

Appendix A

Existing Conditions



Appendix A: Existing Conditions

A detailed analysis of the existing conditions was performed to determine current deficiencies, problems, and/or gaps for pedestrian and bicycle accommodation in Fayette and Jessamine Counties. This included an analysis of current facilities, routes, land use, levels of service, crash rates and intersection audits. In support of the analysis, various data was collected from the following sources:

- Kentucky Transportation Cabinet (KYTC);
- Kentucky Geography Network (KYGEONET);
- National Transportation Atlas Database (NTAD);
- Lexington-Fayette Urban County Government (LFUCG);
- Bluegrass Area Development District (BGADD);
- United States Census Bureau; and
- PB analysis.

Study Area Characteristics

Fayette and Jessamine Counties form the Lexington Area Metropolitan Planning Organization (MPO) and are the primary study area; all analysis and mapping are focused on these two counties. Maps showing existing conditions information such as land use, public transportation, schools, and other destinations throughout the two counties are depicted in chapter 4 of this document.

Identifying population and employment center density provided an additional means of evaluating the study area. The MPO travel demand model (TDM) was used as the source for population and employment data because the model provides a consistent source of information for both counties. Figure A-1 shows population density in Fayette County. A concentration of population can be seen in the central business district (downtown). Figure A-2 depicts the population density of Jessamine County. Population concentrations can be seen in the cities of Nicholasville and Wilmore. It should be noted that the data shown is for the year 2002 and does not reflect the most recent growth in

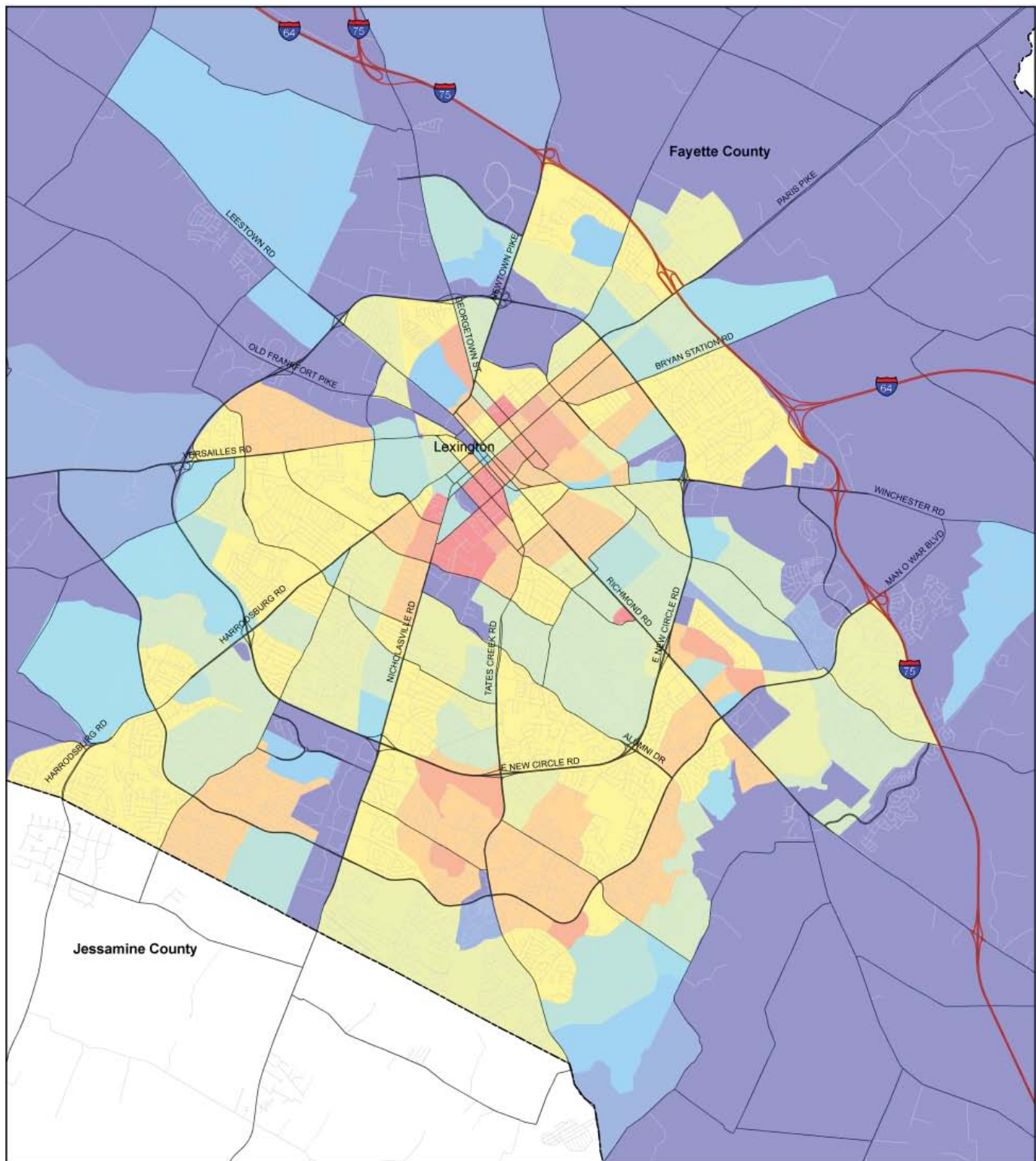
areas such as Hamburg Pavilion in Fayette County and Brannon Crossing in Jessamine County.

Employment density is useful in determining the highest concentrations of workplace destinations and other trip attractions. Figure A-3 depicts the employment density based on the MPO TDM for Fayette County. Concentrations of employment can be seen in the central business district as well as along Harrodsburg Road, Nicholasville Road and Richmond Road corridors. Figure A-4 shows employment density in Jessamine County. Concentrations can be seen in the city of Wilmore and the city of Nicholasville extending along Lexington Road up through Brannon Crossing to the Fayette-Jessamine County border.

Utilizing journey to work data from the U.S. Census Bureau, additional maps were developed showing where people walk or bicycle for work purposes. Figure A-5 represents the number of trips reported by those who walk from home in the study area. Concentrations can be seen in the central business district of Fayette County and the city of Wilmore in Jessamine County. Figure A-6 shows the number of trips by those who bike from home in the study area. Concentrations can be found in the general vicinity of the University of Kentucky campus and downtown Lexington.



Figure A-1. Population Density in Fayette County - Persons per Square Mile



Legend



* Persons Per Square Mile

Source: KYTC, KYGEONET, NTAD (2005), LFUGG (2006) and Lexington MPO Travel Demand Model (Base Year 2000 Data)

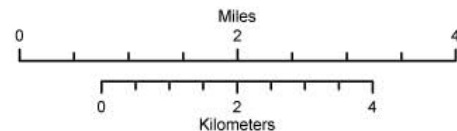
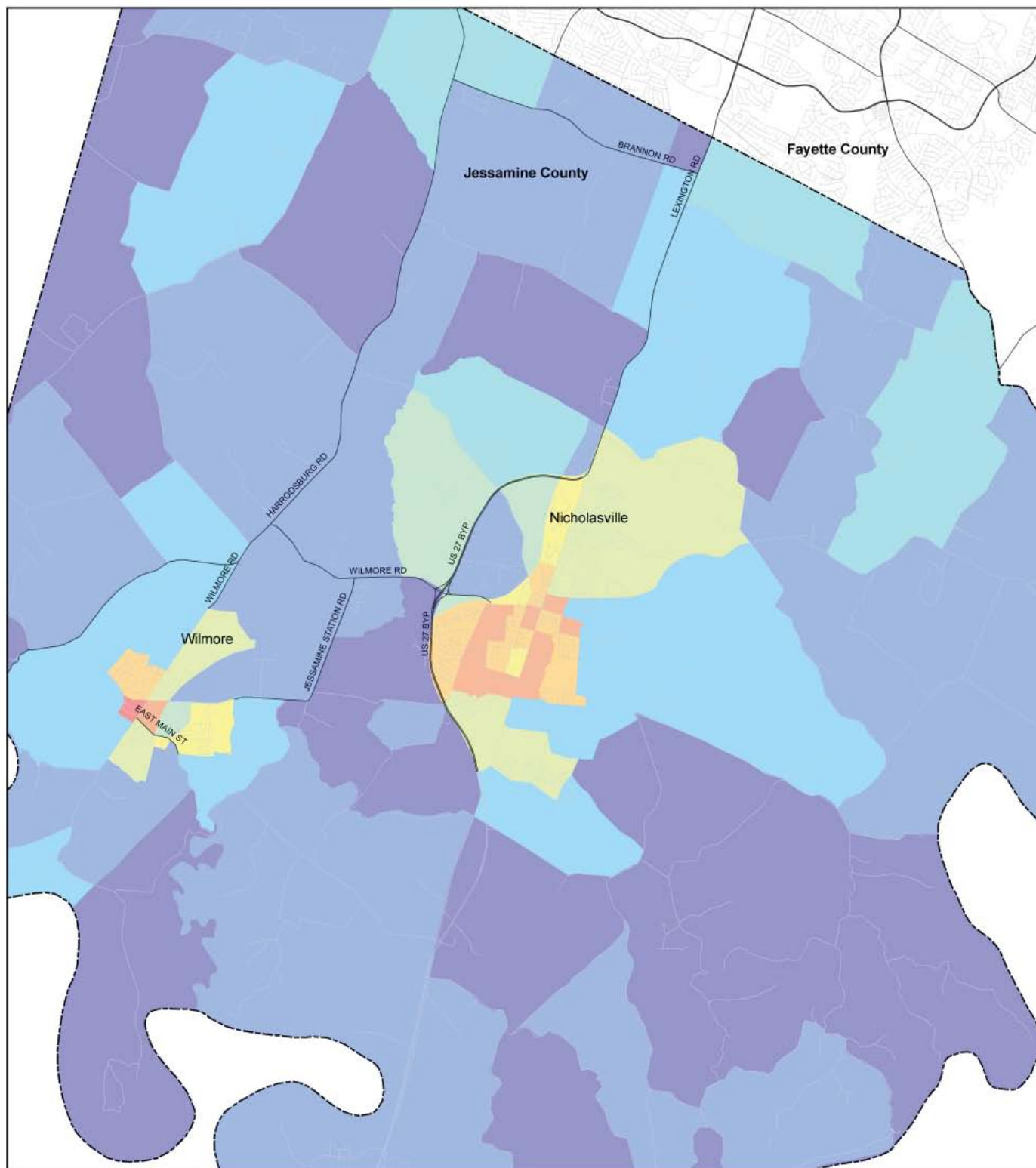
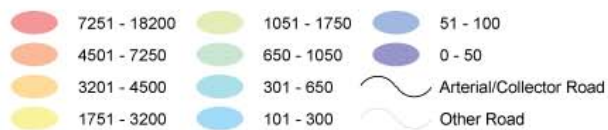


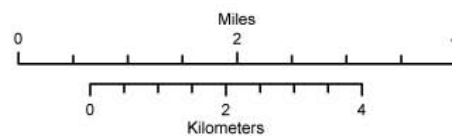
Figure A-2. Population Density in Jessamine County - Persons per Square Mile



Legend

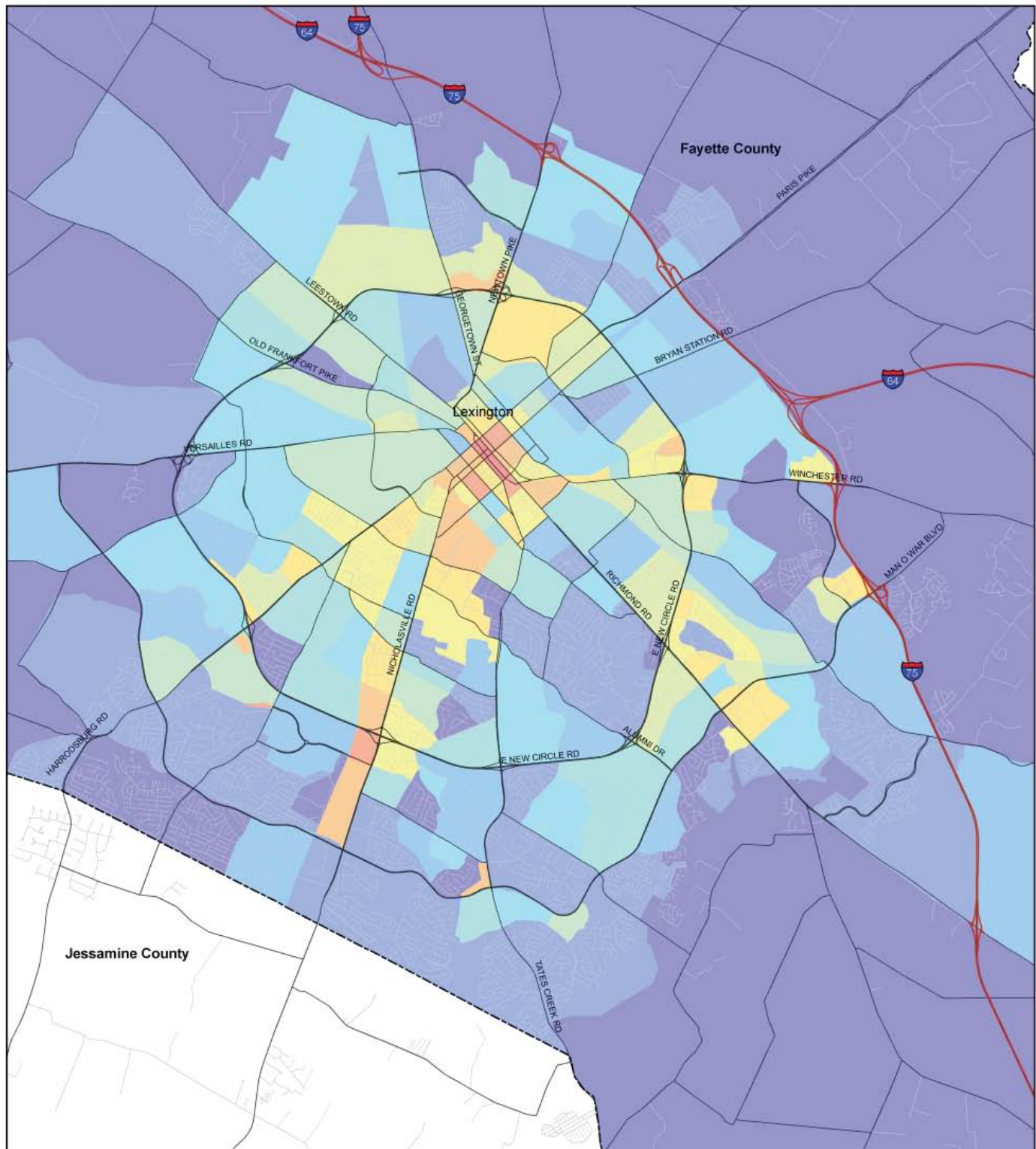


Source: KYTC, KYGEONET, NTAD (2005), BGADD (2006) and Lexington MPO Travel Demand Model (Base Year 2000 Data)

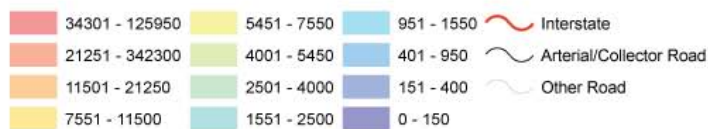


* Persons Per Square Mile

Figure A-3. Employment Density in Fayette County - Employees per Square Mile



Legend



* Employees Per Square Mile

Source: KYTC, KYGEOTNET, NTAD (2005), LFUGG (2006) and Lexington MPO Travel Demand Model (Base Year 2000 Data)

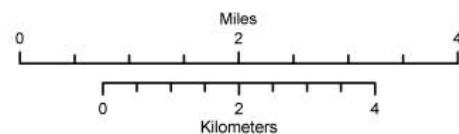
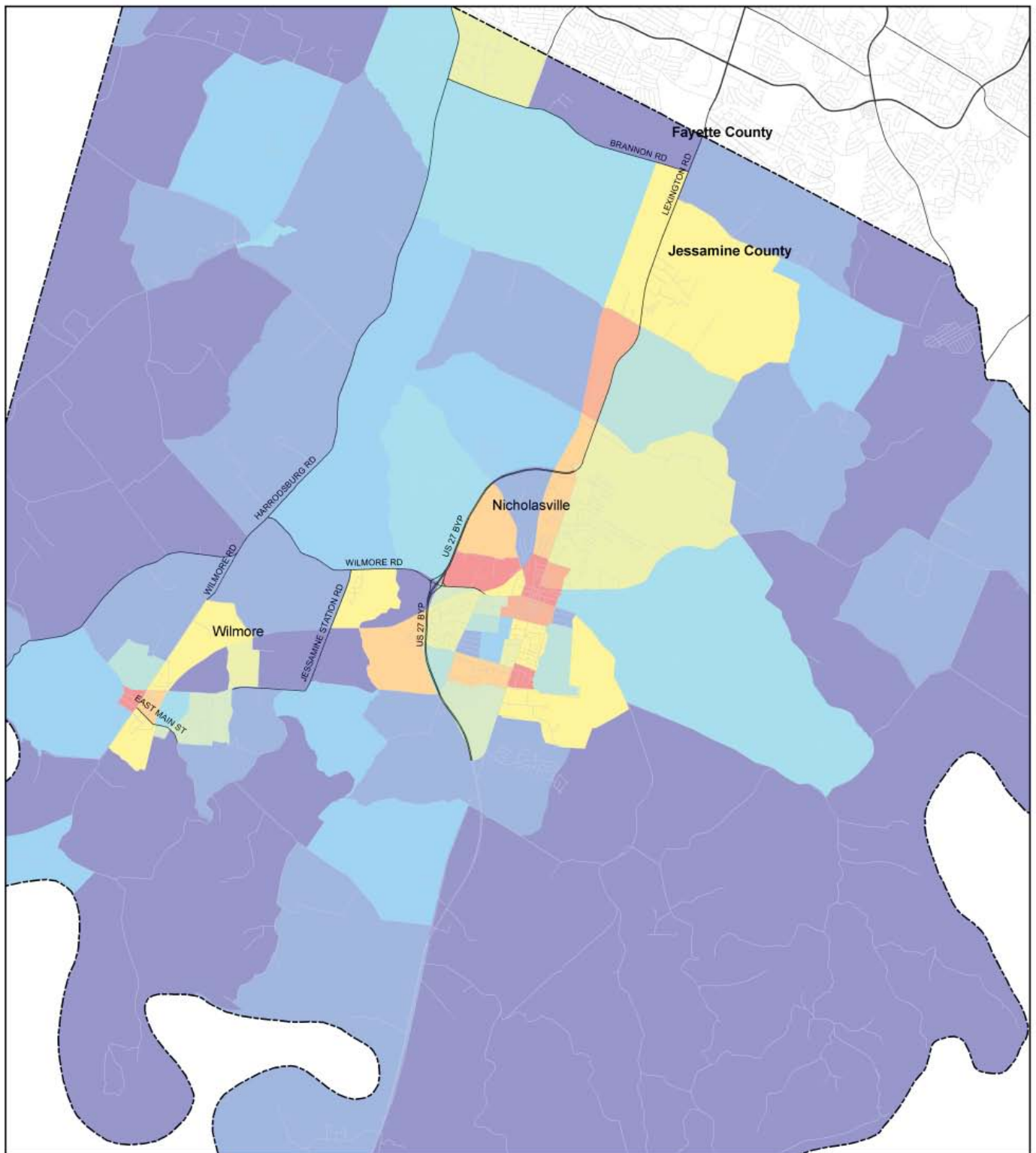


