

**OWENSBORO-DAVIESS COUNTY
METROPOLITAN PLANNING ORGANIZATION**

METROPOLITAN TRANSPORTATION PLAN

FY 2026-2050



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 - May 15, 2025 | 2:00 PM – 7:00 PM
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 - May 27, 2025 | 4:00 PM – 7:00 PM
Daviess County Public Library, 2020 Frederica St., Owensboro

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Prepared by



<https://gradd.com/local-government/transportation/owensboro-daviess-county-mpo/>

This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration, Federal Highway Administration, Kentucky Transportation Cabinet, City of Owensboro, Kentucky, and Daviess County, Kentucky. This financial assistance notwithstanding, the contents of this report do not reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Owensboro-Daviess County Metropolitan Planning Organization, based upon project information submitted by sponsoring agencies.

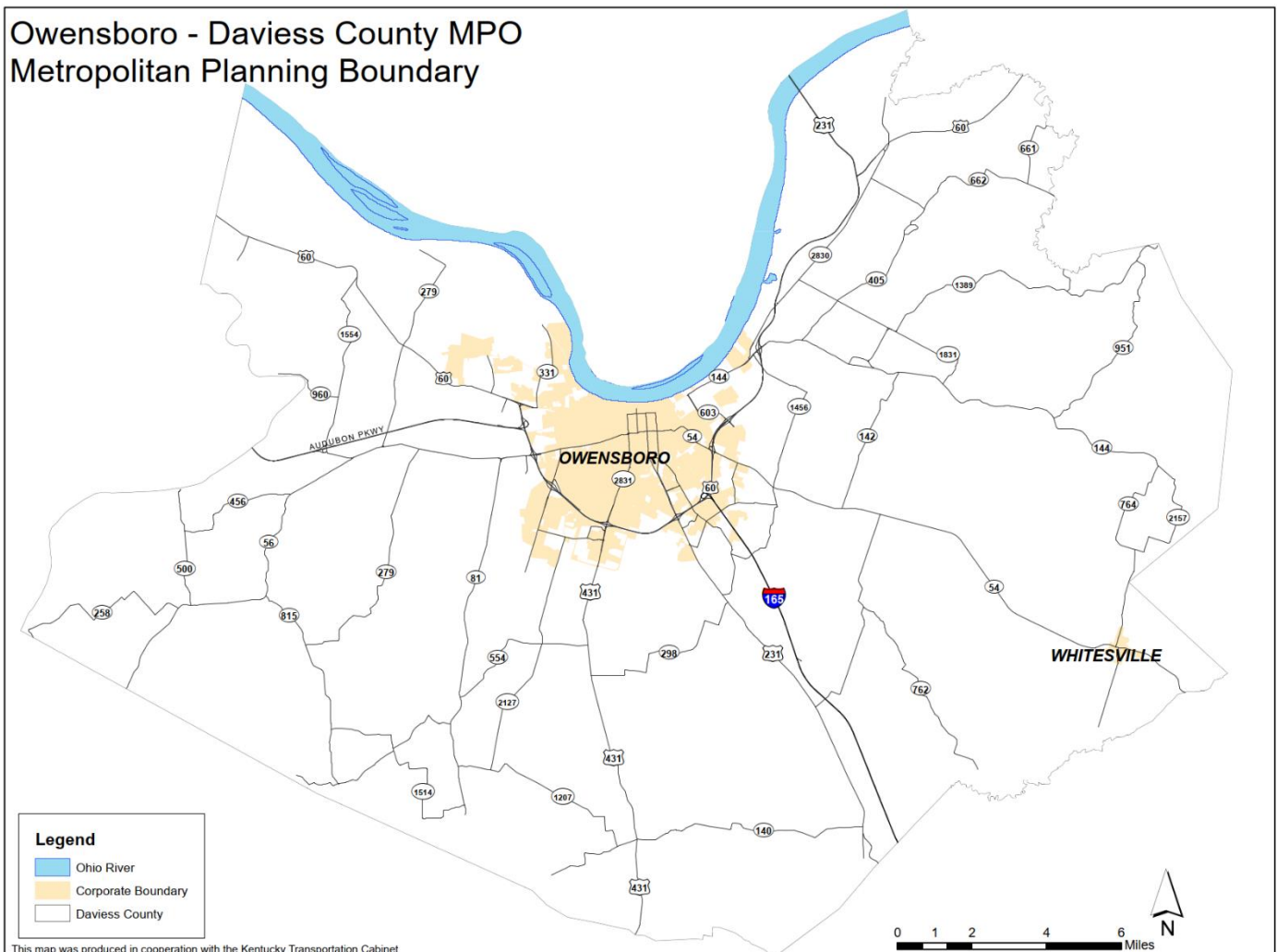
I. INTRODUCTION

ABOUT THE MPO

The Federal Highway Act of 1962 requires all urbanized areas of 50,000 people or more to form an MPO to create a comprehensive urban transportation planning process for the region. The MPO is responsible for transportation planning activities that lead to the expenditure of federal surface transportation funds within the designated MPO planning area. The Owensboro-Daviess County MPO conducts the urban transportation planning process for the Owensboro-Daviess County area and comprises the City of Owensboro and Daviess County, Ky. The Green River Area Development District (GRADD) is the designated staff agency for the MPO.

The Owensboro-Daviess County MPO is made up of a Policy Committee and a Technical Advisory Committee (TAC). The Policy Committee sets policies for the MPO and has the final decision-making responsibilities for transportation planning and programming issues. The MPO's TAC provides guidance for the technical aspects of the MPO's work. The TAC is made up of planners, engineers, economic development leaders and emergency response leaders of the jurisdictions and agencies comprising the MPO. The TAC guides the development of the MTP and the projects included in the plan. The TAC will make a recommendation to the Policy Committee, which will provide final approval of the MTP. The membership of the TAC and Policy Committee can be found on Page 47.

Owensboro - Daviess County MPO Metropolitan Planning Boundary



ABOUT THE MTP

The Owensboro-Daviess County Metropolitan Transportation Plan (MTP) is the cornerstone document of the metropolitan transportation planning process. Transportation legislation lists the development and maintenance of the MTP as a core function of a Metropolitan Planning Organization (MPO). The legislation directs the MPOs to develop and update a multimodal MTP for the metropolitan area covering a planning horizon of at least 20 years. The MTP works to present a focused approach for regional transportation planning. It defines goals and objectives for the development of the transportation policies, projects and solutions.

Components of the MTP include identification of existing regional transportation issues, projections of future transportation demand for regional transportation systems and long-term, fiscally constrained transportation planning strategies through 2050. Projects are analyzed and prioritized based on reasonably available funding estimates.

Metropolitan Planning Process

Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas. It explores connections between mobility, multimodal transportation systems, land use and safety. It includes a demographic analysis of the metropolitan planning area, as well as travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility needs.

The Federal-Aid Highway Act of 1962, and those that have followed, encouraged a Continuing, Cooperative and Comprehensive (3C) transportation planning process. This process is conducted between MPOs, states and public transit providers in these urban areas. The MTP incorporates the 3C planning process through:

- Evaluating all transportation modes (Comprehensive);
- Coordinating with local, state and federal agencies as well as individuals (Cooperative); and
- Anticipating future needs (Continuing).

In addition to conducting the 3C planning process and maintaining the MTP, MPOs are responsible for carrying out additional provisions of the current federal transportation legislation. These responsibilities include regional transportation planning involving the public, project selection, alternative evaluation within the planning area, soliciting, prioritizing, and developing a Transportation Improvement Program (TIP), developing an annual Unified Planning Work Program (UPWP) and developing a Public Participation Plan (PP).

Project Development

Transportation projects can originate from a variety of sources including public input, elected official input and technical analysis. All identified projects must be adopted into the MPO's MTP prior to being included in the TIP.

The MPO Policy Committee identifies projects that serve to implement the MTP; each project is evaluated and ranked through the MPO's MTP prioritization process. This prioritization process is based on the MPO's goals and objectives. The goals and objectives of the MPO are based on the 10 federal planning factors and issues of local importance.

The MTP is prepared in accordance with the Participation Plan of the Owensboro-Daviess County MPO. It requires that the MPO develop and use a public participation process that provides reasonable opportunities for interested parties to comment on the MTP, TIP and other planning documents and activities within the MPO (refer to the MPO's Participation Plan at <https://gradd.com/wp-content/uploads/2023/11/Participation-plan-2023-FINAL.pdf> for more information). Public comment on this document can be found beginning on Page 49.

The 3C Approach

C ONTINUING

Planning must be an ongoing activity and should address short-term needs as well as a long-term vision for the region.

C OOPERATIVE

The Process must involve a diverse group of stakeholders and interested parties through the Participation Process.

C OMPREHENSIVE

The Process must cover all surface transportation modes and be consistent with local and regional land use and economic development plans.

MTP Approval

The MPO's Technical Advisory Committee reviews the MTP and recommends its approval to the Policy Committee. The MTP is then adopted through a vote of the Policy Committee. A resolution of adoption of the 2050 MTP can be found on Page 50. The MTP is submitted to the Kentucky Transportation Cabinet (KYTC), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) for their review regarding compliance with federal requirements. The MTP is updated every five years and may be amended or modified as required for project programming.

MTP Amendment

Amendments to the MTP are major revisions that include adding or deleting a significant project or major changes to a project (including design concept and scope). Amendments require public review and re-demonstration of fiscal constraint. The notification process for public and stakeholder input for MTP Amendments are outlined in the MPO Participation Plan.

MTP Administrative Modification

Minor changes to phasing, costs, funding sources or estimated project dates within the MTP may be completed as Administrative Modifications per the MPO Participation Plan. Project types listed in Grouped Projects may be added by Administrative Modification. A list of the Grouped Projects may be found on Page 48.

FEDERAL PLANNING FACTORS

As required by federal law, the MPO must prepare and update a Metropolitan Transportation Plan (MTP) for the transportation planning area. Aside from ensuring that the metropolitan transportation planning process is a 3-C process, the MTP must consider and implement projects, strategies, and services that will address 10 Federal Planning Factors:

1. Support the economic vitality of the United States, the states, nonmetropolitan areas and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
10. Enhance travel and tourism.

LIVABILITY

Livability in transportation is defined as connecting the quality, location and modal composition of transportation facilities to broaden opportunities such as access to good jobs, affordable housing, quality schools and safe streets. This includes addressing road safety and capacity issues through better planning and design, maximizing and expanding new technologies such as Intelligent Transportation Systems (ITS) and using travel demand management approaches to system planning and operations. It also includes developing high quality public transportation to foster an overall community design and public/private investments, which offer residents and workers the full range of transportation choices. Additionally, it involves fully integrating the modal pieces — bikeways, pedestrian facilities,

transit services and roadways — into a truly intermodal, interconnected system.

In 2009, the U.S. Department of Transportation, U.S. Department of Housing and Urban Development, and the U.S. Environmental Protection Agency created six “Livability Principles.” They were adopted to help the agencies guide the allocation of funds to communities that manage their financial and physical resources in a manner that creates a dynamic environment that is efficient in its function, livable for its residents, enduring in its viability and results in a sense of well-being of its citizens.

Federal Livability Principals

Provide more transportation choices

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality and promote public health.

Promote equitable, affordable housing

Expand location and energy efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

Enhance economic competitiveness

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

Support existing communities

Target federal funding toward existing communities through strategies such as transit-oriented, mixed-use development and land recycling to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

Coordinate policies and leverage investment

Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Value communities and neighborhoods

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

OUR GOALS

In addition to these federal planning factors, the Owensboro-Daviess County MPO has adopted its own set of goals to help guide it in setting priorities as it manages transportation development in the community.

Promote Transportation Safety

Reduce the number and severity of traffic accidents by improving existing and potential high-crash locations

Improve substandard roadway geometrics where necessary

Support and/or undertake public education programs to emphasize safety and promote safe driving practices

Provide improved conditions to enhance emergency services

Preserve Existing Transportation Facilities and Systems

Consider costs and benefits of improvements in the MPO planning process

Emphasize reconstruction and upgrades to existing highway systems

Apply access management principles to aid in preserving the existing highway network

Identify and implement minor construction and traffic operational improvements to improve traffic flow and safety

Provide an Efficient Transportation System

Reduce traffic congestion and improve travel times in the region

Plan for both existing and future travel demand

Promote cost efficiency in the implementation and/or operation of transportation facilities and/or improvements

Encourage the implementation of access management policies to improve the overall efficiency of the transportation system

Improve the overall capacity of the highway network

Enhance Connections between Transportation Systems

Provide for frequent and convenient transfer between all modes of transportation

Where justified, provide new highway connections to provide improved access and mobility for the overall transportation system in the area

Promote improved access to intermodal transportation facilities

**Support Community Development
and Economic Growth**

Provide transportation service for areas of new growth and potential development

Provide transportation service to aid in preserving existing communities and developments

Where possible, provide transportation improvements to areas experiencing economic decline

**Increase Access and Mobility
for the Movement of Freight**

Provide new or improved transportation options and/or connections for economic centers that depend on freight

**Promote the Security of the
Transportation System**

Increase the utilization of ITS to enhance the security, safety and efficiency of the transportation network

**Enhance Alternatives to Traditional
Automobile/Highway Travel**

Where possible and warranted, encourage the incorporation of bicycle/pedestrian facilities into major improvement projects

Promote programs encouraging the use of alternative transportation systems, such as walking trails and bicycle paths

II. SOCIOECONOMICS

POPULATION

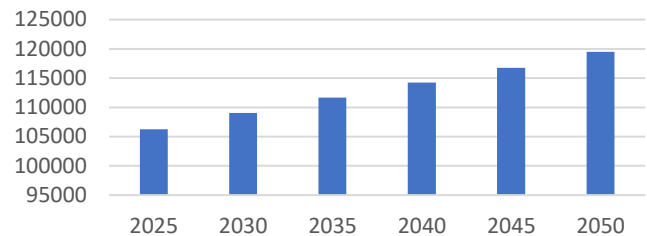
The Owensboro-Daviess County MPO area is growing and is projected to continue to grow through 2050. The 2020 Decennial Census established the county as having a population of 103,312, up from 96,656 in the 2010 Census, an increase of 6.9%. The most recent American Community Survey data available (2023) estimates the county's population to be 103,458.

The Kentucky State Data Center at the University of Louisville projects that by 2050, Daviess County will be home to 119,504 people, an increase of 15.7 percent from 2020. The MPO area is defying the general graying of America, as its median age dropped by nearly two years — from 39.9 to 38.2 — from 2010 to 2023.

The greatest growth by age group over the 13 years addressed is in the 65+ range, which could be considered to cover up to 35 years of driving eligibility. The greatest growth in a 10-year demographic group was in the 25-34 category.

A look at population projections from the Kentucky State Data Center suggests the growth in the MPO may come at the expense of surrounding counties as all the other Green River Area Development District counties except Hancock are projected to see a decrease in population by 2050. The other six GRADD counties are projected to lose a combined 15,855 residents, while the MPO area is projected to grow by 16,192 to 119,504 in 2050.

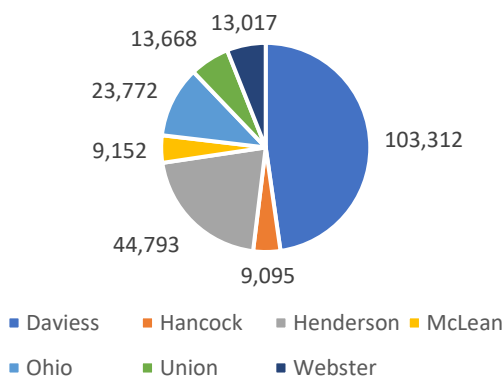
Projected MPO Population



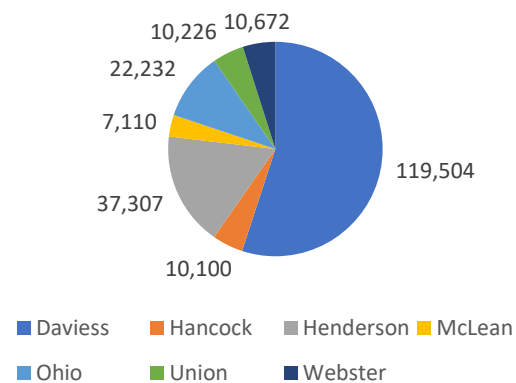
MPO Population Change 2010-2023

Age Group	2010	2023	Change
Under 5	6,483	5,948	(535)
5-9	5,999	6,990	991
10-14	7,064	7,164	100
15-19	6,677	6,586	(91)
20-24	5,092	6,667	765
25-29	5,709	6,122	413
30-34	5,709	7,792	2,083
35-39	5,032	6,776	1,744
40-44	7,064	5,873	(1,191)
45-49	7,354	5,512	(1,842)
50-54	7,451	5,897	(1,554)
55-59	6,096	6,770	674
60-64	6,096	6,359	263
65-69	4,258	6,010	1,752
70-74	3,000	5,061	2,061
75-79	2,806	3,311	505
80-84	2,226	2,209	(17)
85+	1,838	2,411	573

Regional Population (2020)

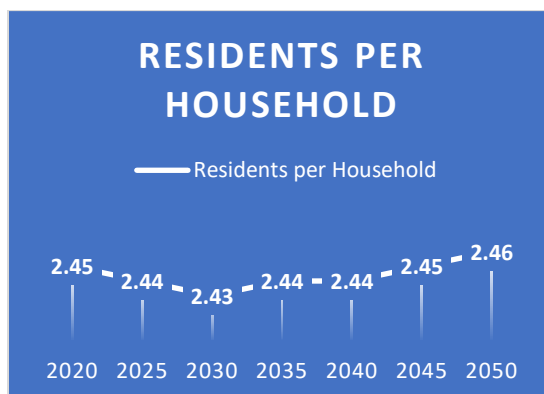
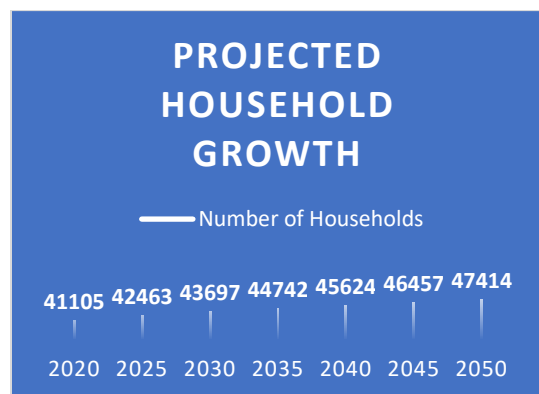


Regional Population (2050)



HOUSEHOLDS

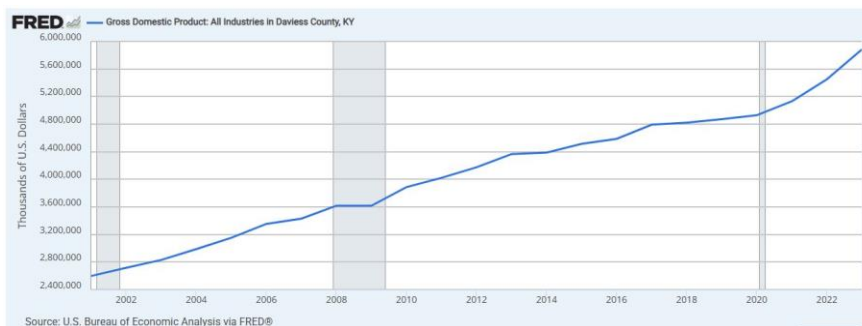
The number of households and average number of people living within a household also contributes to an area's travel demand. Higher numbers of households and larger household sizes increase trips, thus influencing the travel demand. The Kentucky State Data Center at the University of Louisville projects the MPO population to grow over the next 25 years, so it should come as no surprise that the number of households is projected to increase as well. The size of each household – the average number of residents, is projected to remain steady over the next 25 years.



ECONOMY

Infrastructure demands are largely driven by socioeconomic factors. A healthy economy cannot survive without efficient, reliable and accessible infrastructure. Both economic and social benefits and opportunities are the result of a reliable and efficient transportation system. Better access is provided to businesses, employment, education and other destinations, thus improving the local economy. An unreliable transportation system can cause the loss of development opportunities, growth and can reduce the quality of life. According to 2023 data from the U.S. Census Bureau, Daviess County's median household income was \$61,922, just a shade above the state average of \$61,118. According to that same 2023 data, the Census estimated 16.2 percent of Daviess County residents are living in poverty.

According to the Federal Reserve, Daviess County's Gross Domestic Product was \$5.8 billion in 2022, the most recent year for which data is available.



