

# Appendix A

## Transportation Policy Committee (TPC) Members and Transportation Technical Coordinating Committee (TTCC) Member Agencies

### Lexington Area MPO

#### Transportation Policy Committee (TPC)

##### Committee Members 2024

Name	Affiliation
Alex Carter (Chair)	City of Nicholasville Mayor
Dan Wu (Vice-Chair)	Vice-Mayor
Keith Horn	Representing Lexington Mayor Linda Gorton
Kelly Baker	KYTC Secretary Jim Grey
Fred Brown (Dist 8)	LFUCG Council Districts 4, 7, 8
Fred Combs	Representing Harding Dowell, Lextran Board Chair
Whitney Baxter (Dist 9)	LFUCG Council Districts 9, 10, 12
James Brown	LFUCG Council-At-Large
David Carlstedt	Representing City of Wilmore
Chuck Ellinger	LFUCG Council-At-Large
Denise Gray (Dist 6)	LFUCG Council Districts 1, 2, 6
Mary Diane Hanna	Fayette County Judge Executive
Jennifer Reynolds (Dist 11)	Representing LFUCG Council Districts 3, 5, 11
Pam Shepherd	Federated Transportation Services of the Bluegrass
Nick Vail*	Federal Highway Administration (FHWA)
Aviance Webb*	Federal Transit Administration (FTA)

\* Non-voting Member

# Appendix A

## Transportation Policy Committee (TPC) Members and Transportation Technical Coordinating Committee (TTCC) Stakeholders

### ***TTCC members represent:***

*LFUCG Divisions of Planning, Engineering, and Traffic Engineering  
Jessamine County Government  
City of Nicholasville  
City of Wilmore  
University of Kentucky Parking & Transportation  
Bluegrass Area Development District (BGADD)  
Federated Transportation Services of the Bluegrass (FTSB)  
Bluegrass Community Action Partnership (Bluegrass Ultra Transit)  
Lextran  
LexPark  
Kentucky Transportation Cabinet (KYTC)  
Bluegrass Airport  
Railroad companies  
Federal Highway Administration  
Maintenance, operations, and public safety agencies*

# Appendix A

## MPO Staff Members

---

**Chris Evilia** ..... MPO Director

**Kenzie Gleason** ..... Principal Planner

**Debbie Woods** ..... Administrative Assistant

**Hannah Crepps** ..... Senior Planner

**Joe Black** ..... Planner

**Joey David** ..... Senior Planner

**Sam Hu** ..... Senior Planner

**Scott Thompson** ..... Senior Planner

**Stuart Kearns** ..... Senior Planner

# Appendix B

## Improvement Recommendations: Detailed Scope of Work

MPO_ID	County	Road or Project Name	From	To	KYTC Category	Improvement Recommendations													2040 to 2044					
						Right Size Road / Narrow Roadway	Add Travel Lanes	Add Two-Way Left Turn Lanes	Widen Travel Lanes	Add Curb & Gutter	New or Improve Bike/Ped	Add Shoulders	Add turn lanes at signals	Innovative Intersection	Add or Improve Transit Stops	Access Management	Reconstruct Bridge or Pavement	Intelligent Transportation		Improve RR Crossing	Recommended Project Timing			
FJ-004	Fay / Jess	Harrodsburg Rd (US 68)	Dogwood Trace	Burr Oak Dr / Golf Club Dr	Construct Shared Use Path													X						
FJ-002	Fay / Jess	Nicholasville Rd / S Limestone (US 27)	Scott St	Brannon Rd (KY 1980)	Modernize Roadway								X						X	X	X	X		
FJ-003	Fay / Jess	Tates Creek Rd (KY 1974)	Intersection at DeLong Rd		Intersection Redesign															X				
FAY-137A	Fayette	Alumni Dr	New Circle Rd (KY 4)	Tates Creek Rd	Construct Shared Use Path													X						
FAY-137B	Fayette	Alumni Dr	New Circle Rd (KY 4)	Tates Creek Rd	Modernize Roadway														X					
FAY-141	Fayette	Alumni Dr	Man O' War Blvd	New Circle Rd (KY 4)	Intersection Redesign													X	X					
FAY-189	Fayette	Alumni Dr	Man O' War Blvd	Squires Shared Use Path	Construct Shared Use Path													X	X					
FAY-034	Fayette	Armstrong Mill Rd	Appian Way	Squires Hill Ln	Construct Shared Use Path													X						
FAY-175	Fayette	Bryan Station Rd (KY 57)	New Circle Rd (KY 4)	Rockwood Pkwy	Modernize Roadway													X	X	X	X			
FAY-184	Fayette	Citation Blvd	Winburn Dr (Future)	Russell Cave Rd (KY 353)	New Roadway			X										X						
FAY-052	Fayette	Clays Mill Rd	Brannon Rd (KY 1980)	Twain Ridge	Modernize Roadway													X	X					
FAY-134	Fayette	Clays Mill Rd	Keithshire Way	Stone Rd	Modernize Roadway														X	X				
FAY-190	Fayette	Driscoll St / De Roode St	Manchester St (KY 1681)	Young Franklin Way	Construct Shared Use Path													X	X					
FAY-001	Fayette	E New Circle Rd (KY 4)	Development Dr	Bryan Station Rd (KY 57)	Modernize Roadway													X	X	X				
FAY-004	Fayette	E New Circle Rd (KY 4)	Richmond Rd (US 25 / 421)	Winchester Rd (US 60)	Reduce Congestion		X											X						
FAY-026	Fayette	E New Circle Rd (KY 4)	Bryan Station Rd (KY 57)	Eastland Parkwy	Modernize Roadway													X	X					
FAY-181	Fayette	East Lex Trail	Walton Ave	Liberty Rd	Modernize Roadway													X						
FAY-043	Fayette	Forbes Rd	Leestown Rd (US 421)	Versailles Rd (US 60)	Modernize Roadway													X	X					





# Appendix B

MPO_ID	County	Road or Project Name	From	To	KYTC Category	Project Features														Project Timing
						Right-Size Road / Narrow Roadway	Add Two-Way Travel Lanes	Widen Travel Lanes	Add Two-Way Left Turn Lanes	Add Curb & Gutter	New or Improve Bike/Ped	Innovative Intersection	Add turn lanes at signals	Add or Improve Transit Stops	Access Management	Reconstruct Bridge or Pavement	Intelligent Transportation	Improve RR Crossing	Recommended Project Timing	
FAY-197	Fayette	Richmond Rd (US 25/421)	New Circle Rd (KY 4)	Shriners Ln	Modernize Roadway														X	2030 to 2034
FAY-123	Fayette	Richmond Rd / Athens-Boonesboro Rd (US 25/421 & KY 418)	Interstate 75	Squires Rd / Yorkshire Blvd	Modernize Roadway													X	Committed	
FAY-044A	Fayette	Russell Cave Rd	West Loudon Ave	Lexmark Centre Dr	Modernize Roadway					X	X							X	2040 to 2044	
FAY-044B	Fayette	Russell Cave Rd	Lexmark Centre Dr	New Circle Rd (KY 4)	Modernize Roadway			X										X	2040 to 2044	
FAY-122	Fayette	Russell Cave Rd (KY 353)	Faulkner Ave	KY 1876 (Greenwich Pike)	Modernize Roadway				X			X		X					2045 to 2050	
FAY-196	Fayette	Russell Cave Rd (KY 353)	New Circle Rd (KY 4)	Interstate 75	Road Diet			X										X	2045 to 2050	
FAY-056	Fayette	Sandersville Rd	Calendula Rd	Jaggie Fox Way	Modernize Roadway				X		X							X	2045 to 2050	
FAY-002	Fayette	Scott Street Connector	Oliver Lewis Way (KY 922)	South Limestone	New Roadway		X											X	2035 to 2039	
FAY-186	Fayette	South Elkhorn Trail	Higbee Mill Rd	Old Harrodsburg Rd	Construct Shared Use Path													X	2040 to 2044	
FAY-054	Fayette	Spurr Rd (KY 1977)	Georgetown Rd (US 25)	Sandersville Rd	Modernize Roadway				X	X	X								2045 to 2050	
FAY-006	Fayette	Tates Creek Rd (KY 1974)	Malabu Dr	Armstrong Mill Rd	Modernize Roadway													X	2040 to 2044	
FAY-162	Fayette	Tates Creek Rd (KY 1974)	Intersection at Redding Rd/Armstrong Mill Rd		Intersection Redesign												X	2040 to 2044		
FAY-169	Fayette	Tates Creek Rd (KY 1974)	Armstrong Mill Rd	Man O' War Blvd	Modernize Roadway											X	X	2040 to 2044		
FAY-174	Fayette	Tates Creek Rd (KY 1974)	Man O' War Blvd	Ashgrove Rd (KY 1980)	Modernize Roadway						X					X		2045 to 2050		
FAY-077	Fayette	Town Branch Trail - Phase III	Alexandria Dr	Bizzell Dr	Construct Shared Use Path													X	Committed	
FAY-079	Fayette	Town Branch Trail - Phase IV	Bizzell Dr	Townley Shopping Center	Construct Shared Use Path													X	Committed	
FAY-082	Fayette	Town Branch Trail - Phase V	Townley Shopping Center	Terminus of TBT Phase VI	Construct Shared Use Path													X	Committed	
FAY-094	Fayette	Town Branch Trail Crossing (KY 1681)	Intersection at Old Frankfort Pike (KY 1681)		Intersection Redesign												X	Committed		
FAY-047	Fayette	Twain Ridge Connector	Existing Twain Ridge Dr	Harrodsburg Rd (US 68)	New Roadway		X											X	2045 to 2050	

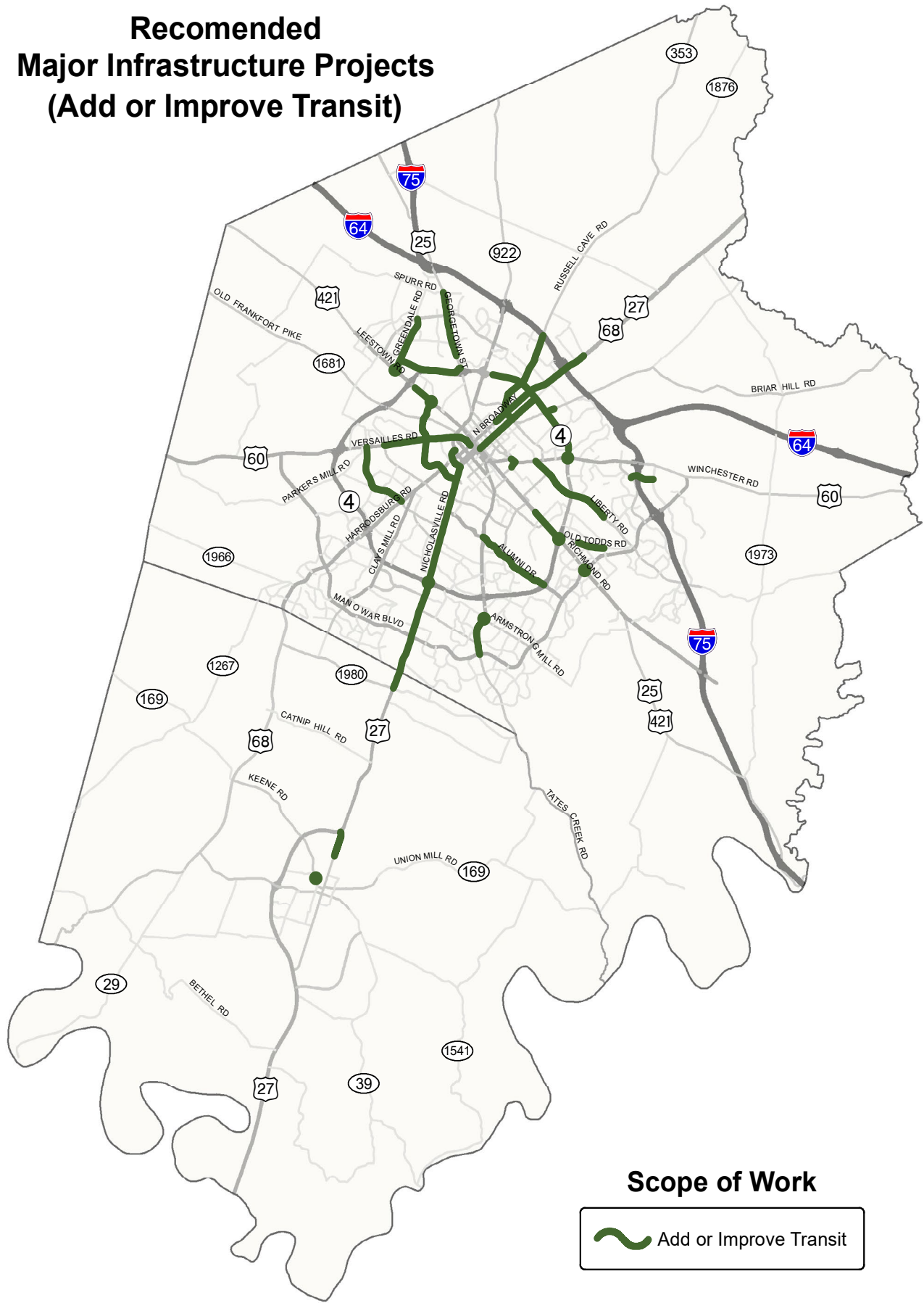
# Appendix B

MPO_ID	County	Road or Project Name	From	To	KYTC Category	Right Size Road / Narrow Travel Lanes	Add Travel Lanes	Add Two-Way Left Turn Lanes	Widen Travel Lanes	Add Curb & Gutter	New or Improve Bike/Ped	Innovative Intersection	Add turn lanes at signals	Access Management	Raised Median	Reconstruct Bridge or Pavement	Intelligent Bridge or Pavement	Improve RR Crossing	Recommended Project Timing	
FAY-027	Fayette	Versailles Rd (US 60)	Mason Headley	Red Mile / Forbes Rd	Modernize Roadway			X				X				X	X	X	2030 to 2034	
FAY-045	Fayette	Versailles Rd (US 60)	Red Mile / Forbes Rd	Porter Place	Modernize Roadway			X				X				X		X	2040 to 2044	
FAY-128	Fayette	Versailles Rd (US 60)	New Circle Rd (KY 4)	Bluegrass Pkwy	Modernize Roadway								X		X	X			2045 to 2050	
FAY-179	Fayette	Virginia Ave (US 27)	S Broadway (US 27 / 68)	S Limestone (US 27)	Modernize Roadway							X	X					X	2025 to 2029	
FAY-192	Fayette	W High St	S Broadway (US 27 / 68)	Oliver Lewis Way (KY 922)	Road Diet			X				X						X	2035 to 2039	
FAY-046	Fayette	W High St (US 60)	Porter Pl	Oliver Lewis Way (KY 922)	Modernize Roadway			X				X			X			X	2040 to 2044	
FAY-205	Fayette	W Main St (US 421)	Intersection at Buchanan St		Intersection Redesign							X	X						Committed	
FAY-202	Fayette	Waller Ave	Harrodsburg Rd (US 68)	CNOT&P (Norfolk Southern) Railroad	Construct Sidewalks							X							X	2025 to 2029
FAY-076	Fayette	West Loudon Ave	N Broadway (US 27/68)	N Limestone	Streetscape Improvements							X						X	Committed	
FAY-183	Fayette	Winburn Dr / Citation Blvd	Silver Springs Dr	Current Terminus of Winburn Dr	New Roadway		X					X							Committed	
FAY-055	Fayette	Winchester Rd (US 60)	Polo Club Blvd	Man O' War Blvd	Reduce Congestion	X					X	X	X		X				Committed	
FAY-143	Fayette	Winchester Rd (US 60)	Man O' War Blvd	Haley Rd (KY 859)	Reduce Congestion	X						X	X	X	X				2045 to 2050	
FAY-195	Fayette	Winchester Rd / Walton Ave (US 60)	E 3rd St / Midland Ave	Cramer Ave	Modernize Roadway			X				X			X			X	2025 to 2029	
JESS-015	Jessamine	Brannon Rd (KY 1980)	Harrodsburg Rd (US 68)	Lexington Rd (US 27)	Modernize Roadway				X		X	X							X	Committed
JESS-017	Jessamine	East High Trail (KY 29)	Cental Ave	East Jessamine HS Entrance	Construct Shared Use Path							X							Committed	
JESS-009	Jessamine	Jessamine Station Rd (KY 3433)	Mockingbird Ln	Woodspointe Way	Address Drainage					X	X	X							2045 to 2050	
JESS-002	Jessamine	Keene Rd (KY 169)	Harrodsburg Rd (US 68)	Keene Way Dr	Modernize Roadway					X		X	X						2035 to 2039	
JESS-003	Jessamine	Keene Rd (KY 169)	Harrodsburg Rd (US 68)	Keene-South Elkhorn Rd (KY 1267)	Modernize Roadway				X			X							2045 to 2050	
FJ-001A	Jessamine	Lexington Rd (US 27)	Catnip Hill Rd (KY 3375)	Man O' War Blvd	Access Management									X	X	X	X		2035 to 2039	
FJ-001C	Jessamine	Lexington Rd (US 27)	W Nicholasville Bypass (US 27)	Catnip Hill RD (KY 3375)	Access Management									X	X	X	X		2040 to 2044	