Figure A-4. Employment Density in Jessamine County - Employees per Square Mile



Legend



* Employees Per Square Mile

Source: KYTC, KYGEONET, NTAD (2005), BGADD (2006) and Lexington MPO Travel Demand Model (Base Year 2000 Data)

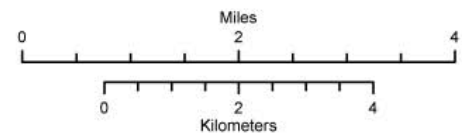
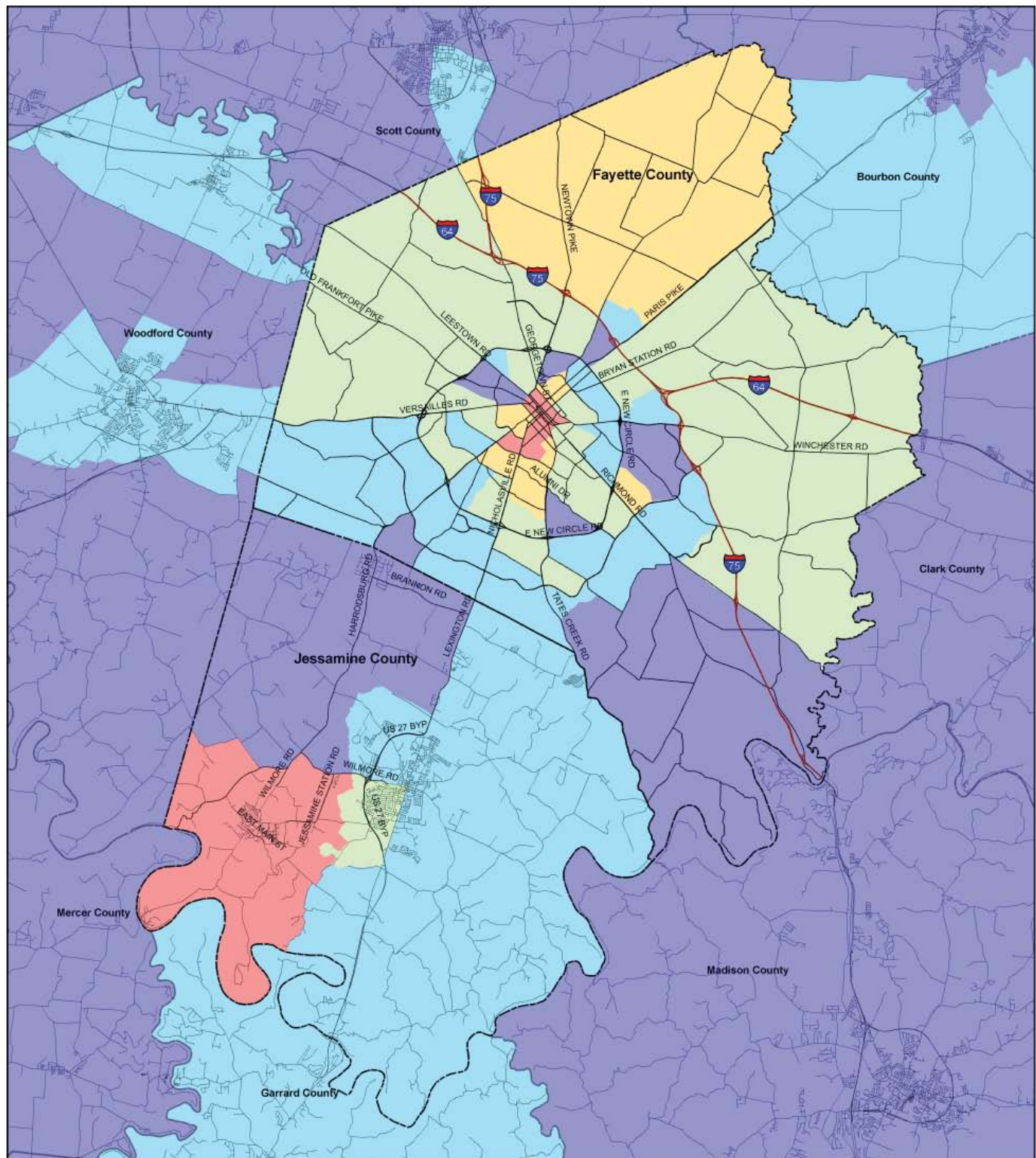


Figure A-5. Journey to Work - Walking from Place of Residence



Legend

- | | | |
|------------|--------|-------------------------|
| 218 - 1025 | 1 - 39 | Interstate |
| 95 - 217 | 0 | Arterial/Collector Road |
| 40 - 94 | | Other Road |

* Trips

Source: KYTC, KYGEONET, NTAD (2005) and U.S. Census Bureau

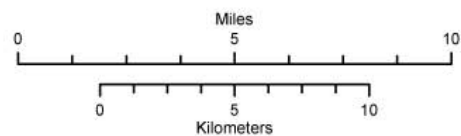
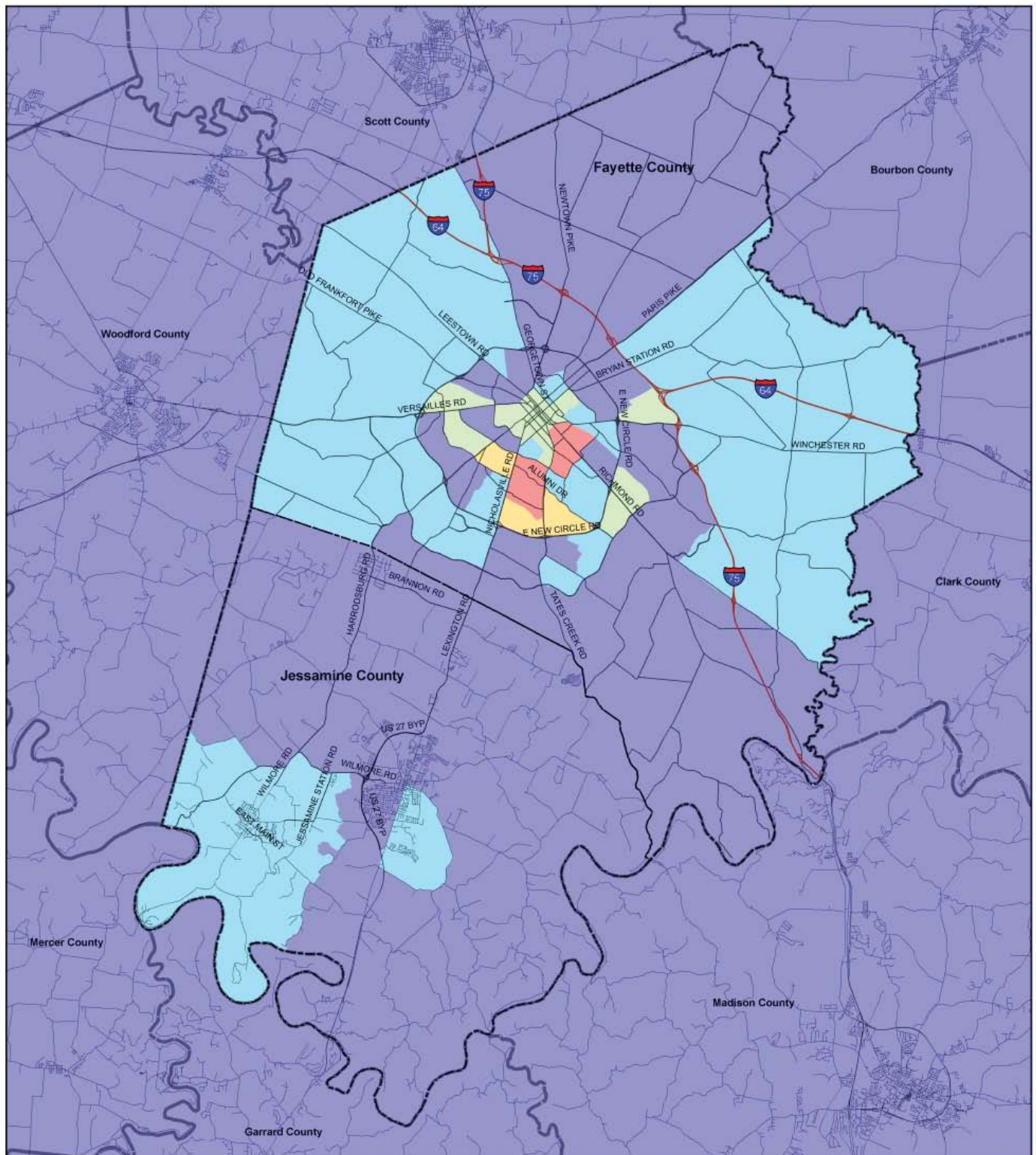
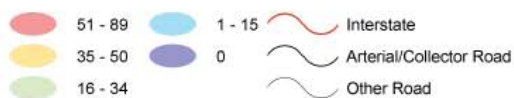


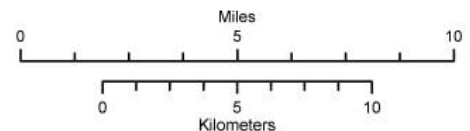
Figure A-6. Journey to Work - Biking from Place of Residence



Legend



Source: KYTC, KYGEONET, NTAD (2005) and U.S. Census Bureau



* Trips

Pedestrian Environment

The pedestrian environment in the study area was assessed through feedback from the first four public meetings and open houses, intersection audits, and a crash data analysis. Graphic representations of the existing pedestrian environment are shown in Chapter 4. As depicted there, the majority of absent links in sidewalks occurs on major roads such as Harrodsburg Road, Nicholasville Road, Richmond Road, Bates Creek Road, Winchester Road, Newtown Pike, Leestown Road and Versailles Road. Similarly, major deficiencies in linkages can be found along the major corridors in Jessamine County.

Intersection Audits

The locations selected to perform the intersection audits were chosen to provide the most diverse range of situations that could occur. Figures A-7 and A-8 show the locations where audits were performed in Fayette and Jessamine Counties, respectively. The following types of intersection environments were included in the sampling:

- Local street crossing a local street
- Local street crossing a collector street
- Local street crossing an arterial street
- Collector street crossing a collector street
- Collector street crossing an arterial street
- Arterial street crossing an arterial street

The intersections selected for sampling also represented a sampling of various environments including rural, suburban commercial, suburban non-commercial, urban commercial and urban non-commercial. The criteria for the intersection audits included items such as:

- Number of driving lanes and intersection crossing distances;
- Presence of crosswalks, pedestrian signage or signals;
- Presence of sidewalks and curb ramps; and
- Compliance with ADA standards.

The methodology and spreadsheets used for performing the audits are available from the MPO;

they can be used to complete additional intersection audits performed in the future.

In a comparison of the intersections, those intersections located along major arterials such as at Nicholasville Road and Reynolds Road; Man O War and Harrodsburg Road; and Bates Creek Road and Cooper Drive were found to be more pedestrian and bicycle-friendly as opposed to intersections located along lower volume roads such as Paris Pike and Parkside Drive. However, it should be noted that while the intersections located along major arterials may be safer from an infrastructure standpoint, they may not necessarily be perceived as safe intersections by the walking public. The audit did not take into consideration traffic volumes along the arterial roadway and the risk associated with crossing these major arterials. For example, while the intersection of Nicholasville Road and Reynolds Road scored the highest with regard to pedestrian infrastructure (signals, markings, etc.), public perception is that it is not safe to cross Nicholasville Road at this point because of very high traffic volumes, multiple travel lanes to cross, and general driver distraction in this area of Lexington.

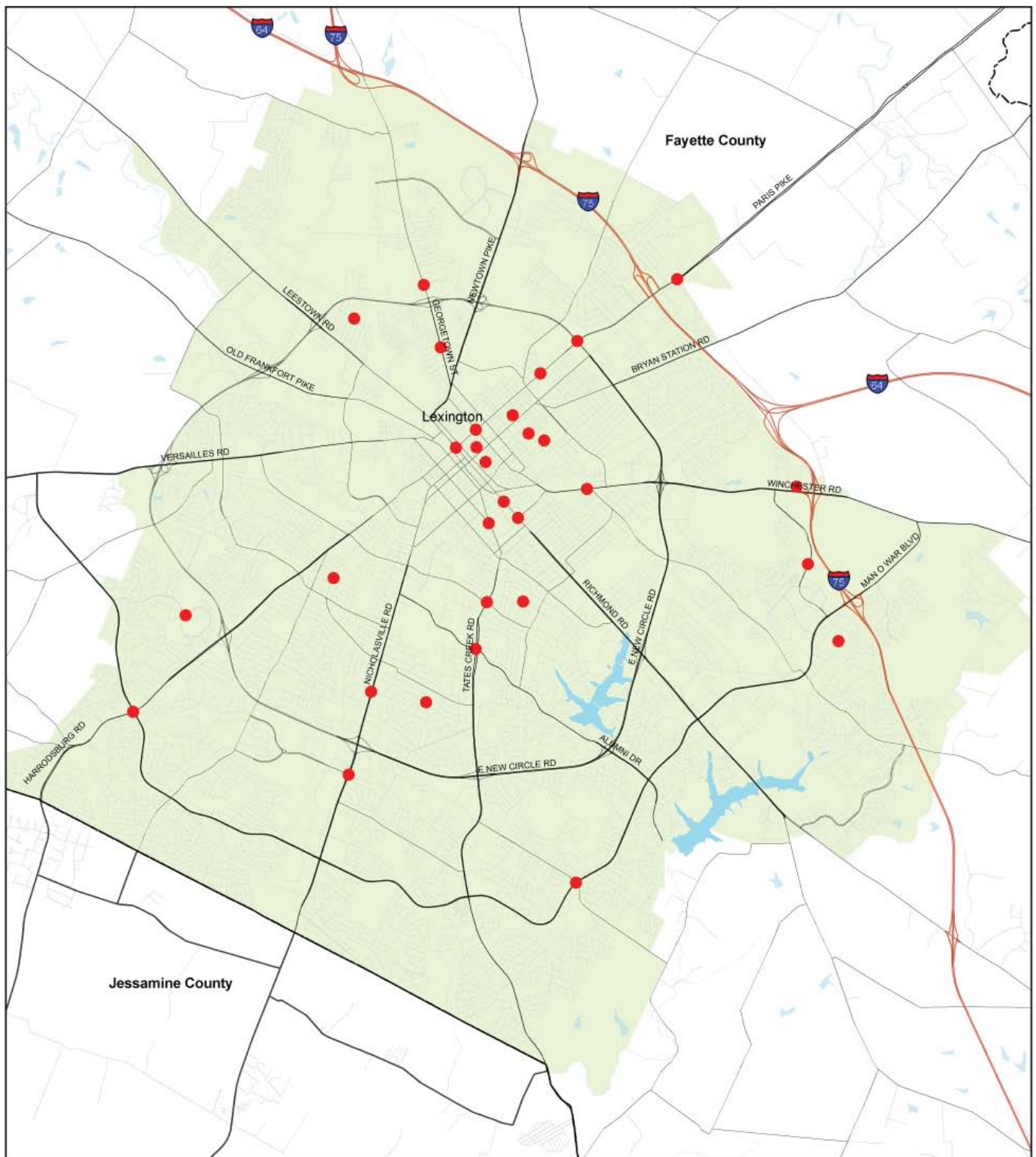
Crash Data

A review of crash data was performed for both Fayette and Jessamine Counties. Crash data was provided by the Lexington Area MPO for a three-year period from January 1, 2003 through December 31, 2005. During this time period, there were a total of 404 motor vehicle crashes that involved a pedestrian in Fayette County and 23 crashes that involved a pedestrian in Jessamine County. Overall, there were 11 fatal crashes in Fayette County and one in Jessamine County. The percentage of injury crashes was very high for both counties – 90% of all pedestrian crashes resulted in an injury in Fayette County and 87% of all pedestrian crashes in Jessamine County resulted in an injury.

Figure A-9 shows pedestrian-motor vehicle crashes in Fayette County from the years of 2003 through 2005. Figure A-10 focuses on pedestrian-motor vehicle collisions in downtown Lexington. Concentrations of collisions have occurred in the central business district and along Nicholasville Road, adjacent to the University of Kentucky's campus. Figure A-11 depicts pedestrian-motor vehicle collisions in Jessamine County from the years 2003 through 2005. Figure A-12 focuses on pedestrian-motor vehicle collisions in the city of Nicholasville. The majority of collisions occurred in downtown Nicholasville.