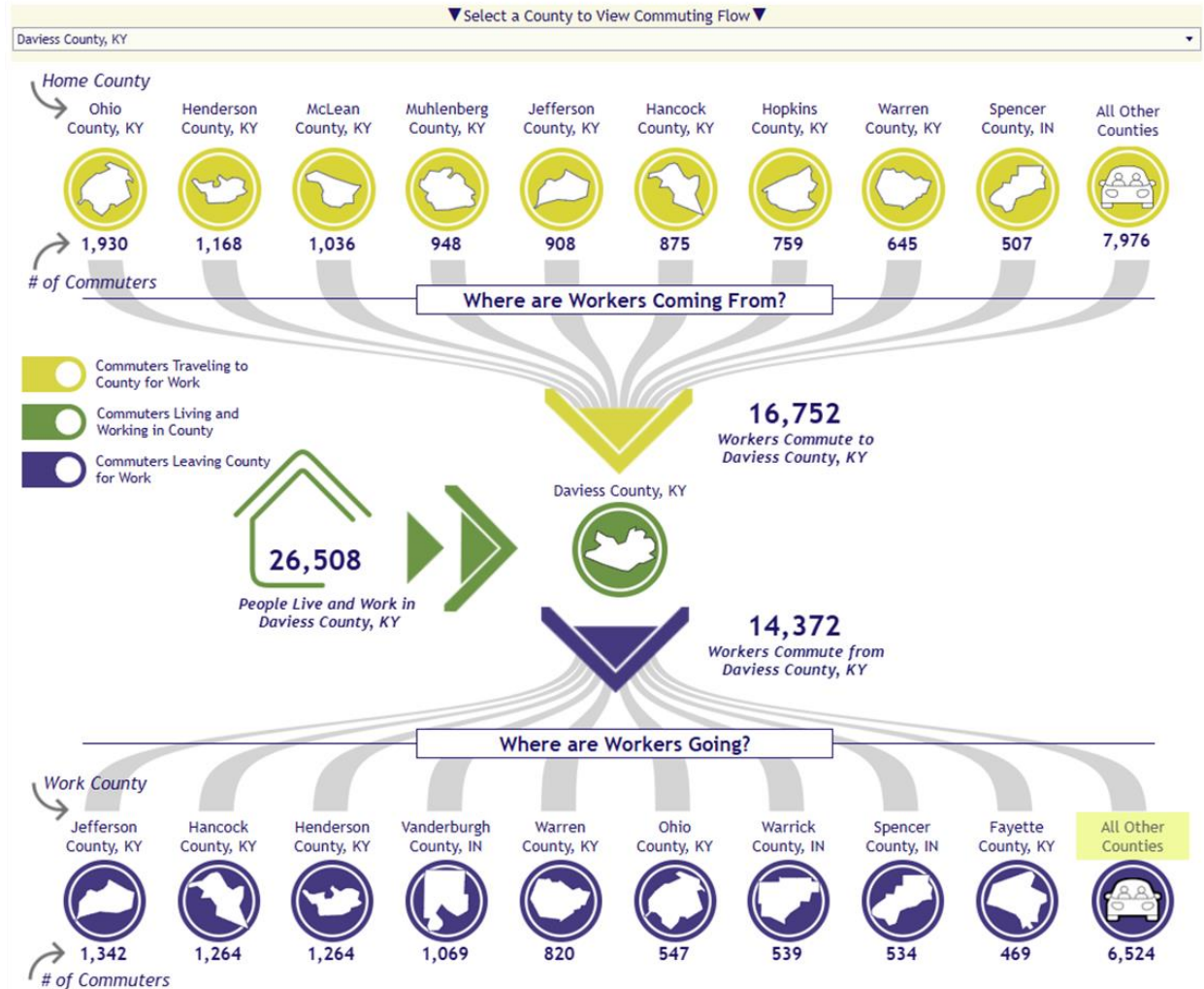
EMPLOYMENT & COMMUTING

According to the Kentucky Center for Statistics, 43,260 people from around the region are employed in Daviess County. The vast majority of those (35,906) drive to work alone (83%). Another 3,028 (7%) workers take part in some sort of carpool arrangement. In the wake of the COVID pandemic, more workers are working from home, with 2,163 (5%) working exclusively from home while approximately 450 take public transport to and from work. The Center found the average commute time for those who work in Daviess County is 19.1 minutes. An additional 14,372 Daviess County residents leave the county for work. Their average commute time is 17.5 minutes.

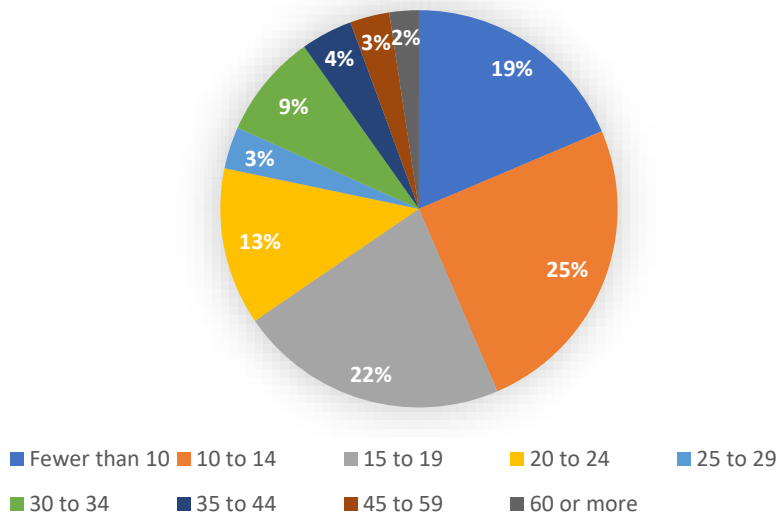


KENTUCKY COMMUTING PATTERNS REPORT

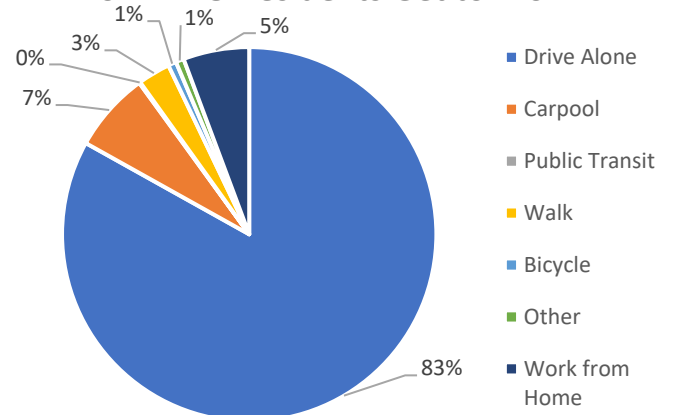
Last Update: January 2025



Commute Times (In Minutes)



How MPO Residents Get to Work



III. EXISTING NETWORKS

An evaluation of the existing transportation system is a crucial element in determining the future needs of the area. The Owensboro-Daviess County MPO area has a diverse transportation system including public transportation, highways, railroads, waterways, freight and an airport.

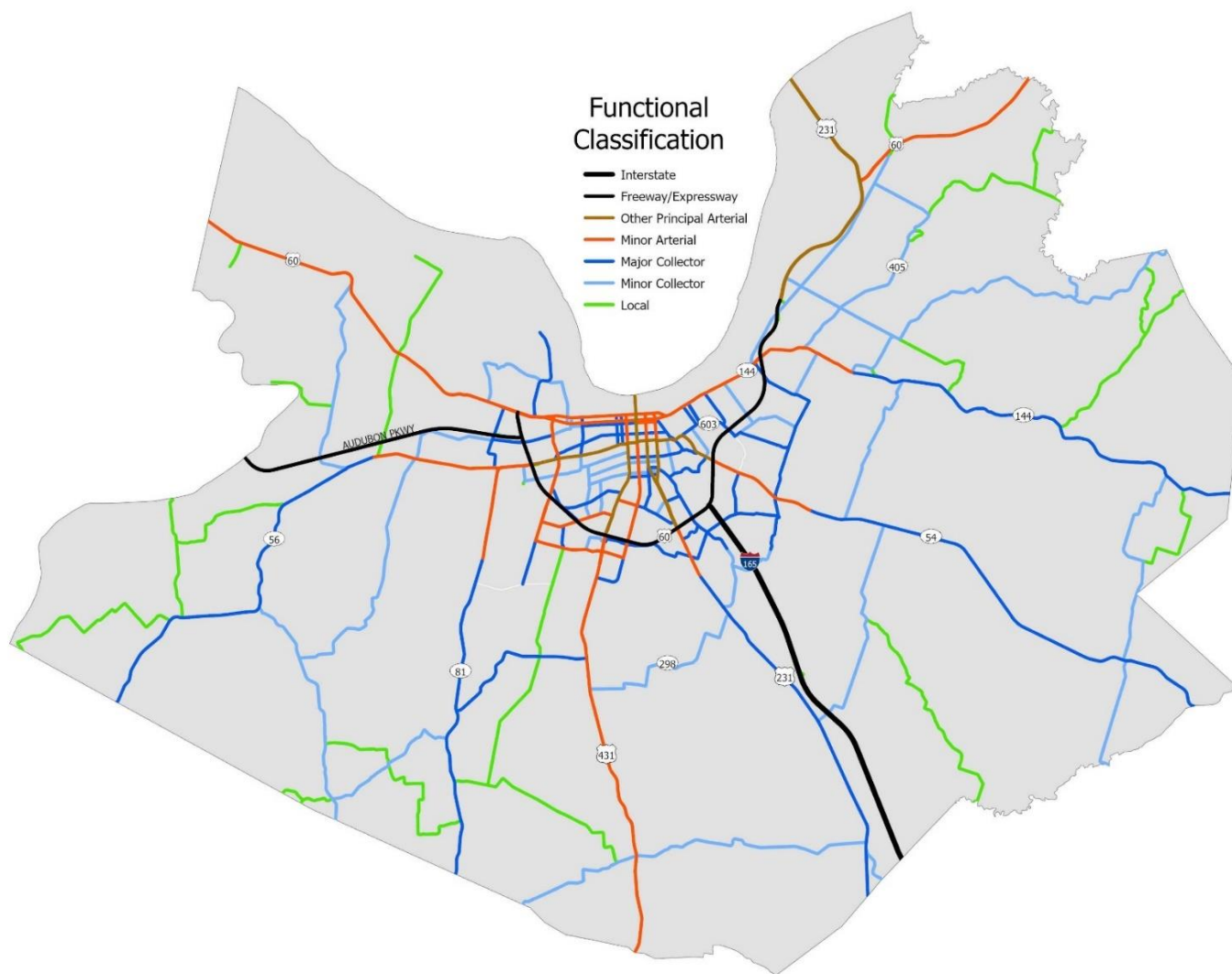
This chapter will discuss each of these modes of transportation and the existing facilities and services within each one. A larger emphasis is placed on the roadway network since that is the prevailing mode of travel within the region. The analysis of the existing system will provide a basis for understanding the mobility deficiencies and will help guide decisions for improving the transportation system.



ROADWAY NETWORK

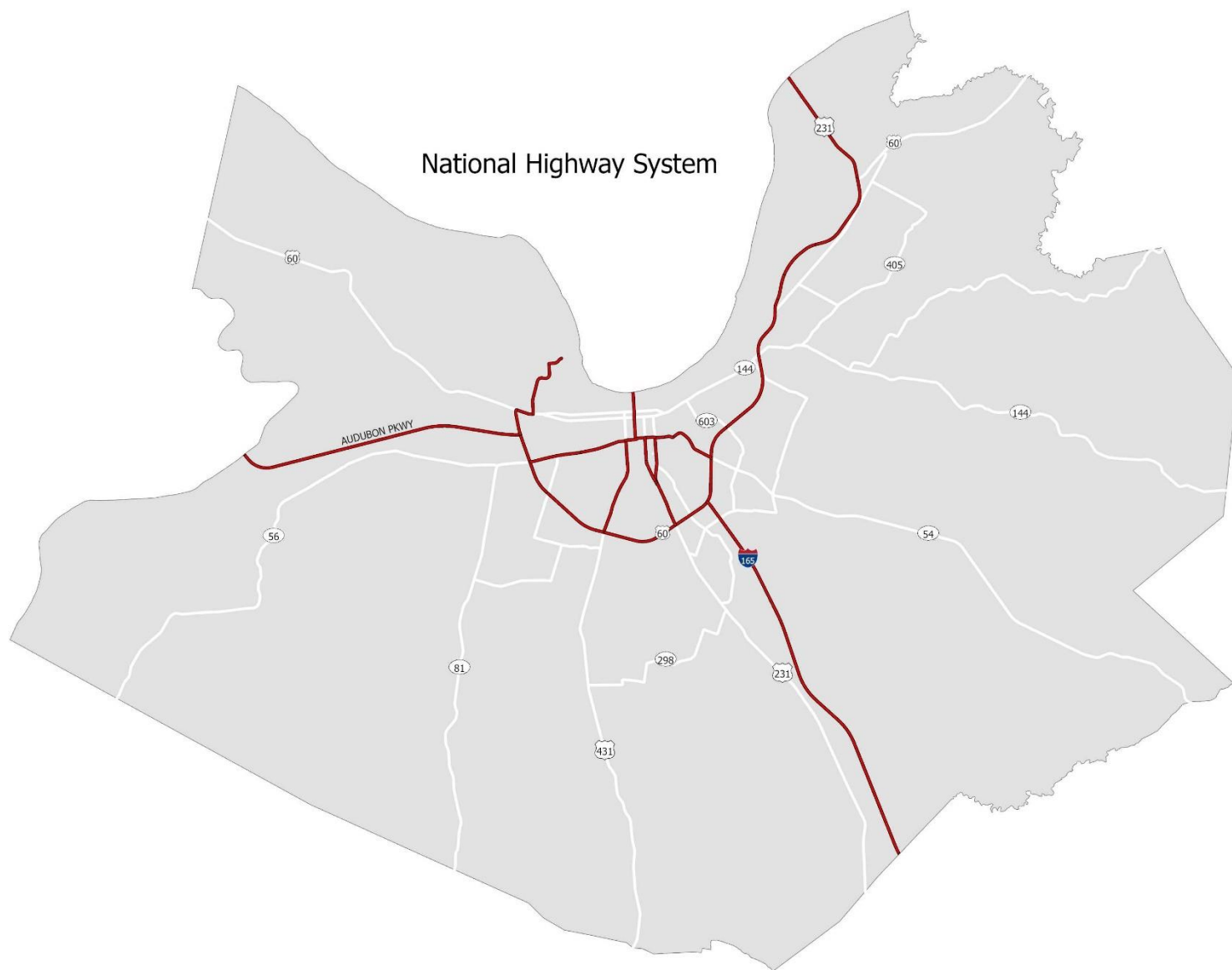
The MPO area contains more than 1,200 miles of public road. This network consists of an array of roadway classifications, from interstate highways to rural local roads. These roads are classified by their function, as defined by the Federal Highway Administration (FHWA). Roadways are classified as one of the following:

- **Interstates** comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways and other Interstates as designated by the Secretary of Transportation.
- **Other Freeways & Expressways** are roadways with access points limited to on-ramp and off-ramp locations and directional travel lanes usually separated by a physical barrier.
- **Other Principal Arterials** provide a high level of traffic mobility for substantial statewide travel and/or serve major activity centers and the longest trip demands within urban areas.
- **Minor Arterials** serve trips of moderate length to smaller geographic areas and at a slightly lower level of traffic mobility than Principal Arterials.
- **Major Collectors** distribute and channel trips between the lower classifications and the arterial systems.
- **Minor Collectors** distribute and channel trips between Local Roads and the higher classifications at a lower level of traffic mobility than Major Collectors.
- **Local Roads** primarily provide direct access to adjacent land and are not intended for use in long distance travel.

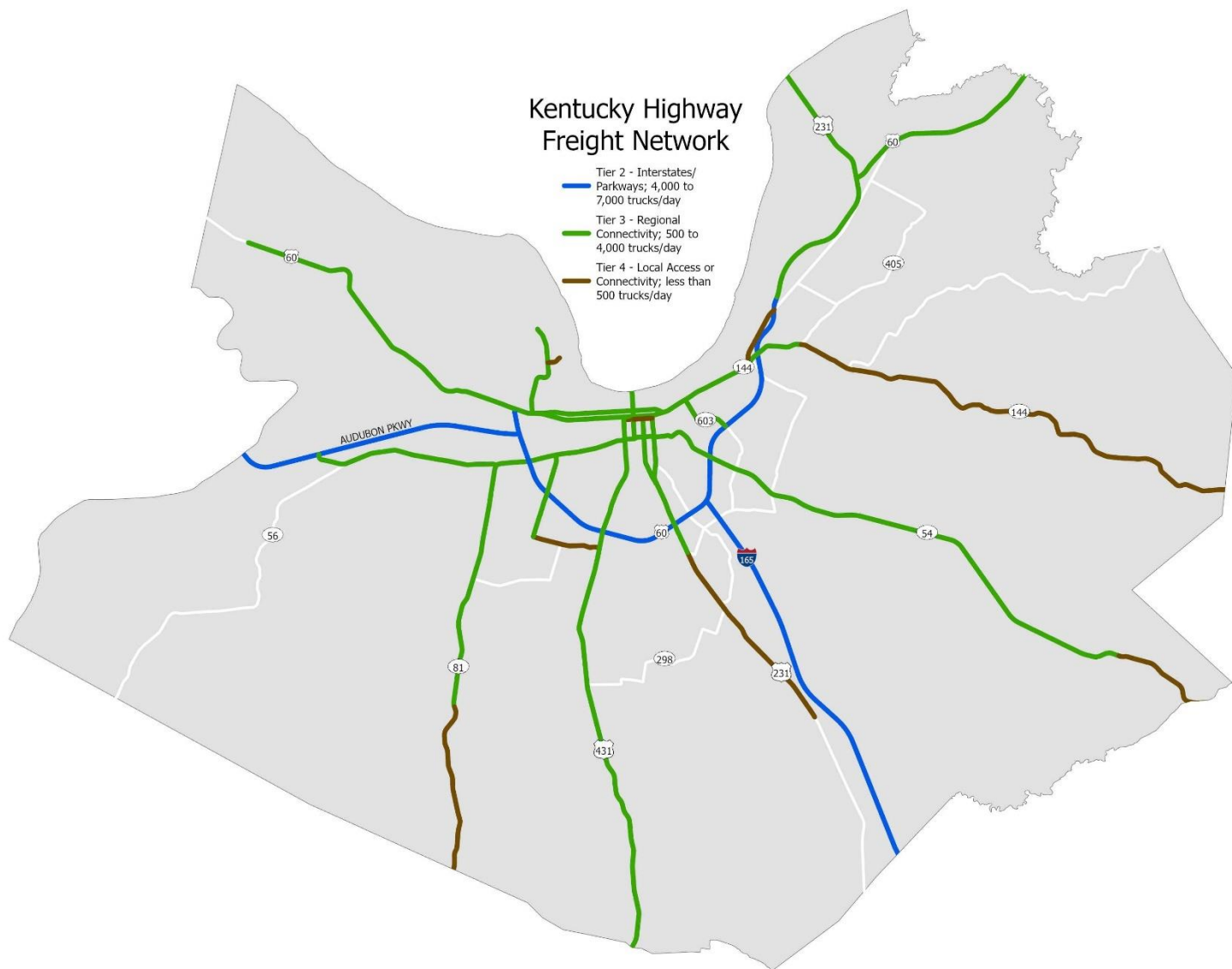


MPO Road Functional Class	
URBAN	Miles of Roadway
Expressway	26.86
Other Principal Arterial	18.46
Minor Arterial	44.12
Minor Collector	81.54
Local Roads	223.83
Total	394.81
RURAL	
Interstate	21.42
Other Principal Arterial	26.74
Minor Arteria	25.4
Major Collector	54.66
Minor Collector	85.4
Local Roads	627.49
Total	841.11

