



DOWNTOWN OWENSBORO

# OWENSBORO-DAVIESS COUNTY METROPOLITAN PLANNING ORGANIZATION

## METROPOLITAN TRANSPORTATION PLAN 2021-2045



OTS TROLLEY AT SMOTHERS PARK

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## 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 MPO transportation planning process is built on the 3C approach: Continuing, Cooperative and Comprehensive.

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 technical experts in fields such as planning, engineering, economic development and emergency response.

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 52**.

## 3C APPROACH



## CONTINUING

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



## COOPERATIVE

The process must involve a diverse group of stakeholders and interested parties through the participation process.



## COMPREHENSIVE

The process must cover all surface transportation modes and be consistent with local and regional land-use and economic development policies.



## INTRODUCTION

## THE PROCESS

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 goals and objectives of the MTP. Each project is evaluated and ranked through the MPO's MTP prioritization process. The goals and objectives of the MPO are based on the 10 federal planning factors and issues of local importance.

**MTP Approval**

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 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 2045 MTP can be found on Page **87**. The MTP is updated every five years or every four years if the MPO area fall into non-attainment or noncompliance for air quality conformity. It 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 (listed on Page 45) may be added by Administrative Modification.

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 [http://www.gradd.com/files/PDF/Participation\\_plan.pdf](http://www.gradd.com/files/PDF/Participation_plan.pdf) for more information).

Public comments concerning this document can be found beginning on **Page 53**.

## INTRODUCTION

## FEDERAL PLANNING FACTORS

This MTP has been developed to comply with the Fixing America's Surface Transportation (FAST) Act. The FAST Act funds surface transportation programs, maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and provides a dedicated source of federal dollars for freight projects. The FAST Act also builds on the previous transportation bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Provisions carried forward from MAP-21 include making Federal surface transportation more streamlined, performance-based and multi-modal; addressing challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight improvement, protecting the environment and reducing delays in project delivery.

The FAST Act continues the mandates of MAP-21 to incorporate Planning Factors into the metropolitan transportation planning process. These planning factors were taken into consideration during the planning process and development of this MTP:

1.	Support the economic vitality of the United States, the states, non-metropolitan areas and metropolitan areas, especially by enabling global
2.	competitiveness, productivity and efficiency;
3.	Increase the safety of the transportation system for motorized and non-motorized users;
4.	Increase the security of the transportation system for motorized and non-motorized users;
5.	Increase the accessibility and mobility of people and for freight; Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation
6.	improvements and state and local planned growth and economic development patterns; 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;
10.	Enhance travel and tourism.

## INTRODUCTION

## FEDERAL PLANNING FACTORS

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.

## The Livability Principles

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, reduce greenhouse gas emissions 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.



## INTRODUCTION

## 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.

### 1. 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

### 2. Preserve Existing Transportation Facilities & 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

### 3. 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

### 4. 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

### 5. Support Community Development & 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

### 6. 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

### 7. Provide a Balance between Development and Quality of Life

- Recognize the need for transportation improvements, but be sensitive to environmental, social and cultural resources in doing so

### 8. Enhance Alternatives to Traditional Automobile/Highway Travel, such as Transit, Bicycle and/or Pedestrian 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

### 9. Promote the Security of the Transportation System

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

# SOCIOECONOMICS

## Households

The Owensboro-Daviess County MPO area is growing and is projected to continue to grow through 2045. The 2010 Decennial Census pegged the county as having a population of 96,656. In 2017, the American Community Survey (ACS) estimated the county population exceeded 100,000 for the first time ever and by 2018, the ACS estimate had grown to 101,104 — an increase of 4.6 percent from 2010.

The Kentucky State Data Center at the University of Louisville projects that by 2045, Daviess County will be home to 111,773 people, an increase of 15.6 percent from 2010 and 10.5 percent from 2018.

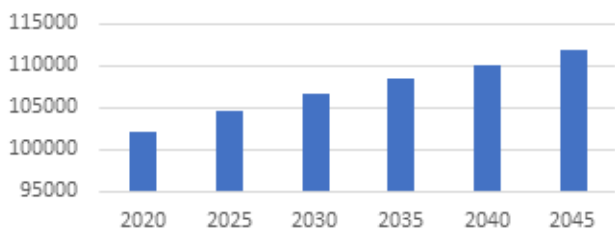
The MPO area's median age dropped by nearly two years — from 39.9 to 38.0 — from 2010 to 2018. The 25-34 age group jumped by nearly 1,800 people in that timeframe. The number of children 14 and younger increased by more than 1,100.

A look at population projections from the Kentucky State Data Center suggests the bulk of the growth in the MPO (Owensboro and Daviess County) may come at the expense of surrounding counties as every contiguous Kentucky county is projected to see a decrease in population by 2045. Hancock, Henderson, McLean, Ohio, Union and Webster Counties are projected to lose 12,217 residents, while the MPO area is projected to grow by 9,740 to 111,773 in 2045. Studies have found that younger adults are looking to larger communities for social and cultural opportunities that aren't as common in rural areas.

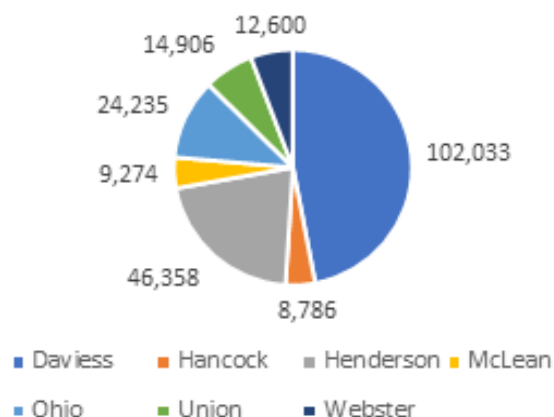
Another factor may be the availability of high-speed internet access, which younger people see as being as vital as utilities such as water and electrical power. Younger adults balancing the demands of careers and families are likely to make trips in the community more frequently than retired seniors. While drivers of all ages travel for reasons such as shopping and medical appointments, younger residents have additional obligations such as commuting to work, a more active social life and family commitments, such youth activities.

The greatest growth by age group over the eight 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.

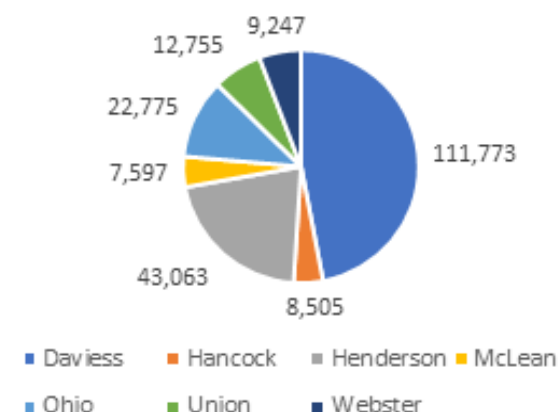
Projected MPO population



Regional Population (2020)



Regional Population (2045)



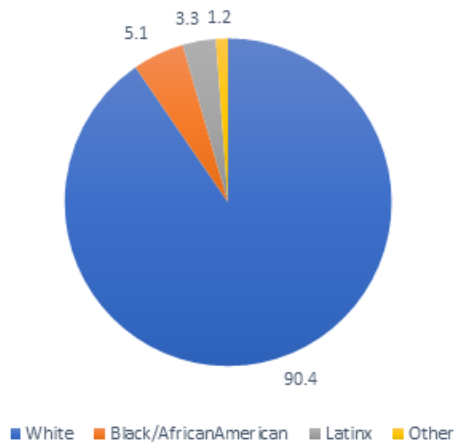
## SOCIOECONOMICS

## HOUSEHOLDS

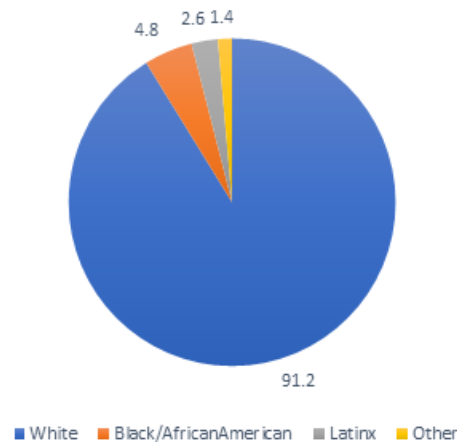
The number of households and average number of people living within a household also contributes to an area's travel demand. Higher numbers of households and larger household sizes increase trips, thus influencing the travel demand. With the MPO population projected to grow over the next 25 years, it should come as no surprise that the number of households is projected to increase as well; however, the size of each household — the average number of residents — is projected to decrease over time.

Resident in the MPO area overwhelmingly identify as white. According to the 2018 American Community Survey (ACS) estimate, of the county's 101,511 estimated residents, 90.4 percent, or 91,766 people, identified as white. The second largest racial identifying group was Black/African American, at 5.1 percent (5,177 people). Hispanic/Latinx represented the third-largest group at 3.3 percent of the population (3,349 people). That represents little change from the 2010 ACS survey which found 91.2 percent of the county's 96,656 residents identified as white (88,134 people), with 4.8 percent (4,626 people) identifying as Black/African American and 2.6 percent (2,525 people) identifying as Hispanic/Latinx.

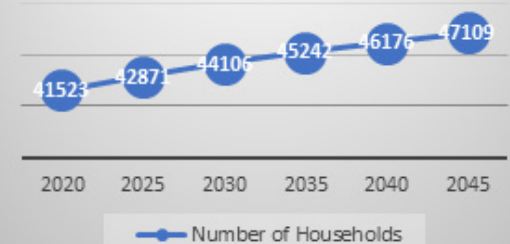
Race in the MPO area (2020)



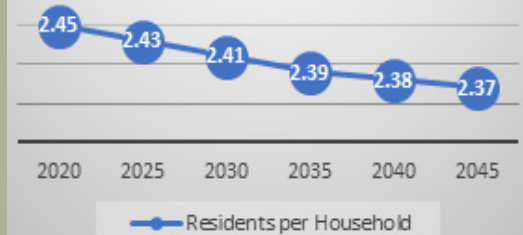
Race in the MPO area (2010)



Projected Household Growth



Residents per Household



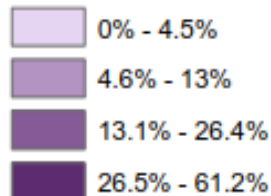


## SOCIOECONOMICS

## RACE AND TRANSIT

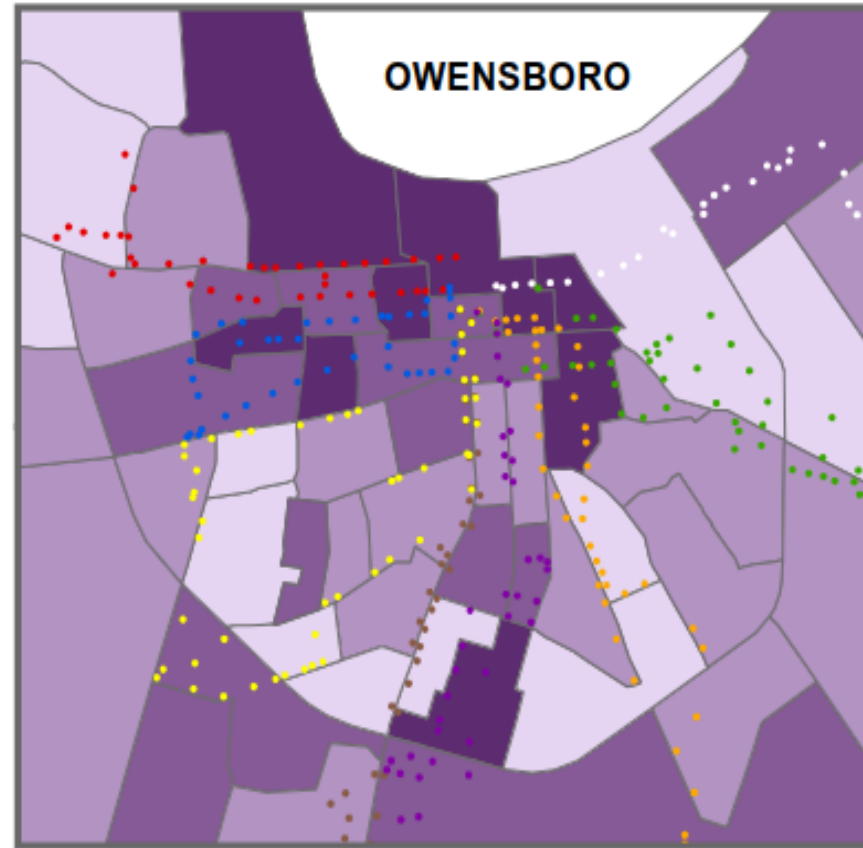
**Bus Stops**

- Red Route
- White Route
- Blue Route
- Purple Route
- Brown Route
- Yellow Route
- Orange Route
- Trolley Route
- Green Route

**Percent Population as Minority**

Minority Population

Source: Census 2016 American Community Survey 5 Year Data (2012-2016)



In 2019, as part of its Title VI plan, the MPO looked at demographic data and location of the Owensboro Transit System's bus stops to analyze OTS's efforts to provide access to higher-minority areas of the community. This map shows the locations of bus stops throughout the OTS services area, laid over a map of Census data showing minority population.

The MPO compared the percentage of county residents who self-identified as racial minorities to the percentage of OTS bus stops in areas of high minority residence. The data shows that while Daviess County has a minority population of 9.4%, OTS has placed 75 of its 334 bus stops (22.45%) in the highest areas of minority residence.

## SOCIOECONOMICS

## POVERTY AND TRANSIT

**Bus Stops**

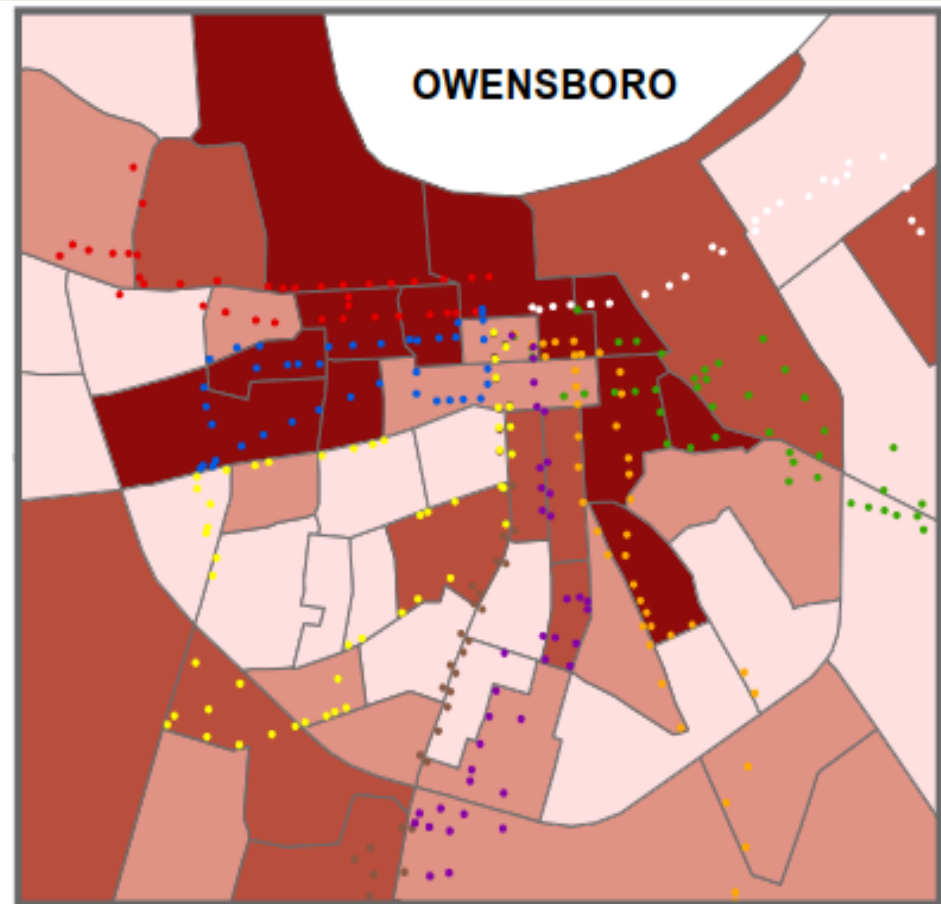
- Red Route
- White Route
- Blue Route
- Purple Route
- Brown Route
- Yellow Route
- Orange Route
- Trolley Route
- Green Route

**Percent Below Poverty Level**

- 0.7% - 8.5%
- 8.6% - 17.5%
- 17.6% - 32.4%
- 32.5% - 62.1%

Poverty Status of Individuals in the Past 12 Months

Source: Census 2016 American Community Survey 5 Year Data (2012-2016)



The MPO's 2019 Title VI update also looked at demographic data and location of the Owensboro Transit System's bus stops in regards to OTS's efforts to provide access to lower-income areas of the community. This map shows the locations of bus stops throughout the OTS services area, laid over a map of Census data showing low-income residences.

The MPO compared the percentage of residents living in poverty to the percentage of OTS bus stops in areas of low-income residence. The data shows that while 16.1%\* of Daviess County residents live in poverty, OTS has placed 98 of its 334 bus stops (29.34%) in the highest areas of low-income residence.

## SOCIOECONOMICS

## ECONOMY AND EMPLOYMENT

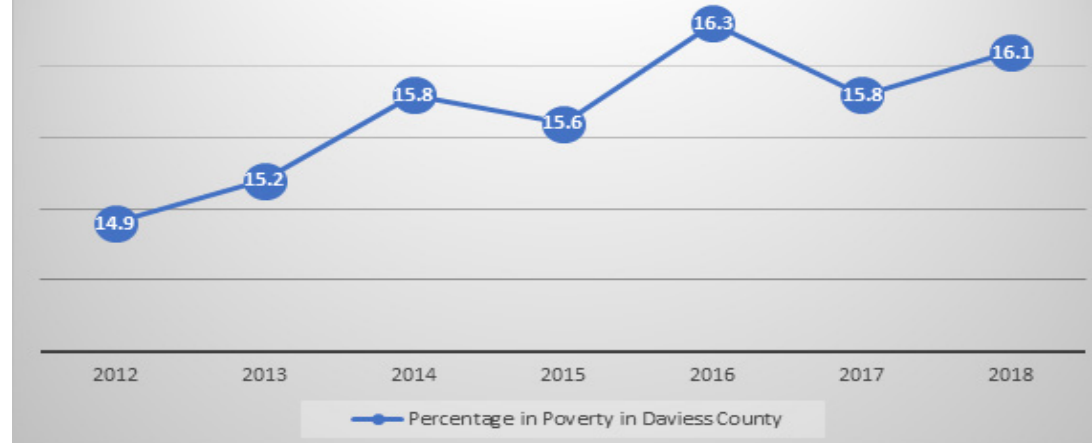
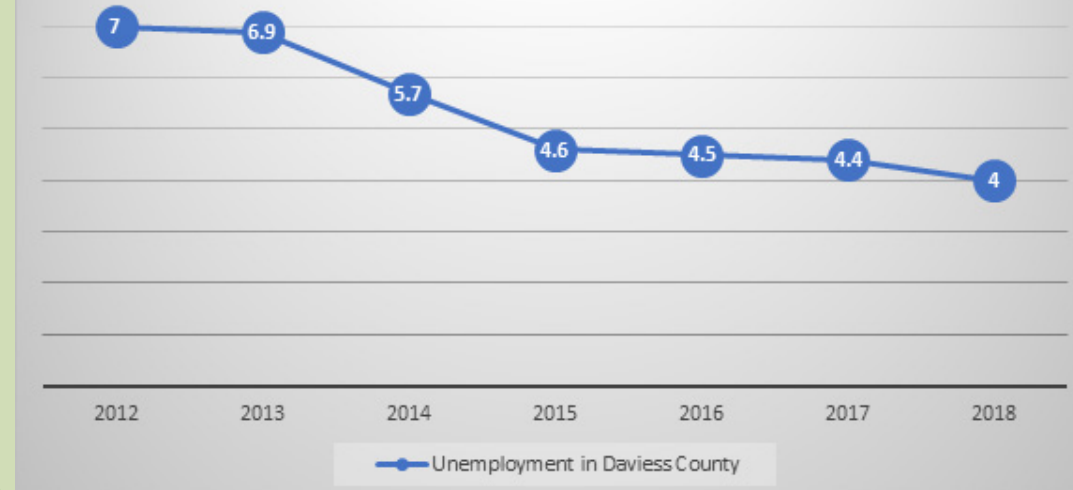
**Economy**

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 2019 data from the U.S. Census Bureau, Daviess County's median household income was \$49,836, just a shade above the state average of \$48,392.

According to Federal Reserve data, 16.1 percent of Daviess County residents were living in poverty at the end of 2018. This is a part of an upward trend beginning in 2012.

**Unemployment**

Unemployment in the MPO area has fallen during that same 2012-2018 timeframe, according to the Federal Reserve. Unemployment in Daviess County has fallen from a high of 7.0 percent in early 2012 to 4.0 percent at the end of 2018.

**Poverty Rates****Unemployment**



## SOCIOECONOMICS

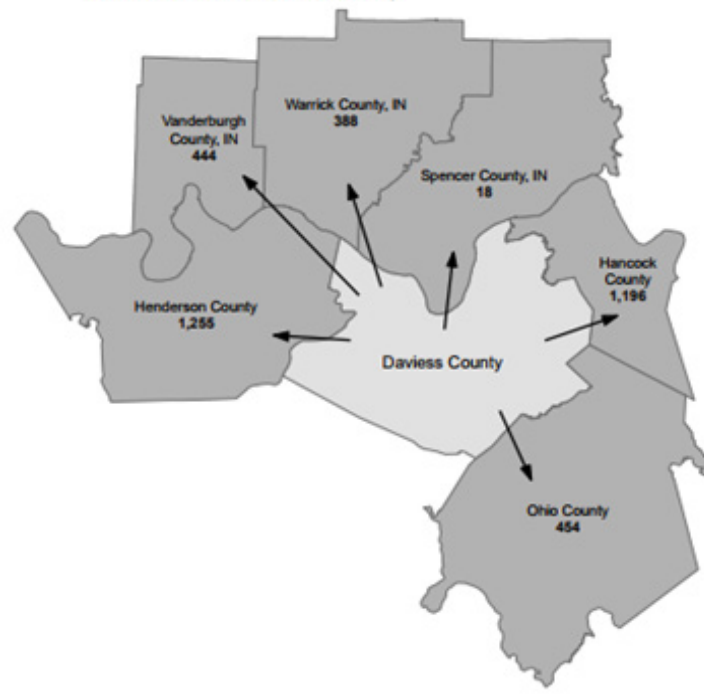
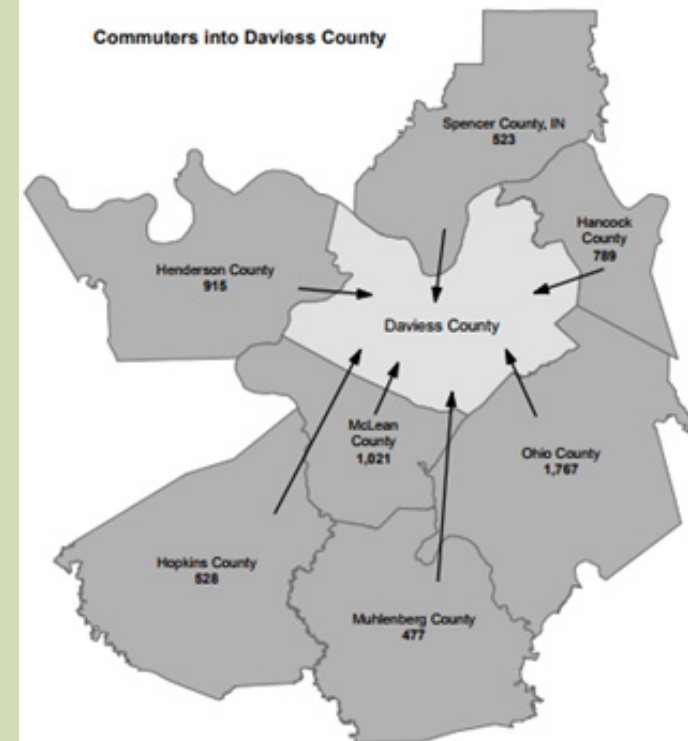
## COMMUTING

**Employment and Commuting**

According to 2019 Census data, 45,656 people are employed in Daviess County. Thirteen percent of those workers come from surrounding counties, with the most coming from Ohio (1,767) and McLean (1,021) counties.

Overwhelmingly, (40,053 or 88 percent) these people drive to work alone. Another 3,376 workers take part in some sort of carpool arrangement while 91 take public transport to and from work. The average commute time for those who work in Daviess County is 19.1 minutes.

Similarly, 46,800 Daviess County residents commute to work. While the majority work in the county, 3,755 work in surrounding counties. The average commute time for those residents is 17.2 minutes.

**Commuters from Daviess County****Commuters into Daviess County**

# 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 very diverse transportation system providing mobility for people and all five modes of freight (airway, highway, pipeline, railway and waterway).

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.

Rural		
<u>Classification</u>	<u>Miles</u>	<u>% of Total</u>
Interstate	23	2.7%
Parkway/Bypass	18	2.1%
Principal Arterial	12	1.4%
Minor Arterial	25	3.0%
Major Collector	57	6.8%
Minor Collector	87	10.3%
Local	622	73.6%
<b>Grand Total</b>	<b>845</b>	<b>100.0%</b>

Urban		
<u>Classification</u>	<u>Miles</u>	<u>% of Total</u>
Parkway/Bypass	39	9.8%
Principal Arterial	19	4.8%
Minor Arterial	44	11.2%
Major Collector	49	12.3%
Minor Collector	28	7.2%
Local	216	54.7%
<b>Grand Total</b>	<b>396</b>	<b>100.0%</b>

## EXISTING NETWORKS

## ROADWAY NETWORK

The MPO area contains more than 1,000 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.

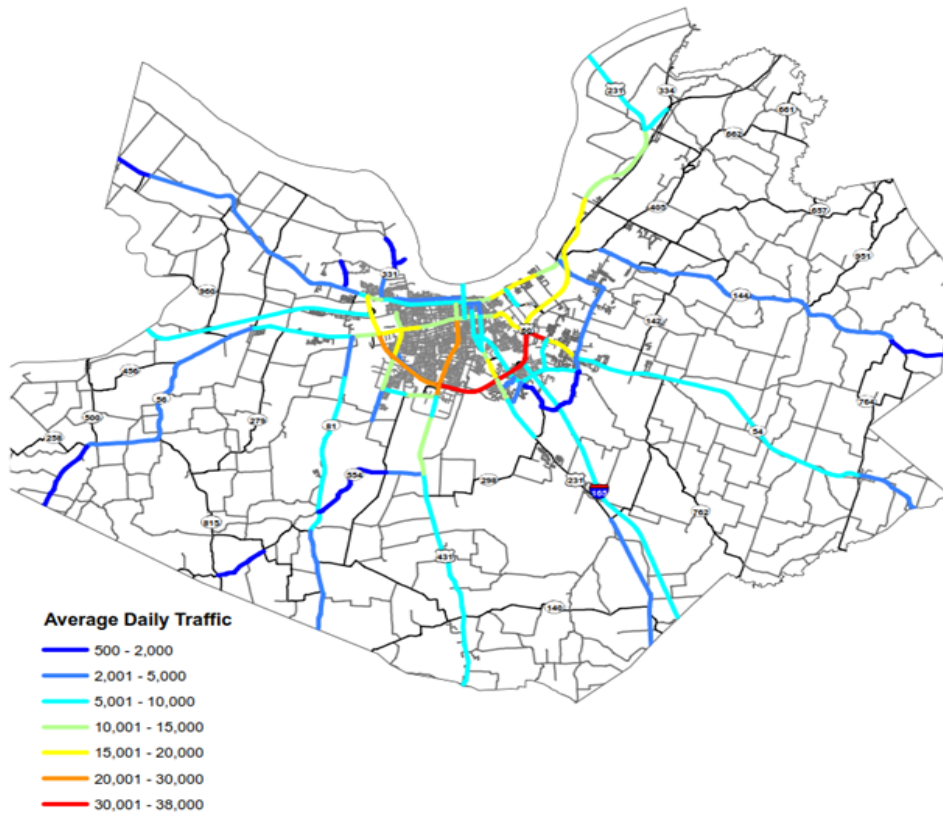


## EXISTING NETWORKS

## ROADWAY NETWORK CONTINUED

## Owensboro-Daviess County MPO

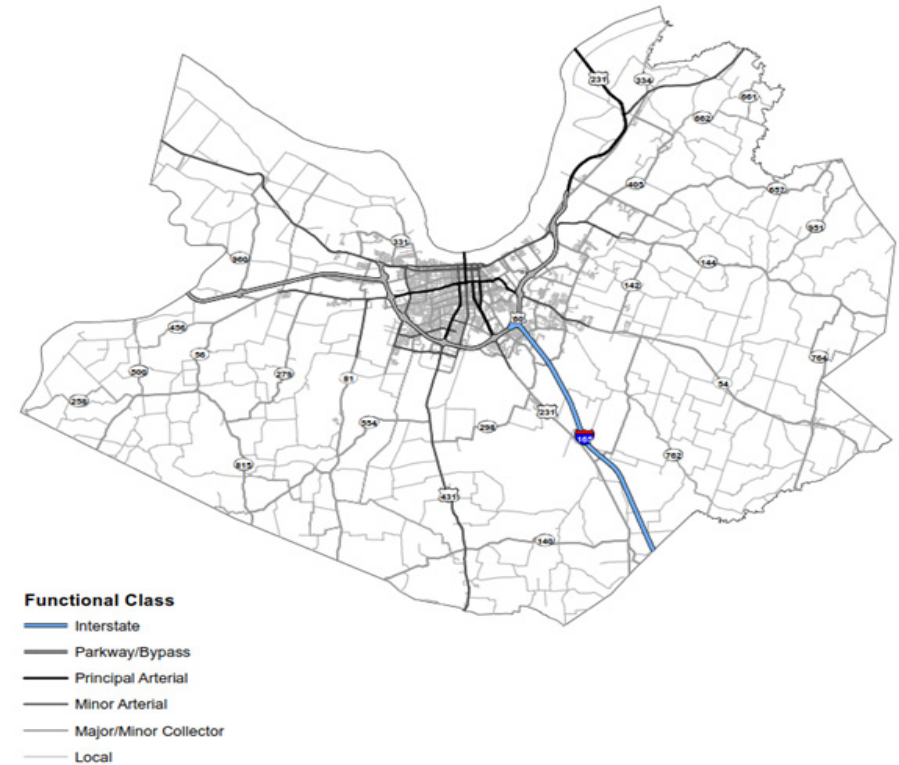
Average Daily Traffic



June 2020  
This map was produced in cooperation with the Kentucky Transportation Cabinet.

## Owensboro-Daviess County MPO

Roadway Functional Class



June 2020  
This map was produced in cooperation with the Kentucky Transportation Cabinet.

## EXISTING NETWORKS

## 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 and was continued in the FAST Act in 2015. 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 established their required targets in 2018. 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. KYTC uses the Highway Performance Monitoring System to evaluate and categorize the roads as either good, fair or poor.

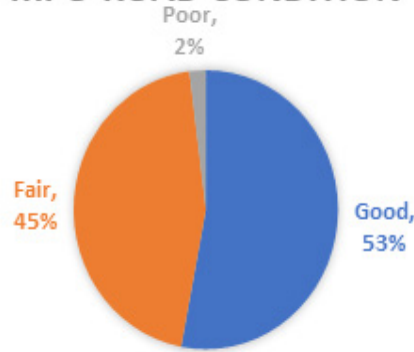
While none of the roadway in the Owensboro-Daviess County MPO is classified as interstate in the National Highway System (NHS), 53 percent of Non-Interstate NHS pavement is rated as being in good condition, 45 percent is in fair condition and 2 percent is in poor condition. A good condition suggests no major improvement is needed, while poor condition suggests major reconstruction investment is needed.

The Owensboro-Daviess County MPO contains 63 non-NHS bridges, none of which are considered "structurally deficient." Thirteen (or 21%) are rated as being in "fair" condition, with the remaining 50 (or 79%) rated as "good."

MPO BRIDGE CONDITION



MPO ROAD CONDITION



Infrastructure Performance Measures	Baseline (2013-17)	2020 Target	2022 Target
% of Interstates on the NHS in <b>Good</b> Condition	NA	NA	50%
% of Interstates on the NHS in <b>Poor</b> Condition	NA	NA	3.0%
% of NON-Interstates on the NHS in <b>Good</b> Condition	78.9%	35%	35%
% of NON-Interstates on the NHS in <b>Poor</b> Condition	4.3%	6.0%	6.0%
% of NHS Bridge Deck Area in <b>Good</b> Condition	34.8%	35.0%	35.0%
% of NHS Bridge Deck Area in <b>Poor</b> Condition	3.8%	3.7%	3.2%

## EXISTING NETWORKS

## SAFETY

Every year, about 40,000 people are killed nationwide in vehicle accidents and millions are injured. According to the KY 2018 Traffic Collision Facts Report, Kentucky's annual "Comprehensive Cost" of collisions was \$73 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 (2020-2024). Toward this end, the Transportation Cabinet established a series of Safety Performance Targets, which the Owensboro-Daviess County MPO voted to support.

Safety Performance Measures	Baseline (2014-2018)	2020 Target (2016-2020)	Baseline (2015-2019)	2021 Target (2017-2021)
<b>Fatalities (number)</b>	754.6	754	767	720
<b>Fatality rate/100M VMT</b>	1.540	1.5	1.56	1.5
<b>Serious Injury (number)</b>	3,039	2,706	2,955	2,590
<b>Serious Injury Rate/100M VMT</b>	6.210	5.4	6.000	5.4
<b>Non-motorized Fatalities and Serious Injuries (number)</b>	285.6	287	289	285

## Safety Performance Targets

**Number of Fatalities** – The Kentucky Transportation Cabinet has set the target goal of **754** fatalities (5-year rolling average) for fiscal year 2020. Similar to the national trend, the number of fatalities on Kentucky's public roads has been increasing the past five years, after an 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 2019 and 2020 as compared to calendar years 2017 and 2018.