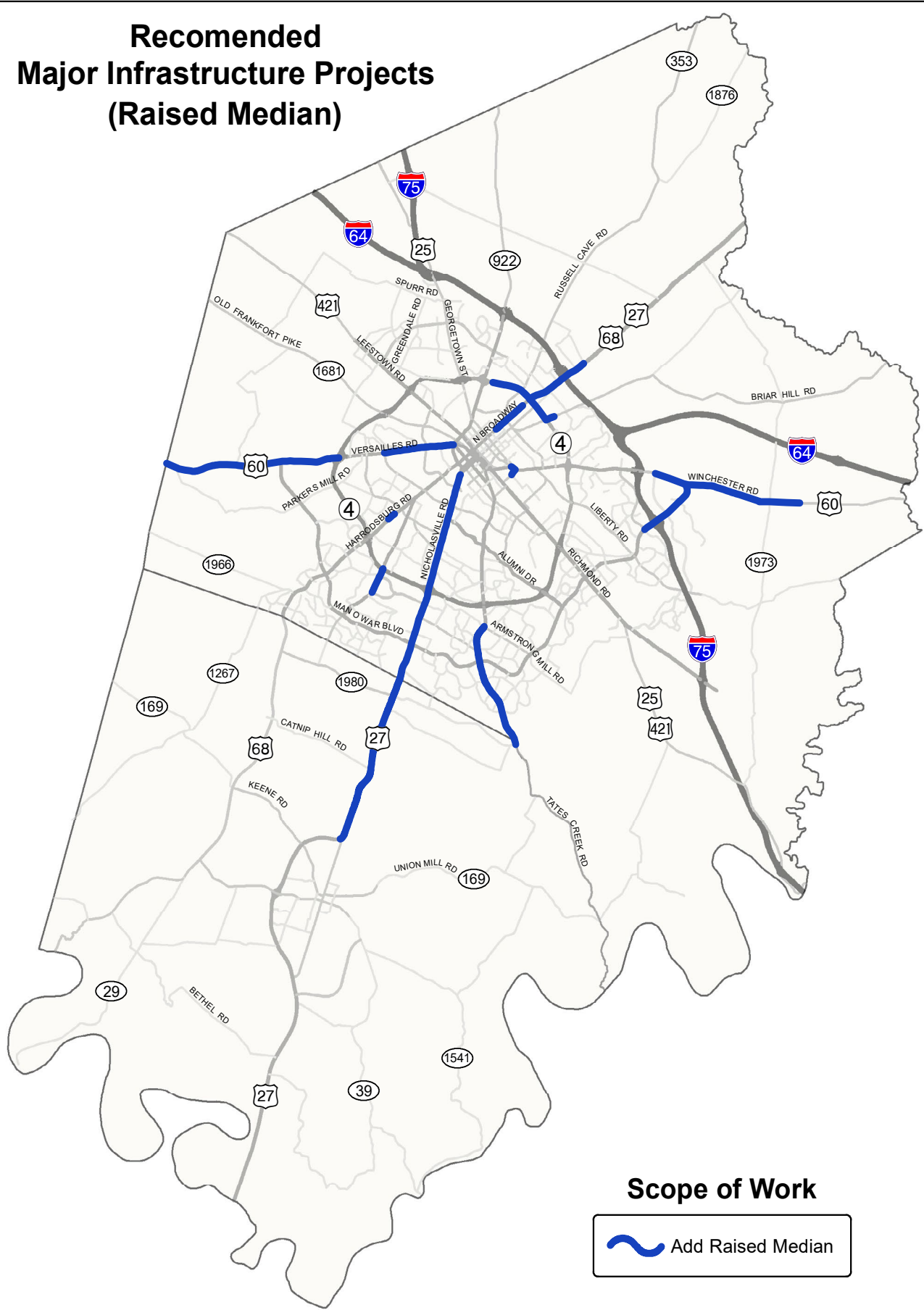


# Recomended Major Infrastructure Projects (Add or Improve Transit)

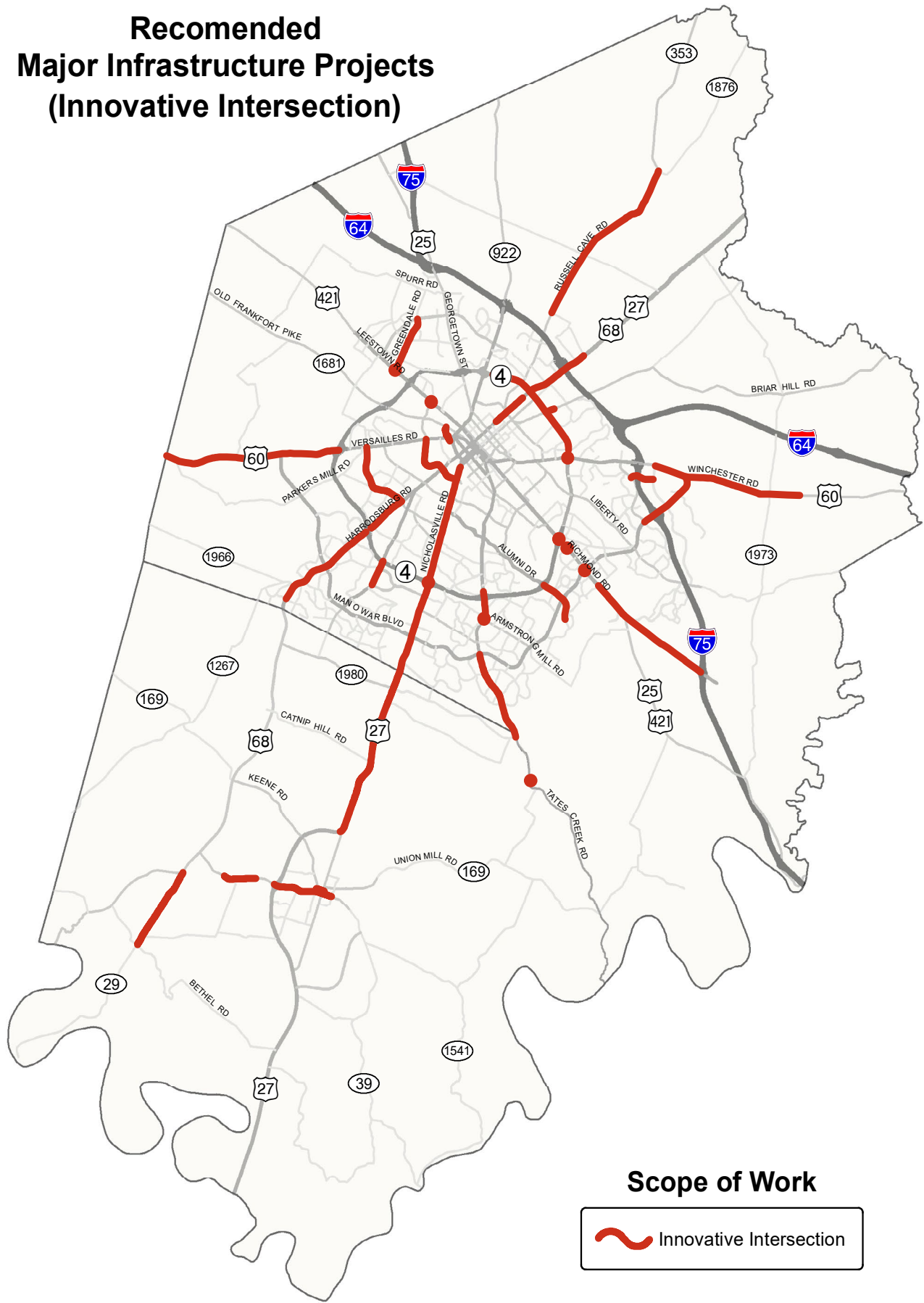




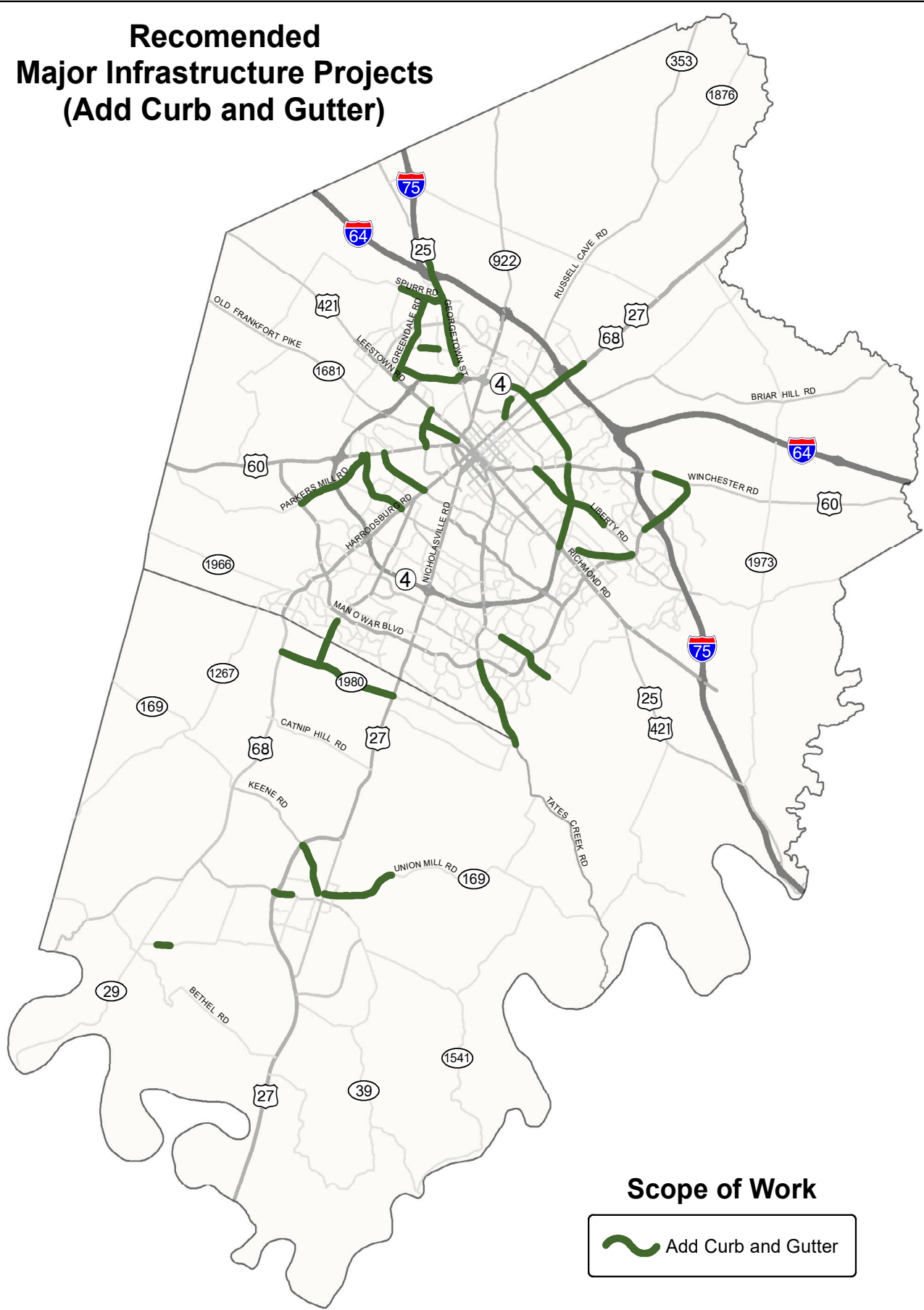
# Recomended Major Infrastructure Projects (Raised Median)



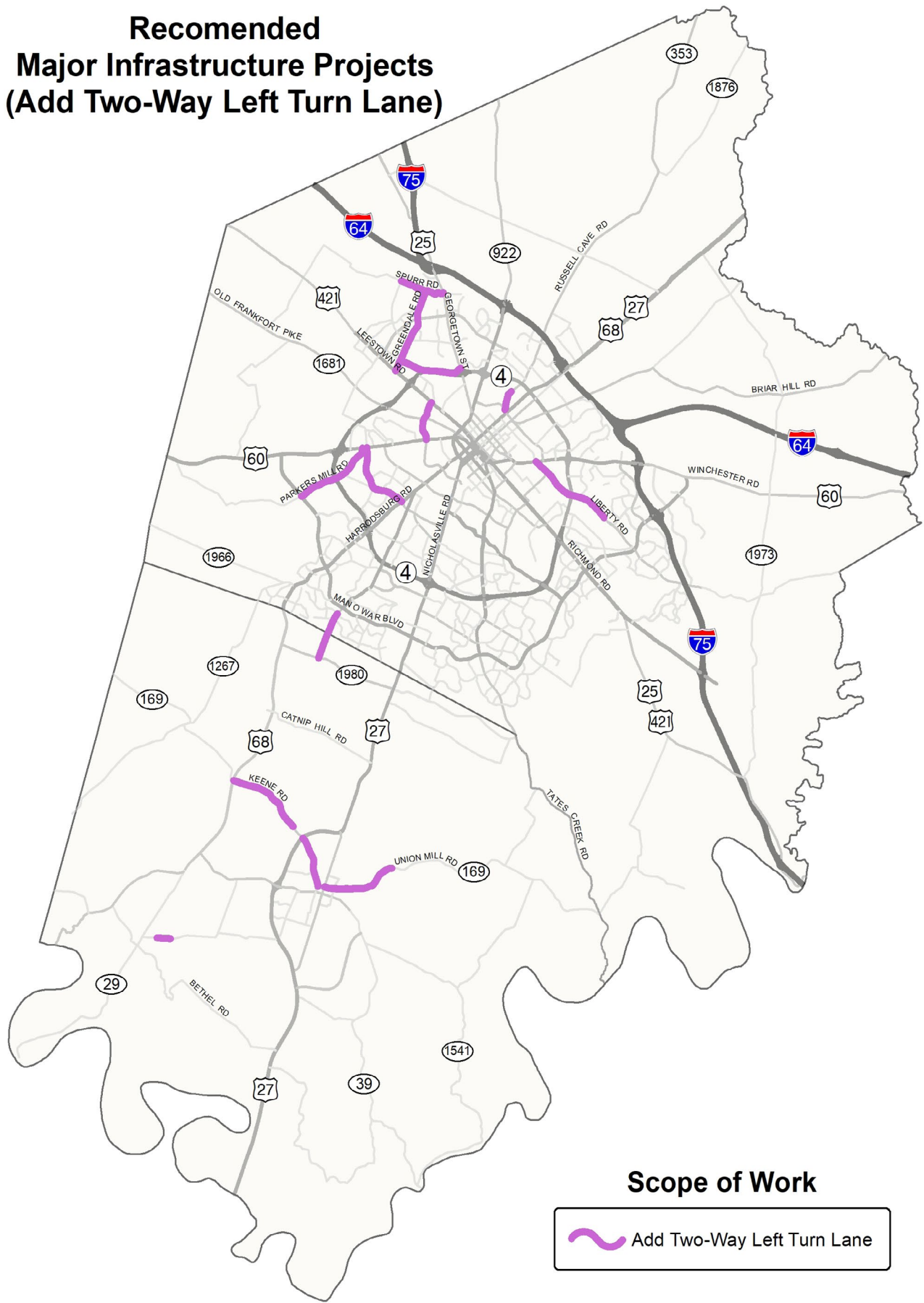
# Recomended Major Infrastructure Projects (Innovative Intersection)



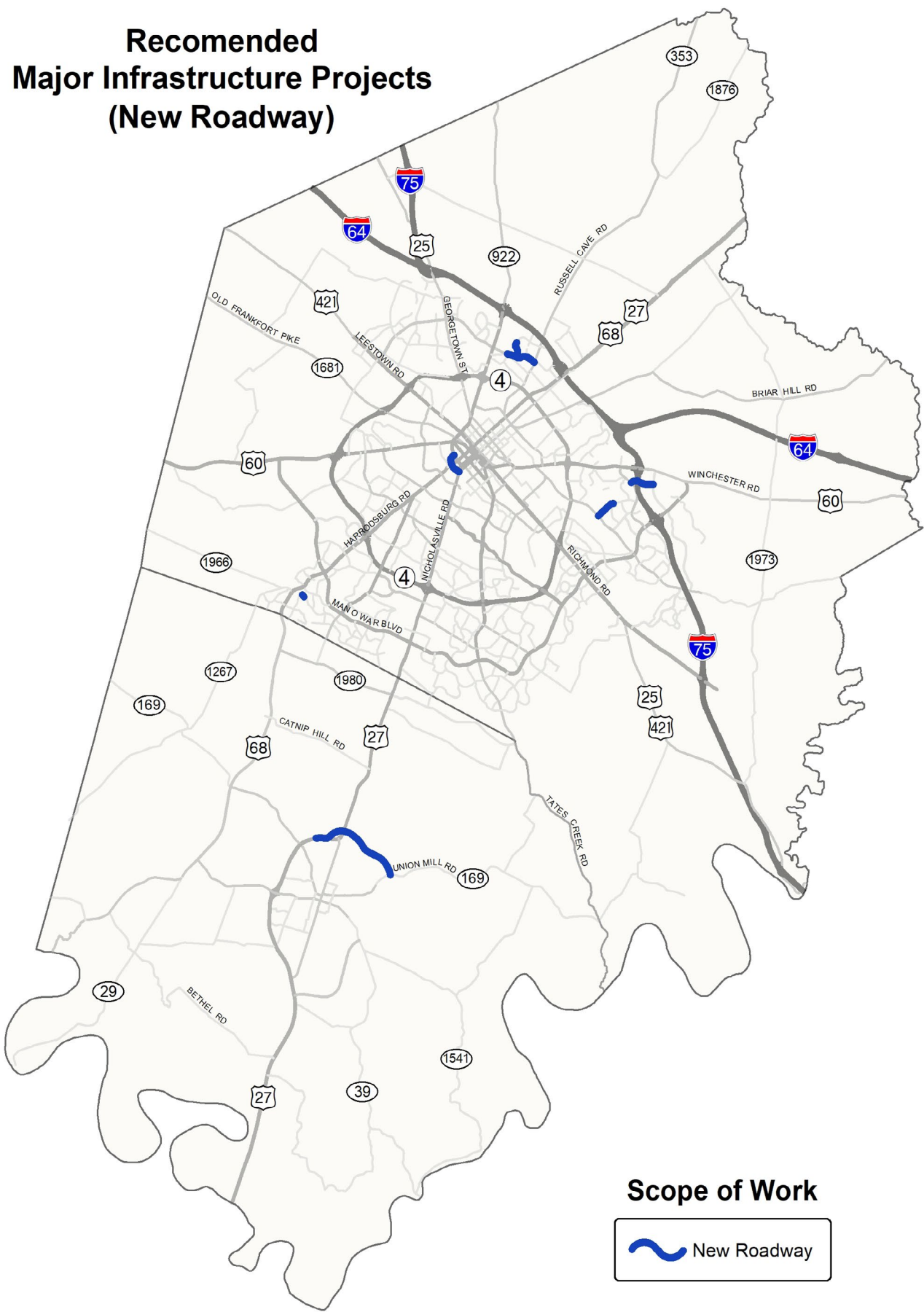
# Recomended Major Infrastructure Projects (Add Curb and Gutter)