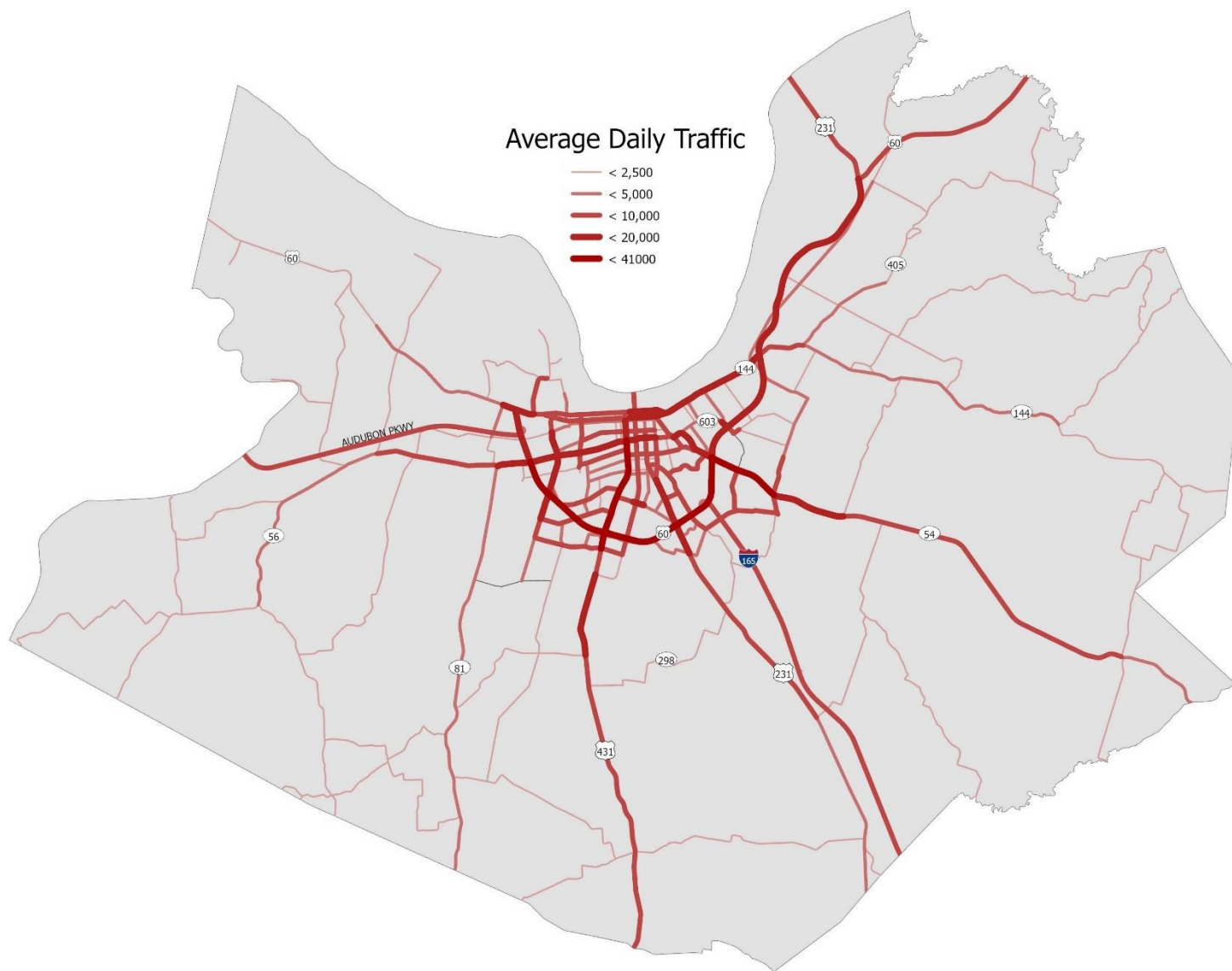
MPO Functional Class Mileage	
Classification	Miles
Interstate	21.42
Freeway/Expressway	26.86
Other Principal Arterials	45.2
Minor Arterials	69.52
Major Collector	54.66
Minor Collector	166.94
Local Road	851.32
Total	1,235.92



The National Highway System is a network of interstates and state highways which serve longer-distance mobility needs. These roads are important to the nation's economy, defense and mobility and are eligible or matching federal funds for capital improvement. I-165, US 60, KY 54 and the Audubon Parkway are all part of this network.

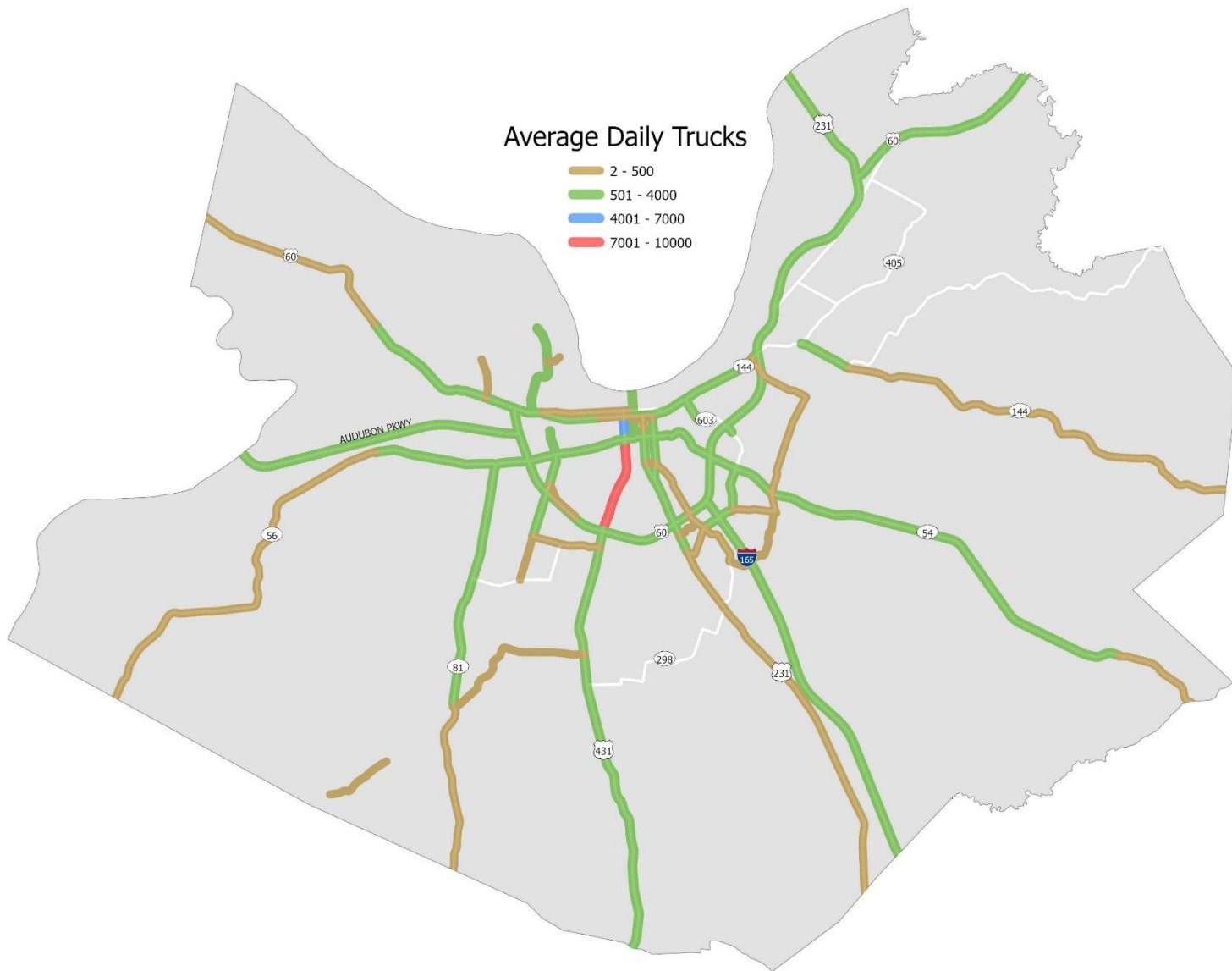


The Kentucky Highway Freight Network is a system of roads designated by the Kentucky Transportation Cabinet that reflects the state's critical freight corridors. The state created this designation to identify and address freight system mobility issues that exist both now and those that may develop in the future. Roads in the network are divided into one of four tiers, depending on the number of freight vehicles traveling the route on a daily basis.



Traffic volume in the MPO area shows how a road's Functional Classification is determined. Local Roads feed Collectors, which feed Arterials, which feed Expressways. Traffic data provided by KYTC shows that portions of US 60 carry in excess of 40,000 vehicles a day, while lesser used state routes such as KY 81 carry between 5,00 and 10,000. US 231 and US 431 illustrate how one road might have multiple traffic volumes, depending on its proximity to the high population areas.

Average Daily Trucks



Truck traffic in the MPO travels primarily on roads designated as part of the National Highway System and the Kentucky Highway Freight Network. According to KYTC data, Frederica Street, which is the portion of US 431 north of US 60, carries the highest volume of daily truck traffic.

INFRASTRUCTURE PERFORMANCE MEASURES

The concept of Performance Measures was first introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. These acts established and confirmed national performance goals in several key areas. In response to these national goals, the United States Department of Transportation has set defined performance measures applicable to the MPO's planning area in the areas of safety, pavement condition, bridge condition, system reliability and transit state of good repair. In addition, state highway agencies and MPOs are required to set specific performance targets for each performance measure. Those targets for highway-related measures have been set by the Kentucky Transportation Cabinet. The Owensboro-Daviess County MPO has taken formal action to support those targets by agreeing to plan and program projects to contribute toward achieving the targets.

FHWA established performance measures for states to use in managing pavements and bridges on the National Highway System (NHS). The National Performance Management Measures: Assessing Pavement and Bridge Condition for the National Highway Performance Program Final Rule addresses federal requirements established under MAP-21 and continued with the FAST Act. These include the requirement that state Departments of Transportation set performance targets for pavements and bridges on Interstates and Non-Interstate roadways that are part of the NHS.

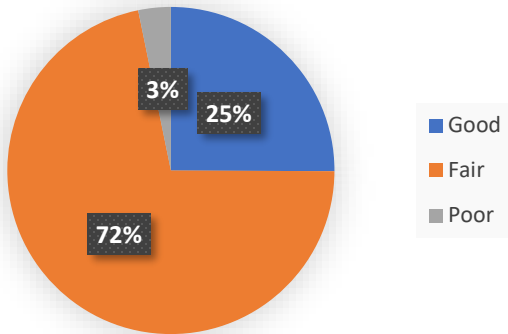
KYTC most recently established the required targets in 2022. The MPO elected to accept and support the KYTC-adopted performance targets, meaning the MPO has agreed to plan and program projects so they contribute toward the accomplishment of the state's infrastructure performance measure targets.

ASSET MANAGEMENT (PM2)		TARGET	
<i>Pavement Performance Measure</i>		Two-Year (2024)	Four-Year (2026)
% Good Interstate		55	60
% Poor Interstate		4	3
% Good Non-Interstate NHS		35	40
% Poor Non-Interstate NHS		6	5
<i>NHS Bridge Performance</i>			
% Good Condition by Deck Area		31	27
% Poor Condition by Deck Area		3.7	3.6

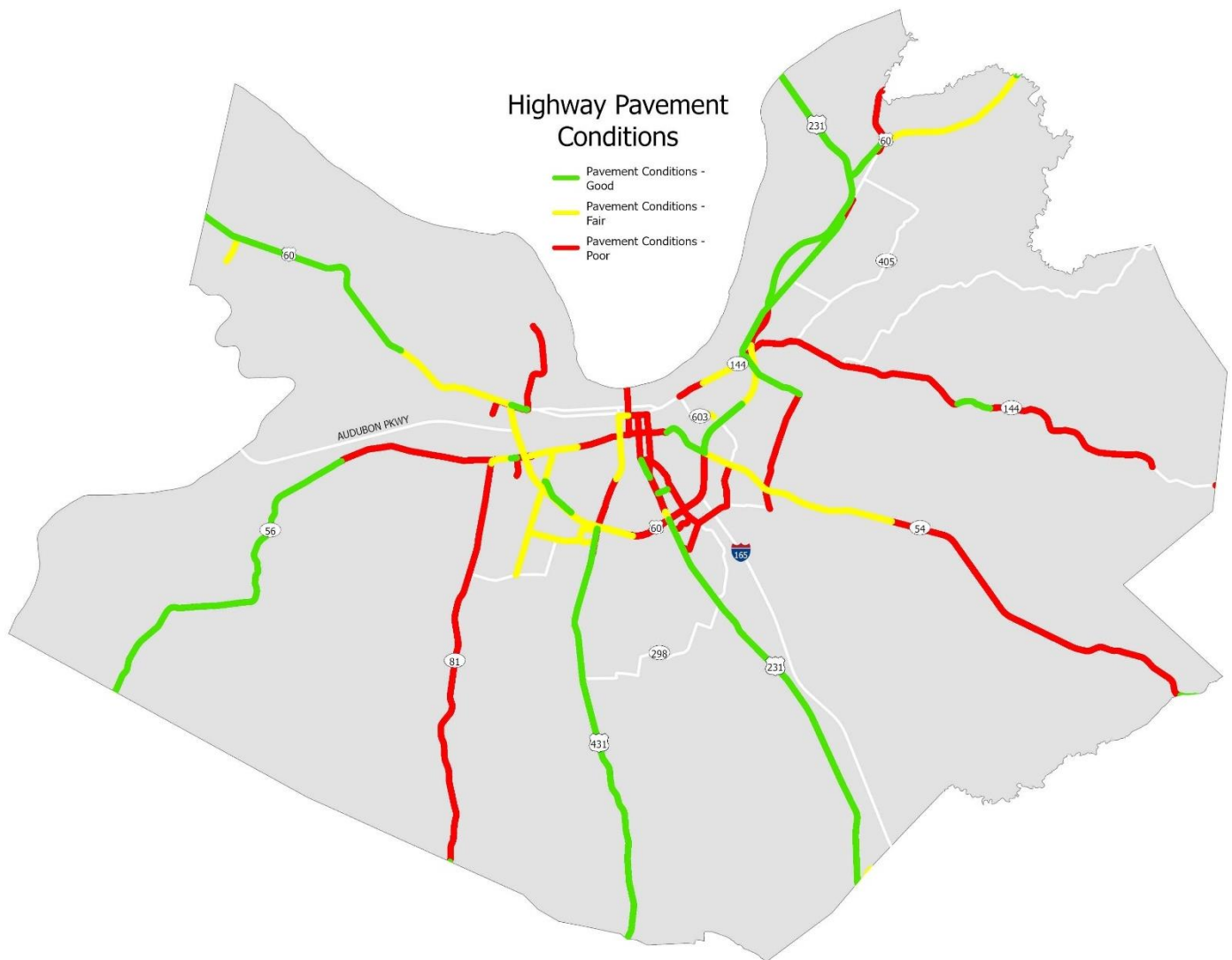
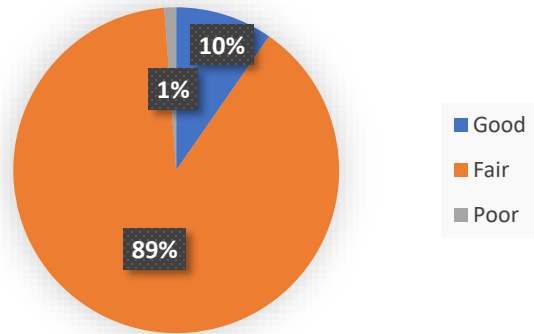
KYTC uses the Highway Performance Monitoring System to evaluate and categorize the roads as either good, fair or poor. In the Owensboro-Daviess County MPO area, 25 percent of Non-NHS pavement is in good condition, 72 percent is in fair condition and 3 percent is in poor condition. A good condition suggests no major improvement is needed, while poor condition suggests major reconstruction investment is needed.

The Owensboro-Daviess County MPO contains 63 non-NHS bridges, one of which is considered to be in poor condition. Fifty-six (or 89%) are rated as being in "fair" condition, with the remaining six (or 10%) rated as "good."

MPO Road Condition



MPO Bridge Condition



SAFETY

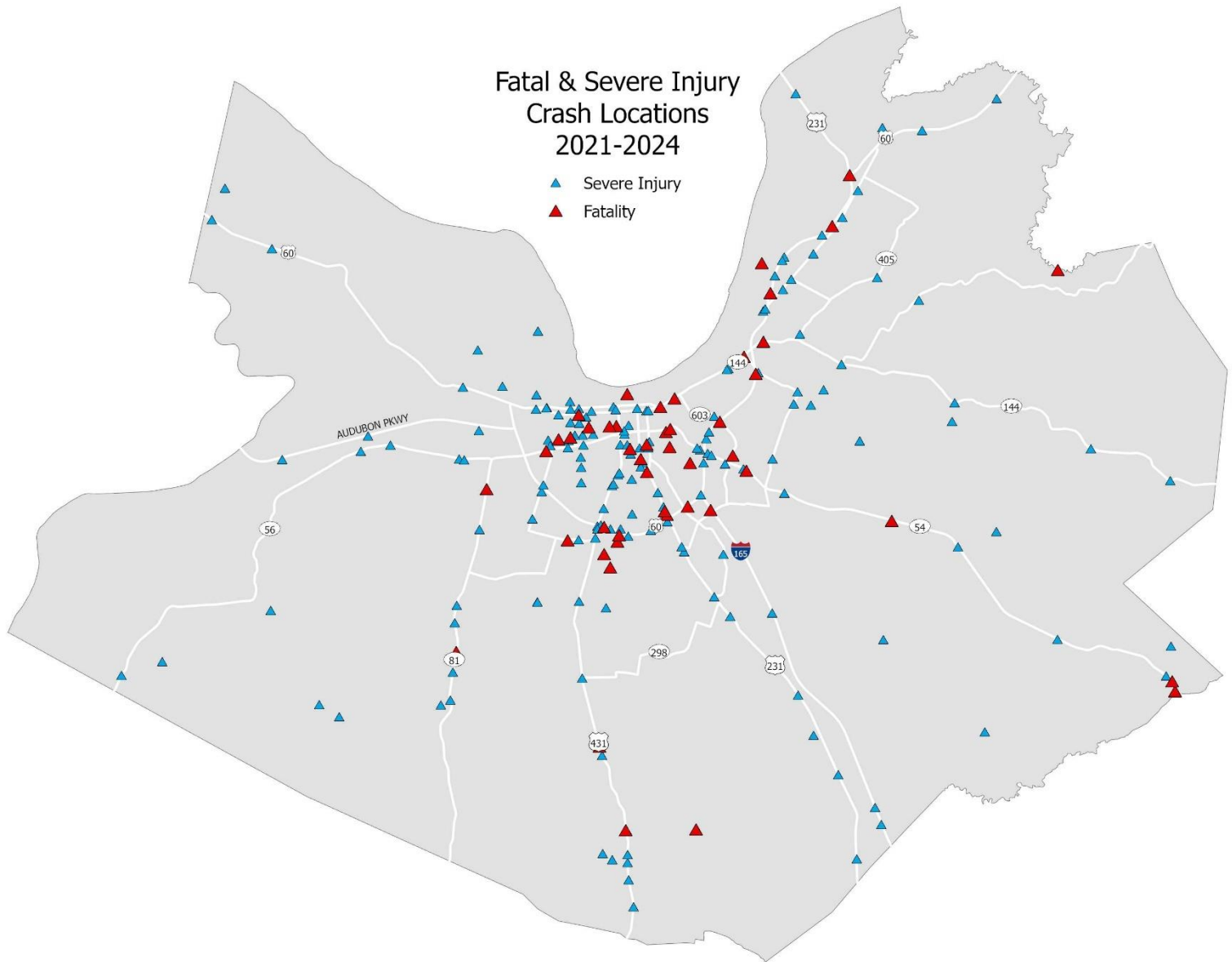
Every year, more than 40,000 people are killed nationwide in vehicle accidents and millions are injured. According to the KY 2022 Traffic Collision Facts Report, Kentucky's annual "Comprehensive Cost" of collisions was \$18.1 billion. As a result, the Owensboro-Daviess County MPO, in partnership with KYTC, has made safety a priority. The MPO is committed to the mission and goals of the Kentucky Transportation Cabinet Strategic Highway Safety Plan; toward this end, the Transportation Cabinet established a series of Safety Performance Targets, which the Owensboro-Daviess County MPO voted to support.

Safety Performance Targets

- Number of Fatalities** – The Kentucky Transportation Cabinet has set the target goal of **745** fatalities (5-year moving average) for 2025. Similar to the national trend, the number of fatalities on Kentucky's public roads has been increasing the last several years, after a historically low number of fatalities in 2013. An increase in vehicle miles traveled (VMT) and economic growth may have contributed to the increase. Despite these upward trends, KYTC remains committed to the reduction of fatalities statewide. This target represents a reduction in total fatalities in calendar years 2024 and 2025 as compared to calendar years 2021-2023. This goal reiterated KYTC's commitment to highway safety and the shared vision of Toward Zero Deaths.
- Number of Serious Injuries** – The Kentucky Transportation Cabinet has set the target goal of **2,542** serious injuries (5-year moving average) for 2025. KYTC remains committed to the continued reduction of serious injuries throughout the Commonwealth. This target represents a reduction in total serious injuries in calendar years 2024 and 2025 as compared to calendar years 2021-2023.
- Fatality Rate** – The Kentucky Transportation Cabinet has set the target goal of **1.54** fatality rate (5-year rolling average) for fiscal year 2020. KYTC remains committed to the reduction of the fatality rate throughout the Commonwealth. This target represents a reduction in total fatalities in calendar years 2024 and 2025 as compared to calendar years 2021-2023. This goal reiterated KYTC's commitment to highway safety and the shared vision of Toward Zero Deaths.
- Serious Injury Rate** – The Kentucky Transportation Cabinet has set the target goal of **5.84** serious injury rate for 2025. KYTC remains committed to the reduction of the serious injury rate throughout the Commonwealth. This target represents a reduction in total serious injuries in calendar years 2024 and 2025 as compared to calendar years 2021-2023.
- Total Number of Non-Motorized Fatalities and Serious Injuries** – The Kentucky Transportation Cabinet has set the target goal of 311 nonmotorized fatalities and serious injuries for 2025. KYTC remains committed to the reduction of non-motorized serious injuries and fatalities throughout the Commonwealth. This target represents a reduction in total nonmotorized fatalities and serious injuries in 2024 and 2025 as compared to calendar years 2021-2023. This goal reiterated KYTC's commitment to highway safety and the shared vision of Toward Zero Deaths.

