

APPENDIX B: SURVEY OF STUDY GOALS

B.1 INTRODUCTION

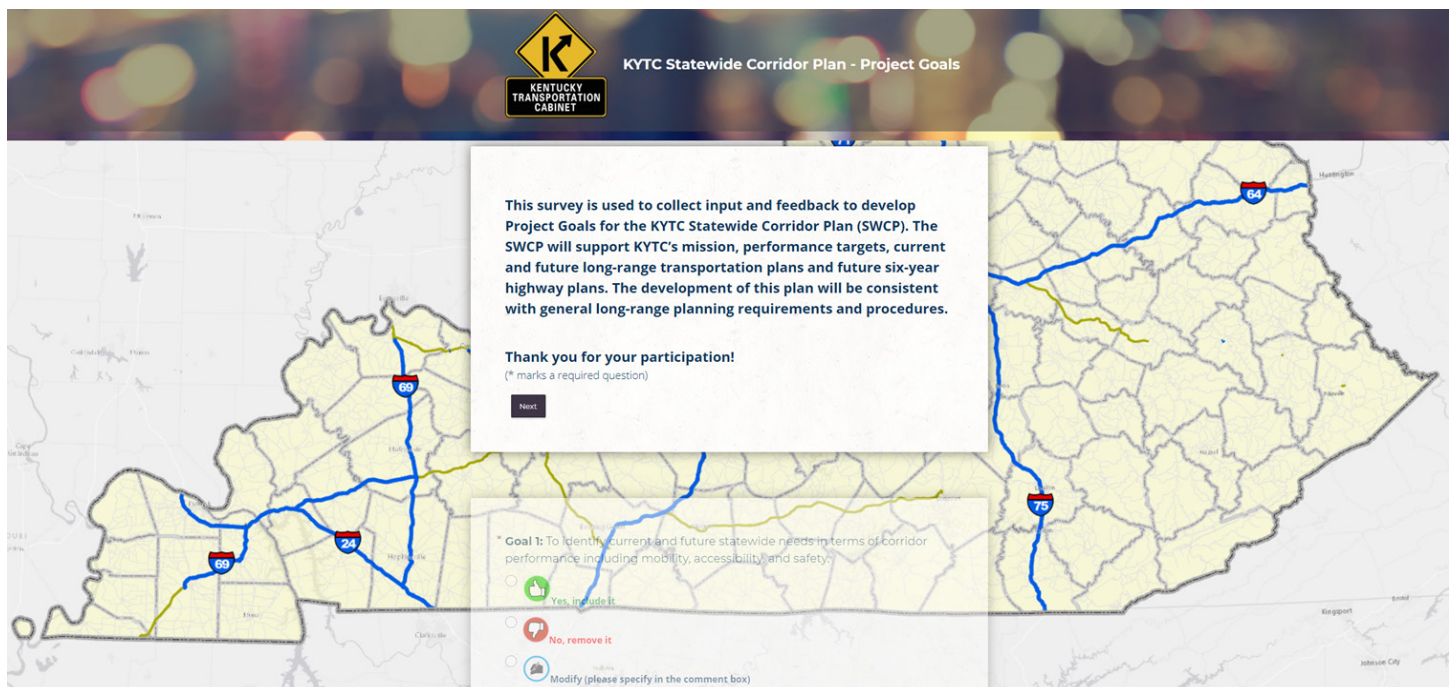
The Kentucky Statewide Corridor Plan (SWCP) supports KYTC’s mission, performance targets, current and future long-range transportation plans and future Six-Year Highway Plans. The development of SWCP was consistent with general long-range planning requirements and procedures. During the development of SWCP, the first task was to establish study goals. Based on KYTC’s needs and preliminary comments provided by the Project Team (KYTC Central Office, KYTC Highway District Office planning representatives, and MPO/ADD representatives), four draft goals were established:

- Goal #1:** To identify current and future statewide needs in terms of corridor performance including mobility, accessibility, and safety;
- Goal #2:** To prioritize statewide and regional corridors with the greatest potential to reduce travel time, improve system reliability, improve safety, and promote economic development;
- Goal #3:** To develop practical visions for the most impactful corridors. These visions will identify intermediate (2030) and long-term (2045) transportation needs, planned improvements, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance; and
- Goal #4:** To gather input from key stakeholders, planning partners, and the public. Study goals, methods, and findings will be presented throughout the planning process in a straight-forward manner.

