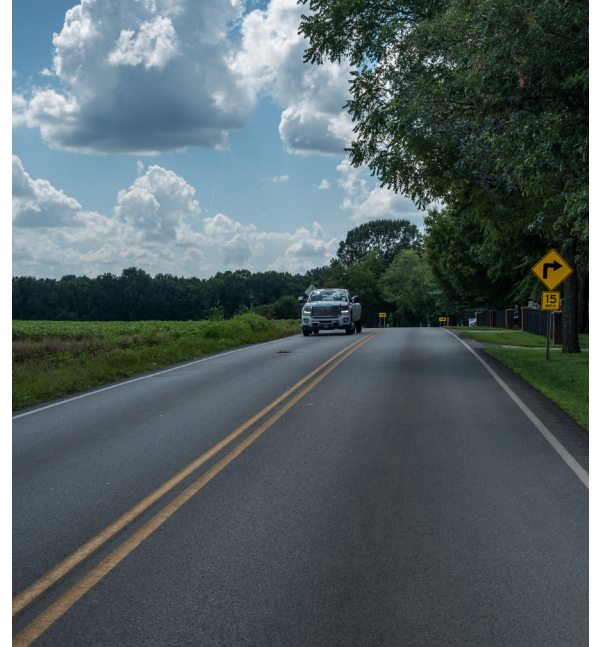


*Bowling Green-Warren County***M P O**

Metropolitan Planning Organization

Metropolitan Planning Organizations (MPO) exist in urbanized areas with populations greater than 50,000. MPOs hold the responsibility of implementing transportation planning, programming and coordinating federal highway and transit investments. With the input of community stakeholders, MPOs gain knowledge on issues influencing the efficiency and effectiveness of the area's roadways, sidewalks and transit systems, which allow the organization to implement transportation policies for Bowling Green and Warren County.

The MPO's short-range, Transportation Improvement Program (TIP) and long-range, 2040 Metropolitan Transportation Plan (MTP) explore the short- and long-term transportation goals for the MPO area. These plans outline funding expectations for Bowling Green-Warren County over the associated forecast years. Additionally, a Unified Planning Work Program (UPWP) identifies work, plans and studies to be undertaken throughout the fiscal year.



Caption

Volume 2, Issue 1**SUMMER 2016****In this issue:**

- Transit Study Complete
- A Look into our Future?
- Projects in Warren County
- Greenways

A Look at Transit

GObg & WKU Transit reflect on recent study

Earlier this summer, on behalf of the MPO, WSP | Parsons Brinckerhoff completed a **Transit Needs Assessment and Route Realignment Study** analyzing the current transit routes and the areas served by GObg Transit and WKU's Topper Transit. The overarching focus of the study looked at improving access to jobs and job training resources, providing service to medical and social services sites, as well as streamlining routes between GObg and Topper Transit for more direct and efficient services. The consultants evaluated demographic characteristics of Warren County, including population and employment densities; poverty; car ownership; minority, foreign born and limited



Topper Transit and GObg Transit utilize a ride-sharing program to offer students a more cohesive service between Main Campus, South Campus and services throughout the Bowling Green community.

English proficiency (LEP) populations; and then conducted a transit propensity analysis. Pairing the demographic data with a propensity analysis allowed the firm to analyze travel patterns, identify trips most likely to be made by transit and identify gaps in the current transit system. The complete analysis resulted in recommended realignment scenarios to improve the service and efficiency of the route systems.

In response to the study, Ken Merideth of GObg added, "The proposed route changes [from the study] look great on paper, but with all changes to service we need to be sure we are not removing existing service from community partners, employment locations and other presently served locations. The more linear route designs should provide their return trip. Services between WKU and SKYCTC will be improved, as well as extended services to Lovers Lane, due to the relocation of many medical and essential services in that area."

Though GObg and Topper Transit already coordinate services, the study proposed additional ways to fully capitalize on the connections of the two existing transit systems. Dr. Jennifer Tougas of WKU Parking & Transportation stated that "Both systems have limited resources and have core missions to serve the WKU students, in the case of Topper Transit, and the Bowling Green Community, in the case of GObg. Topper Transit concentrates service between South Campus and Main Campus. By tying into these existing routes, GObg is able to design their routes to extend further into the surrounding community rather than duplicating service WKU is already providing. Topper Transit takes care of the transportation piece between South Campus and Main Campus; GObg takes care of the Campbell Lane residential and commercial corridor. It works great for WKU students, too, because students can have better access to both campus and community facilities." GObg and Topper

Transit plan to use the results of this study to help plan for the future of the public transportation system and to serve the needs of WKU and the Bowling Green community as a whole.

