surveys From In-Person Outreach | 2023

# What Did We Hear?

When asked how well the transportation system is addressing transportation issues today, response distribution was comparable between Fayette, Jessamine, and Other counties. Repaving streets and safety for driving received the most positive responses (68% very well or somewhat well). Providing options for traveling without a car received the least positive responses (81% not that well or not that well at all). Jessamine respondents were more likely to say "Not that well," or "Not that well at all."

### Satisfaction by county:

**34% Neutral** Fayette

**39% Neutral** Jessamine

**44% Unsatisfied** Other

Scott, Woodford, Madison, Clark, Mercer

When asked what policy issues are the most important for transportation, technology ranked far below in priority across all respondents. The top priority across all respondents was corridor studies. The environment, Complete Streets, and connectivity are all closely ranked runner-ups.

We asked participants how they would spend \$10 million dollars on transportation improvements (pick top three). Most respondents chose **“build 35 miles of buffered bike lanes,”** even when filtering for responses from only Jessamine, or Fayette, or other counties. The second choice for spending was **“build 15 miles of sidewalk.”** The third most popular spending choice was **“construct 5 innovative intersection designs,”** with Jessamine County respondents and those from other counties actually more likely to rank intersection redesign as their second choice. More traditional projects like adding road lanes were not identified as important.

When asked what specific solutions are needed to improve transportation, the same solutions emerge in the top 5. Jessamine County responses have a

## Top 5 Specific Solutions

***Add more sidewalks***

***Improve safety at crosswalks & intersections***

***Add multi-use trails***

***Continue maintenance & repairs***

***Design, build, maintain Complete Streets***

similar distribution to the overall results, but more respondents chose “adding multi-use trails,” over sidewalks. For respondents from other counties, the top priority is different. More of these respondents prioritized “continuing maintenance and repairs,” followed closely by, “designing, building, and maintaining Complete Streets.”





When asked what options they would like to be able to choose from on any given day, “drive” was the top selection but “walk” and “ride a bike” were each selected by nearly the same percentage across all respondents. Of all respondents, 7% selected “Other” and mentioned rail. This response pattern reveals a clear desire for choice and balanced options when it comes to daily travel. From our in-person interactions over the last couple of years,



*On the Table 2022*

we have heard again and again that people want safe, comfortable ways to get around. Walkability, bikeability, and accessibility was the top topic of discussion during On The Table (OTT) efforts in 2022. Qualitative data from our corridor studies, like Imagine New Circle, let us know that equitable access to good-quality transportation choices is important to

most people. Engagement during recent trail studies, like the Campus to Commons Trail Feasibility Study, is underscoring how much interest there is in building a transportation system that serves all users, however they get around.

## **From your input, to goals...**

MPO staff incorporated all public feedback received - ideas, concerns, hopes - to create a list of goals. These six goals define a future transportation system that meets the vision we heard from you.

In addition to the MTP 2050 goals, MPO staff defined more specific objectives and strategies. The objectives represent goal-oriented milestones, and the strategies describe how we will meet those milestones. For the full list of objectives and strategies, please see the MTP 2050 Full Document.



# MTP 2050 TRANSPORTATION GOALS

## SAFETY

Our transportation system provides safe travel for all users

## ACCESS & EQUITY

Our transportation system provides affordable, equitable transportation options

## RESILIENCY

Our transportation system is resilient and well maintained

## QUALITY OF LIFE

Our transportation system supports vibrant neighborhoods and resident vitality

## ECONOMIC DEVELOPMENT

Our transportation system supports economic vitality and competitiveness by reliably moving people and goods

## SUSTAINABILITY

Our transportation system is sustainable and does not significantly contribute to climate change



# OBJECTIVES: Safety

*Safe travel for all users*



- **Eliminate** serious injuries and fatalities on our roadways by 2050
- **Implement** the FHWA Safe Systems approach in roadway design and transportation investment
- **Create** a network of Complete Streets that provide safe, comfortable travel for all users
- **Implement** projects and design features that reduce vehicular speeds and conflict points
- **Provide** bicycle and pedestrian facilities on all collector and arterial roads
- **Modernize** rural roads within urbanized areas and upgrade safety features along rural roads leading to urbanized areas
- **Foster** compliance with the rules of the road and respect between all roadway users

## FROM THE SURVEY

**Top three solutions from the survey >**

- 1. Add more sidewalks**
- 2. make crosswalks/intersections safer**
- 3. add multiuse trails**

## Some strategies for SAFETY:

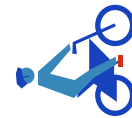
- + **Expand and support implementation of public education, awareness and enforcement campaigns**
- + **Create a multi-disciplinary committee or work group to implement and track progress of safety projects and initiatives**

# Access & Equity objectives

*Affordable, equitable options for all*



- **Ensure** residents for not spend more than 40% of their income on housing and transportation
- **Provide** access to jobs, education, goods, and services without disparity
- **Increase** access to quality transit
- **Increase** frequency of transit service
- **Reduce** travel times for transit users
- **Provide** well-connected streets, sidewalks, and bikeways