**Number of Serious Injuries** – The Kentucky Transportation Cabinet has set the target goal of **2,706** serious injuries (5-year moving average) for fiscal year 2012. 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 2019 and 2020 as compared to calendar years 2017 and 2018.

**Fatality Rate** – The Kentucky Transportation Cabinet has set the target goal of **1.5** 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 the fatality rate in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018.

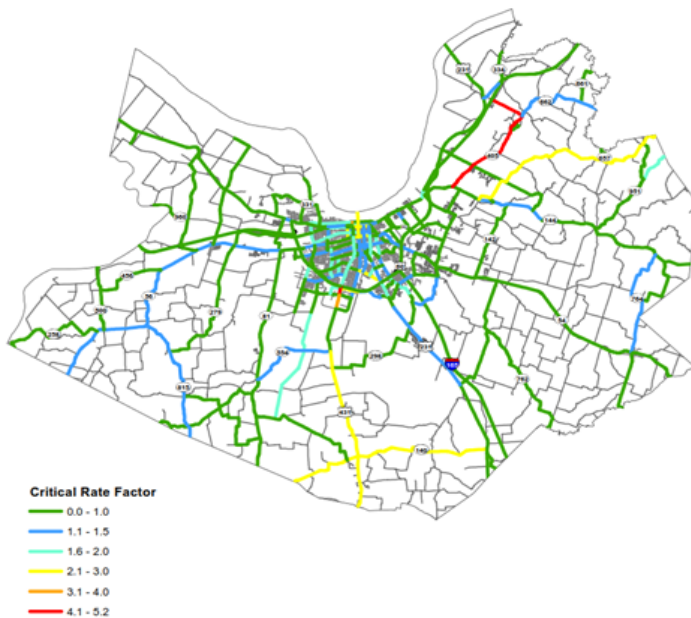
**Serious Injury Rate** – The Kentucky Transportation Cabinet has set the target goal of **5.5** serious injury rate for fiscal year 2020. KYTC remains committed to the reduction of the serious injury rate throughout the Commonwealth. This target represents a reduction in the serious injury rate in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018.

**Total Number of Non-Motorized Fatalities and Serious Injuries** – The Kentucky Transportation Cabinet has set the target goal of 287 non-motorized fatalities and serious injuries for fiscal year 2019. KYTC remains committed to the reduction of non-motorized serious injuries and fatalities throughout the Commonwealth. This target represents a reduction in total Non-Motorized fatalities and serious injuries in calendar years 2019 and 2020 as compared to calendar years 2017 and 2018.

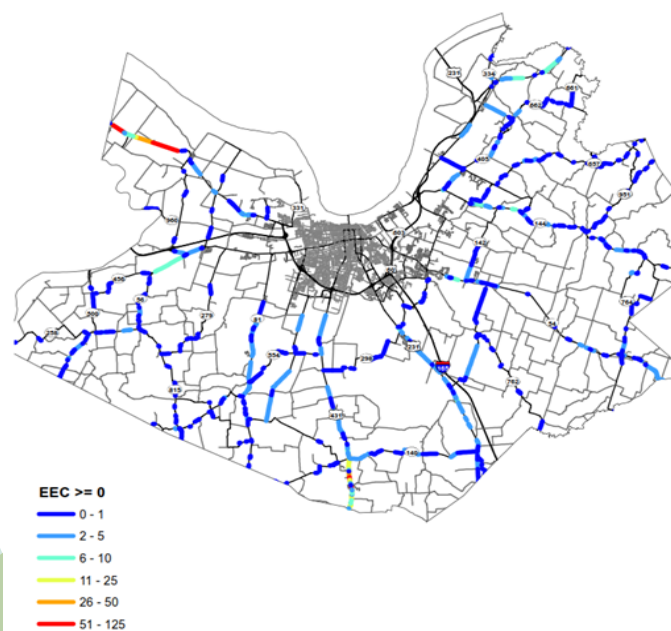
## EXISTING NETWORKS

## SAFETY CONTINUED

## Owensboro-Daviess County MPO

Vehicle Crash Info  
(Critical Rate Factor)

## Owensboro-Daviess County MPO

Crash Analysis by EEC  
(Excess Expected Crashes)

## Crash Rates

The KYTC tracks crash rates, critical crash rates and critical crash rate factors (CRF) for roadways across the state. The CRF for each roadway segment is based on the expected crash rate of similar facility types across the state. The CRF is one measure of the safety of a road, expressed as a ratio of the crash rate at the location compared to the critical crash rate for similar roadways throughout the state. A CRF of 1.00 or greater may indicate that crashes could be occurring due to circumstances not attributed to random occurrence.

## Excess Expected Crashes

Another measure to reflect safety performance of roadways is Excess Expected Crashes (EEC). The EEC is based on crash prediction models (Safety Performance Functions) that estimate the number of crashes that would be expected on a road segment based on traffic volume, length and roadway characteristics. The EEC represents the difference in a segment's current crashes and the predicted crashes. A negative EEC means the roadway or intersection is experiencing fewer crashes than predicted by the model; a positive value means that more crashes than predicted have occurred, and thus indicates a potential for safety-related concerns. The greater the value above 1.0, the greater the potential for accidents.



## EXISTING NETWORKS

## SAFETY CONTINUED

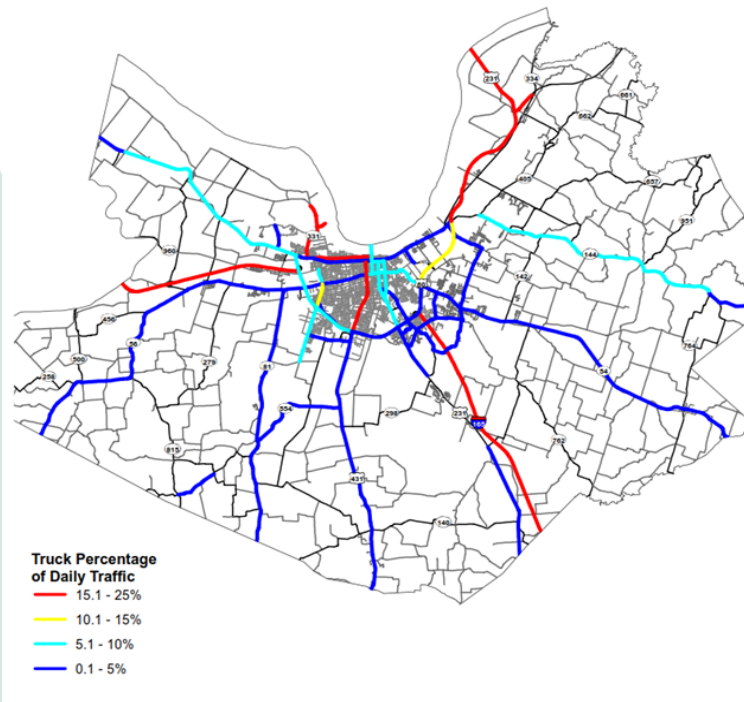
**Volume to Service Flow**

The Volume to Service Flow (VSF) ratio is an indicator of peak hour congestion. Traffic volume is defined as the number of vehicles that pass a point on a transportation facility during a specified time period, which is usually expressed in vehicles per hour or per day. Road or lane capacity, which is also expressed in vehicles per hour or per day, is the maximum traffic volume obtainable on a given road or lane. VSF reflects mobility and quality of travel on a facility or a section of a facility. It compares roadway demand (vehicle volume) with roadway supply (carrying capacity). For example, a rating of 1.00 indicates the roadway is operating at its capacity, a rating above 1.0 indicates a facility is operating above capacity for the desired level of service. A roadway's volume is typically reported for peak travel periods, and this analysis reports on the morning commute.

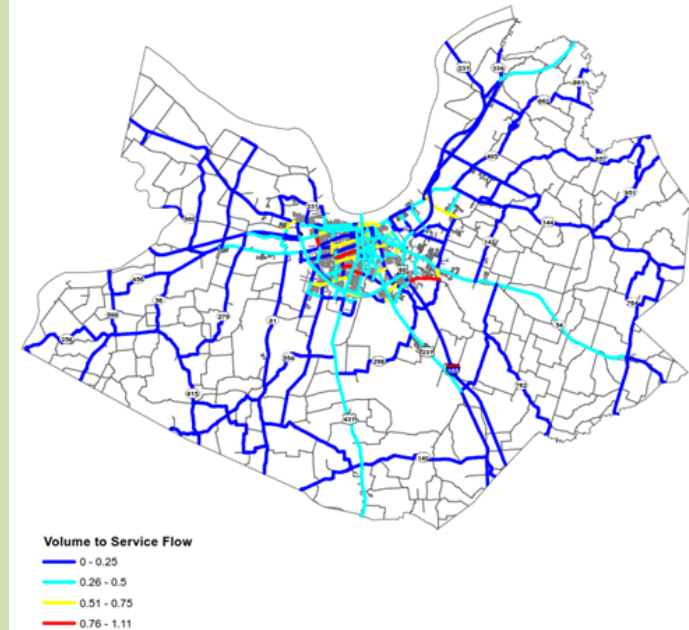
A road with a rating above 1.5 during peak traffic is considered as having significant congestion. Roadways exceeding 1.0, but less than 1.5 are considered as "approaching significant congestion."

**Owensboro-Daviess County MPO**

Trucks as a Percentage  
of Daily Traffic

**Owensboro-Daviess County MPO**

Volume to Service Flow Ratio





## EXISTING NETWORKS

## AIR TRAFFIC AND WATERWAYS

## Airways

The Owensboro-Daviess County Regional Airport is a public use airport on the west side of Owensboro. The airport jointly owned by the city and county and is governed by a 10-member board. The airport's 826 acres contains 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 airport sees more than 34,000 takeoffs and landings annually by military aircraft training, general aviation activities and commercial flights provided by Allegiant Airlines and Cape Air.

An adjacent industrial park, MidAmerica Airpark, contains several industrial manufacturers including Metalsa, UniFirst and Toyotetsu.



## Waterways

Kentucky has 1,662 miles of navigable waterways, with 1,020 of those commercially navigable. The Ohio River makes up the largest portion of the commercial waterway, as it serves as the northern boundary of the entire Commonwealth.

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 has 285 acres in use as a public river terminal and warehousing operation. The remaining acreage has been sold to various industries and businesses in an effort to improve Owensboro and regional economy. The Riverport has eight pile cells and six mooring dolphins for barge slip purposes.

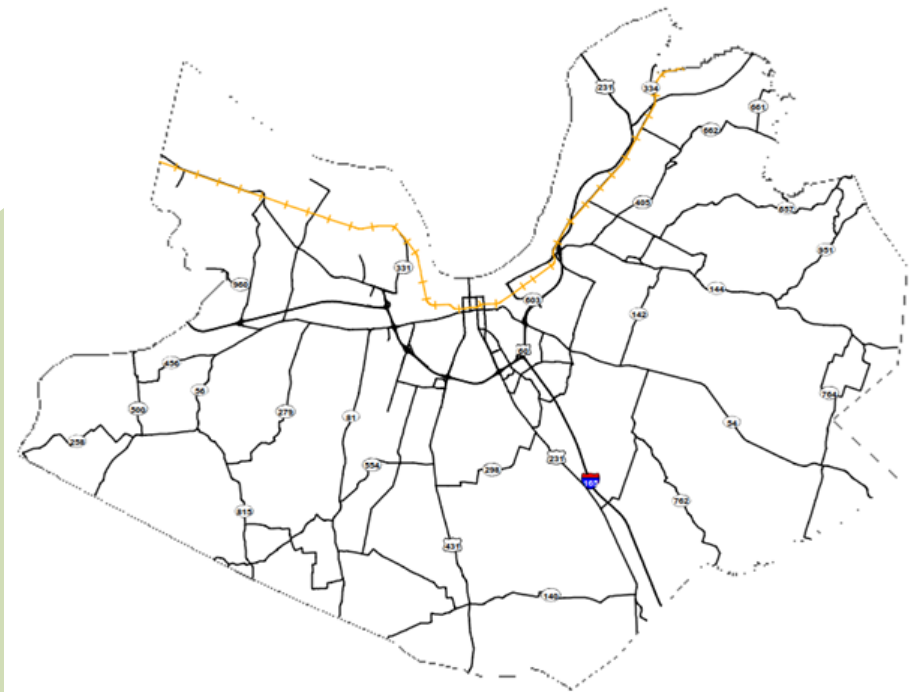
A 102-acre rail site featuring nearly 8,200 linear feet of rail is situated for industrial development. This configuration includes an approximate 5,700 linear foot rail loop which can handle locomotive power and up to 84 railcars at 65 feet length or 100 railcars at 50 feet. The port has two 110-ton cranes. Lift trucks range from 5,000- to 52,000-pound lifting capacity.

In December 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.

## EXISTING NETWORKS

## RAILROAD NETWORK

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; however, existing rail lines and highways provide connection to a variety of intermodal facilities in Evansville, IN.

**Owensboro-Daviess County MPO**  
Railroad Network

June 2020

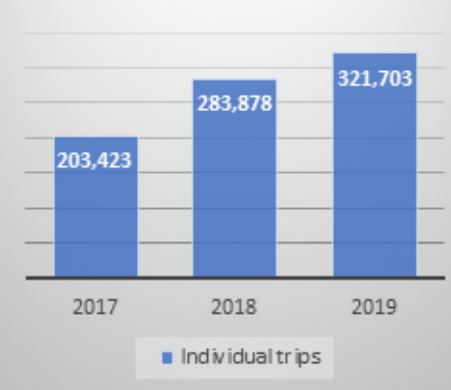
This map was produced in cooperation with the Kentucky Transportation Cabinet.

## EXISTING NETWORKS

## PUBLIC TRANSPORT



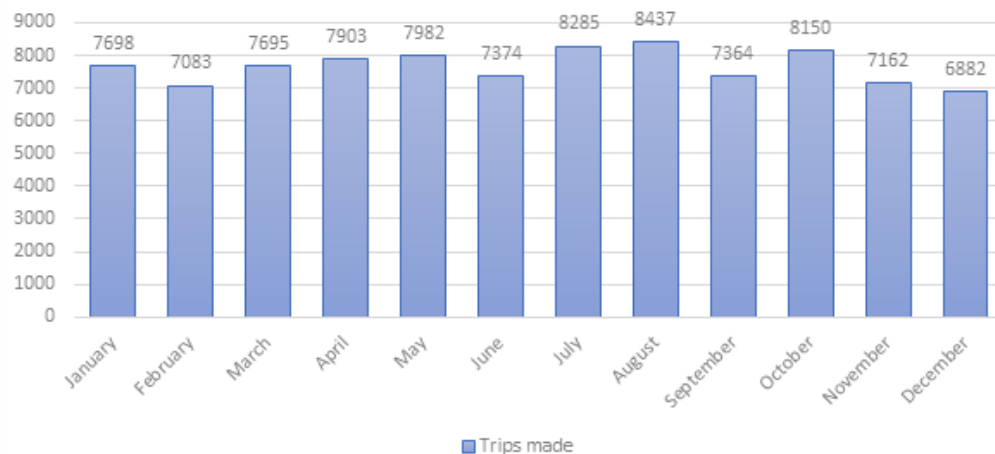
OTS Ridership



The Owensboro Transit System (OTS) and the Green River Intra-County Transit System (GRITS) are the primary providers of transit services in the Owensboro-Daviess County MPO area. OTS is owned and operated by the City of Owensboro, operating eight fixed-route buses and a trolley service six days a week. 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. Over the past three years, OTS has seen a 58 percent increase in ridership as calculated by individual trips (one person riding one bus one time) from 203,423 trips in 2017 to 321,703 trips in 2019.

OTS provides the fixed-route service within the Owensboro-Daviess County urbanized area and contracts with the 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 Service Trips (2019)



GRITS Miles Traveled (2019)







## EXISTING NETWORKS

## PUBLIC TRANSPORT CONTINUED

## RED ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 W 2nd & St Elizabeth  
 W 2nd & Cedar  
 W 2nd & Poplar  
 W 2nd & Plum  
 W 2nd @ Cadillac Motel  
 W 2nd & Hanning  
 W 2nd @ Elizabeth Munday Ctr  
 W 2nd & Dublin  
 W 2nd & Texas  
 W 2nd & Central  
 W 2nd & Ewing  
 W 2nd & Carter (Thompson-Berry Park)  
 W 2nd & Martin Way  
 W 2nd @ Subway  
 Industrial Dr @ Time Warner  
 Industrial Dr @ Apartments  
 Industrial Dr @ Swedish Match  
 River Valley Hospital  
 Bentree off Industrial Dr  
 Bentree & Heartwood  
 Bentree & Lakewood  
 Bentree near Bon Harbor  
 Bon Harbor Hills @ Post Office  
 GRADO  
 W 4th & Carter  
 W 4th & Judd Pl  
 W 4th & Jeff Pl  
 W 4th & Sutton  
 W 4th & Crabtree - **Shelter**  
 W 4th & Hale - **Shelter**  
 W 4th @ Lee Manor  
 W 4th & Monarch  
 W 4th & Orchard  
 W 4th & Sycamore  
 W 4th & Elm  
 W 4th & Walnut  
 W 4th & Locust  
 Downtown OTS Office

Paratransit service is available to eligible persons who are unable to access the fixed route system. Paratransit weekday service is offered during OTS system hours through GRTS at a one-way fare of \$2.00. Required personal care attendants ride free. Applications for this service are available at the OTS Office.  
 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 discriminated against 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](http://www.transit.owensboro.org).

## PURPLE ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 Allen & E 7th  
 E 7th & JR Miller  
 JR Miller & E 9th  
 E 9th & E 12th  
 JR Miller & E 14th  
 JR Miller & Hazel Ct  
 JR Miller & E 21st  
 JR Miller & E 23rd  
 JR Miller & Legion Blvd  
 JR Miller & Mallard Ck  
 JR Miller & Weikel  
 Carlton @ Diamond Lanes South  
 Carlton @ Dental Partners  
 Carlton @ Shell  
 Salem @ Bridgewater Medical  
 Salem @ Hampton Inn  
 Salem @ Comfort Suites  
 Walmart Service Rd & Fulton  
 Southtown & Wildcat Way  
 JR Miller @ Social Security - **Shelter**  
 Weikel & Jefferson  
 Jefferson & Holmes Dr  
 Jefferson & Longfellow Dr  
 Jefferson & Byron Ct  
 Jefferson & Warwick Dr  
 Jefferson & Byers  
 Legion Park Dr & Tampa Dr  
 Dieterle S @ Crosswalk - **Shelter**  
 Dieterle S & Dieterle N  
 Veatch @ Lincoln Prof Ctr  
 Veatch & Dixiana  
 Veatch @ Legion Park  
 Veatch & Byers  
 Byers & JR Miller  
 JR Miller & E 23rd  
 JR Miller & E 21st  
 JR Miller & E 18th  
 JR Miller & E 14th  
 Downtown OTS Office

## WHITE ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 E 4th & JR Miller  
 E 4th & Clay  
 E 4th & Triplett  
 E 4th & Center  
 E 4th & Breckenridge  
 E 4th & Wing Ave  
 E 4th & Highland Ct  
 E 4th & Birchhead  
 E 4th & Alsop  
 E 4th & Commerce Plaza  
 E 4th & Pleasant Valley  
 E 4th & Isaac Shelby  
 E 4th & Todd Bell Ln  
 E 4th & Daniels Ln  
 Daniels Ln & Railroad Sign  
 Owensboro Health Front - **Shelter**  
 Owensboro Health Emergency Room  
 Detention Center - **Shelter**  
 E 4th & Pantel Pl  
 E 4th & B&B Ct  
 E 4th @ Dollar General  
 E 4th @ Hubert Ct  
 E 4th @ Glenmore  
 E 5th & JR Miller  
 Downtown OTS Office

## DEPARTURE TIMES

Departures from Downtown OTS Office:

Monday-Friday	Saturday
6:00 AM	7:45 AM
6:45 AM	8:30 AM
7:30 AM	9:30 AM
8:30 AM	10:15 AM
9:15 AM	11:30 AM
10:30 AM	12:15 PM
11:15 AM	1:00 PM
12:00 PM	2:00 PM
12:50 PM	2:45 PM
1:35 PM	3:30 PM
2:35 PM	
3:20 PM	
4:35 PM	
5:20 PM	
6:05 PM	
6:50 PM	

**Owensboro Transit System**

**OTS**  
OWENSBORO TRANSIT SYSTEM

**Map & Route Information**



**270-687-8570**  
 430 Allen St, Owensboro KY 42303  
[www.transit.owensboro.org](http://www.transit.owensboro.org)

## BLUE ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 W 5th & Locust  
 Walnut @ Plino Shelter - **Shelter**  
 W 7th & Elm  
 W 7th & Sycamore - **Shelter**  
 W 7th & Plum - **Shelter**  
 W 7th & Orchard  
 W 7th & Moreland  
 W 7th & Foust Ave  
 W 7th & Crabtree  
 W 9th & Alpha  
 W 9th & Hocker  
 W 9th & Omega  
 W 9th & Pennbrooke - **Shelter**  
 Pennbrooke & Cravens  
 Cravens Ave @ Cravens School  
 Cravens Ave & Carter Rd  
 Carter & Flamingo  
 Carter @ King Drugs  
 Carter @ Village West - **Shelter**  
 McFarland & W Parrish  
 W Parrish & Audubon Plaza  
 Audubon Plaza - **Shelter**  
 Audubon Plaza & McFarland  
 McFarland & Holly  
 McFarland & Western Ct  
 McFarland & Washington Ave  
 McFarland & Crabtree  
 W 9th & Werner  
 W 9th & Audubon Ave  
 W 9th & Hickman  
 W 9th & Moreland Ave  
 Moreland & W 12th  
 W 12th & Woodlawn  
 W 12th & Elm  
 W 12th & Walnut  
 W 12th & Locust  
 Locust & W 11th  
 Locust & W 9th  
 Locust & W 7th  
 Locust & W 5th  
 Locust & W 4th  
 Downtown OTS Office

## BROWN ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 Frederica & W 7th  
 Frederica & W 9th  
 Frederica & W 11th  
 Frederica & W 14th  
 Frederica @ Puzzle Pieces  
 Frederica St @ Liken's Bldg - **Shelter**  
 Frederica @ Public Library  
 Frederica & Booth Ave  
 Frederica & Washington Ave  
 Frederica @ Wesleyan Plaza - **Shelter**  
 Yale Pl @ Roosevelt House - **Shelter**  
 Yale Pl & Frederica  
 Frederica & Scherm Rd  
 Frederica @ W Byers Ave  
 Frederica & Standish Pl N  
 Frederica & Halifax  
 Frederica @ Sherwood Plaza  
 Frederica @ Taco Bell - **Shelter**  
 Southtown near Towne Sq Ct  
 Backsquare Dr @ Casey's Gen Store  
 Towne Sq Mall @ front entrance  
 Coldstone & Home Depot  
 Home Depot & Sam's Club  
 Target  
 TGIFriday's  
 Frederica @ Wal-Mart entrance  
 Frederica & Time Dr  
 Frederica & Fairfax  
 Frederica & Tamarack  
 Frederica & Lafayette Dr  
 Frederica & Warwick Dr  
 Frederica past Fountain Sq  
 Frederica & Byers Ave  
 Frederica @ Davis Funeral Home  
 Frederica @ One Park Plaza  
 Frederica & W 24th  
 Frederica & Ford  
 Frederica @ Dairy Queen  
 Frederica @ OCTC - **Shelter**  
 Frederica & Parrish  
 Frederica @ Brescia University  
 Downtown OTS Office

## GREEN ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 Allen & E 7th  
 E 7th & JR Miller  
 JR Miller & 9th  
 E Parrish & Sweeney  
 E Parrish & Pearl  
 E Parrish & Breckenridge  
 E Parrish & Jackson  
 E Parrish & Bluff  
 Bluff Ave & E 15th  
 Bluff Ave & E 18th  
 E 18th & Alexander  
 E 18th & Oak Ave - **Shelter**  
 Leitchfield & Estes Elementary  
 Leitchfield & E Parrish  
 E Parrish & Wing  
 New Hartford @ Dixiana  
 E Parrish @ Bluegrass Foot Ctr  
 E Parrish & Springs Entrance  
 Springs @ RDI - **Shelter**  
 Friendship Dr @ Garden Grace  
 Patriot Run & Heartland - **Shelter**  
 Wimsatt Ct & Highland Pl Dr  
 Highland Pl & Service Rd  
 Service Rd & Alvey Park Dr W  
 Villa Pl @ Subway  
 Villa Pl @ Don Moore  
 Career Center  
 Professional Park Plaza  
 Service Rd @ Villa Pl  
 Kops  
 Mt Moriah @ Wal-Mart - **Shelter**  
 Mt Moriah & Fairview  
 Gateway Commons - **Shelter**  
 KY 54 @ Audi  
 E Parrish & Regu Dr  
 Regu Dr @ Omico  
 Regu Dr @ Unilever  
 Regu Dr @ Hunter Douglas  
 Regu Dr & Grimes Ave  
 Grimes Ave & E Parrish  
 E Parrish & Wing  
 Leitchfield @ Harborside  
 Leitchfield & Short 9th  
 E 8th @ Opportunity Ctr - **Shelter**  
 E 8th & Breckenridge  
 E 8th & Triplett  
 Downtown OTS Office

## ORANGE ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 Allen & E 7th  
 E 7th & JR Miller  
 E 7th & Clay  
 E 7th & Triplett  
 Triplett & E 9th  
 Triplett & E 11th  
 Triplett & E Parrish  
 Triplett & E 14th  
 Triplett & E 17th  
 Triplett & E 19th  
 New Hartford @ Jay's Liquors  
 New Hartford & E 25th  
 New Hartford & E 27th  
 New Hartford @ Owensboro Christian  
 New Hartford @ Dixiana  
 New Hartford @ Burlew  
 New Hartford @ Veteran's Clinic  
 New Hartford @ Subway  
 New Hartford & Byers  
 WKU @ Admin Bldg  
 OCTC @ Daycare  
 OCTC @ Science Bldg - **Shelter**  
 OCTC @ Humanities Bldg  
 New Hartford & Fawn Dr  
 Southeastern Pkwy @ DCHS  
 OCTC @ Southeastern Pkwy  
 Old Hartford @ Hacienda Ln  
 Old Hartford @ Hillcrest  
 Burlew & Bowie Trail  
 Burlew @ Keystone Farms Office  
 New Hartford across from Dixiana  
 New Hartford @ Wellington Park  
 New Hartford & Southpark Dr  
 New Hartford @ Ridgecrest Medical  
 Breckenridge @ Alexander Bldg  
 Breckenridge & E 25th  
 Breckenridge @ Cemetery  
 Breckenridge & E 20th  
 Breckenridge & E 18th  
 E 16th @ Health Dept - **Shelter**  
 Breckenridge @ 1200 Breckenridge  
 Breckenridge @ 1000 Breckenridge  
 E 9th & Center  
 E 9th & Triplett  
 E 9th & JR Miller  
 JR Miller & E 7th  
 Downtown OTS Office

## YELLOW ROUTE

**Bus Stop Location**  
 Downtown OTS Office  
 Frederica & W 7th  
 Frederica & W 9th  
 Frederica & W 11th  
 Frederica & W 14th  
 Frederica @ Puzzle Pieces  
 Frederica @ Liken's Bldg - **Shelter**  
 Frederica @ Public Library  
 Frederica & Booth  
 Duke Dr & Kentucky Pkwy  
 Kentucky Pkwy & Darmouth  
 Scherm @ Wesleyan Heights UMC  
 Scherm & S Griffith  
 Scherm @ Shawnee Plaza  
 Lewis & Standish  
 Lewis & Tamarack  
 Tamarack @ Tamarack Elem  
 Tamarack & Chickasaw  
 Tamarack & Barron  
 Tamarack & Winchester  
 Tamarack - Mid Block  
 Tamarack across from Apollo High  
 Tamarack & Buckland  
 Tamarack & Carter  
 Wathen's Crag @ State Bldg - **Shelter**  
 O'Bryan Blvd @ Extra Space Storage  
 Buckland @ Daymar - **Shelter**  
 Buckland & Wathen's Crag  
 Carter & Apollo Ct  
 Carter & Cavalcade  
 Bitter & Dallas  
 Dallas & Griffith  
 Starlite & North York  
 Starlite & Moonlite Dr - **Shelter**  
 W Parrish @ Moonlite  
 W Parrish & Carter  
 W Parrish @ Taco Bell  
 W Parrish across from Autozone  
 Bosley across from Rite Aid  
 W Parrish off Roosevelt Rd  
 W Parrish @ Hermitage  
 W Parrish @ Catholic High - **Shelter**  
 Ford @ Heathpark - **Shelter**  
 Ford & Robin  
 Ford @ Trinity Church  
 Ford @ Public Library - **Shelter**  
 Frederica @ Dairy Queen  
 Frederica @ OCTC - **Shelter**  
 Frederica & Parrish  
 Frederica @ Brescia University  
 Downtown OTS Office

[www.transit.owensboro.org](http://www.transit.owensboro.org)



## EXISTING NETWORKS

## PUBLIC TRANSPORT CONTINUED

**Transit Financial Estimate**

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

- Formula allocations from the Federal Transit Administration; 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 2021. This represents a slight increase from FY 2020's budget of \$2,983,347.

Owensboro Transit projects 3 percent annual growth in budget costs when preparing financial plans.

**Potential Expenditures**

Owensboro Transit has several projects under consideration that would fall outside of daily operation costs:

- OTS is preparing to conduct a study about the possibility of relocating its office, which also serves as the system's transfer site. \$1 million in CARES Act funding has been allocated toward the purchase, renovation and/or construction costs should the study find a need for a new station is warranted.
- OTS also will be examining the potential need for a transfer location on Kentucky 54
- The Agency is considering splitting its green route, which serves the eastern part of the city, along the Kentucky 54 corridor.

## EXISTING NETWORKS

## BICYCLE/PEDESTRIAN NETWORK

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.

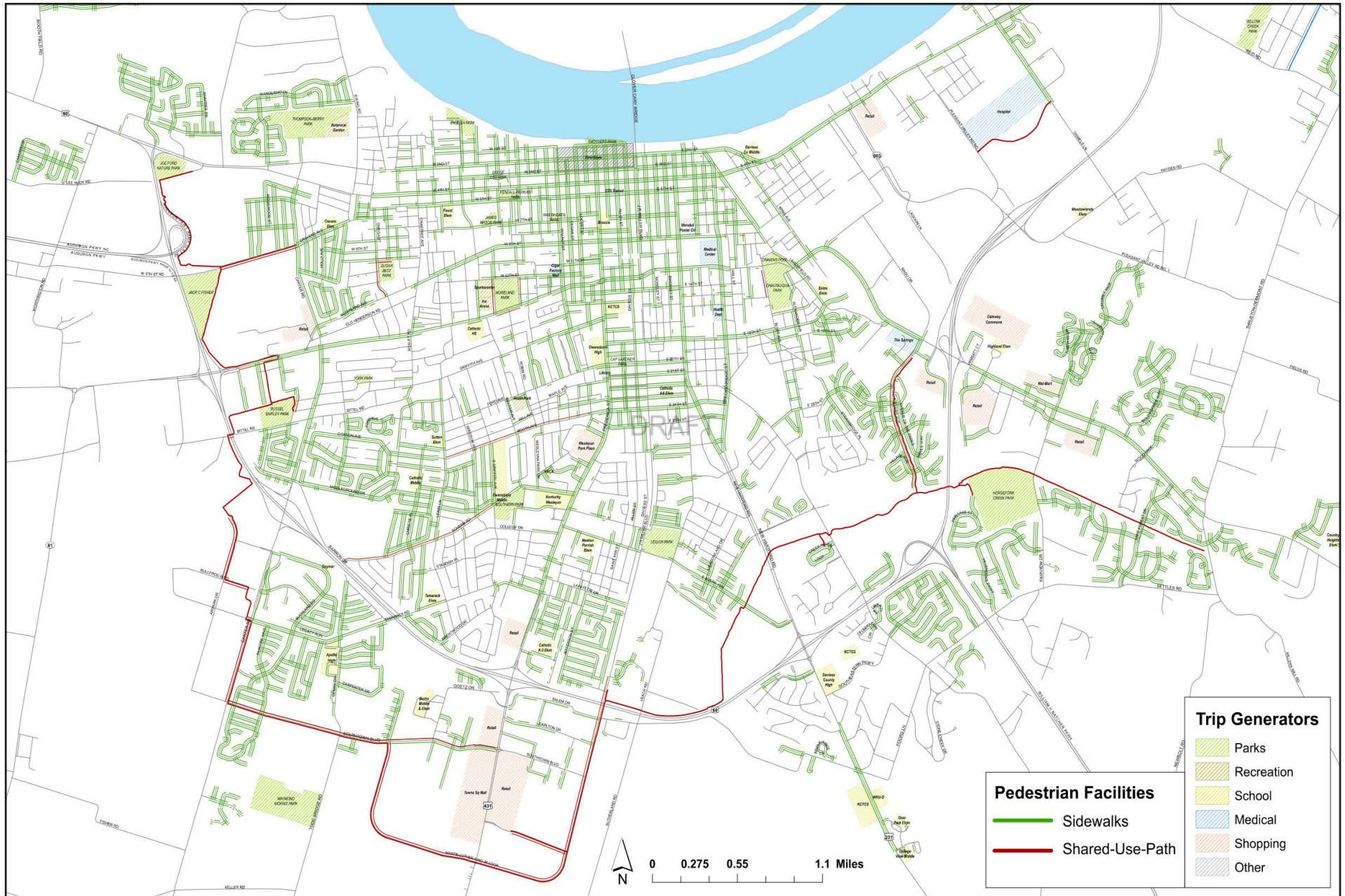
Any development in the county, but outside the Owensboro and Whitesville city limits, is required to install sidewalks within five years of project approval. If a developer fails to do so, the county may install the sidewalk and bill the developer. Owners of property abutting public sidewalks in this 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 15-mile long Adkisson Greenbelt Park 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 trails in the MPO area include the Rudy Mine Trails, created by the City of Owensboro Parks Department. The park provides walking trails, BMX and regular bicycle trails and a series of trails at Yellow Creek Park. Both facilities are unpaved mixed-use trails suitable for hikers and off-road bicyclists.