# Recomended Major Infrastructure Projects (Add Two-Way Left Turn Lane)

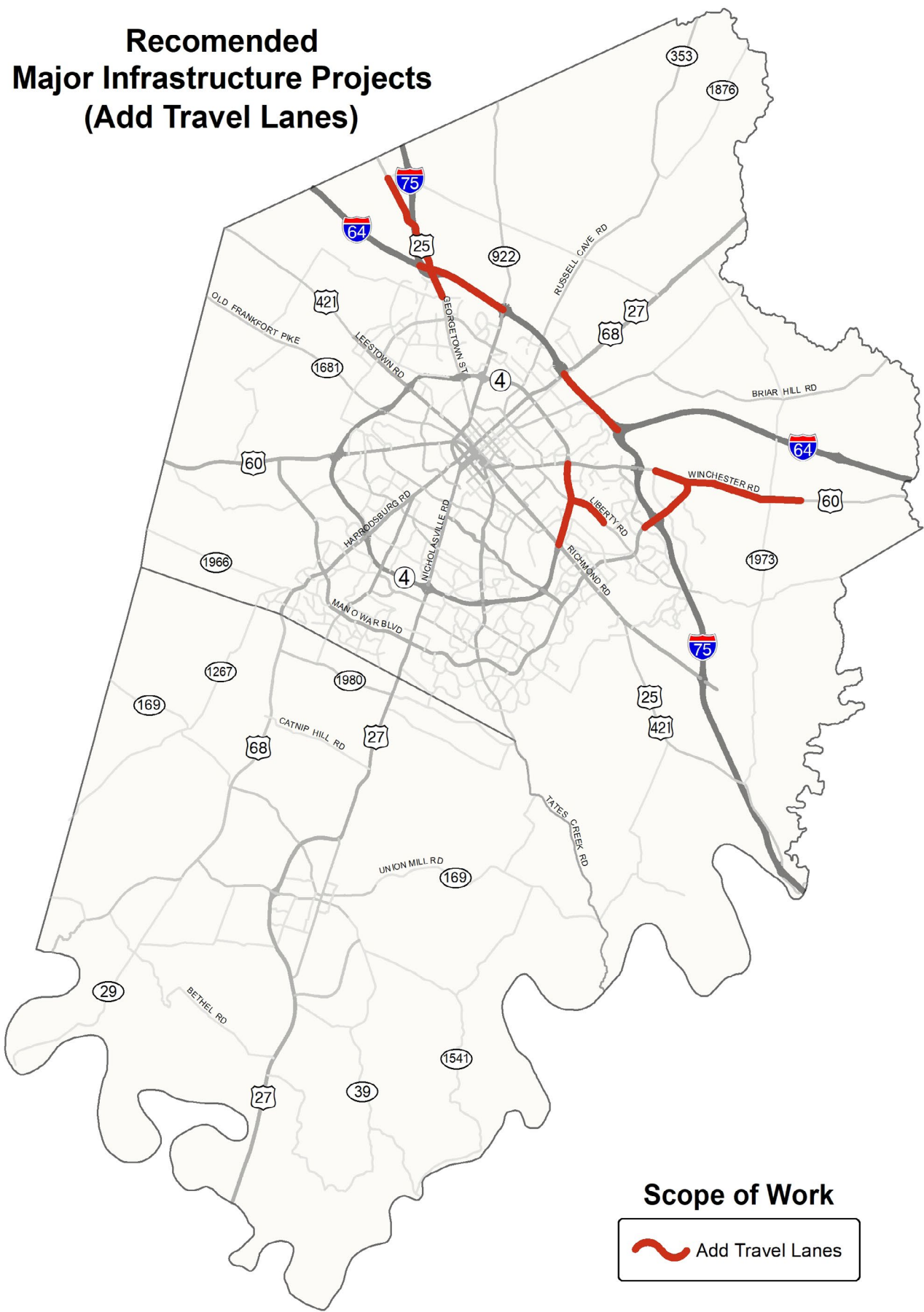


# Recomended Major Infrastructure Projects (New Roadway)

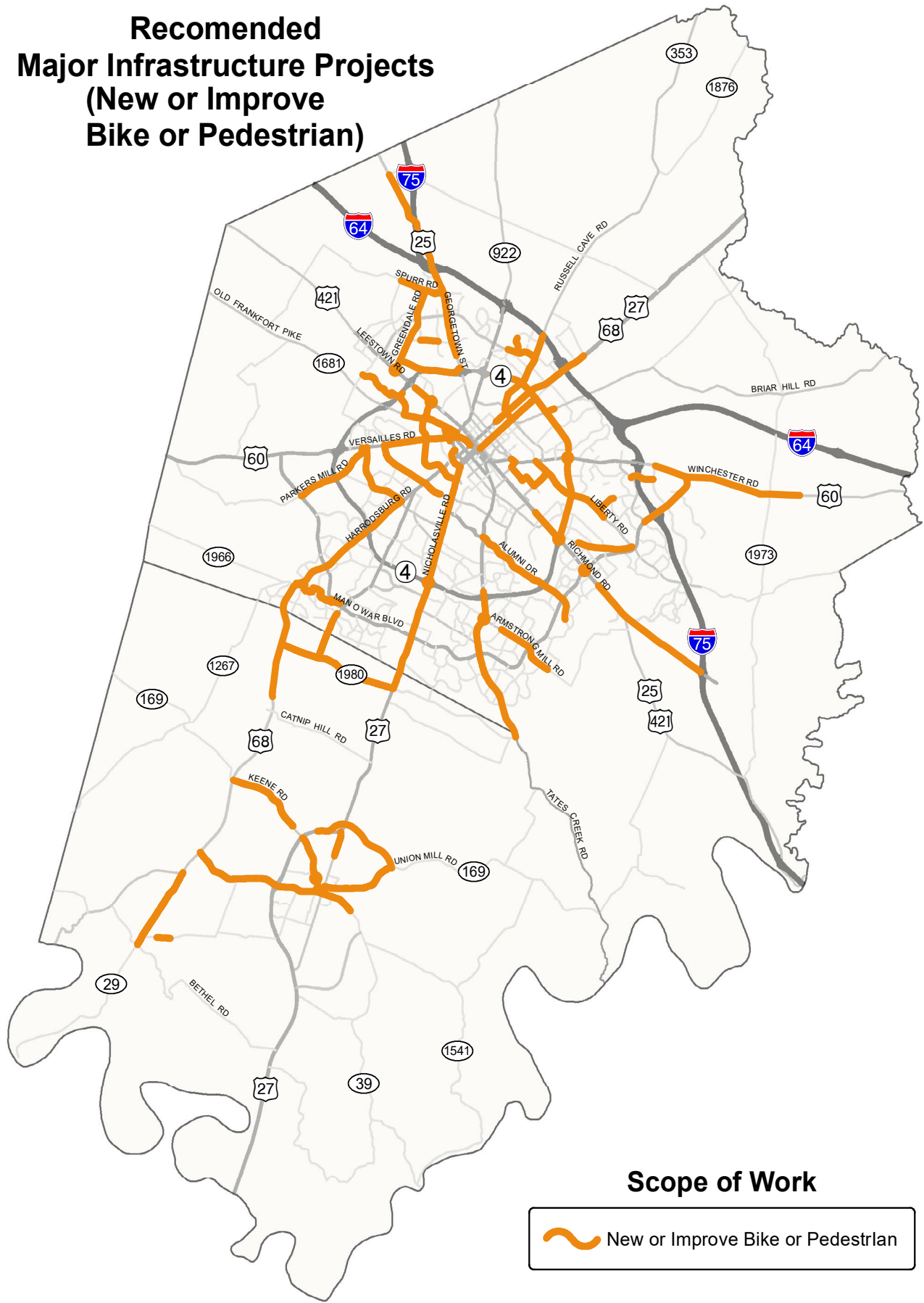





## Recomended Major Infrastructure Projects (Add Travel Lanes)



# Recomended Major Infrastructure Projects (New or Improve Bike or Pedestrian)



## Scope of Work

 New or Improve Bike or Pedestrian

# Appendix C

## Lexington Area MPO Performance Management Plan

Federal transportation legislation, including MAP-21, the FAST Act, and most recently the Bipartisan Infrastructure Law (BIL), emphasizes Performance-Based Planning and Programming (PBPP) for efficient use of federal transportation funding. PBPP is a data-driven approach to transportation decision-making. It helps MPOs prioritize investments and achieve desired outcomes aligned with the following seven National Goals:

1. Safety: Prioritizing measures to reduce transportation-related fatalities and serious injuries.
2. Infrastructure Condition: Maintaining and improving the condition of roads, bridges, and transit assets.
3. Congestion Reduction: Implementing strategies to reduce traffic delays.
4. System Reliability: Improving the consistency and dependability of travel times.
5. Freight Movement and Economic Activity: Facilitating efficient and cost-effective goods movement to enhance economic competitiveness.
6. Environmental Sustainability: Minimizing transportation's impact on the environment.
7. Reduced Project Delays: Streamlining project delivery to reduce costs and disruption.

The Lexington Area MPO prioritizes projects that support the seven National Goals. To assess projects, the MPO uses six scoring criteria:

1. Safety
2. Access & Equity
3. Resiliency
4. Economic Development
5. Quality of Life
6. Sustainability

These criteria directly align with the National Goals, ensuring that projects programmed in the MTP and TIP will work towards achieving these broader objectives. Projects that score higher demonstrate a stronger ability to meet performance goals. In turn, they are recommended to the Transportation Policy Committee to receive priority for funding.

### Performance Measures and Target Setting

To track progress towards the national goals, federal legislation mandates that state transportation departments, MPOs, and transit operators set specific performance targets within a clear timeline. They must regularly monitor these targets using performance measures – quantifiable indicators of how well the transportation system is functioning.

## FHWA-Required Measures

The Federal Highway Administration (FHWA) requires MPOs to report progress on the following three Transportation Performance Measures (TPMs). MPOs may either establish their own performance targets for each of these TPMs, or elect to support the state targets.

### SAFETY PERFORMANCE MEASURES (PM1)

To track progress in reducing fatalities and serious injuries on public roads, five federal safety measures are used, each with annual performance targets based on five-year rolling averages. In April 2023, the TPC adopted a vision zero goal to work towards zero traffic related fatalities and serious injuries by the year 2050. The KYTC targets are not currently applying a vision zero goal. Therefore, starting in 2024, the Lexington Area MPO began establishing their own safety targets.

Performance Measure	Baseline CY 2018 - 2022	Target CY 2020 - 2024	Vision Zero Target CY 2025
Number of Fatalities	45	45	38
Number of Serious Injuries	129	127	105
Fatality Rate per 100M VMT	1.417	1.417	1.135
Serious Injury Rate per 100M VMT	3.978	3.978	3.136
Non-Motorized Fatalities & Serious Injuries	31	31	22

**Adopted February 28, 2024 (Res 2024-1)**

### INFRASTRUCTURE CONDITION PERFORMANCE MEASURES (PM2)

Six measures have been established to monitor and manage performance of interstate and non-interstate National Highway System (NHS) pavement and bridges. KYTC and LAMPO are required to set interim 2-year and final 4-year targets for these measures. When last setting these targets, LAMPO elected to support most of the KYTC targets but elected to adopt region specific targets for percent of 'Good' rated NHS bridges.

Performance Measure	Baseline 2022	Interim Target CY 2024	Final Target CY 2026
% of Interstate in Good Condition	66.0%	NA	50.0%
% of Interstate in Poor Condition	0.0%	NA	3.0%
% of Non-Interstate NHS in Good Condition	35.0%	35.0%	35.0%
% of Non-Interstate NHS in Poor Condition	3.0%	6.0%	6.0%
% of NHS Bridges in Good Condition	14.1%	13.4%	19.4%
% of NHS Bridges in Poor Condition	3.7%	3.7%	3.2%

**Pavement adopted January 25, 2023 (Res 2023-2)**

**Bridge adopted November 2, 2022 (Res 2022-15)**

### SYSTEM PERFORMANCE MEASURES (PM3)

Three system performance measures have been established to monitor travel time reliability (TTR). As with infrastructure condition, KYTC and LAMPO are required to set interim 2-year and final 4-year targets for system performance measures. LAMPO has elected to support the KYTC targets for system performance.

Performance Measure	Baseline 2021	Interim Target CY 2024	Final Target CY 2026
Interstate Level of TTR	100.0%	95.0%	95.0%
Non-Interstate (NHS) Level of TTR	89.6%	80.0%	80.0%
Truck TTR	1.49	1.50	1.25

**Adopted January 25, 2023 (Res 2023-3)**

### Greenhouse Gas

Starting with the Bipartisan Infrastructure Law (BIL), states and MPOs must establish declining carbon dioxide targets for the GHG measure. KYTC must adopt targets by the end of March 2024. LAMPO has 180 days after the KYTC targets are adopted to either develop their own targets or adopt the KYTC targets. Once adopted, the targets will be added to the MTP by amendment.

### FTA-Required Measures

The Lexington Area MPO must also report progress on the following Transit Asset Management (TAM) and Transit Safety measures as required by the Federal Transit Administration (FTA). These targets are developed by Lextran and adopted by the LAMPO TPC.

### TRANSIT ASSET MANAGEMENT (TAM) PERFORMANCE MEASURES

Transit agencies are required to track the following annual targets related to Useful Life Benchmark (ULB), which is the expected lifespan of an asset and the FTA TERM scale, a 1-5 rating system, with 5 indicating excellent asset condition.

Performance Measure	Baseline CY 2022	Target CY 2024
% of Revenue Vehicles Exceeding ULB of 14 Years	37%	< 20%
% of Non-Revenue Service Vehicles Exceeding ULB of 8 Years	25%	< 40%
% of Facilities Rated Under 3.0 on the FTA TERM Condition Scale	0%	< 5%

**Adopted February 28, 2024 (Res 2024-2)**

## TRANSIT SAFETY PERFORMANCE MEASURES

Lextran is required to develop an annual safety plan, which includes the following seven safety performance targets for their fixed routes and paratransit service.

Performance Measure	Baseline FY 2018 - 2020 (Fixed)	Target FY 2022 (Fixed)	Baseline FY 2018 - 2020 (Paratransit)	Target FY 2022 (Paratransit)
Fatalities	0	0	0	0
Fatalities Rate	0	0	0	0
Injuries	33	13	13	2
Injuries Rate	21.91	9	10.39	2
Safety Events	47	15	8	2
Safety Events Rate	31.21	11	6.4	2
System Reliability	6434	4739	NA	NA

Adopted June 23, 2021

### How 2050 MTP Projects Contribute toward Meeting Performance Measures

The project scoring and selection process for the MTP align with the FHWA and FTA performance measures.

Each of the 104 MTP projects directly support at least one of the targets. The following table shows how the performance measures are addressed through the primary, or secondary scope of work.

Performance Measure	Primary Scope		Secondary Scope	
	# of Projects	Cost	# of Projects	Cost
Safety	64	\$572.77	26	\$498.98
Infrastructure Condition	0	\$0.00	2	\$48.10
System Reliability	31	\$562.64	6	\$72.54
Transit Asset Management	9	\$229.85	0	\$0.00
Transit Safety	0	\$0.00	7	\$93.20

\*cost in millions

# Appendix D

## Project Evaluation Process

### Maximum Project Score: 150 points

#### Part A: Safety (40 points)

Crash history and the extent to which the project is expected to improve safety

- **A1: Crash history (5 years) – fatal and serious injury (KSP)**

- Very High: 15 points – 20+
- High: 7 points – 10 to 19
- Medium: 5 points – 5 to 9
- Low: 2 points – 1 to 4
- None: 0 points

- **A2: Bike/ped crash history (5 years) – all crashes (KSP)**

- Very High: 10 points – More than 20
- High: 5 points – 10 to 19
- Medium: 2 points – 5 to 9
- Low: 0 points – Less than 5

Note: New projects on new alignments receive a default score of 15 points for crash history provided the conceptual design meets MPO expectations for complete streets design.

