

APPENDIX E: STUDY GOALS SURVEY

E.1 Introduction

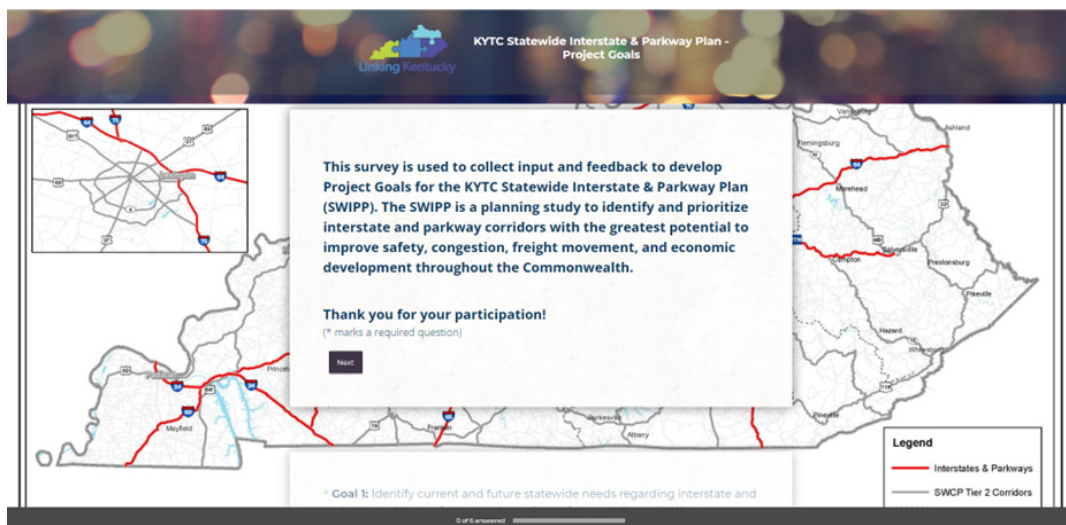
The Kentucky Statewide Interstate and Parkway Plan (SWIPP) supports KYTC's mission, performance targets, current and future long-range transportation plans and future Six-Year Highway Plans. The development of the SWIPP was consistent with general long-range planning requirements and procedures. During the development of the SWIPP, 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 representatives, and MPO/ADD representatives), five draft goals were established:

- Goal #1:** Identify current and future statewide needs regarding interstate and parkway corridor performance, including safety, mobility, reliability, accessibility, and system preservation;
- Goal #2:** Prioritize statewide interstate and parkway corridors with the greatest potential to improve safety, reduce congestion, improve system reliability and linkage, promote freight movement and economic vitality, improve resiliency, and deploy innovative practices and technologies;
- Goal #3:** Develop practical visions for Kentucky's priority interstate and parkway corridors. These visions will identify intermediate (2030) and long-term (2045) transportation performance and preservation needs, possible improvement types that address the needs, logical construction sections, as appropriate, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance;
- Goal #4:** Gather and utilize input from key stakeholders and planning partners; and
- Goal #5:** Present study goals, methods, and findings throughout the planning process in a straightforward manner.

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

This appendix focuses on reviewing the survey. The Project Team finalized the study goals based on collected survey data. The final study goals are described in **Chapter 3**.