## EXISTING NETWORKS

## Sidewalks in Owensboro







# DEVELOPING THE PLAN

## Gathering Input

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

## Community Survey

In the late summer of 2019, the Owensboro-Daviess County MPO developed and distributed a community survey to inform the MTP update and to gauge public opinion on current and future transportation issues. The MPO used multiple methods to reach the community:

- The survey was posted on the web pages of the Green River Area Development District (GRADD), the City of Owensboro and Daviess County Fiscal Court;
- The survey was promoted on the GRADD Facebook page and in its Twitter feed;
- Hard copies were made available at GRADD, Owensboro City Hall, the office of the Daviess County Judge/Executive, the Owensboro Public Library, the Owensboro Transit Office, the Office of Community Based-Services and the Senior Community Center;
- MPO staff attended neighborhood meetings to distribute the survey and gather public comments;
- MPO staff attended Spanish church services for both the Catholic and Baptist Latino communities to distribute the survey;
- Surveys were distributed through email lists and via social media. The survey was the subject of television, radio and print news reports; and
- MPO staff reached out to the community's employers, requesting the survey be distributed to their respective staff.

The MPO received 1,478 responses, representing approximately 1.4% of the MPO area's 100,000 residents.



## DEVELOPING THE PLAN

## PUBLIC COMMENT

When asked how they would prefer funds be allocated between road, bicycle, pedestrian and transit programs, Road projects were an overwhelming favorite, with 79 percent of respondents (1,116 votes) choosing it as their first choice. Eleven percent of responses (153 votes) indicated Transit projects should be the first overall choice. **(Question 1, Page 31)**

When asked to expand on how road funds should be allocated, 54 percent of respondents (779 votes) said "Maintenance of Existing Roads" should be the MPO's top priority, with "Intersection or Traffic Improvements" receiving 26 percent of first place votes. The strongest response received was opposition to "Construction of New Roads." Eighty percent of responses (1,083 votes) said this should be the MPO's lowest priority. **(Question 2, Page 31)**

Forty-nine percent of respondents (668 votes) felt that "Building Additional Shared-Use Paths" should be the top priority for bicycle projects. The votes were evenly divided on "Adding Bike Lanes to Existing Roads," with 34 percent (468 votes) listing it as the top priority, 34 percent (460 votes) listing it as the second priority and 32 percent (436 votes) listing it as the lowest priority. **(Question 3, Page 31)**

"Repair Existing Sidewalks" was the most selected top priority and the most selected second priority on the pedestrian priorities list. Between the two, it accounted for 77 percent of the first- and second-place votes. The greatest opposition was in adding new shared-use paths, with 51 percent of respondents (690 votes) listing it as the lowest priority. **(Question 4, Page 31)**

There was great parity on the question relating to Transit priorities. The only number to really stand out from the pack was opposition to "Expand Services," with 42 percent (531 votes) ranking it as the lowest priority. "Improve Terminals/Shelters" was the top priority selection with 30 percent (398 votes) and the second priority selection (35 percent, 465 votes). **(Question 5, Page 32)**

Nearly 98 percent of respondents (97.6%, 1,434 votes) said their most common form of transportation was a personal vehicle. And the average distance traveled in a day most heavily skewed toward 11-25 miles. **(42 percent, 614 votes)**

Respondents were able to leave comments on every question. The greatest number came on an open response question, asking what transportation improvements or projects would have the greatest positive impact on their travel. There were 601 responses. The second most responses came on the Transit priorities question. A total of **1,870** comments were received.

Feedback

The Owensboro-Daviess County MPO's FY 2020-2045 MTP was made available for public comment from August 13, 2020, through September 14, 2020, in accordance with the details laid out in the MPO's Participation Plan. To view the MPO's Participation Plan, please visit: [www.gradd.com/wp-content/uploads/dlm\\_uploads/2019/02/FY2019FINALFinalParticipationPlan.pdf](http://www.gradd.com/wp-content/uploads/dlm_uploads/2019/02/FY2019FINALFinalParticipationPlan.pdf)

## DEVELOPING THE PLAN

## STAKEHOLDERS

Per federal law, all key transportation stakeholders in the MPO Participation Plan's Coordination/Consultation contact list were contacted, requesting their input on the draft MTP:

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

## DEVELOPING THE PLAN

## FEEDBACK

### Q1 TRANSPORTATION PRIORITIES

If you had the ability to decide how Owensboro and Daviess County allocated money for transportation improvements, how would you rank these options?

Answered: 1,460 Skipped: 18



	FIRST CHOICE	SECOND CHOICE	THIRD CHOICE	FOURTH CHOICE	TOTAL	WEIGHTED AVERAGE
Improvements to expansion of ROADWAYS	78.76% 1,116	9.24% 131	6.00% 85	6.00% 85	1,417	3.61
Improvements/additions to BICYCLE FACILITIES	7.07% 91	16.77% 216	29.27% 377	46.89% 604	1,288	1.84
Improvements/additions to PEDESTRIAN FACILITIES	7.42% 97	41.97% 549	38.84% 508	11.77% 154	1,308	2.45
Improvements/Additions to TRANSIT (OTS, GRITS)	11.53% 153	31.95% 424	23.96% 318	32.55% 432	1,327	2.22

### Q2 ROAD PRIORITIES

If you had the ability to decide how Owensboro and Daviess County allocated money for road improvements, how would you rank these options?

Answered: 1,472 Skipped: 6

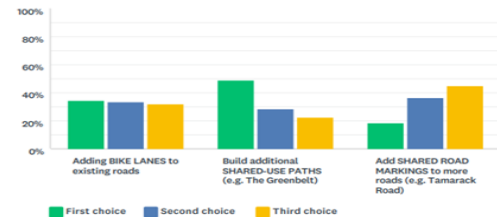


	FIRST CHOICE	SECOND CHOICE	THIRD CHOICE	FOURTH CHOICE	TOTAL	WEIGHTED AVERAGE
Construction of NEW ROADS	3.11% 42	3.19% 43	13.48% 182	80.22% 1,083	1,350	1.29
Improvements to expansion of EXISTING ROADS	19.73% 275	35.80% 499	42.18% 588	2.30% 32	1,394	2.73
MAINTENANCE of existing roads (e.g. paving, bridge rehabilitation)	54.48% 779	30.49% 436	13.01% 186	2.03% 29	1,430	3.37
Intersection or traffic IMPROVEMENTS (e.g. adding turn lanes, signal timing)	26.17% 368	31.72% 446	30.16% 424	11.95% 168	1,406	2.72

### Q3 BICYCLE PRIORITIES

If you had the ability to decide how Owensboro and Daviess County allocated money for bicycle improvements, how would you rank these options?

Answered: 1,419 Skipped: 59

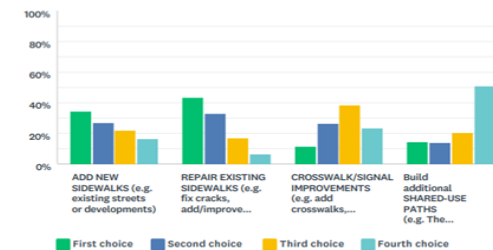


	FIRST CHOICE	SECOND CHOICE	THIRD CHOICE	TOTAL	WEIGHTED AVERAGE
Adding BIKE LANES to existing roads	34.31% 468	33.72% 460	31.96% 436	1,364	2.02
Build additional SHARED-USE PATHS (e.g. The Greenbelt)	48.94% 668	28.57% 390	22.49% 307	1,365	2.26
Add SHARED ROAD MARKINGS to more roads (e.g. Tamarack Road)	18.65% 256	36.49% 501	44.87% 616	1,373	1.74

### Q4 PEDESTRIAN PRIORITIES

If you had the ability to decide how Owensboro and Daviess County allocated money for pedestrian improvements, how would you rank these options?

Answered: 1,458 Skipped: 20



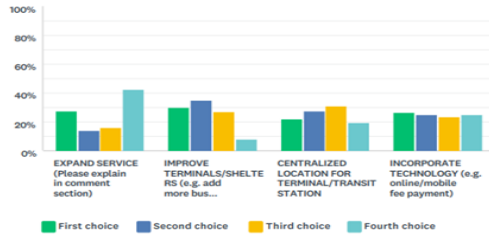
	FIRST CHOICE	SECOND CHOICE	THIRD CHOICE	FOURTH CHOICE	TOTAL	WEIGHTED AVERAGE
ADD NEW SIDEWALKS (e.g. existing streets or developments)	34.75% 483	26.91% 374	21.94% 305	16.40% 228	1,390	2.80
REPAIR EXISTING SIDEWALKS (e.g. fix cracks, add/improve ramps)	43.66% 616	33.10% 467	16.80% 237	6.45% 91	1,411	3.14
CROSSWALK/SIGNAL IMPROVEMENTS (e.g. add crosswalks, increase signal time)	11.45% 158	26.52% 366	38.48% 531	23.55% 325	1,380	2.26
Build additional SHARED-USE PATHS (e.g. The Greenbelt)	14.50% 197	14.05% 191	20.68% 281	50.77% 690	1,359	1.92

## DEVELOPING THE PLAN

## FEEDBACK

**Q5 TRANSIT PRIORITIES** If you had the ability to decide how Owensboro and Daviess County allocated money for transit improvements, how would you rank these options?

Answered: 1,390 Skipped: 88

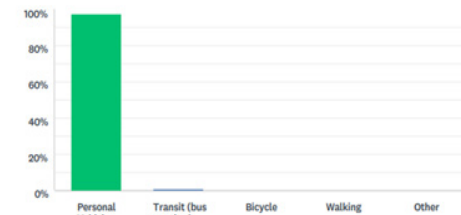


	FIRST CHOICE	SECOND CHOICE	THIRD CHOICE	FOURTH CHOICE	TOTAL	WEIGHTED AVERAGE
EXPAND SERVICE (Please explain in comment section)	27.56% 345	14.14% 177	15.89% 199	42.41% 531	1,252	2.27
IMPROVE TERMINALS/SHELTERS (e.g. add more bus shelters)	29.81% 398	34.83% 465	27.19% 363	8.16% 109	1,335	2.86
CENTRALIZED LOCATION FOR TERMINAL/TRANSIT STATION	22.00% 288	27.43% 359	30.86% 404	19.71% 258	1,309	2.52
INCORPORATE TECHNOLOGY (e.g. online/mobile fee payment)	26.68% 349	24.77% 324	23.39% 306	25.15% 329	1,308	2.53

Owensboro-Daviess County Transportation Planning

**Q6 My MOST COMMON mode of transportation is:**

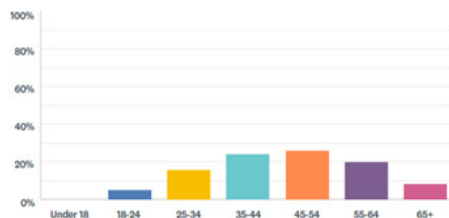
Answered: 1,469 Skipped: 9



ANSWER CHOICES	RESPONSES
Personal Vehicle	97.62% 1,434
Transit (bus or other)	1.02% 15
Bicycle	0.68% 10
Walking	0.48% 7
Other	0.20% 3
TOTAL	1,469

**Q7 My AGE is**

Answered: 1,472 Skipped: 6

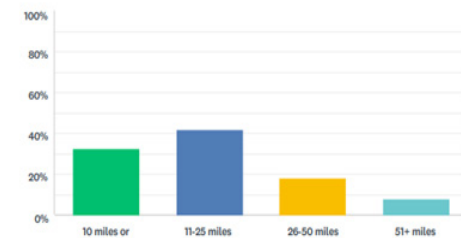


ANSWER CHOICES	RESPONSES
Under 18	0.20% 3
18-24	4.89% 72
25-34	15.96% 235
35-44	24.18% 356
45-54	26.09% 384
55-64	20.11% 296
65+	8.56% 126
TOTAL	1,472

Owensboro-Daviess County Transportation Planning

**Q8 The DISTANCE I TRAVEL in an average day is:**

Answered: 1,469 Skipped: 9



ANSWER CHOICES	RESPONSES
10 miles or fewer	32.47% 477
11-25 miles	41.80% 614
26-50 miles	18.04% 265
51+ miles	7.69% 113
TOTAL	1,469

Owensboro-Daviess County Transportation Planning

**Q9 Based on your most common form of travel, what IMPROVEMENTS OR PROJECTS would have the greatest positive impact on your daily travel? Please be as specific as possible, including street or route names.**

# FUNDING

## Financial Forecast

The is divided into short-range and long-range forecasts and financing plans. The short-range forecast corresponds with the MPO's Transportation Improvement Program (TIP), the six-year funding and project programming document for the Owensboro-Daviess County MPO Area (FY 2019-2024 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 2045. Federal law requires that MTPs be financially constrained. This shows that projects can reasonably be expected to be funded if state and federal transportation revenues continue at current levels through the planning period (2020-2045). The MPO conducted a funding analysis to estimate these future anticipated revenues. The results are educated estimates based on current and historical spending for the MPO. Future funding of transportation projects is cannot be predicted with 100 percent certainty, so expenditures and feasibility for these projects are 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 that are 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. The FAST Act is the current transportation bill for the four-year period from 2016 through 2020. This legislation includes several categories of funding, under which many of the projects in the 2045 MTP will be eligible for federal funding assistance.

### State Funding

Kentucky's motor fuels tax helps finance 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 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



## FUNDING

## REVENUE SOURCES

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.

**Major FAST Act programs that provide funding:**

- **Surface Transportation Block Grant Program (STBG)** – States and localities may use these funds for projects to preserve or improve the condition and performance of any federal-aid highway. Eligible activities also include bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. 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)** – The FAST Act includes a set-aside of STBG funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, Recreational Trails, Safe Routes to School, as well as community improvements such as historic preservation and vegetation management, and environmental 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), 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

# REVENUE SOURCES

## Short-Term Plan

The current Kentucky State Highway Plan addresses projects through 2024. The Plan uses input 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 MPO's TIP must be in agreement with the Highway Plan and must be fiscally constrained. All of the MPO's TIP projects must be accounted for in its MTP as well.

The short-term plan laid out in this MTP assumes all current projects in the 2020 Highway Plan will be completed or have funding programmed. Therefore, the funding amounts listed for the 2020-2026 period reflect the required costs to complete the projects in the current KYTC Highway Plan. The estimated cost of these projects is \$101,979,500.

## Long-Term Plan

Revenue projections for the Owensboro-Daviess County FY 2020-2045 MTP are based on assumptions regarding the total federal and state highway revenue 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 forecast reasonable revenue estimates for the MPO's priority projects for the remainder of the 2045 MTP. For years 2027-2045, revenue assumptions are based on an analysis of past expenditures for highway improvement projects. These estimates were then adjusted based on the estimated cost of the short-range projects, as necessary.

## Past Expenditures

Data for past expenditures of federal and state funding were available from 1993 through 2019. The analysis looked at two factors: the average amount spent on transportation projects annually in the MPO and the average percents of state funding the MPO received each year. The least amount spent on construction projects within the Owensboro-Daviess County area was \$5,025,733 in 2017; the most was \$44,772,359 in 2010. Over the 27-year period, the MPO averaged \$19,688,694 in annual construction spending.

## Average Expenditure Percent Analysis

The relative percentage of statewide funding spent annually on projects in the Owensboro-Daviess County MPO area ranged from a low of 0.39 percent to a high of 3.91 percent – with a 27-year average of 1.64 percent and an average over the most recent 10 years of 1.8 percent. From these averages, the MPO, in consultation with KYTC, decided that it would be reasonable to assume that 1.8% of statewide project funds would be available for use on MPO area long-range projects.

# FINANCIAL ESTIMATES

## Cumulative Total Highway Revenue 2020-2045

(Year of Expenditure Dollars)

Funding Years	Revenue
2020-2026	\$79,614,808
2027-2032	\$87,983,715
2033-2038	\$111,327,469
2039-2045	\$167,736,393

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, and a 4 percent escalation per year for both costs and revenues was utilized. 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 at right reflect revenue assumptions that have been estimated as described above and adjusted for YOE over the planning period. The estimated revenues for the short-range project list are projected to exceed the anticipated estimated revenue calculations for the given interval (2020-2026). However, for the purpose of this Plan, it will be assumed that additional funding, beyond the MPO's revenue predictions, will be allocated to complete the short-range projects.

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 45 (Other Projects).

# PROJECTS

## Project Prioritization

To develop a financially constrained transportation plan, the MPO had to prioritize which projects could be completed with estimated financial resources. The MPO's goals established for the 2045 MTP, in addition to federally defined planning factors, and nationally mandated transportation system performance measures, helped shape the list of priority projects. The list of projects should serve as a recommendation of transportation improvement projects needed for the demands and growth of the Owensboro-Daviess County area through 2045.

As it created a list of projects to address the area's needs and demands and then prioritized the projects, the MPO drew from a variety of sources:

- 2040 MTP
- 2020 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

## CHAF Database and SHIFT 2020

Over the course of 2019, the MPO worked alongside KYTC and local officials to develop its recommended projects for inclusion into the 2020 Highway Plan. KYTC's project prioritization for the development of the biannual Highway Plan is done through a process called SHIFT. The MPO utilized the transportation projects identified in the CHAF database to carry out the project prioritization necessary for SHIFT 2020. The project selection criteria and methodology can be viewed in the MPO's SHIFT 2020 Prioritization Plan. For the development of priority projects listed in the 2045 MTP, the MPO used the SHIFT 2020 priority rankings.

In order to maintain financial constraint, some projects ranked in the SHIFT 2020 process were moved up or down the timeline based on available funding as determined by the financial analysis and the YOE dollar amounts. The following chapter lists these future 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.

## Project Estimates

Updated planning-level cost estimates for this plan were prepared by state and local engineers based upon the latest project scopes and cost information available. Some cost estimates are derived from up-to-date planning studies conducted specifically for the respective projects. Estimated project costs were used by the MPO to help determine which projects might be implemented over the 2045 planning period given expected future revenues.

The Owensboro-Daviess County MPO's SHIFT Prioritization Plan is available at:  
<https://mk0qopilumiwve1wakvp.kinstacdn.com/wp-content/uploads/2019/08/Owensboro-MPO-FINAL-Prioritization-Plan.pdf>



# PLANNING AND FINANCE

## MTP Financial Plans

The 2045 MTP financial plan describes how estimated revenues from local, state and federal funding sources will be used to improve the existing transportation system through 2045. The financial plan creates a potential timeline with the capital improvement projects broken up into one of five designated time periods (2020-2026, 2027-2032, 2033-2038, 2039-2045 and a fifth list of other, unscheduled projects).

The process by which the projected revenue funding was derived was outlined on **Pages 36-39**. The project selection process is described on **Page 40**. The projects on the following pages are the result of the financial calculations and prioritization process.

## Short-Range Projects (2020-2026)

Projects within the MPO's TIP and the Kentucky State Highway Plan are considered short-range, committed projects. 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 2019-2024, while the 2020 Highway Plan identifies projects through 2026. The 2045 MTP Short-Range Financial Plan projects correspond with these documents and covers the years 2020-2026. The total cost to implement these projects and programs from is \$100,979,500.

## Long-Range Projects (2027-2045)

With the assumption that additional funding will be allocated to complete the short-term projects, the MPO anticipates that approximately \$206 million (2020 dollars) will be available for new projects and programs in the MPO area from 2027-2045. The tables and maps on **Pages 43-45** show how the MPO plans to allocate this anticipated funding to projects and programs over this period.

## Other (Illustrative) Projects

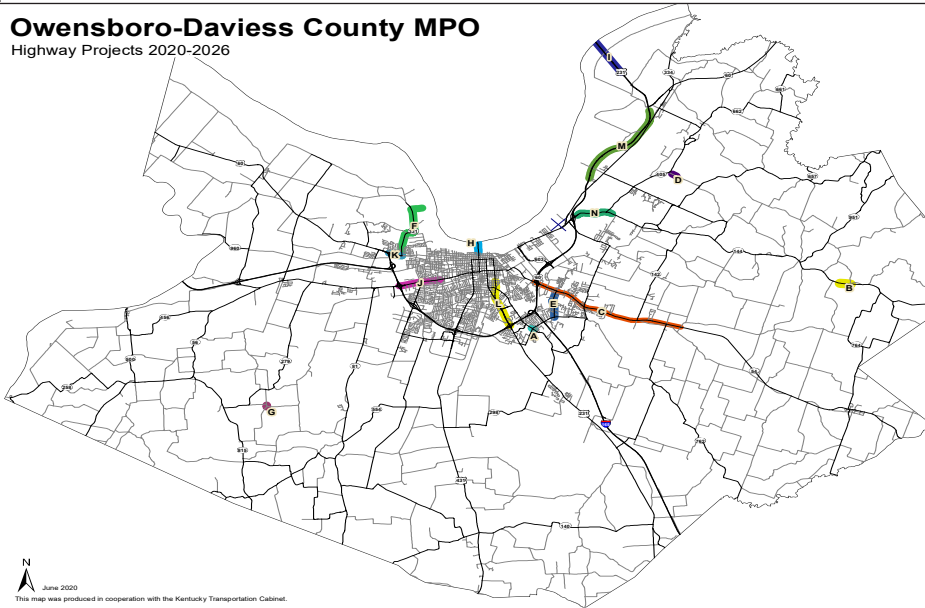
Beyond the fiscally constrained MTP priority projects, as listed in the short- and long-range financial plans, the plan development process identified additional unmet transportation needs in the MPO area. The tables and maps on **Page 46** display the remaining MPO projects that fall outside the financial constraint of this plan. If priorities change or additional funding become available during the timeframe of the 2045 MTP, these projects may be reprioritized and included in the financially constrained project list of the MTP.

## PROJECTS

## SHORT-TERM PROJECTS (2020-2026)

Table 1

Map ID	Item No.	Route	Length	Description	Phase	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Budget
A	2-229	KY 298	0.1	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298	R		\$670,000						\$3,930,000
					U		\$1,090,000						
					C			\$2,170,000					
B	2-4317.00	KY 144	0.2	Install guardrail on KY 144 in Daviess County	U		\$43,000						\$43,000
C	2-8300.00	KY 54	5.533	Improve KY 54 from west of the US 60 bypass to CR 1021 (Jack Hinton Road)	U		\$5,750,000						\$39,750,000
D	2-8813.00	CR 1053		Graves Lane bridge replacement 0.2 miles east of the junction with KY 405 over Allgood Ditch	C	\$350,000		\$4,000,000	\$14,000,000	\$16,000,000			\$350,000
					D		\$820,000						
E	2-8854.00	KY 3143	1.129	Improve KY 3143 (Fairview Drive) from KY 3335 to KY 54	R			\$3,160,000					\$15,230,000
					U					\$3,650,000			
					C							\$7,600,000	
F	2-8952.00	KY 331		Widen KY 331 lane and shoulders from intersection with Second Street to Rinaldo Road (MP 0.436 to MP 2.618). Also widen Rinaldo Road from its intersection with KY 331 east 0.438 miles into the Riverport property	D	\$850,000							\$14,400,000
					R	\$2,600,000							
					U	\$2,500,000							
G	2-10004.00	CR 1257	0.005	Address deficiencies of Lyddane Bridge Road south bridge over Flat Lick Creek	C	\$8,450,000							\$892,500
					D	\$175,000							
					C	\$717,500							
H	2-10020.00	KY 2262	0.795	Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana)	D		\$200,000						\$4,450,000
I	2-10021.00	US 231	0.854	Address deficiencies with William H. Natcher Bridge over Ohio River (Joint project with Indiana)	C		\$175,000			\$2,250,000			
J	2-20017.00	KY 81	1.429	Address pavement condition of PCC pavement on KY 81 from MP 11.891 to MP 13.320	D			\$2,500,000					\$7,675,000
K	2-20018.00	KY 331	0.435	Address pavement condition of PCC and AC pavement on KY 331 from MP 0 to MP 0.435	C			\$250,000		\$5,000,000			
L	2-20019.00	KY 2155	1.991	Address pavement condition of PCC pavement on KY 2155 from MP 0 to MP 1.991	D		\$50,000		\$2,500,000				\$2,750,000
M	2-20047.00	US 60	3.77	Address pavement condition on US 60 from MP 23.770 to 27.540	C		\$500,000						
N	2-80150.00	KY 144	1.25	Address safety, congestion and mobility issues on KY 144 from MP 2.5 to MP 3.75, including 12-foot driving lanes and turning lanes where needed	D		\$150,000						\$1,650,000
					C		\$1,500,000						
					C		\$1,609,000						
					D		\$600,000						\$7,700,000
					R			\$1,400,000					
					U				\$1,700,000				
					C					\$4,000,000			
						\$15,642,500	\$11,548,000	\$15,689,000	\$16,500,000	\$26,900,000	\$0	\$7,600,000	\$100,979,500
													Projected KYTC Revenue
													\$79,614,808

Owensboro-Daviess County MPO  
Highway Projects 2020-2026

## PROJECTS

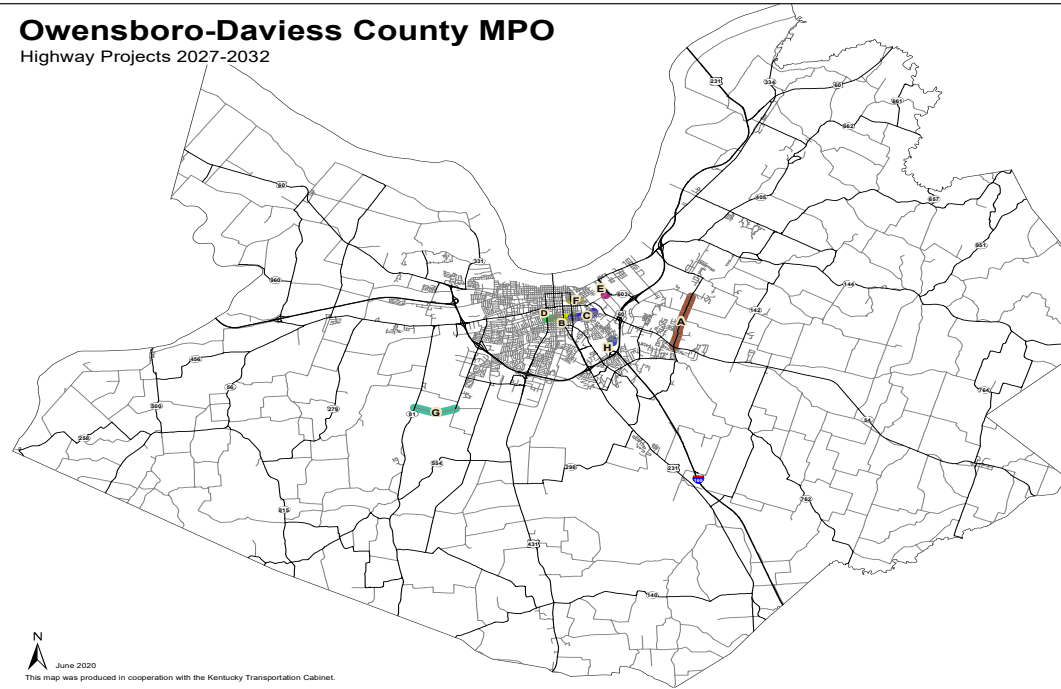
## LONG-TERM PROJECTS (2027-2032)

Table 2

Map ID	Route #	Project Description	2019 Cost	2027-2032	2033-2038	2039-2045	Cumulative Total
A	KY 1456	Thruston-Dermont Road - Address substandard roadway geometrics and safety concerns from KY 54 to Hayden Road	\$15,976,000	\$22,738,830			\$22,738,830
B	CS 1770	E. 18th St. - Reconstruct for center turn lanes where needed (J.R. Miller Blvd to Breckenridge St.)	\$4,162,000	\$5,923,824			\$28,662,653
C	CS 1770	E. 18th St. - Reconstruct for center turn lanes where needed (Breckenridge St. to Leitchfield Road)	\$8,696,000	\$12,377,120			\$41,039,773
D	CS 1771	W. 18th St. -- Reconstruct for center turn lanes where needed (Frederica St. to J.R. Miller Blvd.)	\$3,074,000	\$4,375,261			\$45,415,033
E	CS 1027	Grimes Ave. -- Construct new connector 2 12-foot lanes C/G to access KY 603 and U.S. 60 extension (Project begins at current terminus of Grimes Ave. and ends at KY 603)	\$1,797,000	\$2,557,691			\$47,972,725
F	CS 1790	E. 9th St. -- Reconstruct road away from railroad tracks (Begins at Breckenridge St. and ends at Leitchfield Road)	\$4,878,000	\$6,942,915			\$54,915,640
G	CR 1301	Keller Road -- Reconstruct to provide for 2 12-foot lanes and wider shoulders (Begins at KY 81 and ends at Carter Road)	\$13,054,000	\$18,579,912			\$73,495,552
H	CS 1574	E. Byers Ave. -- Extend from existing section in The Heartlands to Old Hartford Road (Begins at current terminus of E. Byers Ave. and ends at Old Hartford Road)	\$10,493,000	\$14,934,811			\$88,430,363
							Total Projected funds available 2027-2032
							\$87,983,715

## Owensboro-Daviess County MPO

Highway Projects 2027-2032



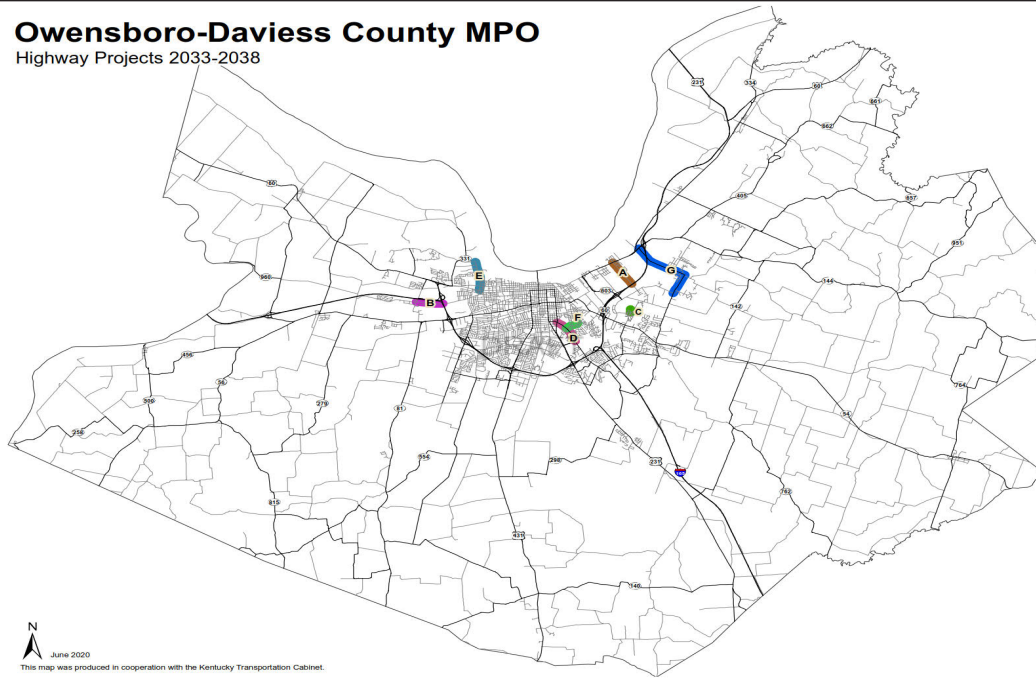
## PROJECTS

## LONG-TERM PROJECTS (2033-2038)

Table 3

Map ID	Route #	Project Description	2019 Cost	2027-2032	2033-2038	2039-2045	Cumulative Total
A	CR 1090	Daniels Lane -- Reconstruct to address safety concerns and provide for 2 12-foot lanes, shoulders and continuous left-turn lane (Begins at main hospital and extends to Hayden Road. Section from KY 144 to the hospital has been completed.)	\$8,822,000		\$15,276,850		\$15,276,850
B	CH 1339	W. Fifth Street Road -- Reconstruct to a 3-lane cross-section with shared-used paths (Begins at at Worthington Road and ends at US 60 overpass)	\$5,508,000		\$9,538,074		\$24,814,923
C	CR 1507	Fairview Dr. -- Extend from existing section to Pleasant Valley Road near Hayden Road project (Begins at Calumet Trace and ends at Pleasant Valley Road)	\$8,645,000		\$14,970,343		\$39,785,266
D	KY 298	Old Hartford Road -- Address poor pavement conditions and congestion due to increased volumes and turn movements (Begins at Burlew Blvd. and ends at Breckenridge St.	\$9,705,000		\$16,805,920		\$56,591,186
E	CS 1069	Ewing Road -- Reconstruct to address safety concerns and provide for 2 12-foot lanes (Begins at W. Second St. and ends at Medley Road)	\$9,096,000		\$15,751,329		\$72,342,515
F	CS 1577	E. 26th St. -- Straighten curve and minor improvements to provide for safer travel (Begins at Old Hartford Road and end at Strawbridge Place)	\$9,875,000		\$17,100,305		\$89,442,820
G	KY 1456	Reid Road/Thruston-Dermont Road -- Address substandard roadway geometrics and safety concerns from Hayden Road to KY 144	\$15,025,000		\$26,018,439		\$115,461,259
							Total Projected funds available 2033-2038
							\$111,327,469