2025 Safety Targets

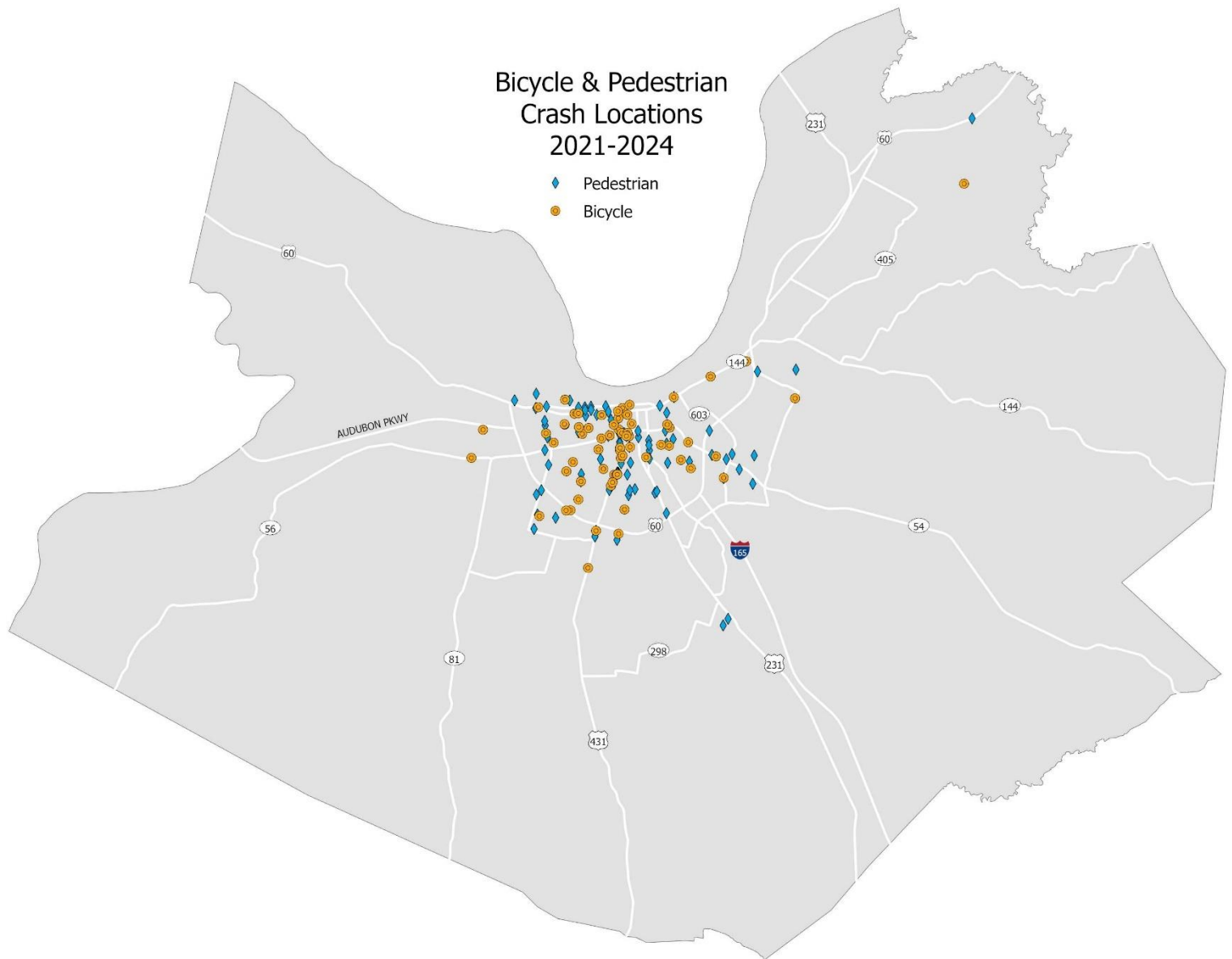
Fatalities	745
Serious Injuries	2,542
Fatality Rate	1.54
Serious Injury Rate	5.84
Total Non-Motorized Fatalities and Serious Injuries	311

**Fatal Accidents 2021-2024**

Year	Accidents	Deaths
2021	13	13
2022	11	11
2023	16	16
2024	8	9
Total	48	49

Serious Injury Accidents 2021-2024

Year	Accidents	Injured
2021	42	52
2022	63	68
2023	39	44
2024	37	42
Total	181	206



Pedestrian Accidents			
Year	Accidents	Deaths	Severe Injuries
2021	17	2	1
2022	20	1	3
2023	29	2	3
2024	22	2	5
Total	88	7	12

Bicycle-Related Accidents			
Year	Accidents	Severe Injuries	Deaths
2021	10	1	0
2022	22	0	0
2023	24	1	2
2024	16	0	0
Total	72	2	2

Note: Severe injuries and deaths in pedestrian and bicycle-related accidents are included in the total number of fatal and serious accidents reported in the map and charts on Page 19. The crash data illustrated on Pages 19 and 20 comes from the Kentucky State Police crash database, which compiles crash reports from all law enforcement agencies statewide.

SAFE SYSTEM APPROACH

The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It provides a guiding framework to make places safer for people.

This is a shift from a conventional safety approach because it focuses on both human mistakes *and* human vulnerability and designs a system with many redundancies in place to protect everyone. In support of this approach, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.



Safe System Principles

- **Death and Serious Injuries are Unacceptable:** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- **Humans Make Mistakes:** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.
- **Humans Are Vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- **Responsibility is Shared:** All stakeholders – including government at all levels, industry, non-profit/advocacy, researchers, and the general public – are vital to preventing fatalities and serious injuries on our roadways.
- **Safety is Proactive:** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- **Redundancy is Crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

AIR TRAFFIC



The Owensboro-Daviess County Regional Airport is a public use airport located three nautical miles (6km) southwest of the central business district of Owensboro. The airport is owned by both the city and the county and is governed by a 10-member board.

Owensboro-Daviess County Regional Airport covers an area of 880 acres. It has two runways: 18/36 is 8,000 by 150 feet (2,438 x 46m) with a concrete surface and 6/24 is 5,000 by 100 feet (1,524 x 30m) with an asphalt/concrete surface. The



The airports control tower operates from 6 a.m. to 10 p.m., 365 days a year.

The airport sees more than 34,000 aircraft operations (takeoffs and landings) annually. These operations involve military aircraft training, general aviation activities and commercial flights provided by Contour.

Contour operates 12 round-trip flights a week to Chicago with two flights daily on Mondays, Wednesdays, Thursdays, Fridays and Saturdays and one flight on Tuesdays and Sundays. The airport sees approximately 10,000 paid passenger departures and 10,000 paid passenger arrivals annually.

The airport board has developed a new master plan, including a new terminal, which is working its way through an approval process.

WATERWAYS

Kentucky has 1,070 miles of navigable waterways, with the Ohio River making up the largest portion as it provides the entire northern boundary of the Commonwealth, including Daviess County.

Owensboro Riverport's Harbor Road Terminal originally consisted of 420 acres of property located near River Road on the northwest side of Owensboro. Currently, the Riverport actively utilizes 348 acres as a public river terminal and warehousing operation. The remaining acreage has been sold to various industries and businesses to improve both the Owensboro and the regional economy. The Riverport has eight pile cells and six mooring dolphins for barge slip purposes. It has two main docks – a high-water dock and low-water dock.



A 102-acre rail site featuring nearly 8,200

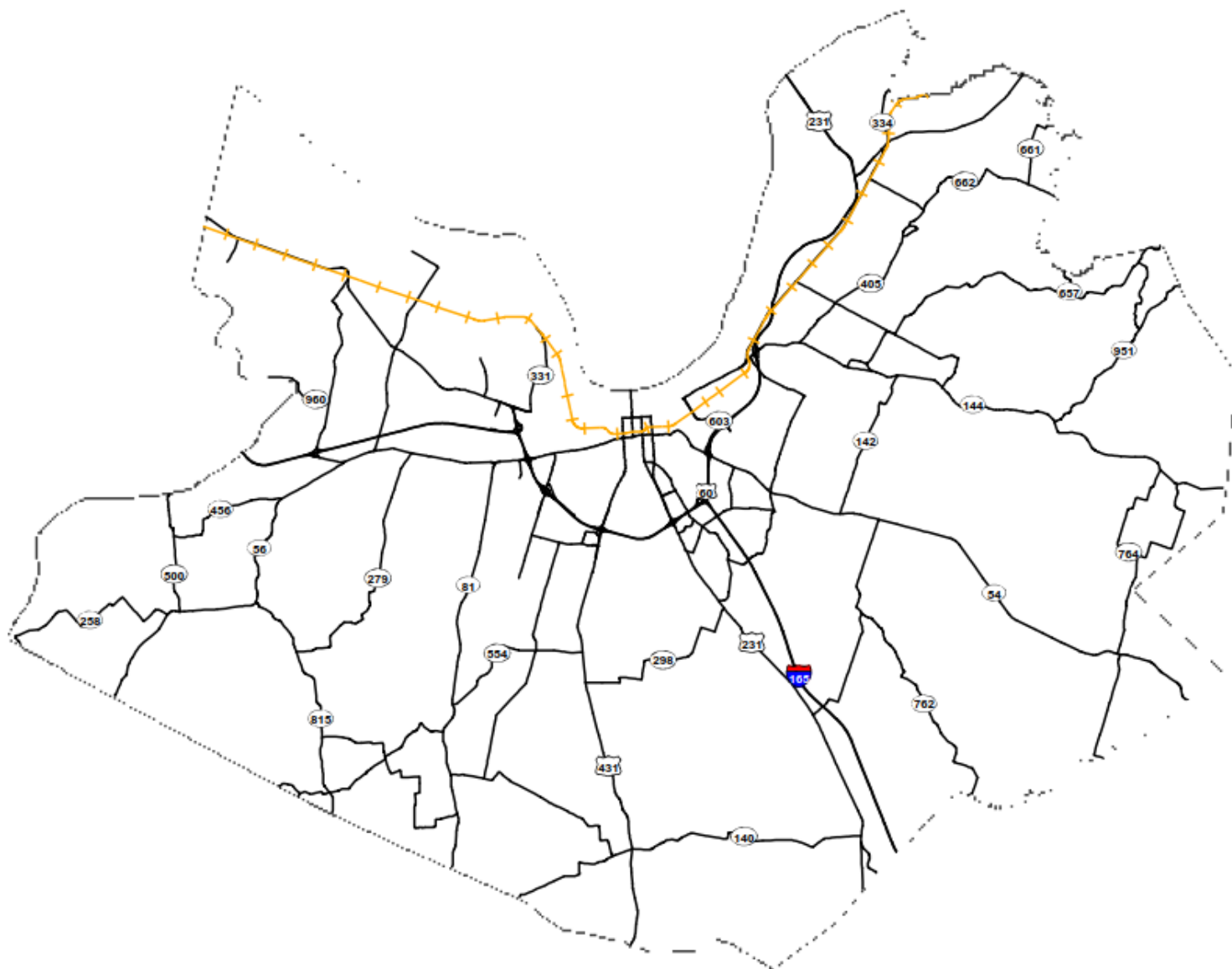
linear feet of rail is situated for industrial development. This configuration includes an approximate 5,700 linear foot rail loop which can handle locomotive power and up to 84 railcars at 65' length or 100 railcars at 50'. Three cranes of 110-ton capacity, one being a crawler model and two being placed on floating barges, provide loading and unloading from barges. Also, an entire fleet of loaders, lift trucks and specialty equipment are available. Lift trucks range from 5,000- to 52,000-pound lifting capacity. In 2003, the Riverport acquired Foreign Trade Zone (FTZ) status for the entire facility from the Foreign Trade Zone Board and the Department of Homeland Security. The Riverport is also designated as a U.S. Port of Entry.

The ports has 500,000 square feet of indoor storage and services roughly 45,000 trucks annually, as well as 3,000 rail cars and 600 barges. Seventy percent of traffic at the port is inbound materials, with the largest commodities arriving being fertilizer, copper and aluminum. The port sees about 1.2 million tons of product move through it annually.



RAILROADS

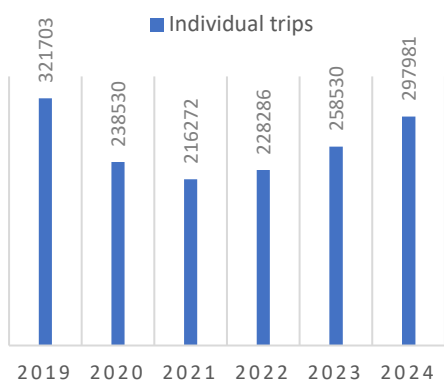
There is only one major rail line that serves the Owensboro-Daviess County MPO area. CSX Transportation (CSX) is a Class I carrier that operates approximately 23,000 miles of rail east of the Mississippi River. Within Kentucky, CSX operates approximately 1,700 miles of rail, making it Kentucky's largest railroad company. One CSX rail line of 34.4 miles runs east-west through Daviess County and provides connection between Louisville and Henderson, KY. There are no major truck-rail intermodal transfer facilities within the MPO area. But existing rail lines and highways provide connection to a variety of intermodal facilities in Evansville, Ind.



PUBLIC TRANSIT



OTS RIDERSHIP



The Owensboro Transit System (OTS) and the Green River Intra-County Transit System (GRITS) are the primary providers of transportation services in the Owensboro-Daviess County MPO area. OTS is owned and operated by the City of Owensboro. OTS operates eight fixed-route buses and a trolley service. It maintains a fleet of 15 revenue vehicles – 13 buses and two trolley buses. Its active fleet consists of eight buses in daily service, four spare buses and one bus being skeletonized for parts.

OTS buses run 6 a.m. to 7:35 p.m. Monday through Friday and 7:45 a.m. to 4:15 p.m. on Saturdays.

Owensboro Transit's fares are \$1 for adults, \$0.50 for seniors, disabled persons and children 7-18. Children younger than 7 ride free. All-day fare passes are available for \$3. Monthly passes are available for \$30 for adults and \$15 for seniors, the disabled and children 7-18.

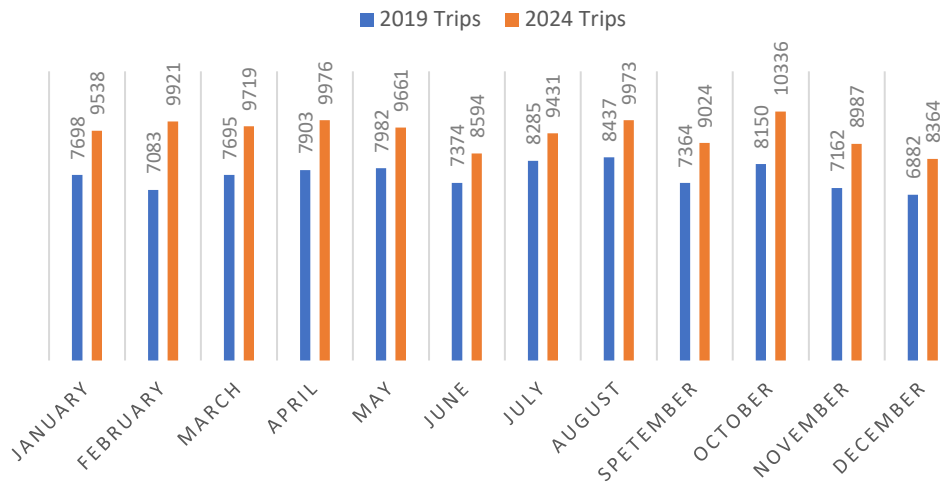
OTS ridership topped out at 321,703 individual trips in 2019. The COVID-19 pandemic significantly affected ridership, with OTS carrying just 238,530 riders in 2020 – a decline of 25.8%. Ridership bottomed out in 2021, but has been slowly rebuilding since, with OTS approaching the 300,000 riders mark in 2024.

OTS provides the fixed-route service within the Owensboro-Daviess County urbanized area and contracts with GRITS to provide the para-transit service within the urbanized area. GRITS serves as the broker for Region 3, comprised of the seven counties in the Green River Area Development District – Daviess, Hancock, Henderson, McLean, Ohio, Union and Webster.

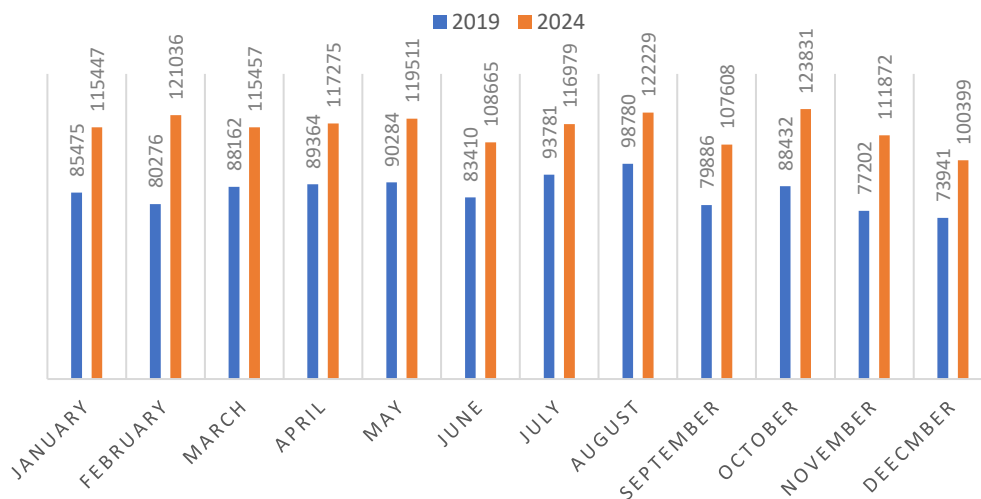
GRITS operates 6 a.m. to 8 p.m. Monday through Friday and 8 a.m. to 1 p.m. on Saturdays. Fare is \$1.10/mile, with a \$4 minimum charge.