- **A3: Project includes safety countermeasures**

- Note: Projects with 5 or more fatal and serious injury crashes must have some high or medium reduction concepts otherwise the total score for Part A = 0 points.
- Examples of fatal & serious injury crash reduction concepts and appropriate scores:
- High crash reduction :
  - Roadways
    - Narrowing from 12 ft lanes to 10 ft in urban areas
    - Design speed = or < 25 mph for arterials or collectors
    - Access management
      - Driveway consolidation
      - Construct restrictive median
      - R-Cuts for high volume access points
    - Shoulders in rural areas
  - Intersections
    - Traffic Circle or Roundabout
    - Restricted Crossing U-Turn
    - Left turn lane offsets

- Diverging Diamond Interchange
- Increase lighting foot candles to meet pedestrian standard
- Bike / Ped
  - Construct shared use path
  - Significantly enhanced crosswalk (RRFB, Hawk, etc)
  - Pedestrian crossings every ¼ mile (urban areas)
- Medium crash reduction :
  - Roadways
    - Narrowing from 12 ft lanes to 11 ft in urban areas
    - Design speed 26 to 35 mph for arterials or collectors
    - Turn lanes to address a safety problem
    - Two-Way Left Turn Lanes for 3 lane cross section
  - Bike / Ped
    - Construct sidewalk
    - Add Bike Lanes for roadway with speed < 35 mph
    - Pedestrian crossings every 1/3 mile (urban areas)
- Low crash reduction
  - Design speed 36 to 45 mph for arterials or collectors
  - Add standard traffic signal where one does not currently exist
  - Bike / Ped
    - Add Bike Lanes for roadway with speed > 35mph
    - Pedestrian crossings every ½ mile (urban areas)
- Negative crash reduction factor
  - Roadways
    - Adding travel lanes
    - Design speed > 45 mph for arterials or collectors
    - Pedestrian crossings > ½ mile (urban areas)
    - Two-Way Left Turn Lanes for more than 3 lane cross section
- Projects which have a high crash history (either severity or bike/ped) and include no high or medium countermeasures receive -10 points

### Safety Countermeasure Matrix

	Some High Reduction Elements	Some Medium Reduction Elements	Some Low or Negative Reduction Elements
Some High Reduction Elements	15	10	5
Some Medium Reduction Elements	10	5	0
Some Low or Negative Reduction Elements	5	0	-5



Note: Projects with a mix of all 3 elements receive a score of 5.

### Part B: Access & Equity (20 pts)

The extent to which the project addresses a transportation barrier and/or will improve biking, walking and transit in the greatest areas of need.

- **B1: Benefits disadvantaged community**
  - Area of Persistent Poverty (USDOT) or a Justice 40 disadvantaged community (POTUS) – 4 points
  - Census tract % of income spent on transportation
    - Transportation cost > 30% of income = 5 pts
    - Transportation cost is between 21% and 30% of income = 3 pts
    - Transportation cost is between 15% and 20% of income = 0 pts
    - Transportation cost <15% of income = -5 pts
    - <https://htaindex.cnt.org/>
- **B2: Project improves bike/walk/transit/ADA**
  - Project improves bike, pedestrian and transit or primary purpose is ADA = 6
  - Improves two modes (bike, pedestrian or transit) = 4 pts
  - Improves one mode (bike, pedestrian or transit) = 2 pts
- **B3: Adds transit service, increases transit frequency, decreases transit travel time = 5 pts**
  - Signal pre-emption
  - Add bus frequency
  - Add service such as BRT
  - Redesign route to be more direct
  - Provide dedicated bus lanes

### Part C: Resiliency (15 pts)

The extent to which the project reduces system vulnerability and provides redundancy through a well maintained and efficient transportation system

- **C1: Project upgrades existing infrastructure in poor repair - 4 points (y/n)**
  - Pavement cracking, rutting or faulting = poor
  - Bridge condition = poor
  - Poor bridge or pavement condition and no proposed work = -3 points
- **C2: Project maximizes efficiency of existing infrastructure - 5 points (y/n)**
  - Qualifying projects could be rcuts, roundabouts, road diets, turn lanes under certain circumstances
  - Major widening projects and new roadways are disqualified from this category

- **C3: Project improves system connectivity to relieve pressure on arterial roadways or expands shared use trail network - 5 points (y/n)**
- **C4: Project addresses an identified area of vulnerability (bridge flooding risk assessment (National Bridge Inventory) – 1 point (y/n)**

#### **Part D: Economic Development (30 pts)**

The extent to which the project supports existing, expanding, or new employment areas and its anticipated impact on the movement of goods and people.

- **D1: Serves a high employment area**
  - Total Employment adjacent to project limits > 4000 = 3 pts
- **D2: Provides or improves multi-modal access to jobs**
  - Total Employment > 1000 and Bike/Ped/Transit Elements = 3 pts
- **D3: Creates or improves access to new/expanding growth areas or is a corridor catalyst site for redevelopment = 3 pts**
- **D4: Serves a major shipping/distribution center**
  - Non-retail employment adjacent to project limits > 300 = 2 pts
- **D5: High volume truck route**
  - Truck volume > 2000 = 2 pts
- **D6: Improves Truck Travel Time Reliability**
  - 2 pts if on interstate
- **D7: Improves Level of Travel Time Reliability for unreliable roadway segments**
  - Reliability Index > 1.5 = 5 pts
  - Receives points if project is a new road is relieving conditions for an existing unreliable road
- **D8: Address substandard design for urban traffic conditions – 5 pts**
  - Upgrades from rural to urban design within urbanized areas
    - Example elements:
    - Construct curb and gutter
    - Construct two-way center turn lane (only for upgrades to 3 lane sections)
    - Multi-modal accommodation at intersections and along roadway
  - Widens from 2 to 4 travel lanes for roadways with peak period speeds < 25 mph
    - Streetlight data
    - AM peak (7 to 9 am) and/or PM peak (4 to 6 pm)
    - Not eligible for widening beyond 4 travel lanes
  - Upgrades for rural roadways
    - Addressing inadequate sight distance (design speed ≤ 45 mph)
    - Increases lane widths to a maximum of 10 feet
    - Adds minimum 3 foot shoulders
- **D9: Improves on-time performance for fixed route services – 5 pts**

### Part E: Quality of Life (15 pts)

The extent to which the project supports quality growth and contributes to vibrant neighborhoods and the vitality of people.

- **E1: Provides Complete Street infrastructure where currently lacking**
  - New growth area or infill
  - 2 complete street elements = 3 pts
  - 3 or more complete street elements = 5 pts
- **E2: Connects community-based and public facilities**
  - Schools, parks, libraries, hospitals & senior or community centers
  - 1 facility = 3 pts
  - 2 or more facilities = 5 pts
- **E3: Provides or reconstructs to include quality streetscape elements = 5 pts**

### Part F: Sustainability (15 pts)

The extent to which the project advances sustainability goals and mitigates environmental impacts.

- **F1: Project reduces VMT = 5 pts**
  - Projects have a primary scope of work that reduces VMT = 5 pts
  - Projects included elements that support VMT reduction, but is not the primary scope of work = 3 pts
  - Project neither reduces nor increases VMT = 0 points
  - Project increases VMT through induced demand = -5 pts
- **F2: Primary scope of work is eligible for Carbon Reduction Program Funding = 3 pts**
  - Eligibility as defined under 23 USC 175(c)
- **F3: Project supports mixed-use and/or compact, higher density development = 4 pts**
- **F4: Project does not identify possible environmental impacts**
  - No likely impact = 3 pts
  - Impact possible to 1 or 2 feature = 0 pts
  - Impact possible to 3 or more features = -3 points
  - Per EPA NEPAassist Mapping Tool  
<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>
  - Note: Possible impact only indicates that further study will be required during design / environmental review phase

### Part G: Project History and Support (15 pts)

The projects likelihood of success, based on its history and regional support

- **G1: Project is in TIP and/or detailed engineering work has begun = 3 pts**

- **G2: Project is included in a feasibility study or community-based plan = 2 pts**
- **G3: Project Boosting by TPC Members**
  - Each Voting Member may provide 1 vote for 15 projects
    - Projects that receive 10 or more votes receives 10 points
    - Projects that receive 5 to 9 votes receives 5 points
    - Projects that receive 1 to 4 votes receive 2 points
    - Projects that receive no votes receive 0 points

# Appendix E

## Funding Sources

### Federal Funding

The largest funding source for roadway projects is the federal government. The Federal-Aid Highway Act and the Highway Revenue Act of 1956 established the Highway Trust Fund in order to create financing for the Interstate Highway System. The Highway Trust Fund is the funding source for most of the programs in the Act. The funds come from a motor fuels tax and are administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The FAST Act is the current transportation bill for the four year period from 2016 through 2020. This legislation includes several categories of funding, under which many of the projects in the 2050 MTP will be eligible for federal funding assistance. Major FAST Act programs that provide funding are:

*Surface Transportation Block Grant Program (STBG)* - States and localities may use these funds for projects to preserve or improve the condition and performance of any Federal-aid highway. Eligible activities also include bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

*Surface Transportation Block Grant Program Sub allocation for Lexington (STBG-SLX)* - STBG funding dedicated to the Lexington area.

*Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (STBG-TA)* - The FAST Act includes a set-aside of STBG funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, Recreational Trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

# Appendix E

## Funding Sources

*National Highway Performance Program (NHPP)* - This program incorporates elements from several programs, including the National Highway System (NHS), Interstate Maintenance (IM) and Bridge programs.

*Congestion Mitigation and Air Quality (CMAQ)* - A category of federal-aid highway funds that may be used only to support projects in air quality designated areas of Kentucky. Such projects must demonstrate an air quality improvement as a result of their use.

*Highway Safety Improvement Program (HSIP)* - These funds must be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Other minor funding sources include the Rail-Highway Crossings Program (RHCP), the National Highway Freight Program (NHFP), and an STBG set aside for off-system bridges.

### *Federal Transit Administration (FTA)*

Section 5303 – Metropolitan Transportation Planning Program

Section 5307 – Urbanized Area Formula Program

Section 5309 – New Starts

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5311 – Rural Areas Formula Program

Section 5339 – Bus and Bus Facility Formula

### **State Funds**

Kentucky levies a motor fuels tax in addition to the federal tax to generate revenues for the administration and construction of transportation projects. State transportation funds are used for maintenance and operations of the statewide system, for the state construction program and to provide state

# Appendix E

## Funding Sources

match required to receive federal funding. State funds are also sub-allocated to local governments on a formula basis through the Municipal and County Aid Program and Rural Secondary Program. Local governments use these funds for maintenance, operations and for federal funding match.

*State Construction Program (SP)* – construction, reconstruction and maintenance of state and county roads and bridges

*State Construction Bonds Program (SPB)* – funding derived from bonding

*State Construction High Priority Projects (SPP)* – funding available for construction and reconstruction of state and county roads and bridges

### Local Funding

In addition to the Rural Secondary, Municipal and County Aid Programs allocated to local governments by the state, local cities and counties may use their General Fund as a source of capital for operational and maintenance needs. Local jurisdictions provide local funding to match federal and state funds as well as to fund local transportation projects directly. Money for major capital investments in streets and highways may also come from the sale of bonds.

# Appendix F

## Public Input Summary & MTP 2050 Survey Results

### Methods of Outreach

#### Digital platforms

*Civic Lex*

*Lex Today*

*What's Up Wilmore*

*Councilmembers*

#### MPO Social Media

*@lexbikewalk and @lexareampo*

#### City of Lexington social media

#### E-blasts (email)

*Stakeholders*

*Community partners*

*Contact lists*

*Imagine New Circle Road*

*Connect East Lex*

*Complete Streets*

*Streetfest sign-up*

*MPO committees*

*Jessamine County Health Department*

*Wilmore BPAC*

#### In-person tabling

*Transit Center*

*Village Branch*

*Northside Branch*

*Woodland Art Fair*

*Crave Food Truck Fest*

*Senior Center "I Know Expo"*

#### Flyers

*Tates Creek Branch*

*Village Branch*

*Northside Branch*

*Jessamine County Library*

*Bluegrass Community Technical College Campus*

*University of Kentucky campus*

#### MPO website

#### Word-of-mouth

### Digital Survey Response Stats

*1,022 completed surveys*

*1,500 total responses*

From:

87% Fayette County

6% Jessamine County

7% Other counties

Top 5 "Other":

Scott, Woodford, Madison, Clark, Mercer

Of note:

69% completion rate

### In-person Survey Response Stats

*Approximately 100-120 interactions*

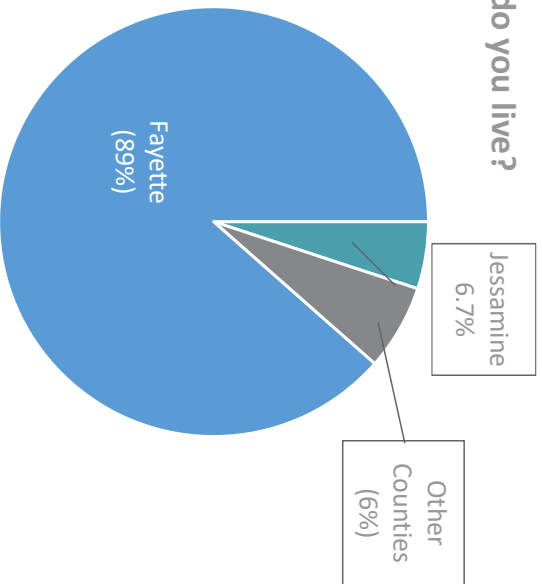
*About 75 completed paper surveys*



# Survey Results – Notable Changes

- 1,500 Responses

Where do you live?



Lexington Area  
Metropolitan Planning Organization

## Race & Ethnicity\*

- MPO Survey

- White – 93%
- Black or African American – 4.3%
- Other Race – 2.3%
- Hispanic – 2.9%
- Not Disclosed – 29.0%

- Imagine Lexington

- White – 67.3%
- Black or African American – 10.0%
- Other Race – 5.5%
- Hispanic – 2.2%
- Not Disclosed – 15.0%

\*Of those who disclosed their race or ethnicity

## Survey Results – Notable Changes

- MPO reviewed responses from underrepresented populations & Jessamine County
  - No significant differences from overall responses
- Top Concerns
  - Congestion / Travel Time
  - Lack of Bicycle / Pedestrian Facilities
  - Unsafe Travel Conditions
  - Lack of Public Transportation Services
  - Insufficient Transportation Choices



## Survey Results – Notable Changes

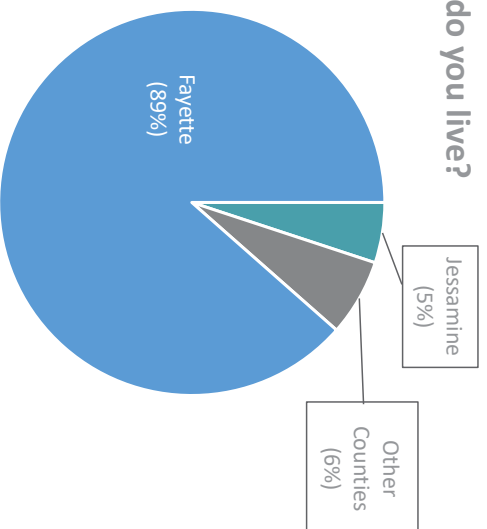
- Top Solutions
  - Add More Bicycle / Pedestrian Facilities
  - Improve Connectivity / Accessibility
  - Implement Passenger Rail Services
  - Add Public Transportation Services
  - Improve Travel Safety
- Approximately 2,800 additional projects, strategies, ideas suggested



# Survey Coverages

- 1,279 Responses

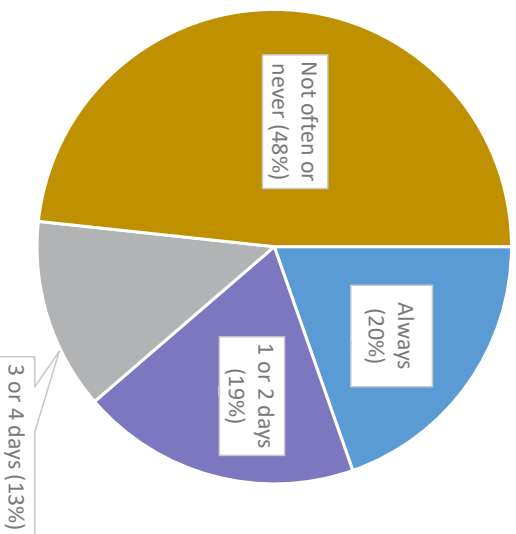
Where do you live?



