



KENTUCKIANS FOR BETTER TRANSPORTATION

WE MAKE KENTUCKY GO

KBT Restructures Committees: Public Transit & Safety Committee Proposal

As we adapt to our changing times, we have been evaluating the influence and impact of KBT's Committees. In doing so there has been a natural progression to merge our Public Transit and Safety Committees. In the interest of expanding partnerships and adjusting to new directives in federal legislation (BIL), it is prudent for us to leverage an integrated approach to a person's experience while navigating the transportation network.

There are widely supported methods to this approach for inclusive public access and safety in our transportation network, specifically putting the person, rather than a vehicle as the focused perspective. One such method that thoroughly captures this approach is [Complete Streets](#).

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

Safety

Newly released estimates show traffic fatalities reached a 16-year high in 2021. [***In response to this crisis, earlier this year USDOT unveiled the National Roadway Safety Strategy that is now getting resources from the Bipartisan Infrastructure Law.***](#)

The Bipartisan Infrastructure Law places a strong emphasis on improving safety and includes the new Safe Streets and Roads for All program, which opened its first round of applications in June. The program, the first of its kind, invests up to \$6 billion over five years to fund local efforts to reduce roadway crashes and fatalities. The Bipartisan Infrastructure Law also advances Complete Streets policies and standards; requires updates to the Manual on Uniform Traffic Control Devices, which defines speeds, lane markings, traffic lights and more on most roads in the country; and sharply increases funding for the Highway Safety Improvement Program, which helps states adopt data-driven approaches to making roads safer.

Public Transit

Nearly 30 million trips are taken via Public Transit in urban and rural areas each year. More than one half of these rides are employment related. And in rural areas, public transit represents a lifeline for medical visits and accessing basic needs. Every Kentuckian need and deserves access to sustainable mobility options. *KY Public Transit Association*

The Infrastructure Investment and Jobs Act (IIJA) authorizes \$89.9 billion (B) for public transit through a combination of competitive and formula funds from both the mass transit account of the highway trust fund and general fund appropriations.

Kentucky has an opportunity to maximize these dollars and boost the availability and access to public transportation for our citizens.

KBT's New Committee

Looking at the overlap of policy discussions related to issues like the Safe Systems Approach, Americans with Disabilities Act, BikeWalkKY, Complete Streets and other USDOT programs, we saw a need to reorganize our committee structure. KBT recently merged the Public Transit and Safety Committees, creating the new **Public Transit, Access & Safety Committee**. Simply put, Kentuckians For Better Transportation's mission is to educate and advocate for a safe and sustainable multi modal transportation network for all Kentuckians. This new committee structure will allow us to better serve as a conduit to our members, KYTC, and the Kentucky General Assembly as we work to educate and advocate for the individual transportation user.