**Owensboro-Daviess County MPO**  
Highway Projects 2033-2038





## PROJECTS

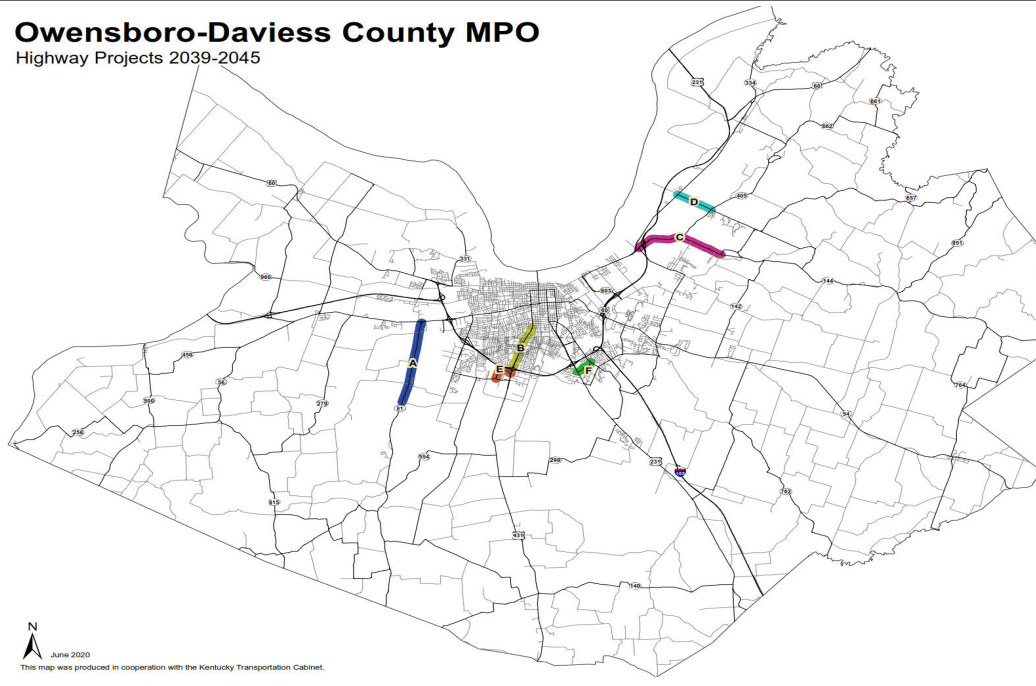
## LONG-TERM PROJECTS (2039-2045)

Table 4

Map ID	Route #	Project Description	2019 Cost	2027-2032	2033-2038	2039-2045	Cumulative Total
A	KY 81	Improve to enhance development and better accommodate future traffic growth (Begins at Keller Road and ends at KY 56)	\$19,371,000			\$40,811,775	\$40,811,775
B	KY 2831	Frederica St. -- Look at access management and intersection improvements (Begins at US 60 underpass and ends at W. 25th St.)	\$6,083,000			\$12,815,964	\$53,627,739
C	KY 144	Reconstruct to provide 12-foot driving lanes and turn lanes where needed (Begins near US 60 interchange at Reid Road and ends at Jones Road)	\$32,651,000			\$68,790,732	\$122,418,471
D	KY 1831	Wrights Landing Road -- Minor widening to include 2 12-foot driving lanes and 6-foot shoulders (Begins at KY 2830 and ends at KY 405)	\$7,766,000			\$16,361,791	\$138,780,262
E	KY 2699	Goetz Dr. -- Reconstruct to provide 12-foot lanes with turn lanes as needed (Begins at Southtown Blvd. and ends at Frederica St.)	\$5,573,000			\$11,741,470	\$150,521,733
F	KY 2117	Southeastern Parkway -- Reconstruct to address safety (Begins at New Hartford Road and ends at Old Hartford Road)	\$5,623,000			\$11,846,813	\$162,368,545
							Total projected funds available 2039-2045
							\$167,736,393

### Owensboro-Daviess County MPO

Highway Projects 2039-2045



## PROJECTS

## OTHER PROJECTS

Table 5

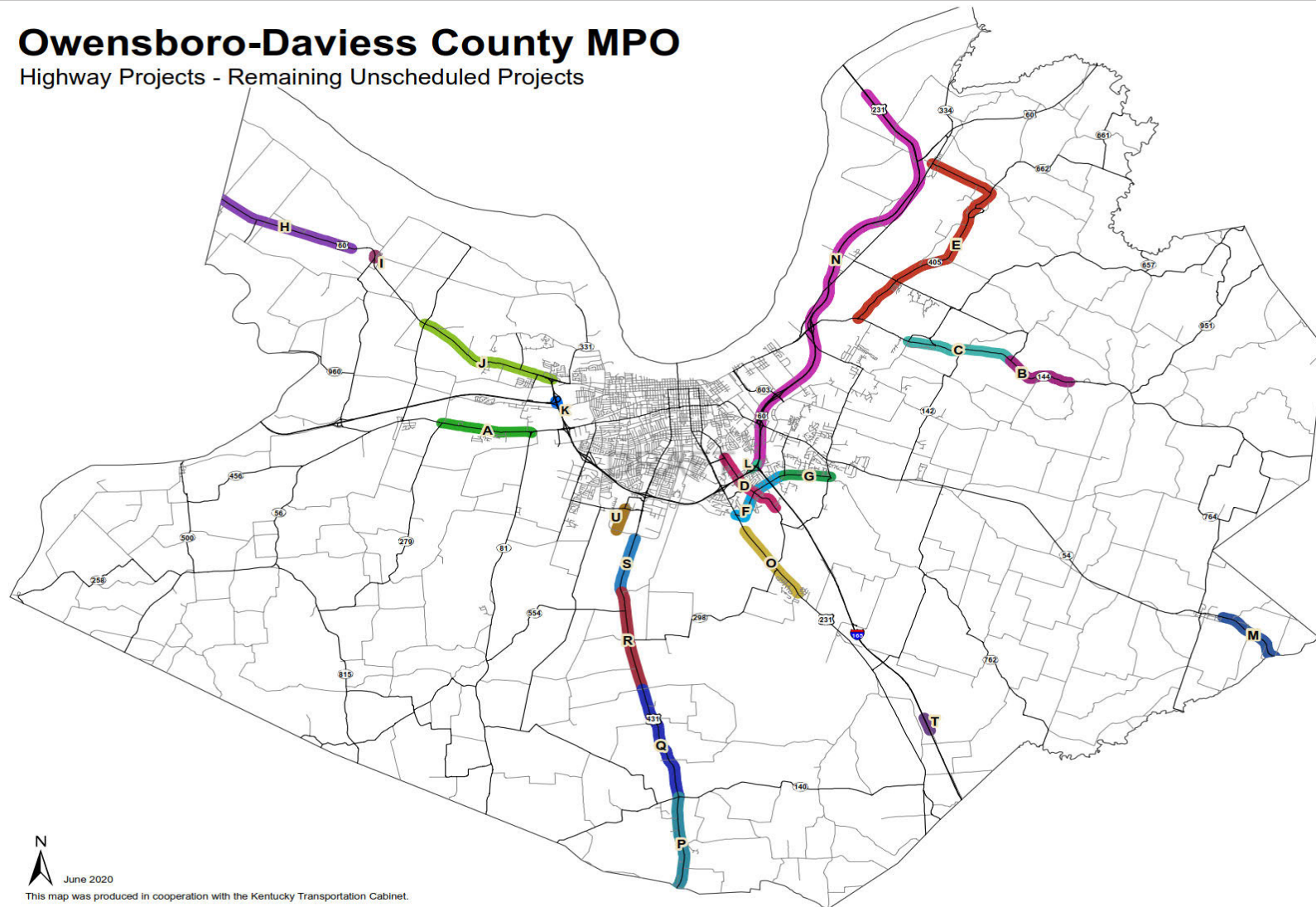
Map ID	Route	Project Description	Cost
A	KY 56	Improve traffic flow and safety (Begins at KY 279S and ends at KY 81)	\$12,058,000
B	KY 144	Project begins near KY 1831 and ends near Boteler Road	\$8,600,000
C	KY 144	Reconstruct to improve traffic flow and safety (Begins at Jones Road and ends at Knottsville-Mount Zion Road)	\$16,215,000
D	KY 298	Old Hartford Road -- Widen to improve traffic flow and safety (Begins at Harriet Lane and ends at Burlew Blvd.)	\$20,579,000
E	KY 405	Reconstruct to include shoulders and 12-foot driving lanes (Begins at KY144 and ends at KY 2830)	\$40,410,000
F	KY 3143	Foors Lane/Settle Road -- Improve traffic flow and safety (Begins at New Hartford Road and ends at Fairview Dr.)	\$28,717,000
G	KY 3335	Settles Road -- Minor widening to improve safety (Begins at Fairview Dr. and ends at Millers Mill Road)	\$9,832,000
H	US 60	US 60 West -- Reconstruct and widen roadways (Begins at Henderson County line and ends at a point near KY 1554)	\$22,948,000
I	US 60	US 60 West -- Address safety issues and provide access to the west industrial park (Project is at the intersection of US 60 and KY 1554)	\$18,125,000
J	US 60	US 60 West -- Improve traffic flow and safety (Begins at KY 279 South and end at KY 331)	\$24,486,000
K	US 60	US 60 -- Increase length of onramp from US 60 to Audubon Parkway to improve safety	\$1,724,000
L	US 60	US 60 -- Increase length of onramp from US 60 to Natcher Parkway to improve safety	\$1,654,000
M	KY 54	Reconstruct and make improvements from eastern city limits of Whitesville to Ohio County line	\$13,353,000
N	US 60	New route -- New construction of Outer Loop to connect the new interstate spurs and the US 60 extension (Project begins Carter Road and ends at US 60 East)	\$83,998,000
O	US 60	Upgrade US 60 to interstate standards from approx. MP 17.5 (the current terminus of I-165) to the intersection at approx. MP 27.7 to allow extension of I-165 from its current end point to the US 231 Ohio River bridge at Maceo. This project would also include upgrading US 231 to interstate standards from approx. MP 11.3, where it diverges from US at 60, to approx. MP 14.1, the entrance to the Ohio River bridge.	
P	US 231	US 231 -- Address safety by increasing the width of the shoulders (Begins at South Burton Road and ends near OCTC)	\$21,927,000
Q	US 431	US 431 -- Reconstruct to provide better traffic flow, provide better access and improve safety (Begins at McLean County line and ends at KY 140 E)	\$27,205,000
R	US 431	US 431 -- Improve to provide better traffic flow, provide better access and improve safety (Begins at KY 140 E line and ends at Marksberry Road)	\$33,172,000
S	US 431	US 431 -- Reconstruct to provide better traffic flow, provide better access and improve safety (Begins at Marksberry Road and ends near the Panther Creek bridge)	\$29,882,000
T	US 431	US 431 -- Improve to provide better traffic flow, provide better access and improve safety (Begins near Panther Creek bridge and ends near Martin Luther King Jr. Blvd.)	\$15,882,000
U	I 165	I-165 -- Upgrade to interstate standards (Begins at Western Kentucky Parkway and ends at US 60 East in Owensboro)	\$14,888,000
V	I 165	I-165 -- Upgrade to interstate standards to establish I-165 spur	\$5,140,000
W	I 165	I-165 -- Construct new interchange at KY 142	\$19,286,000
X	CR 1705	Goetz Dr. -- Extend to Martin Luther King Jr. Loop (Begins at Southtown Blvd. and ends at Martin Luther King Jr. Loop)	\$4,577,000
			\$474,658,000

DRAFT

## OTHER PROJECTS

**Owensboro-Daviess County MPO**

Highway Projects - Remaining Unscheduled Projects





## APPENDICES

## 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/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.

Grouped project categories utilized by the Owensboro-Daviess County MPO are shown in Table 7 below. The 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).

Table 6

## 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 Systems (ITS) Projects  
Traffic Signal System Improvements  
Highway Signings  
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 Alternatives Projects  
Congestion Mitigation Air Quality (CMAQ)  
Commuter Ridesharing Program  
Bicycle Accommodation/Facilities  
Pedestrian Improvement/Facilities  
Park and Ride Facilities  
Transit Operating Assistance  
Transit Operating Equipment  
Small Transit Passenger Shelters and Informational Kiosks  
Reconstruction or Renovation of Transit Facilities



# MTP Focus Area

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 in order 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, among others.

## 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.

# MTP Focus Area

## Environmental Mitigation

Transportation projects can have a significant impact on natural, cultural/social and historic resources. An effort should be made during the planning and design phases of projects to ensure that potential environmental impacts are avoided or minimized. Areas of natural or ecological significance (wetlands, forests, streams, nature preserves and endangered species areas) should be avoided in the planning and design of infrastructure projects. Additionally, steps should be taken to minimize negative impacts on the various cultural and/or historic resources within a project area. While there are direct impacts to natural, cultural/social, and historic resources, there are additional effects from new development that may come as a result of an infrastructure project. These impacts must also be considered in the planning and design phases as well. Environmental analyses are not required for the development of the MTP, but as project funding is secured, consultation with appropriate agencies will be conducted.

While the MPO will seek to limit environmental impacts on natural, cultural/social and historic resources, the MTP also stresses the importance of investing in alternative travel modes and encouraging the use of multimodal transportation. Many of these efforts will be done through bicycle, pedestrian and transit projects and initiatives. In addition to these efforts, the MPO will encourage the purchase of clean fuel buses and fleets for transit agencies and analyze other alternatives to reducing congestion and delays. The MPO should continue efforts to promote energy efficient planning and creative solutions to reducing single-occupancy vehicular travel.

## Autonomous & Connected Vehicle Technology

It is widely accepted that Autonomous Vehicles (AVs) and Connected Vehicles (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.

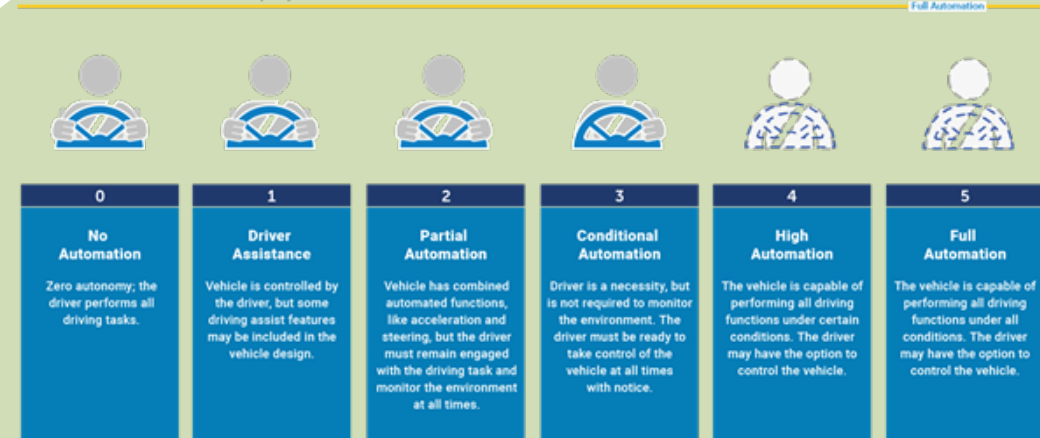
CVs will most likely come first. CVs will communicate with the vehicle's driver, with other cars on the road (vehicle to vehicle -- V2V), with roadside infrastructure (V2I) and with the "Cloud" (V2C). AVs are classified by their level of automation and are expected to be deployed in stages:

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.

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) AUTOMATION LEVELS



## APPENDICES

# IMPLEMENTATION

**Federal Compliance**

Inclusion of a project or program in the 2045 MTP means that it has been identified as a regional priority for funding and is part of the MTP's financial plan. The 2019-2024 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 in 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 the fiscally constrained portion 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.

# APPENDICES

## Owensboro-Daviess County MPO Policy Committee

Role	Current Member
Daviess County Judge/Executive . . . . .	Al Mattingly
Mayor of Owensboro . . . . .	Thomas H. Watson
Secretary of the Kentucky Transportation Cabinet . . . . .	Greg Thomas (Deneatra Henderson, designee)
Federal Highway Administration Kentucky Division Administrator (Nonvoting) . . . . .	Todd Jeter (Bernadette Dupont, designee)
Federal Transit Administration Regional Administrator (Nonvoting) . . . . .	Yvette Taylor

## Owensboro-Daviess County MPO Technical Advisory Committee

Role	Current member
Owensboro City Manager . . . . .	Nate Pagan
Daviess County Fiscal Court Representative . . . . .	Charlie Castlen, County Commissioner
Owensboro City Engineer . . . . .	Kevin Collignon
Daviess County Engineer . . . . .	Mark Brasher
Owensboro Police Department . . . . .	Sgt. Mike Page
Daviess County Sheriff's Office . . . . .	Sgt. Tyler Free
Owensboro Metropolitan Planning Commission . . . . .	Brian Howard, Director
Owensboro Riverport Authority . . . . .	Brian Wright, Director
Owensboro Transit System . . . . .	Pamela Canary, Manager
Regional Water Resource Agency . . . . .	Sean O'Bryan, Director of Engineering
Kenergy Corporation . . . . .	Scott Atherton, Manager of Field Engineering
Owensboro Municipal Utilities . . . . .	Tim Lyons, Director of Delivery
KYTC Division of Planning . . . . .	Barry House
KYTC Office of Transportation Delivery . . . . .	Eric Perez, Director (Carrie Elliston, designee)
KYTC District 2 Office . . . . .	Nick Hall
Greater Owensboro Chamber of Commerce . . . . .	Candance Brake, President/CEO
Greater Owensboro Economic Development Corporation . . . . .	Brittaney Johnson, President/CEO
Owensboro Daviess County Regional Airport . . . . .	Robert Barnett, Manager
Green River Area Development District . . . . .	Joanna Shake, Executive Director
FHWA Kentucky Division (Nonvoting) . . . . .	Bernadette Dupont, Transportation Specialist



## APPENDICES

## COMMENTS

## QUESTION 1

**If you had the ability to decide how Owensboro and Daviess County allocate money for transportation improvements, how would you rank these options:**

Improvement/expansion of Roadways  
Improvements/additions to Bicycle facilities  
Improvements/additions to Pedestrian facilities  
Improvements/additions to Transit facilities

Roads that needs to be fixed are James David Court Frederica St There needs to be a stop light added to the intersection of the fire department, health care center, and Estes back entry on Highway 54. I am a school bus driver and that area is very dangerous for a school bus loaded with kids trying to exit the drive onto Hwy 54. Cars and Semi trucks speed down that road. We all call it the Indy 54 area. HORRIBLE, SHAME ON OWENSBORO FOR NOT PUTTING A TRAFFIC LIGHT IN THAT AREA TO KEEP OUR KIDS SAFE. Also a police officer should sit and use his radar gun to catch speeders in that area. I am sure that the city will benefit off the money made from tickets. The safety of the children is more important than a new light to enter the new car wash on Frederica St.

It might be time to consider N outer loop.

Sequencing the stop lights on Frederica and 54 would work wonders.

Intersection of Southtown Boulevard and 431 (Frederica) has potholes and rough pavement, clear down to 18th street

Build better access to KY 56 west of Sorgho from the Audubon Parkway-KY 1554 interchange. Rebuild the last 1/2 mile of KY 56 at the Daviess - McLean County line to eliminate steep drop offs.

Byers Ave extension from Old Hartford to Byers Ave in Heartlands; Relocate OTS to a more centralized location to shorten ride times

Something needs to be done about Highland Pointe Drive. That road cannot handle the amount of traffic and now they want to add

an IHOP to the mix. Please stop handing out building permits without thinking about the current and future traffic flow.

Work on traffic patterns around highway 54, repair South Frederica Street, and then return the bypass to 55 mph.

All you have to do is drive down Frederica to see how desperately the roads need to be fixed.

By pass extension around 54

Need a traffic light at Fairview drive and Plantation Point.

It would be great to get the alley fixed that has had holes in it that will swallow your vehicle for years that is between 2nd and 3rd Street and orchard and frayser.

Hwy 54 & Millers Mill Rd. PLEASE have flashing yellow for turning. Must sit there with no oncoming traffic until.....

Hwy 56 between Southern Star and Pleasant Grove Baptist Church needs to be widened or rerouted. I have only lived in this area for 18 years and there has been 12 or 15 accidents in this area. I have to replace my mailbox 10 times from accidents and farm equipment.

Please improve bypass on-ramps to where turning lanes are crowded from both directs (right by DCHS). w

I would recommend adding another lane to the bypass and 54 area. Also creating more pedestrian Cross overs busy intersections.

Graham Lane is crumbling on the North end.

Needs to be more turn signal lights on stop lights. Carter rd and Buckland sq

Widen Ragu Dr. for Mizkan trucks. There are 2-4 trucks in each direction at the guard gate making it a huge safety hazard to other traffic.

Sidewalk access for the Apollo High School area is a priority. Students walk from JR to school in muddy and dangerous traffic conditions because there are NO SIDEWALKS!

Gemini Drive is in need of sidewalks on both sides which go from Southtown Blvd. to Tamarack Road. The need for walking access to and from school and school events without having to walk in the road which can be very hazardous especially at night and early morning is worth looking into. With the lack of lighting on Gemini Drive, those leaving school events are at risk of not being seen by drivers.

Many people walk in the Hwy 54, Leitchfield road, 18th Street area. Leitchfield road has no sidewalk from 18th Street to Hwy 54. It is treacherous and dangerous to walk there, but to get to businesses, doctors, etc on Hwy 54, you would need to cut through a school's property or go down to Hwy 54 and Parrish Avenue and walk back up.

The area near DCHS; Southeastern Rd & Old Hartford Rd especially need safe areas for pedestrians to walk. Many students walk these areas as well as runners from nearby neighborhoods.

Need more outlet and connections for bottlenecked congested 54 gateway area. Owensboro is very anti-pedestrian = Bad, unhealthy.

For individuals that do not have vehicles and primarily walk places pedestrian facilities need to be addressed first before constructing all of the roadways.

The long stretch of sidewalk from CVS to Walmart is absolutely horrifying! No way for wheelchair to travel down that stretch of highway on either side! Also sidewalks on many streets need repair!

Our community needs to be more walkable.

Sidewalks for runners are a necessary in all locations

I have a child with special needs and she enjoys going for walks in her adapted stroller. However, there are many areas in our neighborhood that are not easily accessible and even dangerous for us. At times she likes to get out of her stroller and walk, but has difficulty because she is visually impaired and so many of the sidewalks are uneven or unmarked.

Please compare this to Nashville or another Kentucky city. We do not need more sidewalks.

Maintaining and expanding the Greenbelt is crucial to quality of life and health of the community. Improving sidewalks in neighborhoods encourages safe walking options. We need businesses to be accessible by pedestrians and not just cars. Safe roads are

## APPENDICES

## COMMENTS

vital to getting goods and services delivered safely and quickly.

Need more routes or buses running more often and later in the day.  
I would love a public bus route through the Trinity Hills subdivision. Not everyone has access to a car and the current bus stops are just too far away from the subdivision.  
Two buses on brown route or on each route. There are two locations on the brown route with no bench or shelter and two by a ditch that are dangerous!

Sunday service would be beneficial to those homeless, and low income that do not have transportation to or from their place of employment. The low income may in fact own a vehicle but many times they are not dependable and even a minor car repair is simply not in their budget to have repaired. When these individuals miss work or arrive late for their shift because of issues with transportation, they lose their jobs. I think that the trolley is an asset for our community and is essential for the downtown sites, restaurants, shops, etc. However, because the individuals that take advantage of the trolley are individuals staying in the hotels, eating in the restaurants, drinking in the bars, and enjoying entertainment in the downtown area, I feel like a reasonable fare for these individuals is a must.

Public transportation should consider the need for independence from foreign energy sources. And consider the needs of the low income employees working at low income jobs. Consider bridges over railroad crossing.

Bus stop shelters! Too many people left exposed waiting on buses.

Transit, OTS. Should have to notify the public just how many people actually use it. I, along with others wonder if the advertising doesn't help cover up the fact that there may actually be no one on that bus. There may

be a less expensive way to transport people depending on just how many actually use it. Maybe the GRITS buses you seeing setting around everywhere waiting could take care of that????

Specifically, funds need to be allocated for bus stops with benches and a bus terminal for harsh conditions. There is no use in having a transportation system that runs through town if those who need to use it know that they'll have to stand out in the snow / rain to wait for the bus.

expanded OTS routes to neighborhoods "outside" of the bypass. OTS earlier/later hours.

A bus stop at the airport passenger terminal would be nice.

Increase frequency in Transit system bus stops.

We need more trees to be planted along new streets and roads. We probably need more shelters with benches along streets where people walk long distances and/or wait for buses.

We need a public Uber type system. The transit bus system is not efficient.

please do not forget the possibilities of routes in the western parts of the county

Our homeless and near homeless population are dependent on public transportation. The service currently offered is limited, i.e., not on Sundays and not late at night for 3rd shift workers.

We need covered sitting areas at all bus stops to protect people from the elements. Or at the very least benches for people to sit.

We need buses to cover more employers and parts of the city. Also, support from hotels to the convention center and/or downtown.

More availability for evening transportation.

Owensboro needs a better functioning transit system which will interconnect parts of the city without long wait times at bus stops and does not require two to three hours to transport to a destination that is 15 minutes by car.

With the elderly population increasing each year, the need for Grits and OTS will place a demand on these services,

I think we should have more covered bus stop areas. I've seen many people standing in the rain waiting for the bus

Make public transportation stops more accessible for individuals with disabilities. No they are not already. Some of the stops may be accessible but to get to the stop one must go in the traffic. Some stops and individual with a disability has to wait in the street for the bus which is not safe at all. If you want more information about these stops please call xxx-xxx-xxxx. And GRITS should not be an acceptable form of transportation for these individuals. GRITS requires 24 hour notice, OTS bus does not!

Have OTS run late for those that need transportation in the evening and at night. It's hard for parents to go to night school functions when buses do not run

I ranked transit 3rd but do feel that this will definitely be a pressing issue in the next 30 years ("through 2050") as both transportation technology evolves and the city continues to develop.

Transit because I think there should be shelter at every bus stop for public buses.

I don't use Grits, etc. but know several folks who are disabled Who rely on the services. I feel funding to update and keep the services is

important.

While I am not a frequent user of public transportation offered within Owensboro and Daviess County, I learned through my time as a participant of Leadership Owensboro how layered the public transportation system seems to be in our community, which can make traversing our community in a timely manner an uneven task. The bus routes are not easy to decipher. The time between pickups at each location is too long. For someone to use public transportation, quite a bit of planning about getting to appointments or running errands must be done in a strategic manner to maximize the bus route as it stands along with the operating business hours of the places the transit riders need to go. I found the need to plan for the routes to get to multiple places in one day to be incredibly frustrating.

I wish transportation was friendlier for teens and older adults. I have a lot of students who take college classes and I think they would ride the bus if someone could come speak and explain how public transportation works. I also think the bus stops need a shelter place to wait to escape from the elements.

Offer free public transit on buses.

I've heard it takes a super long time to get from one point on the bus route to another.

We need non-emergency transportation for people who are bed bound

Too much money is already spent in the transit area.

The people who do not have transportation often do not have extra money.

Elderly and Vets especially need to have cheaper rates. Vets free

Expands the schedule into the evening.

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The bikers need to use sidewalks. They are riding right down the middle of roadways. They do not move over for traffic. I feel if they can't go the speedway, they need to stay off the streets. Also, if they are going to be on the roadways, they need to be licensed, insured and follow the same roadways signs as automobiles. They definitely need to merge to traffic. I have seen some close calls, unnecessarily, just because they are beginning to think they own the street. There was one biker over the weekend that was actually riding in the left lane of FREDERICA street! They need some laws to follow.

Owensboro is HORRIBLE for bike friendliness

You need to get bicycles off of the roads its dangerous.

More bike lanes would make it easier for the more eco-inclined or those who can't afford cars as they make their way around the city. Sharing the sidewalk with pedestrians is dangerous for them and sharing the roads as they are now is dangerous for us with the way bikers are viewed in this city.

No matter what you do for cyclists or cross country teams, being on the road is hazardous. People are not watching. They don't share the road. I wish they would just go to the green belt or run on the sidewalk.

I want the bikers off the main roads. It's dangerous and should be illegal

We have amazing bicycle trails and the bikes are always out on the county roads anyway. Any more expansion for this area would be a waste of the taxpayers money.

Get bikers off of back roads that are barely big enough for two cars. We have bicycle paths for that across city.

too many cyclists are being hit by simply

exercising and improving their holistic health. We need more signs, more paint on sections that are often occupied by cyclists, and more awareness by our elected officials to encourage co-existing between motorists and cyclists.

Quick/Safe exits to county roads from Greenbelt. Cycling lanes, but only if maintained.

Stop letting people with bikes ride on the road around legion park someone is going to get hit by a car one of these days

Bicyclists need to read and follow the signs on the greenbelt. They never stop and walk their bikes across an intersection. Also need to revise and stress the rules with them riding 2 or 3 wide on a narrow road and not being able to pass them safely

1.Improvement/addition to bicycle facilities  
2.improvement to/expansion to roadways 3.  
Improvement/addition to pedestrian facilities  
And 4. Improvement/addition to transit

The city could use more bike routes which will encourage more cyclists to ride.

Bicycle people need to stay on the green belt! If they want to ride the streets at 3 am with their blinky bright ass lights, they need to pay insurance get a license like the autos have too. These idiots think they own the road. Pull out in front of cars, run red lights and stop signs.

More bike lanes and trails are needed

I do not think bicycles/scooters should be on the road with vehicles. We have the green belt

Standalone bike lanes, possibly separated with barriers from traffic. More enforcement of 3 foot law. Law enforcement that respects the three foot law for cyclists.

Owensboro drivers are on their cell phones and are always coming close to hitting me on my bicycle....

Roads are in desperate need of repair in majority of Owensboro and county. So that's #1. It's a proven fact that when your roads are better the town looks better... Plus you get more tourists and shoppers from out of town. And less would go out of town to shop if it was a pleasant experience driving in town. We need more cross friendly areas and traffic lights... Like at the intersection of E. 4th St. and Leitchfield Rd. It's A VERY dangerous and high traffic area. Also E. 18th and Bluff... Should be a 4 way stop sign or put in a signal light. Also we need more sidewalks for those who walk. It's not safe walking at the edge of the roadways where you can easily be hit by traffic or fall down embankments. We need more public transportation too including taxi cabs. The only existing one is shameful for a metropolis this size! Thank you.

The transportation situation in our area sets disadvantaged person up to fail.

Put the money where it's most needed though out the county's road ways.

Roads around here are in terrible shape.

all pot holes and rough roads should be repaired to prevent damage to vehicles and to create more smooth traffic flow. transit routes should be logical and efficient and pedestrian/ bicycle paths should be clearly marked and signed for safety; use of the greenbelt and sidewalks should be encouraged instead of public roadways

Maintaining and expanding our road network must be our top priority. An increasing number of our citizens are using mass transit. Therefore, we need to also expand our system, even as our community and economy grow. Additional bicycle and pedestrian paths must be assigned

to the want but not required category.

Expansion of businesses in a small area - any road improvements = gridlock. Just look at HWY 54

Tons of Potholes

Stop starting new jobs, before you finish the first one! Multiple roads being destroyed at once is ridiculous!

Improvements to existing roadways

You tax the crap out of me and the roads are shitty.

Roads do need improvements. To add more without being able to keep the existing ones up does not seem to add value.

Roadway expansion

Fix all the potholes (repave) them. Filling them in just makes more bumps in the road. The manhole covers are crazy. The way they are placed makes you look like your drunk driving. Veach road and Breckenridge is the worse.

our roads suck

There are places where road improvements can be made, but I just drove to Dallas, TX and back and I saw plenty of city streets in need of repair, so don't let anyone tell you we have the worst roads. I am not against ITS, but I just don't see a big portion of Owensboro using it. It just isn't our thing.

Highway 54 is ridiculous

Improvements to roadways and bicycle facilities first then split what is left between the rest.

The roads need repairing but I have a bigger problem with the way the greenscape's

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LACK of maintenance. Grass needs mowing around several areas. I think taking care of the landscape around our major roadways would GREATLY improve the image of Oboro. I travel to NC and they spend time making the roadways pretty and it is impressive! (Analogy) Why would a person build a nice house, but let the yard grow thigh high and scrubby looking? It ruins the look of the whole house!! I think that about Oboro.

Pedestrian Bicycle Roads Transit

Improvements to expansion of roadways.

And QUICKLY finish the projects ..it seems we are a city of street closures and detours.

Fix the pot holes on Frederica Street.

Roadway improvements should be top priority.

Improvements of roadways

More opd patrolling for on the phone drivers, distracted drivers, or careless driving.

Prioritize fixing roads. Those with cars are many more than those who ride bikes, walk, or take buses. Why put the minorities in this situation first; address the biggest issues.

Need to improve roads to Hopkins Co to improve the commute, we go to Evansville bc the drive is terrible to Owensboro

My street hasn't been paved once since I've lived here. We are on Secretariat Dr. It's been 16 years without having our street paved.

Roadways are awful - so rough and so many potholes

554 section between hwy 81 and 431 can't

handle the detour traffic. The road is crumbling as we speak. No shoulder or anything. To narrow for big trucks to take. Needs to be wider cause cars and trucks get bigger as well

Tough choice, for the future we need to increase bike and transit, but for immediate needs and public safety we need a few streets improved.

Roads are absolutely terrible, need to learn how to repair pot holes better

Other parts of the county besides highway 54 need attention. ALL roads should be safe before other roads are upgraded to "Cadillac" level. Highway 56 has no shoulders on a good part of the road, vehicles keep departing roadway, but before shoulders even get upgraded to make safer, 54 gets improved all the way to Jack Hinton Rd. Although safety is cited as a decision maker. Look at accident

statistics for departures.

Do NOT extend the dead-end of E Byers at the greenbelt. It will totally ruin the character of our communities and increase crime, traffic. Please hasten widening of 54--your current plan timeline is way too long.

Hwy 56 is being ignored. Minimum, the shoulders need attention

Hwy. 56 and west end of county need a lot of attention!

many roads are in bad shape--pot holes, etc...

Why can't the streets south of 9th receive the same attention as downtown streets? How long must we suffer potholes and closures? Why have bicycle paths when they aren't used, choosing instead to over flow into both lanes?

## QUESTION 2

**If you had the ability to decide how Owensboro and Daviess County allocate money for road improvements, how would you rank these options:**

Construction of new roads

Improvement/expansion of existing roads

Maintenance of existing roads

Intersection or traffic improvements

Owensboro is very anti-pedestrian = Bad, unhealthy.

For individuals that do not have vehicles and primarily walk places pedestrian facilities need to be addressed first before constructing all of the roadways.

Sunday service would be beneficial to those homeless, and low income that do not have transportation to or from their place of employment. The low income may in fact own a vehicle but many times they are not dependable and even a minor car repair is simply not in their budget to have repaired.

When these individuals miss work or arrive late for their shift because of issues with transportation, they lose their jobs. I think that the trolley is an asset for our community and is essential for the downtown sites, restaurants, shops, etc. However, because the individuals that take advantage of the trolley are individuals staying in the hotels, eating in the restaurants, drinking in the bars, and enjoying entertainment in the downtown area, I feel like a reasonable fare for these individuals is a must.