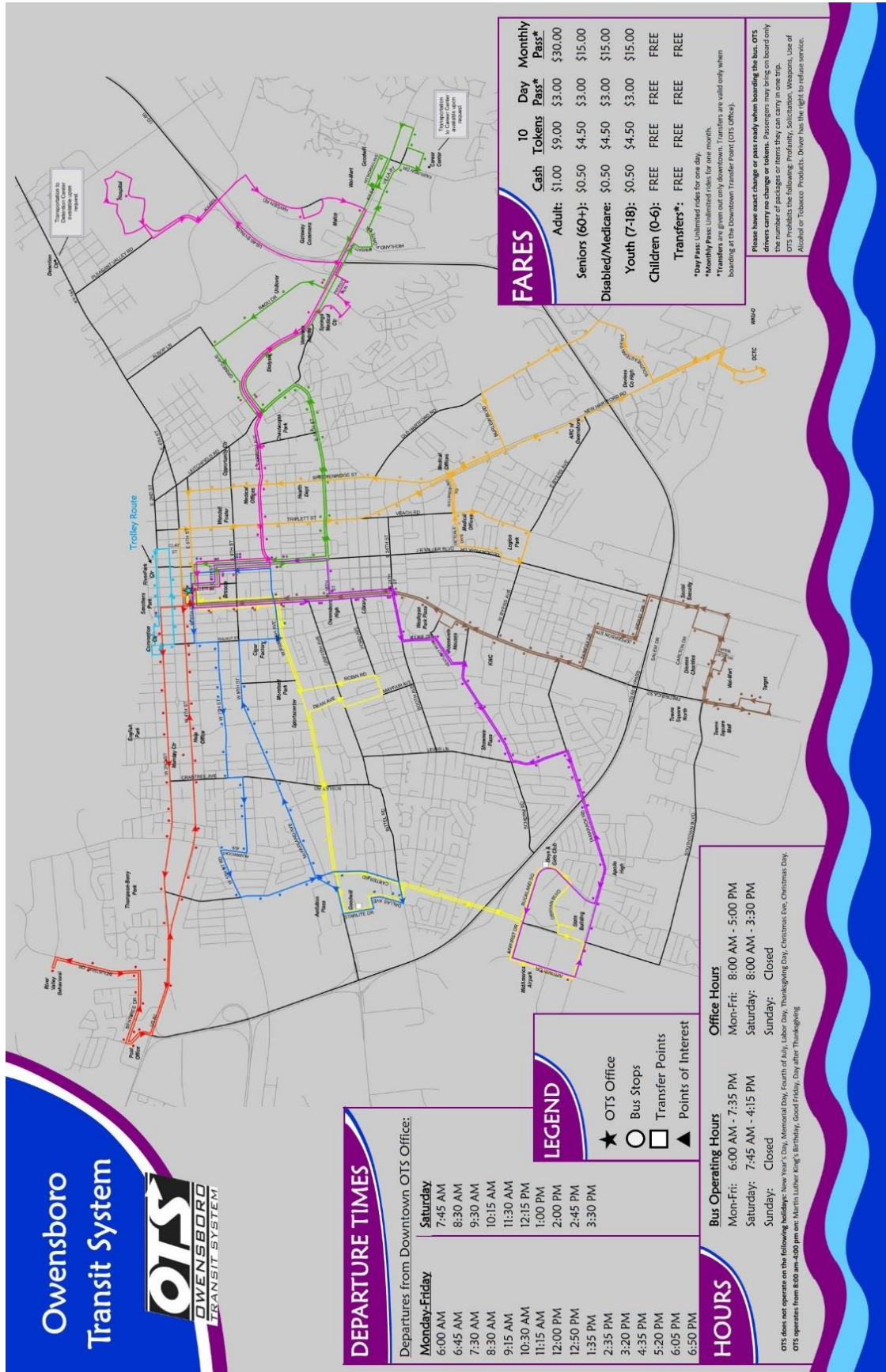


GRITS SERVICE TRIPS (2019 V. 2024)



GRITS MILES DRIVEN (2019 V. 2024)





ORANGE ROUTE	VIOLET ROUTE	BROWN ROUTE	GREEN ROUTE	RED ROUTE
<p>Downtown OTS Office E 4th St @ Dollar Store Triplett St & E 7th St Triplett St & E 9th St Triplett St & E Parrish Ave Triplett St & E 14th St Triplett St & E 17th St Triplett St @ E 19th St New Hartford Rd @ Liquor Barn New Hartford Rd & E 25th St New Hartford Rd & E 27th St Veatch @ Southside Fellowship Church Veatch Rd @ Lincoln Prof Center Veatch Rd & Dixiana Ct Veatch Rd @ Legion Park Veatch Rd & E Byers Ave E Byers Ave & JR Miller Blvd Legion Park Dr & Tampa Dr Dieterle S @ Crosswalk -Shelter Dieterle S @ Dieterle N Dieterle @ Southside Fellowship Church New Hartford Rd & Dixiana Dr New Hartford Rd & Burlew Blvd New Hartford Rd @ Dairy Queen New Hartford @ Subway New Hartford Rd & E Byers Ave New Hartford Rd & Hickory Ln OCTC Parking Lot OCTC @ Technical Bldg -Shelter OCTC @ Science Bldg New Hartford Rd & Fawn Dr Southeastern Pkwy @ DC Admin Bldg Old Hartford Rd & Liberty Pt Old Hartford across from Hillcrest Old Hartford across from Hillcrest NH Burlew Blvd & Boyce Trail Burlew Blvd @ Keystone Office New Hartford across from Dixiana Dr New Hartford Rd @ Wellington Park New Hartford Rd & Southpark Dr New Hartford Rd @ Ridgecrest Med Breckenridge St @ Alexander Bldg Breckenridge St & E 25th St Breckenridge St @ Cemetery Breckenridge St & E 20th St Breckenridge St & E 18th St Crossroads Women's Shelter Across from 1200 Breckenridge St Across from 1000 Breckenridge St Breckenridge St @ E 9th St Breckenridge St @ E 7th St Breckenridge St @ E 5th St E 5th St @ JR Miller Blvd Downtown OTS Office</p>	<p>Downtown OTS Office Frederica St & W 7th St Frederica St & W 9th St Frederica St & W 11th St Frederica St & W 14th St Frederica @ Simply Therapy Frederica St @ Likens Bldg -Shelter Frederica St @ Public Library Frederica St & Booth Ave Duke Dr & Kentucky Pkwy Kentucky Pkwy & Dartmouth Dr Schem Rd @ Wesleyan Heights UMC Schem Rd & S Griffith Ave Schem Rd @ Shawnee Plaza Schem Rd @ Queens Way Lewis Ln & Standish Pl Lewis Ln & Tamarack Rd Tamarack Rd @ Tamarack Elem Tamarack Rd & Chickasaw Dr Tamarack Rd & Barron Dr Tamarack Rd across from OMU Tamarack Rd & Winchester Ave Tamarack across from Apollo High Tamarack Rd & Buckland Sq Buckland @ Boys & Girls Club -Shelter Airpark Dr & Unifirst Dr Airpark Dr & Bullfrog Blvd Tamarack Rd & Airpark Dr Tamarack Rd off Carter Rd Tamarack Rd & McIntire Crsg Tamarack Rd & Buckland Sq Tamarack Rd @ OMU Tamarack Rd & Barron Dr Tamarack Rd & Chickasaw Dr Lewis Ln & Standish Pl Schem Rd @ Queens Way Schem across from Shawnee Plaza Schem Rd & S Griffith Ave Schem across from Wesleyan Heights Kentucky Pkwy & Dartmouth Dr Kentucky Pkwy & Duke Dr Duke Dr & Wesleyan Park Dr Booth Ave & Fairway Dr Frederica St & W 18th St E 18th St & Daviess St JR Miller Blvd & E 14th St JR Miller Blvd & E Parrish Ave JR Miller Blvd & E 9th St JR Miller Blvd & E 7th St E 7th St & Allen St Downtown OTS Office</p>	<p>Downtown OTS Office Frederica St & W 7th St Frederica St & W 9th St Frederica St & W 11th St Frederica St & W 14th St Frederica @ Simply Therapy Frederica St @ Likens Bldg -Shelter Frederica St @ Public Library Frederica St & Booth Ave Frederica St & Washington Ave Frederica @ Wesleyan Plaza -Shelter Yale Pl @ Roosevelt House -Shelter Yale Pl & Frederica St Frederica St & Schem Rd Frederica St @ W Byers Ave -Shelter Frederica St & Standish Pl N Frederica St @ St. Camillus Fairfax Dr & Jefferson St Jefferson St & Weikel Dr Weikel Dr & JR Miller Blvd Best Way off Carlton Dr Southtown Blvd @ Fulton Dr Frederica St @ Towne Square Mall Frederica St @ Olive Garden O'Charley's Target AT&T Frederica St @ Wal-Mart entrance Wal-Mart service road @ Fulton Dr Southtown Blvd & Wildcat Way JR Miller @ Social Security -Shelter Weikel Dr & Kipling Dr Weikel Dr & Jefferson St Jefferson St & Fairfax Dr Fairfax Dr & Frederica St Frederica St & Tamarack Rd Frederica St & Lafayette Dr Frederica St & W Warwick Dr Frederica St past Fountain Square Frederica St & W Byers Ave Frederica St @ Davis Funeral Home Frederica St @ One Park Place Frederica St & W 24th St Frederica St & Ford Ave Frederica St @ Dairy Queen Frederica St @ OCTC -Shelter Frederica St @ W Parrish Ave Frederica St @ Brescia University Downtown OTS Office</p>	<p>Downtown OTS Office Allen St & E 7th St E 7th St & JR Miller Blvd JR Miller Blvd & E 9th St JR Miller Blvd & E 14th St E 18th St across from Sweeney St E 18th St @ Triplett St (Eagles) E 18th St & Breckenridge St E 18th St near Bluff Ave E 18th St & Alexander Ave E 18th St & Oak Ave -Shelter Leitchfield Rd & Estes Elementary E Parrish Ave & Wing Ave E Parrish Ave @ Dialysis Center E Parrish Ave @ Veterans Admin Wimsatt Ct & Highland Pointe Dr Highland Pointe Dr & Service Rd Service Rd & Alvey Park Dr E Villa Pt @ Subway Villa Pt @ Don Moore Professional Park Plaza Service Rd @ Villa Pt Kohl's Mt Moriah Ave @ Wal-Mart -Shelter Mt Moriah Ave & Fairview Dr E Parrish Ave & Ragur Dr Ragu Dr @ Omico Ragu Dr @ Unilever Ragu Dr @ Hunter Douglas Ragu Dr & Grimes Ave Grimes Ave & E Parrish Ave E Parrish Ave & Wing Ave Leitchfield across from Estes Elem Leitchfield Rd & E 18th St E 18th St & Alexander Ave E 18th St & Bluff Ave E 18th St & Breckenridge St E 18th St & Triplett St E 18th St & Sweeney St JR Miller Blvd & E 17th St JR Miller Blvd & E 14th St JR Miller Blvd & E 9th St JR Miller Blvd & E 7th St Downtown OTS Office</p>	<p>Downtown OTS Office W 2nd St & St Elizabeth St W 2nd St & Cedar St W 2nd St & Poplar St W 2nd St & Plum St W 2nd St @ Cadillac Motel W 2nd St & Hanning St W 2nd St @ Senior Center W 2nd St & Dublin St W 2nd St & Fielden Ave W 2nd St & Texas Ave W 2nd St & Central Ave Leitchfield Rd & E Parrish Ave W 2nd St & Ewing Rd W 2nd St & Carter (Thompson-Berry Park) W 2nd St & Martin Way W 2nd St @ Subway Bon Harbor Hills @ Sleep Inn Across from 3996 Benttree Dr Benttree Dr @ Keystone Ct Industrial Dr @ Apartments Industrial Dr @ Swedish Match River Valley Behavioral Hospital Industrial Dr @ Canteen Industrial Dr & Benttree Dr Benttree Dr & Heartwood Ct Benttree Dr & Lakewood Dr Benttree Dr near Bon Harbor Hills Bon Harbor @ Post Office -Shelter GRADD W 4th St & Carter Rd W 4th St & Jed Pl W 4th St & Jeff Pl W 4th St & Sutton Ave W 4th St & Crabtree Ave -Shelter W 4th St & Hale Ave -Shelter W 4th St @ Lee Manor W 4th St & Monarch St W 4th St & Orchard St W 4th St & Sycamore St W 4th St & Elm St W 4th St & Walnut St W 4th St & Locust St Downtown OTS Office</p>
<p>PINK ROUTE</p> <p>Downtown OTS Office Allen St & E 7th St E 7th St & JR Miller Blvd JR Miller Blvd & E 9th St E Parrish Ave & Sweeney St E Parrish Ave & Pearl St E Parrish Ave & Breckenridge St E Parrish Ave & Jackson St E Parrish Ave & Bluff Ave E Parrish Ave & Wing Ave E Parrish Ave @ Dialysis Center E Parrish Ave @ Veterans Admin Springs Medical Ctr -Shelter Christian Church Rd & Friendship Dr Patriot Run @ Firestone Auto Patriot Run & Heartland Crossing Blvd Owensboro Health Front Entrance Owensboro Health Emergency Room Pleasant Valley Rd @ Cedarhurst Hayden Rd across from Marriott Gateway Commons KY 54 @ Aldi E Parrish Ave & Ragur Dr E Parrish Ave @ Enterprise Car Rental E Parrish Ave & Wing Ave E Parrish Ave & Jackson St E Parrish Ave @ Hathaway St E Parrish Ave & Sweeney St JR Miller Blvd & E 9th St JR Miller Blvd & E 5th St Downtown OTS Office</p> <p>Contact OTS at 270-687-8570 for transportation to these locations: - Detention Center - Career Center</p> <p>PARATRANSIT SERVICE Paratransit service is available to eligible persons whom are unable to access the fixed route system. Paratransit next-day service is offered during OTS system hours through GRITS at a one-way fare of \$2.00. Required personal care attendants ride free. Applications for this service are available at the OTS Office.</p>	<p>YELLOW ROUTE</p> <p>Downtown OTS Office Frederica St & W 7th St Frederica St & W 9th St Frederica St & W 11th St W Parrish Ave & Locust St W Parrish Ave & Woodlawn Ave W Parrish Ave & Parkview Dr W Parrish Ave & Werner Ave W Parrish Ave & Crabtree Ave W Parrish Ave @ Family Dollar Carter Rd across from N York St Carter Rd across from Apollo Ct Carter Rd & Middleground Dr Carter Rd & Unifirst Dr Airpark Dr & Unifirst Dr Airpark Dr & Bullfrog Blvd Tamarack Rd & Airpark Dr Tamarack Rd off Carter Rd Wathen's Crsg @ State Bldg -Shelter O'Bryan Blvd @ Extra Space Storage Buckland @ Boys & Girls Club -Shelter Buckland Sq & Wathen's Crsg Carter Rd & Apollo Ct Carter Rd & Cavalcade Dr Bittel Rd & Dallas Ave Dallas Ave & Griffith Ave Starlite Dr & North York St Starlite Dr & Moonlite Dr -Shelter W Parrish Ave @ Moonlite W Parrish Ave & Carter Rd W Parrish Ave @ Taco Bell W Parrish Ave across from Auto Zone Bosley Blvd across from Rite Aid W Parrish Ave @ Roosevelt Rd W Parrish Ave @ Hermitage Nursing W Parrish @ Catholic High -Shelter South side of Parrish @ Parrish Ct Ford Ave @ Healthpark -Shelter W Parrish Ave & Locust St Frederica St @ Brescia University Downtown OTS Office</p>	<p>BLUE ROUTE</p> <p>Downtown OTS Office W 5th St & Locust St Walnut St @ Pittino Shelter -Shelter W 7th St & Elm St W 7th St & Sycamore St W 7th St & Plum St -Shelter W 7th St & Orchard St W 7th St & Moreland St W 7th St & Foust Ave W 7th St & Crabtree Ave W 9th St & Alpha St W 9th St & Hocker St W 9th St & Omega St W 9th St & Pennbrooke Ave -Shelter Pennbrooke Ave & Cravens Ave Cravens Ave @ Cravens School Cravens Ave & Carter Rd Carter Rd & Flamingo Ave Carter Rd @ King Drugs Carter Rd @ Village West -Shelter Carter Rd & McFarland Ave Carter Rd @ Advanced Auto Parts Carter Rd across from N York St Bittel Rd & Dallas Ave Dallas Ave & Griffith Ave Starlite Dr & North York St Starlite Dr & Moonlite Dr -Shelter McFarland Ave & Old Henderson Rd McFarland Ave & Holly Ave McFarland Ave & Western Ct McFarland Ave & Washington Ave McFarland Ave & Crabtree Ave W 9th St & Werner Ave W 9th St & Audubon Ave W 9th St & Hickman Ave W 9th St & Moreland Ave W 12th St & Walnut St W Parrish Ave & Locust St E Parrish Ave & Daviess St JR Miller Blvd & E 9th St JR Miller Blvd & E 5th St Downtown OTS Office</p>		

www.transit.owensboro.org



Map & Route Information



270-687-8570

430 Allen St Owensboro KY 42303
www.transit.owensboro.org

The City of Owensboro operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the City of Owensboro. For more information on the City of Owensboro's civil rights program, and the procedures to file a complaint, contact the OTS Office or visit www.transit.owensboro.org.

BICYCLE/PEDESTRIAN FACILITIES

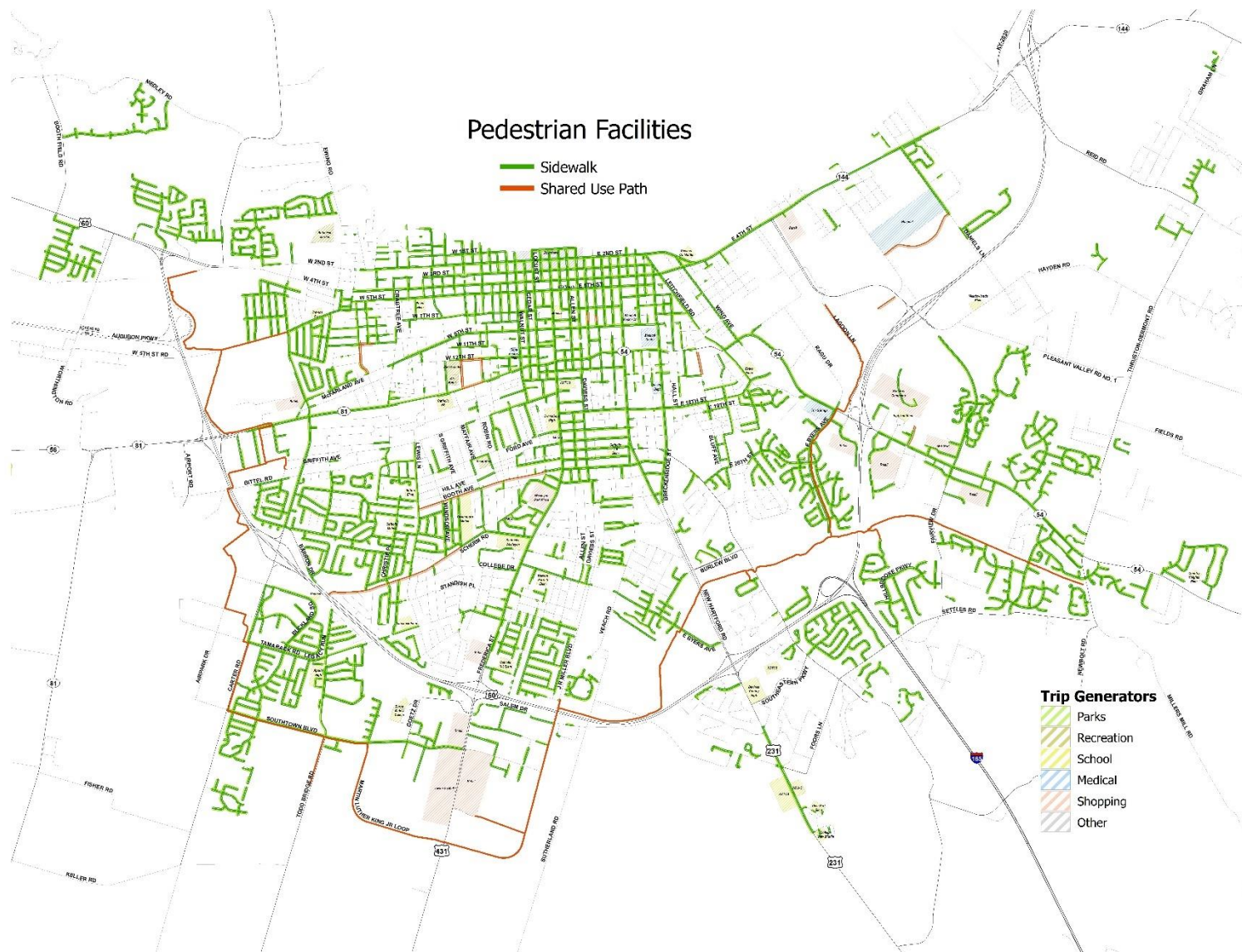


There are 355 miles of sidewalks in the MPO area – 286 inside the City of Owensboro's limits and 69 in the county. The Planning Division of the Owensboro Metropolitan Planning Commission (OMPC) administers city-county development regulations which require developers to add sidewalks to residential properties of less than one-half acre in size and all business development, at the discretion of the OMPC.

Neither the city nor county currently is adding to its sidewalk inventory; however, the City of Owensboro has committed a pool of revenue to rehabilitate existing sidewalks. The city's sidewalk committee meets at least once per year to evaluate the sidewalks in the city's Neighborhood Alliance areas; based on those evaluations, the city prioritizes repairs. The engineering department begins work in the area in which the sidewalks received the worst evaluation and remains working in that Neighborhood Alliance area until all needed repairs are complete. Work crews then move to the Neighborhood Alliance area with the next worst sidewalk rating. This process continues as time and money allow.

Daviess County does not install or repair sidewalks except under very specific circumstances.

Any development in the county, but outside the Owensboro and Whitesville city limits, is required to install sidewalks within five years of project approval. If a developer fails to do so, the county may install the sidewalk and bill the developer. Owners of property abutting public sidewalks in this same area can, by county ordinance, be required to maintain the sidewalk at their expense. If they fail to do so, the county can choose to make needed repairs and bill the property owners to recoup the cost.



The 17-mile Adkisson Greenbelt Park (shown in brown) is designed to encircle the city while linking neighborhoods, business districts, parks and schools. The trails that make up the Greenbelt Park offer a 10-foot wide asphalt surface to accommodate pedestrians and bicyclists and meets the American with Disabilities Act standards.