Title

In a small Swedish university town just \times miles from Copenhagen, Denmark; seniors, students, citizens and visitors flock to the city's cycling paths, and not for exercise. Lund, Sweden - a city thick with history, founded sometime around 990 by the Danes, hasn't always been a city of cycling, but has always seemed to be a city of innovation and leadership. From being home to a Swedish king in 1716 to being elevated as the archbishopric of the Nordic countries in 1103/1104, it seems Lund has experienced everything from power to war, fire, plague, academic acclaim and now growth.

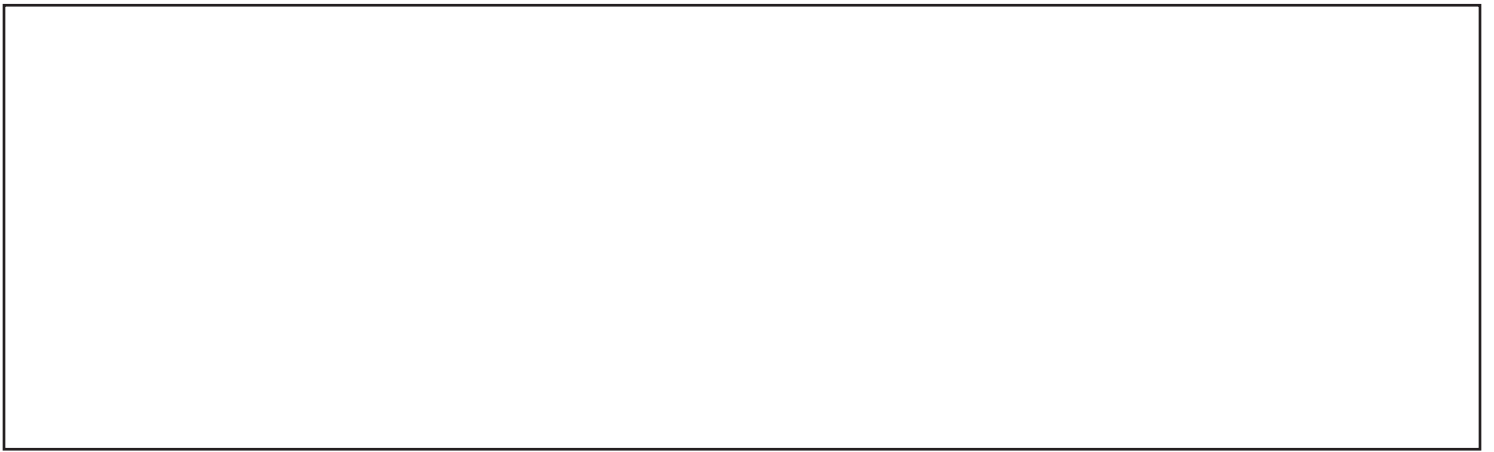
In 1971, the "Municipality of Lund" was adopted, and in the same year, city officials closed the city center to traffic. However, bicycles were still allowed. For nearly 45 years, Lund has been actively working toward sustainable transport. Somewhere in the midst, city planners got serious about implementing these efforts and thus developed a series of cycling paths, essentially bike highways. As nearly half the population of Lund commutes by bicycle, bike highways are being developed across the region to not only protect riders, but to provide and encourage a safe travel way to those choosing two wheels over four. Additionally, thousands of bike parking spaces sprawl across the community and a comprehensive public transportation system further connects destinations in and out of the municipality. ¹

With an ambitious endeavor for cycling to dominate transportation infrastructure, planners have been challenged to provide safe and reliable transportation for all users. One article stated that despite the spike in bike commuters, cycling accidents have actually declined. This has been attributed to the vast construction of cycling paths, revised signal systems and overall awareness of motorists to share the road with their two-wheeled friends. It's inevitable to ask the question, what's going on and what makes my community so different? Besides the obviousness of the cobblestoned streets, foreign language and geographic location, one researcher from Lancaster University concluded that "While Americans still view bicycling as a form of exercise or recreation, a tectonic shift in attitudes has taken place in many parts of Europe, where people now regard bicycling [and walking] as a serious form of urban mass transportation... Many people barely recognize the bicycle as a legitimate mode of transport; it is either a toy for children or a vehicle fit only for the poor and/or strange."² Though there are many reasons, observations, assumptions and/or conclusions that can be made regarding the bicycling phenomenon, this is just one. There are countless studies, articles, statistics and even regulations that are pushing communities across the United States to incorporate more alternative modes of transportation. It was both refreshing and hopeful to experience firsthand how one Swedish city has embraced this shift in infrastructure, and therefore endured a social change and cultural dependence on multimodal transportation.



One of the many cycling paths traveling outside the urban core of Lund, through agricultural fields and windmill farms, commencing several kilometers later along the coast of Sweden.