The bikers need to use sidewalks. They are riding right down the middle of roadways. They do not move over for traffic. I feel if they

can't go the speedway, they need to stay off the streets. Also, if they are going to be on the roadways, they need to be licensed, insured and follow the same roadways signs as automobiles. They definitely need to merge to traffic. I have seen some close calls, unnecessarily, just because they are beginning to think they own the street. There was one biker over the weekend that was actually riding in the left lane of FREDERICA street! They need some laws to follow.

Public transportation should consider the need for independence from foreign energy sources. And consider the needs of the low income

employees working at low income jobs. Consider bridges over railroad crossing.

Transit, OTS. Should have to notify the public just how many people actually use it. I, along with others wonder if the advertising doesn't help cover up the fact that there may actually be no one on that bus. There may be a less expensive way to transport people depending on just how many actually use it. Maybe the GRITS buses you seeing setting around everywhere waiting could take care of that????

The transportation situation in our area sets

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disadvantaged person up to fail.

Put the money where it's most needed throughout the county's road ways.

Roads around here are in terrible shape.

Our community needs to be more walkable.

All potholes and rough roads should be repaired to prevent damage to vehicles and to create more smooth traffic flow. Transit routes should be logical and efficient and pedestrian/bicycle paths should be clearly marked and signed for safety; use of the greenbelt and sidewalks should be encouraged instead of public roadways

We need non emergent transportation for people who are bed bound

Maintaining and expanding our road network must be our top priority. An increasing number of our citizens are using mass transit. Therefore, we need to also expand our system, even as our community and economy grow. Additional bicycle and pedestrian paths must be assigned to the want but not required category.

Expansion of businesses in a small area - any road improvements = gridlock. Just look at HWY 54

Owensboro is HORRIBLE for bike friendliness

We need more trees to be planted along new streets and roads.

We need a public Uber type system. The transit bus system is not efficient.

Please compare this to Nashville or another Kentucky city. We do not need more sidewalks.

With the elderly population increasing each year, the need for Grits and OTS will place a demand on these services,

Too much money is already spent in the transit area.

The people who do not have transportation often do not have extra money.

Tons of Potholes

Stop letting people with bikes ride on the road around legion park someone is going to get hit by a car one of these days

Improvements to existing roadways

Maintaining and expanding the Greenbelt is crucial to quality of life and health of the community. Improving sidewalks in neighborhoods encourages safe walking options. We need businesses to be accessible by pedestrians and not just cars. Safe roads are vital to getting goods and services delivered safely and quickly.

You tax the crap out of me and the roads are shitty.

Bicyclists need to read and follow the signs on the greenbelt. They never stop and walk their bikes across an intersection. Also need to revise and stress the rules with them riding 2 or 3 wide on a narrow road and not being able to pass them safely

Improvement/addition to bicycle facilities 2. Improvement to/expansion to roadways 3. Improvement/addition to pedestrian facilities And 4. Improvement/addition to transit

The city could use more bike routes which will encourage more cyclists to ride.

It would be great to get the alley fixed that has had holes in it that will swallow your vehicle for years that is between 2nd and 3rd Street and orchard and frayser.

Roadway expansion

Fix all the potholes (repave) them. Filling them in just makes more bumps in the road. The manhole covers are crazy. The way they are placed makes you look like your drunk driving. Veach road and Breckenridge is the worse.

Our roads suck

Bicycle people need to stay on the green belt! If they want to ride the streets at 3 am with their blinky bright ass lights, they need to pay insurance get a license like the autos have too. These idiots think they own the road. Pull out in front of cars, run red lights and stop signs.

There are places where road improvements can be made, but I just drove to Dallas, TX and back and I saw plenty of city streets in need of repair, so don't let anyone tell you we have the worst roads. I am not against ITS, but I just don't see a big portion of Owensboro using it. It just isn't our thing.

Improvements to roadways and bicycle facilities first then split what is left between the rest.

The roads need repairing but I have a bigger problem with the way the greenscape's LACK of maintenance. Grass needs mowing around several areas. I think taking care of the landscape around our major roadways would GREATLY improve the image of Oboro. I travel to NC and they spend time making the roadways pretty and it is impressive! (Analogy) Why would a person build a nice house, but let the yard grow thigh high and scrubby looking? It ruins the look of the whole house!! I think that about Oboro.

Pedestrian Bicycle Roads Transit

Improvements to expansion of roadways.

Roadway

Roadway improvements should be top priority.

Improvements of roadways

More opd patrolling for on the phone drivers, distracted drivers, or careless driving.

Prioritize fixing roads. Those with cars are many more than those who ride bikes, walk, or take buses. Why put the minorities in this situation first; address the biggest issues.

Need to improve roads to Hopkins Co to improve the commute, we go to Evansville bc the drive is terrible to Owensboro

My street hasn't been paved once since I've lived here. We are on Secretariat Dr. It's been 16 years without having our street paved.

Too many cyclists are being hit by simply exercising and improving their holistic health. We need more signs, more paint on sections that are often occupied by cyclists, and more awareness by our elected officials to encourage co-existing between motorists and cyclists.

I do not think bicycles/scooters should be on the road with vehicles. We have the green belt

More enforcement of 3 foot law. Law enforcement that respects the three foot law for cyclists.

Roadways are awful - so rough and so many potholes

I ranked transit 3rd but do feel that this will definitely be a pressing issue in the next 30 years ("through 2050") as both transportation technology evolves and the city continues to develop.

Transit because I think there should be shelter at every bus stop for public buses.



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Owensboro drivers are on their cell phones and are always coming close to hitting me on my bicycle....

Tough choice, for the future we need to increase bike and transit, but for immediate needs and public safety we need a few streets improved.

Roads are terrible.

You need to get bicycles off of the roads. It's dangerous. Roads are absolutely terrible, need to learn how to repair pot holes better

I don't use Grips, etc. but know several folks who are disabled who rely on the services. I feel funding to update and keep the services is important.

Other parts of the county besides highway 54 need attention. ALL roads should be safe before other roads are upgraded to "Cadillac" level. Highway 56 has no shoulders on a good part of the road, vehicles keep departing roadway, but before shoulders even get upgraded to make safer, 54 gets improved all the way to Jack Hinton Rd. Although safety is cited as a decision maker. Look at accident statistics for departures.

No matter what you do for cyclists or cross country teams, being on the road is hazardous. People are not watching. They don't share the road. I wish they would just go to the green belt or run on the sidewalk.

Many roads are in bad shape--pot holes, etc...

I want the bikers off the main roads. It's

dangerous and should be illegal

We have amazing bicycle trails and the bikes are always out on the county roads anyway. Any more expansion for this area would be a waste of the taxpayers money.

Get bikers off of back roads that are barely big enough for two cars. We have bicycle paths for that across city.

Why can't the streets south of 9th receive the same attention as downtown streets? How long must we suffer potholes and closures? Why have bicycle paths when they aren't used, choosing instead to over flow into both lanes?

Sidewalks for runners are a necessary in all locations

I wish transportation was friendlier for teens and

older adults. I have a lot of students who take college classes and I think they would ride the bus if someone could come speak and explain how public transportation works. I also think the bus stops need a shelter place to wait to escape from the elements.

I have a child with special needs and she enjoys going for walks in her adapted stroller. However, there are many areas in our neighborhood that are not easily accessible and even dangerous for us. At times she likes to get out of her stroller and walk, but has difficulty because she is visually impaired and so many of the sidewalks are uneven or unmarked.

I've heard it takes a super long time to get from one point on the bus route to another.

## QUESTION 3

**If you had the ability to decide how Owensboro and Daviess County allocate money for bicycle improvements, how would you rank these options:**

Adding bike lanes to existing roads

Build additional shared-use paths

Add shared road markings to more roads

I would rather bicyclist education be prioritized. A bicycle is a vehicle and those drivers need to understand that. Driving against traffic, running lights and stop signs, and choosing when you want to be treated like a vehicle, and asking for more greenbelt only to ride a bike in the lane next to the greenbelt are issues we already face.

Bike education for drivers who don't bike. They have no clue how dangerous their driving can be to a rider

It is a shame that people that do not live adjacent to the Greenbelt have a treacherous ride to reach the Greenbelt. Parrish Avenue also needs bike lanes on the East side. There are so many people that utilize the skatepark.

It would be great to have a bike lane to and from Chautauqua Park.

There needs to be walkways that connect to the Green Belt for cyclists and walkers have safer access to them. I am not sure that adding a strip of paint on the side will be the best solution, it depend on the area but the section off along with the signs will help make people more aware.

Clear Markings and continued Public awareness on the proper etiquette and laws regarding bike paths.

Mopeds shouldn't be street legal. If they stay that way then there should be a shared bike moped lane to the right need to side walk. We

do however need a middle lane by the yellow line for motorcycles. This is a bike town and MC's are in the elements and need a lane. It can be used for charity runs too bringing more revenue to the town... i.e. a run we did last week sent 50+ bikes with 75+ people and make several stops here in Owensboro for fuel and drinks and dinner. Having a motorcycle only lane can pay for itself and reduce traffic.

We need a lane along JR Miller.

Shared bike lane marking for going to 54 Wal-Mart and career center when getting off of nature trail path. There is room off of trail for a bike path to gingerly to the 54 Walmart. A walking and bicycle path going by the career center and leading to Wal-Mart would be

helpful. For me the nature trail walking and bicycle cycling path up awards from the career center is like going around the shopping area.

I lived in Landsdowne and enjoyed using the Greenbelt, but the traffic on Old Hartford Road is scary to navigate to get to the closest Greenbelt intersection. There should be bike paths along the all the roadways that connect to a Greenbelt intersection.

I am an avid bicyclist. During summer, I ride 20 miles a day during good weather. That means, I ride my bike farther daily than I drive my car. I ride from my home near the HealthPark, out to Carter on Tamarack and then south to Todd Bridge Road. Motorists do NOT pay attention

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to "sharrows," or shared road markings. I have lived in cities with dedicated bicycle lanes on roadways. They work much better. When you give motorists their own riding space, motorists don't become so angry about a bicyclist on the roadway. Even Greeley, Colorado, has designated bicycle paths on almost all its city streets. I think it's time for Owensboro to step up and make that a reality. Bicycling is becoming a very big sport here, and the Greenbelt is not a place we can ride. I love the Greenbelt and walk it often, but it has sharp turns in places and tree roots have caused big humps in the Greenbelt's paved surface. The other problem for bikers: People let their dogs out on long leashes, small children ride bikes in front of you and pedestrians take up both sides of the trail, leaving little room for anyone to pass safely. Bicyclists, by law, are allowed to ride on streets and highways. It is time to give them their own designated path for safety.

Need access to Greenbelt from and to downtown.

Adding options for shared use paths is a safer choice for our citizens, but it's important that bikers have their own lane to keep them safe when traveling on existing roads.

Complete phase 2 and 3 of bicycle Owensboro proposal.

The "bike routes" in town are ridiculous. At least paint a bike lane on the routes. Vehicle traffic doesn't understand without the line. I know there are signs and painted bikes but they don't notice that. I've asked people before and they have no idea that's a bike route and that cyclists are encouraged to use that route.

Jeffersonville, IN had awesome colored bike lanes. It was very visible and appeared safe. Also need to enforce speed limits and safe passing laws. Cycling injuries and deaths need to be prosecuted fully and fairly.

New work on the greenbelt looks promising but more branches from the main trail and better transition from Carter Rd to JR Miller. Maybe consider another branch connecting to downtown passing by the Farmer's Market.

Adding signal light at 144 and 405

The community needs education in cycling information

Bike lanes create the most awareness of cyclists on the road. Owensboro is far behind when it comes to allotting a designated area for cyclists. I believe markings on road signs and markings on the pavement (with paint) encourage awareness of cyclists present. I think these changes will be effective in urban areas, but predominantly more cycling occurs on the rural roads for individuals seeking cycling as a group activity or individual fitness.

I live in Keeneland Trace off of Carter rd. I have no way to ride out of my neighborhood due to it being dangerous to exit on Carter. I would love to see a bike path build on the side of Carter so we could get to the Greenbelt.

The Greenbelt needs to be expanded. Adding a path from South Frederica to downtown via JR Miller would be great!

Would love to see something like the Louisville Loop where we have an extensive (100+ mile) bike route that is clearly marked that people could enjoy outside of the Greenbelt.

more community awareness of existing bike lanes and routes. promoting also outside our city of our bike lanes and opportunity to invite bikers.

I would like to see Owensboro be more bike friendly to encourage citizens to bike instead of drive to storefronts, restaurants, parks, and work.

Owensboro should become more pedestrian friendly. Walkways, pedestrian railings and more trees should be added but without the blocking of roadway sight like so many shrubs around town NOW DO. Pedestrians now are easy targets for the hostile motorists.

We don't need bikes

Push for more utilization of the Greenbelt for bicycles. It's safer than sharing an already narrow road with bicyclists, especially when they ride 2 and sometimes 3 wide in a lane.

I think the trails around Owensboro are wonderful, but there is going to be a very bad accident caused by the law that makes you stop while bikes and pedestrians are walking across the walkways on the trail. It's hard to stop a car just going the speed limit and judging when the person/bike will exactly be crossing the crosswalk and you have to stop for them. I know it's the law, but it should be the other way around with the pedestrian waiting to cross. I'm scared I am going to get hurt. Thank you.

Bike riders are NOT obeying traffic rules

Adding bike lanes and sharing roadways with bikes is a horribly dangerous idea

Bikes are always holding up traffic on the highways. They should be required to wear reflective gear so they can be seen better.

Bike lanes on shared roads and streets are too dangerous. Therefore I have no 2 or 3rd choice.

The bikers would not use the bike paths. There are roads where there are paths and they still ride in the street obstructing traffic

We need to get more people walking and riding bikes. That can only take place if we know it's safe to do so.

As per above the state has debt that needs to be a priority, the bikers appear not to even want to use the "committed" bikers do not appear to want to use the Greenbelt. Long roads with a clear distant view need to be chosen for them to use and an inexpensive gravel area to park their vehicles for transporting the bikes somewhere on that long stretch. Although bikers are allowed on our roads, some pose a danger as they go so slow, a driver going that slow in an automobile would be ticketed

Aren't all roads "shared roads"? Why are markings necessary? Seeing those signs on the narrow roads is ridiculous, especially with the new law requiring so much room around bikes. There's no where for a car to go.

We need to put the money where it's doing the most for the general public on all road ways.

We do not need add bicycle lanes.

I do not like shared roads with bikes. Need to be OFF the main the Roads.

local laws should be changed or clarified to ensure that pedestrians and bicyclists stop at all roads and wait for traffic to clear instead of moving into traffic because vehicles are expected to stop. if a pedestrian or bicycle is already in the road then vehicles should stop. the greenbelt/sidewalks should be utilized most often by bicycles/pedestrians instead of road ways for safety and traffic flow. bike lanes beside roads should work but still creates more safety risk and not many people ride their bikes to work or stores.

Again, not a high priority for me.

Bikes shouldn't be on roads (that do not have shoulders or lanes specifically designed for them). Bikes can't keep up with traffic and are highly dangerous..... holding up traffic (emergency vehicles delayed). If ATVs aren't

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allowed on the streets and are ticketed-bicycles should also be held do the same standard.

I don't believe that monies should be allocated to any road improvements and or additions for any vehicle including Bicycles that do not contribute towards the funding of said improvements i.e registration, gas-tax, insurance, etc.

Bikes seem to think road rules don't apply to them, so more enforcement of existing bike laws would be my first choice (examples, walk bikes across intersections, STOP and look before crossing.....)

Designate roads safe enough for biking.

Improve more street signs.

Biking and running areas help a great deal.

Biker need to abide by the same rules as people in cars.

Introducing more bicycles to the roadway is inherently dangerous for all involved. Many bicyclists wear dark clothing and don't ride defensively.

this should be last on the priority - concentrate on road work

I think we need to make this a part of the county wide plan much like other areas. Have developers include the cost for this in any new plans.

Bikers will not pay attention to where you tell them to ride. Marking the city won't help, it is the county roads that need this improvement.

An old city isn't designed for bike lanes. New roads maybe.

Bikes should be on sidewalks, not on streets to

get hit by high speed cars.

The bike uses is dangerous because the bicyclist rarely obey traffic laws. They ride side by side so they can talk which is illegal, rarely stop at stop signs, nor follow simple traffic regulations.

Honestly bikes need to be banned from certain roads all together! Todd Bridge is NOT the road they should be on!

Bicycles using the same roads as cars is a recipe for disaster. Most of the bicycle riders I've seen only want to obey the traffic laws that benefit them and ignore others, like stopping at stop signs and signaling their intentions.

Bikes don't belong on the road. They need to be using paths away from motor vehicles.

This is not even an option at this time until you address the issue of them not obeying the signs at road crossings to walk their bikes across. They should not have the right of way to vehicles either. Nothing against all the bikers but some of them are rude and feel entitled. When they ride 2 and 3 wide in country roads and will not allow a vehicle to pass safely without fear of them turning in to us or crossing center line. If we hit them it is our fault even if they come out in front of us. If a vehicle came out in front of someone, it would be their fault, not ours. Don't agreed with the bicycle rules in our county.

Cyclist should have to carry insurance

First off, legislature needs to be put forth to mandate training/licensing for bicyclists and then laws need to be enforced. "Share the road" and "watch for cyclists" and current laws/enforcement make marking and lanes useless because cyclists either don't know the law or don't care or don't pay attention.

I don't like the idea of bikes on roads in this town at all! It's way too dangerous for

everybody involved.

None because most bicyclists don't obey the laws of the road. They run red lights and stop signs, ride on the wrong side of the road and zip out in front of cars.

Bike lanes are dangerous, therefore not a priority.

These bikers are total idiots. They should have to have insurance and a license if they are going to be on the road. They run stop lights and signs. Pull out in front of the ONLY car on the road.

I understand people wanting to bike places, but the roads are for cars and with all the distractions it is dangerous for bicyclists.

there is enough bike paths

I'm sick of these bikers... cocky and rude ... when a car is involved they yell, "Same road, same rules!", unless they are involved...

Roads before bicycles

Get pedestrians off the streets.

I think having bicyclists and walkers share paths is dangerous. I have experienced first hand how bicyclists are upon you with no warning, at least in Newburgh they warn you that they are coming up behind you, they'll say, "bicycle coming to the left of you" as a common courtesy. Legion Park is the worst when younger kids are flying on their bicycles and not paying attention.

Insist bicyclist obey the rules of the road

I don't believe bicycles should be in the roads.

None of the above. From my experience bikers ride anywhere but their designated place

While some money should go towards grinding down spots where tree roots are disrupting the path, the greenbelt isn't a great place for cyclists. Dogs on long leashes, kids darting across the path, and inattentive runners turning around on the path present several obstacles. It's a great way to get to and from a group ride and to the road, but just too dangerous to enjoy. I'd throw in a 4th category for public education regarding passing laws, courtesy, etc.

There is SIDEWALKS FOR THIS REASON

None. The cyclists don't follow the rules of the road as it is therefore I don't feel we should add ANYTHING FOR THEM!

Not needed as important since there are sidewalks for a reason...

I understand the need for the law but the 3 feet law has put me in danger more than the bicyclist. There's so many off road places for people to ride it's absolutely insane to put people in danger because they have to worry about a 3 foot law. Bicyclist should also have to get over, if able to. They should not be riding on roads with blind corners and hills.

No bike lanes

the bike lanes next to roadways are not utilized hardly at all.. stop doing that.

All others are common sense no need to add funding

Keep the bikes off the roads for safety reasons. A lot of bike riders do not follow the traffic laws.

If bicycles are considered Vehicles just like scooters I think if they just obeyed the laws and had more education on proper usage there's nothing wrong with the setup we have except for distracted drivers

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Keep them off the roads

Have you ridden a bike on these roads? I challenge you to do so. This is a very dangerous venture.

They shouldn't ride in the road with no reflectors

Bicyclists need to be held accountable for their actions. They constantly run stop signs, take up too much room on a limited road, and cause traffic congestion. Cyclists should have their own path they are required to use and ticket them for not using it. Use the ticket money to build more paths for them.

Due to the fact that people themselves Must control the bike to maintain or keep speeds, they should never be allowed on the very same road as a vehicle. There is absolutely NO outside protection around them built strong enough to withstand an accidental collision with a vehicle. The weight of a vehicle is far heavier larger and stronger than a human being and the two do Not belong on the same road whatsoever regardless if a cyclist can maintain a 15, 20 to 30 mph speed. That is complete ignorance. We are not super humans with shields around us and we are reminded of this every time a bicyclist and vehicle collide. I believe making trails specifically for those who bike should be considered and/or added.

Don't care. Roads are terrible

Please get them off the roads we road on sidewalks when I was a kid. We had no problems . Putting them on the roads are just dangerous.

Laws governing bicycle usage already exists. Don't waste tax dollars on something so few people use.

I live on a narrow county road that is used by bicyclists to get to Panther Creek. I asked the county to reduce speed limit and it was

done temporarily and then raised back to 55. I'm afraid someone is going to get killed. Two hairpin curves and narrow road plus corn growing in fields block vision. I don't know that cycling enthusiasts use the green belt. Guess if they did it would interfere with walkers.

If I could mark third choice for all of these I would. There are plenty of places for people to ride bikes. As our city grows you'll just be asking for more bicycle-car accidents. It's already happening with pedestrians, especially in the summer time.

I'm fine with bike lanes but no share the road. I used to work on Tamarack Rd and would gt behind a group of cyclists. First off, people have to get to work on time and school on time. Also going slower than a bike is very hard to do. Most cars go that fast in drive with not pressing the gas. I think it's dangerous! If I was a biker I would not ride in the middle of the road. Plus people are so distracted with their gadgets. Dangerous situation. Saw a lady on a bike in the turn lane coming off Fairview by walgreens to turn left onto 54. I was worried for her safety.

You need to get priorities in line with reality. The current trend of cities adding bike lanes is not in line with the actual number of cyclists using bikes as regular transportation--which is minuscule. The greenbelt handles recreational needs. Do not prioritize this fraction of a percent over the needs of the majority of motorists. You DO need to address motor-scooters riding in the middle of the lanes of city streets going 10-15 MPH - that is dangerous and impedes traffic flow.

The city needs to enforce bicyclists abiding by the traffic laws. Too many run stop signs and traffic lights, and ride in the middle of the roads, which poses a danger to themselves, as well as motorists.

Not a fan of "shared" bike roads

This was a difficult choice. Something needs to be done on Fairview Drive and Old Hartford road. Both are too narrow for cyclist and vehicles. Even with the recent law, these are very popular roads for motorist and cyclist and makes it difficult to drive these roads. Complaints I have heard about cyclists on the Greenbelt are not enough of a workout or it is too busy.

Until bicyclists are educated on how and where to ride, I'm not commenting on this.

Although this is ideal for those who bicycle for sport; it's expensive and unrealistic: adding bike lanes to country roads.

Many individuals on bikes do not follow the rules of the road for traffic safety. Having designated lanes might reduce the hazard to everyone.

Bike riding is too danger for any city or county roads. Bikers don't obey rules and often ride in packs causing a dangerous situation for bikers and vehicles.

I do not want more bike lanes in traffic. There are other options. And almost daily I see cyclists buzz through intersections with no regard to traffic. They don't follow traffic laws. If they are going to use the streets, they should be required to obey the laws.

Some bike riders just want to use the main roads and cause congestion.

Roadways should be the most important to fix.

Bikers have not been polite nor do they follow bike laws on shared roads backing up traffic. Additional off road Greenbelt lanes for biking only that would run beside walking paths would be ideal. Allowing for safe walking, biking, and driving for all.

No more bikes on roads. Super dangerous

Possibly add lighting on the Greenbelt for more bikers to feel safe if they decide to ride at night and to keep them or even walkers safe.

Bicyclists should not be able to ride their bikes on 2-lane roads. It is physically impossible to share the road while in one lane, especially on curves and hills.

Most people will not yield to cyclists, nor give right of way when crossing intersections.

It is dangerous for bicycles to "share" the same road unless there is a specific bike lane for them to be in (side of road, not sharing the road with cars)

Get the bikers off the roads. Main roads should not be shared with vehicles  
Bike riders seem to prefer the road. The Greenbelt is not being used by many bike riders currently.

Bicycles do not follow vehicle laws, so they need to be on a different path.  
Keep bicyclists on roads/streets with shoulders only. No narrow country roads. Have them obey the "stay in your lane" rule. Have them stop at stop lights and stop signs.

Todd bridge road

Bike lanes work great in Evansville. It would be nice to regain our use of car lanes in owensboro.

Cars to not know/ respect the law when it comes to giving bikers enough space. I like 'sharrows' \*in theory\* (to save money, etc), but they aren't very effective in this town.

We live on Meadowlark Road would love to ride bikes but there is no safe route to get to the Greenbelt from our road/area.



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## QUESTION 4

**If you had the ability to decide how Owensboro and Daviess County allocate money for pedestrian improvements, how would you rank these options:**

Add new sidewalks  
Repair existing sidewalks  
Crosswalk/signal improvements  
Build additional shared-use paths

There is much foot traffic on Griffith Avenue, would be nice if sidewalks were extended

Apollo High School students who walk have no sidewalks from Tamarack Road all the way down Gemini to JR Miller. Dangerous traffic and no real pedestrian sidewalk for much of the way.

Don't universally increase signal time. The timing of lights downtown is excellent. You could add more crosswalk buttons and timers.

At pedestrian crosswalks (Walmart for example) STOP signs need to be erected and enforced.

It would be nice to have a pedestrian path along Fairview Dr. by the Greenbelt/Horsefork creek park. The road is so narrow and busy.

So many existing streets do NOT have sidewalks and need them. JR Miller needs sidewalks on both sides, Griffith Ave need sidewalks on both sides, full length. there are many others in the middle of town with no walks. Provide walks for every street

Continue a sidewalk from greenbelt down jr miller to byers Ave. So people can get to park without walking on road.

I would like the green belt to be a completed circle.

At the crosswalks on the Greenbelt, there needs to be stop signs on the road for the vehicles, not stop signs for the people using the greenbelt, if the city wants cars to actually stop and allow pedestrians to cross.

the sidewalk on 14th and locust is in need of repair for a 5 inch step up/gap and it would be nice for a sidewalk on walnut between 15th st and cottage drive on the east side of the road. also a sidewalk would be nice on cottage drive on the end next to parish court

The Azalea Trail area is in desperate need of sidewalks. One of the most beautiful areas in the city specifically Griffith Avenue and Ford Avenue have limited sidewalk access. There are many runners and walkers in these neighborhoods and this is a necessity.

New Hartford road needs a sidewalk. When I go to pick up bread at the thrift bakery near the old Bimbo's bakery. It is like someone decided to have people walk on the grass on Hartford road???

East Byers Ave. Sidewalks are in dire need of repairs in many areas. There also needs to be new side walks around the parameter of Legion Park and down J.R. Miller (especially from Legion to Greenbelt past Fiddlesticks.)

South Frederica needs sidewalks

There needs to be a sidewalk from Apollo HS to Southtown Blvd. Are we waiting for a kid to get hit in the crazy school traffic going to Hucks or walking home before one is added??? This one is WAY PAST needing to be done.

There needs to be sidewalks from Old Hartford Road up South Eastern Parkway for students to walk to DCHS.

Many times there is no safe way to walk to the Greenbelt. More and improved sidewalks would help with this. Also, there is not always consistency with side walks around schools. I notice many times children walking on the road around OMS and Sutton.

The Greenbelt crossing 54 makes me nervous. A catwalk over the road (like at Chautauqua Park) would make me feel better about crossing 54 on the Greenbelt.

Need side walk/bike path on Fairview drive - narrow road with lots of traffic  
It is time for the City to put in a sidewalk from Legion Park to Southtown Blvd.

Need sidewalk down Fairview Drive from Horsefork to Fairview Dr./Hwy 54 intersection

A way to walk on Frederica from tamarack all the way to shopping centers south of bypass.

With so many recent vehicle vs. pedestrian accident, there are a few places that seem to be a bit more dangerous for pedestrians. Frederica in front of OHS, with so many students walking, almost needs an elevated crosswalk.

Lots of streets in our neighborhood (the poet area) have no sidewalks!! It's dangerous having to walk in the street with our small children

I live at Garden Grace Apts on Friendship Drive, near Meijer. A resident was hit and killed there last Nov. '18.....we need a light to cross that can be controlled by pedestrian and speed limit at 20 mph, tops.

This one hits close to home; most of Trinity Hills doesn't have sidewalks. Then I see the upgrades to the street crossings and wonder how that takes priority over adding sidewalks.

Add sidewalks on New Hartford by Daviess County High School. Many students must take that route to walk home.

There needs to be a sidewalk on Gemini after Apollo high and past the parking lots around the curve toward southtown rd. My family and I like to walk or ride bikes from our house fogle dr to tamarack to Gemini to southtown back to carter and tamarack and back home but it is hard pushing a bike or a stroller through the grass. Thanks

There are many locations that need sidewalks to keep people safe (high traffic areas of the county like Fairview Dr between Walgreens and Greenbelt, and areas close to greenbelt for those who park and walk  
Safety Concern #1: A sidewalk is needed along Southeastern Parkway right off Old Hartford Road. High school students walk from Landsdowne subdivision before and after school on Southeastern. Student drivers own this road in the AM and PM. Safety Concern #2: Flashing pedestrian signals are needed for the Greenbelt crossing on Fairview Drive near Horse Fork Creek Park.

I believe there should be a sidewalk from the Daviess County High School to OCTC. It is a dangerous route without it.

I live in the city and there needs to be a sidewalk the length of Ford and/or S. Griffith. As

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a teacher at Owensboro Middle School there is an excessive amount of students using these roads to get to and from school and they are not safe for travel.

Start with those poor kids that walk to Apollo in the mud from Farmview or Burns from Goetz.

Old Hartford Rd Fairview to 4200 Southeastern Pkwy.; Old Hartford to Hwy 231

Shared use paths are wonderful and should be added but the priority of need is in town which is sorely lacking.

There are not near enough paths for pedestrians to safely walk on.

Sidewalks are in pretty bad shape lots of places

I don't really see many people using the greenbelt. But sidewalk and signal improvement. Bicycle friendly will create a big cyclist growth in town. Again more revenue.

Same comment as my bicycle section comments: (but I can't stress this enough please) I think the trails around Owensboro are wonderful, but there is going to be a very bad accident caused by the law that makes you stop while bikes and pedestrians are walking across the walkways on the trail. It's hard to stop a car just going the speed limit and judging when the person/bike will exactly be crossing the crosswalk and you have to stop for them. I know it's the law, but it should be the other way around with the pedestrian waiting to cross. I'm scared I am going to get hurt. Thank you.

Most street have sidewalks.

AGAIN, state is in debt, focus on the upkeep of what we currently have. Repair sidewalks and continue the wonderful job that is currently

being done to keep up the greenbelt.

Some streets still don't have sidewalks.

Crossing times are fine and we have enough shared use paths

see #3 comment; also everyone should be encouraged to use the greenbelt/sidewalks and not the roadways for bicycles and walking to avoid accidents.

I don't understand why people ride bicycles on the sidewalks and walk in the street. (Residential Neighborhoods)

New sidewalks and maintenance are basically tied in my priorities.

The Greenbelt isn't patrolled by Sheriff's Dept. or OPD. No one should walk on this path..... apparently The Greenbelt isn't being used -they are all riding bikes without shoulders on the road..... very dangerous not only for the biker but the vehicles.

I have seen a number of people who depend on a safe place to walk or bicycle to work and school. I think this needs to be give priority.

ADA compliance and maintenance of existing first-fund appropriately

Marking the Greenbelt for pedestrians and bikes.

Shared path equals accidents

Need more sidewalks on the main roads

Some sidewalks end in the middle of a block, especially on the west side. Makes it difficult to run a route and stay on the sidewalks. Some are in really terrible condition.

There are a lot of areas that don't have sidewalks so people are forced to walk on or next to heavily traveled roads.

While most neighborhoods have nice sidewalks, except for the older parts of town, walking is not a feasible means of transportation because very few busy or through streets have sidewalks

They have enough room.

Many streets have no sidewalks and many intersections have no crosswalks.

Sidewalks on all roads & wheelchair accessible/safe!

More ramps in neighborhoods

More covered bus stops

Some places do not have sidewalks nor wheelchair access. If the bicycles would stay off the sidewalks as well and being the street where they belong using the proper laws. If we only had that things would be a lot better.

The city isn't very walkable for young families.

Should repair what we have then move on. I believe in maintenance of what we have and adding if we need to. It shouldn't be difficult to maintain if it is given a priority. We should remain responsible of what we use.

Ah, here we go! You read my mind.

Don't care. Roads are terrible.

Honestly I believe awareness of how to freaking walk around a city should be the first choice.

Older neighborhoods don't have sidewalks. I think sidewalks should be everywhere they can be.

There are plenty of places where the sidewalk just stops and turns to grass, leading to unsafe or uncomfortable walking conditions.

Please work to make sidewalks wheelchair accessible and that would be to repair spots in the sidewalk so a wheelchair can access the sidewalk and still be safe

People don't respect crosswalks. They barely respect the flashing lights on Old Hartford Rd. at the Green belt crossing. Not sure more crosswalks are the answer. We need speed bumps to slow down traffic in many places.

Love the Greenbelt

New sidewalk access to keep people out of the street is needed but there is also a need for added separate biking lanes along the Greenbelt.

The Greenbelt is pretty much East County, nothing similar in Western County. Why not?

as it is currently, Owensboro is very hard to navigate via bicycle. The greenbelt mostly uses a perimeter as exercise, does not go anywhere.

Love the Greenbelt. Keep expanding.

I specifically bought in a part of town with sidewalks, so I already get the benefit... but there were whole swathes I didn't consider because I do not want to walk in the road (even a quiet road).

Some streets have sidewalks on one side but not the other; or sidewalks that abruptly end. and there are a lot of sidewalks that roots have disturbed and are tripping hazards

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## QUESTION 5

If you had the ability to decide how Owensboro and Daviess County allocate money for transit improvements, how would you rank these options:

Expand Services (please explain in comments)

Improve terminals/shelters

Centralized location for terminal/transit station

Incorporate technology

OTS earlier/later hours.

weekend and evening service

Extend bus hours/ make buses run in Sunday's as well

events in the evening and will promote family and individual enhancement

Need to run longer hours.