Other bike/ped facilities in the MPO area include the Rudy Mine Trails at Ben Hawes Park, Panther Creek Park, Yellow Creek Park and Horse Fork Park



Cyclists seeking recreation have multiple options in the MPO area. In addition to the Greenbelt, the Rudy Mine trails at Ben Hawes Park contain 7.25 miles of mountain bike trails. Trails at Panther Creek, Yellow Creek and Horse Fork Creek parks, are all open to bicyclists well.

IV. DEVELOPING THE PLAN

The MPO worked to identify priority projects for the Owensboro-Daviess County area through 2050 to address the area's needs and demands. The projects were derived from a variety of sources:

- 2045 MTP
- 2024 Highway Plan
- Continuous Highway Analysis Framework (CHAF) – KYTC's statewide project database
- Local/Regional Plans
- Input from residents
- Input from local officials
- Input from MPO staff

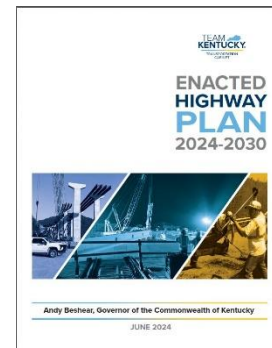
GOALS & OBJECTIVES

Community and stakeholder input was the basis for the MTP Goals and Objectives. The goal of the participation process was to provide opportunities for both residents and stakeholders to offer ideas and suggestions about transportation investment. Public input was gathered through a series of public meetings and social media. The MPO also coordinated with transportation agencies and stakeholders to inform the public of the MTP update.

The MPO's Goals and Objectives are outlined in Chapter 1 of the MTP. The goals and objectives are based on the 10 planning factors in the federal transportation legislation, Fixing America's Surface Transportation (FAST) Act, replaced by the IIJA Bipartisan Infrastructure Law. The goals and objectives provide focus and direction for the MPO's decision-making process. The goals and objectives have served as a guide throughout the process of developing the 2050 MTP. They were most importantly utilized to evaluate and rank projects for the 2050 MTP.

KYTC HIGHWAY PLAN

To address needs on the state and federal highway systems, the development of the Owensboro-Daviess County MTP included a review of the KYTC Highway Plan, which was approved by the Kentucky General Assembly in 2023. The Highway Plan is KYTC's official programming document and is part of the state budget. The plan is updated by the legislature every two years and is therefore a constantly changing document. Project funds are scheduled and set aside for improvements listed in the first two years of the plan and estimated, subject to change, for the latter years of the plan.



CONTINUOUS HIGHWAY ANALYSIS FORMULA (CHAF)

The remainder of the projects considered for the 2050 MTP are found on KYTC's Continuous Highway Analysis Framework (CHAF) database. The CHAF database is a compilation of project needs for all counties in Kentucky. The CHAF database contains project descriptions, cost estimates, and local/regional/Highway District priorities. The list of projects in CHAF is the basis for the Statewide Transportation Planning process and projects are prioritized every two years by local entities, Area Development Districts (ADDs), MPOs and the KYTC Highway Districts through the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT) process. The prioritization of CHAF projects occurs the year prior to the development of each new Highway Plan. Based on the number of projects identified in the MPO planning area and the projected funding over the next 25 years for the planning area, all MPO projects were included in this version of the MTP.

OTHER FOCUS AREAS

In identifying the MPO's long-range priority projects, several focus areas were considered. These focus areas were intended to serve as guiding principles in selecting projects and should continue to serve as areas to focus efforts, initiatives and investments into the future.

Maintenance & Operations

It is essential to get the most out of the existing and future transportation infrastructure. To this end, this MTP supports ongoing and expanded system operations and maintenance procedures to achieve a state of good repair. Systemic, routine maintenance of roadways is required to maximize function and efficiency. Routine maintenance may include street sweeping, cleaning and repairing drains, and fixing traffic signals. Other maintenance procedures are also required, which cost significantly more and are often prioritized based on need, safety and roadway use. These procedures include rehabilitating and repaving surfaces, replacing substandard bridges and reconfiguring and updating intersections. Various right-of-way maintenance is also needed including curb ramps, sidewalks, signs, signals, pavement markings, street, trees and drainage structures.

Reliability

According to the FHWA, travel time reliability reflects the quality and variability of travel time. Focus can be given to reducing congestion through affects more than just roadway mobility, but it has trickling effects on the economy as well. Low-cost measures to improve system reliability may include, but are not limited to: spot improvements, access management measures, road diets, and/or other minor roadway improvements. As is often the case, improving system reliability through these measures may result in slower speeds and longer signal queues, but the benefits of improved roadway safety ultimately result in improved travel time reliability.

Intelligent Transportation Systems

The MPO supports strategic use of ITS to maximize system capacity and to delay or eliminate the need for more costly roadway improvements. ITS include electronics, communications or information processing used singly or in combination to improve the efficiency and safety of transportation systems. ITS technologies enhance transportation system operations, especially during peak travel times, and are used to make the transportation network safer and more efficient for the movement of goods and people. Roadway message boards that inform drivers of current weather, traffic, accidents and/or construction are an example of ITS technologies.

In planning and implementing future infrastructure projects, ITS technologies should be considered as a solution to improving congestion and safety mitigation. ITS improvements can often be a cost-effective strategy to address roadway deficiencies. Generally, ITS applications can be categorized into one of eight general categories:

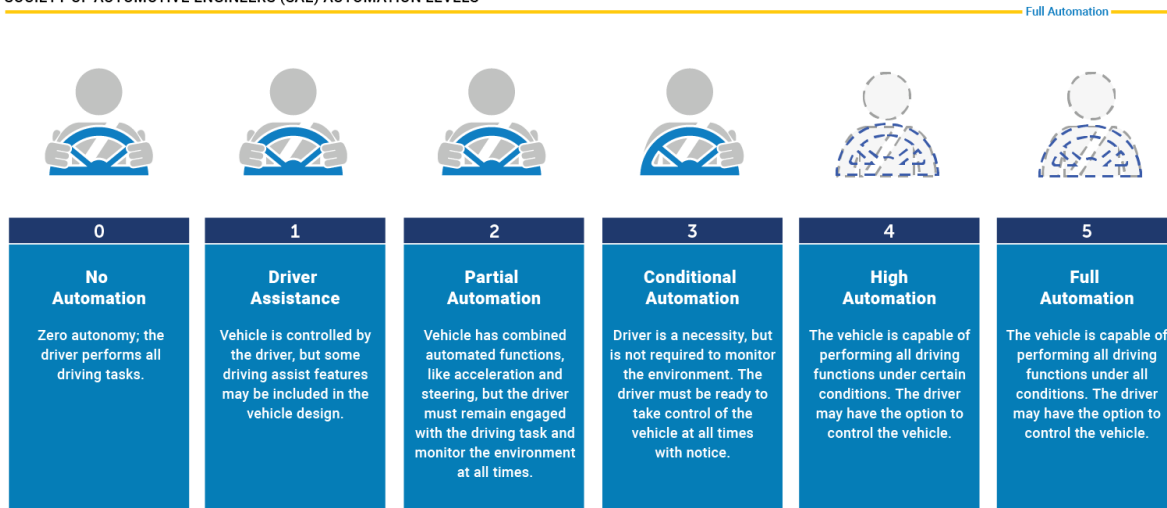
- Commercial Vehicle Operations;
- Incident Detection/Notification;
- Transportation System Management and Operations;
- Safety;
- Road/Weather Information Systems;
- Transit;
- Traveler/Tourist Information; and
- Planning, Outreach and Delivery.

Autonomous & Connected Vehicle Technology

Autonomous vehicles (AVs) and connected vehicles (CVs) are among the most heavily researched emerging transportation technologies. It is widely accepted that AVs and CVs will present both benefits and challenges for private companies, individuals and the government sector. However, the timing and pace of their deployment by manufacturers and their acceptance by the public is uncertain.

CVs will most likely come first. CVs will communicate with the vehicle's driver, with other cars on the road (vehicle to vehicle - V2V), with roadside infrastructure (V2I) and with the "Cloud" (V2C). AVs are classified by their level of automation and are expected to be deployed in stages:

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) AUTOMATION LEVELS



Safety and transportation system efficiency gains are expected through AV/CV implementation and through reduced collisions (94 percent of serious crashes are due to human error and congestion is closely tied to crash-related incidents). The following benefits are also expected:

- Crash Reduction/Elimination
- Reduced Need for New Infrastructure
- Improved Travel Time Dependability (or reliability)
- Improved Productivity (less time spent in traffic)
- Improved Energy Efficiency (less time spent idling)
- Improved Transportation Access/New Models for Vehicle Ownership

Challenges will also occur. These may include issues with security/privacy, data sharing/analytics, lagging technological infrastructure and the staggered pace of acceptance and integration at the local, regional and national level. Moving into the future will require adaptability and fresh thinking by local governments who will play four key roles: 1 - Strategist, 2 - Operator, 3 - Convener/Catalyst, and 4 - Regulator. In order to achieve the best results and outcomes, the MPO will need to monitor, collaborate and invest responsively to best prepare for and support this inevitable change.

PROJECT EVALUATION & SCORING

The MPO's Technical Advisory and Policy committees evaluated all the projects in the MPO's CHAF projects list using the SHIFT scoring criteria (Safety, Economic Growth, Congestion, Benefit/Cost, Asset Management, Resiliency and Nonmotorized Mobility). In addition, members considered the value of specific projects that might not have been reflected in the SHIFT process, seeking a balance between projects they believe most needed in the community and projects that are economically feasible.

To maintain financial constraint, some projects ranked in the SHIFT 2024 process were moved up or down the timeline based on available funding as determined by the financial analysis and the YOY dollar amounts. Chapter 6 lists these projects by future year intervals and includes costs and revenue comparison. The priorities and scheduling of highway projects reflects current conditions of the Owensboro-Daviess County MPO.

PUBLIC INPUT & FEEDBACK

Four public meetings were held at the beginning of the MTP process to gather input from members of the community on what they felt were the biggest transportation needs in the MPO area. Meetings were held in different parts of the community, at different times of day and on different days of the week to ensure as many people as possible had the opportunity to offer ideas. All meeting locations are served by Owensboro Transit.

Information about these meetings was sent to all local media as well as to all key transportation stakeholders in the MPO Participation Plan's Coordination/Consultation contact list:

- Owensboro NAACP
- Cliff Hagan Boys & Girls Club
- United Way of the Ohio Valley
- Daviess County Public Library
- Greater Owensboro Chamber of Commerce
- Owensboro Catholic Schools
- Owensboro Public Schools
- Owensboro-Daviess County Convention and Visitors Bureau
- Daviess County Health Department
- Owensboro Community & Technical College
- Daviess County Schools
- Owensboro Human Relations Commission
- Greater Owensboro Economic Development Commission
- Owensboro Homebuilders Association
- Audubon Area Community Services
- Mary Kendall Home
- H.L. Neblett Center
- Area Agency on Aging and Independent Living
- Salvation Army
- St. Vincent de Paul
- Daniel Pitino Shelter
- Wendell Foster Center
- Active Day Care
- Girls Inc.
- Help Office
- Puzzle Pieces
- RiverValley Behavioral Health
- Hispanic Ministry of Owensboro

Meetings were held:

- From 5:30 to 7:30 p.m. Tuesday, Sept. 17, at the H.L. Neblett Center
- From 4:30 to 7:30 p.m. Thursday, Sept. 26, at the Daviess County Public library
- From 4:30 to 7:30 p.m. Wednesday, Oct. 2, at the Green River ADD office
- From noon to 3 p.m. Wednesday Oct. 9, at the Senior Community Center

Comments from these meetings can be found on Page 49.

A public comment period for this draft of the new MTP is currently underway.



Thoughts on transportation issues in Owensboro or Daviess County?

Owensboro and Daviess County residents are invited to stop in to share their suggestions for improving transportation in Owensboro and Daviess County. Comments will be incorporated in the upcoming Metropolitan Transportation Plan. We want YOUR opinions on roads, sidewalks, bike paths, buses and other transportation issues.

STOP IN!

Tuesday, September 17th

H.L. Neblett Community Center

Drop in between 5:30 p.m. - 7:30 p.m.
801 W 5th St, Owensboro, KY 42301

Wednesday, October 2nd

GRADD Office

Drop in between 4:30 p.m. - 7:30 p.m.
300 GRADD Way, Owensboro, KY 42301

Thursday, September 26th

Daviess County Public Library

Drop in between 4:30 p.m. - 7:30 p.m.
2020 Frederica St, Owensboro, KY 42301

Wednesday, October 9th

Senior Community Center

Drop in between 12:00 p.m. - 3:00 p.m.
1650 W 2nd St, Owensboro, KY 42301

Questions? Call Tom Lovett, MPO Coordinator: (270) 852-1305



¿Tiene alguna idea sobre problemas de transporte en Owensboro o el condado de Daviess?

Se invita a los residentes de los condados de Owensboro y Daviess a pasar y compartir sus sugerencias para mejorar el transporte en Owensboro y el condado de Daviess. Los comentarios se incorporarán en el próximo Plan de Transporte Metropolitano. Queremos tus opiniones sobre caminos, aceras, carriles para bicicletas, autobuses y otros problemas de transporte.

¡Por favor únete a nosotros!

Martes 17 de septiembre
H.L. Neblett Community Center
Ven en cualquier momento entre las
 5:30 p.m. y 7:30 p.m.
 801 W 5th St, Owensboro, KY 42301

Miércoles 2 de octubre
GRADD Office
Ven en cualquier momento entre las
 4:30 p.m. y 7:30 p.m.
 300 GRADD Way, Owensboro, KY 42301

Jueves 26 de septiembre
Daviess County Public Library
Ven en cualquier momento entre las
 4:30 p.m. y 7:30 p.m.
 2020 Frederica St, Owensboro, KY 42301

Miércoles 9 de octubre
Senior Community Center
Ven en cualquier momento entre las
 12:00 p.m. y 3:00 p.m.
 1650 W 2nd St, Owensboro, KY 42301

¿Preguntas?

Puedes llamar Tom Lovett, MPO Coordinator: (270) 852-1305

V. FUNDING

FINANCIAL FORECAST

The highway element of the financial plan is divided into short-range and long-range forecasts and financing plans to reflect two planning horizons covered within the 2050 MTP. The short-range forecast corresponds with the MPO's TIP, a six-year funding and project programming document for the Owensboro-Daviess County MPO Area (FY 2023-2028 TIP), and the Kentucky State Highway Plan, a six-year programming document for projects statewide. The MTP's long-range funding forecast covers the remaining years up to 2050.

Federal law requires that MTPs be financially constrained. Financial constraint demonstrates that the improvements in the 2050 MTP can reasonably be expected to be funded if state and federal transportation revenues continue at their present level through the planning period (2026-2050). The MPO conducted a funding analysis in coordination with state and local transportation agencies to estimate these future anticipated revenues. These anticipated revenues and expenditures are "best estimates" based on current and historical spending trends for the MPO. Future funding of transportation projects is uncertain; therefore, the actual expenditures and feasibility of the projects listed herein will be contingent upon future funding actions taken at the local, state and federal levels.

REVENUE SOURCES

Major revenue sources at the local, state and federal levels used for transportation projects and programs include highway sources (FHWA and KYTC), transit sources (FTA) and local funds.

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 a financing mechanism 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 FHWA and the FTA. This legislation includes several categories of funding, under which many of the projects in the MTP will be eligible for federal funding assistance. Major 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 nonmotorized transportation, transit capital projects, and public bus terminals and facilities. Note: This program replaces the former Surface Transportation Program (STP) and incorporates elements from the Transportation Alternatives Program (TAP).
- **Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (STBG-TA) (formerly TAP)** – This funding is 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, as well as community improvements such as historic preservation and vegetation management, and mitigation related to stormwater and habitat connectivity.
- **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 can 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 5339 – Bus and Bus Facility Formula

State Funding

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 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 (SBP) - 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 to streets and highways may also come from the sale of bonds.

FINANCIAL ESTIMATES

Short-Term Plan

The Kentucky State Highway Plan covers six fiscal years and is revised every two years. The current SHP runs through 2032. The Kentucky Highway Plan uses project listings developed from MPOs, ADDs and KYTC Highway Districts to develop a financial programming document to preserve and improve transportation facilities in the years covered by the plan. The Highway Plan and the MPO’s TIP must be in agreement and fiscally constrained. All MPO TIP projects must be accounted for in the MTP as well.

During the first six years of the Owensboro-Daviess County MTP, it is assumed that all current projects in the 2024 Highway Plan will be completed or have funding programmed. Therefore, the funding amounts shown for the 2026-2031 period of the MTP reflect the required costs to complete the projects currently in the KYTC Highway Plan. The estimated cost of implementing these short-range, committed highway projects in the 2050 MTP is \$144,027,587.

Long-Term Plan

Revenue projections for the Owensboro-Daviess County FY 2026-2050 MTP are based on assumptions regarding the total amount of federal and state highway funding that is expected to be available for projects statewide and the average allocation of those funds to the MPO area.

Revenue Assumptions

A financial constraint analysis was conducted in order to illustrate, for future planning purposes, forecasts of revenue estimates that could reasonably be expected for the MPO's priority projects for the remaining years of the 2050 MTP. For years 2027-2045, revenue assumptions are based on estimates from the Kentucky Transportation Cabinet. KYTC estimates that project costs will increase by 4% each year. KYTC estimates revenue will increase by 3.2% each year.

Highway Financial Estimate (Year of Expenditure Dollars)

As part of the financial constraint analysis, federal regulations require that all project costs be shown in Year of Expenditure (YOE) dollars. KYTC guidance was used to calculate YOE dollars. While a 4 percent escalation per year was used for costs, revenues were projected using a 3.2% escalation. To calculate YOE costs, current project costs were inflated to the midpoint of the future year interval in which projects are scheduled. The figures in the table on the right reflect revenue assumptions that have been estimated as described above and adjusted for YOE over the planning period.

Cumulative Total Highway Revenue 2026-2050	
Funding Years	Revenue
2026-2031	\$155,740,364
2032-2037	\$189,046,476
2038-2044	\$272,208,148
2045-2050	\$287,615,471
Total	\$906,611,029

Forecasted revenue assumptions do not cover the cost of all of the Owensboro-Daviess County MPO's transportation needs as reflected in the online CHAF (Continuous Highway Analysis Framework) database. The CHAF database is KYTC's online portal of all transportation projects across the Commonwealth and is utilized in the state's prioritization processes for the development of the highway plans. The database also serves as the "wish list" of projects for each respective area. These projects are highlighted on Page 44 (Unscheduled Projects).

TRANSIT FINANCIAL PLAN

OTS depends on four sources of funding to support the public transit operations and capital program:

- Formula allocations from the FTA;
- Commonwealth of Kentucky transit funding;
- City of Owensboro funding; and
- System revenue (fares, advertising).

These sources support the OTS budget of \$3,941,228 for FY 2025.

VI. PROJECTS

SHORT-RANGE (COMMITTED) PROJECTS (2026-2031)

Projects within the MPO's TIP and the Kentucky State Highway Plan are considered short-range, committed projects. Together, these documents identify and program the funds needed to implement each phase of the listed projects over the next six years. The current TIP covers FY 2023-2028, while the 2024 Highway Plan identifies projects through 2030. The 2050 MTP Short-Range Financial Plan projects correspond with these documents and covers the years 2026-2031. The total cost to implement these projects and programs from 2026 to 2031 is \$144,027,587. The projected revenue to implement these projects is \$155,740,364. This leaves a projected surplus of \$11,712,777. The MPO has prioritized a project to rework the intersection of KY 331 and US 60 to add dual left turn lanes from KY 331 onto US 60 and dual receiving lanes on US 60. The project does not yet have an estimated price, so additional funds were left available in this project range to allow for the cost of the project. A map of those projects can be found on Page 45.

2026-2031 (Committed) Projects				
Map ID	Route	Description	2025 Cost	Projected Cost 2026-2031
1	Fairview Dr.	Major widening from Settles Rd to KY 54	\$11,600,000	\$13,048,422
2	Goetz Dr.	Reconstruction from Southtown Blvd. to Frederica St.	\$4,200,000	\$4,724,429
3	KY 144	Reconstruction from US 60 to Jones Rd.	\$8,000,000	\$8,998,912
4	KY 54	Spot improvement from Bold Forbes Way to Thruston-Dermont Rd.	\$24,000,000	\$26,996,736
5	KY 54	Major widening from Thruston-Dermont Rd. to Countryside Dr.	\$10,900,000	\$12,261,018
6	KY 54	Major widening from Countryside Dr. to Jack Hinton Rd.	\$19,900,000	\$22,384,794
7	Old Hartford Rd.	Minor widening from Harriet Lane to Burlew Blvd.	\$15,950,000	\$17,941,581
8	Old Hartford Rd./ Fairview Dr.	Reconstruction of intersection	\$2,240,000	\$2,519,695
9	Thruston-Dermont Rd.	Reconstruction from KY 54 to Hayden Road	\$22,700,000	\$25,534,413
10	Todd Bridge Rd.	Minor Widening from Keller Road to Southtown Blvd., including multiuse path	\$8,550,000	\$9,617,587
11	US 60/KY 331	Reconstruct intersection to add dual turn lanes and dual receiving lanes	n/a	n/a
Total Funds Available 2026-2031 (Est.)				\$155,740,364
Total Project Costs 2026-3031 (Est.)				\$144,027,587
Difference				\$11,712,777

LONG-RANGE PROJECTS (2032-2050)

With the assumption that additional funding will be allocated to complete the short-term projects, the MPO anticipates that approximately \$748 million (2025 dollars) will be available for new projects and programs in the MPO area from 2032-2050. The following tables and maps show how the MPO plans to allocate this anticipated funding to transportation projects and programs over this period. Projects scheduled for 2032-2037 can be found below. Projects scheduled for 2038-2050 can be found on Pages 43-44. A map of all projects can be found on Page 45.