- Race & Ethnicity
  - White – 95.1%
  - Other Race – 4.9%
  - Hispanic – 2.9%
- Under response anticipated
  - Efforts aimed at increasing participation from underrepresented groups
    - In-person tabling at 4 locations
    - Spanish language outreach
    - Advertising at key locations in underreached communities



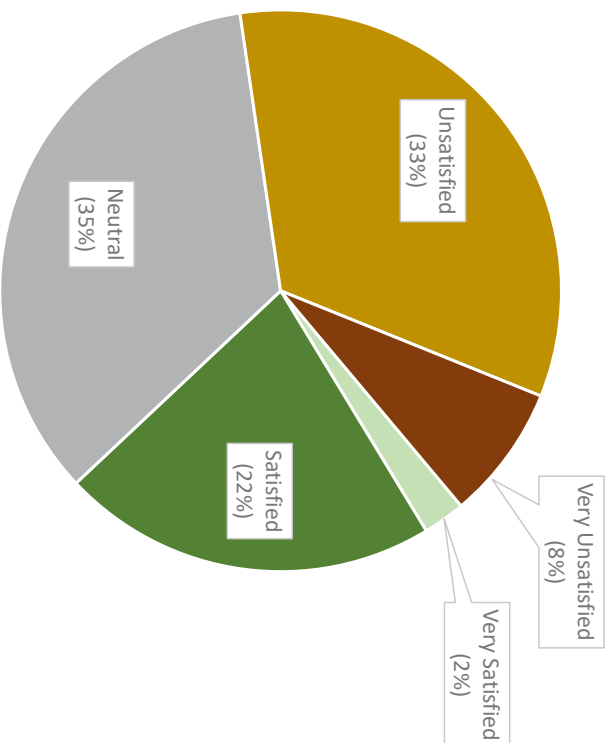
## Work or School from Home



- Work / school from home generally in the single digit percentages prior to the pandemic
- Slightly more than half of respondents are working from home at least 1 day each week
- Consistent with trends observed by other MPO regions



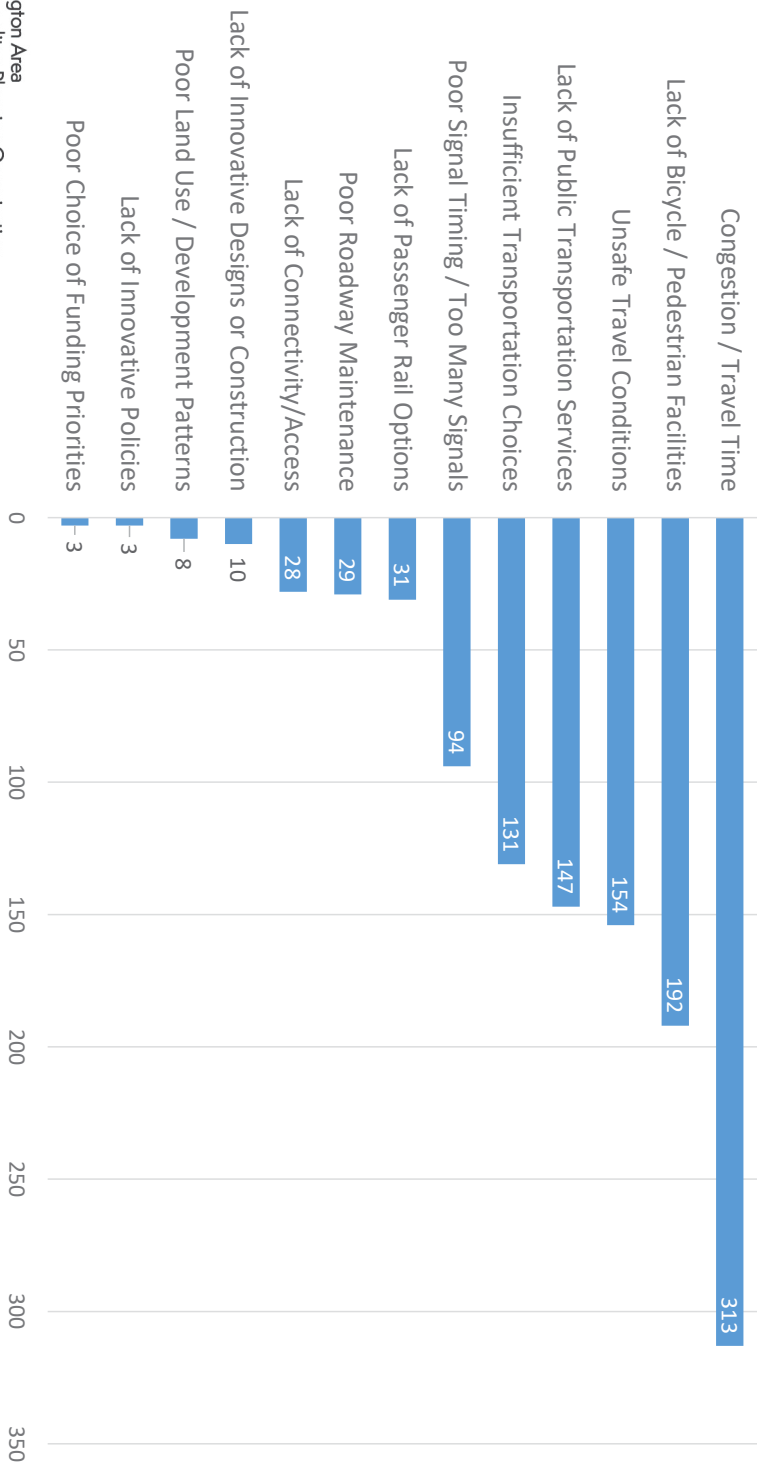
# Overall Satisfaction



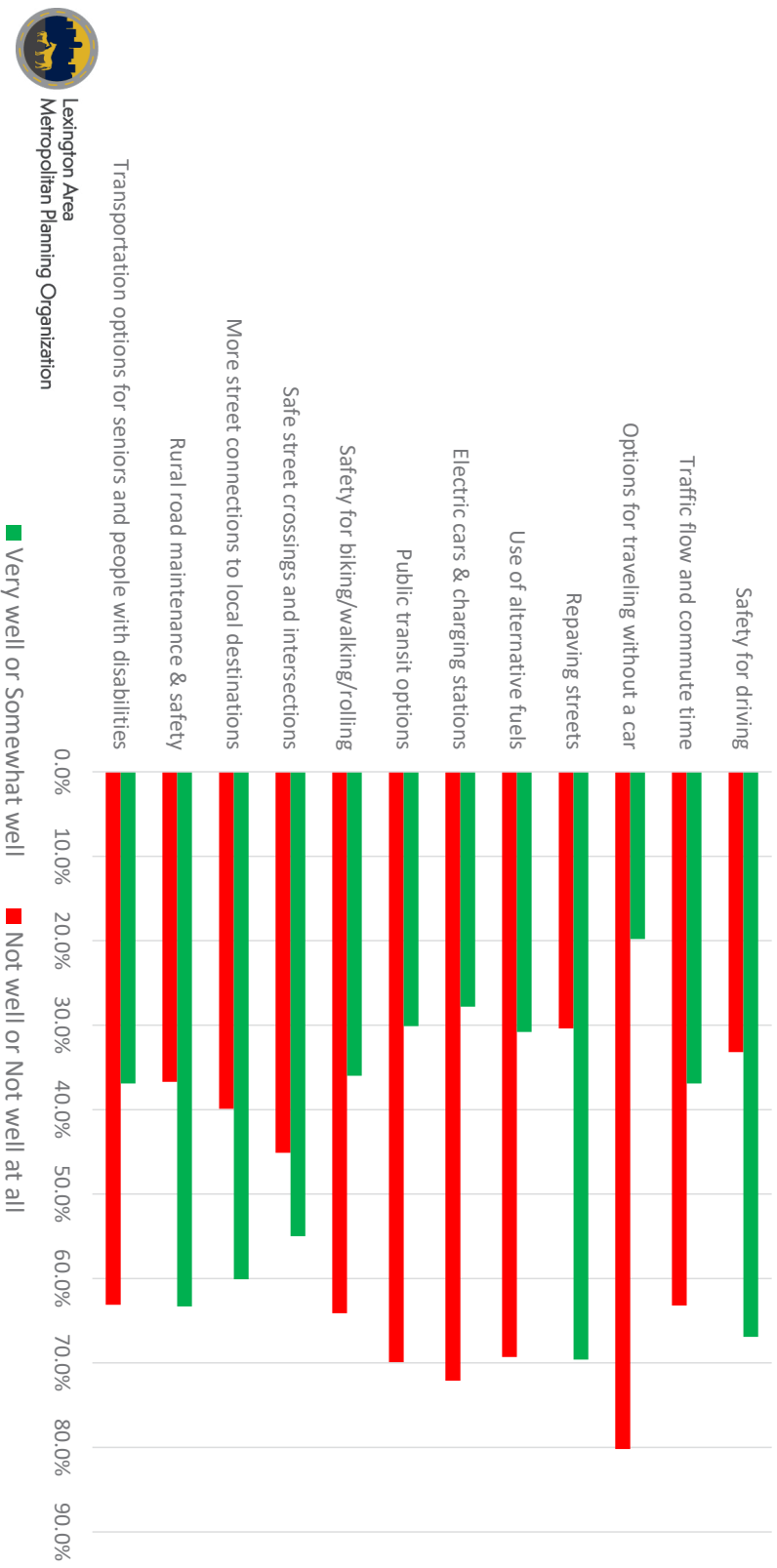
- Fayette County higher percent moderately satisfied
  - 23 percent versus 10 percent for Jessamine County
- Jessamine County higher percent very unsatisfied
  - 16 percent versus 7 percent for Fayette County



# Primary Concerns



# How well are issues being addressed?

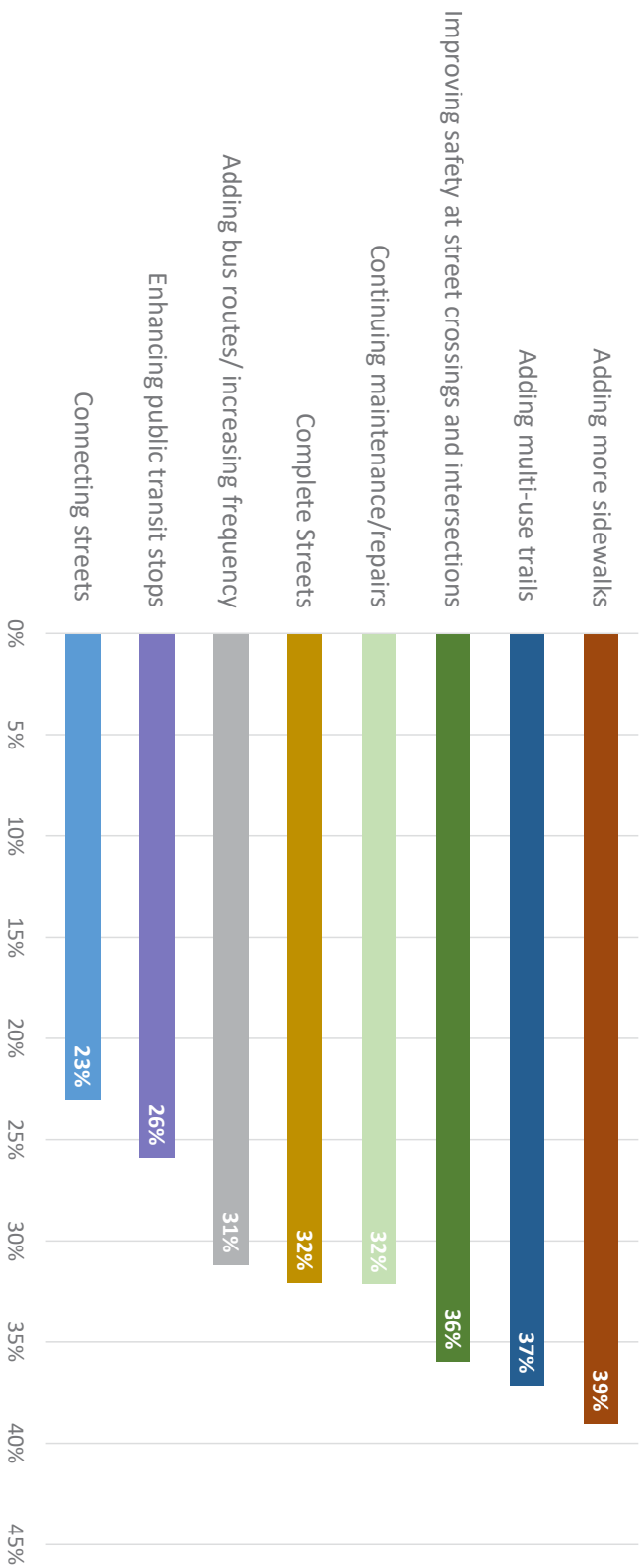


Lexington Area  
Metropolitan Planning Organization

Very well or Somewhat well Not well or Not well at all



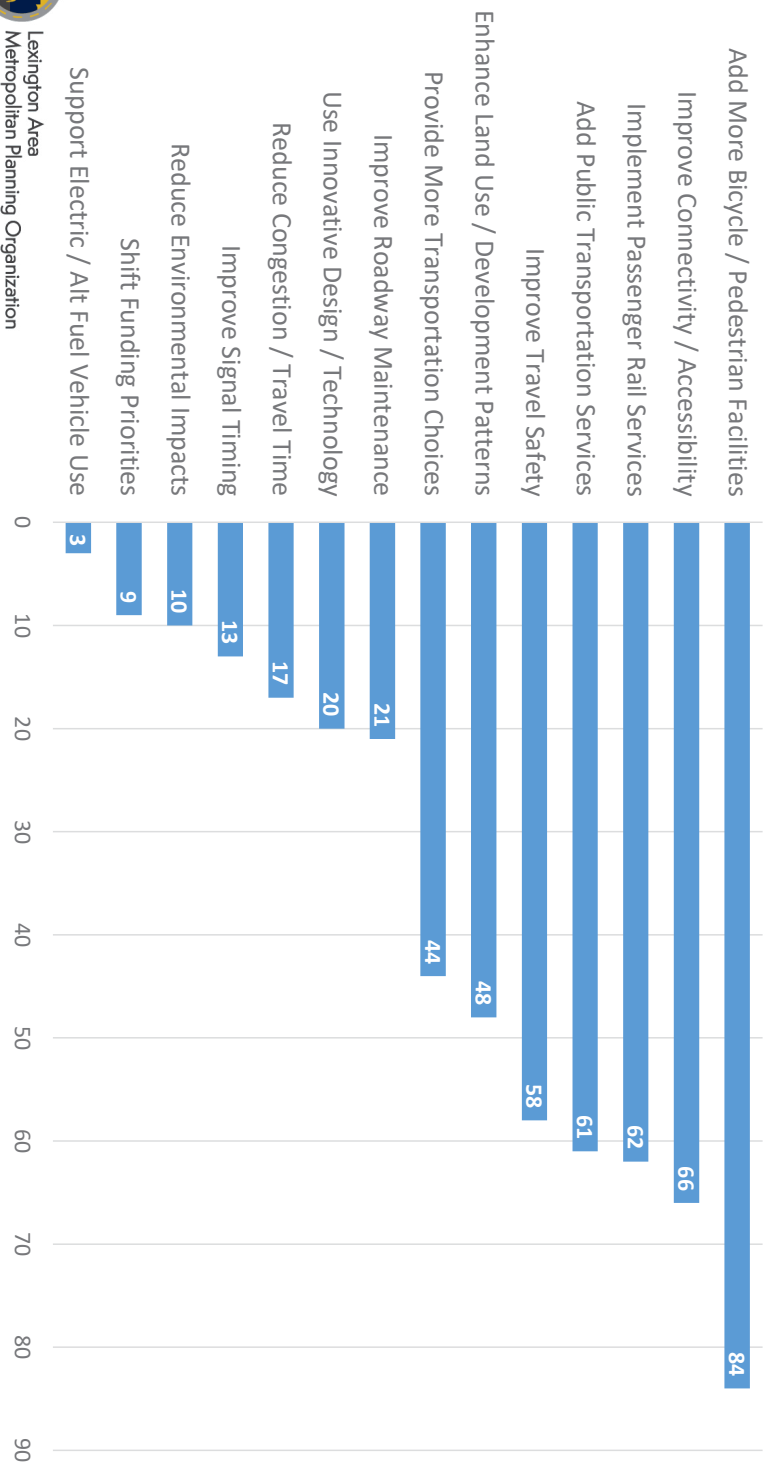
# Top Solutions



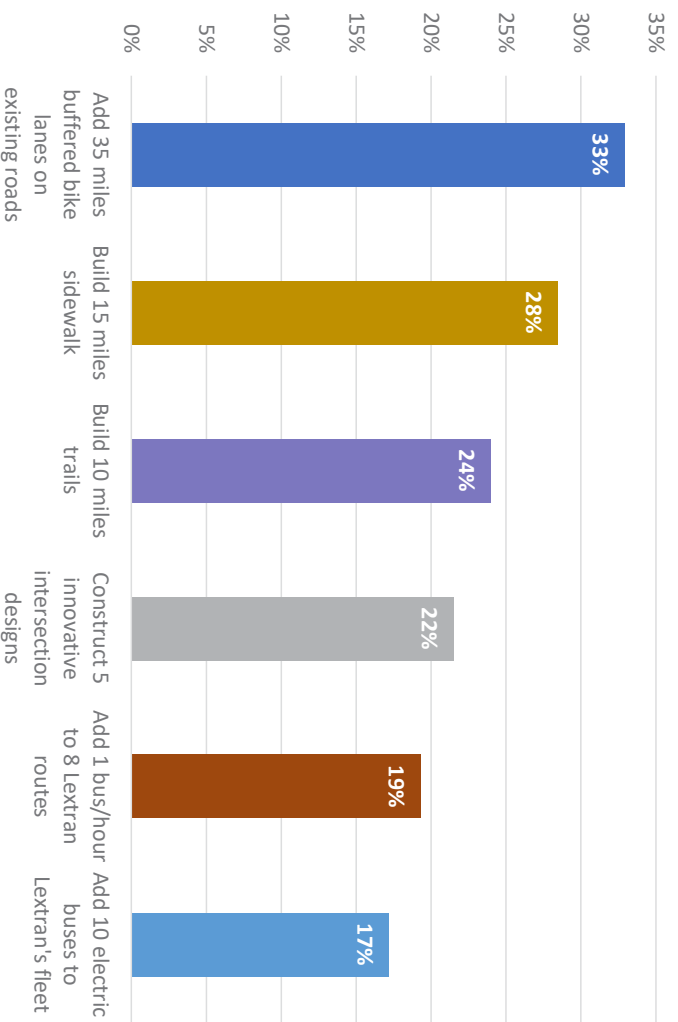
Note: Respondents were asked to choose top 5 solutions