Continue service until later in the evening. Include Sundays.

Have the transit system run for longer hours. Especially for the night time hours.

Hours of operation for night shift workers.

Extend the hours that transit authority runs buses

Expand service to include later hours and weekends for those employed on second/third shift and weekends to be able to get to work.

Would add Sundays. Some People need to get to work or do their shopping on this day

Expands the schedule into the evening.

Longer hrs certain days and run 7 days a week

Consider shift workers

Buses should run later in the evening

The bus doesn't run long enough and doesn't run on Sunday.

You pay for improvements by expanding routes & especially 7 days a week the bus should run until 10pm & raise the fare.

Extend OTS hours for transportation

Bus service ends at 6. It makes it difficult for those with jobs that end later.

I usually work 3 evenings a week and there's no public transportation to get me even close to home at 8, 9 or 10 pm.

Expand the hours the buses run.

Provide service later in the day to help employees without vehicles get back and forth to work.

Expanded times available that buses run. Take into consideration those on shift work or trying to obtain employment that way but need bus transportation.

The buses need to run later in the evening and every day for people needing transportation to work.

Service should be expanded to run for more hours, at least some routes and lines. Current service makes it impossible/impractical without paying bus transport last 6:00 PM.

Add hours in evening run till 9 pm; M-Sat.

GRITS, even if fee attached, should be available 7 days a week.

Buses that run 24 hours/7 days a week.

earlier/later hours

Longer hours of operation

Hours of operation. Not all lanes but in shopping areas and those companies that use poor people to do work so they could get home safely up to midnight

Current bus schedule limits the hours of availability for those dependent upon the bus system, and also limits access to some areas where there are probably more jobs available. By offering some targeted later and earlier routes, even if the route was longer it might open opportunities. Perhaps a survey of business needing workers and places where there would be concentration of jobs where bus service does not reach would be a good investigation tool.

have the buses running longer/later in the day. Some people work afternoon or night shifts and they are left with less transportation options than people that work the day shift.

Provide service for 2nd shift people

It is difficult for some to find work that fits during the hours of transit.

With so many jobs on 54, on Frederica and downtown being service industry related, extended hours should be implemented, especially on weekends and during special events. Many employees in this sector make a meager living to begin with and often don't

Add earlier morning times and later times in the evening.

Hours of operation could be extended

Run more and on weekends and holidays. Later.

Those that work late night second shifts have no access to public transportation. Especially single mothers working late at Wal-Mart and fast food restaurants. late evening routes would be nice.

Buses need to run later.

parents who do not have transportation are unable to attend school functions like parent teacher conferences and family nights because the bus schedule closes so early and parents are unable to get home after these functions. Extended hours would allow parents and family to travel to school and community

ensure 24/7 service.

Offer stops at night shift factories

My daughter takes a city bus to work. Please expand the bus hours.

Expanded hours of operation and routes

Buses should be running longer... people work on weekends and nights...

Longer OTS hours in Saturdays

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have reliable transportation. Patrons visiting such establishments may drink; therefore, they can use the transit system to safely return home.

expand time of buses running

Longer hours for those who work 2nd and 3rd shifts.

Riders of public transit should have more flexibility in terms of the operating hours of public transportation. The morning start of the routes seems to not be a problem, but the 6:50 cutoff time during the week seems so early.

The times OTS runs bus service should be increased daily, if not 24 hour service and on Sundays. Some people depend on OTS as their only means of transportation and their lives don't end at 6:00 or 7:00 pm. People also need transportation to church on Sundays.

The buses should run later into the night

I think that the buses should run later in the evening.

Extend hours (earlier and later) on both weekdays and weekends.

expand transit hours for those working second shift or for teenagers working part-time jobs and need transportation after closing 10 pm or later

Buses should run until 11:00 pm so people working 2nd/3rd shift can get to/from work on the buses. Less money spent on cab fare (which is crazy for the size of Owensboro) and don't have to depend on family and friends for rides.

I would like to see them run later

Expand the hours of operation for those in need.

Sunday service is a necessity for the low income and the homeless in this community.

Need more routes or buses running more often and later in the day.

Our homeless and near homeless population are dependent on public transportation. The service currently offered is limited, i.e., not on Sundays and not late at night for 3rd shift workers.

More availability for evening transportation.

Have OTS run late for those that need transportation in the evening and at night. It's hard for parents to go to night school functions when buses do not run

Expand the bus schedule into the evening.

Two buses on brown route or on each route.

Need two buses on each route

More times and buses. Again need ability for other taxi services. This town is suffering to lack of mobile public transportation!

Make it more convenient to you - rapid route down Frederica to downtown or east west (same thing) perhaps parish ave.

Real time bus time schedules does not allow me to plan at home with a real time short bus time list for stops. Downloadable major stop bus time arrival estimates for routes will always be useful for bus riders having any tech problems and downloadable time chart preferences. Most bus riders do not use the trolley since downtown restaurants are not famous fast food restaurants. Most cities on earth have downloadable bus major bus stop schedules not just a bus departure chart. See my Owensboro Facebook transportation page at OwensboroYesBusTimeCharts. Departure chart

and real time schedule is not for me. When I say the cities of the world do not have just departure charts and real time bus schedules I can give proof. I have a London England Bus schedule to up load to Facebook. And if Owensboro Transit continues not to have bus time downloadable major bus stop estimate charts I got plenty of other cities to give proof.

Possible to break up routes to smaller ones -- so bus service could run on schedule

Provide more buses

Add more buses.

Add additional buses and routes. Improve scheduling.

Possibly run more frequently.

Improve bus routes so that it doesn't take as long to get from point A to point B.

I would love to see a more centralized terminal/transfer station in Owensboro and I would love to see cross town bus paths. Taking the bus should be more efficient and convenient to passengers and be encouraged by allowing multiple transfer stations to cross town destinations. If I have a doctors appointment on Hwy 54, I should not have to catch a bus going south, to ride back north to a transfer station to get on a bus going east. There should be better and more efficient options in a city of our size.

Any way you can cut down on the time from one destination to another would improve the service. If it takes 30 - 40 minutes to get from the east side of town to the west side, it is inefficient. People will use it as a last resort only if it takes too long to get from point A to point B. Improve efficiency otherwise it will always be a last resort and underutilized.

The bus system kinda stinks. We need more

stops, more shelters, and schedule that people can count on and lots of options for where people can on and off.

More frequent stops, stops every 15 minutes

More buses...shorter wait times...in bigger cities everyone rides the bus. Here it seems like it's the people who can't afford a car. More buses, more service will increase ridability.

I live off Frederica & west parish. For me to get to Wal-Mart on Frederica I'd have to take 2 buses. Doesn't make any sense.

Need shorter routes.

It takes way too long to get around on the bus.

More bus routes and shorter turn times

Maybe add more locations to routes.

More frequent so I will not take an hour to wait on a bus.

More, clearer routes, more frequent pickups, and schedule that is adhered to

Expand service -- Have more vehicles so a person would not have a lot of transfers to get to their location. Even the use of Mini-buses or vans.

I have used transit on a few occasions and found the service lacking ... long waits and the stops just don't get you into some of the centralized neighborhoods.

Service areas, hours, routes and being on time, more central locations for bus transfers. Our bus system isn't efficient at all for individuals going anywhere to be on time without having to leave 45 min or an hour early.

With having to switch from green to red line, it would take well over an hour for me to get



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from work to home.

Expand services be providing less time between routes (not 45 minutes) , have a bus just for Frederica street stops, training drivers on community resources to share with riders

More buses and routes. Providing more options so more people can utilize public transportation.

Need more hubs around the area. Easily readable routes or make them more user friendly

Expand service to include more frequent bus pick-ups and possibly more routes.

I don't believe it is used very much as the schedule is so vague

Owensboro's transit system is very limited. People without cars who are likely to use the service sometimes have to walk quite a bit to a stop. Also, they have to time their arrival just right or wait for a long time for the next bus. If funds were available, it would be great to have an expanded system that could meet the needs of more people.

Make it more user friendly, and accessible to people's schedules. less wait times, so people can get places on time

I would love for public transit to cover more of the city and be more time-efficient. I used to live in Chicago, and having reliable public transit was amazing! I know we couldn't implement to the level of a huge city like that, but having a broad and reliable transit system would be amazing!

Routes are too limited/ take too much time. I \*wanted\* to use it for work (not too hard), but to GET BACK meant I had to go downtown, wait ~45 minutes & then go back. All this & I live about 1.5 miles from work. In terms of

technology: an app where buses were/ time to arrive at stop.

I would like to see them have more buses throughout the city. They often run late and this causes workers to be late and lose their jobs.

Add more routes/stops

Increase frequency in Transit system bus stops.

More buses are greatly needed. It takes hours for residents to get from place to place. More bus routes, shorter times between buses

More buses would be useful and additional pick-up sites. Too many bus drop off /pick-ups are in dangerous roadway spots for the riders.

Have routes for remote areas, make easy routes for senior citizens who don't have transportation

More routes that connected people to access to food and medical services. Ensure that transit service routes entered into high need areas not necessarily highly populated areas.

More routes

The bus stops are often on busy roads with no cover or pull off. Look into who might use it from outer areas: Whitesville, Masonville, etc

Sunday service is a necessity for the low income and the homeless in this community. At one time one of the homeless shelters in Owensboro received bus tickets at no cost. I think that any nonprofit that shelters the homeless or gives emergency assistance to the low income should receive a certain amount of bus tickets for their residents instead of them having to spend their own money that is needed for operations. For many this is their only means of transportation.

All of these!! I wish the bus was more

convenient, ie bus times and payment methods, bus stops were safer in all locations, bus stops had access to better sidewalks, and that businesses were zoned in more pedestrian friendly ways. ie closer together, a variety of options, reasonable walking distances between shopping venues.

Make more bus stops throughout city/county

You need to advertise this service. I don't even know how much it cost. Try increasing usage by getting the word out

Make route, fees and schedule info available at businesses along each route. This would inform customers and employees.

More stops.

Grits and OTS need to merge. Grits to manage transit Grits does not need to own and operate a parking garage in Owensboro

We do not need the ability pay fees by phone

Service should be expanded based on true need and if the cost is worth the benefit. current routes should be examined to determine if they are efficiently routed.

We have a central location for transit and transfer station.

There is no transportation option for people who are bedridden. Hospice has to use ambulance services to transport people to and from the Heartford House and hospital. This is very costly for the community's hospice and unnecessary utilization of the ambulance services.

More bus routes

A centralized terminal, and then online services (where you can see where the bus you are waiting for is currently located) would

be a great addition. A centralized terminal may allow for easier transfers, and possibly expanded/additional routes.

Implement free transit services on the 4-5 busiest routes with the goal to establish free transportation services. I believe the establishment of "Free" transportation would be the best way to use current mass transportation funding.

More destinations

Reach out to areas of the county.

Expand further east/county

Grits is always very slow about pickups and if/ when their phones are down you can't reach anyone for pickups. They need a backup system for communications.

Better neighborhood penetration. Expand all end-of-lines + 1/2 mile.

There are lots of empty buses. We need smaller buses with a Uber/type system for subsidized transportation.

please consider gradual extension of transit services to county areas; especially the western half of the county

In order to move folks from homeless to independent living, one key is adequate transportation to get to jobs and appointments. We need expanded services - additional routes, more "hubs" and fewer changes - in order to meet this critical need.

Expand services as in adding needed routes or stops to existing routes (if needed). Making things up to date for example with electronic fee payments, should be a priority if funds are available.

service to rural areas.

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we need service to/from all hotels and major employers (hospital, etc). Downtown should also have priority to the convention center and downtown areas.

Provide services to employers who aren't on the usual route

Transit like Grits, have three hub points for pickup. At each hub have 2 vans and one bus to use after the early morning transport.

Build a new facility that is adequate with amenities that would attract more people to ride.

Need more routes that help with doctors appointments, example going to springs more often, going to hospital more often, Have trolley direct from main office to hospital and springs

The City needs to move the bus station away from downtown. The streets are too narrow and it is very congested. Neighborhoods are moving further out. Bus routes need to move with them. It is also hard to figure out current bus routes.

Some large cities also have shuttles. Lanes for transit vehicles would also be helpful.

Some bus stops are too far apart while others are too close together. It would also help if the expanded further out in the county. And also benches and shelters are needed in many locations.

By expanding you would be including a part of the community that use currently under served

Adding more stops or more buses so more people could use public transportation

Driving downtown on Friday's sucks a tram or something to transfer people from a central

location. To two or three different places downtown during Friday's would greatly help the problem

The services do not go far enough in the county

More stops along routes to help the elderly/disabled.

Do away with the trolley. Its minimum use does not justify its existence.

Maybe look into having a heating unit and a fan unit in bus waiting areas for the seasons

Current terminal is central. The big problem is buses are not accessible from outlying areas.

Bi-directional service on larger routes (Frederica, Parrish), with current circular-type routes as feeders. A secondary hub, like the one that used to be in back of Wesleyan, could be used for transfer.

More capacity for people in wheelchairs.

I've never had to use ots, so I really don't have a comment on this. Maybe for more bus stops throughout the city..

Making it easier for people to know which bus is needed for certain places and when each bus arrives to stops.

As our town is growing our transit system should grow with it. Our transit system only goes so far and to so many places. It needs to be expanded or more buses need to operate. Regardless our coverage of the town should be better as it is growing rather quickly.

Maintain what is in place. The people don't need a new central transit office we need more buses at prime times

County use of bus transport. Adding more

buses.

There are many low income people living in the county, past where transit currently travels. Expanding transit could aid these people in finding and keeping employment.

If this survey is including Daviess County then we should have a transit system that allows those in the county to use the service.

More stops where needed.

Coverage seems limited.

This was hard to pick for each choice as they are all important. By 'expanded service' my meaning is more towards having transportation such as OPS run at more often times or put in a 'quick service' bus which has limited stops. If Daviess County is a part of these funds then having twice a day bus service to a station in outlying towns such as Thruston or Maceo where the bus comes through once in the morning and once at night for people that work or shop in town may be helpful. I would also like to suggest having a park and ride along the downtown route. Parking is horrible downtown even with the new parking garage. Additionally, many cities have individual signs at each stop giving the 'minute' the bus is due by there so it isn't such a guessing game as the app has proven glitchy or drivers tend to just pass people up (that's another issue that needs to be addressed I know a lot of people this happens to especially if the driver is behind schedule). I hate that I had to put a centralized location for the transit station as my 3rd choice. Your transit location actually says a lot about the operation. The city I was from we started on the street corners too but eventually they got part of a block with an open and inviting transit business office, covered walkway/seating area split into lanes so that it could fit. Finally the Technology. The app is very glitchy and I know a lot of people that started just calling a taxi because they never could figure

out where the bus was or when it was due at their stop. Fee payment is nice but the number 1 thing is knowing when you are getting somewhere. Finally I would suggest putting paper suggestion cards on the bus that people can fill out and turn into a box on the bus with suggested additional routes or additional times. I know the times our bus runs with how long it takes to get from point A to point B that extending the bus hours a little later would be very helpful to a lot of people. Additional suggestions. Perhaps running special events buses. We have a LOT of festivals and events in Owensboro and that's great but again parking and getting to and from the event can bring a lot of things into question.

Owensboro has expanded on highway 54, and it would benefit people to have a bus stop just outside the city limits.

Many people don't have the means to get to basic services including medical appointments which in turn increases health problems and additional costs. I believe adding more means of transportation even if it meant a discounted cost for the rider Would lead to better health in our community and a better quality of life for our citizens.

Could have smaller buses like at airports

Continue to work on moving the bus station to Gabe's Tower area to lower the number of homeless camping downtown and relieve congestion at current location. Currently a big risk for accidents with multiple buses parked along the street.

In other countries, I love taking public transport. It's easy and cheap. I do not feel comfortable doing so here, nor do I feel like there's enough stops.

These are all valid points, assigning one to the first three topics, and two to the technology aspect.

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I don't even know what services the city and county have. Better marketing of the services available might increase use.

Expansion to areas where there is need. We don't need empty buses.

Routes do not cover all of the city and many stop very early.

Expand service to outlying county areas

The stops make no sense and are often in dangerous and inconvenient areas.

I am not versed on public transportation. I know that it is hard to allocate funding when there are so many more drivers than riders. I think you should hold mini informational seminars to help more people learn how to more efficiently navigate public transportation.

Expand Service if there is a need.

Add more bus stops

Cover more areas of the city

Making public transit more accessible to all neighborhoods dis-associates the idea that public transit is a frowned upon / "poor folks" method of transportation. Greener as well.

Make routes more adaptable to areas where there is a need for the folks who live there.

Possibly have more than one main terminal on both side of the city for easier access.

Expanded service - more buses to more places makes it easier for those without transportation to get around town.

Not sure moving the terminal to Gabe's Tower area is a good idea. Not sure what the answer is. Maybe a couple of terminals might keep the attendance less concentrated.

add more locations

To keep pace with the needs of younger riders, online payment should be utilized to toss a wider net to people who strictly pay electronically. Most people are moving toward an all-electronic payment approach. They see cash as an inconvenience and will not utilize services that require cash payment, it seems.

Additional free shuttles like the trolley. The trolley should run from down town to South Frederica.

There are more apartments and communal living farther out in the county that need access to transportation.

The buses should go to more places

for people in the county who need rides

More Coverage

Talk to the people who are currently using public transit to find out what areas are currently being underserved. Also find people who WOULD or SHOULD be using public transit to find out why they are not. This may include elderly/senior population as well as youth who need safe, reliable transportation with convenient locations and hours.

Extend busing services to county areas.

Make bus transit free.

Expand OTS routes to neighborhoods "outside" of the bypass.

Please do not forget the possibilities of routes in the western parts of the county

We need buses to cover more employers and parts of the city. Also, support from hotels to the convention center and/or downtown.

Owensboro needs a better functioning transit system which will interconnect parts of the city without long wait times at bus stops and does not require two to three hours to transport to a destination that is 15 minutes by car.

Make public transportation stops more accessible for individuals with disabilities. No they are not already. Some of the stops may be accessible but to get to the stop one must go in the traffic. Some stops and individual with a disability has to wait in the street for the bus which is not safe at all. If you want more information about these stops please call xxx-xxx-xxxx. And GRITS should not be an acceptable form of transportation for these individuals. GRITS requires 24 hour notice, OTS bus does not!

While I am not a frequent user of public transportation offered within Owensboro and Daviess County, I learned through my time as a participant of Leadership Owensboro how layered the public transportation system seems to be in our community, which can make traversing our community in a timely manner an uneven task. The bus routes are not easy to decipher. The time between pickups at each location is too long. For someone to use public transportation, quite a bit of planning about getting to appointments or running errands must be done in a strategic manner to maximize the bus route as it stands along with the operating business hours of the places the transit riders need to go. I found the need to plan for the routes to get to multiple places in one day to be incredibly frustrating.

Offer free public transit on buses.

I would love a city/county bus route through the Trinity Hills subdivision. Please. Thank you.

Have a ticket agent for Miller Transportation at the Allen St. station.

The new Gateway Commons.

I would like to see the routes extended into neighborhoods. I live in Brookhill and I would ride the bus if it came through our neighborhood.

Buses all the way out to new malco theater would be great.

Don't use this service & not sure of the area it's covers all ready but I believe it would be best to cover hospitals, grocery stores and all the community colleges including OCTC & WKU campuses.

Owensboro needs more bus route opportunities for people in the new construction areas. Such as Gateway commons.

Graham Lane

There needs to be a stop in or near Landsdowne subdivision. Shouldn't have to walk to Daviess County high school to catch a bus.

Service to airport and newer development areas.

We need a terminal station on the east side of Owensboro that is closer to Colony Estates and Town and County mobile home parks. Many do not have transportation for work.

I would love a public bus route through the Trinity Hills subdivision. Not everyone has access to a car and the current bus stops are just too far away from the subdivision.

A bus stop at the airport passenger terminal would be nice.

more county reach - Hwy 54 area to Philpot, 144 area to Knotsville

I would like to see a free circulator (see ZeroBus in Louisville) that runs north/south from the River down to Wesleyan Park Plaza and East/West from Visitors Bureau to the Convention

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Center. I think this would improve foot traffic to the downtown area during the lunch hour and help promote those local businesses downtown as well as provide other forms of transportation to downtown events such as Friday After 5, BBQ Fest, etc. This would be a solution to the fictional "parking problem" we have downtown. I would also like to see an app to pay bus fares, parking, etc. It's 2019 and no one carries cash anymore and it's dangerous for the bus drivers to collect cash and opens them up to theft opportunities from riders and possibly themselves.

expand OTS routes to outside bypass

Ensure consistent/expanded runs to facilities such as learning, medical and services of interest to low income clients (ie: Goodwill, DCBS, grocery, etc.)

I would expand routes in the county

Additional services for expanding locations, i.e. Highway 54 and Banning Blvd subdivision.

We need more stops in Gateway Commons.

Add stops to places like Lamplight, Town and Country, and other areas where low income individuals live.

More buses on routes out Frederica and 54 for employees of the fast food and box stores.

Add more east/west routes

Add one that goes all the way to Evansville and back.

I think we should have more covered bus stop areas. I've seen many people standing in the rain waiting for the bus

We need covered sitting areas at all bus stops to protect people from the elements. Or at the very least benches for people to sit.

We probably need more shelters with benches along streets where people walk long distances and/or wait for buses.

I see people sitting on the ground waiting for the bus - no seating or shelter. Need transportation to trailer parks out in county.

I sympathize with the people I see sitting or standing in the rain and cold weather at bus stops. Every stop should have a shelter. City/County leaders really need to open their eyes and put themselves in other peoples' shoes. Also, GRITS does not cut it for medical transportation. The City/County and OHRH should partner for other medical transportation options.

We need covered sitting areas at all bus stops to protect people from the elements. Or at the very least benches for people to sit.

The lack of even benches is crazy. I see riders sitting on the sidewalk everywhere. How hard is it to place a bench, especially since most are sponsored at no cost to OTS?

Shelters def. needed.

Add shelter

Shelters placed so citizens don't have to cross high traffic streets (or Frederica at one park place) to get to a shelter or bus stop

More covered bus stops

Benches need to be put at all stopping points. I see so many elderly and handicap standing with multiple bags, etc.

Seeing people sitting on the ground and standing in the rain or waiting inside of a dark and dirty bus shelter doesn't look safe and is not becoming to our city.

More bus shelters should be provided. Many elderly residents ride the bus routes. Having a place for them to sit while waiting for the bus seems more than appropriate. No one should have to stand out in the elements while waiting for public transportation.

Shelters are necessary

There are two locations on the brown route with no bench or shelter and two by a ditch that are dangerous!

Bus stop shelters! Too many people left exposed waiting on buses.

Specifically, funds need to be allocated for bus stops with benches and a bus terminal for harsh conditions. There is no use in having a transportation system that runs through town if those who need to use it know that they'll have to stand out in the snow / rain to wait for the bus.

Add shelters for extreme weather

Add more bus shelters

Need adequate shelter facility for those using city transportation. It is a little rough with them hanging off of 5th and St. Ann (if that is the correct street). Don't know if they are going to walk into the road as you are driving down the street. Also,

More services for people who do not drive due to disabilities getting to work

Force drivers under 25 & over 70 to take the bus

NO IMPROVEMENTS, UPKEEP EXISTING. Online and mobile can be done almost anywhere, it is not a necessity on our school buses or Transit buses. DEBT PEOPLE DEBT needs to be dealt with not spending more money. Transit needs to seriously be looked into. It may be needed in large cities but is it needed here? Or is as

many buses and routes needed. The number of individual users ~ regular users and occasional users need to be disclosed. Downtown visitors need to be in a separate column also. NO TRICKY PLAYING WITH THE NUMBERS.

Get rid of it. Please stop wasting my taxpaying dollars

No suggestions, I haven't used public transportation

I don't know enough about this subject answer the question

Never been on one of the buses

Not knowledgeable enough to know if expanded routes are needed, but hope all areas of city/county are serviced adequately.

I really don't use public transportation, but the city could use an upgrade all-around incorporating technology with services.

Service is fine.

I don't know much about the bus system.

This is not something I use

I'm not familiar with the transit system. But just reading the choices given, I feel like there are more important issues to address before expanding service. Maybe address one improvement at a time.

this is taxpayer money and i would not recommend expansion of further services. we (taxpayers) are already funding way too many of these things for people who don't work and don't pay tax on these services.. I do not support expansion of these services

Many of the people who use this service would not have the ability to utilize technology as described here. This is a low priority for this



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reason.

I don't have any ideas on expanding service due to the fact that I don't use OTS or GRITS for transportation.

I've never used public transit.

There is already enough money spent on transit.

Improving shelters will give the homeless a more comfortable place to stay

Not sure. I am fortunate enough to be able to not use this service.

Listed it last because not sure you really need to expand anywhere at this point, maybe in the future.

I don't use the bus

No comment, other than Bus drivers should stay off people's asses.

I do not see this as a need at this time.

I really don't have an opinion on this section.

No need to expand. I never see a full bus.

Better snow removal downtown should be a priority.

Expand services if it is necessary while improving what we have. If we are growing we need to add and implement; however it is imperative that we maintain what we already have. May need to hire or pay people more

to do this. That means take responsibility and cut back on raises or whatever else does not require a necessity. Budgeting is very important and must be taken seriously when you are responsible for a community of people. That means living within the means.

Roads are terrible.

DO NOT USE TRANSIT SERVICES

I don't use public transportation.

I don't use public transit so I don't feel I know enough to give input. I think public transit is a great thing for a city to offer.

I do not use or know the public transit very well...

I do not use public transit

I have not used the transit services

This is not a topic from above, but I would like for the transit bus service to be self supporting and not subsidized by the taxpayers.

There are people that use the bus and those that could utilize it with some changes. I just don't see a big part of Owensboro citizens waiting for a bus.

We should have more Uber and less transit.

I live on a bus route (in a neighborhood) and would really like to see them improve the noise levels on these buses. They are so loud when driving by the house.

## QUESTION 9

**Based on your most common form of travel, what improvements or projects would have the greatest positive impact on your daily travel? Please be as specific as possible including street or route names.**

The 4 way stop at 18th St and Leitchfield Rd is a disgrace. Major improvements needed at those corners. Traffic light should be installed possibly with arrows. The corners need to be possibly paved, sidewalks renewed and brightened/ designated with yellow on all 4 corners. This is not only a highly traveled area, it is an elementary school MAJOR crossing. There is next to nil safety perhaps stating what the city and city school district thinks of the children at this particular school. At least 2 yellow flashing lights should be in place opposite directions when children are crossing, along with more organized route for their crossings. As is now a solitary crooked sign in the weeds hardly seen states a slower speed. Also, many near collisions daily in that 4 way. At least one enclosed city bus stop bench on that corner would also be an improvement. Lots of potential! The store on the corner could possibly follow suit with some aesthetic and safety (in and out traffic, confusion with school

crossings), improvements.

Widening highway 431 to 4 lanes

REPAIR THE ROADS. I TRAVEL OLD HARTFORD RD SEVERAL TIMES A DAY AND IT GETS VERY BAD AROUND 3PM TO 5PM NEAR THE LANDSDOWNE AREA AND E 26TH ST AREA. ALSO SIDE STREETS THAT ARE MADE UP OF PATCHES OF CONCRETE E 21ST ST FROM BRECKENRIDGE TO FREDERICA ST. ARE ROUGH ON VEHICLES. E PARRISH AVE/ HIGHWAY 54 IS TERRIBLE ANY TIME OF THE DAY NEAR THE BYPASS AND WALMART/KOHL'S SHOPPING AREA AS IT IS OVERLOADED WITH TRAFFIC BOTH DIRECTIONS.

Highway 56 near Hall School Road. Needs major repair and paving

Getting major highways repaired Frederica, turning lanes on more intersections J.R. Miller

Increase turn lane time for travelers exiting 54 onto bypass heading west. Improved signage for eastbound exit. I have seen several people attempting to turn left from 54 onto the exit intended for southbound 54 traffic. Lane markings with the appropriate road name assisted in recent travel out of town.

BETTER SIGNAGE ON BY-PASS NEAR EXITS ESPECIALLY HWY 54

There are several places on the on/off ramps on the bypass that need to be fixed.

I live in the county and would love for any county roads to be paid more attention to when it comes to shoulders and the necessities for repaving. On a larger scale, I believe the proposal of a new interstate between Daviess County and Dubois County (231 corridor) could really do a lot for development in the area.

Although air travel isn't included in the survey - direct flights to Houston and other key markets.

Maintenance on busy side streets, such as Griffith Avenue and highway 54 west.

KY331 Highway widening

Motorcycles are a big part of this town and MC lane would be beneficial. Also more caution lights getting on and off ramps...

W 10th/ McFarland / w Parrish

Better access to drop people off on 2nd Street at the judicial Center in wheelchairs

I think the east side and the new 54 corridor is getting a lot of attention right now. I feel that the west side of town is being left behind and should be invested in more. There was the expansion of Parish from the bypass to

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roundabout, and now raising hwy 60 to Stanley, but not much more. I think Parish from needs to be 4 lane from menards bypass at the east side to Kroger bypass at the west side, and remove the awkward jog in the road at Chautauqua park. I also think there should be some better roads outside of the bypass connecting sorgho area to south Frederica, to OCTC to masonville area to thurston area. Like a larger outer loop.

better traffic control/flow on Frederica st between southtown blvd and the bypass

Expand Frederica Street.

Signage -- Wesleyan Alliance worked 4+ years for signs to address orderly parking for evening stadium events -- mostly local football games. These signs need to be enforced! Aug. 23rd game at Steele Stadium left two whiskey bottles and Cheetos wrappers in my yard. The signs are in the surrounding neighborhood streets on the south side of the stadium. Cars totally ignore the signs.

Highland Elementary needs 2 additional turning lanes!!!

Deal with traffic issues on Highway 54

The street I live on (Sturgeon Ave) has a metal plate across 3 sink holes right in front of my house. Need a turn signal light coming off the bypass onto 60 west

Doing something to reduce traffic on hwy 54 east from the springs to thoroughbred acres. Hwy 54 from about walmart to wing Ave is in desperate need of the lines repainted and the probably the road actually resealed because at night especially in rain you cant really tell if you're in one lane or the other do to pale colored lines and for some reason theres these lines going in sporadic directions

Add right only turn lanes at all busy intersections. For example, at the intersection

of Salem Drive in Frederica at Chick-fil-A. It's horrible.

Building a road from the corner of Burlew Blvd and Old Hartford road to the end of Byers avenue would help ease 54 traffic. As well as expanding Martin Luther King Jr blvd. Possibly to extend out to an area beyond the community college. Through the farm lands.

Improving dangerous conditions on the bypass especially on ramps and improving congestion on Hwy 54.

More lanes on Frederica Street from 1/2 mile south and 1/2 mile north of the overpass. Frederica fourth Street

Upgrade JR Miller and Southtown Blvd. to 4 lanes.

Repave 2nd and 4th streets and Carter Road. Widen Hwy 54

Highway 279 South needs to be widened from 56 to Lydane Bridge Road. There are several spots that flood really bad. I'm afraid someone is going to hydroplane one of these days.

Repaving and maintenance of Frederica street, especially by Southtown Blvd, by US Bank..its HORRIBLE!

The maintenance of roads and highways in the county such as Highway 231.

Repair residential streets, such as W. 15th.

Lines on roads need to be clearly marked for safety purposes. Sutherland Lane got repacked out never striped with lines. 231 is a major issue now with Deer Valley. No other entrances or exits. 231 bridges are dangerously narrow.

Highway 144 repairs/maintenance

Better on/off on the New Hartford Rd exit

heading downtown.

Improving HWY 431 by adding turning lanes and/or expanding to 4 lanes. Extremely dangerous road as is. Frederica st. needs to be maintained better extremely rough. West harmons ferry Rd in the county needs to be paved.

Highway 54 expansion and 4 lanes to Whitesville

fix roads on 19th st in rolling heights

Expansion and/or improvements of Hwy 54 past Philpot.

I travel from Owensboro to Evansville to work. I live on the West End. The closure of US 60 W is a pain. My husband works at Kimberly Clark and he has to learn to navigate small, narrow unfamiliar back roads just to get to work. When work like this is to take place, it needs to really be a priority and done as quickly as possible because the small county roads were not made for all this traffic. The bypass and Audubon Pkwy are in great shape and are good options.

Add lanes beginning at bypass to 54. Improve Veach Rd beginning at 231. Improve flow of traffic at 231/Veach road intersection. Left turn lane needed to speed up traffic flow.

Faster connections to Louisville would also be a great addition to this area. It should not take the same amount of time to get from Owensboro to Louisville as it does to get to Nashville. We could attract more business and residents from the Louisville area if we had more direct routes.

fixing the road by the bypass on 60w, the turning lane to get on the bypass has been horrible for YEARS!

Improving Frederica Street,

better flow of traffic on 54 between bypass and Woodlands Plaza and also between Cracker Barrel and Panera on Frederica

The bridge transitions on 231 ( I know is state hwy) are horrible in hawesway area.

Resurfacing the west end of Griffith Avenue.

Install a street name sign on our street because there is none for Short Station road and 144. Non residents have a hard time finding the road.

Highway 54 widening /turn lanes. I live in Cedar Hills and many mornings it is a solid line of traffic from the cemetery to Leitchfield Road past The Springs. Same coming home at 5 o'clock -- traffic from Springs to past Kohl's.

A lot of work has been done on hwy 54 which is great, but streets and roads on the west end have been neglected and are in bad need of repair. (60, w. Parrish, 2nd and 4th streets). The main arteries need a second look bare minimum.

Hathaway at 12th to 1600 blocks

Sorry that green medians were removed on South Frederica. 4gh and 5th Street need to be two way downtown.

While getting on the by-pass from Highway 60 W (near the Post Office), two lanes of traffic are coming together to form the two lanes of the beginning of the by-pass. One lane coming from the Audubon Elementary direction and the other coming through the stoplight there from Bon Harbor/Highway 60 near Spectrum. The semis (and regular vehicles) coming onto the road from the stoplight often need to get into the right lane to get on the Audubon Parkway toward Henderson. If someone is coming from Highway 60 W, the trucks often pull over into the right lane in order to get on

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the parkway and they sometimes don't see that someone is already in that lane (or it's like a race to see who can get there first). It's pretty dangerous sometimes. I'm not exactly sure how to solve the issue other than to put up some sort of lane divider for a couple hundred feet. But then again, that might cause issues that I am not aware of. Just sharing something I see on a daily basis. Thank you!