2032-2037 Projects				
Map ID	Route	Description	2025 Cost	Projected Cost 2032-2037
1	E. 9 th St.	Reconstruction on E. Ninth St., to move railroad away from road from Breckenridge St. to Leitchfield Rd.	\$5,150,000	\$7,330,056
2	Frederica St.	Reconstruction US 60 to W. 25 th St.	\$4,750,000	\$6,760,731
3	Grimes Ave.	New route connecting Grimes Ave. to KY 603	\$1,400,000	\$1,992,637
4	Hayden Rd.	Reconstruction from KY 603 to Thruston-Dermont Rd.	\$12,000,000	\$17,079,742
5	I-165	New interchange	\$14,600,000	\$20,780,352
6	Old Hartford Rd.	Reconstruction from Burlew Blvd. to Breckenridge St.	\$7,560,000	\$10,760,237
7	Pleasant Valley Rd.	Reconstruction from KY 144 to north of the hospital entrance	\$6,500,000	\$9,251,527
8	Pleasant Valley Rd.	Reconstruction from Hayden Rd. to Thruston-Dermont Rd.	\$10,100,000	\$14,375,449
9	Southeastern Parkway	Minor widening from New Hartford Rd. to Old Hartford Rd.	\$4,400,000	\$6,262,572
10	Thruston-Dermont Rd.	Reconstruction from Hayden Road to KY 144	\$11,300,000	\$16,083,423
11	US 60/KY 1554	Reconstruction of intersection	\$2,050,000	\$2,917,789
12	US 60/US 231	Reconstruction of intersection	\$23,500,000	\$33,447,828
13	New Hartford Rd.	Reconstruction from East Byers Ave. to Burlew Blvd.	n/a	n/a
14	Carter Rd.	Minor widening from McFarland Ave. to Parrish Ave.	n/a	n/a
15	KY 81	Major widening from Keller Road to KY 56	\$14,600,000	\$20,780,352
Total Funds Available 2032-2037 (Est.)				\$189,046,476
Total Project Costs 2032-3037 (Est.)				\$167,822,696
Difference				\$21,223,780

2038-2044 Projects				
Map ID	Route	Description	2025 Cost	Projected Cost 2038-2044
1	18 th St.	Minor widening Frederica St. to JR Miller Blvd.	\$3,600,000	\$6,742,732
2	18 th St.	Minor widening Breckenridge St. to Leitchfield Rd.	\$9,170,000	\$17,175,238
3	18 th St.	Minor widening JR Miller Blvd. to Breckenridge St.	\$5,310,000	\$9,945,530
4	Daniels Ln.	Reconstruction from the hospital entrance to Hayden Rd.	\$6,600,000	\$12,361,676
5	E. 26 th St.	Minor widening Old Hartford Rd. to Strawbridge Pl.	\$7,400,000	\$13,860,061
6	E. Byers Ave.	New route from current terminus in The Heartlands to Old Hartford Rd.	\$7,800,000	\$14,609,254
7	Ewing Rd.	Reconstruction E. 2 nd St. to Medley Rd.	\$6,850,000	\$12,829,922
8	Foors Ln.	Reconstruction Veach Rd. to Settles Rd.	\$19,300,000	\$3,148,538
9	KY 56	Reconstruction KY 279 to KY 81	\$9,400,000	\$17,606,024
10	Old Hartford Rd.	Minor widening US 431 to just past Southern Oaks Elementary School	\$150,000	\$280,947
11	Settles Rd.	Minor widening Fairview Dr. to Millers Mill Rd.	\$7,350,000	\$13,766,412
12	US 231	Reconstruction S. Burton Rd to south of OCTC	\$16,600,000	\$31,091,489
13	US 60	Major widening Henderson/Daviess County line to KY 1554	\$17,300,000	\$32,402,576
14	US 60	Major widening KY 279 to former US 60 bypass	\$18,400,000	\$34,462,855
15	US 60/Audubon Pkwy	Reconstruction increasing the length of westbound onramp to Audubon Pkwy.	\$1,300,000	\$2,434,876
16	W. Fifth St. Rd.	Minor widening Worthington Rd. to US 60	\$4,150,000	\$7,772,872

Total Funds Available 2038-2044 (Est.)	\$272,208,148
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Total Project Costs 2038-2044 (Est.)	\$263,491,002
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Difference	\$8,717,146
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2045-2050 Projects				
Map ID	Route	Description	2025 Cost	Projected Cost 2045-2050
1	Goetz Dr.	New route from Southtown Blvd. to Martin Luther King Jr. Blvd.	\$3,430,000	\$8,128,821
2	KY 144	Reconstruction from Jones Rd. to Knottsville-Mt. Zion Rd.	\$12,100,000	\$28,676,017
3	KY 144	Reconstruction from Knottsville-Mt. Zion Rd. to Boteler Rd.	\$6,500,000	\$15,404,472
4	KY 144	Reconstruction from Boteler to the Hancock/Daviess County line	\$24,500,000	\$58,063,010
5	KY 54	Reconstruction from the eastern limits of Whitesville to the Daviess/Ohio County line	\$10,050,000	\$23,817,684
6	US 431	Reconstruction from the McLean/Daviess County line to KY 140 E	\$20,500,000	\$48,583,35
7	US 431	Reconstruction from Marksberry Rd. to near Panther Creek bridge	\$22,500,000	\$53,323,173
8	US 431	Major widening from Panther Creek bridge to Martin Luther King Jr. Blvd.	\$12,000,000	\$28,439,025
9	Wrights Landing Rd.	Minor widening from KY 2830 to KY 405	\$5,850,000	\$13,864,025

Total Funds Available 2045-2050 (Est.)	\$287,615,471
Total Project Costs 2045-3050 (Est.)	\$278,299,564
Difference	\$9,315,907

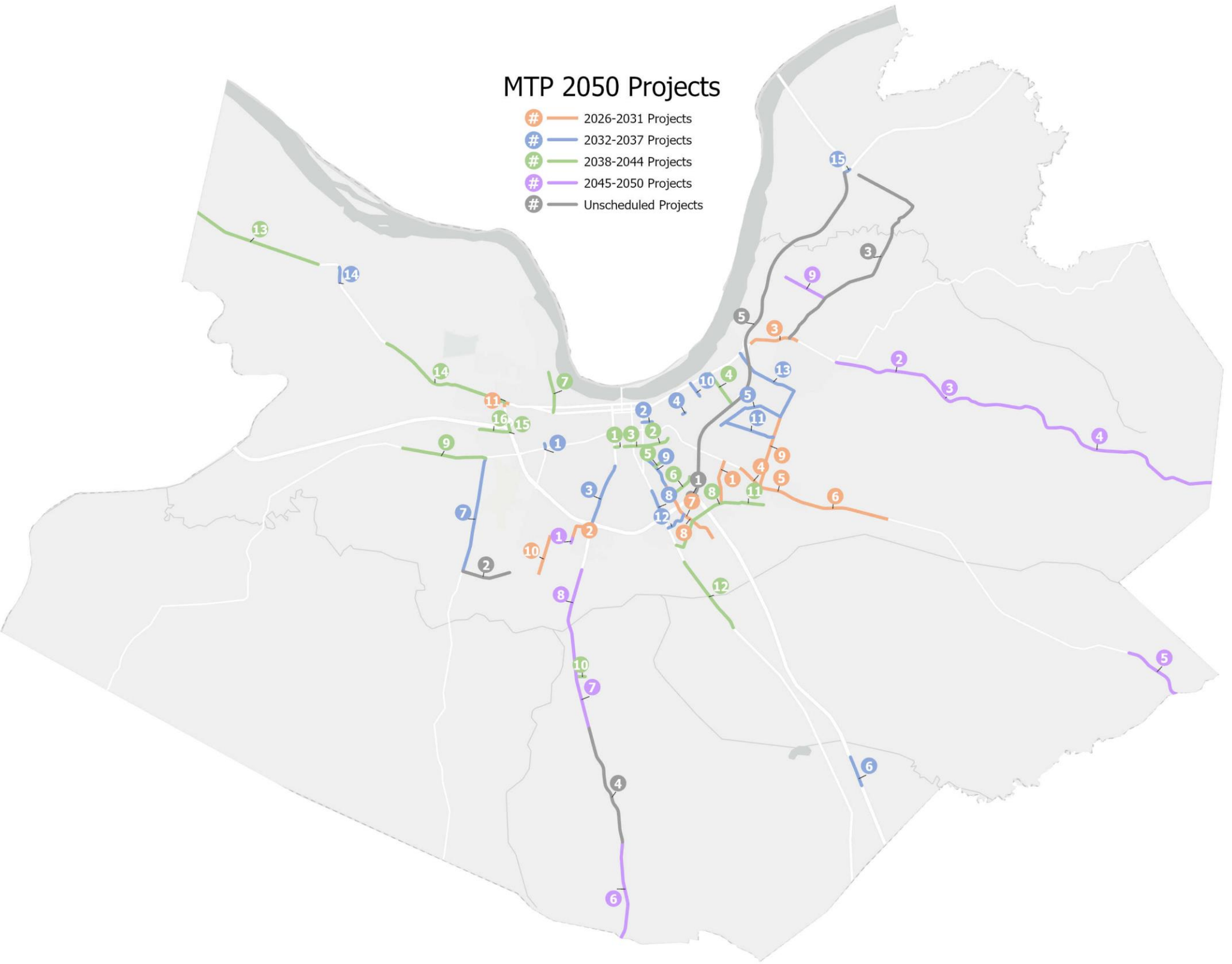
UNSCHEDULED PROJECTS

Beyond the fiscally constrained MTP priority projects, as listed in the short- and long-range financial plans, the plan development process identified additional unmet transportation needs in the MPO area. These tables and maps display the remaining MPO projects that fall outside the financial constraint of this plan. Should additional funding become available during the timeframe of the 2050 MTP, these projects may be considered for inclusion in the financially constrained project list of the MTP. A map of all projects can be found on Page 45.

Unscheduled Projects				
Map ID	Route	Description	2025 Cost	Projected Cost
1	Keller Rd.	Reconstruction KY 81 to Carter Rd.	\$13,310,000	n/a
2	I-165/US 60	Reconstruct interchange of I-165/US 60	n/a	n/a
3	KY 405	Reconstruction KY 144 to KY 2830	\$30,500,000	n/a
4	US 431	Reconstruction KY 140 E to Marksberry Rd.	\$25,000,000	n/a
5	US 60	Reconstruction to extend I-165 along US 60 to the Natcher Bridge (interstate)	\$236,450,000	n/a
Total Project Costs			\$305,260,000	

MTP 2050 Projects

- # 2026-2031 Projects
- # 2032-2037 Projects
- # 2038-2044 Projects
- # 2045-2050 Projects
- # Unscheduled Projects



VII. IMPLEMENTATION

FEDERAL COMPLIANCE

Inclusion of a project or program in the 2050 MTP means that it has been identified as a regional priority for funding and is part of the MTP's financial plan. The 2023-2028 Owensboro-Daviess County TIP and STIP are the official mechanisms through which projects in the MTP are implemented. The TIP and STIP are short-term programs of scheduled transportation improvements. Projects in the TIP/STIP must be included the MTP and must help implement the goals of the long-range plan.

Transportation Improvement Program

The TIP is a phased, multiyear schedule for obligating federal funds to projects in the MPO area. The MPO formally requests and obligates Federal-aid Highway Program funds from the Commonwealth of Kentucky and from the FTA through the TIP. The TIP must also include all regionally significant, non-federally funded projects. Like the MTP, the TIP must be fiscally constrained. The TIP helps the MPO and the public track local, state and federal transportation funds and projects. The TIP is not as much a construction timeline as it is a financial program for scheduling and obligating federal funds; it represents the intent to construct or implement a specific project and the anticipated flow of federal funds and matching state or local contributions. While estimated implementation dates are given for projects in the plan, it should be noted that both project development and the TIP are dynamic in that they have the flexibility to be amended and modified as programs and projects are implemented. A major update to the TIP occurs at least every four years.

Kentucky Statewide Transportation Improvement Program

Many of the transportation projects and programs listed within the MTP will use funding programmed within the STIP which is a subset of the six-year Kentucky Highway Plan. The Highway Plan is developed by the KYTC and adopted by the Kentucky State Legislature every two years. Local priorities established by MPOs are considered in developing the Highway Plan; however, concurrence with the MTP and local priorities is not guaranteed.

VIII. APPENDICES

MPO MEMBERSHIP

Owensboro-Daviess County MPO Policy Committee

Role	Current Member
Daviess County Judge/Executive (chair)	Charlie Castlen
Mayor of Owensboro	Thomas H. Watson
Secretary of the Kentucky Transportation Cabinet	Jim Gray (Deneatra Henderson, designee)
FHWA Kentucky Division Administrator (Nonvoting)	Shundreka Givan (Nick Vail, designee)
FTA Regional Administrator (Nonvoting)	Yvette Taylor (Megan Pittman (designee)

Owensboro-Daviess County MPO Technical Advisory Committee

Role	Current member
Owensboro City Manager (chair)	Nate Pagan
Daviess County Fiscal Court	Janie Marksberry
Owensboro City Engineer	Kevin Collignon
Daviess County Engineer	Dirk Dooper
Owensboro Police Department	Sgt. Aron Contratto
Daviess County Sheriff's Office	Sgt. Tyler Free
Owensboro Metropolitan Planning Commission	Brian Howard
Owensboro Riverport Authority	Brian Wright
Owensboro Transit System	Vickie Pennington
Regional Water Resource Agency	Garrett Gordon
Kenergy Corporation	Scott Atherton
Owensboro Municipal Utilities	Tim Lyons
KYTC Division of Planning	Isidro Delgado
KYTC Office of Transportation Delivery	Vickie Bourne
KYTC District 2 Office	Nick Hall
Greater Owensboro Chamber of Commerce	Candance Brake
Greater Owensboro Economic Development Corporation	Claude Bacon
Owensboro Daviess County Regional Airport	Tristan Durban
Green River Area Development District	Joanna Shake
FHWA Kentucky Division (Nonvoting)	Nick Vail

GROUPED PROJECTS

Transportation planning regulations applicable to the development and content of the MTP and TIP allow projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually noncontroversial and produce negligible impacts – other than positive benefits for safety, traffic operations or system preservation. The MTP/TIP includes a list of these types of projects (called Grouped Projects) that may be allocated federal funding through a variety of federal funding programs. These projects are typically identified in an effort to improve existing problems and/or deficiencies, enhance preservation or improve safety. They may also be the result of competitive grant awards.

For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the MTP/TIP. Individual projects from grouped project categories will be incorporated into the MTP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP/TIP changes to be made by Administrative Modification, rather than Amendment, simplifies and streamlines MTP/TIP maintenance and project approval processes.

This list of grouped projects was developed cooperatively with KYTC and FHWA. By listing these project types in the TIP and MTP documents, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the MTP/TIP in the future via streamlined procedures. MTP actions for these projects will not require additional public review, demonstration of fiscal constraint or a conformity determination (if applicable).

When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by KYTC (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the MTP/TIP – with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the State Transportation Improvement Program (STIP).

GROUPED PROJECTS

HSIP – Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier and Crash Cushion Projects
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Improvements
Traffic Signal System Improvements
Highway Signing
Pavement Markers and Striping
Pavement Resurfacing, Restoration and Rehabilitation
Bridge Replacement (No Additional Lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Railroad/Highway Crossing Protection
Recreational Trails Projects
Transportation Alternative Projects
Congestion Mitigation Air Quality (CMAQ)
Commuter Ridesharing Program
Bicycle Accommodation/Facilities
Pedestrian Improvement/Facilities
Park and ride Facilities
Purchase of New Buses
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Small Transit Passenger Shelters and Informational Kiosks
Reconstruction or Renovation of Transit Facilities
Transportation Studies
Miscellaneous Planning and Technical Studies

PUBLIC COMMENTS

Comments gathered prior to the creation of the 2050 MTP

Jenny Busse: One area where I feel sidewalks would be beneficial to many citizens is along Ford Ave. Especially the section of road from Sutton to the Health Park. Many students walk to and from school. Also, as someone who enjoys walking in the neighborhood, consistent sidewalks from Lewis Lane to McCreary would be a welcome safety addition to our community.

Daniel Fulkerson: One suggestion that I would have would be the bridge on 231 that goes above the bypass to have some type of pedestrian walkway. This would provide a safe walkable path for the students of Daviess County High School and the residents of the surrounding area to reach Legion Park, the gas stations, bus stop, the apartments where some students reside, and the greenbelt. It is a high traffic area that creates a barrier to access other parts of the community and it is unsafe and creates a scenario possible for someone getting hit by a car whenever there is a student, a group, a biker, or a person walking along the side of the bridge.

Eddie Atherton: Examine the needs for shoulder improvements to the Ky 56 roadway from the Ky 56 & 81 roundabout west to at least the Daviess County line. The majority of this has been recently resurfaced or is near completion only lacking the edge line. It is good to have the upgraded pavement as it had gotten in poor condition in many areas requiring frequent filling of potholes. The new pavement is good and gravel was added to the shoulders but the first time that a tractor or implement has to go off of the edge to allow oncoming vehicles to pass, that gravel gets pushed away. There are some places where added pavement has made the drop from the paved roadway worse. Drop offs vary from 0" to as much as 2' within the edge of the pavement. Earlier this summer there was an agricultural spray unit that was eastbound, just west of St. Mary Magdelene Catholic Church and I don't know what kept it from turning over as there is at least an 18" drop into a soft, muddy ditch where water stands until it evaporates.

During the recent paving operations I was in a position to observe various farm equipment including two combines and a tractor with a grain wagon trying to maneuver through the single lane paving operation area. The proximity of utility poles, the ditches, several dump trucks loaded with blacktop material were an issue. Some dump trucks had to back up and spread out, some backed into driveways and parking lots and so forth to allow the caravan of equipment to zig and zag around the obstacles. The paving crew did as good of a job of accommodating as they possibly could. This farming equipment is common on this area and as people in vehicles and equipment have to drive off of the roadway, the shoulder gravel is pushed away, creating another drop off.

Shoulder improvements to a portion of this area were in the plan at one time, they were delayed, then dropped with no mention of them at all now. There needs to be some evaluation of how improvements can be made in the long term, at least in the worst areas. Ky 56 is seeing an increase in large truck traffic and pickups with trailers due to regulation changes of trash hauling and the changes forced many trucks to go to the Daviess County Landfill to dump as opposed to the DC Transfer Station. There are out of county tractor trailer haulers using Ky 1554 between the Audubon Parkway and Ky 56 to go west to the Ky 815 route to the landfill. Contractor vehicles are using Ky 56, turning onto Lydanne Bridge Road as a shortcut to the landfill and that has created problems for those local residents with debris blown or falling from those trailers. Many people have complained of tire damage from nails.

Here I'll address maintenance or lack thereof. The Hwy. 60 bypass has been an embarrassment all summer. The state advertises for locations of noxious weeds so that they can apply weed control products. You could start at one end of the bypass and go to the other side of Owensboro spraying the rights-of-way to either side and the middle and if it was all treated it would nearly be an continuous application from one end to the other. The state only mows twice a year and in the meantime the johnsongrass grows so tall that it blocks the visibility of smaller cars on the ramps that are fixing to merge. It's terrible. This plant is capable of producing 28,000 seeds per plant and spreads by rhizomes as well. With only two mowings and no herbicide spray applications, the plants are producing seed, and is spread by equipment when it is finally mowed. Also, when mowing is done there is often nothing done to clear behind guardrails. Under and between the bridges there are trees growing, trees that fall out of fence lines are not cleaned up and usually mowed around. The task of mowing is not being completed fully when the two cuttings a year are done.

Lastly, the removal of the southbound turn lane at the 60 bypass and Frederica/431(southwest corner) of the intersection apparently left a pile of dirt that now has weeds and grass grown up on it. The ditches on the east and west sides of Frederica and south of the bypass to Goetz/Salem Drive are full of eroded material, small trees and cattails and there is little to no flow in those ditches.