# Identify Specific Solutions



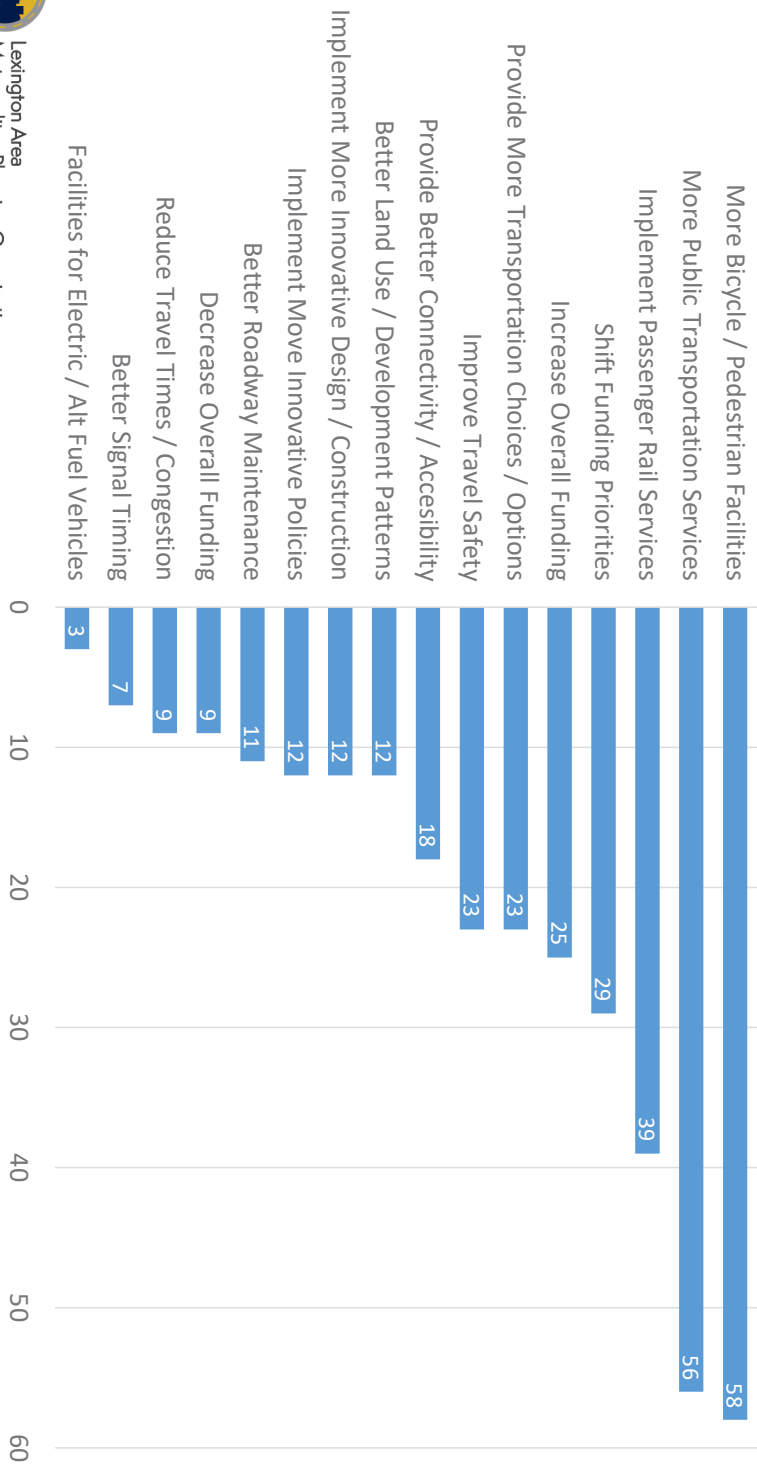
# How would you spend \$10 million?



- Respondents asked to identify top 3 choices
- Each option costs about \$10 million
- Other options:
  - Widen 1 mile of road from 2 to 4 lanes (15%)
  - Repave 35 miles of road (14%)
  - Construct 1/2 mile of a 4-lane highway (6%)



# Identify Funding Priorities



# Appendix G

## Public Comment Period - All Comments Received

A second public comment period was conducted for 30 days following the release of the draft MTP 2050. From March 15, 2024 through April 15, 2024 the MPO solicited input by inviting the community to share their thoughts, reactions, and questions with MPO staff.

The MPO hosted six public “Listening Sessions” held at various community hubs around the area. These locations included: the Marksbury Lexington Public Library Branch, the Northside Lexington Public Library Branch, the Jessamine County Public Library, and the Lexington Senior Center. These listening sessions were held at morning, afternoon, and evening times to better accommodate the diverse population. Each location is along public transit routes, and are either in often under-served areas or are well-known community hubs that attract a wide variety of the public. About 50-60 members of the community were reached through these real-time events.

In addition to six in-person opportunities, the MPO encouraged engagement through our two social media channels, @LexBikeWalk and @MPO on Facebook and Instagram.

The MPO also promoted direct contact through our email, [lexareampo@lexingtonky.gov](mailto:lexareampo@lexingtonky.gov). The MPO received 26 unique comments from members of the community. All comments such comments are included in the following pages (handwritten forms, except for one, have been transcribed on p 47).

Lastly, 202 postcards were mailed in expressing support for studying microtransit feasibility. These were identical postcards each with a unique signature of the individual in support.



Lexington Area  
Metropolitan Planning Organization

### Lexington Area 2050 Metropolitan Transportation Plan

Your Name: Linda Froehlich

Address: 500 Lane Oak Dr.  
Lexington, KY  
40503

The Lexington Area Metropolitan Planning Organization (MPO) is accepting comments regarding the Lexington Area 2050 Metropolitan Transportation Plan (MTP). The MTP describes the transportation needs for the Lexington Metropolitan area until the year 2050 and identifies priority projects to meet those needs.

Comments regarding the MTP will be accepted through 5 p.m. April 15, 2024 to be included as part of the official record. All comments will be presented to the MPO Policy Committee and given full consideration prior to adoption. You may return this form by mailing it to 101 E. Vine Street – Suite 700 Lexington, KY 40507, faxing it to 859-258-3163, or emailing us at [lexareampo@lexingtonky.gov](mailto:lexareampo@lexingtonky.gov). Thank you for your participation.

General Comments, Concerns, or Suggestions:

Prioritize  
Winchester  
Road

Rapid Transit

Winchester Road between New Circle & ~~the~~ the Interstate is treacherous for bikers and pedestrians, lacking sidewalks and having only intermittent shoulders. Improvement ought to be moved up!! as it is a heavily trafficked area for pedestrians and bikers!!

Lexington needs rapid transit w/ a dedicated lane for traffic from Brannon Crossing to downtown (& beyond). This could alleviate lots of our current traffic issues!! It could also free up downtown space, if we can eliminate street parking and for parking lots as a result!!

Lexington needs better bus stops: ~~and~~ shade, bench, trash receptacles, sidewalks so that the bus can be accessed by everybody!! The current approach treats riders as second class citizens and does much to

dissuade people to choose transit.

NAME	COMMENT
Jackie Van Williger	Protect residents from pollution along new circle road and please use walls and landscaping
David Bouse	I ride Wheels - not very reliable to get to dr.'s appointments on time and then to be picked up at a reasonable time. Add Lextran to both sides of Citation Boulevard, would help with feeling independent!
Marie Allison	Please include a microtransit feasibility study in the fiscal year unified planning work program for 2025. This fits with the Access and Equity goal. I know many people with disabilities who struggle with the Wheels program. A microtransit program would work longer hours, would take less time in arriving, would not require people to meet ADA eligibility, would allow riders to carry as many containers of groceries as they need, would pick riders up in a time fashion. Microtransit would serve all people. The study would cost around \$75,000.
Jane Meadows	I strongly urge the inclusion of a microtransit feasibility study in the FY25 Unified Planning Work Program. I'm excited to see the long-term capital/infrastructure commitments the MPO has already made. But there is a great need for our neighbors to have access to on demand public transit. A study is a small step in the right direction, and it responds to a need not currently being addressed by MPO projects.
Margetta McFarland	I would strongly urge the MPO to include a feasibility study for microtransit in the fiscal year 2025 Unified Planning Work Program. I believe that is very important to address the serious transportation challenges that many of our citizens are currently encountering. Challenges that include getting to critical medical appointments, work, and grocery shopping that are essential to meet basic needs and to enhance quality of life
Anonymous	McConnel Trace Walking path and town branch extensions are needed; Alexandria near N Circle - make it easier/safer for walking/biking to connect neighborhood (close to Masterson Station)
Ron Stoker	Newer buses
Maryann Koeqel	I live between Broadway and Versailles. There is no bus service cross these roads on Mason Headley. It is a 2-3 mile walk for bus service. Lextran on the other hand is inefficient. I have been told of people sitting sitting in the bus for hours waiting to be dropped home. For some there are no alternatives. Taxes? ITF?
Michael Meyer	I'm not in favor of any tax increases to pay for any of this. We are already taxed enough.
Thomas Dostart	Look at blind curve on Greendale approaching Citation - can anything be done? Also, can center lines be added between Mercer and Spurr?



Good afternoon,

I hope you are doing well! First, I want to thank all of you at the Lexington Metropolitan Planning Organization for the work you have done on the current draft of the 2050 Metropolitan Transportation Plan. I am very appreciative of the current approach taken by the MPO to make our part of Kentucky more people-centric and enjoyable for all users.

To start, I did see a minor mistake. On page 58, the Passenger Rail Service operated by Amtrak that runs from D.C. to Cincinnati to Chicago is The Cardinal line not the Capital Limited. The Capital Limited runs from Cleveland to D.C., not to Cincinnati. I hope that does not come off as a pedantic comment.

A small side comment was that I would love to see more e-bike rental services in Lexington rather than scooter sharing. It would help commuters more and allow people like me to test ride one and see what it is like. Now, I will get into the meat of my comments. I do not mean to write an essay, but I want you all at the MPO and your partners at Lextran to consider some things before finalizing this report.

### Clean Transit Vehicles

Why are we not considering In Motion Charging (IMC), Dual-Mode Battery Trolleybuses (DMBT), which are more environmentally-friendly and cheaper in the long-run than Battery-Electric Buses (BEBs)?

Mexico City, Mexico, Toronto, Canada, and Dayton, Ohio are some North American examples of quality trolleybus services. The city will save so much more money in the long run and decarbonize quicker than with BEBs. Plus, it will make our community stand out, plot for future transit products and projects, and potentially attract more transit ridership.

### Trolleybuses: San Francisco Transit Decarbonization

Battery electric trolleybuses are able to perform similarly to BEB when detached from catenary wires. Although, this is better done in less hilly terrain, good thing Lexington does not have a lot of steep grade roadways. With wires, trolleybuses can go anywhere! Modern battery electric in-motion charging trolleybuses can run for miles, with some communities running them 60% wired, 40% battery on some routes.

I implore you all and Lextran to look into IMC and dual-mode (DMBT) trolleybuses and do a long-range cost-benefit analysis of these different systems. Trolleybuses do not need a larger battery when they are articulated and expanded upon, unlike BEBs. Their operational costs are mainly centered around wire up-keep. The Dayton Trolleybuses have a life span of 20 years and 800,000 miles without the lithium battery degradation issue experienced by BEBs. Additionally, the fact that IMC trolleybus infrastructure can be converted to electric LRT systems means cost savings for future projects and developments. Particularly since we, Lexington MPO and KYTC, are looking to conduct studies in the realm of rail adopting trolleybuses will provide local knowledge sharing and easier transitions.

In Motion Charging trolleybus: How to plan for energy-efficient infrastructure? | UITP

How in motion charging trolleybuses are advancing our cities: Explore the Knowledge Brief | UITP

Bus Electrification: A comparison of capital costs - Urban Transport Magazine

[https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Funece.org%2Fsites%2Fdefault%2Ffiles%2F2021-09%2FWP5\\_Session34\\_Efficiency\\_Electric\\_Public\\_Transport\\_Compared\\_Bus\\_0.pdf&data=05%7C02%7C1exareamp%40lexingtonky.gov%7Ca425216ee07b4f402afa08dc4904eb48%7Cdbc9f5ac2e804290a5b6f8](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Funece.org%2Fsites%2Fdefault%2Ffiles%2F2021-09%2FWP5_Session34_Efficiency_Electric_Public_Transport_Compared_Bus_0.pdf&data=05%7C02%7C1exareamp%40lexingtonky.gov%7Ca425216ee07b4f402afa08dc4904eb48%7Cdbc9f5ac2e804290a5b6f8)

6036082a04%7C0%7C0%7C638465533050974033%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC w  
MDAiLCJQIjoiV2luMzIiLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=PwFT8mlgUQ6tQ3  
gyWZmujieQHna1gmijEW04beE34d4%3D&reserved=0

Sadly, there is only one manufacturer of trolleybuses in the United States, Gillig from San Francisco, California. However, they do subcontract with Kiepe Electric, who made the recent trolleybuses in Dayton, Ohio. Gillig made BEBs for the City of Lexington in the past, so purchasing trolleybuses from them and Kiepe Electric would not be unknown territory.

Dayton purchased their recent trolleybus set in 2019. Each costed \$1.2 million dollars. It has been difficult to find current numbers here in the United States so it is difficult to know where the price of them has gone. Current Gillig Battery-Electric Buses run approximately \$1 million dollars each. Trolleybus infrastructure can also be easily incorporated to the built environment, unlike the demands of BEBs. I know we have already tried to make an investment with BEBs and its corresponding infrastructure, yet almost everything on Lexington's streets are CNG or Diesel.

There is a reason why we keep purchasing way more Compressed Natural Gas (CNG) buses than BEBs. Additionally, we should not waste our time with the dreams of hydrogen as a clean fuel source. According to a February 2023 International Council on Clean Transportation report, these gray hydrogen fueled buses emit twice as much as BEBs. A potential bus fueled with green hydrogen is hypothetically more environmentally-friendly than BEBs, but currently is almost five times the price per kilogram than gray hydrogen.

I beg of you all to not waste time on hydrogen fuel cell buses. Take a look at the struggles of Santa Cruz and the science behind it. Look, we do not need to reinvent the wheel. IMC DMBT are the best long-term, environmentally friendly solution for the City of Lexington and would get us to carbon-neutrality without waiting for BEBs to improve, the pipe dream that is hydrogen fuel cell buses, or the massive investments needed for all types of rail. Please look into Trolleybuses as a solution.

Letter | Hydrogen buses for Metro 'simply bad news'

The truth about hydrogen

BRT Improvements

Why are we putting off improvements to create a Nicholasville Road BRT until 2030, almost decade since the study?? Especially if we implement the plan as is, which is bare bones and creates a watered down bus rapid service. If we are going to implement BRT, we might as well make it good to where people will have a high quality experience, not get stuck in traffic for 70% of it. This was a plan that if done in a year or two after its creation would have been a good starting point. We are three years in and no movement. If we are putting it off in-order to potentially do another study to hopefully design a better BRT system, then I completely understand and I am sorry if my comments seemed disparaging.

When are we finally going to do dedicated bus lanes in Lexington. If the buses did not get stuck in the same traffic as cars and had increased frequency (between 5 to 10 minutes), it would be my preferred method of getting around the city. However, every 15 to 30 minutes, at best, is just not reliable enough, particularly when buses get stuck in the same traffic as I would driving.

Finally, yes, I know it is almost over, I'm sorry. Here are the studies I believe should be prioritized:

1. Any study prioritizing the development of dedicated public transit lanes.
2. Long-Range Transit Plan

3. The Light Rail / Intercity Readiness Study
4. Lextran Cross-Town Service Study
5. The Street Right-Sizing Opportunity Study
6. Tolling Feasibility Study - Nicholasville to Richmond Road
7. Electric Vehicle Charging Study
8. Microtransit Feasibility Study
9. Any remaining not in #1.

I want to say, thank you so much for taking the time out of your busy day to read this. I hope these comments are thoughtfully considered cause at the end of the day all we want is a more equitable, enjoyable, and environmentally-friendly community.

Thank you!

Hi! Thank you for including me in the conversation again.

Here are some of my comments:

Page 17 – Travel Mode to Work Graph. One of the things that is not discussed here, is safety for people using alternate routes of transportation. More people may walk or bike, if they felt safe traveling through some of these zones. More people may take the bus, if the bus was reliable. I think it's important to have a footnote that addresses the reason these numbers are so low could be possibly due to other mitigating factors. If you don't mention something like this, you can have naysayers who come back and "no one walks in Lexington, look at those numbers." Which misses the bigger picture. While it is addressed that it doesn't compute utilitarian or recreational trips, it doesn't address the issue that the infrastructure is not currently in place to help increase these percentages. This is primarily a note to let people know that things are in the works, but to not let the graph dissuade the idea that people don't walk.

Pg. 29 As someone who lives on Nicholasville road, the level of unreliable travel time is from southland past the hospital. From this map it shows it already past the hospital. Cars are bumper to bumper from 430-600 in this region. I myself will drive down southland and then up Rosemont and back down Nicholasville road to get home, versus drive a half a block from southland to my home because that is how bad the traffic is. Its faster for me to loop around to Rosemont and down.

Pg 44 – "Due to market constraints, there are currently no publicly available rapid recharging facilities within either Fayette..." Doesn't Meijers (351 Meijer Way) have a whole bay of tesla charging stations?

Pg 46 "MPO's recent bicycle and pedestrian planning efforts include award winning corridor studies, Imagine Nicholasville Road..." As someone who has seen this study and was excited to see some complete street requests along Nicholasville road, I am a bit concerned that it's been a number of years now and we have seen absolutely zero implementation of this, not even any movement on getting rid of the changing lanes, which the study clearly pointed out were an issue. I am hoping that the 25 year plan here doesn't just include more studies and fixing of existing infrastructure which page 24/25 hint at. From what is being shown on the 2030-2034 plan, it only highlights modernizing the roadway along the Nicholasville road corridor, without any real goals except checkmarks on equity and economic development. Which could easily be construed as densify the corridor and get people to take the bus, which has blatantly been the cities mandate for the past five years, and I was hoping with this new MPO guide that it would be a lot more nuanced than that, particularly given that Nicholasville road has different nodes on it and these should be intimately studied to ensure the right implementation is accounted for; eg. existing neighborhoods should have a focus on a better quality of life, safety, and sustainability and green infrastructure; whereas further down the road in the commercial sector, one can focus on economic development, access and equity, etc.