Figure A-7. Intersections Audited in Fayette County



Legend

- Intersection Audits (30)
- Water
- Urban Service Area
- Interstate
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005) and LFUCG (2006)

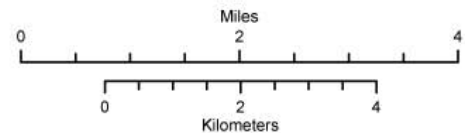
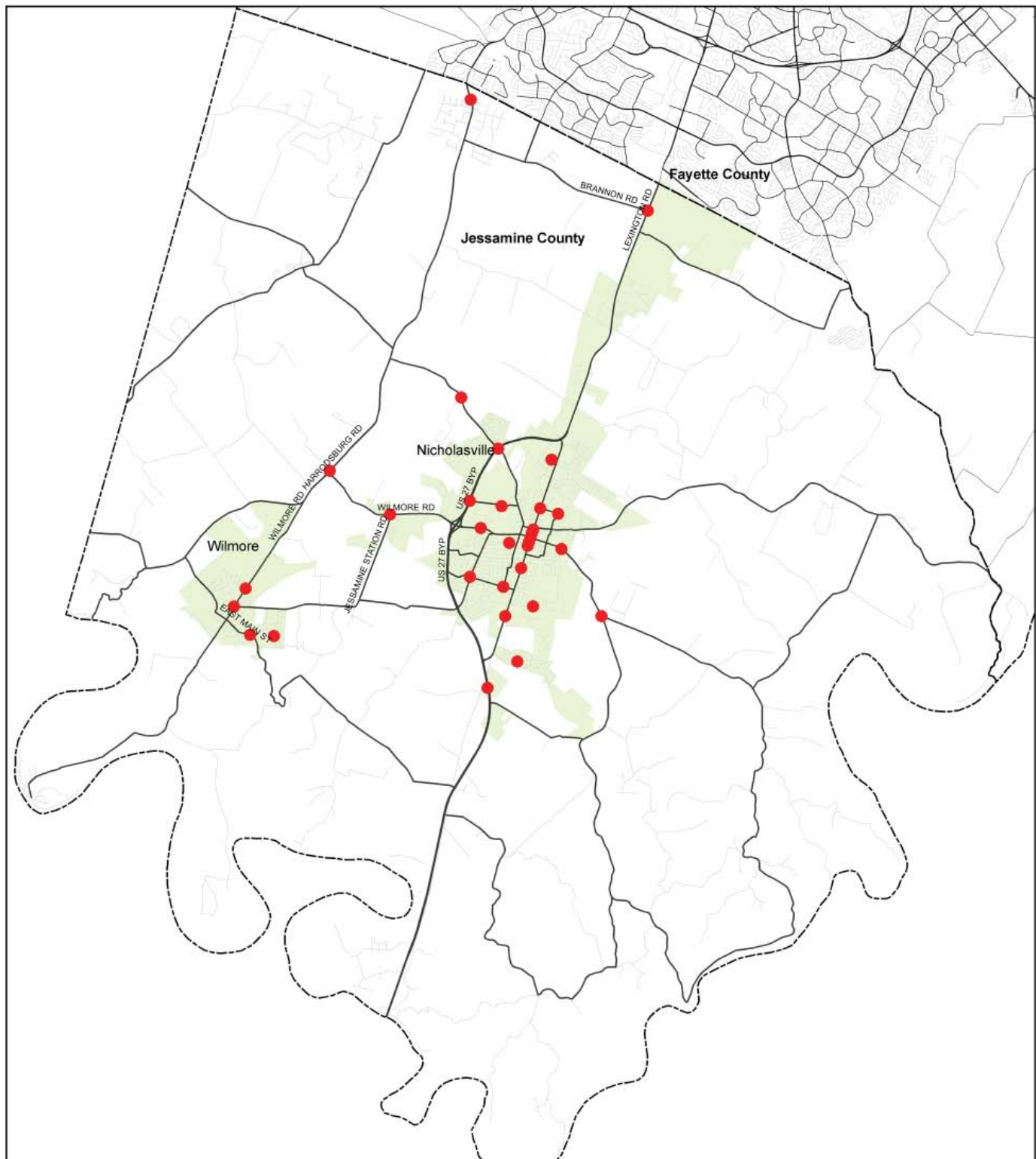


Figure A-8. Intersections Audited in Jessamine County



Legend

- Intersection Audits (30)
- Urbanized Area
- Arterial/Collector Roads
- Other Road

Source: KYTC, KYGEONET, NTAD (2005) and BGADD (2006)

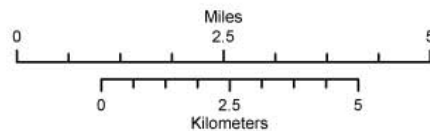
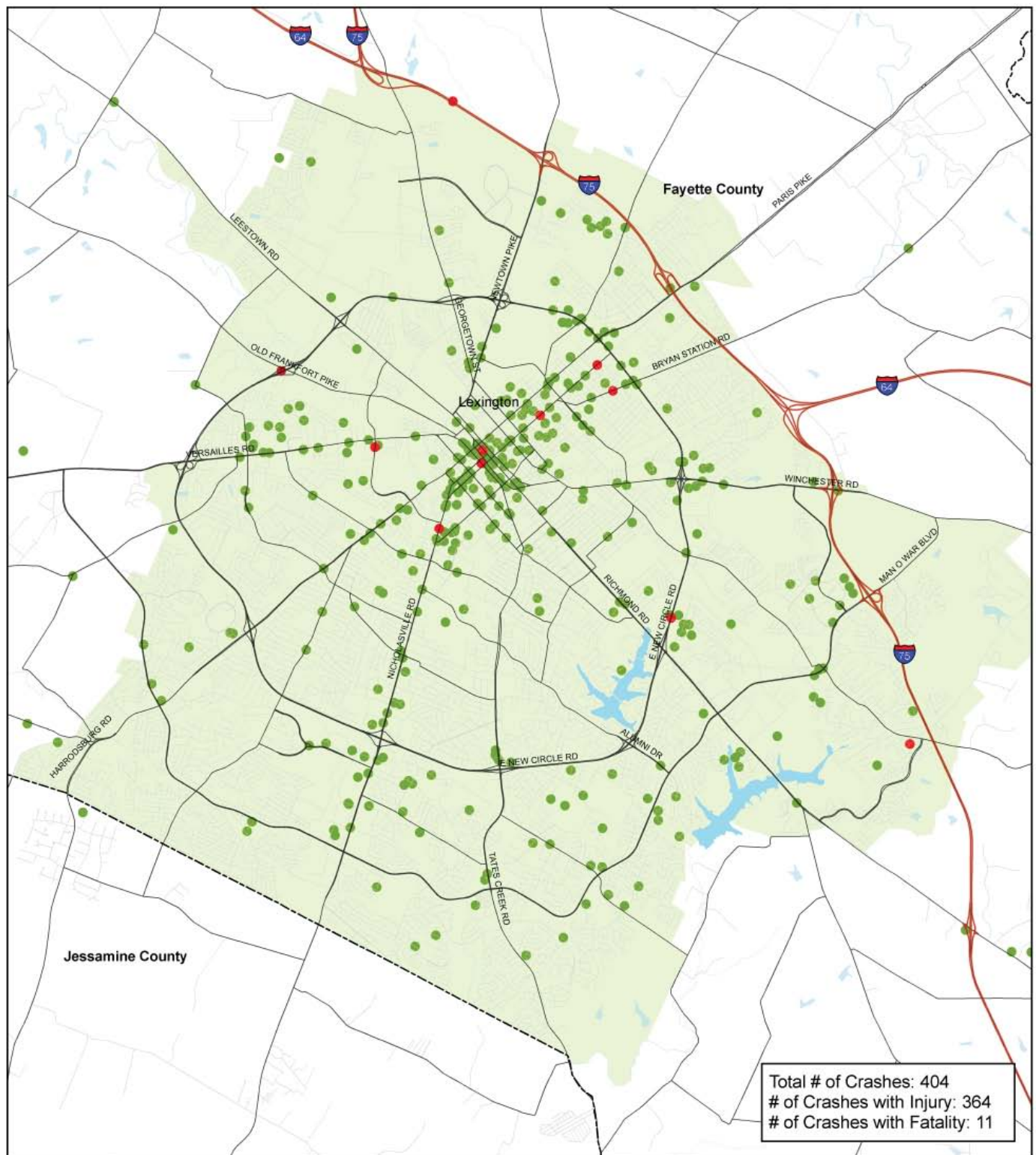


Figure A-9. Pedestrian-Motor Vehicle Crashes in Fayette County



Legend

- Fatal Crash
- Other Crash
- Water
- Urban Service Area
- Interstate
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005) and LFUCG (2006)

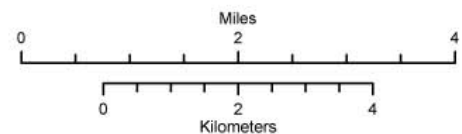
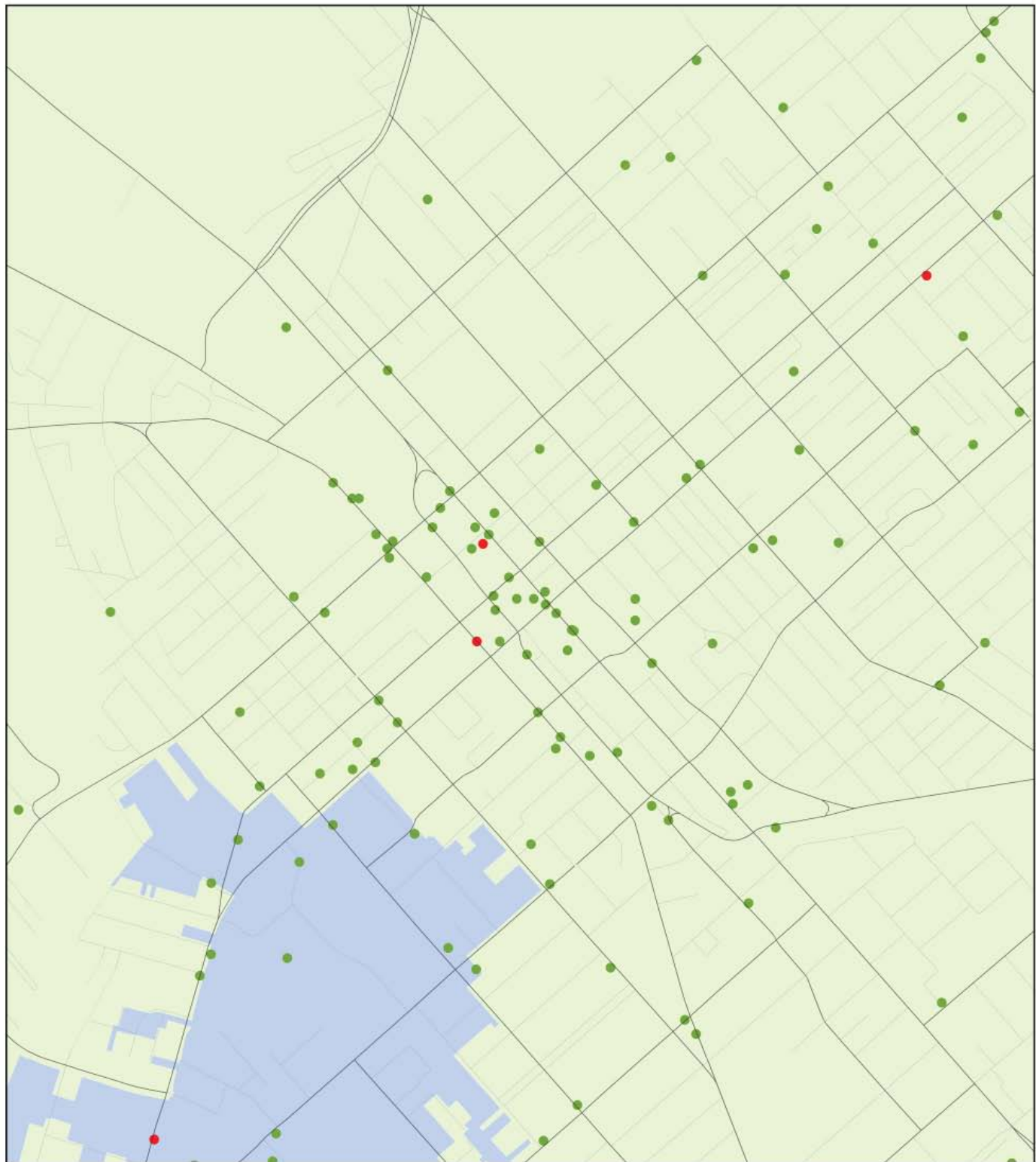


Figure A-10. Downtown Lexington Pedestrian-Motor Vehicle Crashes



Legend

- Fatal Crash
- Other Crash
- University of Kentucky Campus
- Urban Service Area
- Collector/Arterial Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005) and LFUGG (2006)

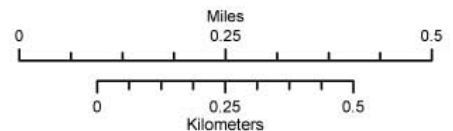
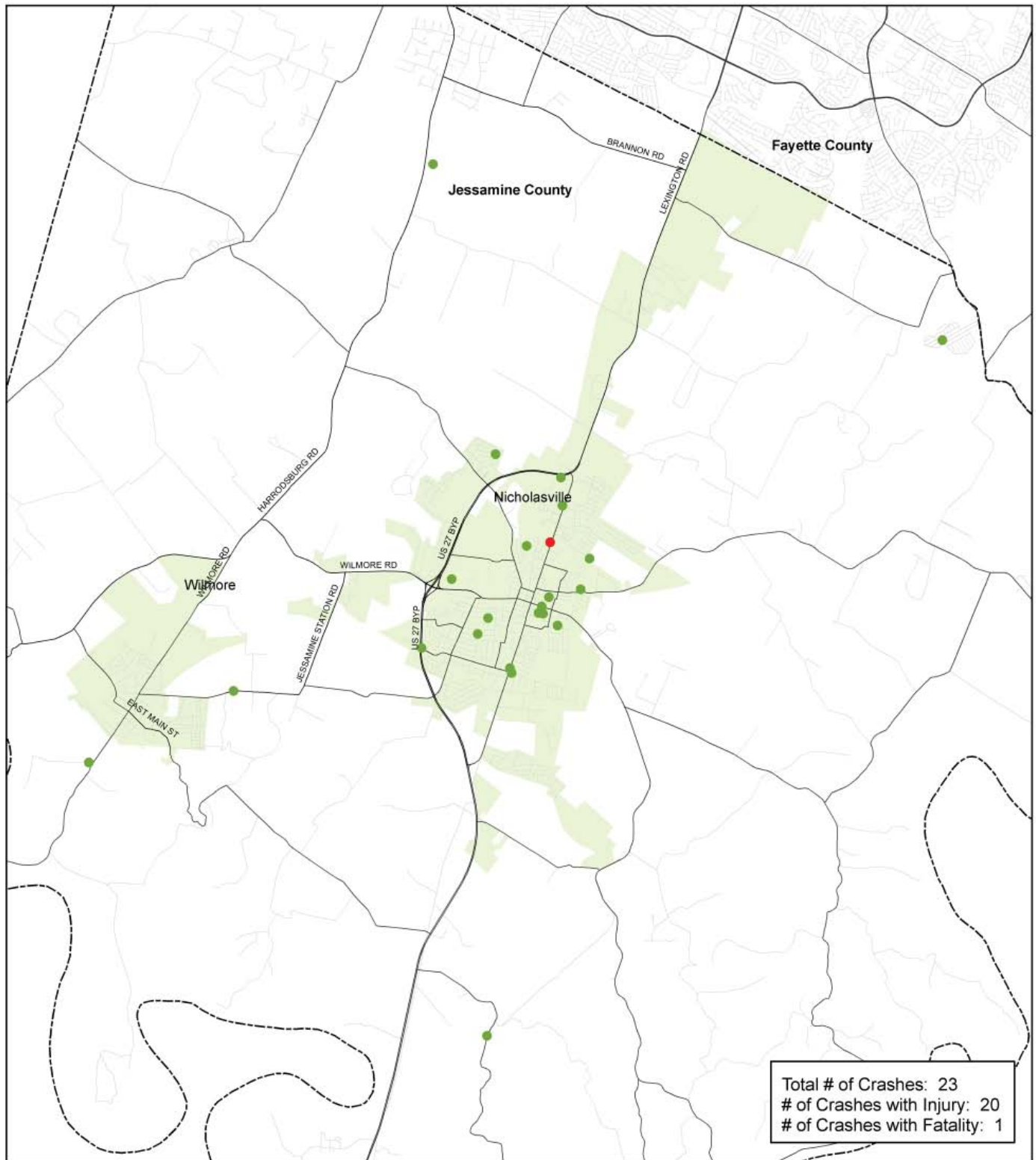


Figure A-11. Pedestrian-Motor Vehicle Crashes in Jessamine County



Legend

- Fatal Crash
- Other Crash
- Urbanized Area
- Arterial/Collector Road
- Other Road

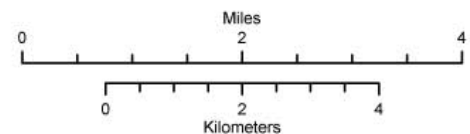


Figure A-12. Downtown Nicholasville Pedestrian-Motor Vehicle Crashes



Legend

- Fatal Crash
- Other Crash
- Urbanized Area
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005), BGADD (2006) and LFUGG (2006)