A dedicated online survey was developed to seek input and feedback from the Project Team on draft study goals. The online survey listed four draft goals and asked survey participants to vote on whether each goal should be included in the SWCP. The survey also allowed survey participants to provide additional comments in comment boxes. **Figure B.1** shows the online survey page.

This appendix focuses on reviewing the survey. KYTC finalized the study goals based on collected survey data. The final study goals are described in **Chapter 2**.

Figure B.1 – Study Goals Online Survey Page



B.2 SURVEY OVERVIEW

The official survey link was distributed to the Project Team on October 23rd, 2019. The survey was closed on October 30th, 2019. A total of 38 responses were collected with an overall completion rate of 100 percent.

Figure B.2 summarizes the overall responses on project goals. Most of the Project Team members support the draft goals, while one member disagreed with Goal #3 and two members opposed Goal #4. Each project goal has received suggestions of modification from the Project Team.

Figure B.3 illustrates the number of responses over time. Out of the 38 total responses, 18 (47%) were made on October 23rd when the survey was firstly distributed. October 28th was the second commenting peak following a reminder of the survey sent by KYTC.

Figure B.2 – Summary of Responses to Study Goals

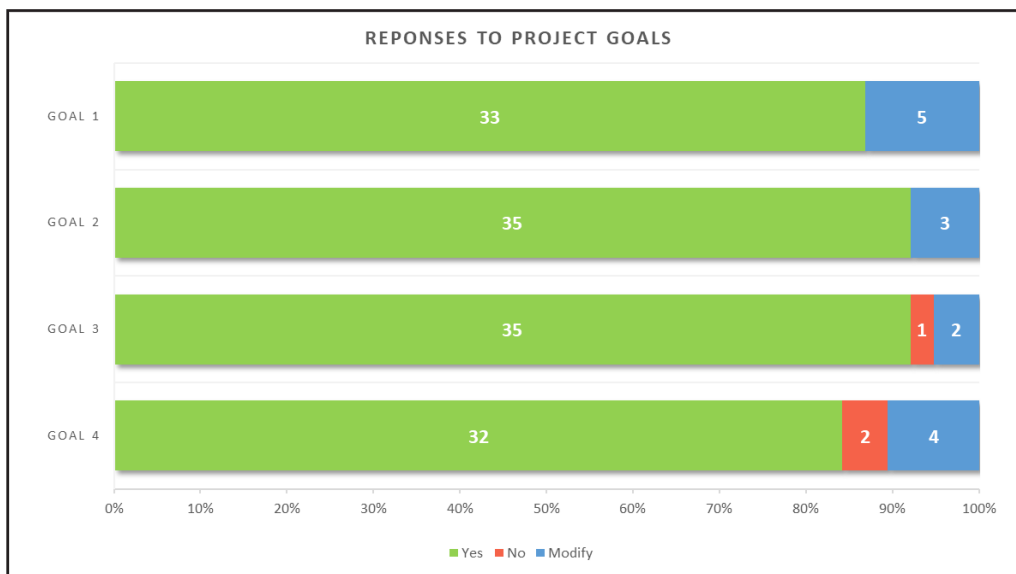
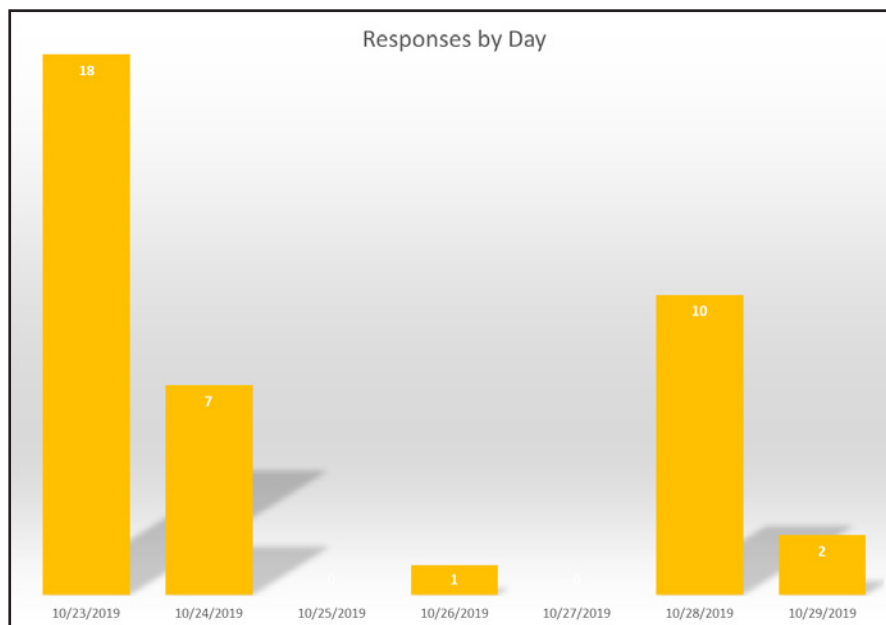