Pg 47 Interesting to note on the map that not one bike facility exists on Nicholasville road, yet the other studies highlight this as a main travel demand route, as per graph on Pg. 27. Just more incentive to get better biking routes along this route.

Pg. 48 in the Bicycle and pedestrian network I think its important to note that MPO needs to work with ZOTA in ensuring that development practices are in line with the comfortability and expansion of walking, biking, and bus routes. If you want to discourage the use of cars, and encourage the use of bike, walking, and bus routes, more sidewalk space needs to be given when new developments happen. Take any and all new large scale developments in this city currently happening, the one that is on the corner of Broadway and Virginia, for instance, has no thought to pedestrian space. It has the building pushed right up to the edge on Broadway. On the Virginia side it's a parking lot, so no engagement to the building. No setbacks in height, just a huge wall. No storefronts. Minimum sidewalk space. Little to no buffer of green zone to car to pedestrian. This is a current ZOTA practice of densification, putting a high

rise building 10 feet from the edge of a road. There is even a push to get rid of the greenspace with tree buffers to make it easier for maintenance. Everything we are doing in ZOTA does not encourage safe alternative routes of transportation. While densifying will increase pedestrians, we need to have better development practices to make it safe and comfortable for this increased population to walk, bike and use the bus.

Pg. 49 This study is missing a huge portion of what it means to walk. For one, we have minimum width of sidewalk on major arterial routes. National standards, particularly ADA guidelines, state that these routes should be a minimum of 5 feet wide. Most of our routes are only 4 feet. This should have been noted on its own study. Secondly, I think it should have been noted on a map, where green zones are. This is completely being missed out. The greenspace management plan is being told that complete streets is addressing this, but looking over this plan, I don't even see it mentioned here. So who is taking on the responsibility of how we are greening our corridors, which these entire studies are supposed to encourage better, sustainable, and healthier alternate routes of transportation? A huge proponent of that success is ensuring that these areas are green. I would have loved to have seen a study that showed where vegetation strips were along these routes, where medians were, where trees routes were, etc etc. This would very clearly show not only wealth distribution of green spaces on our corridors (hello Richmond Rd), but also encourage us to be better about how we encourage a better walking and driving experience when we engage green infrastructure.

Pg 50 Most of the biking route pics in this study, focused on town branch, which is a great project, but also, I think it would have been good for this study to showcase other photographs that showed the reality of what bikers go through in this city. Take Nicholasville road, the bikers use the 4 foot sidewalk to transverse (because they are too afraid to bike on the road with the cars), which pedestrians use as well, while loud cars drag race down the road. It's noisy, congested, hot, scary, yuck. This is a reality along a lot of spoke roads, which are often the major routes that people take to get to the university and to work. Most of our existing neighborhoods are so insular. For instance our neighborhood Pensacola park, has only one of its streets go through it (eg Rosemont) all of our other streets, spill out onto Nicholasville road, making our neighborhood highly dependent on that route, there is no way for us to avoid this route.

Pg 51-58 Maybe I overlooked this, but where is the discussion on light rail? You have constituents who have gone out of their way to make full presentations to council and planning staff, you have people asking for this in multiple herald leader op-eds. It was even mentioned multiple times during the group discussions on this topic with MPO, and yet I don't see any mention of it in this document, except to talk about the Passenger Rail, which is more for long travel between Lexington to Cincinnati or Louisville, and less about connecting Jessamine county line to downtown. This seems intentionally not included, and I find that incredibly strange considering there is an entire discussion on here talking about EVs and their impact on the environment, and how what we really need is a dedicated public transportation system. If you don't believe its viable for this city, then a section should be devoted in this study as to why. The study that had come out suggested to use the existing railway lines, has anyone even attempted to reach out to the railways to see if this is possible? (perhaps this is why you had your footnote on page 114 saying a further study needs to be done, but I think that it would be helpful to address light rail in the section mentioned above, as you mention other possible public transportation means, that are also currently not in place.)

Pg. 61. The Safe Systems Approach, is almost completely focused on being car centric, instead of pedestrian. I would have found this to be a more interesting approach, given how this study started in its intro, if the Safe Systems approach were more in the line of say the pedestrian first: "Safer pedestrian routes, Safer Biking routes, Safer People, Slower Vehicles..."

Pg. 63-66. Where is a paragraph on heat island effect? This is a HUGE problem with environmental standards and our busy car routes. I think this study should address this environmental concern.

Pg 71. I think the top two solutions of this are missing some info. 1. It's not that people are just asking to "add more sidewalks" (though there are plenty of places that need to have complete sidewalks) but also that the sidewalks need to be more pedestrian and user friendly routes. I would recommend rewording this to "Improve sidewalk conditions" 2. Crosswalks and intersections, also had a request for medians, which is a safe place to transverse when crossing a very busy road, which would also calm traffic. I would recommend to change this to "Implement, Improve, and make crosswalks/intersections/and medians safer for pedestrian travel." Granted I realize that you had a survey that had very biased responses to choose from, but it's important to understand the nuances behind those responses.

Pg. 73. I agree with this wholeheartedly "Building 35 miles of buffered bike lanes"...I would only request that these are implemented on the main arterial routes.

Pg. 74. Yes to all of this quality of life. Though the survey portion is very confusing. "Top three options people want on a given day: drive, walk, bike?" Do you mean to say "top three travel options people want to use on a given day?"

Pg. 75. You cannot list compact development (which can often mean maxed out FAR) and mixed land use, without addressing open space and green infrastructure. None of this is mentioned in here. Highly recommend adding a section about improving green zones (ala adding trees, refuges, oases, greenery, beautification) along our routes. This is a section about sustainability without any mention of how we are going to achieve zero carbon emissions except to say we hope that people don't drive in their car alone (there is very little control of this from a city standpoint, so in a lot of ways, it's not really a goal.) Would recommend to revise considering this is a page about being sustainability. You also have a misspelling "increase mode share of BICYLING"

I think you all could have done a study on the route school kids take. Which routes do they walk, bike, drive, bus. Elementary, Middle School, Highschool, and College. This is a huge part of our constituents who have to travel with their kids around town.

Lastly, I still find this study to be highly car centric, versus rethinking the car. During the discussion group there was a lot more push onto how we should rethink the car and how we use it (sort of like recycling our plastic, versus reduction in plastic usage); this entire study still felt heavily weighted on the car. I'm concerned about what that means for residential sections that currently live along major routes, and how serious the city really is in regards to sustainability and quality of life for those who live around here.

That is my two cents, really twenty cents. Thank you for your time and continued effort to involve other voices.

Jesse

I was checking out the 2050 MTP, great work!

I noticed in the passenger rail section it mentions the Capitol Limited service, this should be changed to the Cardinal. The Capitol Limited's route is Chicago to DC via Pittsburgh and Cleveland. The Cardinal service is Chicago to New York Via Cincinnati, West Virginia, and DC.

Sorry to be that nitpicky, but I figured I'd let you all know! I love taking the Cardinal whenever I can make it work for my travels!

Thank you,

Joseph C. Edmiston, EIT  
Associate Traffic Engineer  
Traffic Engineering

859.258.3482 office  
lexingtonky.gov

Hello, I am a lifelong Lexingtonian devoted to my great city. I have some recommendations to the Lexington Area Metropolitan Planning Organization. As I am a Lexingtonian for life, my comments will almost exclusively be regarding Lexington.

My Recommendations on the Background Section of the TTCC Proposal:

- \* Point 1 should include pedestrian, and non-motorized parties in the language of safety highlighting Lexington's focus on providing the infrastructure for a variety of transportation methods.
- \* Point 2 should include similar language- safe and reliable transportation is a priority for all not just drivers.
- \* Point 3 Asset Management is about much more than pavement and bridges, although those items are included in assets that need to be managed. Being as Lexington and Jessamine County are unique and Lexington is 10 times the size of Nicholasville, our needs are also considerably different. In Lexington, there is considerably more maintenance work to be kept up in a high working order. Lexingtonians love our great city in part because of our wonderful infrastructure and world-class citizen services. We need to be repairing aging infrastructure aggressively and making improvements that make our city more whole. We turn away urban sprawl and blatant highway expansion/building. Instead, Lexington has fully embraced infill, redevelopment, smart increases in density, smart growth in our corridors and when we decide, outward expansion. More asset management dollars in Lexington should be spent on complete streets, updating aging infrastructure, investing in underfunded neighborhoods. These planning decisions have aided us in becoming a world-class city.
- \* Point 4 Transportation decisions for Lexington should reduce the distance to travel to and from work. Meaning, it should be as easy as possible to work where you live. For example, many of our neighbors in Nicholasville and Jessamine County are unable to find quality jobs in their county, so they must look to Lexington for the kinds of quality jobs they are looking for. Decisions we make about transportation should make it easy to build communities that are whole. We want to make out towns a place we love to live, work, raise a family and play. I think that it should be easier for Jessamine County folks to be able to have the jobs they desire in their own town if they desire to work in their town. Complete streets that are friendly to all travelers are essential not only in Lexington but in Jessamine County too. \*Please note: This is in keeping with Lexington's longstanding commitment of infill and redevelopment which disallows for urban sprawl and instead incentivizes planned growth
- \* Point 7 is a good line item that should be kept, however, non-motorized transportation needs to be included in every consideration of Lexington's transportation decisions.



Sent from my iPhone as of now the train track runs directly through town. Any kind of derailment would be devastating for Nicholasville because of the close proximity to the neighborhoods. Make the train tracks go around town, and then use the existing train tracks for the public transportation from Nicholasville to Lexington. Stops could accommodate workers as well as shoppers.

Hi Hannah -

I was looking over bicycle route plans for the future and didn't see a mention of Mason Headley Road. Do you know if that will happen - especially as the property is developed for the new STEAM location?

Thanks,  
Carolyn Barbera

Please move forward with doing a pilot program

I am a caregiver of a young man with an intellectual developmental disability and is nonverbal. He does not drive.

He depends on caregivers for rides in the community to various activities and employment.

We have not used LexTran buses due to concerns around his vulnerability.

The Micro or RapidTransit program is an on-demand program that would better meet his needs.

If a pilot program could be investigated, I think it would be a good use of tax dollars.

As a taxpayer I see this as an appropriate use of funds

Thank you for consideration of this request.

Respectfully,

Melanie Tyner-Wilson

Christopher, with you as the AICP Director of the Lexington Area Metropolitan Planning Organization, and me as the Vice President and Director of the Garden Meadows (GM) HOA Board of Directors, I was very glad to meet and talk with you yesterday at the North Side Lexington Library during your MPO listening session. I only wish I wasn't told by the city's website the meeting was at the Tates Creek branch with the associated 1 hour wasted time. But very happy we finally met and talked. And pleased Shayla Lynch was able to join us and confirm our strong concerns.

I gave you a copy of my February 9, 2024, email attached. Let me reiterate and add related concerns we have about the current state of Greendale Road (GR) outside of our GM neighborhood.

This road was built many, many decades ago. I posited it may have been built to meet 1950 standards. You noted it was likely built long before that. Since the time it was a country lane surrounded by farmland and horse farms (indeed, the Cromwell Family Cemetery is in our neighborhood), numerous industrial, commercial and residential areas have grown up along GR, such as the large UPS, FedEx, Coca Cola, W.T. Young, Link Belt and KU facilities, and many others, including large 100 plus vehicle semi trailer operations, distribution centers, and warehouses, with many employees. Yet is it still a very narrow, 2 lane, no-to-little shoulder road (with 1+ foot drop offs on the side of the road in some places), with inadequate curbs, gutters and shoulders. All with very heavy, very large truck and other vehicle traffic.

In most places there is no sidewalk or bike path. It is impossible to walk or bike along long stretches of the road. Coupled with the lack of same on the north side of our GM neighborhood along Spurr Road, it is essentially impossible to walk or bike North, South, East or West out of our landlocked GM neighborhood.

There is significant lack of center road striping on GR, lack of adequate lighting, and a blind curve (with no center road striping) near CenterPointe Church just waiting for a serious head on collision to happen, maybe with an 18 wheel or other large truck. This needs to be fixed ASAP before one or more people are seriously injured or killed.

Ball Homes has two new subdivisions going in, one along GR just south of CenterPoint Church and a large Masterson Station expansion, and a second 250+ home one just west of GM, with access to GR through GM via Red Clover. More apartments are being built in Masterson Station just south of GM along GR. The amount of travel will just continue to grow and grow and grow,

The Lexington school district purchased a large parcel of land on GR just south of GM, with plans to build both a grade school and a middle school. Many buses and parents driving students to and from those schools will be added to GR.

Large, new, commercial and industrial construction is under way along Spurr Road just north of GM and at the GR intersection with Spurr Road. Again, the amount of travel will just continue to grow and grow and grow,

Two very large shopping centers are being built at the intersection of Citation Boulevard, which intersects with GR, and Georgetown Road. Many industries have grown up along Citation, including Big Ass Fans, Caterpillar, other trucking facilities, etc. New restaurants, gas stations, etc. have been built, with many more on the way. Lots and lots of new traffic.

With all the past, present and future pending growth on and near GR, I was shocked that under current plans, there are no changes to GR anticipated between Citation Blvd. to Spurr Road until 2035-2039. Worse yet, no changes are anticipated to GR between Leestown Road and Citation Blvd. until 2040-2045. Will it take deaths along GR to move these critical changes forward? I don't ask this question lightly, It could very well happen, any day, or especially at night, due to the poor and inadequate center lane striping and lighting, the blind curve, the heavy, large truck traffic, etc.

I'm sure I've forgotten to mention other issues and problems we're aware of on GR, but time to close.

Thank you for offering to forward this email and our numerous, strong concerns about the poor state of GR to both Lexington and Kentucky engineers who work with the future of our roads in Lexington. Please feel free to forward it to any others, including those who work with funding. And thank you for agreeing to share with me the responses you receive from them.

As we discussed, the lack of complete centerline striping from Leestown Road to Spurr Road, and elimination of the blind curve near CenterPoint Church, need the most prompt attention.

Thank you again for your attention and assistance. Tom

Thomas J. Dostart, JD, CPA  
Vice President and Director  
Garden Meadows HOA  
Board of Directors

Hi Hannah and Team,

Thank you for including me and providing the MTP 2050 information about the future of our transportation system. I reviewed the plan with top 6 goals and initiatives with no additional suggestions.

I did not see a communication plan document for the MTP 2050. It maybe helpful to include the communication plan that aligns with the MTP timelines. It may benefit the customers and help continued support for the work through the 25 years by using push and interactive communication instead of pull.

Currently, local governmental communications and information is pull and dependent on the customer knowing which department is responsible and how to access the information for each department.

Best Regards,  
Dana

Dana M. Stephens

Hello Hannah,

Six things will improve transportation in Lexington. Some of these items will have an immediate impact whereas some are longer term programs and goals.

1. Time the traffic lights to reward those who drive the speed limit with fewer traffic lights on major through fares. Move traffic quicker through Lexington instead of slowing us down. This a change of policy in terms of philosophy, mathematics and monitoring. This will help traffic immediately.
2. New Circle Road improvements. Turn all of New Circle Road into restricted access highway with on/off ramps. This will mean that the northwest corridor is now serviced by access roads, under and over passes. Then give us one or more a route without stoplights from the interstate to NC road. NC road also needs to be widened with 3-4 lanes on both sides of the loop through the full length of the road.
3. All major roads that go in/out of Lexington (Nicholaville, Harrodsburg, Richmond, etc) and around (Man-O-War and Citation) need to be widened to their fullest potential also adding in sidewalks and bike lanes where practical. Some over and underpasses would go along way on fixing Man-O-War plus properly timed traffic lights.
4. True investment in public transit. Give us a bus and train system that works. One that covers the whole city and not just the immediate downtown and UK areas with lines that run continuously from an early hour to late hour and on time. Washington DC has one of the best public transit systems in the nation. Model it after theirs.
5. Replacement of 50% of traffic lights and stop signs with roundabouts in the entire metro area.
6. Education of the commuting public. Education on the importance of taxing (primarily the rich and wealthy companies/corporations) to pay for this and other public programs such as public schools and libraries. Education in terms of better driving habits. Zip merging, driving the speed limit, using turn signals all of the time, knowing your right away and taking it, complete stops at stop signs, no rounding the without stopping or signaling.

I want solutions that will improve the awful traffic in Lexington now and allow for our city to grow to its full potential in terms of arts, culture, education economics, diversity and population. Versus policies that try to suppress the large and growing city that we are.

Brett Evans

The community is better for efforts to enhance bike trails and I applaud those efforts. What I don't hear anything about, even after asking, is what plans, if any, are there for a continuation of the Brighton Trail from Walnut Grove Lane eastward towards Clark County. The old railroad right of way is there and serves as the present completed trail. Many communities in the Southeast have trails that exceed 10 miles. Lexington has none that long although the Legacy Trail is a good trail and will be even better when the underground pass under Leestown Road is completed. Thanks for your efforts. If you have an opportunity to respond to my email I would appreciate your advising me of any plans for the extension of the Brightown Trail as I use it most every day.

Thanks



I received an email asking for some insight into Transportation Insight in Lexington. Two easy and inexpensive repairs come to mind: move the signs that state LANE ENDS that are located on Alumni - one after crossing Chinoe Rd headed toward New Circle and the other LANE ENDS sign on Alumni after crossing over New Circle headed north.

Both of these signs are not located where enough notice is given in order to get over to form one lane. The signs are currently located when the road narrows. It is possible that yesterday's accident on Alumni, across from the Woods subdivision, was due to a driver not allowing another driver to get in the lane. At both locations I see drivers speeding to get in the lane because they didn't know became one.