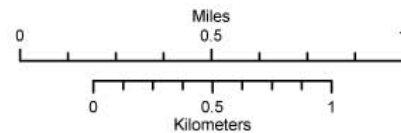


Figure A-13. Pedestrian Crashes per Year

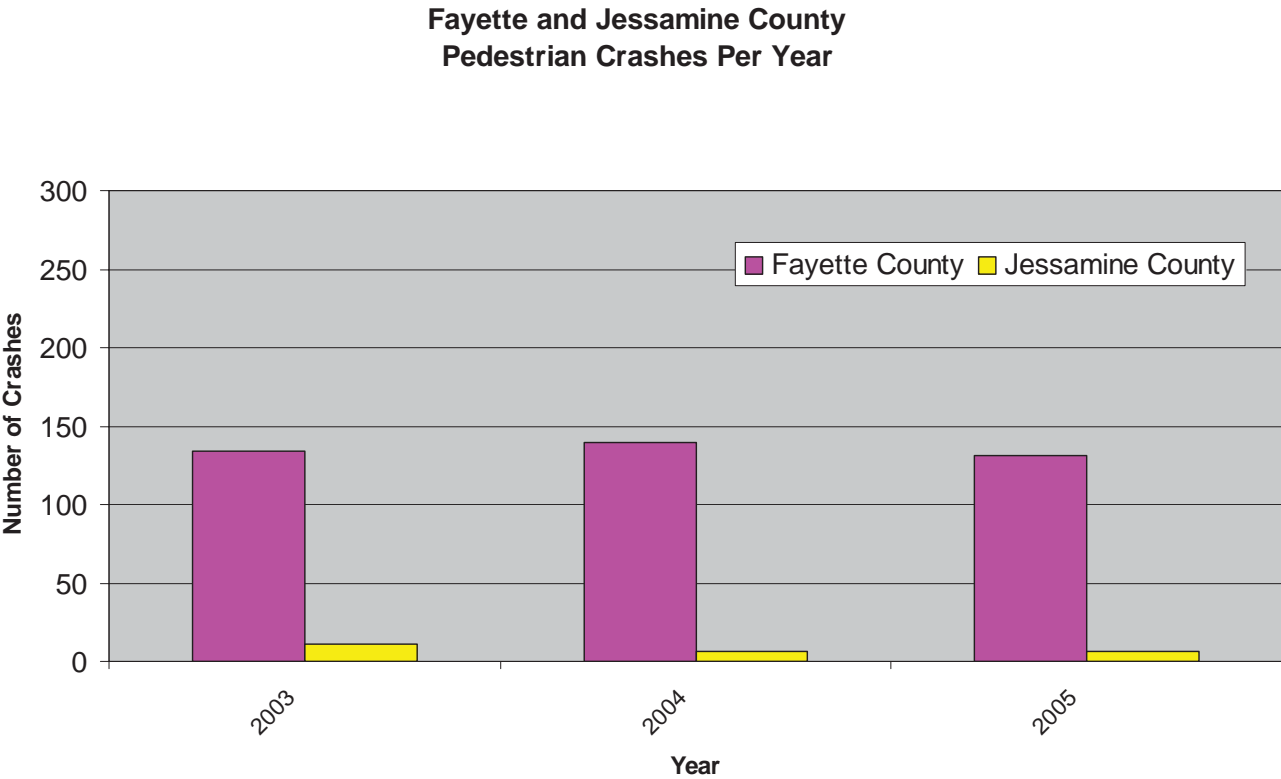


Figure A-14. Pedestrian Crash Types

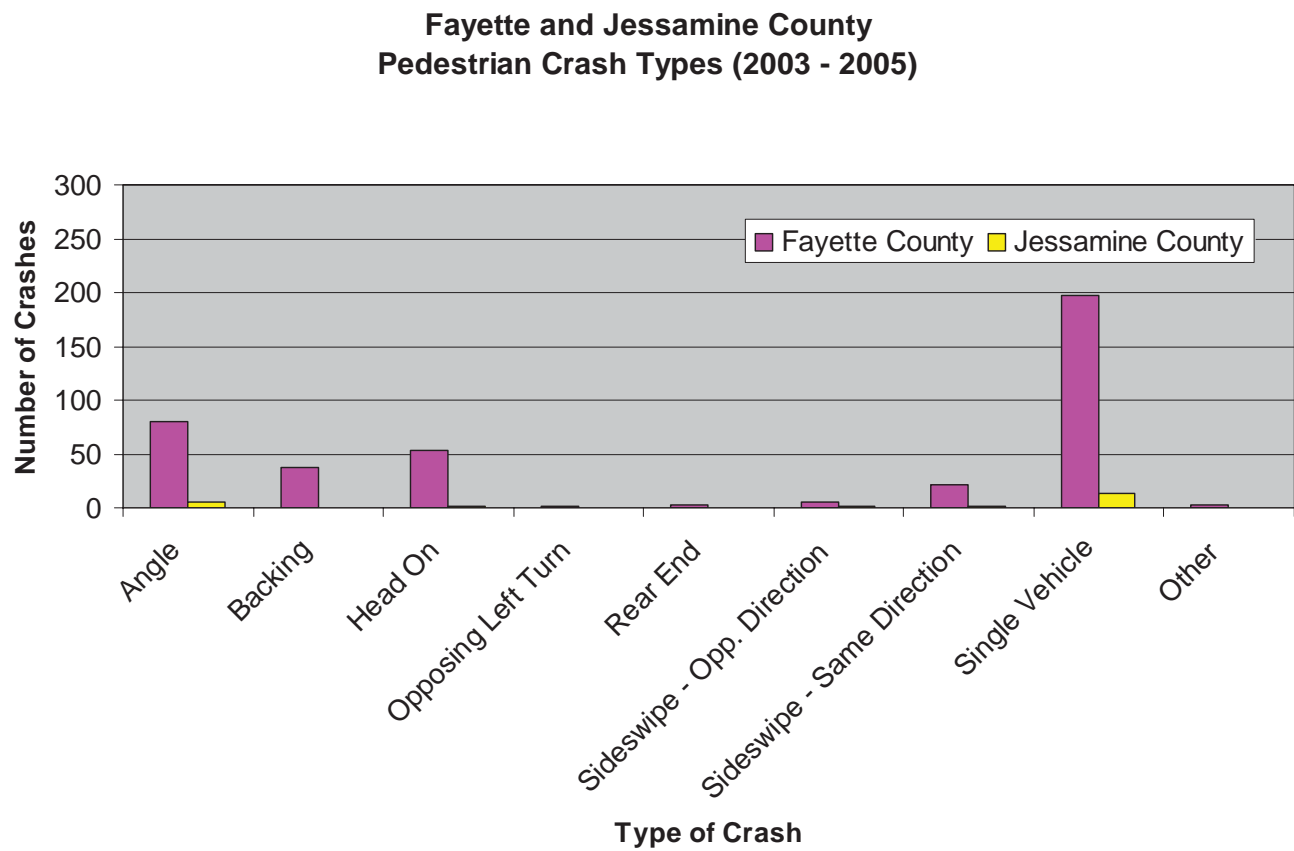


Figure A-15. Weather During Pedestrian Crashes

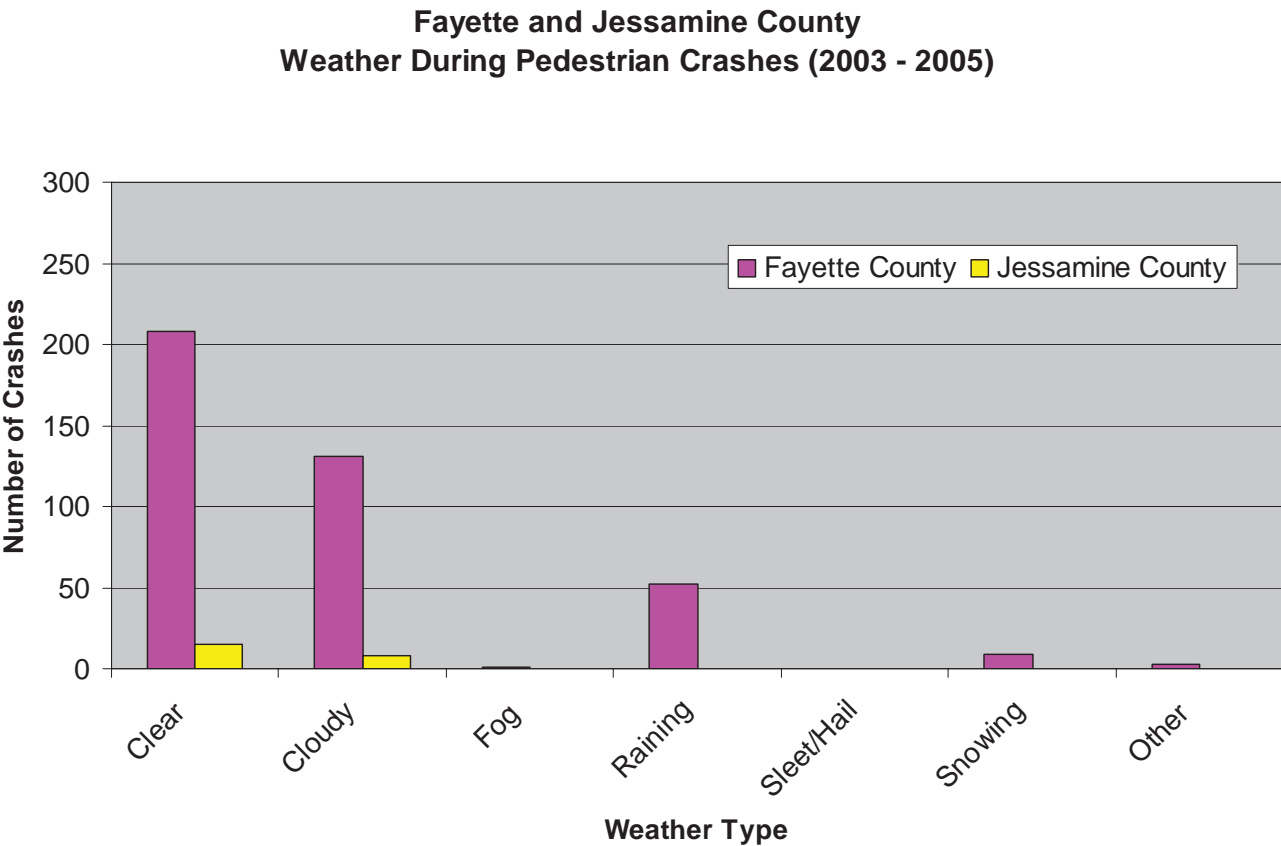


Figure A-16. Lighting Conditions During Pedestrian Crash

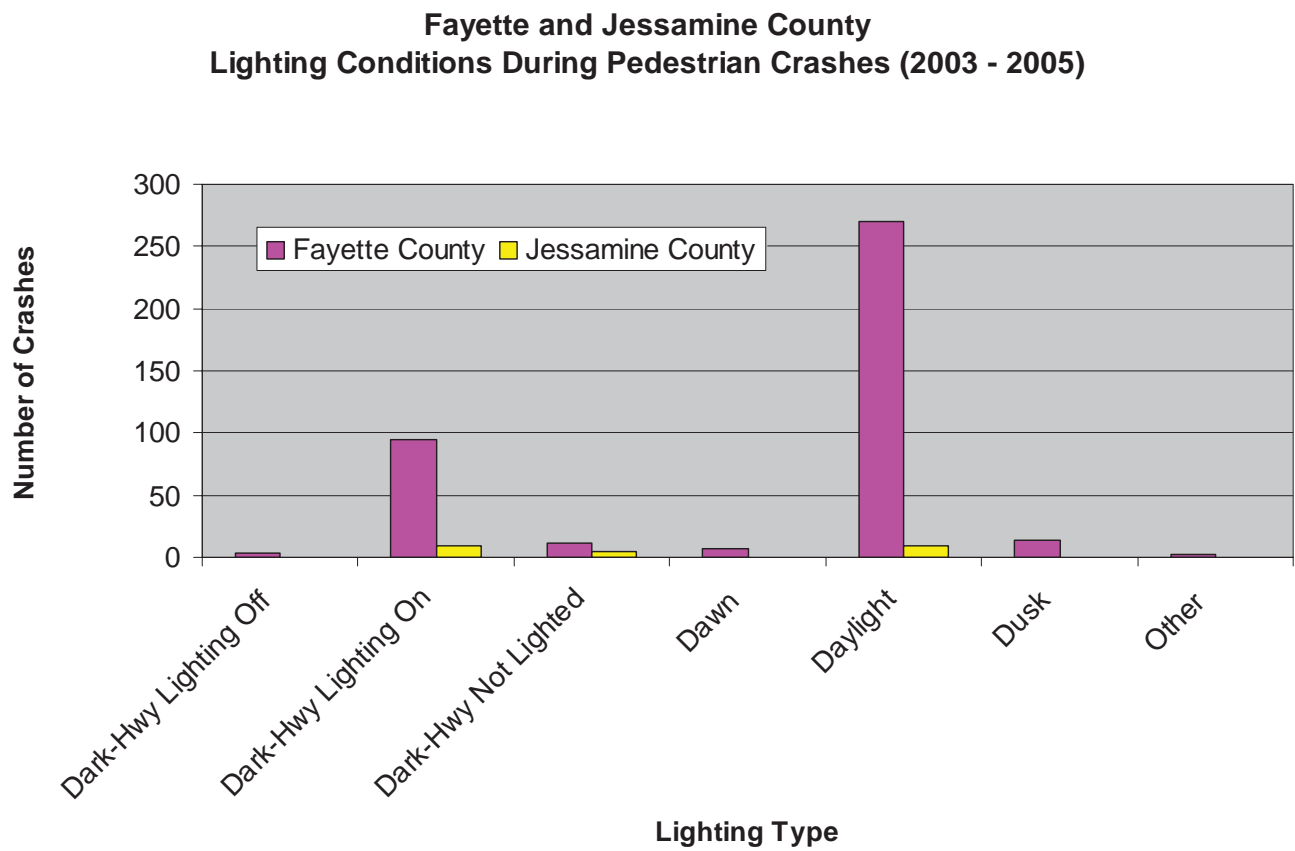
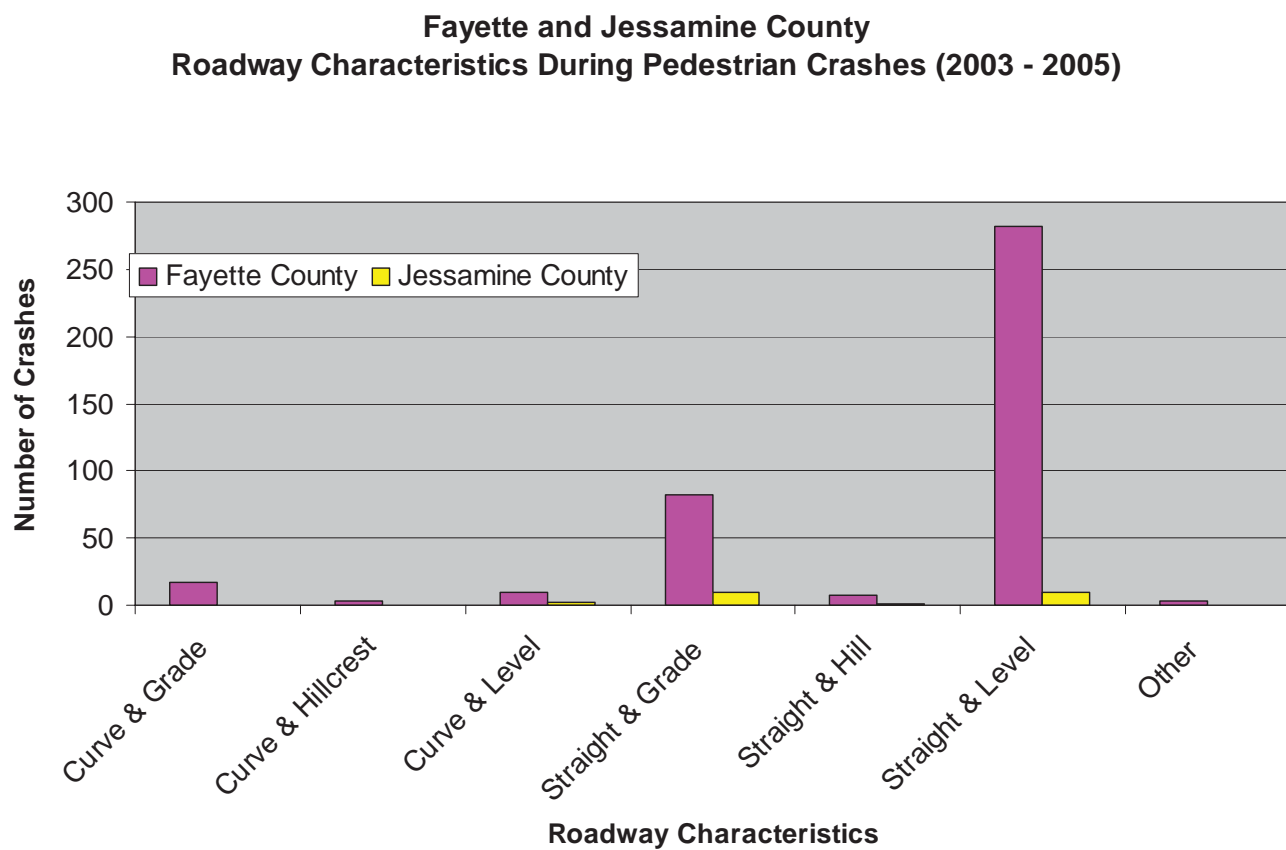


Figure A-17. Roadway Characteristics During Pedestrian Crashes



In addition, a review was performed of factors related to the crashes to determine if any trends could be identified. Figures A-13 to A-17 (previously, on pages A-15 to A-19) show the number of crashes per year, crash types, weather, lighting conditions, and roadway characteristics, respectively. Generally, the same number of crashes was observed during each of the three years, single vehicle crashes were the most common, most crashes occurred when the weather was clear in the daylight, and the roadways were predominately straight and level.

Bicycle Environment

The bicycle environment was assessed during the initial public meetings and open houses, through the bicycle level of service analysis, and through a crash analysis. Figures 16 and 17 in Chapter 4 show the existing network of programmed and committed bicycle facilities in Fayette and Jessamine Counties, respectively.

Bicycle level of service (BLOS) is a means for rating the adequacy of bicycle facilities. Bicycle level of service is described according to a letter rating system ranging from BLOS A (best conditions) to BLOS F (worst conditions). For many of the segments within Fayette County, the BLOS had already been determined prior to this report. For the segments without a BLOS, field data was collected and entered into a database spreadsheet that calculates BLOS. Input data necessary to calculate the BLOS included traffic volumes, speed, travel lane width and pavement condition. BLOS for Fayette and Jessamine Counties is depicted in Chapter 4; information indicates that many roads downtown and along many major arterials have poor BLOS ratings (below a BLOS D).

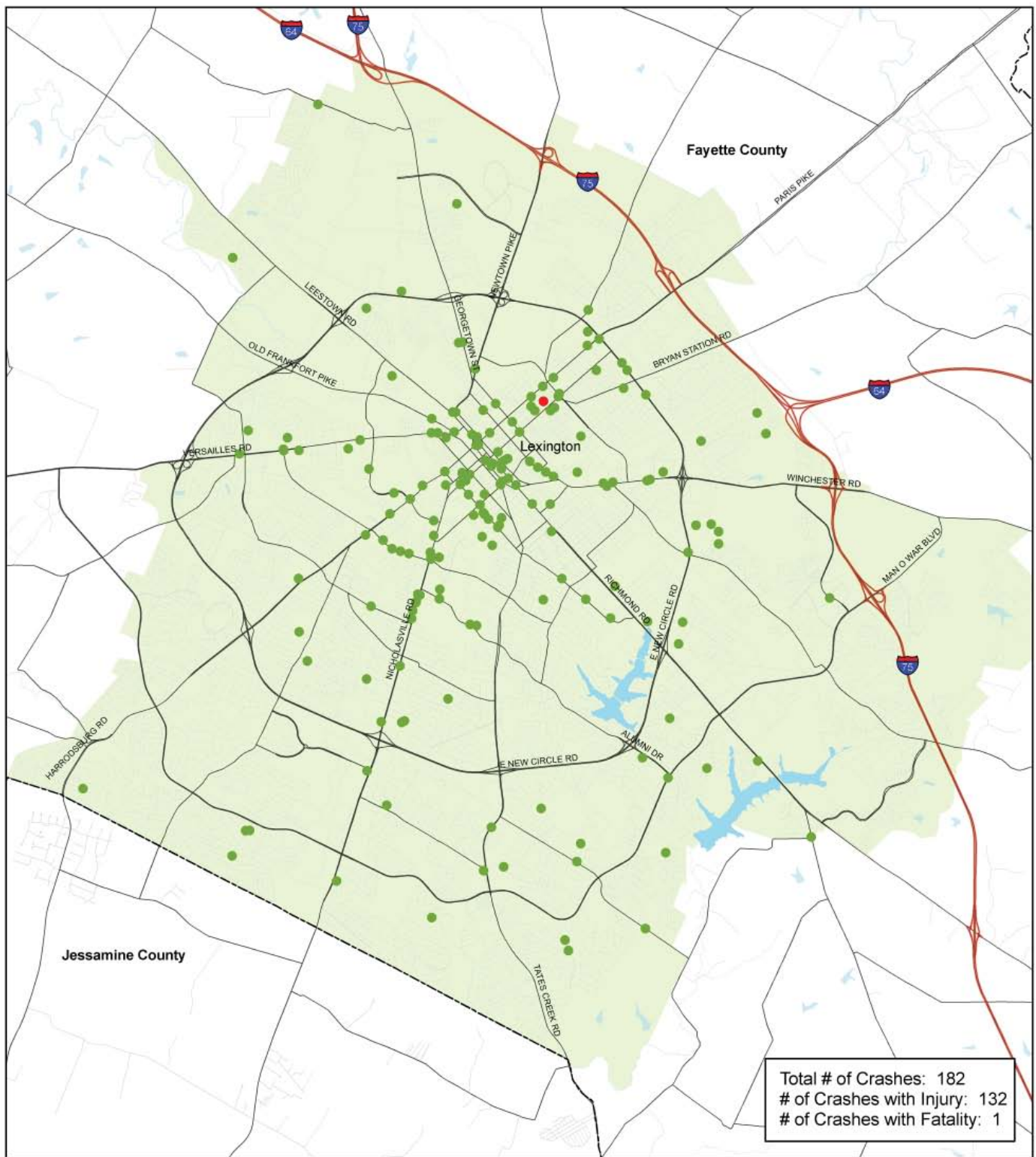
A review of crash data was also performed related to bicycle and motor vehicle crashes for both Fayette and Jessamine Counties. Crash data was provided by the Lexington Area MPO for a three-year period from January 1, 2003 through December 31, 2005. During this time period, there were a total of 182 motor vehicle crashes that involved a bicycle in Fayette County and 13 crashes that involved a bicycle in Jessamine County. Overall, there was one fatal crash in Fayette County and two in Jessamine County. The percentage of injury crashes was very high for both counties – 73% of all bicycle crashes with a motor vehicle resulted in an injury in Fayette County and 69% of all bicycle crashes with a motor vehicle in Jessamine County resulted in an injury. This is slightly less than the injury percentages for each county resulting from motor vehicle crashes with pedestrians.