Figure E.1 – Study Goals Online Survey Page

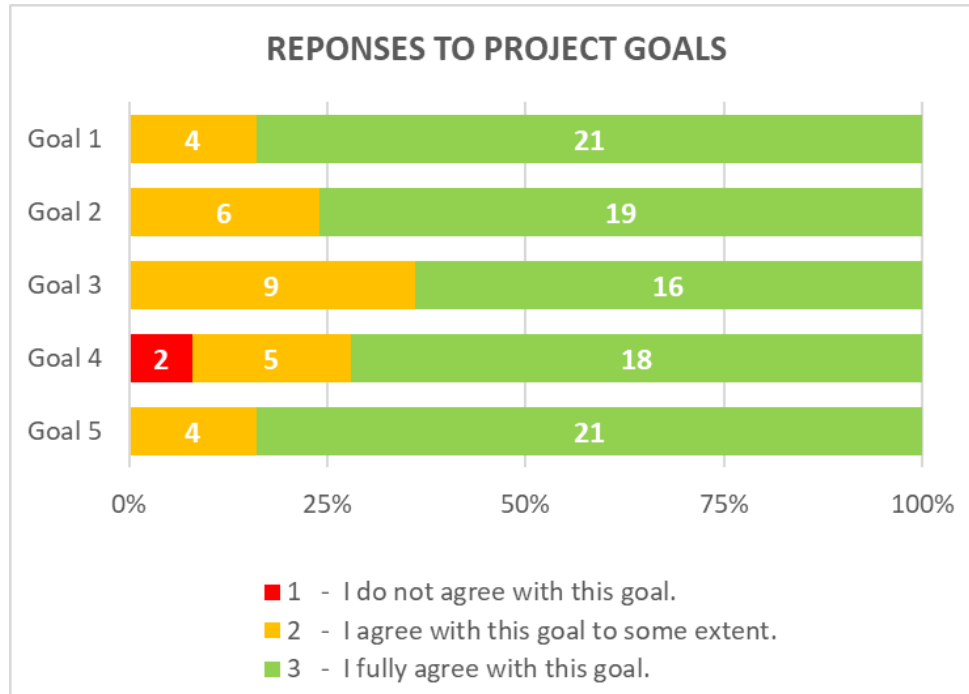


E.2 Survey Overview

The official survey link was distributed to the Project Team on September 17th, 2021. The survey was closed on September 24th, 2021. A total of 25 responses were collected with an overall completion rate of 100 percent.

Figure E.2 summarizes the overall responses on draft goals. Most of the Project Team members supported the draft goals, while two members disagreed with Goal #4. Each goal received suggestions of modification from the Project Team.

Figure E.2 – Summary of Responses to Study Goals



E.3 Survey Results of Study Goals

Goal 1. *Identify current and future statewide needs regarding interstate and parkway corridor performance, including safety, mobility, reliability, accessibility, and system preservation:*

- **21 Fully agree (84%), 4 Agree to some extent (16%), 0 Do not agree (0%)**

Additional comments:

- o Use the word “equitable” to include Freight.
- o Add statement about “providing equitable mobility benefits”.
- o Consider multi-modal options.

Goal 2. *Prioritize statewide interstate and parkway corridors with the greatest potential to improve safety, reduce congestion, improve system reliability and linkage, promote freight movement and economic vitality, improve resiliency, and deploy innovative practices and technologies:*

- **19 Fully agree (76%), 6 Agree to some extent (24%), 0 Do not agree (0%)**

Additional comments:

- o Include alternative fuel corridors.

- o Do not limit to Interstate and Parkways.
- o Add statement about “providing equitable mobility benefits”.
- o Priority should be on innovative practices and technologies rather than adding capacity.
- o Suggest rephrasing this goal.

Goal 3. *Develop practical visions for Kentucky’s priority interstate and parkway corridors. These visions will identify intermediate (2030) and long-term (2045) transportation performance and preservation needs, possible improvement types that address the needs, logical construction sections, as appropriate, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance:*

- **16 Fully agree (64%), 9 Agree to some extent (36%), 0 Do not agree (0%)**

Additional comments:

- o Consider the impact of interstate and parkway corridors on economic development.
- o Use easy-to-understand language if the study will be public-facing.
- o Suggest adding non-interstate corridors.
- o Suggest using “logical construction termini” instead of “sections”.
- o Include language about “data based”.
- o Consider how these visions fit into project development and other planning projects.
- o Suggest rephrasing this goal.

Goal 4. *Gather and utilize input from key stakeholders and planning partners:*

- **18 Fully agree (72%), 5 Agree to some extent (20%), 2 Do not agree (8%)**

Additional comments:

- o Suggest including the general public in the decision-making process.
- o This is a requirement NOT a goal.
- o Suggest rephrasing to “Gather (feedback or comments) and utilize input from key stakeholders and planning partnering”.

Goal 5. *Present study goals, methods, and findings throughout the planning process in a straight-forward manner:*

- **21 Fully agree (84%), 4 Agree to some extent (16%), 0 Do not agree (0%)**

Additional comments:

- o Suggest using “transparent” along with or instead of “straight-forward manner.”
- o Need to specify the targeted audience of this study and tailor the language accordingly.

Additional Comments:

- This will be a nice cornerstone to the Long-Range Vision of Transportation.
- Suggest including all Parkways even if not Fully Controlled.
- Suggest incorporating results from the 2022-2045 Long Range Plan update.
- Suggest updating SWIPP as well as SWCP to stay relevant.
- Suggest identifying total project cost (D, R, U & C) and the source of funding.
- Suggest identifying an overall priority list.