¹ <http://www.concordia.se/en/about-lund/the-history-of-lund.aspx>
² http://e360.yale.edu/feature/on_biking_why_cant_the_us_learn_lessons_from_europe/2425/



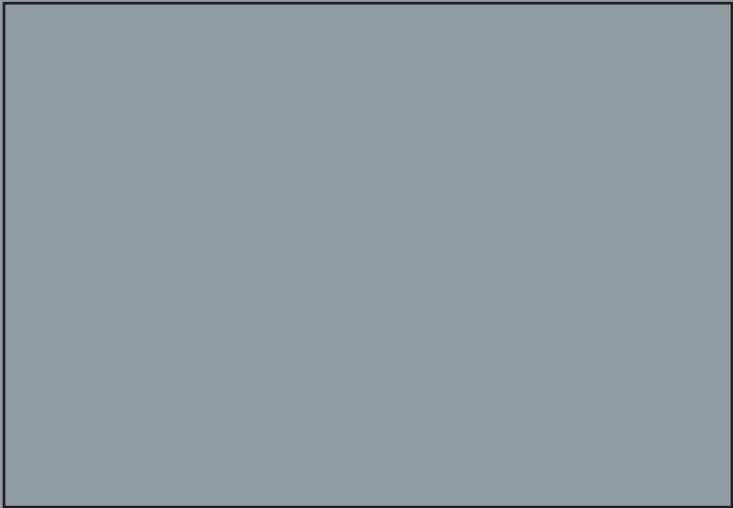
Caption

Current Happenings

KYTC: Summer is a busy time for road crews across Warren County, as it (typically) accounts for warm and dry weather. The Kentucky Transportation Cabinet (KYTC) is in full swing with its biggest project in Warren County being the continued construction of the I-65 to US 31-W connector road, in the northern part of the county. Progression is being made by Scotty's Contracting & Stone as dirt moving operations continue, road grade building moves forward and bridge construction is underway. The project is expected to be completed in November of 2017.

Several resurfacing projects are in the works as well. Glen Lilly Road resurfacing will be wrapping up soon, with resurfacing on University Boulevard, near Western Kentucky University, to begin thereafter. A micro resurfacing project for US 231 (Scottsville Road) from Alvaton into Allen County is expected to start in late July.

However, resurfacing and road construction are only among a few of the items KYTC is working on this summer. A new traffic signal was recently installed on US 68/KY 80 (Russellville Road) at the intersection with Woodmont Avenue to improve safety for those turning into and out of the large residential



Caption

area. Additionally, a public meeting concerning a widening project on US 31-W from the Warren/Simpson County line to Buchanon Park is scheduled for Thursday, July 28 from 4 PM to 6 PM at Woodburn Baptist Church. If you have any comments or concerns related to this project, you are invited and encouraged to attend the meeting!

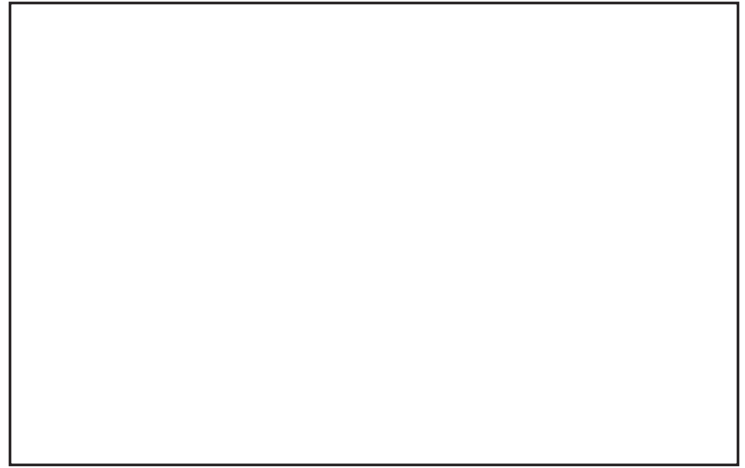
Bowling Green Public Works:

Warren County Public Works:



BG in Motion

Chamber Calls for More Trails & Connections



Caption

Bicycling Tips:

- Always wear a helmet
- Use hand signals when turning
- Make yourself reflective when dark
- Be confident – cars and bikes have the same rights
- Be respectful of the rules of road, fellow cyclists and all motorists

Upcoming Meetings

	JULY	AUG.	SEPT.
MPO TECHNICAL ADVISORY COMMITTEE <i>Meets 4th Mon. at 1:00 P.M.</i>	25th	22nd	26th
MPO POLICY COMMITTEE <i>Meets 2nd Mon. of new quarter at 9:00 A.M.</i>	11th	No Mtg.	No Mtg.
GREENWAYS COMMISSION <i>Meets 1st Mon. at 4:00 P.M.</i>	11th	1st	

All MPO TAC and Greenways Commission meetings are held at the City-County Planning Commission, 1141 State Street, 2nd Floor Conference Room. All MPO PC meetings are held at BG City Commission Chambers, 1001 College Street. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Tell us what you think!

Do you have questions, comments or concerns regarding our transportation system? Send us your input to help us plan for the future of our community.

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