Figure A-18 shows bicycle-motor vehicle crashes in Fayette County from the years of 2003 through 2005. Concentrations of incidents can be seen in downtown Lexington and along major arterials. Figure A-19 depicts bicycle-motor vehicle collisions in downtown Lexington. Figure A-20 depicts bicycle-motor vehicle collisions in Jessamine County from the years 2003 through 2005 and Figure A-21 focuses on bicycle-motor vehicle collisions in the city of Nicholasville. As shown in these figures, the frequency of crashes in Jessamine County and Nicholasville is much less than Fayette County; however, this could be due to a variety of reasons including the fact that Fayette County has a higher population and higher traffic volumes on major roads.

Finally, a review was performed of factors related to the crashes to determine if any trends could be identified. Figures A-22 to A-26 show the number of crashes per year, crash types, weather, lighting conditions, and roadway characteristics, respectively. Generally, the same number of crashes was observed during each of the three years, angle vehicle crashes (when a vehicle strikes another object or vehicle at an angle) were the most common, most crashes occurred when the weather was clear in the daylight, and the roadways were predominately straight and level.



Figure A-18. Bicycle-Motor Vehicle Crashes in Fayette County



Legend

- Fatal Crash
- Other Crash
- Water
- Urban Service Area
- Interstate
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005) and LFUCG (2008)

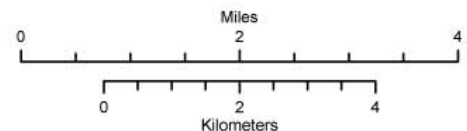
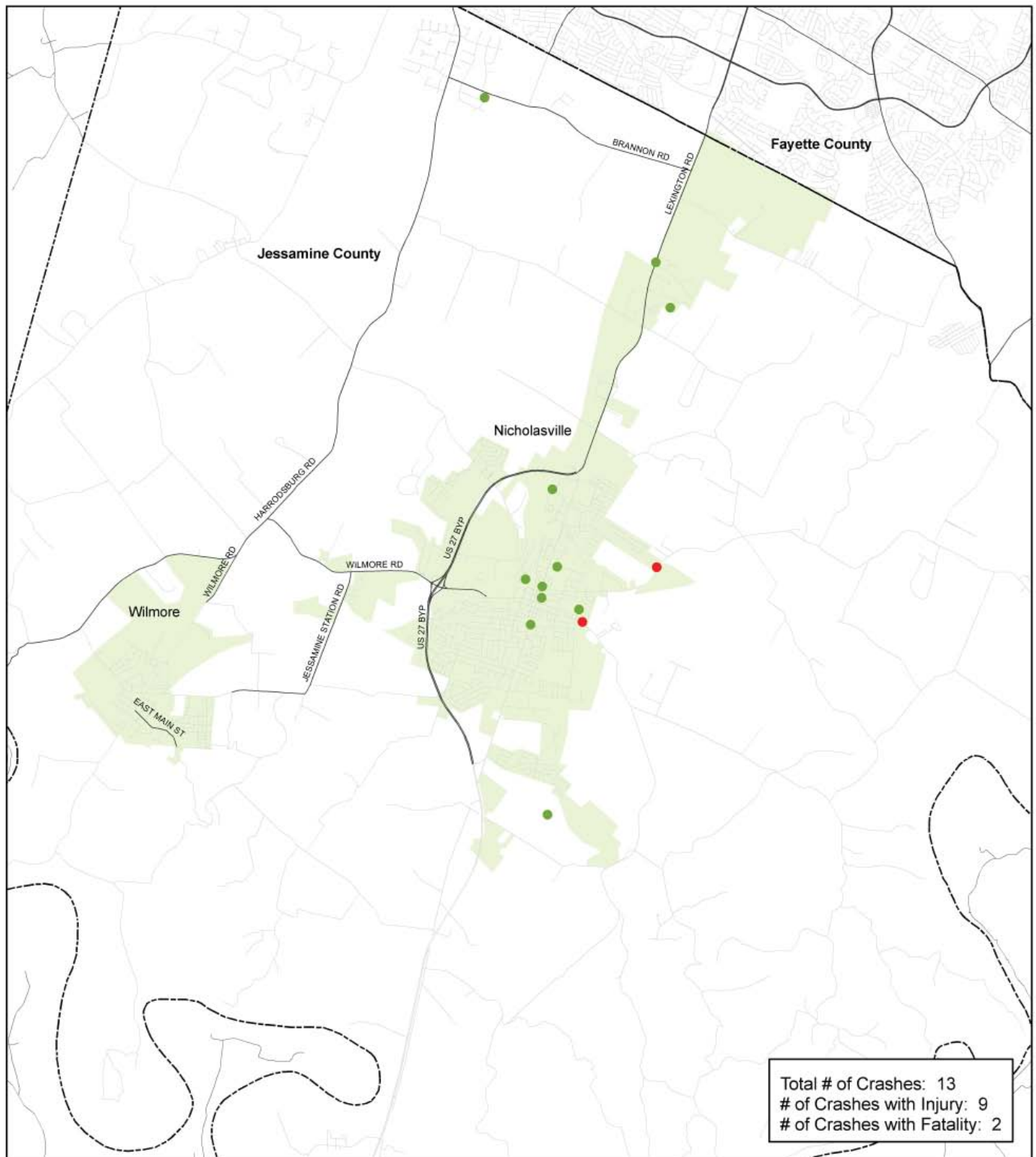


Figure A-19. Downtown Lexington Bicycle-Motor Vehicle Crashes



Figure A-20. Bicycle-Motor Vehicle Crashes in Jessamine County



Legend

- Fatal Crash
- Other Crash
- Urbanized Area
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005) and LFUCG (2005)

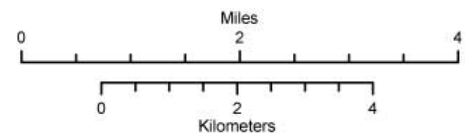
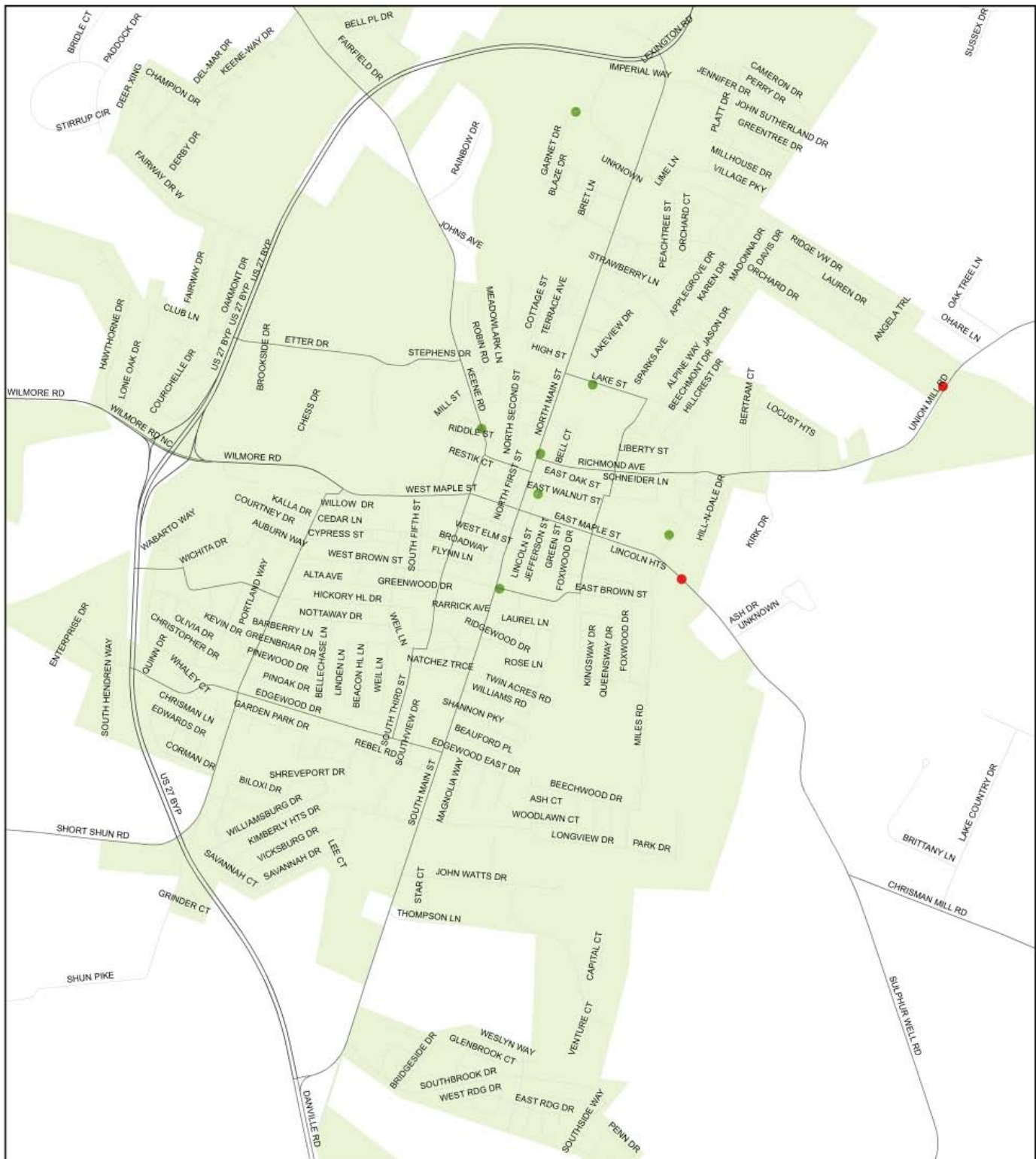


Figure A-21. Downtown Nicholasville Bicycle-Motor Vehicle Crashes



Legend

- Fatal Crash
- Other Crash
- Urbanized Area
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005) and BGADD (2006)