Thoughts?

Erin Young

Lexington Area Metropolitan Planning Organization  
Attn: Hannah  
Lexington, KY

To All,

Thank you for reaching out to see if I would like to comment on the MPO. I am always interested in new plans and providing input that might help make a good plan better. The report is well done and very thorough for a projected 30-year process. It shows a great deal of thought based on what is projected to happen. I did not see flexible alternatives in case the basis for the plan does not develop as imagined.

A projected population growth for Lexington stated that this city would increase by 20,000 to 30,000, in I believe, the next ten years. Lexington allowed unfettered development and building in anticipation of this growth based solely on an analysis of current trends. I believe when that report first came out the surrounding counties were not expanding as we are currently seeing, especially in Jessamine and Madison counties. If that report did not take into account that other counties might see unexpected growth, then the whole premise of the report is faulty.

Fayette county also has several factors working against the belief that everyone who moves to this area will settle in Lexington. Those factors are:

- The counties in KY are small allowing for people to work in one county yet reside in a less costly area. Depending on where your work location is you can reach another county within 30 to 45 minutes, which can be a similar commute if you work and reside in Lexington.
- The openness of Lexington is disappearing because of the development solely in “anticipation” that people will come. The population growth shown in the MPO shows a downturn in the very populace the city needs to maintain a stable tax based. Instead, there is an increase in the aging populace residents that will not expect to do daily errands on bike or buses.
- Although Lexington calls for “affordable housing” its actions do not support that statement. Lexington school systems raise taxes almost every year, usually close to four percent. Test results are poor with half performing at the barely passing or failing. If parents can pay less and get the same or better education in an adjoining county, why live here with yearly tax increases? Lexington just approved a 31 to 33 percent hike in our water bill, which I believe is the highest or close to the highest cost of water in all of Kentucky. And those increases in utilities never stop. From what I have seen if a utility asks for an increase, it will be granted. Affordable housing can be built but if

the yearly costs prove insurmountable people can easily drive to a cheaper county.

- I interact with people, usually young with children, from the outlying counties. Some have moved away from Lexington because of the “uncontrolled growth”, failing schools, higher taxes, and traffic. You can get the small-town atmosphere that used to be Lexington for a little of your time and spend less. Every county has the same stores that most people want, and Amazon will take care of the rest. Plus, the explosion of housing in Jessamine, Madison, Scott, and Clark offers many opportunities to purchase a house without the worries of yearly school tax increase. Lexington built apartments and high price houses eliminating those affordable homes it now indicates is their goal to have in this city.
- Lexington has developers and real estate personnel on their development boards. They “may” have the best intentions, but the bottom line is if it’s a choice to keep Lexington from turning into a sprawling, ugly city but increases their wealth or doing what is best for the city guess which way they will vote. I look at it as Lexington’s greenspace has been replaced by Greed space.

What does this have to do with the MPO? Improve the travel in this city but be mindful that as the populace continues to morph as reflected in recent reports that bike trails and increased bus service may never be used. Wasting tax dollars.

Another thing that I read in the report is that although biking and using the bus system has decreased there are plans to develop more bike paths and bus improvements. This, based on the idea of all needed services and stores within a 15-to-20-minute trip. Couple that with the aging population and I am not sure how that will ever happen. There are not enough store locations that can ever make that a reality in Lexington. Although people say they want to bike the report indicates that is just not happening. Plus, most people are not going to bike or bus to a store, purchase numerous bags and then haul it back on their bike with their children in tow. The weather alone precludes those types of transportation ever coming close to the safe, temperature-controlled automobile.

Just because people checked they want more bike paths is not a strong indicator that the paths will ever be used. I live in an area with great sidewalks. On any given day I might see eight people walking by my house. I rarely even see people out in their yards. I just don’t see people embracing what they say they want. When I do talk to people about the Legacy Trail opened in the Hamburg area the two biggest concerns were the cyclists zooming by with no notice and possibly being attacked. Whenever I go downtown the total cyclists, I see are negligible to nothing. The cyclists on the roads tend to swing back and forth as they try to climb hills. Couple that with the aging populace and it is a recipe for disaster.

It is unfortunate that the best bypass is the Bluegrass Parkway and the easiest way to get there off the Interstates is thorough Lexington. I really think a great job has been done to keep the semis flowing through this corridor. Perhaps the third lane on Newtown Road will improve traffic flow.

I can no longer believe that Lexington wants to be a green city. I know that the road improvements that have destroyed so many trees are being done by the state. That doesn't mean that Lexington cannot go back and put some of the trees back. I was appalled to see so many big trees removed at the New Circle/Leestown Road construction area. The trees were against the fence line, but now they are gone. Widening New Circle was great but where once there were a few trees and grass is now a wasteland of scraggly weeds. Do you know what it is like to live in that area and realize that the rest of New Circle has trees and green grass, yet this area must be considered a waste site by our government?

I also saw the statement about traffic slowing and pedestrian safety for New Circle between Newtown and Richmond. If a person is jaywalking that person is still getting hit and possibly killed whether the cars are going 25, 35, or 45 mph. Instead of traffic slowing why not find ways to prevent crossing on this road except in designated crosswalks. I do not think this is as big of an issue from Richmond Rd to Man O' War. The roads are comparable in size and speed so it might not be the drivers but the varied populace between those areas. Do not blame the drivers for people who chose not to follow the law. And please do not expect slower traffic when drivers know if they go to the current speed limit, they will get stopped at numerous traffic lights. I use my GPS a lot. There have been numerous times when travel on New Circle in that area has added 3 to 5 minutes to my travel time. Since I run on appointments it is very frustrating to sit at a red light and get stopped at the next light and probably two to three more times traveling that corridor. Speed calming might be proposed but it will not work unless you fix the light sequence or remove some of those lights or just solve the real problem of people trying to cross that street. I just saw that a crosswalk signal has been installed at Elkhorn and Winchester. And if the planners believe that can happen why not install them in New Circle as well instead of trying to slow the cars?

The study also mentioned traffic flow, especially during high traffic times. I get it. But when I just had a three-minute wait to finally turn onto a main road only to be stopped at the very next light I wonder who the evil genius is and is that person laughing as the just freed cars are forced to wait once again. I know it is very hard to keep traffic flowing but there must be ways to make it better.

There is my input. I am concerned that Fayette County will spend a lot of money on road improvements that may need such drastic measures given that there is an aging population growing in Lexington while the wage earners are going to cheaper,

more affordable counties that offer really nice homes and school districts that do not overwhelm them with yearly tax increases.

Sincerely yours,

Lauranne L. Williams

# Lexington Area Metropolitan Planning Organization

## Lexington Area 2050 Metropolitan Transportation Plan

Your Name: Nancy Carpenter

Address: 100 Shady Lane, Lexington, KY 40503

The Lexington Area Metropolitan Planning Organization (MPO) is accepting comments regarding the Lexington Area 2050 Metropolitan Transportation Plan (MTP). The MTP describes the transportation needs for the Lexington Metropolitan area until the year 2050 and identifies priority projects to meet those needs.

Comments regarding the MTP will be accepted through 5 p.m.

April 15, 2024 to be included as part of **the** official record. All comments will be presented to the MPO Policy Committee and given full consideration **prior** to adoption. You may return this form by mailing it to 101 E. Vine Street - Suite 700 Lexington, KY 40507, faxing it to 859-258-3163, or emailing us at [lexareampo@lexingtonky.gov](mailto:lexareampo@lexingtonky.gov). **Thank you for your participation.**

General Comments, Concerns, or Suggestions:

Two suggestions/concerns:

1. Please include a microtransit feasibility study in 2025 and to include it in the 25 year plan. Both our aging population and people with disabilities need affordable, reliable microtransit. Microtransit offers a more expansive schedule than Wheels and serves everyone. If we don't include microtransit in the plan, we lose out on federal dollars.
2. I have not yet seen a good plan for Nicholasville Road. We live on a narrow street off Nicholasville and our street - like many others in the neighborhood - has become a detour for people who want to avoid Nicholasville. I want to avoid Nicholasville as well, but we also bear the brunt of speeding cars and dangerous driving. Plus the focus on infill along major thoroughfares such as Nicholasville is just encouraging this and having a very negative effect on existing neighborhoods. We need to preserve neighborhoods, not damage them.

## MTP Comments

Clark 4-15-2024

**Recommend:**

Accelerate all **Versailles Rd modernizing projects inside New Circle** to construction phase in 2030-34, by first augmenting Frankfort's design allocations so as to complete right-of-way and utility preliminaries by 2029.

The [state biennial roads budget](#) (see pp 68-73) just allocated \$1.5M from the National Highways fund for the **design** work to modernize most of Versailles/W. High inside New Circle to Oliver Lewis Way. This makes giving high priority to these projects possible:

<b>Project:</b>	<b>Scope:</b>	<b>State Allocation:</b>	<b>SHIFT-points:</b>
80306	Viley Road (near New Circle) to Oxford Circle	\$500,000 in FY 2025	54.59
80312	Oxford Circle to Red Mile/ Forbes Road	\$610,000 in FY 2026	50.97
80311	Red Mile/ Forbes Road to Porter Place (near Angliana)	\$390,000 in FY 2026	50.63
Sadly, it appears Porter Place to Oliver Lewis Way did not win a major federal award.			49.06
As MTP project FAY-046, it is not planned till 2040-44.			

With **design** funded by FY 2026, the TPC should accelerate **construction** of the Versailles improvements in two phases:

A) Plan to complete **right-of-way** and **utility** phases immediately following design, within the 2025-2029 period, using SLX funds, other sources, or a subsequent 2026-29 state allocation. It is critical that acquisition of right-of-way begin as soon as possible; it will be challenging. It costs more time than money.

B) Plan **construction** for the period 2030-34. Improvements include full bike-ped and transit facilities; improved medians and access control for safety; curbs, gutters and storm drains— all on an updated “Complete Streets” model.

The Versailles Road modernizing projects— all four road segments— scored high in the [SHIFT ratings](#). In fact, they scored higher, at 49-54 points (see right-hand column below), than half the projects that got a 20-point boost.

**Six good reasons to accelerate Versailles Road improvements:**

1. By the numbers, Versailles improvements scored high in merit during the SHIFT ratings.
2. Versailles Rd work is long overdue, with a Corridor Study and Small Area Plan adopted in 2015.
3. Roadway planning & development is rapidly being outpaced by the development of library, multi-family housing, health, and school facilities that the roadway improvements are to serve.
4. By every measure, Versailles Rd shows inequity and under-investment (MTP pp 91-96). Vehicles per household are perhaps half the local average of 1.75; alternate modes of transportation are important. Families with children are going along the road edge.
5. Versailles Road is the **arterial corridor to connect intersecting cross-routes**: the accelerated “Campus to Commons” **Red Mile and Virginia** segments prioritized for 2025-29 that serve major employment, health and education centers, with **Forbes** planned for 2030-34. Versailles cross-routes **Parkers Mill, Alexandria** and **Mason Headley** have major improvements on the horizon too, for access to Cardinal North Park, schools and housing development. **Town Branch Trail** is now nearing completion to connect to downtown commerce and tourism.
6. Versailles Road is a major freight route, and freight tonnage is expected to double in the coming years. Better roadway design will improve safety for all who share this road.



**Recommend:**

Add a Priority Project to the MTP for **safety and intersection improvements on Broadway/ Paris Pike north of the interstate to Kingston Road.**

Interstate access ramps do not function effectively. Traffic and turning movements are poorly controlled at the Old Paris, Parkside and Rogers intersections. No safe pedestrian crossing is possible. Lextran and school buses will need access into the two housing sites recently approved. Sidewalks and shared-use path are proposed at the edge of the right of way; the road is designed with rolled shoulder, swales, and traditional native trees and landscaping, and so the shared-use path would better be set in an access easement along the 30' water easement, which offers distance and shelter from the road edge (the water easement runs from 2200 Old Paris boundary till it crosses the Pike to run along Kingston Road). The Ky Heritage Council and the Paris Pike Corridor Commission should be consulted in any design modifications in the road.

**Recommend:** Glad to see all 3 of the following a relatively high priority. Enhance the biking safety.

**Red Mile Road (Project Fay-178):** Special handling! Red Mile design has the unique good fortune of having enormous right of way width. **The road was built decades ago to span only HALF the width of the right-of-way acquired** (the side along the racetrack). This right-of-way is a precious public resource, room to grow. In a student area, it should begin with **shared use paths on both sides.**

If **Versailles/High** is improved, the Red Mile conduit may become more useful. If **Forbes** is improved, the Red Mile route may become an avenue to the University area from the Meadowthorpe and Citation area expansion. One tends to think that the **Scott St Connector**, final phase of the Newtown Pike extension, will pick up the traffic for which Red Mile was planned, a little farther to the north, to pipe directly to the UK parking garage. But is it worth the money and the disruption? Not today, surely. The **Red Mile Development** was planned for a mixed-use community with some dense housing, variety of entertainment; most of trackside seating was removed, it's now a giant betting barn. What kind of traffic does it get? less event-traffic-jams, more constant?

I'd move very carefully on innovations to Red Mile. Yes, multimodal is a prime object. Make it as good as it can be. Red Mile is probably our best example today of Transit-Oriented Development. Many walk and bike and ride the bus daily to work and school. The city has allowed some near-industrial development: heavy machinery. We should rather be making the most of multi-family opportunity there, relatively close in. Don't skimp on bus turnouts; a bus that stops in the road is forcing cyclists into traffic to go around it. I can't see doing a road diet.

**Virginia Ave (Project Fay-179):** very high priority. Unsafe and scary. Poor visibility, some uncontrolled turns. Major housing increase, foot traffic.

**Waller (Project Fay-202):** also high priority, very mixed demography. Waller needs shared use paths, not just sidewalks; many students and apartment dwellers, not wealthy, are cycling. Distances to key destinations are possible on a bike, but too long to walk.

**Recommend:**

p. 114, Corridor or Modal Studies:

Transportation revenues should not be used to fund studies to be adopted into the comprehensive plan of Lexington-Fayette as small area or corridor plans. We need the funds for transportation alone! The comprehensive plan and its amendments are used to guide land-use decisions such as re-zonings and amendments to the text of the zoning ordinance. Corridor plans adopted as comprehensive planning have the unfortunate consequence of urging intensification of land use **in advance** of the requisite public facilities to serve the new use. We are seeing up-zonings on the basis of a wholly illusory transit-oriented development, when the express policy of the state transportation cabinet is to fund and develop roadways and transportation facilities on the basis of existing, demonstrated need or hazard, not a mere aspiration or projection. But the apartment or retail developer must furnish parking enough for the first tenant and the first day, not the happy arrival of a viable bus route in the tenth year.

At least put a moratorium on funding further studies for this purpose until we can see the larger outcome of the Nicholasville Rd studies. While the conceptual "Imagine" established a justification for certain zone changes, we are still awaiting the subsequent "Feasibility Study" to reckon what transportation improvements are warranted: bus rapid transit? innovative intersections? This study is, again, conceptual and contingent, with three scenarios. If the land develops in one way, certain improvements may be warranted; if it develops differently, then others or none.

A comp plan (or its amendments) is supposed to offer "proposals for the most appropriate, economic, desirable and feasible pattern/s... as far into the future as is reasonable to foresee." (KRS 100.187). The axioms of the Planning Division and those of the Transportation Cabinet are fundamentally at variance. Save the transportation revenues for the necessary groundwork for transportation improvements.

## 2050 MTP Comments Summary

### Public Transit

There were multiple comments received about public transit. Most comments received were expressing a desire for expanded investment into the transit system. Several comments requested a feasibility study or pilot program with ADA paratransit demand response service. In addition, a light rail network connecting Lexington and Nicholasville was brought up multiple times, sometimes in place of transit recommendations. Some other comment(s) include:

- Would like to consideration of In Motion Charging (IMC) and Dual-Mode Battery Trolleybuses (DMBT) instead of Battery-Electric Buses (BEBs).

### Major Arterials

Multiple comments focused on the major arterial roads in Lexington and discussed possible improvements. There were a couple of comments requesting that the arterials are widened to improve capacity and traffic flow. In addition, the greening of major corridors and infrastructure along these routes was mentioned as a quality of life and environmental improvements.

### Congestion management

Congestion throughout Lexington was a complaint that was raised often. Nicholasville Road was brought up as the biggest issue, with a couple of comments suggesting improvements or wanting to see planned improvements sooner. New Circle Road was also mentioned as another location for expanded capacity.

- Would like to see dedicated bus lanes in Lexington.
- Would like to see Imagine Nicholasville Road implemented.
- Time traffic lights on major though fares to make traffic quicker instead of slower.
- Replacement of 50% of traffic lights and stop signs with roundabouts in the entire metro area.

### Bike and Pedestrian

Bike and Pedestrian infrastructure was one of the most commented on topics. Several comments were supporting or asking about specific projects. There were multiple comments that expressed an interest in making sure there was bike and pedestrian infrastructure along all major routes. In addition, there were comments expressing support for implementing complete streets principals in new projects.

- Expansion of Brighton Trail from Walnut Grove Lane eastward towards Clark County.
- Plans for Mason Headley Road?
- Would like more language on travel mode graph about possible impediments to limit negative anti-pedestrian narrative.
- More bike/ped infrastructure along arterials

## Miscellaneous

- Greendale Road safety concerns – road is very narrow with no-to-little shoulder and inadequate or nonexistent infrastructure. There are lots and lots of new traffic which causes residents to feel unsafe. Would like the planned improvements to be moved sooner in the plan.
- Relocate lane ending signs on Alumni to give drivers more notice.
- More asset management/ management dollars in Lexington
- Offer education for better driving habits
- Include communication plan for MTP 2050 to help residents track progress and support the continued progress on the plan.