Figure B.3 – Responses by Day



B.3 SURVEY RESULTS OF PROJECT GOALS

Goal 1. To identify current and future statewide needs in terms of corridor performance including mobility, accessibility, and safety:

■ **33 Yes (87%), 0 No (0%), 5 Modify (13%)**

Suggested modification:

- Add reliability which would include maintenance needs along the route.;
- Add language concerning maintaining the current system;
- Include economic development;
- Recommend adding “regional connectivity”; and
- Replace “in terms of” with “regarding”.

Goal 2. To prioritize statewide and regional corridors with the greatest potential to reduce travel time, improve system reliability, improve safety, and promote economic development:

■ **35 Yes (92%), 0 No (0%), 3 Modify (8%)**

Suggested modification:

- Need to know the how first;
- Add language concerning maintaining the current system; and
- Make safety the first priority.

Goal 3. To develop practical visions for the most impactful corridors. These visions will identify intermediate (2030) and long-term (2045) transportation needs, planned improvements, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance:

■ **35 Yes (92%), 1 No (3%), 2 Modify (5%)**

Suggested modification:

- Suggest rephrasing as “To develop practical visions for the most impactful corridors **and/or segments within those corridors**. These visions will identify intermediate (2030) and long-term (2045) transportation needs, **possible improvement types that address the needs**, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance”;
- Suggest including the “next big corridor” ideas and looking with the same vision that was used to develop Parkways;
- Just a note, but the year 2025 was used in the Kick-off Meeting Slides as the intermediate year instead of 2030; and
- Suggest rephrasing as “based on expected corridor performance **and providing suitable system linkages across the Commonwealth of Kentucky**”.

Goal 4. To gather input from key stakeholders, planning partners, and the public. Study goals, methods, and findings will be presented throughout the planning process in a straight-forward manner:

■ **32 Yes (84%), 2 No (5%), 4 Modify (11%)**

Suggested modification:

- Looks like this might be two separate goals?
- Is this a goal or what we will be doing with the goals “Study goals, methods, and findings will be presented throughout the planning process in a straight-forward manner”;
- This does not sound like a transportation goal;
- Emphasize accessibility and transparency; and
- Just a word of caution, recent direction has lessened the importance of public involvement. We need to be sure that upper management supports out PIP.

Additional Comments:

- Comment on Goal #3: I just added in the wording “segments of the corridors” since I feel that measuring just the most impactful corridors may be too much to address at one time and could potentially delay improvements on other much needed corridors. I feel that we should continue on to identify the most impactful segments of these corridors before identifying them in the intermediate and long-range plan. This still allows for staged implementation and spreads out the improvements throughout the state in a given year. It looks like this is what’s drafted to happen in the Tier 2 prioritization. I may have provided my design engineer perspective, but I hope it helps anyhow;
- Maintenance concerns on the current system needs to be included in the study;
- District leaders will know the corridors that could have the most impact on the region if improved. We hear from officials, live in the area and many of us commute 30 miles or more to work from communities that have no jobs and most everyone leaves the county to go to work; and
- Promoting sustainable transportation corridors would also be important. We want our investment in these corridors to last beyond the foreseeable future.