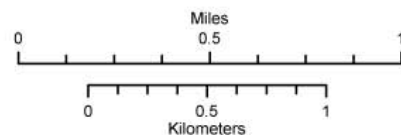


Figure A-22. Bicycle Crashes per Year

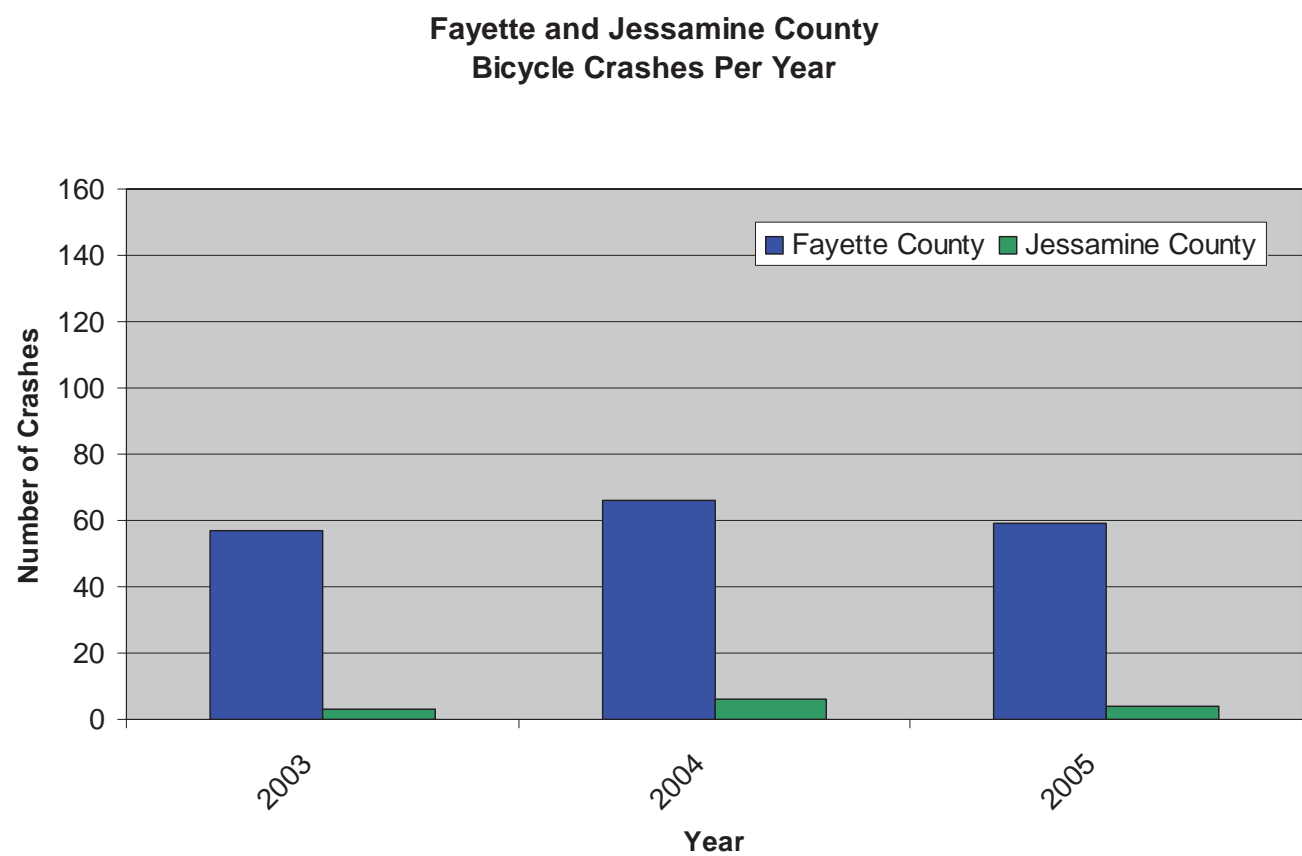


Figure A-23. Bicycle Crash Types

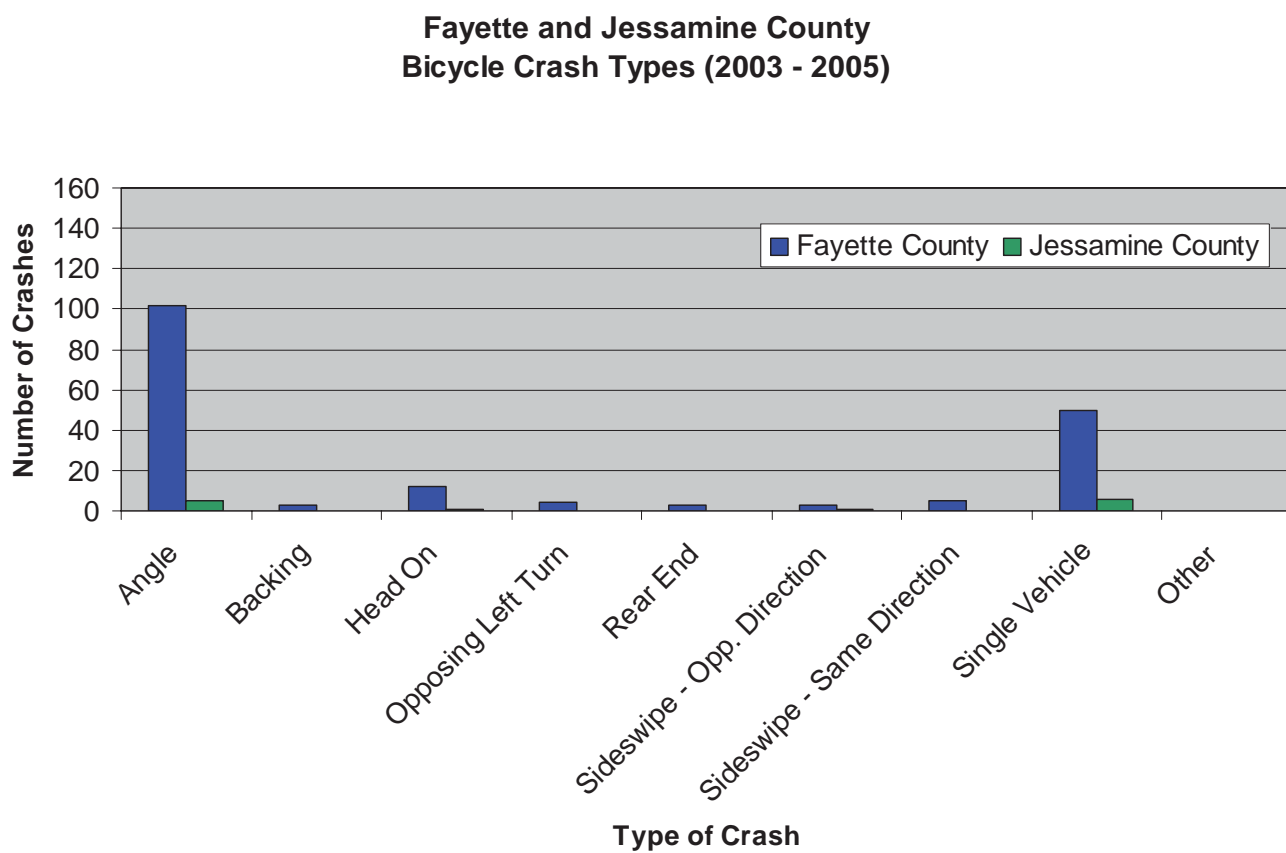


Figure A-24. Weather During Bicycle Crashes

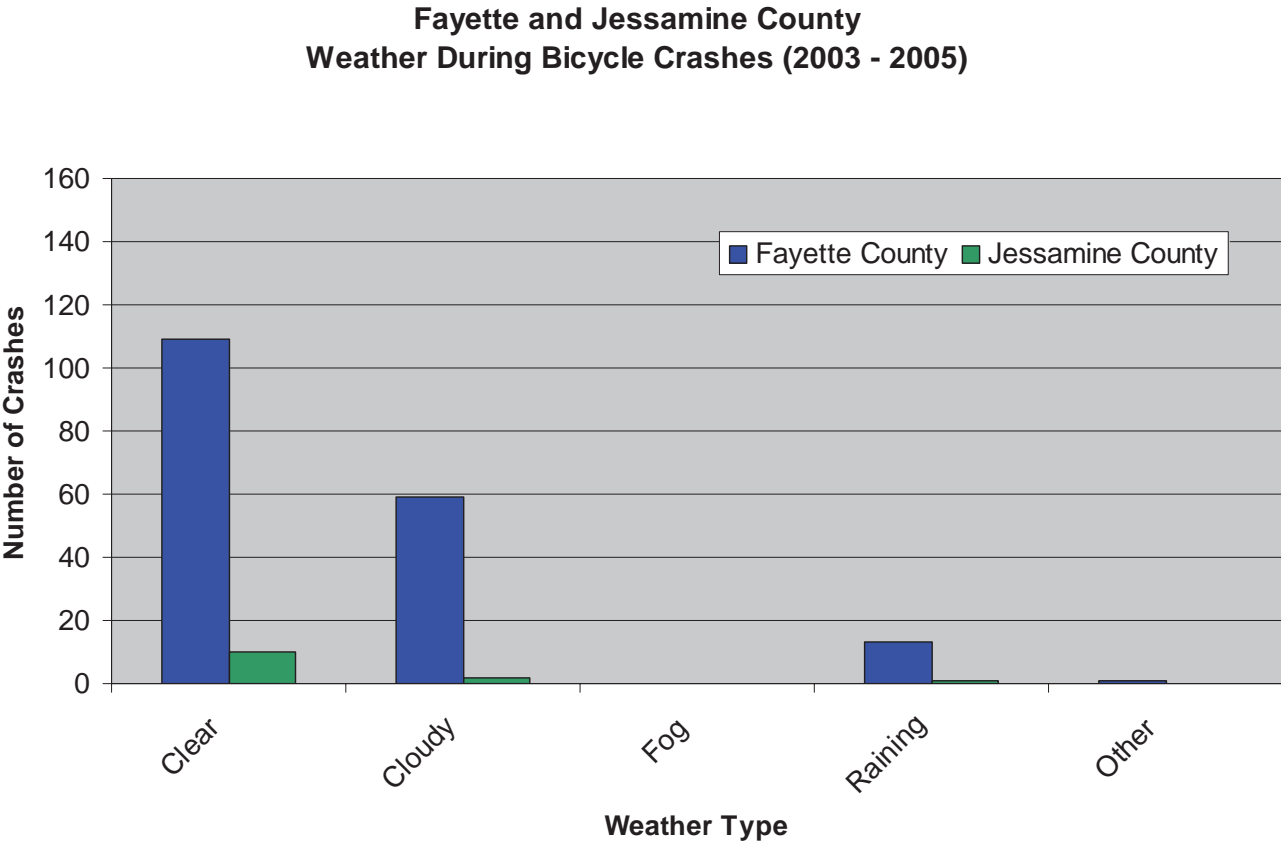


Figure A-25. Lighting Conditions During Bicycle Crashes

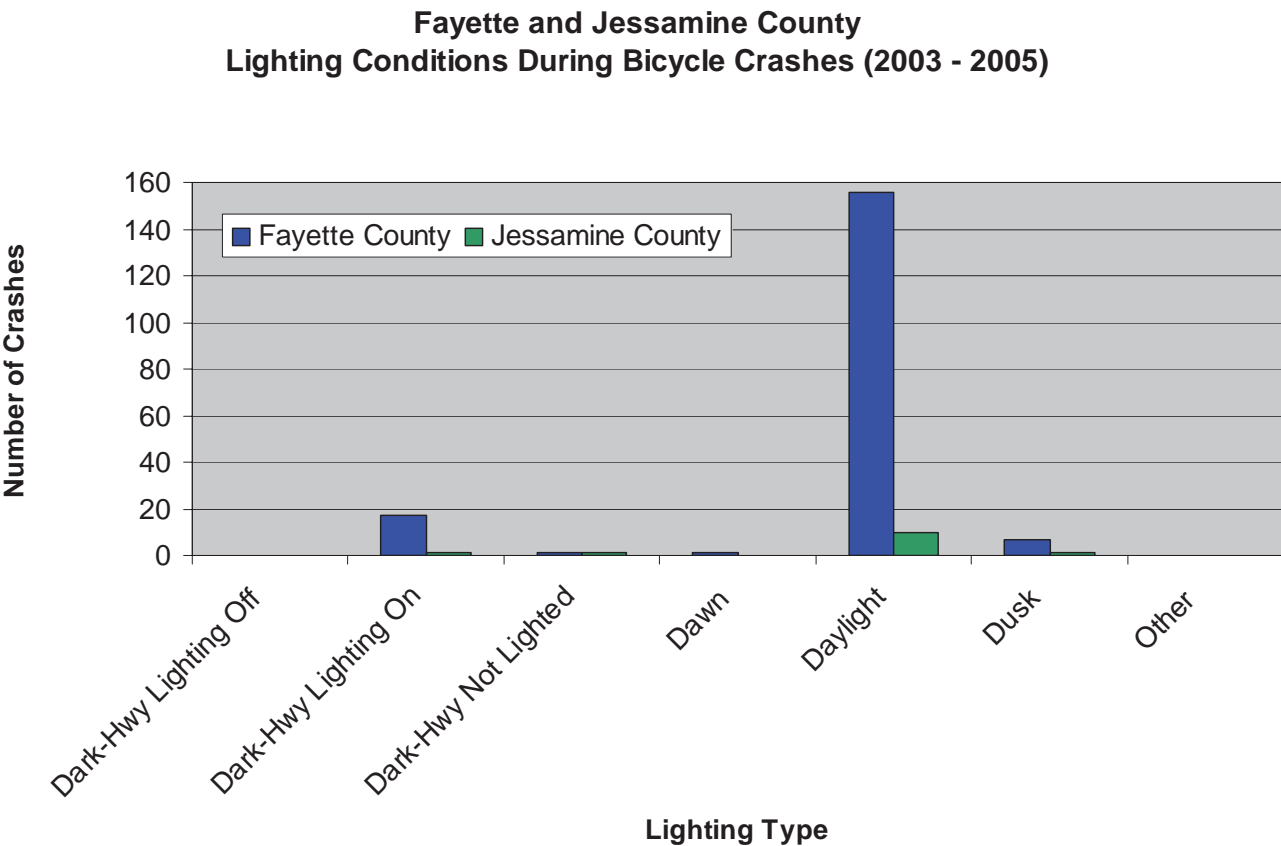
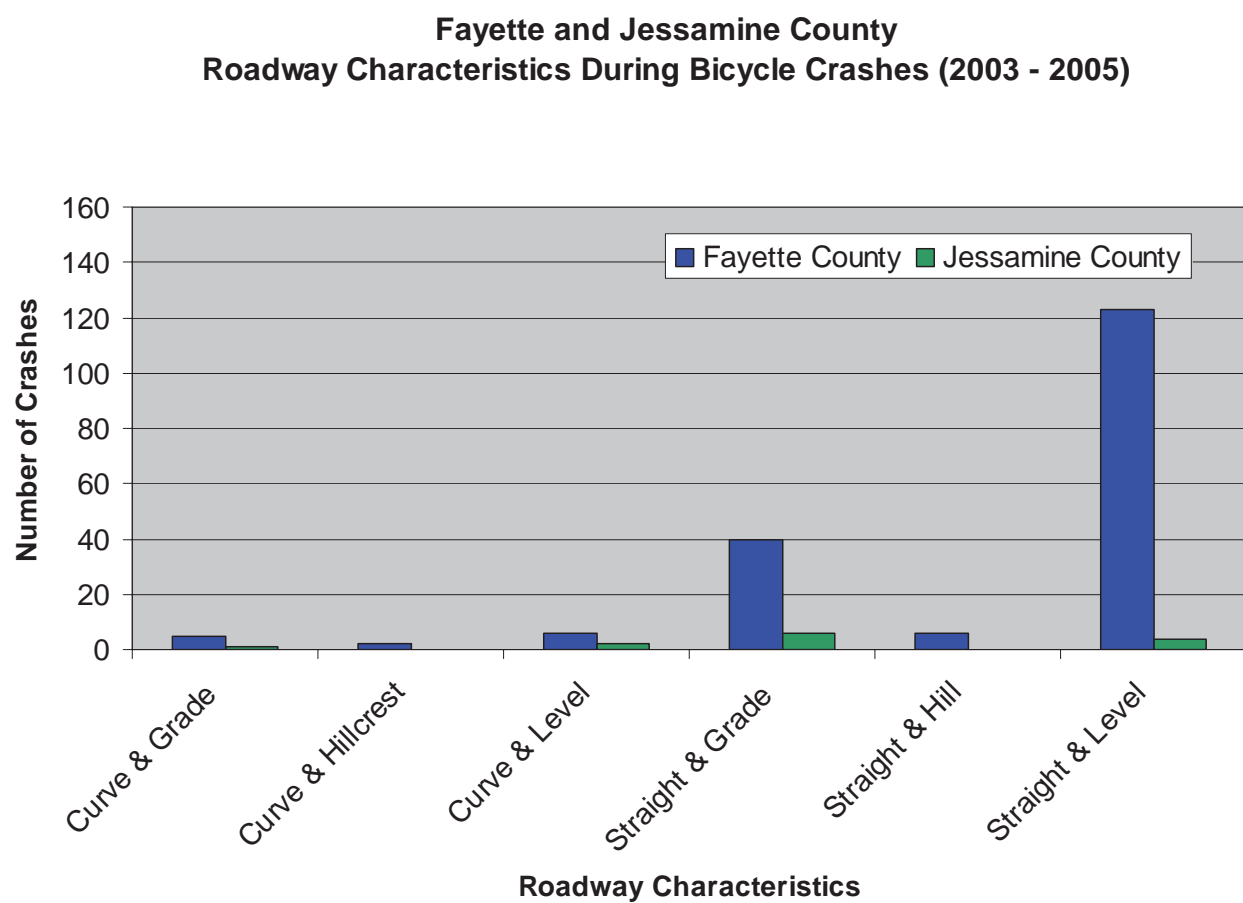


Figure A-26. Roadway Characteristics During Bicycle Crashes



Appendix B

Survey





Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

The Lexington Area Metropolitan Planning Organization (MPO) is the regional transportation planning agency for Fayette and Jessamine Counties. Under the direction of this organization, a regional Bicycle and Pedestrian Plan is being developed for these counties. Your responses to the following survey questions will be used as input into the Bicycle and Pedestrian Plan.

You don't need to be a bicyclist or a dedicated walker to answer this survey. The survey is also available online at: www.bluegrassbikewalksurvey.com.

All responses are welcome!

PARTICIPANT INFORMATION

1. What is your age? (Select one)

- ☐ Under 16
- ☐ 16 – 20
- ☐ 21 – 29
- ☐ 30 – 39
- ☐ 40 – 49
- ☐ 50 – 59
- ☐ 60 years or older

2. What is your gender?

- ☐ Male
- ☐ Female

3. What is the address where you live?

Street: _____

City: _____

State: _____ Zip code: _____

4. What is the address where you work or go to school? (Optional)

Street: _____

City: _____

State: _____ Zip code: _____

5. Check all that you are a member of:

- ☐ Bluegrass Cycling Club
- ☐ Kentucky Rails to Trails
- ☐ Walking / Running Club
- ☐ Other Bicycling Group
- ☐ None



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

QUESTIONS RELATED TO WALKING

(We're interested in how you walk to and from destinations. So, if you walk only between your parked car and the entrance to a building, please go to Question 11.)

6. How often do you walk between home and work (or school)? (Select one)

- ☐ Every day
- ☐ 3 or more times per week
- ☐ 1 – 2 times per week
- ☐ 1 – 2 times per month
- ☐ Never or almost never

7. How often do you walk to destinations other than work or home (errands, shopping, etc.)? (Select one)

- ☐ Every day
- ☐ 3 or more times per week
- ☐ 1 – 2 times per week
- ☐ 1 – 2 times per month
- ☐ Never or almost never

8. How often do you walk for recreation or exercise purposes? (Select one)

- ☐ Every day
- ☐ 3 or more times per week
- ☐ 1 – 2 times per week
- ☐ 1 – 2 times per month
- ☐ Never or almost never

9. Where do you go when you walk? (Check all that apply)

- ☐ To work
- ☐ To do errands or shopping
- ☐ To the park
- ☐ To my school
- ☐ To the library
- ☐ To a recreation or community center
- ☐ To a bus stop
- ☐ To the home of a family member or friend
- ☐ For recreation / exercise purposes



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

10. Where do you primarily walk? (Check all that apply)

- ☐ On Sidewalk
- ☐ On Street
- ☐ Off-street Trail / Path
- ☐ Other (walking track, arboretum, shopping mall, etc.)

11. What prevents you from walking more or at all?

(Check **NO MORE THAN 3 items** that prevent you the most)

- ☐ Concerns about personal safety in traffic
- ☐ Concerns about personal safety regarding crime
- ☐ Live too far away from anything I want to walk to / Takes too long to walk where I want to go
- ☐ Can't carry things
- ☐ Not enough sidewalks
- ☐ Sidewalk obstructions (low tree limbs, Herbies left on curb, telephone poles, etc.)
- ☐ Sidewalks in poor condition or hazardous (cracked, heaving, etc.)
- ☐ Sidewalks are too narrow
- ☐ Not enough trails
- ☐ Intersection crossings (not enough time to cross, not accessible, not enough, etc.)
- ☐ Illness, injury, or physically unable
- ☐ Don't want to get myself or my clothing sweaty or dirty
- ☐ Weather (rain, snow, ice, etc.)
- ☐ Not interested in walking
- ☐ Other _____

12. What would encourage you to walk or to walk more?

(Check **NO MORE THAN 3 items** that would encourage you the most)

- ☐ Wider sidewalks
- ☐ More connected sidewalks
- ☐ Sidewalks in better condition
- ☐ Better network of trails or paths
- ☐ Safer crossings at intersections
- ☐ Shopping, schools, parks closer to where I live
- ☐ Less traffic or slower moving traffic
- ☐ Showers available at destination
- ☐ Other _____



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

13. How would you rate the conditions for recreational walking or walking for exercise in your county?

☐ Good

☐ Poor

☐ Fair

☐ I don't know

14. How would you rate the conditions for walking to work / school / shopping / the library in your county?

☐ Good

☐ Poor

☐ Fair

☐ I don't know

15. When you walk in your neighborhood or to work or to other destinations, are there places where sidewalks or connections between existing pedestrian paths are missing?

☐ Yes

☐ No

☐ Don't know

If so, where? (Please be as specific as possible)

16. If you consider your community as a whole, are there places where new sidewalks are needed?

☐ Yes

☐ No

☐ Don't know

If so, where? (Please be as specific as possible)

17. Please provide any additional comments you may have about walking in your county that have not been addressed.



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

QUESTIONS RELATED TO BICYCLING

(If you don't ride a bicycle please go to Question 26)

18. How often do you bike between home and work (or school)? (Select one)

- ☐ Every day
- ☐ 3 or more times per week
- ☐ 1 – 2 times per week
- ☐ 1 – 2 times per month
- ☐ Never or almost never

19. How often do you bike to other destinations (errands, shopping, etc)? (Select one)

- ☐ Every day
- ☐ 3 or more times per week
- ☐ 1 – 2 times per week
- ☐ 1 – 2 times per month
- ☐ Never or almost never

20. How often do you bike for recreation or exercise purposes? (Select one)

- ☐ Every day
- ☐ 3 or more times per week
- ☐ 1 – 2 times per week
- ☐ 1 – 2 times per month
- ☐ Never or almost never

21. What skill level do you consider yourself as a bicyclist? (Select one)

- ☐ A – Advanced or experienced riders comfortable riding with motor vehicle traffic.
- ☐ B – Comfortable riding on neighborhood streets and shared use paths; prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets
- ☐ C – Child or pre-teen



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

22. How often do you wear a helmet? (Select one)

- ☐ Always
- ☐ Most of the time
- ☐ Sometimes
- ☐ Never

23. Where do you go when you bike? (Check all that apply)

- ☐ Work
- ☐ Shopping
- ☐ Parks
- ☐ School
- ☐ Libraries
- ☐ To a recreation or community center
- ☐ Bus Stop
- ☐ Family or Friend's Home
- ☐ I primarily bike for recreation / exercise purposes

24. Where do you primarily bike?

(Check **NO MORE THAN 3 places** that you bike most often)

Fayette County

- ☐ On sidewalks
- ☐ On major urban streets
- ☐ On neighborhood streets
- ☐ On rural roads
- ☐ On off-street trails or paths

Jessamine County

- ☐ On sidewalks
- ☐ On major urban streets
- ☐ On neighborhood streets
- ☐ On rural roads
- ☐ On off-street trails or paths

25. Where would you like to bike more?

(Check **NO MORE THAN 3 places** where you would most like to bike more often)

Fayette County

- ☐ On sidewalks
- ☐ On major urban streets
- ☐ On neighborhood streets
- ☐ On rural roads
- ☐ On off-street trails or paths

Jessamine County

- ☐ On sidewalks
- ☐ On major urban streets
- ☐ On neighborhood streets
- ☐ On rural roads
- ☐ On off-street trails or paths



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

26. What prevents you from bicycling or bicycling more in your county?

(Check **NO MORE THAN 3 items** that prevent you the most)

- ☐ Don't have a bike
- ☐ Bike needs to be fixed
- ☐ Don't know how to ride a bike
- ☐ Concerns about personal safety in traffic
- ☐ Concerns about personal safety regarding crime
- ☐ Concerns about bicycle theft
- ☐ Live too far away to bike / takes too long
- ☐ Can't carry things
- ☐ Illness, injury, or physically unable
- ☐ Don't want to get myself or my clothing sweaty or dirty
- ☐ Lack of bike lanes
- ☐ Lack of bike trails
- ☐ Weather
- ☐ Streets are too narrow
- ☐ Speed of traffic
- ☐ Number of major intersections on my route
- ☐ Amount of traffic
- ☐ Aggressive drivers
- ☐ Other _____

27. What would encourage you to bike or to bike more?

(Check **NO MORE THAN 3 items** that would encourage you the most)

- ☐ Dedicated bike lanes
- ☐ Paved shoulders
- ☐ Bike trails
- ☐ Better connectivity of bike facilities
- ☐ Bicycle detection at intersections
- ☐ Shopping, schools, parks closer to where I live
- ☐ Showers at destination
- ☐ My employer provided a car for work-day trips
- ☐ Financial incentives, such as a tax deduction
- ☐ Better bike parking was available
- ☐ Better street lighting
- ☐ Better enforcement of traffic laws for drivers

28. How would you rate the conditions for recreational biking in your county?

- ☐ Good ☐ Poor



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

___ Fair

___ I don't know

29. How would you rate the conditions for biking to work / school / shopping / the library in your county?

___ Good

___ Poor

___ Fair

___ I don't know

30. Are there missing links / connections between the existing bicycle lanes, shoulders and trails?

___ Yes

___ No

___ Don't know

If so, where? (Please be as specific as possible)

31. Are any new bike lanes, shoulders or trails needed?

___ Yes

___ No

___ Don't know

If so, where? (Please be as specific as possible)

32. Please provide any additional comments you may have about bicycling in your county that have not been addressed.



Lexington Area MPO Bicycle and Pedestrian Plan Survey Questions

ADDITIONAL COMMENTS

33. Please provide any additional comments you may have about walking and/or biking in your county that have not been previously addressed.

Thank you very much for your participation!

