

*Public feedback to be read at the February 26 TPC Meeting:*

Given how these 3 projects have a stated goal of improving safety and reducing injury and crashes, I would like to see how they each align to the requirements set forth in KIPDA's, KYTC's, and Metro's Complete Streets Policies. Based on their large budgets, it seems using 5% of the budgets to support infrastructure for people using transit, walking, or biking would be beneficial to the safety of many road users and taxpayers.

Projects:

1. \$23 million to add one lane to English Station Road (KIPDA ID #188)
2. \$31 million to add one lane to KY 864 (KIPDA ID #1879)
3. \$12 million to improve US42 in Prospect (KIPDA ID #230)

Complete Streets Policy Links:

1. [KIPDA Complete Streets Policy](#)
2. [KYTC Complete Streets Policy](#)
3. [Louisville Metro's Complete Streets Ordinance](#)

Thank you,

Michael Schnuerle  
Streets for People, Board Officer  
Highlands-Douglass Neighborhood Association, President

Hi Michael,

I appreciate the comments. I will definitely read them at next week's TPC meeting. I wanted to provide some context and explanation. KIPDA's Complete Streets Policy was first adopted on August 25, 2022. It states the following on Page 3, "All projects selected for their first commitment of MPO-dedicated federal funding starting with the 2022 Call for Projects shall adhere to this policy and are required to follow the Complete Streets Policy requirements and implementation process as detailed below. Projects approved for MPO-dedicated federal funding prior to 2022 should consider complying with the Complete Streets Policy where possible and are requested to provide related information during Quarterly Reviews, as required by the Project Management Guidebook." KY 864 (KIPDA ID 1879) and English Station Road (KIPDA ID 188) both pre-date KIPDA's Complete Streets Policy and are grandfathered in.

However, both of these projects (unless recent design adjustments have been made that I am unaware of) do plan to include sidewalk improvements/additions. Both projects do have contextual complete streets elements that would likely make the projects eligible anyways. KYTC's own complete streets efforts have been a point of emphasis in the last few years and are often reflected in their more recent project designs. The opening of the Old Henry Road project east of I-265 is a good example.

US 42 (KIPDA ID 230) is new enough to be required to adhere to KIPDA's complete streets policy. A preferred design alternative has not yet been officially selected to our knowledge, but KYTC's alternative design options do include sidewalk upgrades and additions where necessary within the project limits. These projects were deemed eligible under KIPDA's Complete Streets Policy as a part of the 2022 KIPDA Call for Projects.

These projects do intend to improve safety, but they also have other benefits that connect to the goals and objectives of KIPDA's long range plan, [Connecting Kentuckiana 2050](#). These projects are indeed expensive. Construction costs for transportation projects have skyrocketed in the post-COVID era of hyper-inflation.

Hope that provides some clarity to your comments.

Thanks again for submitting the comments. Have a great weekend

**GREG BURRESS**

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[kipda.org/transportation](http://kipda.org/transportation)

[kipda.org](http://kipda.org)

Thank you for that info and background Greg!

It would be good to mention how these projects meet the complete streets policies for KIPDA. Maybe this is made clear on the project pages, I'm not sure.

Do the KYTC or Metro policies come into play on these projects?

There is also the spirit of the policy and the letter of the policy. Some of these may include widening to more lanes, which of course makes crossing by foot or bike inherently less safe with increased crossing distances and faster driving speeds with the extra width.

Is there anything your policy that recommends a certain percent of funding goes to complete streets work or projects? It seems that 99% of project and work within projects is for cars.

Thanks,  
Michael S

Michael,

We typically state in the summary documents to the public whether or not a project meets our Complete Streets Policy requirements as well as the project description and a list of complete streets elements to be considered during the design of the project (see screenshots attached that show the application for South Madison Avenue during the last Call for Projects). But perhaps we can find a way to better connect that information within the project pages.

KYTC's [complete streets policy and manual](#) (updated in 2022) is intended to support planners and engineers throughout the state. The policy states that “All agencies, including both KYTC and local partners, associated with transportation planning, design, construction, and maintenance activities on state-maintained rights-of-way have a responsibility to consider Complete Streets as a tool to implement safe transportation choice to people of all ages, abilities, and socio-economic statuses holistically throughout the transportation network. Local Public Agency (LPA) transportation activities on rights-of-way that are not state-maintained are also highly encouraged to consider Complete Streets as an important part of the transportation network.” Metro also has their own [Complete Streets Policy/manual](#) as well as a [Complete Streets Coalition](#) that is intended to ensure Metro projects utilizing public funding “meet or exceed design guidelines outlined in Louisville’s Complete Streets Design Guide.” Metro’s policies apply strictly within the right-of-way they own. They may have something to add on Thursday. I expect representatives of both will be at TPC on Thursday. All of these different complete streets policies emphasize context-sensitive design. Considerations for cars, freight, transit, bicycles, and pedestrians will be different for a suburban arterial compared to a downtown collector, for example.

There is no funding quota for complete streets projects; however, every new project must either qualify as a complete streets project or be granted one of the seven exemptions listed in Section 6 of the policy. The majority of KIPDA funded projects programmed from FY2017 – FY2029 are actually either roadway projects with bike/ped elements, transit projects, a program for vanpooling, a program for bike education/safety training, a program for air quality improvement, or exclusively bike/ped projects! Only 20% of project phases programmed are roadway-only projects, and only 38% of the total funds programmed over that period go toward roadway-only projects. As you can see from the percentage discrepancy, these projects do tend to be more expensive on average than other MPO-dedicated projects and that can skew the total.

Appreciate the feedback and the discussion!