Better flow of traffic on Frederica street

Widen Hwy 231 to 5 lanes, from College View MS, south thru Masonville

There are several, what seems to be unnecessary STOP signs around town. One that I can think of right now is on the South end of Kipling.

Thank heavens Ewing road is opened back. Thank you!!!! My trip to work is back to normal. Usually don't have a problem. Live on west side of town. Avoid the far east side at all cost.

Tamarack will need widened due to the new development. Frederica near the interstate both directions needs serious attention

Widening the bridges on hwy 231 south. Especially the bridges south of masonville.

Plans for a 2nd by-pass should begin. Complete interstate route into Indiana to I69 Change the entry into the city where 2nd and 4th st split. To create a different entry to where Owensboro Grain has an industrial complex separate from pedestrian traffic patterns. Incorporate a 6 foot drainage system from panther creek north to JR Miller blvd to follow to the river creating a green belt extension at the surface level. This would assist with the storm water issues and enhance further growth in the south Frederica area.

Repaving small neighborhood streets, such as Poet section, Spanish (Tampa. Lisbon, etc)

section, Indian section.

Also whatever will help the flow on 54 would be great. It is a total disaster in the morning, lunch and 4:00. Also something needs to be done about the merge lanes on the bypass. The 54 merge is not bad but all the rest are terrible. Also why is the exit heading East for the Hospital not better marked. Several times I've noticed people miss it and cross the medium to turn around. It needs to be marked big time around the 54 exit to give you notice it's coming up.

Circle Veach road south of OCC starting at the 90 degree curve west of OCC cross 231 and connect to the 90 degree curve on Floors Lane.

Widening Hayden road and doing something about the blind hills, it's dangerous

All roads need night lights. Lights need to be in working order.

Include a turn lane on Veach Rd. and 231 intersection.

I work on Ragu Drive. Eliminating the need for all tractor trailers using Ragu Drive would be fantastic. Construct a spur from Ragu Drive traveling East to the old bypass by Rural King. This would tremendously help Hwy 54 traffic at the Ragu Drive intersection.

Repair of 9th St. This is a main thoroughfare for AM and PM traffic but needs much attention.

Additional roads/turn lanes or Green arrows for areas with one stoplight and no way to turn left in front of oncoming traffic. Especially during school pickup and dropoff times

More lanes on existing roads, etc. Our roads simply weren't designed for this many people.

Cars stopping on 2nd Street. Seems like one lane is always blocked.

More curbs for side street and neighborhood street parking.

adding a left turn lane on the Worthington road approach to ky 56

Fixing the road in front of US Home Mortgage between Southtown Blvd. and Carlton Drive on Frederica Street. Also expanding JR Miller to 4 lanes would be nice.

Hwy 54 and bypass ramps

The traffic on 54 is terrible. The intersections and stops are way too close to each other. broadening the road may help, so would adding more side roads to bypass 54 all together. I'd say 54, JR Miller, and Frederica could be broadened. That would help. SO would minimizing stop lights. Maybe opt for 4 ways, yields, etc.

Eliminate all One-Way streets from 9th Street north, to the River

any road projects on Highway 54

Better traffic flow on 54: I believe this is already being addressed with the widening of 54 and the Highland School planned relocation. I think both of these projects will make 54 traffic more palatable.

Widen River Rd. between the Owensboro Riverport and Dahl & Groezinger.

Highway 54 a. Add frontage roads for local traffic b. Move Highland ASAP c. Widen d. Back way out for Wimsett ct

Paving of county roads such as Knottsville Mount Zion Rd. and Pup Creek Rd. And work to prevent flooding of roads in the area as well.

General maintenance within the city. Neighborhood roads also need looked at in the older areas.

Fixing the drainage in high flood areas before wasting money on making new roads, additions, etc. 18th St area...9th St...Parrish Ave Carter Rd etc. all flood as soon as there is a storm. This is dangerous and we pay enough in taxes that this could be addressed and corrected. This would also help preserve the condition of the existing roads.

I travel Red Hill Maxwell Road on a daily basis and many times after heavy rain, the road floods. Sometimes it is closed for days or weeks. Anything that could be done to improve drainage in that area would be much appreciated.

Widen Frederica Street between Target and Tamarack Road to 7 lanes and do away with the center island in front of the old Texas Gas. Way too many wrecks trying to get into Tamarack.

improving existing roads and making the roads safer for people biking are my top priorities. Traffic on Hwy 54 is always congested between Highland and the entrance/exit of the bypass. Frederica street between chic fil a and US Bank needs some serious repairs.

HWY 54 EAST Improvements REPAVING 9th Street

Improve traffic flow on Hwy 54

Improve Old Hartford Road, which I believe is going to be done.

Add an entry onto the Natcher from VEACH RD. This would alleviate the morning DCHS traffic.

Improving the roadways as far as adding turning lanes or extra lanes to Frederica Street. I see a lot of confusing with the ramps onto the bypass between the left lane turn and the yield sign. I have seen that cause wrecks from

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someone not seeing or understanding who has the right away. All railroad crossings should have an arm that lowers to block traffic from crossing.

At the River Park Center and parking garage entrance. I cannot say how many times when I am heading north and try to turn left into pkg garage when car in front of me does a u turn to head back south. Very dangerous situation.

IMPROVE HWY 54E BETWEEN MCALISTERS DELI AND KOHL'S

Do something with Hwy 54 so traffic flows better

More lanes out hwy 54, starting at the intersection of Thruston Dermont and 54

Paving areas of Frederica street. Especially south Frederica. Also the grated on Frederica Street are horrendous. It makes traveling in the right lane a scary situation because you have to try to avoid running over the grates while also not driving in the wrong lane.

I live in Masonville and a shoulder added to 231 would seem safer. It gets tight through that stretch of the road just past OCC.

Better East/West corridor in city and county

Improve county roads. Improve all roads that need repaving. Provide for more parking at schools.

triplett, jr miller and Frederica to southtown.

Locally The adding of additional lanes on Highway 54 . I think this should be the main priority. I know that is a State issue.

Debottleneck the 54 corridor, add turning lanes out to 142 if not all the way to Philpot.

Better signs on Highway 54 development--

bigger signs earlier to various sections of the entire area. On the Audubon coming into town from Henderson, there is a sign directing people to Hawesville to the right exit and then a sign directing people to Calhoun, I think, on the next right from that. There should be a sign from the Audubon directing people to Owensboro downtown to the left and one directing people to Owensboro south to the right. Then after the Owensboro South exit is taken, there should be a sign directing people to Parish Avenue. Our signs have always been a vague mess on the bypass and near it.

I think Hwy 54 is a disaster. Fix this congestion first.

faster traffic. Frederica and 54 get jammed up

Having a secondary street running parallel to a main street (ie: Frederica St, HWY 54) would be preferred however it would be difficult due to existing structures. HWY 54 has a limited example of this type of street however it is a mixture of public/private streets.

Widen Pleasant Valley Rd between Hayden Rd and Thruston Dermont.

54 traffic issues

The new bypass improvements are great. I travel routinely from Owensboro to Louisville, Cincinnati, and Bowling Green. The biggest disappointment I have is the entrance to our community. I would love to see overhead passes with Owensboro and landscaping welcoming people to Owensboro.

Highway 54-sidewalks along roadways; 18th Street-sideways in places as people walk in street;

Reduces traffic on Highway 54

The Frederica St/Salem Dr intersection. I know

work is being done to expand the intersection and add longer turn lanes. Just need to make sure there are three lanes (left turn, straight & right turn) coming out of Salem Drive to keep traffic from being backed up all the way around both curves.

Expanded or upgraded roads for agricultural access to downtown Owensboro, including increasing bridge weight limits on 4th Street

Hwy 54, Old Hartford Rd and Fairview Drive intersection

More traffic is seen on the back roads from the east side of the county because of the congestion on Hwy 54. The back road routes need some TLC since more people are traveling them to avoid the congestion. Also, those back roads will need to be in good repair anyway before construction of the widening of Hwy 54 since that will definitely divert traffic to them.

Flooding problem on Lewis Lane between Scherm Rd and Tamarack Rd

Repair the side streets that have sunk in.

traffic flow on hwy 54

alleviate/move the traffic better on South Frederica. A back roadway between Walmart/Target should have been designed.

expansion of Highway 54

Raise Highway 56 near Sorgho that always floods. It is near the Bittel Farm.

Improvements to enhance traffic flow in county roadways

231 TO THE NEW BRIDGE

Hwy 54 - the stretch from Franey's to Chiquita

park area is still terrible for traffic, although it seems that more right turn lanes have helped some as has the re-routing of the bypass exit. Frederica is still very slow moving at times particularly in the stretch from Target to Wesleyan Park area. More right turn lanes might be an improvement - not sure adding even more stoplights is helpful.

The pavement on Frederica Street, south side coming into Owensboro, is horrible. 2. It takes 15 minutes to traverse Hwy 54 around 4:30-5:00 on a weekday.

Improvements. Hwy 54 is overcrowded and that is spilling into Fairview Drive and Foors Lane. One cannot make a left turn in the morning from Foors to Old Hartford Road. Additionally East 26th street is a viable option for travel to Hwy 54 and the Commons, but it is too narrow.

Parrish / Frederica Street intersection Most of Highway 54

Expansion of current streets/adding lanes - Hwy 54

improve congested areas such as 54, possible a cross connect route other than 60 to cut down on traffic demand.

Intersection and roadway expansion for congestion mitigation in areas such as HWY 54.

Fixing some of the streets in Owensboro. I'm glad that 5th Street starting at JR Miller to Frederica was recently re-paved. The right hand lane was a pain to travel on.

Local neighborhood streets made of old concrete. Fieldcrest dr

Widen 144 from Reid's Orchard to Jones Road and limit coal trucks or have lanes for them



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## COMMENTS

South Frederica needs the surface refurbished.

Highway 144

It can be dangerous to turn left from 54 onto Bold Forbes Way because of people coming from the opposite direction wanting to turn left into the car wash or other roads there. Sometimes they get into the left turn lane too early. Don't know if a stop light is the solution there or not. Hwy 54 traffic will only get worse and more and more businesses and other facilities are built there. There needs to be a better alternate route to get to neighborhoods such as Thorobred East.

Connector roads: Old Hartford to Byers in Heartland; Ragu to 603; Fairview extension to 603; Connector road from Fairview or Old Hartford to 54 on the south side of HWY 60

Because vehicles cannot turn left from Villa Point south onto Fairview (which makes sense), now ALL traffic trying to enter or leave the restaurants/Kohls/banks on Villa Point are forced to use Professional Park Dr. So, that has become a choke-point that is just waiting for more accidents. Why not allow vehicle to turn from Hwy. 54 onto Fairview and then left into Villa Point? Instead they have to use Professional Park too.

J R Miller needs turning lanes when possible, Curbs and lines painted more often on major roads to help elderly people see better. Need curbs painted more often Yellow many are faded and not visible.

The west 9th Street located by the GRITS office

HWY 54 widening

Once Hwy 81 is open, Smith Road needs to be widened and repaved.

Due to population shift in Daviess County the

traffic on Kentucky 56 has greatly increased. I believe that the section from the roundabout to Hayden Bridge Road should be widened. At least adding additional shoulder. Thanks

Either putting more lanes on Hwy 54 or coming up with an alternative route as JR Miller for Frederica.

Connecting Fairview Drive through to Hayden Road. This should take traffic off of Hwy 54.

Repair roads and make some wider that are heavily traveled example Thruston Dermont wider 142 Wider just to name a few.. re blacktop roads not the horrible patch work that does not help at all there are many roads in Daviess County that need this

Improve traffic on Frederica and Hey 54.

On Frederica street: the roads need to be repaved, turning lanes need to be added/ extended to keep traffic from backing up. On 54 it would be nice to see more lanes (especially since in the morning the lane nearest Highland elementary is always full of parents trying to drop off kids and people trying desperately to get onto the bypass).

working on tamarack and byers ave with the schools possibly a turning lane or something for the ones trying to get in the school parking lots. seems very dangerous and people cant always see around the cars that are waiting. The school zones all around need some attention. the congestion during beginning of day and end of day is chaotic and seems to be accidents waiting to happen

Expansion of Hwy 54 - more lanes, expansion and repair of current sidewalks

Hill Bridge Road is not wide enough, it is crumbling away on the edge

Take all the traffic possible off of 54, do not add more. To much already. wasting money on 54 project if you only add middle turning lane, needs to be 4 lane or nothing.

Alley improvements, and another lane on Frederica

Make changes to get 54 so rush yours are not crazy.

Do something about 54! I don't what. But something...

There are way to many streets that are in need of repair to list. I know that the road that goes around Carpenter's Lake is in poor condition as well as many other roads in that area. As well as many streets closer in town. It isn't a bad idea for someone to assign teams and just go for a drive around daviess county. It will not take long for anyone to see what is in need of attention.

keeping all current roads paved that receives the most traffic

Keep road striping in good condition. Many areas of striping are faded and very difficult to detect during wet weather. Repair road damage. (Highway 54 east bound lane near Stonegate subdivision, 4th and Triplett intersection). Improve traffic signal timing on east Parrish Avenue (Highway 54). Add more "rumble strips" in order to keep distracted drivers in their own lane.

General road maintenance done at a level of actually competency. The patch jobs and lackadaisical work that has been done so far doesn't last and has to be severely cost ineffective.

HWY 431 improvements

Increased treatment of roads when ice/snow is

present/predicted

Widen hwy 231 through Masonville

Improving the congestion on Hwy 54 and Frederica st.

Improve highway 54

Please for the love of God fix the dips and transitions on the Ford Expressway. Add multiple turning lanes for off ramps at Carter Rd. New Hartford Rd. West Parrish Ave. and at the end on the bypass on the westside. Just more turning lanes in general would help traffic flow

The cross roads in between Breckenridge and Frederica from 25th to 18th are in pretty bad shape and could use some attention.

Widening hwy 54 or adding turning lanes from hwy 142 to thruston dermont rd. Adding medians to intersections on hwy 54 to prevent crossing in areas without traffic signals to relieve the congestion of side streets trying to cross traffic and prevent accidents.

Widen Veach Road from Martin Luther King Road by OCTC.

straighten the curve on the HWY 60 bypass where it intersects with the Natcher Parkway (there have been so many wrecks and needless deaths on that curve, especially since the speed limit was raised) -put in a stop light at Southeastern Parkway and New Hartford Road, the road that runs alongside Daviess County High School

South Frederica St especially at South Town Blvd intersection

Fixing the horrible part of Frederica street starting in front of Walmart going to chick-fil-a. Patch jobs have made it even worse.

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New Hartford Rd. The turning lane should be split to account for 2 lane traffic trying to get on both on ramps. Horrible in the mornings trying to share the turn lane and stopping traffic when you run out of room.

Improving traffic flow on Hwy 54

Repairing existing roadways

Highway 54 improved flow, new entrance to commons business/area that does not include 54, maybe from bypass/highway

My road needs to be redone. Hill Ave. There is a huge dip going east right before Hwy 144. Turning off Frederica onto Booth heading west about jars your spleen out. Too many instances to name. FIX THE ROADS!!!!

Hwy 144

Enhance Settle Road and Thurston Dermont to allow higher speed limits and four lane Ky 54 past philpot

The bridge on Old Hartford Rd has been in need of work for at least 5 years. The area of Frederica st near Southtown feels like you are on an old wooden roller coaster bouncing you around. All the priority work seems to have gone to 54 leaving other roads to tear up your vehicles shocks and struts.

Old hwy 54 bridge recently changed culvert. Extremely unlevel pavement

Different places around town make turning difficult for example a lot of entrances and exits are one way exits like 54 and independence bank you cannot make a left into the at one point but you can make a right hand turn into the street allowing for left hand turns would make life easier

Repairs to Frederica street from the bypass to

the edge of town.

Frederica could be improved. The intersection of Southtown & Frederica, in the south bound lane of Frederica, the road is horrible. It gets "fixed" only to be buckling up again in no time. I understand that big trucks can do that damage, but this section of road is heavily traveled & needs something fixed.

Fix bridge on 81, repair 554 between 81 and 431. Be very specific on keeping large vehicles and wide loads off narrow 2 lanes. Frederica street upgrades needed ,

Frederica street. New pavement. Get rid of the islands.

Making the railroad tracks on 9th st smoother. Fixing all the holes and uneven patches on 9th from the tracks thru till McFarland.

I have an easy route, 431 to J R Miller, and then to Breckenridge

Repave South Frederica.

South Frederica street needs paving and hey 54 needs more access or other routes to the area to get around or over the bypass

Traffic congestion on Frederica

Making streets smoother for my moped

Improve heavy rain drainage on Parrish ave and the downtown area. We need to prevent the street flooding and potential damage to vehicles and businesses

Repair and upkeep of major streets such as Frederica and Parrish

Put reflective lines on roads for better visibility at night on Ky 56

Old Hartford Road and 26th have gotten much busier over the last few years. It is almost impossible to turn left at certain times of the day. Especially when the 35mph speed limit is rarely followed. A light may be an option. Some of the ramps to exit off of main roads (i.e. Frederica, Parrish) onto Highway 69 (the old bypass) have bumps that seem able to pull a vehicle out of alignment. Last, but not least, where was I was input was requested regarding the "planning" of the huge expansion of businesses on 54 that has greatly affected traffic and road concerns for Owensboro? Our "planning" commission seems to focus on one area where special interests own property (Frederica, now 54) and other parts of town are abandoned. Parts of town like the north end of Carter Road need attention to the roads but it gets neglected because the big real estate groups aren't clamoring for spots and demanding roads be built or widened.

Widen veach close to OCTC. Add a turn lane

Fix the holes on intersection 815/56 probably state funding. Also Curdsville Delaware road needs wider lanes. Have to stop for trucks all of the time.

Improving pavement on roads as well as the paint on them. I don't know specific names- I'm sorry- but some roads, the lines are barely visible and I think this increases the dangers of driving.

Longer turn lanes getting onto the bypass from 4th street. There is the industrial area with a lot of semi trucks turning left onto the bypass and it's just not long enough.

West end is in bad shape!! Don't ignore the poor sections of town!!!

widen pleasant valley from hayden rd to thruston dermont rd

Expansions to highways out of the city or adding onramps to the natcher to make commuting to town safer.

Traffic is very heavy on small back roads. settles road, Fairview, foors lane, pleasant valley road, veach road. Too small to handle the amount of traffic it has.

Hwy 81, hwy 554, 1207, Todd bridge rd

I drive from whitesville to Stanley to work every day. 54 traffic has gotten so bad that it adds 10 to 15 minutes to my trip. I would love to see some kind of bypass around 54 to connect to the bypass.

Traffic light at Fairview drive and Fairview Spur (across from Plantation Point), also add turn lanes in all four directions at Old Hartford rd and Fairview Drive (near Hillcrest Golf course). Traffics piles up in the mornings at these spots.

With the biggest portion of business development being off of Hwy54 ,the roads and streets to bypass commercial and business and general commuter traffic need to be improved and made easier to travel. It used to take me just under 15 minutes to get to the bypass from Philpot via Hwy 54 just two years ago but, today it takes 30 minutes plus or minus. It would be great if there was an on/ off ramp from the Batcher/165 to another road to bypass the current traffic situation. I don't think widening to 6 lanes will make it better.

Widening State Route 1513. Its barely wide enough for two vehicles to pass. Add guard rails

Better intersection layout and traffic lights at HWY 54 and 1456.

Anything that could be done to help the traffic flow on 54. I live in Philpot and try to take back roads, usually Miller's Mill to Settles to Old

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Hartford, when going into town. The section between Dermont and turnoff to 18th St is really horrible most of the time.

Veach and Breckenridge both need repaved not just filled in.

Fix the congestion on Highway 54. People purposely try to avoid going to the area because traffic is horrible and the stop and go is dangerous.

Hwy 56, West Parrish Avenue, Hwy 60 bypass, Frederica Street

Make bypass safer. Electronic monitoring or safe ramp Coming off natcher towards 54.

Highway 56 is nothing but a death trap. I'm surprised someone has not gotten killed because of the bad conditions.

Adding access road on the bypass near 54 and Daviess Cty HS. Traffic flow is bad due to volume.

Resurface the Blue Bridge

Maintenance to Greenbriar and Red Hill Maxwell Roads. •

54

Pave our secondary roads instead of just the primary ones .. I have seen Frederica and 2nd and 4th paved several times I last two years. Legion blvd has never been paved in the 20 years I've lived here..

Fairview

Fix Frederica in front of home depot.

Straighten the road between Kroger in Wesleyan Park Plaza and Park Plaza Drive. It is AWFUL!!

Add turning lanes in front of big employers (Unifirst & US Bank on Carter Rd)

I live close to my work/office, which is a novel idea, if I must say so myself. But I do travel around the region, so my time consuming travels are not the problem of ODC. I will say, 54 traffic is getting bad and I know they are planning a big highway project, but I believe it is State money. Maybe since Matt Hayden and company are getting richer off of us they could pitch in so it would be easier to get to their properties to spend our money.

Street repair need to come before expansions or new roads. Also do it right the first time, full lane patches completed with surface not base. More stop here on red signs. Lastly when complaints have been made about signage, it should be addressed, like re markings private drives and the no left turn signs at Rally's and chick filet.

Add shoulders to Highway 56, west of St Mary Magdalene Church.

The widening of Reid and Thruston-Dermont roads.

Expanding 54 to 4 lanes through Whitesville.

Maintenance/new paving at the 60 west intersection for getting on the bypass.

Please look into some type of drain system for the bypass between 54 and Natcher exits. There are so many wrecks due to standing water in the area. Pretty much every time it rains!

All the main road ways that need resurfaced need to be before side streets. JR needs side walks from north to south to connect to the green belt. To many people walk in the street from bypass to legion park. Not sure how to fix it. But the flow of traffic sucks from Time Dr south. And north from South Town to the

bypass. And 54 sucks all the way around.

East 54 past JD Ritzy expand hwy to include a turning lane to Philpot

Make Pleasant Valley Road wider between Hayden Rd and Thruston Dermont.

Old Hartford road needs sidewalk from Breckinridge Street to Trinity Hills subdivision, possibly to Burlew Blvd. new Hartford Road and Burlew Blvd. needs improvement, dangerous. Traffic coming out of Ragu Drive on to E. Parrish Ave. needs improvement. Big truck traffic is bad.

Having street repairs, especially over at Town Square North near McDonald's & Shoney's. And it would really be nice if medians would quit being built to force drivers to have to turn around and only have access in one direction, therefore wasting their gas and mileage.

Congestion on hwy 54 from the bypass to walmart.

I would love to see the landscape along major roadways improved (i.e. bypass, Highway 54, New Hartford road, along all the on and off ramps of the bypass. It would greatly improved the first impressions of Oboro!

Jones Road... Thurston Dermot

Preciously listed improvements on Veach Rd and

Can we not build a new bridge next to the blue one and then tear the blue one down before something horrible happens...

Hwy 54 needs more right side turning lanes such as at Gateway Commons

54

Drainage repair on Bon Harbor Hills by Shell

station

Resolve the congestion issue on Highway 54 between Windhaven & Fairview. Possibly add another lane on both sides

The South end of Frederica needs repaving badly.

Maintenance of existing roads. Filling holes, fixing bumps, keeping our city attractive and easy to travel.

Fixing the streets (cracks, holes, line paint to faded lines) turn signals on lights on busy streets that don't have them, like by Bar Louie, some on Fredrika n 54

Frederica is a nightmare. Needs repaved properly.

A positive impact might be connecting 142 to the Natcher as an alternate route for Philpot and Whitesville to get to Owensboro instead of contesting HWY 54. OR. Creating a new bypass that expands and allows for outer suburbs to utilize more.

Widen Hwy 54

Repave 18th Street from Frederica to Breckenridge Sts, fix sidewalks

Widening US Hwy 431 to 4 lane through all of Daviess County!

all the bad roads, 405, 662, 144

Making Reid Rd & Hayden Rd wider. Paving Frederica Street both sides from the bypass to the mall. Also, please fix the bump when on Frederica St Turing onto the on ramp to the bypass heading East. It's annoying and rough.

I would suggest adding an additional lane on to 54 (Leitchfield Road) and adding additional turning lanes to help improve turning I would

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also recommended that an added lane be useful for the US 60 bypass (Wendell Ford Exp) to help reduce traffic volume from 54 to Frederica St. exits also to help with interstate 165 south to Bowling Green

Fixing highway 81!

Repaving existing roads like Frederica and even working on county roads and fixing intersections and stoplight issues

Adding a caution light or keeping the speed limit 45 from Masonville to deer park because the Jagoes and the jct that goes to 54 is awful. I almost get rear ended while trying to turn

Hwy 60 (or whatever number road it is now) in front of Glenmore Distillery needs the lines repainted badly!! When it rains they are invisible!!

The roads in my neighborhood need repaved (Dublin, Chesterfield, etc).

Do something about hwy 60 bypass when it rains.

Expansion of highway 54

Add additional lanes to Highland Pointe where it meets 54 (i.e Marathon/Wendy's area). Too many near misses and traffic backs up past Cheddars in turning lane at 5 PM when U.S. Bank releases. Will only become worse with completion of Drakes and IHOP.

Spend more money improving the roads on the west side of Owensboro. Driving down streets such as 9th st., and others west of Frederica st. is incredibly bumpy and rough on vehicle.

If there could be turn lanes or extra lanes added to the Fairview, Foor, Veach, and Salem path from 54 to Frederica. The biggest change to the intersection of Fairview and Old Hartford. Either adding turn lanes or extra lanes.

Traffic is always backed up during rush hour, but on a tiny two lane city/county rd.

Another exit to the Natcher, it's either the bypass or going all the way to Ohio County and that's inconvenient for someone who lives on HWY 231. You can see the Natcher, you live right on it basically, but you've gotta drive 15-20 either direction to access it.

Reconstruction to the old bypass on highway 60

Bypass

There's not a good street in the whole city. So much repair needs to be done.

Fix the streets. (Frederica in front of the old Coca cola building) & add more sidewalks so people don't have to walk on the streets.

Widen Hayden Road all the way from Pleasant Valley to Thruston Dermont. Hayden's arias has become increasingly busy with the Gateway Commons opening and a cut through for many to get to the bypass. With the addition of the Middle school coming the traffic will only increase.

We need turning lanes heading out of Owensboro to at least Jack Hinton road. This is a very congested area, especially during morning and afternoon traffic. Also, paint lines on county roadways. Many side roads are do not painted center lines, or need to be repainted. These roads are very heavily traveled with low lighting at night. Drivers need the additional guides to ensure they are in their lane.

Improving roads that are already in need. Being the chief of Masonville Fire Dept, if I could make one change I would add an on ramp Or at the very least an emergency access point for emergency vehicles only, from Masonville Habit Rd or HWY 142 onto the (former Natcher)

now I 169! When responding to wrecks, having to drive all the way back to town to get on this road results in the loss of time. It can mean the difference between someone living or dying.

The bypass just after 144 on the bridge is bad with that bump followed by several other hard unmarked bumps in the road just before the hospital exit. Also down 2830 near and on the tracks they look tore up and soooo hard to drive over, bumps like crazy.

Resurface hwy 405

Hwy 56 needs to be widened from the roundabout to 169. There is 500% more traffic on it than 10 years ago. There are a lot of semis that use this highway and it is entirely too narrow.

Fix Frederica st (northbound lane in front of us bank)

The red turn arrows at the 54/Thruston Dermont intersection need to be removed. If 54 traffic is green, the arrows should be flashing yellow. There is plenty of sight distance and often I find myself setting at a red arrow and nobody coming in either direction.

Upgrading existing roads. I own a trucking company and your road infrastructure is outdated with the amount of goods and services that move.

Widen 54

Fix road work on Breckenridge st in front of immediate Care.

Sidewalks on Ford from Frederica to Lewis Lane.

Expanding the bypass to reroute from 144.

Pleasant valley road between thruston dermont and Hayden road needs to be widen

Highway 54 mess needs a lot of attention. As well as Frederica between bypass to mall

I feel like streets on the west side need improvement

Fix and pave new black top on Free Silver Road from Lanham Road to Hwy 144.

Expanding roads around the major parts of Owensboro , such as 54 , will allow traffic to go around the major highways and cut out traffic.

Frederica street in the area of south town intersection is in very rough shape, the patchwork done is very poor and uneven

I travel by car daily since I live in east daviess county. I travel 54 daily which is a traffic nightmare at certain times of the day, such as 7:30-9 and 4-6:30. I'm not sure what could be done about this but if you are traveling during these times I add another 15 to 20 minutes to my drive because you will take forever to get from the springs to the light by ritzy. Adding a turning lane from there to jack Hinton would also be helpful since this us becoming a more populated area, especially at stone gate.

Repairing or preferably replacing the damaged bridge on Hwy 81. Maybe replacing it with a bridge that doesn't have the metal over the top. Also, widening Hwy 554 between Hwy 81 & Hwy 431. I'm not sure any of this is even possible but a person can dream.

Better/smoothen use turn lanes. Street names more visible places with traffic lights, not on sides of street where they are sometimes blocked by poles/other signs.

Well based on mine I guess it would be the roads and stop tearing up all the roads you just laid down all this construction is crazy. Personally though I used to have to ride the bus a lot and so did my children so I'm very passionate about that. Also, my husband and

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I take a lot of walks for exercise so the lack of sidewalks is a big thing. Of course I'm on the west side of town so the chances of us seeing the improvements probably is nil.

Widen the panther creek bridge on hwy 81.

Congestion during school drop off in the morning specifically DCHS.

W 9st is horrible. Should have been repaved years ago.

Expand Hwy 56 to 4 lanes from the round-about to Sorgho. Add a stop sign or turning lane or somehow address the congestion on Hwy 56 at Pleasant Grove Church turn-in. In my observations, traffic has increased on the west end of the county significantly.

More connecting roads to interstates.

Widen KY 54 all the way to Jack Hinton Rd (past where they plan now) Add shared use paths down KY 54 to Philpot, down Fairview Dr., connect Thompson-Berry, Ben Hawes, and Yellow Creek Parks to Greenbelt Extend I-165 to Natcher Bridge (eliminate at-grade intersections)

Make Carter Rd next to Keeneland Trade neighborhood a no passing zone. It's currently a dotted line so passing is ok and very dangerous. I've been nearly hit when turning right to exit the neighborhood by a car that is passing another car on Carter Rd heading south.

Sound barriers on US 60 bypass

we need a new road or possibly a freeway from I69 in Hopkins Co. to Owensboro.

The traffic on highway 54 is real busy in the morning and afternoon heading out towards country heights elementary school with the school buses and traffic I think it would be a

good idea to at least widen the road to four lanes until you get past the fire department. I think it would help out everybody that travels that route including me. A lot of people travel that route as well. Thanks for asking.

Please do something about the traffic congestion on HWY 54!!!! It's great new businesses have come out this way... but the traffic makes the commute from the east end up to the light by Hucks difficult most anytime of the day, but extremely so during morning, mid-day, and rush hour times.

54 and Frederica

Highway 54 expansion.

Widen Fischer Rd,

a turn arrow light at the west end of bypass and 60, trying to go left there at 5pm is horrible. it should have been in place years ago.

Improved traffic flow on highway 54 because morning and evening traffic is hectic.

improve Thruston-Dermont road

Road repairs

Expand Parrish Ave. and other east/west roads thru town, PLEASE!!!

My street on Secretariat Dr is awful. I've lived here 16 years plus and the road hasn't once been touched. I don't think it's been paved this century. Very upset about it.

Graham Lane is crumbling away, cars are falling off the road. Graham and Locust needs a Caution light. Rumble strips approaching hwy144 on Graham Lane.

Repairs made to county roads and repaving etc Free Silver Rd.

Hwy. 54 Traffic is terrible - congestion & traffic flow is horrible.

Paving roads that are rough such as Frederica.

Repairing roads in need of it. Leitchfield road, Hill ave. and maybe along west 5th st. Like the improvements to 18th st., Railroad st. and 24th st.!

Highway 54/Leitchfield Rd. is truly an awful commuting road and needs to be vastly improved in just about all areas, from widening the roads to adding turn lanes. The paths off of 54 need to be addressed as well in order to accommodate more traffic flow.

Frederica street made wider

Remove some one way roads. 2nd 4th. Walnut.

Fix the crumbling roads that haven't seen an upgrade in years, 554 one in question

9th street from McFarland needs some repair

I recently purchased a historic property downtown that I am restoring hoping to encourage others to do the same and bring back some life into the area. I spent too much time complaining about the lack of people moving downtown to not make that change myself. In terms of transportation downtown, much work has already been done on both pedestrian walkways and auto roadways. I am beginning to see some things though that could limit or slow residential growth downtown however over the next decade or so. Most notably is truck routes for bridge traffic using 4th and 5th streets. Although this change originally did push traffic away from more pedestrian heavy areas like 2nd St., it can cause some problems with surrounding areas as downtown continues to grow. I would love to see these routes pushed all the way up to Parrish Ave. as to not need to be changed many more times in the future. This would

require the acquisition of the property on the corner of Triplet and Parrish Ave. however like was done at the corner of Triplet and 5th to allow for semi-trailers to make this turn easier. Another issue I have seen is many people turning the wrong way down 5th St. off of JR Miller. Luckily there is a parking lot for the Miller House they can quickly turn off into to avoid any major collisions, this could become a serious problem. This being said however, I am also in favor of turning 5th St. back into a two way street should it be removed from being a truck route. This would alleviate multiple issues and I think also encourage more growth downtown. The bus station would need to be moved first too since buses take up one lane of 5th St. for parking at some points in the day. I really do believe that these changes would further align with the city's vision for downtown Owensboro. I would love to see continued conversation about this and hear what this groups thoughts are on it. I appreciate the opportunity to give my feedback and express my strong feelings towards this issues. I know there is not an opportunity to request feedback or leave my information but I am interested in how this develops and what other people view as predominant issues for transportation in Owensboro. My email is XXXXXXXXXXXX@gmail.com. Thanks again for this opportunity.