ATTACHMENT E.1 – ORIGINAL SURVEY DATA

Table E.1 – Comments for Study Goals

Comments for Goal 1. Identify current and future statewide needs regarding interstate and parkway corridor performance, including safety, mobility, reliability, accessibility, and system preservation.	Date
The newest over used word is “Equitable” which would include Freight.	9/24/2021 09:42 AM
I suggest adding in a statement about “Providing equitable mobility benefits throughout the Commonwealth”.	9/23/2021 01:46 PM
Curious how this will relate to the Long Range Statewide Transportation Plan and SHIFT prioritization.	9/21/2021 02:48 PM
I would like to see multi-modal considerations explicitly considered as part of this goal - this could include multimodal options for both passenger and freight traffic.	9/17/2021 01:08 PM
Comments for Goal 2: Prioritize statewide interstate and parkway corridors with the greatest potential to improve safety, reduce congestion, improve system reliability and linkage, promote freight movement and economic vitality, improve resiliency, and deploy innovative practices and technologies.	Date
Hope I’m not getting over my skis, in case this is coming up later. These goals are unassailable by themselves. But I hope there also can be consideration of -- and alignment with -- things like alternative fuel corridors and who-know-what that we perhaps haven’t even heard of yet. Also, let’s not be limited to interstates and parkways. There are neither in District 12; instead U.S. 23 is a major corridor for the region, and U.S. 460 promises to become same.	9/23/2021 05:17 PM
Again, I suggest adding in a statement about providing equitable mobility benefits across the Commonwealth.	9/23/2021 01:46 PM
I propose striking reducing congestion unless it is reducing congestion through the deployment of innovative practices and technologies. The priority should be on TSMO strategies rather than adding capacity.	9/23/2021 01:41 PM
Curious how this will relate to the Long Range Statewide Transportation Plan and SHIFT prioritization.	9/21/2021 02:48 PM
I would change it to “greatest potential for safety enhancements, congestion reduction, stabilization of system reliability and linkage, improvements to local and national freight movement and economic vitality, operational longevity, and opportunities to deploy innovative practices and technologies.”	9/17/2021 02:05 PM
Comments for Goal 3: Develop practical visions for Kentucky’s priority interstate and parkway corridors. These visions will identify intermediate (2030) and long-term (2045) transportation performance and preservation needs, possible improvement types that address the needs, logical construction sections, as appropriate, and improvement strategies for staged implementation (intermediate and long-term) based on expected corridor performance.	Date
Incorporate goal(s) promoting and understanding the impact of interstate and parkway corridors on economic development in Kentucky.	9/24/2021 03:41 PM
Will this a “public facing document”? The language is tailored to “technically oriented” readers.	9/24/2021 09:42 AM
See comment beneath Goal 2, re U.S. 23 and U.S. 460. Might add KY 80 to the mix.	9/23/2021 05:17 PM
I suggest using “logical construction termini” instead of “sections”. Might also include language about “data based” expectations of corridor performance.	9/23/2021 01:46 PM

Where do these practical visions fit into project development? Can something be added that these project visions are meant for SHIFT or whatever process is going to be planning projects for eventual funding in the highway plan?	9/23/2021 01:41 PM
Curious how this will relate to the Long Range Statewide Transportation Plan 2045 scenarios (once they are decided) and SHIFT prioritization.	9/21/2021 02:48 PM
I would suggest deleting everything before “identify”, using semicolons where there are commas except at “sections” (or just delete “as appropriate,”), and saying “improvement types that address these needs”.	9/17/2021 02:05 PM
Comments for Goal 4: Gather and utilize input from key stakeholders and planning partners.	Date
This statement is correct for past projects, but we should be striving to include the public in the decision making process.	9/23/2021 01:46 PM
This is a requirement NOT a goal.	9/23/2021 01:24 PM
Gather (feedback or comments) and utilize input from key stakeholders and planning partnering.	9/22/2021 03:18 PM
This goal makes it sound like to me that we only care about people with lots of money. Would it not be better to get the general public’s input on this as well?	9/17/2021 02:05 PM
Comments for Goal 5: Present study goals, methods, and findings throughout the planning process in a straight-forward manner.	Date
The tone of these goals tone between being Public or Technical. Straight-forward suggests Public.	9/24/2021 09:42 AM
Suggest using “transparent” along with or instead of “straight-forward manner.”	9/23/2021 01:46 PM
Present to whom? The public?	9/23/2021 01:41 PM
I think you spell “straightforward” without the hyphen.	9/17/2021 02:05 PM
Additional Comments.	Date
This will be a nice cornerstone to the Long Range Vision of Transportation.	9/24/2021 09:42 AM
Thanks for allowing us to help refine the stated goals. Bernadette	9/23/2021 01:46 PM
Maybe include all Parkways even if not Fully Controlled.	9/23/2021 01:24 PM
Will this use the 2022-2045 Long Range Plan update for scenarios (like alt vehicles/fuels/travel demands), and how often should we plan to update it to stay relevant? Similar question for SWCP for next update.	9/21/2021 02:48 PM
Identify total project cost (D, R, U & C) and the source of funding. Identify an overall priority list, free from politics.	9/17/2021 02:31 PM