For additional information about the **Bicycle and Pedestrian Plan**, please attend one of the **upcoming public meetings**. The dates and locations for the meetings are:

Fayette County:

June 1, 2006, 4 – 8 PM

Northside Branch, Lexington Public Library

1737 Russell Cave Road (231-5590)

Presentations at 5 and 7 PM

June 3, 2006, 10 – 2 PM

Joseph-Beth Booksellers – Mall at Lexington Green

off Nicholasville Road (273-2911)

Presentations at 11 AM and 1 PM

Jessamine County:

May 31, 2006, 4 – 8 PM

Jessamine County Public Library – Nicholasville

Presentations at 5 and 7 PM

June 2, 2006, 4 – 8 PM

Luce Activity Center – Asbury College – Wilmore

Presentations at 5 and 7 PM

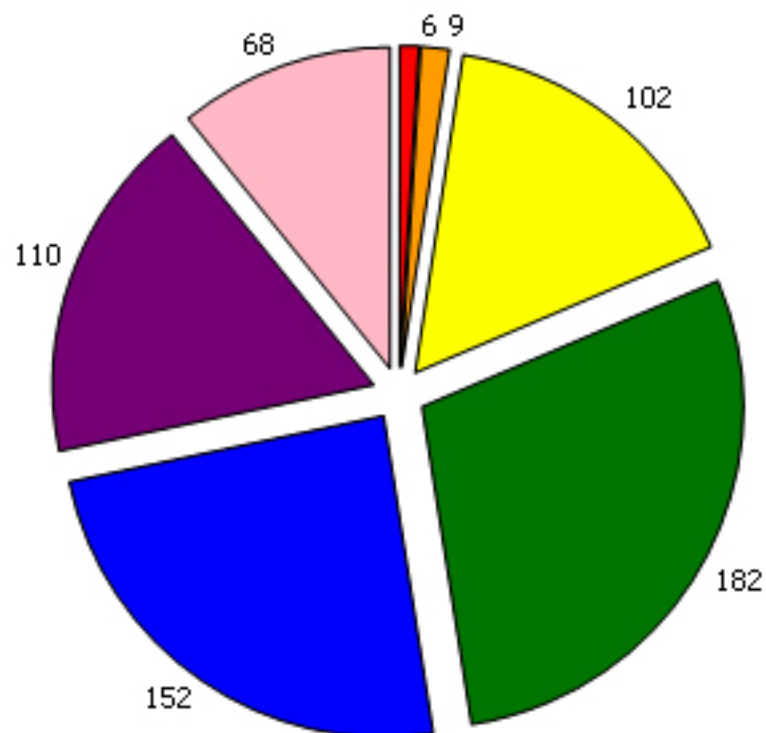
You may sign up to join an e-notification list which we will use to provide **further information about the meetings and the plan**. We will only use this information to notify you of the bicycle / pedestrian plan; we will not share this e-mail list with any organizations.

To receive e-mail notification about the plan, please provide your e-mail address: _____

To return this survey or for additional information contact:

Ms. Kenzie Gleason, Bicycle and Pedestrian Coordinator
Lexington Fayette Urban County Government
200 East Main Street, Lexington, KY 40507
(859) 258-3605

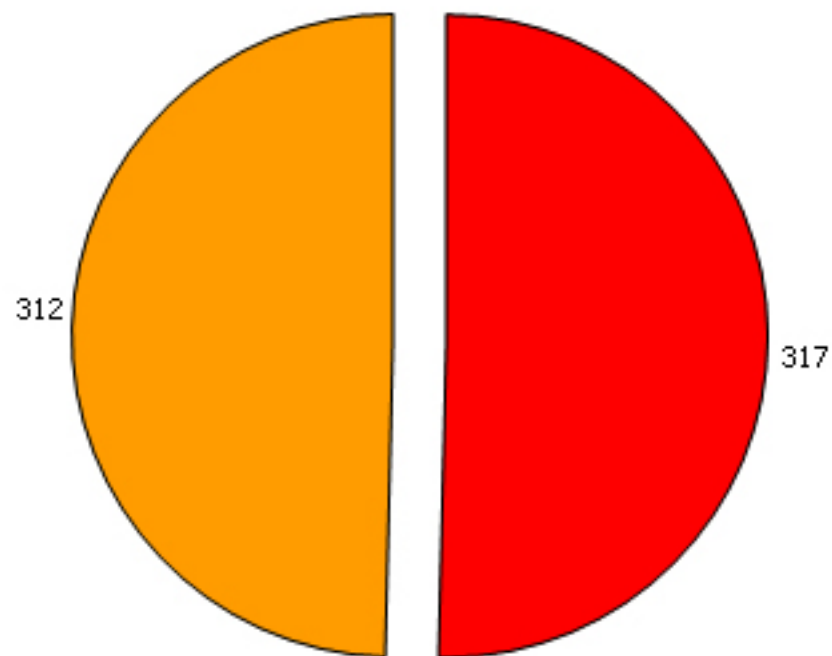
What is your age? - 629 Responses



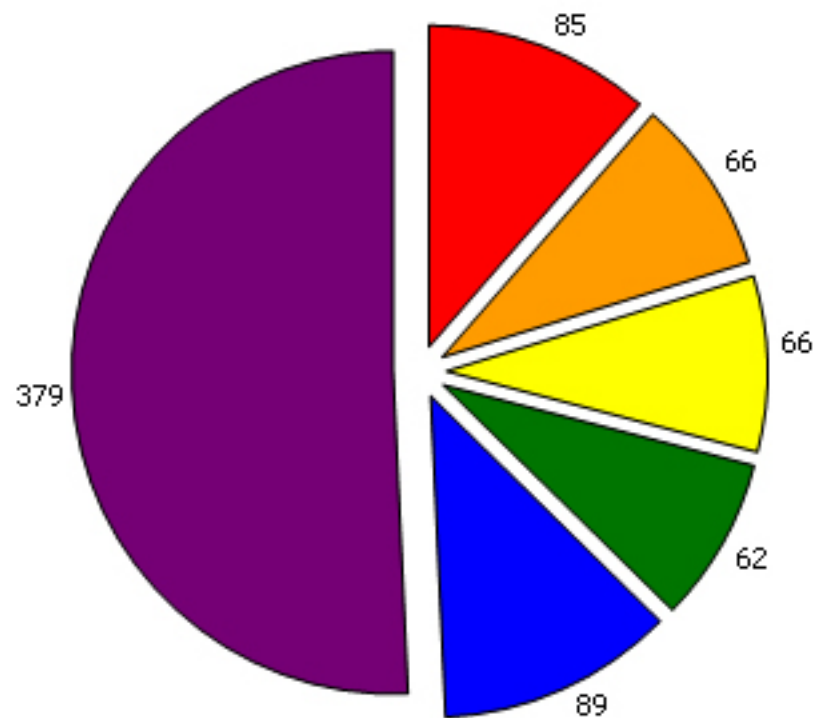
- Under 16 - 1.0%
- 16 - 20 - 1.4%
- 21 - 29 - 16.2%
- 30 - 39 - 28.9%
- 40 - 49 - 24.2%
- 50 - 59 - 17.5%
- 60 years or older - 10.8%

What is your gender? - 629 Responses

Male - 50.4%
Female - 49.6%

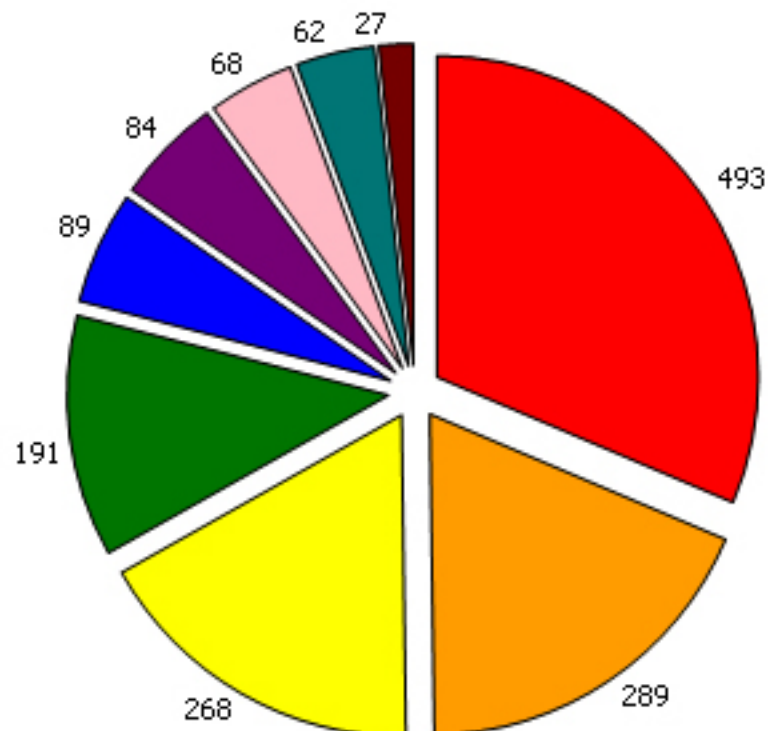


Check all that you are a member of: - 629 Responses



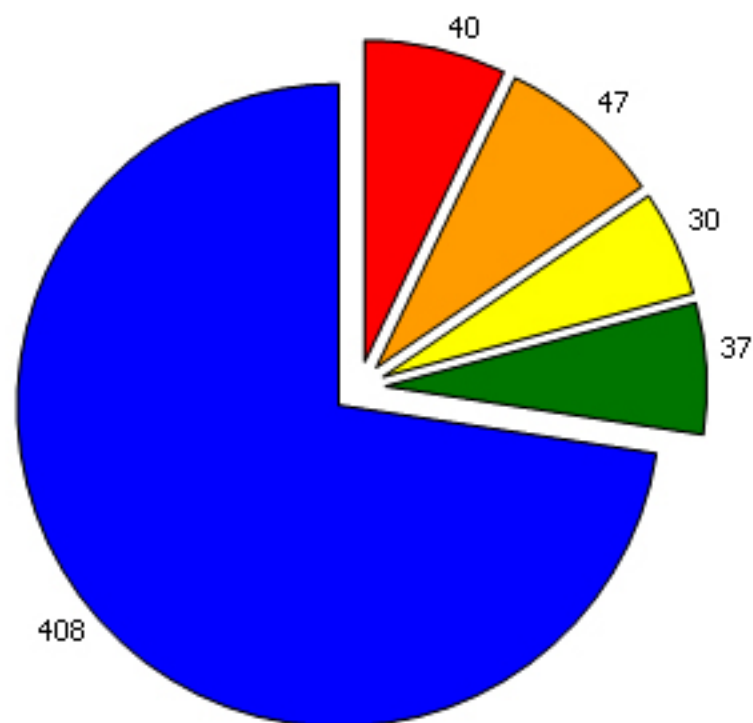
- Bluegrass Cycling Club - 13.5%
- Kentucky Rails to Trails - 10.5%
- Walking / Running Club - 10.5%
- Other Bicycling Group - 9.9%
- Other Outdoors Group - 14.1%
- None - 60.3%

Where do you go when you walk? - 583 Responses



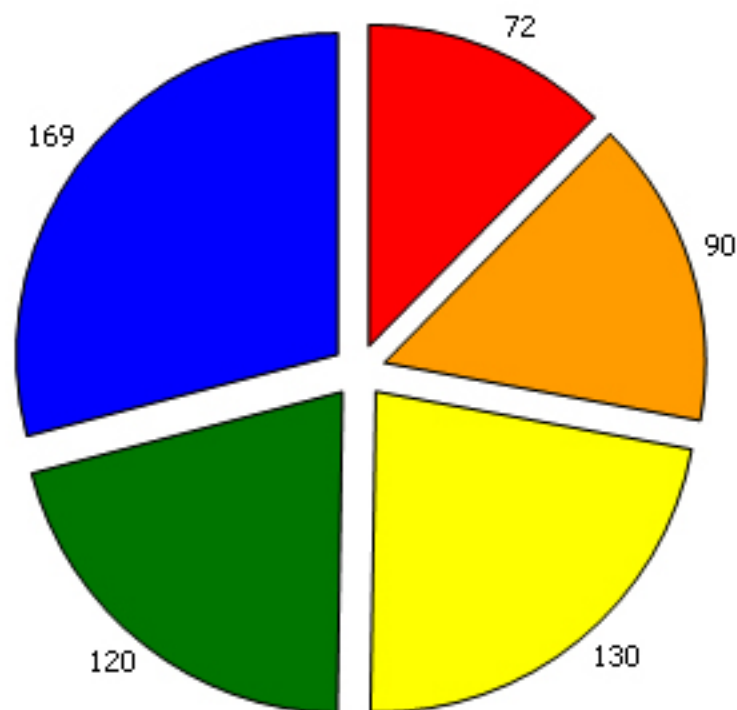
- For recreation / exercise purposes - 84.6%
- To the park - 49.6%
- To do errands or shopping - 46.0%
- To the home of a family member or friend - 32.8%
- To work - 15.3%
- To the library - 14.4%
- To a recreation or community center - 11.7%
- To my school - 10.6%
- To a bus stop - 4.6%

How often do you walk between home and work (or school)? - 562 Responses



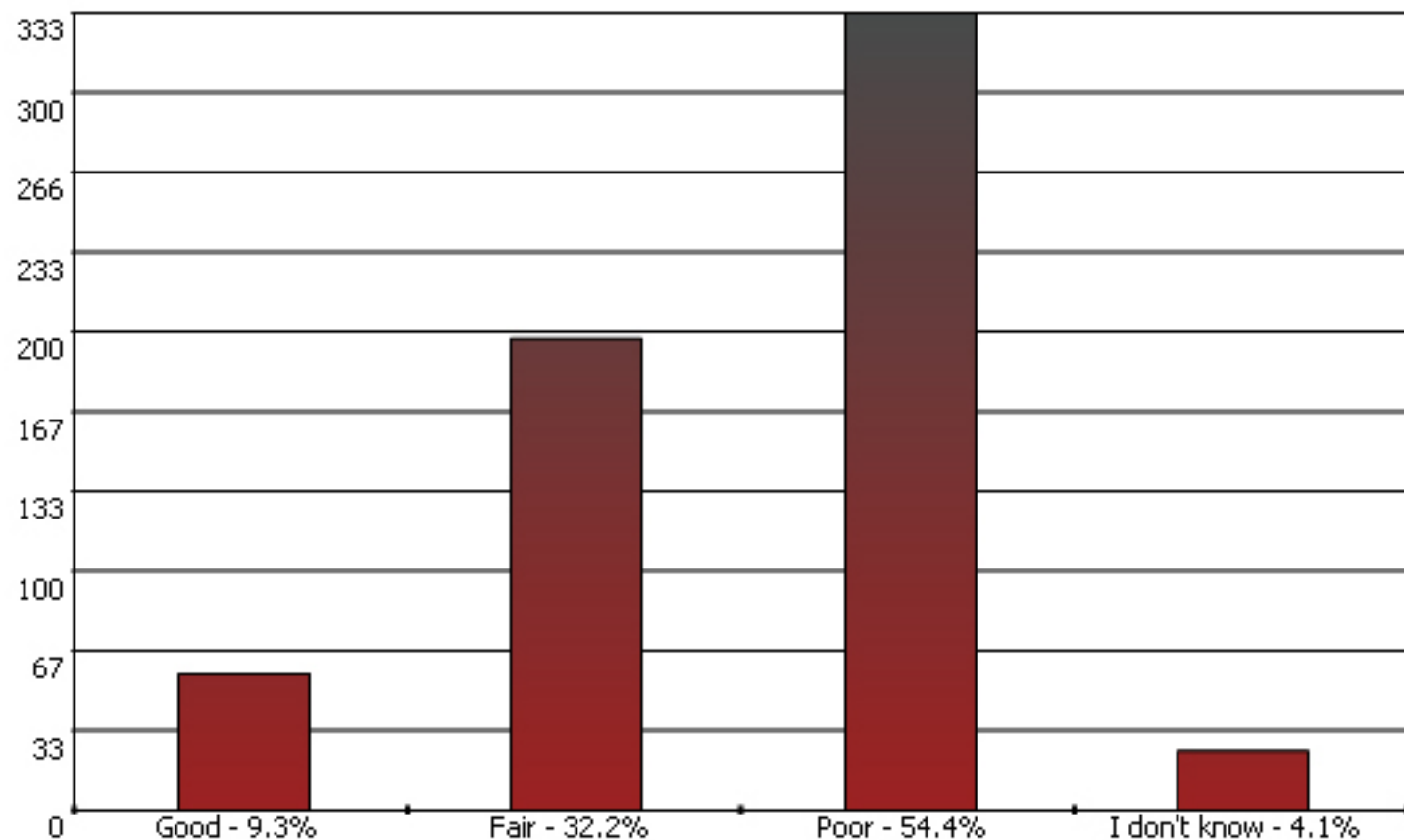
- Every day - 7.1%
- 3 or more times per week - 8.4%
- 1 - 2 times per week - 5.3%
- 1 - 2 times per month - 6.6%
- Never or almost never - 72.6%

How often do you walk to destinations other than work or home (errands, shopping, etc.)? - 581 Responses

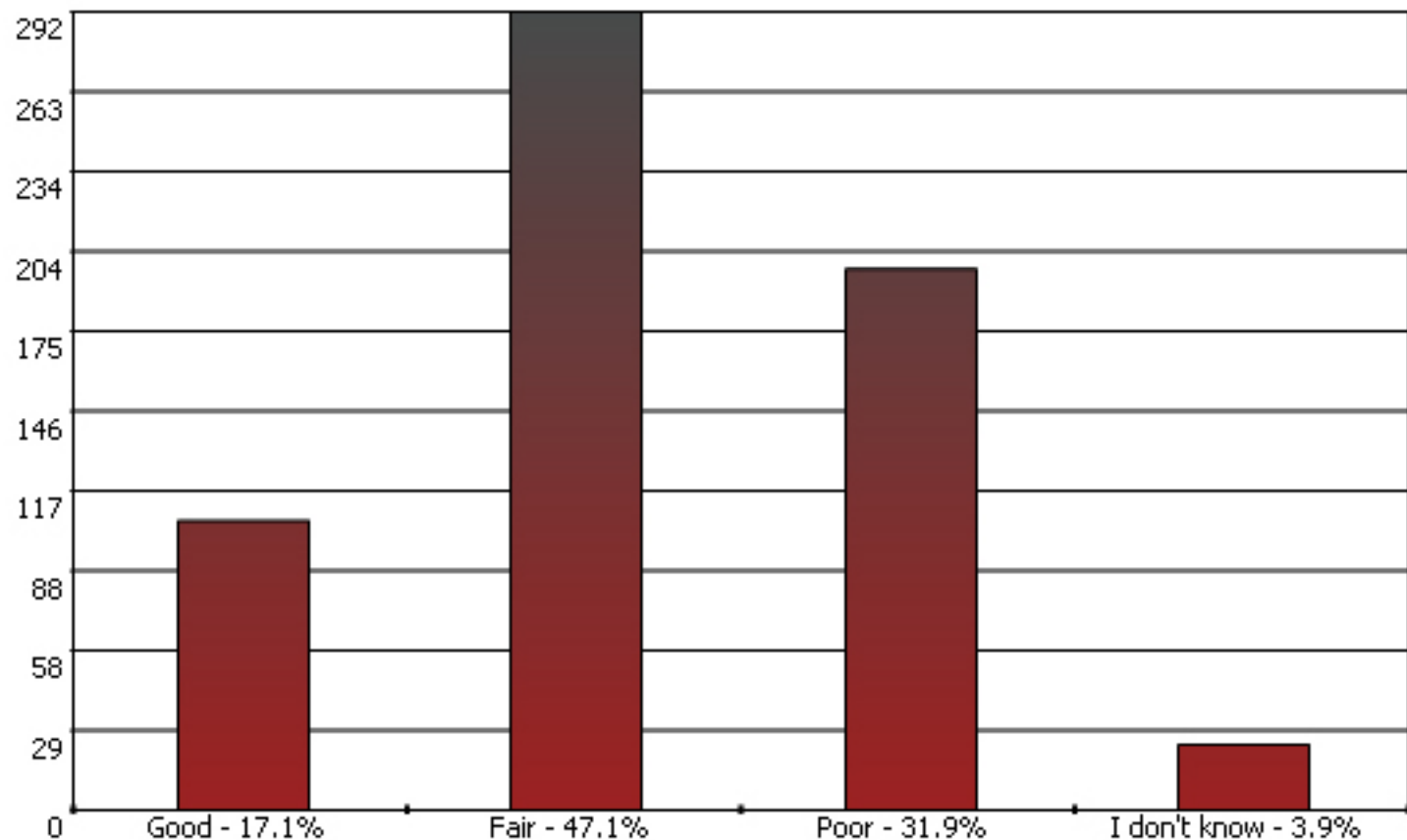


- Every day - 12.4%
- 3 or more times per week - 15.5%
- 1 - 2 times per week - 22.4%
- 1 - 2 times per month - 20.7%
- Never or almost never - 29.1%

