

Public Comment for Nov 9th meeting.

For agenda item #5. Baseline and Target Setting for Performance Measures for the Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update

Goal 1
Objective A
Number of fatalities

The Target has a higher count of fatalities. I recommend it be significantly lower.

Goal 1
Objective B
Number of non-motorized fatalities and serious injuries

The Target is the same. I recommend it be significantly lower, by at least 25% under baseline. We must try to reduce these preventable deaths and injuries.

Goal 2
Objective A
Number of miles of pedestrian facilities along a transit route.

The increase here is too modest compared to what other cities, MPOs, and states are doing now. Some are increasing the protected (not just paint) bike facilities by 50, 100, 200 percent over the next few years. That should be our goal too for the safety of riders and sustainability of transportation.

Goal 2
Objective B
Prioritize roadway projects that enhance existing infrastructure operations and support connection to other modes.

There are no measure here but there should be. How about 'Percent of bike facilities that meet the FHWA preferred bicycle facility type recommendations from the KYTC Complete Streets, Roads, and Highways Manual". I imagine the baseline is 1% or less, and a 4 year target could be 20% and 2050 target 75%.

Goal 2
Objective E

Annual hours of peak hour excessive delay per capita within urbanized area (CMAQ)

Research shows that exhaust from idling vehicles is only a polluting at a fraction of the rate as it was 10, 20, 30 years ago when this was a bigger concern. Moderate delays for cars/trucks should not be a factor that incentivized road expansion, which is costly, unsustainable, incentivizes more driving, and increases climate change effects. The Target should be much higher, or the goal removed or reworded.

Goal 2

Objective E

Ratio of electric and hybrid vehicles to combustion engine vehicles in the fleet mix.

The 2 year target here is essentially the same as the baseline at 1.5%. With incentives from the USDOT and increase in EV models available, we should be more aggressive to increase the transition to electric vehicles. I recommend 10-15% target.

Goal 3

Objective A

All 3 of these equity measures should have a much higher Target. The 2050 Target you have it that transit plus biking plus walking will only be 5% of all travel, with 95% done by private vehicles. This target sum should be 20-30%, and the 4 year target 10-20%.

Goal 4

Objective A

Each of these level of travel time measures should be rethought, as reducing these times only induces further spending on road expansion and future maintenance, at the expense of alternate modes of transportation than personal vehicles. If you must measure level of travel time for cars, also add measures for transit on interstates and non-interstates, and biking and walking on non-interstates. These modes also increase economic growth, in some cases like biking in dense corridors more than by car. Yes the other objectives speak to this, but not in the same way.

Goal 5

Objective A and B

See comment for Goal 4, Objective A. Applies to these as well.

Goal 5

Objective C

Please be more aggressive at reducing the targets.

Goal 7
Objective B

How is the baseline of 91 miles of 'bicycle facilities' calculated? Does it include sharrows on wide road where drivers drive at 35mph or faster? Or painted bike lanes that are 2 feet wide and along a gutter and on a 45mph road? Recommend a second measure "Miles of bike facilities that meet the FHWA preferred bicycle facility type recommendations from the KYTC Complete Streets, Roads, and Highways Manual" with a target of increasing by 400% in 4 years and 1600% by 2050

Goal 7
Objective C

See comments on Goal 2 Objective A

Goal 7
Objective D
New Measures

Add a measure to track shared bike, e-bike, and scooter usage. Shared scooter and bike usage data can come directly from public agencies permitting these services (eg Louisville Metro) based on Mobility Data Specification data obtained as a condition of operation.

Add a measure to track private bike, e-bike, and scooter usage and ownership to offset car trips.

Goal 9
Objective A
New Measures

Include the same measures for bike lanes, shared use paths, and sidewalks.

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