On Frederica in front of us bank of s ridiculous

for the love of all that is good, make 54 less congested. I hate 54, and don't go there often, due not wanting to die from drivers speeding and on cell phones.

Highway 54

Improving roads surfaces with repaving and ongoing maintenance to make public streets better for all residents. I drive West 2nd Street, Frederica Street, East 18th Street and the intersection at 18th and Leitchfield Road needs to be repaired and more desirable for citizens in that area of town.



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## COMMENTS

Hawthorn Dr. between Fairfax and Time Dr. is unbelievable. It is full of cracks and broken concrete. Can't believe you would let a street get in that condition.

I work at Walmart/Frederica St. South Frederica intersections/stop lights/road surfaces all need improvements, especially from 11am-6pm. Also, Veach Rd behind the community college to Salem drive is very narrow and curvy. I don't have the solution for that, but I believe it's very dangerous.

New road connecting US 431, US 231 and KY 54 (a outer loop to pull traffic off the bypass).

Creating turning lanes that are safer. Making Frederica all have a turning lane like the Fairfax Frederica intersection where you can see traffic at the turning lane due to them being pushed out further to allow more room to see incoming traffic. Building turning lanes

East 22nd st. Road is beginning to fall off in to the ditch.

East 14th street between jr Miller and Triplett street is horrible! Any streets that has train tracks no longer in use need to be removed! The city limit needs to be expanded to better serve the citizens of this city!

Frederica street needs repaved. It's awful.

Improvements to old hartford, Breckenridge & 18th. The intersection from griffith to Frederica can be dangerous when cars don't look right as they are merging right from griffith to Frederica.

Better intersection at Byers and Veach.

Improvements to 54 out to Jack Hinton  
Widening 18th Street to include turn lanes  
improving Thruston Dermont Road Interchange on Natcher at 142

Working on hwy 54.

Expand the by-pass to 3 lanes with sound barriers

The road between Walgreens and the German American branch on 54 is the most inconvenience road I have found since moving to Owensboro. The inability to turn either direction is quite frustrating.

the intersection of Wing Ave. and East 54.

Adding an extra lane from the Bowling Green exit to the HWY 54 turn off. Sometimes the northbound traffic on the bypass is at a standstill stop in the right lane from the line of cars and traffic at the turnoff exit to HWY 54.

An improvement to highway 54 through adding lanes. There is always a back up of vehicles around rush hour and lunch time.

Add a road that connects the east side of county to west side without getting on bypass. Basically an outer loop around the city.

Extend Tamarack Road to JR Miller. Add turn lanes and turn signal at Salem and JR Miller.

Repaving south Frederica, around the intersection of Southtown, and adding a third lane to the bypass between New Hartford Road and 54. With more traffic coming from I-165, it makes they area rather congested.

Traffic improvement on highway 54

Frederica, especially south of the bypass is like driving on a washboard.

Traffic congestion on and surrounding 54.

Expansion of Fairview Drive with improved markings and lighting. Stoplight at Fairview and Settle. Improve access to the Natcher

Fixing Frederica Street!

HWY 54 expansions to accommodate busier traffic hours and Fairview Drive improvements in some way to allow those not going to DCHS quicker access to bypass or get through traffic (some mornings, those of us in Fairview neighborhoods like Hillcrest Oaks cannot get out in the mornings)

Signs for straight vs turning lane. Confusion at intersection in Heartlands crossing next to star bucks. Also, lots of confusion for drives going straight vs turning right from 25th st onto new hartford road

Fairview-Veach-etc. to Miller's Mill would affect me, but know it needs widening.( Wish it has one name)

Figure out to relieve congestion on hwy54. Wait times are almost that of major US cities.

Highway 56 from roundabout to Daviess County line. Two schools, 3 developed subdivisions, numerous single lot developments. Tractor trailer traffic, both agricultural and commercial, school buses are using the road at increased levels. Accident statistics don't lie. There were more road departures three years in a row on highway 56 than there were on 54, despite the much lower traffic numbers.

Hawthorne Dr repair and sidewalk implementation

Getting the bridge on 81 fixed quick. The alt routes are very dangerous, people do not know how to drive on curvy roads!

You all really need to fix the inability to turn left out of the Academy Sports, El Bracero, and Cheddars area. It would be pretty cool if there was a backroad that got you to DCHS area.

More 3 or 4 way stops at crowded intersections.

Do Not Block intersection signs. Getting rid of the medians on Frederica. If you are in a left turn lane you are looking straight at the median then look slightly left you are looking at a car sitting in the other left turn lane across from you. You cannot see oncoming traffic until it gets right upon you.

Widen/straighten KY 405, intersection improvements to KY 144 and 405,

Fixed Frederica between bypass and Sams club

The section of Second street from the downtown area is terrible. If the city wants to promote Owensboro they need to also work on the street leading out of town...Everything should not be focused on Hiway 54.

A connector road from 81 to 431 to 231 to I-165 (with interchange) to 54 would significantly benefit tens of thousands and relieve stress on the bypass. This "outer loop" needs not be far outside City limits. It could include Newbolt Rd (albeit straightened) with an interchange at I-165 at the current overpass ...then this new road would cut across to 231 just south of CVMS then cut across to 431 and come out at or maybe just south of MLK Loop. Then cut across to Carter and meet at Keller and cut over to 81. The positive economic impact would significant for not only southern Daviess residents but eastern and western. In addition, Ohio and McLean County residents would more easily access OCTC, shopping, restaurants, etc in Daviess. We need an interchange on the new Interstate, not just an end.

The worst road in the city/county is highway 2830 in front of Castlen, Yager and Daramic. It has been forgotten since the new bypass extension. The railroad crossing are so rough that people are bending wheels and getting flats. There are jagged pieces sticking up that we have to drive over, and the asphalt

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is in awful shape in many parts as well. Also, Frederica street around the Southtown intersection is in terrible shape on both sides. I'm sure there are many more but these are the worst places that come to mind. 54 is a nightmare all around. That road and its side roads were not designed for the traffic load that it receives and it will get even worse. Its gridlock every morning and afternoon. Traffic flow is terrible.

Seems to need more help with getting in and out of subdivisions on Fairview. During high traffic times (7:30 am, 4:30 pm) it is near impossible to pull out onto Fairview to take my kids to school. Also, the traffic on HWY 54 is insane these days. My husband just got rear-ended taking our daughter to Highland Elementary two days ago. Too many cars on the road, and they are all rushing to get to work at the same time.

Do NOT extend the dead-end of E Byers at the greenbelt. It will totally ruin the character of our communities and increase crime, traffic. Please hasten widening of 54--your current plan timeline is way too long.

Improved road conditions on HWY 54, Frederica St.

Road improvements especially at Old Hartford Road, Fairview intersection.

Turn about at the intersection of Fairview and Old Hartford. Reducing the congestion around Daviess County High School before and after school.

better timed lights and turn lanes will have the greatest impact on my life.

Bypass

Widen the county roads. Some are so skinny they are dangerous.

Repairing existing roads

Making Hwy 54 safer and more efficient. The timing of traffic lights makes the flow of traffic much slower at times. There also needs to be the elimination of the shared turn lane/median to keep people on their side of the road. Coming from a bigger city, I know this eliminates the ability to turn into some places, but you can do a U-turn at the next intersection and still get to your destination. The erratic behavior of people on that road terrifies me. Also, making it safer for people to get into and out of Highland Elementary. I've had people run red lights and almost hit me as I'm trying to get my kid to school.

Fairview Drive and Old Hartford road

Improving the flow of traffic on Hwy. 54.

US Hwy 231

Hwy 54 needs additional lanes to accommodate the amount of traffic. This is one of our major roads, yet congestion is an hourly frustration. Our city has enough traffic congestion to warrant 6-8 lane highways in certain areas such as Hwy 54, Hwy 231, and the south end of Frederica street around the business section.

Hwy. 54 morning and evening traffic is BAD and 3:15-4:30 traffic is backed up at light on Old Hartford road to Fairview Dr

The roads that have significant traffic should be safe and efficient. Some roads/areas do not have any sidewalks and people have to walk on the street or ride bikes especially near busy roads like JR Miller. These areas need places to walk or ride a bike because the road is already small. We need to think about the homeless population and the time the bus stops run, end, and start. Some this is their only mode of transportation. We need to think how can we support and help them get back on their feet.

Expanding roads (Fairview, Goetz in front of BES and BMS, Veach Road)

Repair parts of Frederica

Something to help with the traffic on 54 between Walmart and the Springs

Making the road beside DCHS have a turn right lane, a turning lane by the Hillcrest golf course

adding more lanes to the bypass

Redhill Maxwell floods often. This is a road for many and should be fixed for safety and convenience.

Fix Frederica street between the bypass and MLK.

Hwy 56 needs widening. No shoulders in many areas. 6 months ago a loaded dump truck went off the shoulder and came back on and overturned. This week a truck with an ag nurse tank overturned. The road needs attention.

Highway 54 expansion

The waiting time in traffic in front of the schools on Goetz Dr. Is increasingly longer and longer. Please widen Goetz Dr. to accommodate this.

Hwy 54 leaving town is too congested with too many unsynced lights.

Widening 231 from College View Middle School to Deer Valley subdivision . Lots of traffic in this area and roads are very narrow.

Hwy 54 congestion

Improve west second/west 60

Widen settles and old Hartford roads . Right turn lane settles rd/old Hartford rd . Right turn lane Fairview/hwy 54 by five guys pizza . Widen the

road by CVS turn in (Fairview) with turn lane especially for CVS (this is a dangerous spot) . Close mt. Mariah drive (this is a very dangerous spot to pull out of or turn into especially when people are turning into or pulling out of CVS

Turning lane at East View and by the Board of ed area

Pave the bridge on Griffith Station Road between Willett Road and Highway 279. This has been gravel for many years and is a road hazard for cyclists.

Old Hartford Rd and 26th street needs to be a THREE WAY STOP. Both for traffic needs and for safety since people drive 45 or more on that road.

Repaving of state highway 60 and repaving of county roads. Due to the construction on Highway 60 West, the detour roads will need to be repaired and repaved because the heavy trucks and heavy traffic are destroying them.

making HWY 54 a 4 lane (2 both direction) hwy with a center turn lane out to Whitesville.

Additional ramp from the by-pass or entrance for Hwy 54 or reworking routes so there is less congestion. Adding turning lanes or stoplights that provides arrow signals at the intersection of Old Hartford and Fairview Drive. This area is crowded during peak driving times

When streets are repaired there is often a depression in the roadway where a rectangular section has been removed and there is a sharp edged drop off and then back up onto the uncut pavement which is very hard on tires and on the alignment of tires. These are often unmarked, not even an orange outline so it's difficult to make any adjustments in driving before you hit this area with force. IF the procedures around road repair could include better warning and marking of breaks and cuts in pavement this would be helpful. Also it seems

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to take very long time before these areas are actually fixed.

Widening of Hwy 54. Repave South Frederica St. due to it being so rough.

Highway 60 West and the signage through Stanley is ridiculous and not informative ..there have been multiple accidents that could have been prevented

Look at the traffic jams. Provide alternate roads for motorists to take to stay out of the high traffic areas. ML King Loop and JR Miller helped relieve Frederica traffic. Calumet and Fairview helped relieve Hwy 54 traffic. Keep looking for ways to provide these shortcut roads. I avoid 54 & Frederica as much as possible. I love the new, wide lanes leaving town going past Starlite to Hwy 81 & 56!

Relieving stress off of main roads. Examples: hwy 54, Fairview Dr, South Frederica during peak times, etc...

Improving the condition of current streets - repaving and striping. Pleasant Valley Rd from Hayden Rd to Thruston Dermont needs to be widened. High traffic roadway now with trailers and large vehicles. People often run off the side into the yards or gravel. Gravel is continuously added and gets kicked away.

congestion on Hwy 54

Frederica Street

Smoothing Frederica Street from the old Texas Gas building and on to the south. I feel like I need a moon rover to get in and out.

Repaving existing roads to protect vehicles and beautify our city is needed. The use of a more expensive but lasting material would be beneficial. Also white reflective paint outlining outside of roads, crosswalks, and reflective white and or yellow paint outlining medians

is greatly needed, especially at intersections including Frederica and Southtown Blvd. Intersections and Carter road medians. Poor lighting in these areas. Reflective paint is needed.

Hwy. 56 needs expansion. It is not wide enough or suitable for the amount and type of traffic it receives. (Volume, Tractors, Semis, other farm equipment. Drivers running off the road or wrecking are common. In addition, Hwy. 1554 between Hwy. 56 and the Audubon Pkwy. Ramps is dilapidated. The road has large chunks of it crumbling away. There have been numerous "band-aids" put on the road with no long term solution. It repeatedly goes back to being a road that only one vehicle can pass through at a time. In my opinion, 1554 needs to be expanded as well.

Hwy 54 improvements so that traffic does not get backed up and so congested

The streets in Stonegate could use some improvements. They really need to be repaved!

Tamarack at Apollo High School. The traffic in the morning backs up almost to the overpass as there is so many drivers, student drop offs and staff there plus the traffic heading to work at the end of Tamarack Rd. Takes a good 15 plus minutes to go 1 mile.

Legion Blvd. needs to be completely repaved. Extend sidewalk on J.R. Miller from the intersection of Salem Drive all the way to Legion Park, in front of Fiddlesticks and along the fence of the country club golf course. Street Lights installed on Goetz Drive in front of the Burns Elementary and Middle school entrances. It is VERY DARK and hard to see the road at night. Install street lights on US Hwy 431 at Hwy 554. It is very dark and hard to see to turn onto 554 from 431 at night.

PLEASE improve or expand highway 54. I

am unsure why a major entrance to a major shopping center was added to an already busy roadway. This road drives my nuts. Thank you!

The intersection of Fours Lane, Old Hartford Rd, and Fairview is my biggest problem area. The traffic is often backed up very far from the light.

Widen Jack Hinton road

The exit from the bypass onto Parrish Ave needs to have two lanes. ie: one lane to wait for the light to turn left and another to turn right. The also needs a longer merge lane onto Parrish Ave east.

Widen Hwy 54 and add a signal at the Country Heights intersection. Lengthen the on-ramp/merge lanes on Hwy 60 (former bypass), especially at New Hartford Road interchange, Frederica St interchange, and I-165 interchange. Lengthen/add lane to east bound exit ramp on Hwy 60 to Hwy 54. Modify Hwy 60/231 past current east side speed reduction zone so that all roads require interchanges all the way to Natcher Bridge, thereby bringing speed limit to 65mph from Audubon parkway to Indiana and increasing interstate traffic.

1.Connecting Byers Ave to Old Hartford Road. When the neighborhood Copper Creek was built that connection was in the plans. 2. More traffic from Carter Rd. makes it difficult to turn left or right from the streets between Gemini and Town Square Ct. onto Southtown.

I commonly use 4th street and the bypass, both could use some touch up work but also Industrial Drive and Kentronics need some extra love. thank you!!

Highway 54 Highway 60 The bypass New Hartford Road Old Hartford Road Frederica

Road surface quality of West 2nd St. and

transition into Hwy 60 West could benefit greatly from resurfacing.

Hwy 54 needs more side streets to get from place to place as Frederica does. I hate going out there!!! It is a bottleneck and needs other routes to choose from as JR Miller and MLK do for Frederica.

Improvements would be to build a entrance/exit off bypass to Gateway Commons to reduce traffic off of Highway 54. There is a major bottleneck of cars there everyday morning/afternoon around Highland and Bypass exits. Also in front of Meijers that cause rear end accidents due to traffic not flowing properly.

ANY significant improvement at the intersection of Fairview Drive and Old Hartford. I'm employed with DCPS and live in that area. I will not let my teen driver drive us to school in the AM due to increasing number of traffic accidents, which recently has included flipped cars. This area is a heavy traffic pattern for three county schools in close proximity feeding from several large neighborhoods, a large apartment complex, and more neighborhoods along Highway 54.

Hwy 54 area is a mess! Totally backed up in the afternoons! Impossible to get anywhere! Only one route to get there; two lanes over the bypass. Don't know what the answer or fix is; no other roads lead to that area. I sometimes just go in the back way from old Hwy 60, to the old bypass, then turn at the light on to Hayden Road and go that way. I live in the Heartlands, but Hwy 54 seems to be backed up most of the time and dangerous with cars turning multiple directions and speeding.

Resurface and add side walks and street lights to Main Street, Owensboro! Since it is located out in the county area instead of downtown, it is often forgotten about.

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improvement to hwy 279, 1554, 56

I live off HWY 56 and it's very dark at night, lamps would be nice.

Fixing pavement on Audubon Parkway. Making 56 4-lane.

Hwy.54 is so busy. So crowded and usually accidents.

Highway 54 needs to be widened with additional lanes

Traffic on Hwy 54 is awful. Lanes need to be wider from Ritzys all the way to Whitesville.

The greatest positive impact would be either improving the condition of existing roads, or investing in better snow removal systems.

Old Hartford road becomes very congested during school arrival and dismissal.

Fixing and improving industrial Dr. as well as highway 60 and improvements around the bypass

Turning lanes at frequent turns on 231 all the way to Hartford.

Stop lights on Frederica Street

Repair and improve 431 and Frederica they are falling apart.

Sidewalks on Old and New Hartford Rd within city limits

improving traffic in HWY 54 area and re-surfacing busy roads

Straightening and widening Southeastern Pkwy from 231 to Old Hartford Rd. Changes to speed limits all over town. Consistency on types of roads & amount of traffic. For example, why is Theater way from JR Miller to the shopping

area 35 but New Hartford Rd from US 60 to Burlew 55?

Frederica Street from the 4600/ 5000 address is very rough especially in the intersection there.

county road, bridges repaired better and not take so long with the road being closed.

Frederica and 54 are absolute nightmares! The amount of traffic on the small 4 lane roads is far too massive. There are too many intersections and lights for traffic to flow efficiently. Getting "thru" those roads is practically impossible during lunch/rush hour. One should not need to spend 15 minutes driving 2-3 miles.

Improve drainage problem on Poplar Log Bridge Road when we have heavy downpour of rain. New Culvert piping was installed but water still builds on low areas on both sides of the road

Adding alternate roads in the 54 corridor, especially 54 and the bypass area.

Improvements to Tamarack, Frederica street going out toward the mall, and residential areas that need the most and putting in public sidewalks where there are none.

widening Veach Road from golf course to Sutherland rd. Widening Sutherland Rd

Repaving of HWY 405, Hwy 662 and Toler Bridge

making W 5th st road and worthington roads wider and repaired

HWY 54 needs to be improved with all the new businesses.

Expanding hwy 54

Frederica St. from MLK BLVD to Salem Dr. needs to be repaved.

Maintain Frederica Street. Extend merge lanes on Hwy 60/Bypass.

Develop ways to improve traffic on Frederica Street. Need to connect areas like wal-mart and target so you do not have to get on Frederica to access it..

Bypass access from 54

Widen Hayden Road-very dangerous with buses and large vehicles. It will only get busier with the new DCMS being built.

Please consider widening East 26th Street through the Heartland neighborhood as that road is too narrow. The recent improvements of intersection at 26th and Old Hartford Road are greatly appreciated. Also need to extend Byers Avenue onto Old Hartford Road (it could cut through to the south side of former GE property). Intersection at East 25th Street and Veach Road needs to be better aligned. Fix that ridiculous intersection near J's Liquors and Gary's Drive-In.

Frederica St. is in need of repaving in some areas (South of bypass).

Help with congestion and time it takes to travel Hwy 54 in morning commute and afternoon commute during rush times

The bypass from Frederica st. exit to Carter rd. exit is very bumpy both ways.

I drive down HWY 56 near the turnabout and sometimes traffic is very jammed up so I think a stop light would be helpful or something, not sure what.

431--Improve areas that pond during rain, the holes in road close to Utica

improve Fredicia st

Hwy 56 close to Hall School Road is horrible and

uneven. Needs to be paved!

Widen JR Miller Blvd

Improve traffic flow on HWY 54, especially in the area around Meijer. Finish the project on Breckenridge Street between 16th Street and Parrish Avenue.

54 travel at night to DARK for that amount of traffic

Repairing roads on the east side of the city. They have been neglected for far too long.

repave w 9th st. from railroad to crabtree ave. in real bad shape

Repair of Old 54 in Philpot. The location of where they put in the new bridge is hazardous to a vehicle as it dips down quickly. Old State Road is also too narrow as there are several hills that make it difficult to see cars coming toward you.

Widening east Parrish and limiting access points near hwy 60 overpass.

Widen some of the existing streets (Pleasant Valley, Settles, etc. These roads are used to bypass heavy traffic; they have no safe shoulder and are very narrow for the traffic speeds (and probably speeding)).

Widening of Frederica St.

The turn lane onto the bypass at west end needs repaving and traffic is backed up waiting for the light to turn. Tamarack road and Byers Ave

Repaving and water drainage hwy 405

Do not allow semi's to travel Griffith Station Road. They are not following the marked detour & Griffith Station Road is not built for semi's

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improving vehicle movements on major highways such as 54 and Frederica. need to incorporate traffic circles in new development.

better crosstown routes in Owensboro.

Improvements for the congestion and amount of traffic on HWY 54 and Frederica St.

Downtown 4th street is very congested- turning along with parking on the streets makes it very dangerous- it would be helpful if there were a way to widen the street.

Road improvements

wider roads

Repair to existing roads

repairing/improving existing roadways

improve/repair roads, build new roads/routes

improve existing roads

Better roads

maintenance of roads

Road repairs

Current road conditions be improved.

Maintain existing roads

Road rehabilitation or improvements to the flow of traffic.

repaired roads.

rough roads all over city and county

Road Improvements

fix existing road problems

fix existing problems with the roads

Maintenance of roads

Fixing roads that are currently in bad condition

Maintenance of existing roads.

Fixing the current highways, bridges and city roads.

Repair/maintain the roads we already have in bad condition

Maintain existing roads.

We have many, may streets in disrepair -- put some money in them, not everything downtown.

Condition of roads

Money for routine maintenance seems harder to find. Maintaining current systems more frequently is my first choice. Worry about the rest as money comes available.

Maintenance of existing roads

Repair existing roadways.

Road construction

Repaving roads

Maintenance of roads

Fixing the existing roads and then maintaining them in a more efficient manner.

More lanes, turning lanes, road improvements to streets

Upkeep of existing roadways.

repaving of current streets

road repairs - specificity is impossible because they ALL need work

Improvement on current roads

improvement of roads within Owensboro.

repair the roads

Improvements to existing roads that are in poor shape. Large ruts are a danger due to the potential to hydroplane during road events.

Repairs Roads!

Maintain and improve existing streets and roadways.

Road maintenance

ROAD REPAIRS

Keeping roadways paved and kept maintained.

Improve traffic flow through the east side of town.

Street pavement, enforcing traffic signals.

Maintaining and improving existing roads, with better turn lanes and coordinated stop lights.

Maintenance of existing roads and improvement of intersections and turn lanes.

Please don't listen to the haters of 54 traffic; it ain't all that bad.

Over all road improvement

Repair and maintenance of current roads.

road intersection improvements, dedicated turn lanes

Road repair

Street repairs

Just fixing and repairing existing roads.

repairing existing roads

More turning lanes

REPAIR EXISTING ROADS!!!!

Improving the current roads and intersections would have a better effect on current traffic conditions than adding more roads and neglecting the current ones. I think this includes better crosswalks signals for those.

road improvements and enhancement of additional roads

Just make sure roads are good

Intersection improvements.

Improving the current road conditions

keep all city streets in good repair.

Repair a d repair e existing roads.

Relieve congestion on 54 during peak travel hours.

Repairs to all are roads

Repaving roads

All county roads

Adding turn lanes to several streets.

Improvement to existing roads

Widening and repaving roads, replacing bridges.



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City streets are in horrible condition. Must be improved to reflect property values.

Maintenance on roads

Road repairs

Maintenance on existing roads

Repairing roads

Road repairs!

Please repair the horrible roads that are falling apart

I am actually very happy with the routes I drive on a daily basis.

Better roads.

Wider streets in the county

Improve traffic congestion

Improving the roads, widening, paving

Repaving, better turn lanes

Serious, focused and pragmatic maintenance of existing routes and facilities with minor quality improvements for function/safety.

Roadway improvements for more smooth travel

Improving / maintaining existing roadways

Reduce insurance tax , this was steeply increased to pay for downtown riverfront, We are paying for it , need to reduce at least 2 %

My daily routes are actually pretty great (Schermerhorn, 25th, Christie).

My only complaint has always been the lack of snow removal during the winter months. Allen

Street becomes dangerous.

maintenance of current roads

I believe improvement of existing roads is the main thing.

Improve existing roads

Roads need repair

Road repair should be at top of the list. I am constantly having to get front end alignment

Road repair and improvements (paving and concrete work)

Fixing existing roads

Improvement/Increasing turning lanes

Place turning arrows back on certain street lights

Continue street improvements.

My travel path is good

I love the improvements on Frederica by Chick-Fil-A.

Repair/maintenance of existing roadways

Several city street haven't been repaved in years.

Carter Rd has already been repaired and that is the road I take to get to Cravens Elementary.

Repaired roads

some of the back streets,roads,local streets and sidewalks are in dyer need of repair.

condition of roads

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## COMMENTS

## One comment was received during the Public Comment Period

- I question why the project for shoulder improvement was moved back in the plan. Now without even an assigned date. I was hoping to see additional improvements and now it seems that Hwy. 56 has fallen back even more.
- I submitted a question during the public hearing held on Facebook asking if there had been a survey done of the current conditions of the roadway. If officials are making decisions based on current inventory information, and that information is incorrect, then good decisions cannot be made. The last plan that I saw several years ago had shoulder and speed limit information referencing mile markers. The information in that report was not accurate, and Mr. Lovett stated that he had been with GRADD for 3 years and nothing had been updated since he was there. The incorrect information I am referring to is speed limit information for one. Much of the Hwy. 56 area from the Hwy. 56/81 intersection to the Daviess County line is 55 miles per hour. On the inventory that I saw, it showed speed limits of 35 and 45 miles per hour for all of the areas that it was referencing.
- Also, in that same report, it stated that shoulders were 3-4 feet or more for the length of the areas being discussed. That is not the case. There are areas near new subdivisions, churches, and schools that are wider where turn lanes were put in when the turn lanes were installed. There are a few places where there are some 2'+ shoulders. However, the majority of the length from 56/81 to the Daviess County line is 1' or less. There are many places where the grass is growing into the edge line the pavement edge is so narrow. There are numerous places where the pavement edge drops off more than 1' and commonly 4"-8". That is far from the 2'-3' shoulders that the report that the MPO group is basing decisions off of. Not to mention the numerous driveway culverts where there are some severe drops. There needs to be a new inventory done of the current conditions so that properly informed decisions can be made.
- One of the previous MTP plans that I saw included accident statistics for years 2015-2017 but I did not see any statistics included with this report. The statistics that I saw previously showed that departure/struck accidents for Hwy. 56 exceeded the number of similar accidents for Hwy. 54. Highway 54 has much higher traffic counts, has wider shoulders with fewer drop offs, but Hwy. 56 has more accidents. There have been several large trucks that overturned after dropping off shoulders and trying to recover.
- The vehicles that are using Hwy. 56 has changed over the last 10 years. I live and travel the section from Hwy. 56/81 intersection to Hwy. 456 two to three times per day. There is a lot of agricultural operation traffic, large semi-trailers that travel from the Hwy. 1554 intersection hauling trash to the DC landfill. There are numerous vehicles towing campers and trailers to the Diamond Lakes Recreation area. There is heavier school bus traffic in that there are three new subdivisions that have been developed since any changes were made to the highway. Turn lanes were put in at two of those.
- The addition of the three new subdivision developments has put more traffic in the area of concern. Assuming many of these new homes are families with younger children, where will the traffic counts be in another 5-10 years when more of those homes have an increased number of drivers?
- There is also an area between the Hwy. 1554 and Hwy. 56 intersection that has short term flooding during periods of heavy rain. It typically last for only a few hours but when you have two schools and three residential developments that Hwy. 56 serves, that drainage issue needs to be looked at as well.
- Also, due to the drop offs along the pavement, there are areas where the pavement is breaking away. Much of this is likely due to the fact that the lanes are so narrow and the amount of agricultural equipment that is using the roadway and their encounters with vehicular traffic requires that the tractors must pull off the roadway when meeting them and there is no gravel or anything to support the pavement edge and the shallow ditches that are extremely close to the pavement edge, create soft ground. When the equipment pulls off, there is nothing supporting the edge and the base of the road is often soft or has standing water.
- The effort needs to begin now to plan for improvements in the future. By delaying any plan for improvements it just adds to the cost due to the fact that new development continues and as this happens, the cost of any improvement project rises due to utility relocations for one.

In summary, I think there are a number of priorities and projects and they are occurring in other areas while this area of the west county is being ignored. It is my understanding that Hwy. 56 is not considered the same class of highway as the other main routes in and out of Owensboro. Not sure why this is or if a change in class is needed to get more consideration for improvements but I feel that right now it's not even getting serious consideration because many of those on the committee has their own agenda for improvements that lend to economic development. In reading the introductions to all of the improvement plans that I have read, it states that safety is one of the main considerations. At this time, it doesn't appear that safety is being weighed into the process heavily enough.

— Eddie Atherton,  
Daviess County resident

## APPENDICES

## COMMENTS

## Comments received during the August 12, 2020, public meeting

**NOTE:** A public meeting was conducted from 6 to 8 p.m. August 12, via Zoom and Facebook. MPO Coordinator Tom Lovett conducted a Zoom meeting, which was streamed live on the GRADD Facebook page. Eighteen people watched the meeting. Viewers posted comments and questions on the Facebook page and Mr. Lovett responded. These are the comments/questions received. Text in bold reflect the answer from Mr. Lovett.

1. How much consideration has been given to the increased amount of heavy truck traffic utilizing Hwy. 56 going to and from the DC landfill, agricultural operations, and vehicular traffic going to and from the three new subdivisions, and the lack of scheduled improvements?  
— Eddie Atherton

**Mr. Lovett told Mr. Atherton that the MPO members were aware of the needs on KY 56, but that they based their prioritization on the overall needs of the community.**

**With the bulk of the growth in the MPO are occurring on the southern and eastern sides of the City of Owensboro, money spent there affects a greater number of users. It's not that KY 56 isn't important to MPO members, but there is greater need in other location and other projects affect a greater number of residents in the community.**

2. Although I don't see a project for widening Old Hartford Road (HWY 298) from Burlew BLVD to Breckenridge Street, I believe it should be considered for the safety of vehicular, bicycle and pedestrian traffic.  
— Philip Morris

**Mr. Morris was informed there is a project for that section of road; it was identified and pointed out to him on the 2033-2038 map and chart.**

3. Has anyone from KyDOT surveyed the conditions of the road shoulders along the

pavement edges of Hwy. 56?

— Eddie Atherton

**Mr. Lovett told Mr. Atherton that to his knowledge, no such survey had been performed in the three years he has been the MPO coordinator.**

4. In the previous 2015-2040 MTP there were safety improvements listed for Hwy. 56. They were scheduled for 2026-2030. It appears that it has now been moved to a list of unscheduled improvements. Is the case and if so why?

— Eddie Atherton

**Mr. Atherton was informed that the MPO prioritized the projects based on need in the community and fiscal constraint. Mr. Lovett stressed that the project list were just a plan, nothing was written in stone and that projects could move up or down in the timeline based on many factors. He explained that the MTP represents the MPO's overall plan, but it could change if additional funds became available or if**

**a situation developed that required more immediate action.**

5. Do you have a proposed route for Map ID H, East Byers to Old Hartford?

— Philip Morris

**Mr. Morris was informed that no, there is no defined route for that project at this time. If and when the project comes to pass, the route would be determined as part of the design phase.**

6. Who can I contact about reducing the speed limit on the bypass? The increased usage with higher speeds have made the noise nearly intolerable for those whose properties are adjacent to the bypass.

— Philip Morris

**Mr. Morris was informed that his concerns would be forwarded to the Division 2 office of the Kentucky Transportation Cabinet, which oversees state roads in the MPO area.**

# RESOLUTION

RESOLUTION  
OF THE  
POLICY COMMITTEE  
OF THE  
OWENSBORO-DAVISS COUNTY METROPOLITAN PLANNING ORGANIZATION  
APPROVING THE  
2021-2045 METROPOLITAN TRANSPORTATION PLAN

**WHEREAS**, Section 134, Title 23 USC requires a continuing, comprehensive transportation planning process be carried on cooperatively in areas of more than 50,000 population; and

**WHEREAS**, Section 134, Title 23 USC further requires that the urban transportation planning process shall include the development of a Metropolitan Transportation Plan which shall identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions; and

**WHEREAS**, the Metropolitan Transportation Plan shall forecast, at a minimum, all facilities that would function as a integrated transportation system and all other relevant factors for a 20-year forecast period; and

**WHEREAS**, the Metropolitan Transportation Plan was developed by the Owensboro-Daviess County Metropolitan Planning Organization (MPO) and reviewed by the Kentucky Transportation Cabinet and appropriate local officials; and

**WHEREAS**, the transportation planning process is being carried on in conformance with all federal requirements and has been certified; and

**WHEREAS**, the Owensboro-Daviess County urban area has been found to be in attainment of the National Air Quality Standards; and

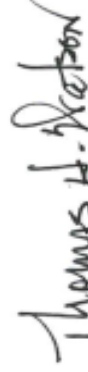
**WHEREAS**, the Green River Area Development District (GRADD) is the designated planning staff agency for the transportation planning in the Owensboro-Daviess County MPO; and

**WHEREAS**, GRADD is responsible for developing the Metropolitan Transportation Plan for the Owensboro-Daviess County MPO; and

**WHEREAS**, the Technical Advisory Committees of the Owensboro-Daviess County MPO has endorsed and recommended the Metropolitan Transportation Plan to the Policy Committee,

**THEREFORE, BE IT RESOLVED**, that the MPO Policy Committee at their regular public meeting of September 22, 2020, approves the FY 2021-2045 Metropolitan Transportation Plan for the Owensboro-Daviess County MPO.

Attest:   
Betty Leail



Thomas H. Watson, Mayor of Owensboro  
Policy Committee Chairman



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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 Green River Area Development District, based upon project information submitted by sponsoring agencies.