## FROM THE SURVEY

**89%** survey respondents totally agree or somewhat agree with "I want easier access to transit service."

## Some strategies for ACCESS & EQUITY:

- + **Coordinate bike/walk/transit projects with affordable housing strategies**
- + **Identify, prioritize and fund opportunities to increase transit service frequency on arterial roadways**



# Resiliency objectives

*Resilient, well-maintained transportation choices*



- **Maintain** transportation infrastructure and public transit vehicles in a state of good repair
- **Maximize** efficiency of existing infrastructure
- **Provide** redundant infrastructure for all modes to increase system resiliency
- **Ensure** system is responsive to public needs and desires, and to regional and national trends

**FROM THE SURVEY**

**Building 35 miles of buffered bike lanes**

=

**#1 choice for spending \$10 million**



## Some strategies for RESILIENCY:

- + **Fund more technology projects for better real time assessment of traffic conditions and for sharing information to travelers**
- + **Identify future vulnerabilities/threats to the transportation system; provide recommendations to ensure continued operation of roadways**

# Quality of Life objectives

*Vibrant neighborhoods, vitality for all residents*

- **Ensure** transportation projects enhance community life
- **Ensure** transportation projects are respectful of historic, natural, and cultural resources
- **Invest** in projects that increase walkability and the connectedness of our neighborhoods
- **Prioritize** slower speeds in pedestrian activity areas
- **Provide** a system that contributes to the health and wellness of our neighborhoods



## FROM THE SURVEY

**Top three options people want on a given day >**

- Drive (28%)**
- Walk (25%)**
- Bike (20%)**

## Some strategies for QUALITY of LIFE:

- ✚ **Develop a thorough review process for evaluating designs to achieve Complete Streets and community goals**
- ✚ **Include evaluation of landscaping, public art, streetscapes, and other cultural or historic resources in project assessment**



## Economic Development objectives

*Economic support, reliable movement of goods & people*



- **Maintain** or improve truck travel time reliability on Interstates
  - **Improve** freight connectivity to the interstate and parkway system and to major freight destinations
- **Maintain** or improve vehicular travel time reliability on arterial roadways and Interstates
- **Maintain** or improve transit travel time reliability and on-time performance for fixed route and paratransit services
- **Provide** a high quality multimodal system that supports and attracts businesses and a talented workforce



### FROM THE SURVEY

**80%** survey respondents **totally agree** with "I want improved accessibility around my community."

## Some strategies for ECON. DEVELOPMENT:

- + Identify opportunities to combine federal and MPO funds with other public or private sector resources
- + Coordinate with intercity transportation providers to improve regional connections from Lexington & Jessamine County to other parts of Kentucky and the US

# Sustainability objectives

*Sustainable transportation that doesn't contribute to climate change*



- **Achieve** net zero carbon emissions from the transportation sector by 2050
- **Invest** in projects that support compact development and mixed land uses
- **Reduce** vehicle miles of travel per capita
- **Reduce** single occupancy vehicle use
- **Increase** mode share for bicycling, walking, and public transit
- **Reduce** transportation sector air quality pollutants
- **Increase** electric vehicle charging and alternative fuels infrastructure

## FROM THE SURVEY

*\*OPPORTUNITY ALERT\**

**People think we are doing the least well when it comes to providing options for traveling without a car**

## Some strategies for SUSTAINABILITY:

- + **Coordinate with and support local agencies on land use policy to encourage compact urban design and update development regulations**
- + **Assess regional needs for electric vehicle and alternative fuels; develop an action plan to implement recommendations**

# What's next?

This strategic vision for improving transportation in the Lexington area is critical, but the MTP 2050 also includes a multi-year list of prioritized projects. This project list is compiled using the goals, objectives, strategies - each project gets evaluated on how well it addresses each goal. The project list also has to include "fiscal constraint." This means any project included in the MTP 2050 must have a reasonable source of funding identified for it. This ensures the MTP 2050 is something the MPO and our local area can really act on in the coming years. The project scoring criteria, and some examples of high-scoring projects for each goal, are listed below. For the full list of projects, please see the full MTP 2050.



## Scoring Criteria & Example Projects

### SAFETY - project score criteria

What is the crash history in the location and how well will the project improve safety conditions?

**Ex.** **Location:** N Broadway, between 6th and Northland Drive  
**Type:** Modernize Roadway

*This project includes redesigning intersections, adding a raised median for crossing, and narrowing lanes to reduce speeds.*



## ACCESS & EQUITY - project score criteria

How well does the project address barriers? Will it improve biking/walking/transit in the greatest areas of need?

**Ex.** **Location:** E New Circle, Bryan Station Road to Eastland  
**Type:** Modernize Roadway

*This project improves intersections using R-CUT design, and adds a shared use path on both sides for easier, more comfortable bike/walk access.*

## RESILIENCY - project score criteria

How well does the project reduce vulnerability? What does it do to ensure a well-maintained, efficient system?

**Ex.** **Location:** Armstrong Mill, between Appian Way and Squires Hill Lane

**Type:** Construct New Shared-Use Path

*This project expands fuel-independent mobility options and encourages non-motorized travel.*

## QUALITY OF LIFE - project score criteria

How well does the project reduce vulnerability? What does it do to ensure a well-maintained, efficient system?