Iliana Gaynor: Please add sidewalks to Ford Avenue.

Amber Phelps: Please add a stoplight in front of Countryside Elementary School.

Barb Bennett: I live in The Oaks subdivision on the east side of Legion Park. We need sidewalks on Veach Road to access the park, shopping, businesses, coffee shop, restaurant, schools, churches, groceries, and homes in the area. Many young people, Burmese residents and their families and I are forced to walk in the street to reach these places. Walking is healthy and I use the park but I would like to walk to the amenities instead of tramping across yards when by KY law I have to give way to automobiles. A bus shelter and a posted schedule are also needed on Veach Road.

Jay Mills: We would like to suggest the construction of a sidewalk to run along Pleasant Valley toad from KY 144 (Consumer Mall) to Pleasant Valley Community Church (eventually to the hospital.)

Joanna Shake: Increase the number of covered bus stops.

Lauren Moore: I saw on our local news where you wanted to be informed about neighborhoods that had lack of sidewalks. Keeneland Trace is one of those neighborhoods. It's a young, growing neighborhood with a lot of young families. There are several lots which will never be built upon that Thompson Homes refuses to finish the sidewalks on. This has been a topic of concern for our neighborhood for a long time and Thompson Homes refuses to address the situation.

Luke Royal: I am a resident of Keeneland Trace neighborhood, which is a Thompson Homes neighborhood off Carter Road near Keller Rd. I'm sure you have gotten several request about the lack of sidewalks throughout our neighborhood but I also wanted to bring to your attention that there is no safe way to leave our neighborhood by foot. There is zero shoulder on Carter Rd near the entrance of our neighborhood. It goes from rumble strips directly to guard rail. When walking or running at this part of the road, vehicles could mistakenly strike a pedestrian without even being alerted by rumble strips. This section of road past Southtown Blvd is also not lighted. There is only one entry/exit bridge to our neighborhood. This death trap section of road is the only option to leave by foot. Your attention to this would be greatly appreciated.

Lance Games: I am a resident of Keeneland Trace and have been for almost 6 years. When I moved in it was said that sidewalks were not installed until completion of the purchased home. Throughout the neighborhood, we have MANY sections of missing sidewalks for areas where lots are not for sale due to the size. We are a very social neighborhood and many walk for exercise, walk dogs and take children out. We are not able to walk the neighborhood without exiting the sidewalk onto the street. This is just not acceptable. It is not safe nor is it necessary. Some of these gaps have been there for a decade or so. While I am sure this is costly for the builder, it is a part of the neighborhood that is necessary and missing. I ask that the city step in and press the issue. If this is not possible the residents are deserving of an explanation why this is not to be completed at this time.

Lisa Ladnier: Our neighborhood, Keeneland Trace, is off of Carter Road on the southwest side of Owensboro. Our home was built 13 years ago and many of our neighbors have been there much longer. There are incomplete sidewalks all over our neighborhood. Some of them are lots that are supposed to one day have houses but many of them are just incomplete. You can not walk down any part of our neighborhood without having to get in the street due to the incomplete sidewalks. In my particular part of the street (2516 Winning Colors Way) all of the houses were built by 2011 and there is still a strip without a sidewalk. The original plans called for possible alleyways, but they are no longer going to be built and we have asked repeatedly to have the sidewalks finished to no avail. Also, we would love to have bike access to get out of our neighborhood and ride on the paths by Southtown Blvd. Carter Road is extremely busy and the shoulder beside the road is narrow and full of debris. If we could get a path built to ride to the nice sidewalks on Southtown, we would have access to many other areas as well. We were told by Thompson Homes when we moved into the neighborhood that they were going to build a path from our neighborhood to Waymond

Morris Park, but that was never done either. We are stuck in our neighborhood unless we want to haul our bikes on our truck and take them somewhere else.

Elizabeth Adkins: I am a resident of Keeneland Trace subdivision. We are missing sidewalks. Actually we have intermittent sidewalks. Those walking using sidewalks have areas where there are no sidewalks. Walkers must weave off & on the streets therefore weaving in and out of traffic. Elementary school children catch the bus about 6:05 a.m. It is still dark at this time. They need continuous sidewalks for safety. Also, 5100-5200 block of Trifecta Place has many dips, rough areas and manhole covers are exposed. This section needs to be paved or at least the topcoat of asphalt added. Besides residents, school buses and sanitation trucks travel often. This street has been like this for years.

Cindy Shaver: It would be nice to continue a sidewalk on Jr Miller along the Fiddlestick neighborhood and Country Club towards Byers Avenue so people walking or riding their bikes to the park can do so safely. A portion of US 231 going south past the CVMS school has huge ditches on both sides of the road and also has guard rails but there has been an increasing amount of people that now walk on the highway because there is not enough room around the bridges and on the outside of the guard rails. I know the ditches are important for field drainage. It has gotten very dangerous for walkers and drivers and would be much safer to have a wider road or walkway of some sort.

Sherry Westerman: My name is Sherry Westerman. I live at 2607 Allen Street. We do not have sidewalks in this neighborhood. There are a lot of people, including children that walk here daily. Including walking to bus stops. To do this they must walk in the streets. This is very dangerous. We are within the city limits, so I do not understand why we do not have sidewalks here for city kids to get to the bus stop safely. It would also be helpful to teach people how to ride the city bus. More people would ride the bus if they knew how to do it. I know people that I would. I don't know the routes or the color coding of what bus goes where to help them.

Matt Lee: I work in land surveying for Bryant Engineering. My job is to be observant in the field and make note of how our infrastructure can be improved. I travel all over Daviess County and surrounding counties on a daily basis. There are three intersections that I feel require an updated traffic plan. All three are on Owensboro's largest east-west arterial street, Parrish Avenue. Turn signals should be added to the Parrish Avenue intersections with the following:

1. Crabtree Avenue. The view to turn onto Crabtree is blocked due to oncoming traffic in the opposite turn lane.
2. JR Miller Blvd. Sight distance is poor if oncoming traffic is in the turn lane. A slight elevation difference between the west side of Parrish and the east side of Parrish adds to the sight distance issue.
3. Triplett Street. Better signage for east bound traffic to indicate that the right hand lane must turn south on Triplett. I once had an eastbound semi continue through the intersection where he should have been turning south on Triplett. He was alongside my vehicle on my right and forced me left into the oncoming westbound traffic. Thank you for taking the time to hear our community's concerns.

Alicia Storm: There are sidewalks for Griffith Avenue from Frederica down to a little past Walnut. However, there are quite a few active people who walk/jog the whole length of Griffith where there aren't sidewalks, leaving them in the street. I notice this because I travel Griffith frequently for work. The other conundrum in the area is that there are constantly service vehicles (lawn service, construction, asphalt, exterminator, etc.) parked on Griffith, which causes vehicular congestion. There are many times where traffic becomes a little tricky because of these vehicles being parked on the street, thus being in the driving lane. Two other areas that I notice an increase need for sidewalks are 18th St. between Triplett and Leitchfield (needed on both sides of the street), as well as New Hartford Rd. Some of our lower SES community members frequently walk these streets and it can be quite dangerous with the amount of traffic that flows in those areas. I'm not sure that this is something for you, but one more item that was actually discussed recently with my Leadership Owensboro group, is the need for adequate lighting near the bridges/overpasses that run over the Greenbelt. These are often areas where some of our homeless citizens spend time, and it is also just a potential for other, non-homeless people to wait in hiding. Our group felt one simple step to help combat this issue may be additional lighting to "flush out" people from spending prolonged time in those areas.

Barb Clites: There already is a lot of pedestrian traffic on Second Street in the area near where the new Senior Center will be built. And the Center will only add more people to the area. Because of this, I have three suggestions: 1) add a concrete pad and shelter at the bus stop at Martin Way and Second Street. 2) add a stoplight at the intersection of Carter and Second Street. 3) Add sidewalks on the four arteries around the intersection of Carter and Second Street (from the Botanical Gardens to Audubon Acres along 2nd Street: Carter Road from 4th street to 2nd Street and into Thompson-Berry Park.)

Jennifer Alvey: Please consider adding a merge lane from the US 60 westbound offramp onto northbound New Hartford Road. This intersection has a high incidence of rear-end collisions and a merge lane could ease the problem.

Angela Settle: I am the executive director of the Help Office here in Owensboro and I'm concerned about meeting the needs of Owensboro's low-income residents. One issue is many low-income residents are struggling to get an ID because the office has been moved out to KY 81, which is not served by the bus in Owensboro. Also, the buses need to run later in the day and on weekends. People working second shift who ride the bus have no way to get home. And having no service on Sunday makes it harder for people to attend church or do their shopping.

Sandy Edds: I really wish there was a sidewalk that extends further down Griffith Avenue and that the broken sections that do exist would be repaired. The sidewalk currently stops at Cary Court just before my house at 1121 Griffith Ave. So many people walk or run along this busy road that a sidewalk extending further, on just one side of the roadway, would be very beneficial. With the maturity of the area and private landscaping extending out to the road, many people might be reluctant to have them put in, but even a narrower sidewalk closer to the road would be a benefit.

Amber Gebhard: The intersection of Old Hartford Road at Crescent Hill Drive is dangerous. There's a blind curve right by the intersection and there's been a lot of development in the area. So, there are more cars on Old Hartford and they're going fast because of the blind curve they can't see traffic turning out from Crescent Hill. Plus, there are a lot of walkers in the area and many of them cross Old Hartford to walk in the Stone Creek Park neighborhood. Also, there's no sign in either direction warning of the curve.

Britney Ammon: Please add sidewalk to Daniels Lane. There are some sections, but they don't connect to each other. There is a section of Greenbelt that intersects Daniels Lane, but there's no sidewalk for people in the area to get to it. You have to walk in the road, which feels dangerous. There also are walking trails at the hospital, but again there's no safe way to get to them.

Dave Roberts: As a Board member of the Dogwood Azalea Neighborhood Alliance that was reactivated a few months ago, we're seeking ways to improve our neighborhood/community. One idea was to pursue a bike route through our area leading to the Greenbelt. An analysis of the Share Roads that currently exists and what addition seems possible is described herein below.

The current Road Share (Bike Routes) within the city is a corridor from Downtown traveling south on Daviess Street with two spurs beginning at East Byers Ave. One spur leads to the east which crosses Veach Rd. and terminates where the Share Road intersects with the Horse Fork Trail of the Greenbelt. The other Share Road turns toward the west on East Byers and continues through a few side streets reaching Tamarack Drive near the Frederica Street intersection. The Share Road continues across Frederica St, westward on Tamarack Drive to Carter Road and onto the South Owensboro Trail of the Greenbelt. All of these Share Roads travel in both directions and any further additions would also flow in both directions.

We're proposing another spur off of the Daviess Street Share Road resulting with a Share Road traveling through the center of the city benefitting a highly populated area. The Share Road would turn left/West at Daviess and East 20th Street heading toward Frederica Street & crossing onto Ford Ave, where the Public Library and Owensboro High School are located. This busy intersection does include a stoplight and crosswalks to provide a safe crossing. After crossing onto Ford Ave., the Share Road would quickly turn North onto McCreary Ave. then turning left/West onto Griffith Ave. Another crosswalk exists at his location. The Share Road would head west on Griffith Ave. passing through the intersections at Robin Rd. (flashing 4-way red light) and Lewis Lane/Roosevelt Rd. (Stoplight). The route would continue west reaching the 4-way stop at Griffith & Bosley Rd and onward to Ellis Ave taking a left (north) turn. Once on Ellis Ave heading north a short distance to the 4-way stop intersecting with Bittel Rd. From there the

Share Road would turn right (West) toward the stoplight & crosswalk at Bittel & Carter Road. After crossing Carter Rd., the route would soon turn right onto Dallas Ave. near the Greenbelt entrance at Shifley Park. This section of the Greenbelt allows access to both the South Owensboro and/or the West Owensboro Trail.

An alternative route to consider, if for some reason the Griffith Ave. route isn't possible would be as follows: Have the spur beginning at the Daviess St. – East 20th St. intersection turning West toward Frederica and crossing onto Ford Ave. the same as above. However, the Share Road would continue West on Ford Ave, through the Robin Rd. and Lewis Lane intersections (both 4-way stops). Upon crossing Lewis Lane, the route would continue West turning right/North on Oxford Dr. and then veering left onto Bittel Rd. The Share Road would follow the same route to Shifley Park/Greenbelt as previously described. However, the negatives with this Alternate route are the various crossroads on Ford Ave. including Griffith Place, Mayfair, South Griffith and Windsor (2 way stops), which present hazards to cyclist. Whereas, all the limited cross roads on Griffith Ave. have 4-way stops. In addition, Griffith Ave. maybe a wider corridor than Ford Ave. with less parking on the street and seems to already host numerous walkers, runners & bikers.

It appears the city's initial plans in developing the Greenbelt was to include multiple inter-city links providing safe corridors along existing city streets. This proposal allows additional access from a couple of neighborhoods and another entry point onto the Greenbelt with two optional trails. Also designating Griffith Ave. as a Share Road will provide a safer space for those already using this street (with limited sidewalks) as a recreational corridor with health benefits. Others have been notified of this proposal & support it are: The Board members of the York-Shifley Neighborhood Alliance, the Owensboro Bike Club & Sue Fowler, who led the development of the Greenbelt. Our Alliance would be happy to serve with any group assembled to develop this new spur.

Finally, with regard to the cost for the Griffith Ave./Share Road, it would require the painting of the Share Road symbols on each of the roads and signage along the route consistent with what appears on the current Share Roads (both directions). Once cost estimates are known, a few sponsors may assist with the expenses. There have also been some conversations that indicate grant dollars may be available.

Melinda and Mike Schoenwald: YIELD SIGNS ON BYPASS: Our biggest suggestion for the largest overall impact would be to add YIELD signs to the drivers in the lane that is merging ON to the bypass. It has been obvious since moving here in 2017 that 90% of the mergers are clueless that it is THEY who are required to yield to the traffic they are merging into. Because so many drivers graciously move over to the left lane making room for them, it has become the expectation that THAT is the norm. Many even exhibit anger if you don't do so! Having driven in metro areas all over the US for decades, we have never seen this weird phenomenon until moving to Owensboro. Almost every freeway in the country posts yield signs for the merging lane; it is surprising that KY apparently does not, in spite of obvious need for them. We would like to see this area explored. Who has jurisdiction? How could we make this happen?

OUTER LOOP: As controversial as it is, we are of the opinion that an Outer Loop will eventually be the solution to long-term growth and should be further explored at some point. It certainly would be nice to re-route some of the large truck traffic away from town.

JAKE BRAKE CONCERNS: As difficult as it might be to police, something needs to be done to mitigate this noise pollution problem on the Natcher where it merges into the 60 bypass between Parrish and Hartford exits. It is deafening in Heartlands and Brookhill neighborhoods. Redesigning the intersection to mitigate this should be placed on the long-range planning. But some type of policing should be done for the interim.

BYERS continuation at GREENBELT: Continuing the dead-end of Byers in the Heartlands through the greenbelt to Old Hartford (as has been suggested on previous plans) is a terrible option for the nearby communities. Heartlands has 774 homes which are already impacted by the speeding traffic on Byers from Parrish down to 26th Street. In the past several years, 2 pedestrian traffic crosswalk deaths have occurred on that street on the portion which already is a cut-through. An extension would dramatically exacerbate that situation by turning what was designed to be a residential street through a quiet neighborhood into a major through street that would be used to cut across town.

Residents of Heartlands are adamantly against this bad idea. Furthermore, it would impact use of the greenbelt and eliminate the parking at the dead-end for those entering the greenbelt there.

WIDENING OF 26TH STREET: Not sure how this could be accomplished but since it has turned into a thru-street across town from Heartlands to Old Hartford, it seems this should be addressed. There is not room for both parked cars and two-way traffic.

SIDEWALK NEEDED ON OLD HARTFORD: Portion between Breckenridge and Burlew Blvd has too many pedestrians walking on that already narrow road. The problem is exacerbated by the fact that the drainage ditch does not leave room for them to walk on grassy area next to the road, forcing them over onto the pavement shared by cars. Very unsafe situation.

E-BIKES ON GREENBELT: Electric bikes are a technological breakthrough which is a blessing for older adults who need occasional assistance. Unfortunately, they have become an article of abuse by youths who cannot resist the urge for speed. Consequently, many communities have blanketly banned them, without bothering to study the nuances of the issue. Some have outlawed certain classes of bikes that have the ability to travel at faster speeds, regardless of whether that speed is actually used. This ignores common sense, as many of the lower priced bikes have the ability to operate at a variety of speeds. The user can simply not engage the higher gear, but obviously, the user cannot eliminate it from existing on the bike. It should be the speed that is limited, not the capability of the bike. Obviously, a non-E-bike could easily be capable of higher speeds than some Ebikes. This is a new issue that will have to sort itself out in communities where it prevails. Hopefully by the time it becomes common here in Owensboro there may be models to study. Meanwhile, we should have it on our radar screen. Bottom Line: The challenge will be to pre-empt the youth abuse of Ebikes (which has become problematic elsewhere) and not penalize our older adults with rules that would remove the huge physical benefit it affords them.

BIKE LANES ON STREETS: We lived for 33 years in South Orange County CA where the number of bike lanes is probably one of the highest in the nation. The biggest takeaway is surprising, but factual: even with that massive number of bike lanes, the usage couldn't have been lower. The cost per user must have been astronomical. There are just not that many Americans who use bikes for transportation versus recreation. Period. We will never be Europe.

In spite of that, many bike lanes exist there and are problematic in a number of ways:

In the older areas, the roads are not as wide. The bike lane addition makes them narrower. The risk to bikers is huge and many accidents were reported. Parked cars on the curb cause the biker to swerve out into the lane of traffic. Right turn lanes cause the bike lane stripes to actually go out to the middle, between the 2 lanes. All this adds to the risk. Drivers here are not in the habit of sharing the road with bikes. It would take decades for this to change.

In the newer areas, the lanes are wider. BUT, an entire right lane is taken up by the bike lane and a buffer lane. This is obviously safer, however it reduces the lane for cars from two down to one, causing huge back-ups in traffic. All this while drivers sit in gridlock seeing empty bike lanes in front of them. Occasionally, a frustrated driver will attempt to drive in that lane to get around traffic, particularly since they sit virtually empty. Bottom Line: Bike lanes sound like a great idea in theory, but in most areas, they are not used enough to justify the cost and inconvenience to the driving public.

LEFT TURN ON RED (ONE-WAY STREETS): Signs need to be placed indicating that a Left turn on red is OK from one 1-way street onto the next 1-way street. Same for the second lane making the turn, if this applies. Also for R-turn on Red if there are 2 lanes, a sign should indicate that it is OK for the inside lane to do so. This is a driver education issue and can help with traffic flow, because so many drivers are clueless about this rule.

ROUNDBABOUTS: Experts claim statistics show the benefit of these. A poll of drivers would likely show strong disagreement. However, given that is the model of the future, it is imperative that major steps be taken to educate people how to use them. Also, making them as large as possible and with as many clear directional arrows and signs as possible is advisable. And trying to make them all as consistent as possible. Many parts of the country have roundabouts which have just enough variation to make it more than confusing for a first-time user.

DRIVER EDUCATION: This may be a losing battle, but it would sure be nice if there were a way to re-educate what appears to be some of the worst drivers in the country, residing here in Daviess County. Given the large number of drivers with limited experience in anything other than small town or country road driving, the mistakes are continual – and insurance rates reflect that. Could OPD and the Sheriff Dept require some kind of re-education program for those ticketed for obvious mistakes?

Leann Mabrey: I am a resident of Garden Grace Apartments and I'm a member of the resident council there. We have residents who walk to Meijer and it's a very dangerous area for pedestrians. Is there something that can be done to make the area safer for walkers? Maybe some signs or a light?

Susan Mutter: Add benches and covered benches (bus shelters) at more stops. Do something else with the trolley. It's always running around downtown and it's always empty. Expand the service to come up to the Senior Community Center or to the grocery store. If the trolley ran up to here on weekends, seniors could park here and go downtown to see some events.

Lora Wimsatt: Please interview drivers or riders to see which stops have the most traffic, but no shelters. And then put shelters in those locations. Not all the stops need shelters, but the most used ones do. Also could you add even a limited service on Sundays? Maybe just run one bus up and down Frederica and another back and forth on Parrish? People work all week and sometimes Sunday is the only day you have to do the errands you need to do.

Let's close the loop on the Greenbelt. Bring it from the Joe Ford Museum into downtown and the same with Heartlands on the east side. People want to walk or bike into downtown, but there's no sidewalks and the roads aren't safe. Adding trails would let people get to events and take care of their business.