ATTACHMENT 1 – ORIGINAL SURVEY DATA

Table B.1-1 – Comments for Project Goals

Comments for 1) To identify current and future statewide needs in terms of corridor performance including mobility, accessibility, and safety.	Date
Add reliability which would include maintenance needs along the route.	10/29/2019 7:32 AM
Add language concerning maintaining the current system.	10/28/2019 8:01 AM
Include economic development.	10/23/2019 10:18 AM
Recommend adding “regional connectivity”.	10/23/2019 9:07 AM
Replace “in terms of” with “regarding”.	10/23/2019 9:06 AM
Comments for 2) To prioritize statewide and regional corridors with the greatest potential to reduce travel time, improve system reliability, improve safety, and promote economic development.	Date
Need to know the how first.	10/28/2019 8:40 AM
Add language concerning maintaining the current system.	10/28/2019 8:01 AM
Make safety the first priority.	10/23/2019 10:18 AM
Comments for 3) To develop practical visions for the most impactful corridors. These visions will identify intermediate (2030) and long-term (2045) transportation needs, planned improvements, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance.	Date
To develop practical visions for the most impactful corridors and/or segments within those corridors. These visions will identify intermediate (2030) and long-term (2045) transportation needs, possible improvement types that address the needs, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance.	10/28/2019 1:49 PM
Yes, need to include the “next big corridor” ideas. We may not always be broke and need to look with the same vision that was used to develop Parkways.	10/23/2019 4:05 PM
Just a note, but the year 2025 was used in the Kick-off Meeting Slides as the intermediate year instead of 2030.	10/23/2019 11:42 AM
Based on expected corridor performance and providing suitable system linkages across the Commonwealth of Kentucky.	10/23/2019 9:07 AM
Comments for 4) To gather input from key stakeholders, planning partners, and the public. Study goals, methods, and findings will be presented throughout the planning process in a straight-forward manner.	Date
Looks like this might be two separate goals?	10/29/2019 8:36 AM
Is this a goal or what we will be doing with the goals “Study goals, methods, and findings will be presented throughout the planning process in a straight-forward manner.”	10/28/2019 2:24 PM
This does not sound like a transportation goal.	10/28/2019 8:40 AM
Emphasize accessibility and transparency.	10/23/2019 10:18 AM
Just a word of caution, recent direction has lessened the importance of public involvement. We need to be sure that upper management supports out PIP.	10/23/2019 8:50 AM

Comments for 5) Any additional comments.	Date
<p>Comment on Goal #3: I just added in the wording “segments of the corridors” since I feel that measuring just the most impactful corridors may be too much to address at one time and could potentially delay improvements on other much needed corridors. I feel that we should continue on to identify the most impactful segments of these corridors before identifying them in the intermediate and long-range plan. This still allows for staged implementation and spreads out the improvements throughout the state in a given year. It looks like this is what’s drafted to happen in the Tier 2 prioritization. I may have provided my design engineer perspective, but I hope it helps anyhow.</p>	<p>10/28/2019 1:49 PM</p>
<p>Maintenance concerns on the current system needs to be included in the study.</p>	<p>10/28/2019 8:01 AM</p>
<p>District leaders will know the corridors that could have the most impact on the region if improved. We hear from officials, live in the area and many of us commute 30 miles or more to work from communities that have no jobs and most everyone leaves the county to go to work.</p>	<p>10/24/2019 1:31 PM</p>
<p>I don’t know where exactly to put this, but promoting sustainable transportation corridors would also be important. We want our investment in these corridors to last beyond the foreseeable future.</p>	<p>10/23/2019 8:26 AM</p>