**Ex.** **Location:** East Lex Trail, Walton Ave to Liberty Road  
**Type:** Modernize Roadway

*This project builds on East Lex Trail Study, adding bike/walk access along Cramer, Owsley, Menifee & Henry Clay.*

## SUSTAINABILITY - project score criteria

How well does the project advance sustainability goals, and/or mitigate environmental impact?

**Ex.** **Location:** W High Street, S Broadway to Oliver Lewis Way  
**Type:** Road Diet

*This project reduces pervious surface and emmissions by narrowing lanes; it also enhances bikability through buffered bike lanes that encourage non-motorized travel.*

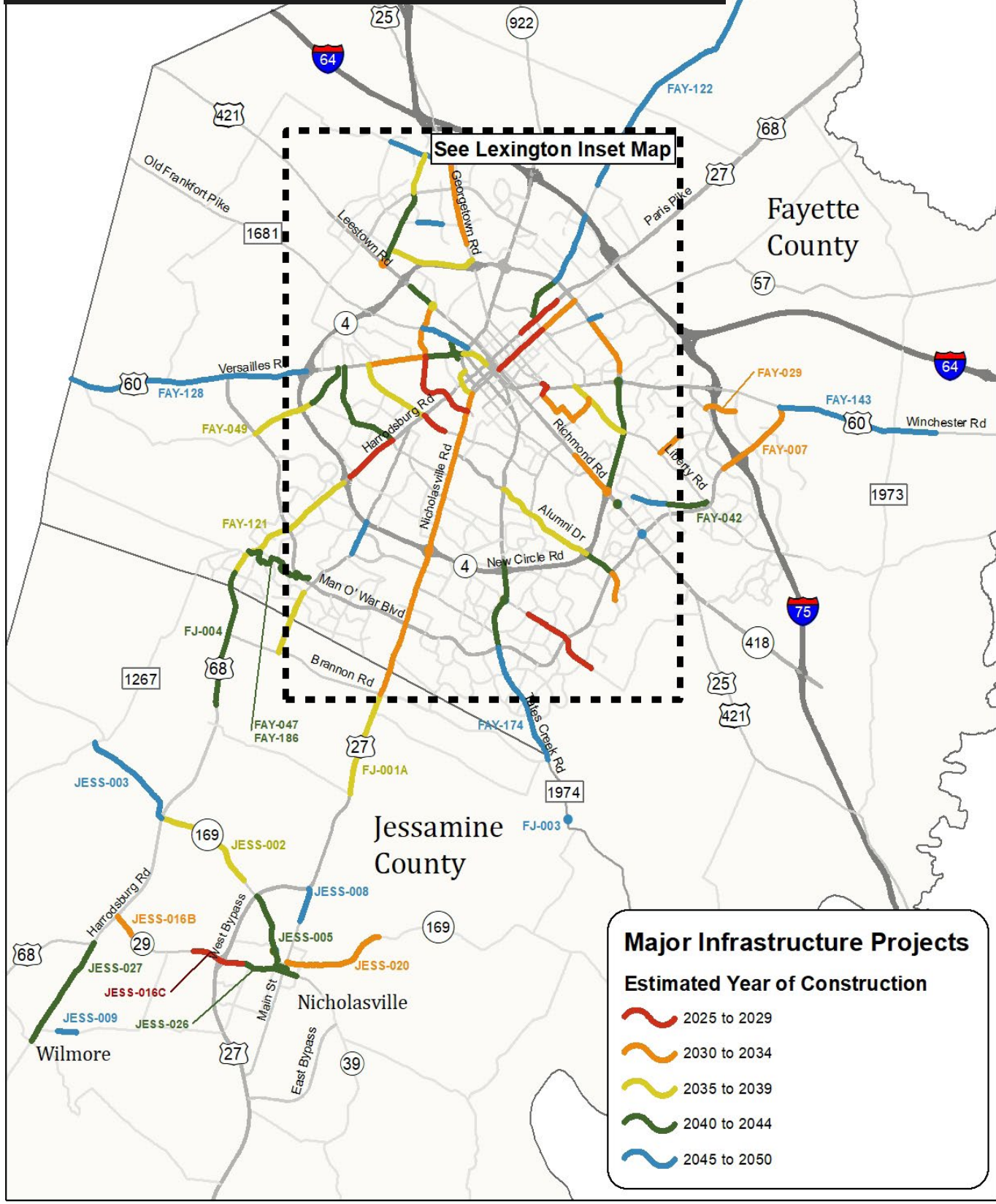
## ECONOMIC DEVELOPMENT - project score criteria

Does the project support employment in our area? What is its expected impact on the flow of goods and people?

**Ex.** **Location:** Hamburg Connector, Polo Club Blvd to Sir Barton Way  
**Type:** New Roadway

*This project provides much-needed connectivity between residential areas, healthcare, and local shopping centers.*

# ALL RECOMMENDED MAJOR INFRASTRUCTURE PROJECTS





# Lexington Only - Major Infrastructure Projects