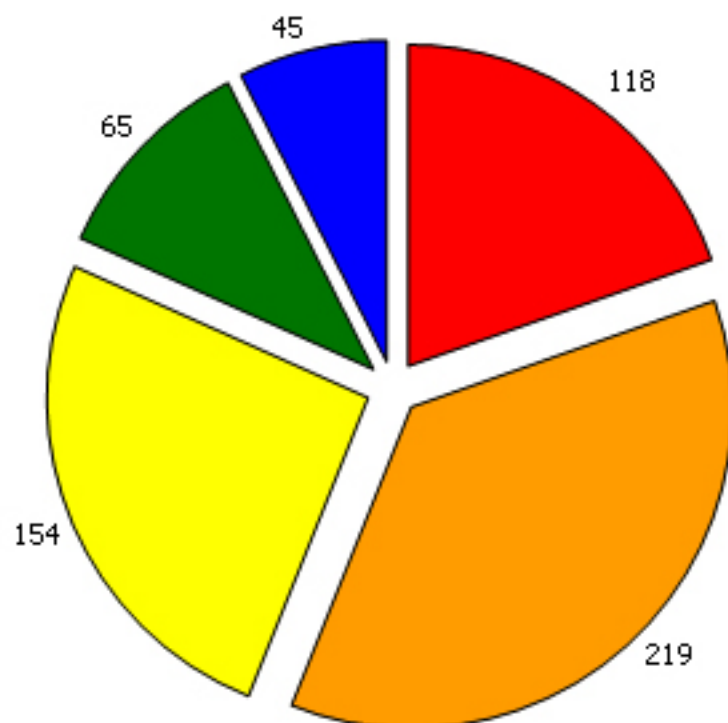
How would you rate conditions for walking to work / school / shopping / library in your county? - 612 Responses



How would you rate the conditions for walking for exercise or recreation in your county? - 620 Responses

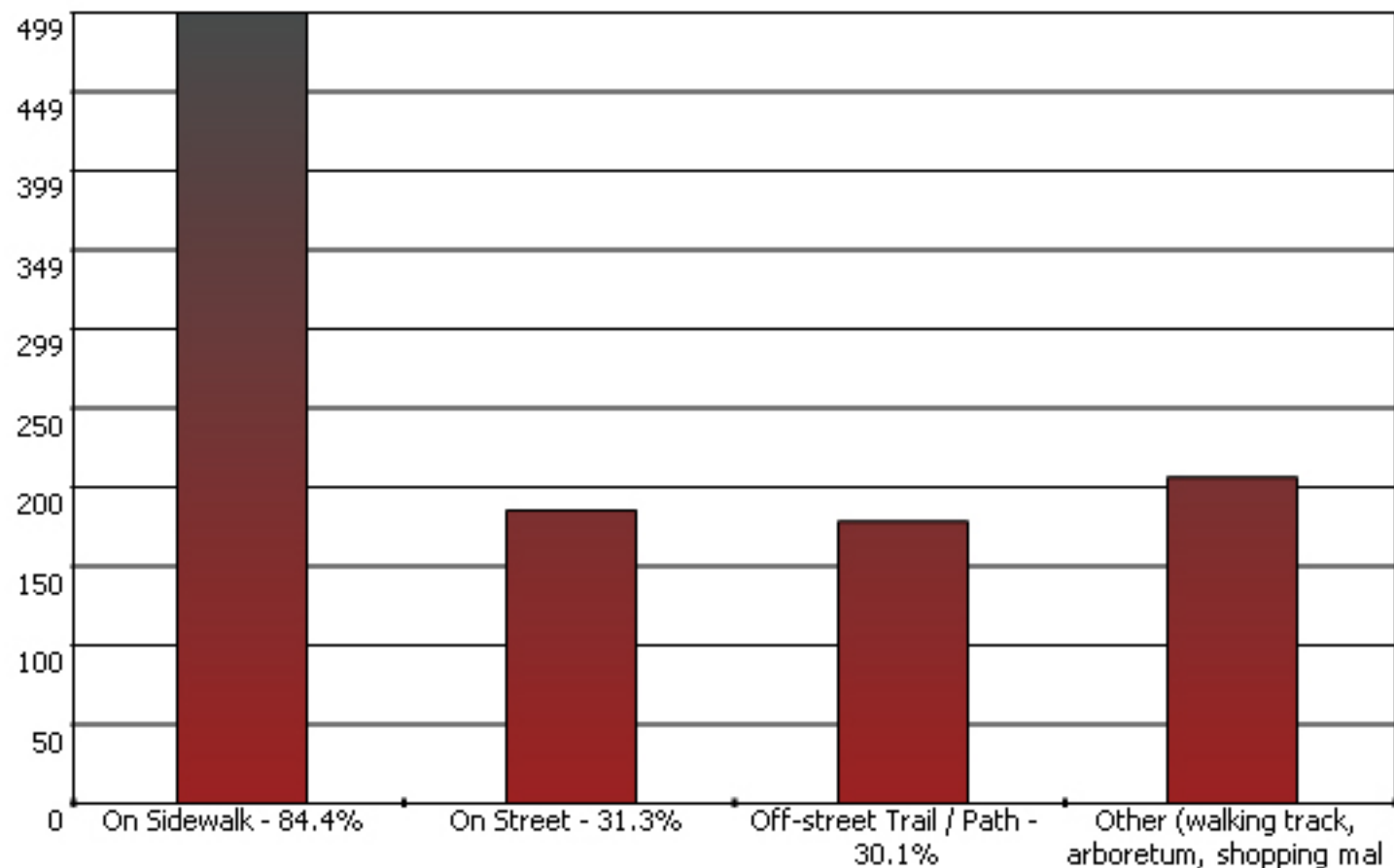


8. How often do you walk for recreation or exercise purposes? - 601 Responses

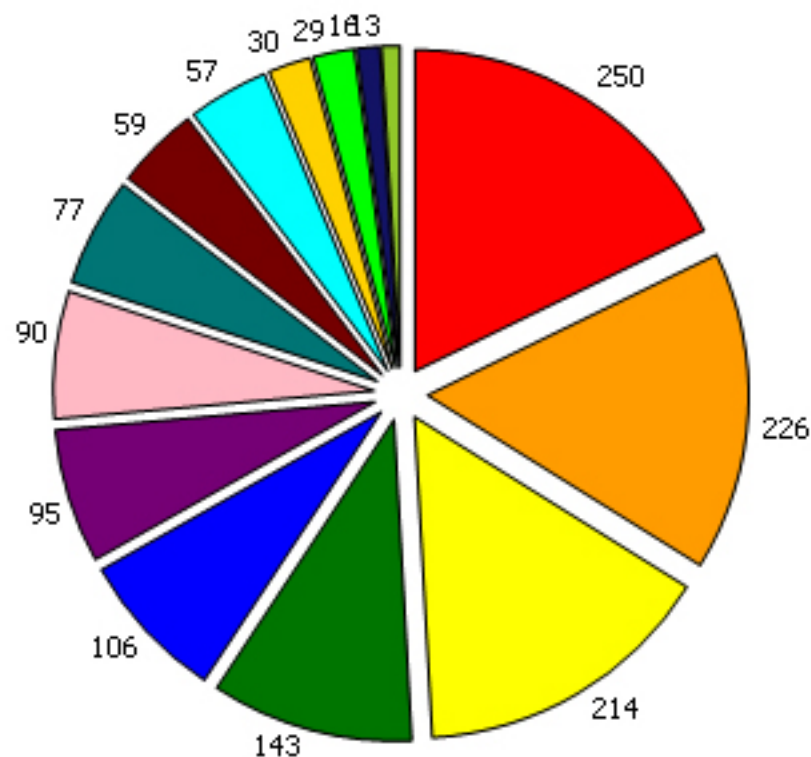


- Every day - 19.6%
- 3 or more times per week - 36.4%
- 1 - 2 times per week - 25.6%
- 1 - 2 times per month - 10.8%
- Never or almost never - 7.5%

Where do you primarily walk? - 591 Responses

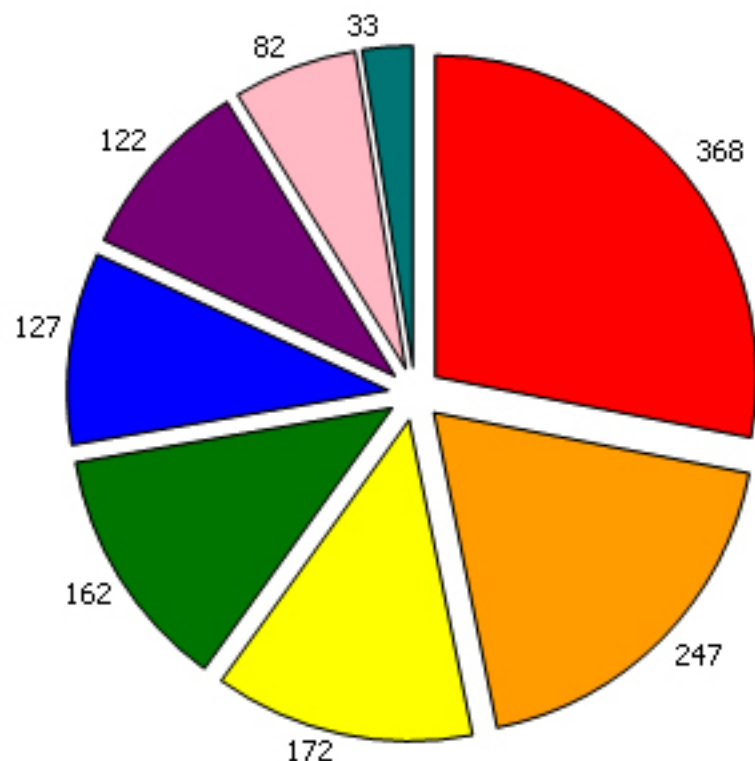


What prevents you from walking more or at all? - 601 Responses



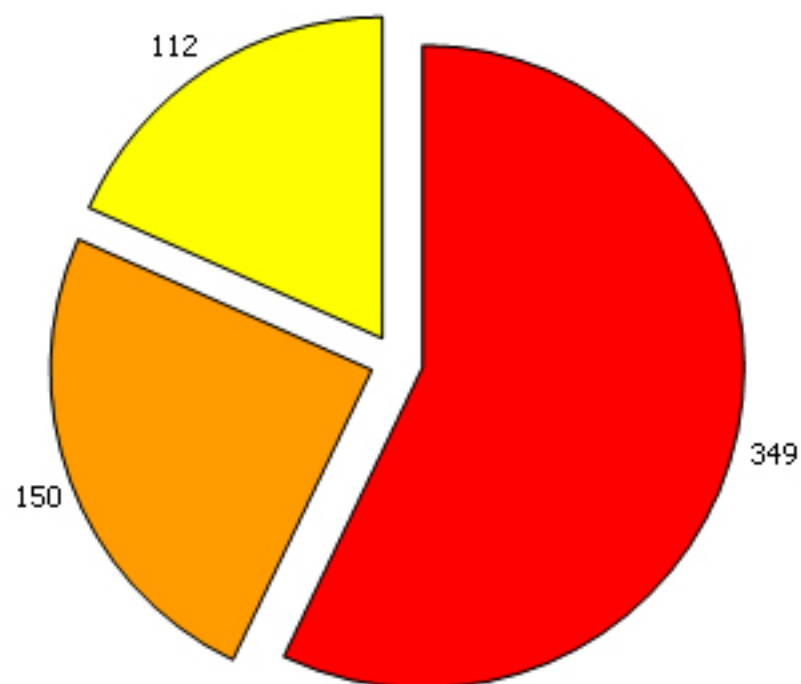
- Live too far away/Takes too long - 41.6%
- Concerns about traffic - 37.6%
- Not enough trails - 35.6%
- Not enough sidewalks - 23.8%
- Weather - 17.6%
- Intersection crossings - 15.8%
- Sidewalks poor condition - 15.0%
- Can't carry things - 12.8%
- Concerns about crime - 9.8%
- Sidewalk obstructions - 9.5%
- Sidewalks too narrow - 5.0%
- Don't want to get sweaty - 4.8%
- Illness, injury, unable - 2.7%
- Not interested - 2.2%

What would encourage you to walk or to walk more? - 583 Responses



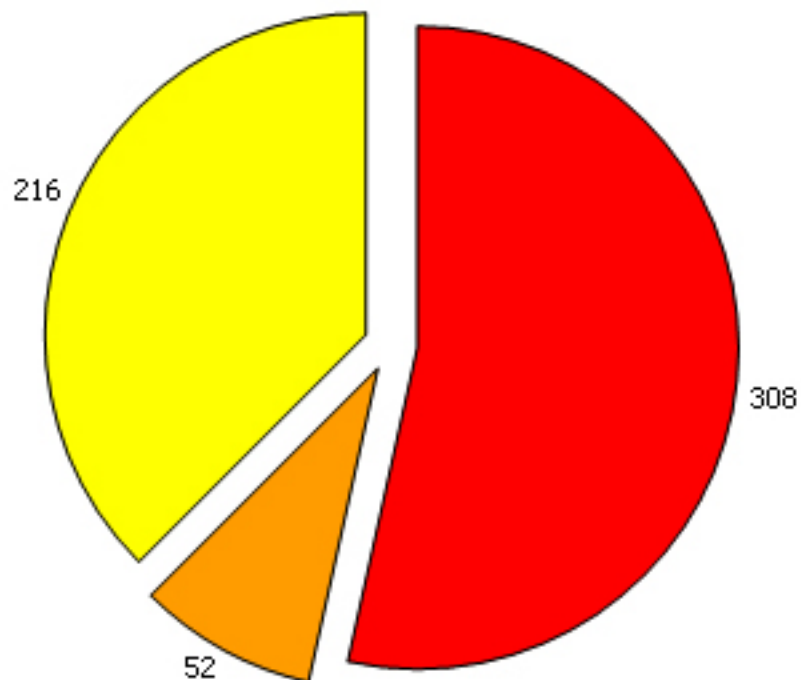
- Better network of trails or paths - 63.1%
- More connected sidewalks - 42.4%
- Safer crossings at intersections - 29.5%
- Shopping, schools, parks closer to where I live - 27.8%
- Less traffic or slower moving traffic - 21.8%
- Sidewalks in better condition - 20.9%
- Wider sidewalks - 14.1%
- Showers available at destination - 5.7%

Are there places where sidewalks or connections between existing paths are missing? - 611 Responses



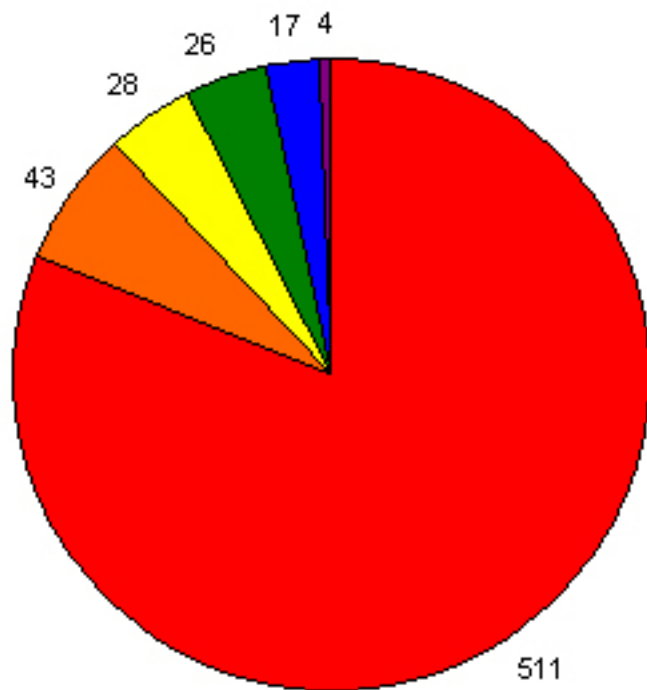
- Yes - 57.1%
- No - 24.5%
- I don't know - 18.3%

If you consider your community as a whole, are there places where new sidewalks are needed? - 576 Responses



- Yes - 53.5%
- No - 9.0%
- I don't know - 37.5%

Where do you live?



■ Lexington - 81.2 %

■ Nicholasville - 6.8 %

■ Wilmore - 4.5 %

■ Other - 4.1 %

■ Other / Work in area - 2.7 %

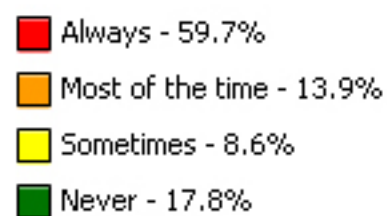
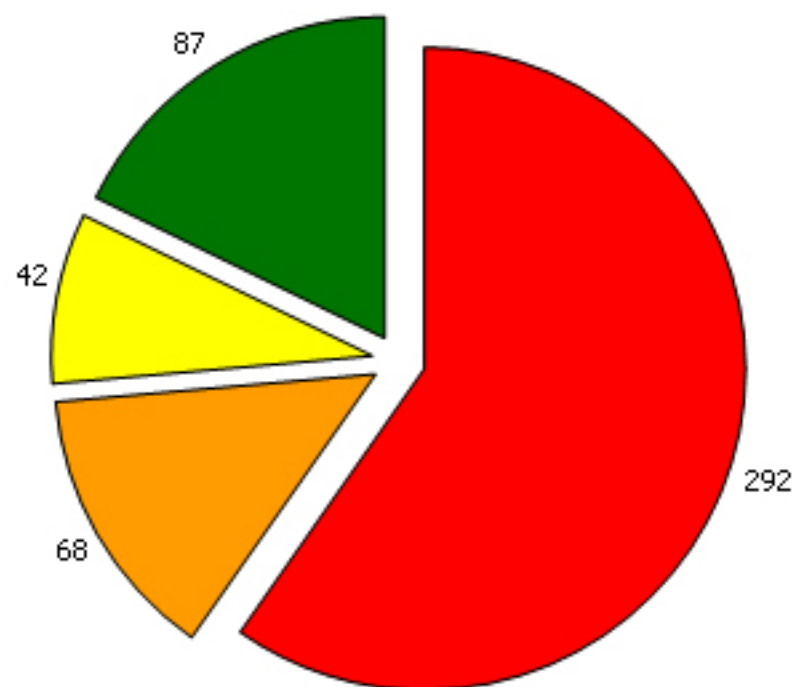
■ No response - 0.6 %

What skill level do you consider yourself as a bicyclist? - 489 Responses

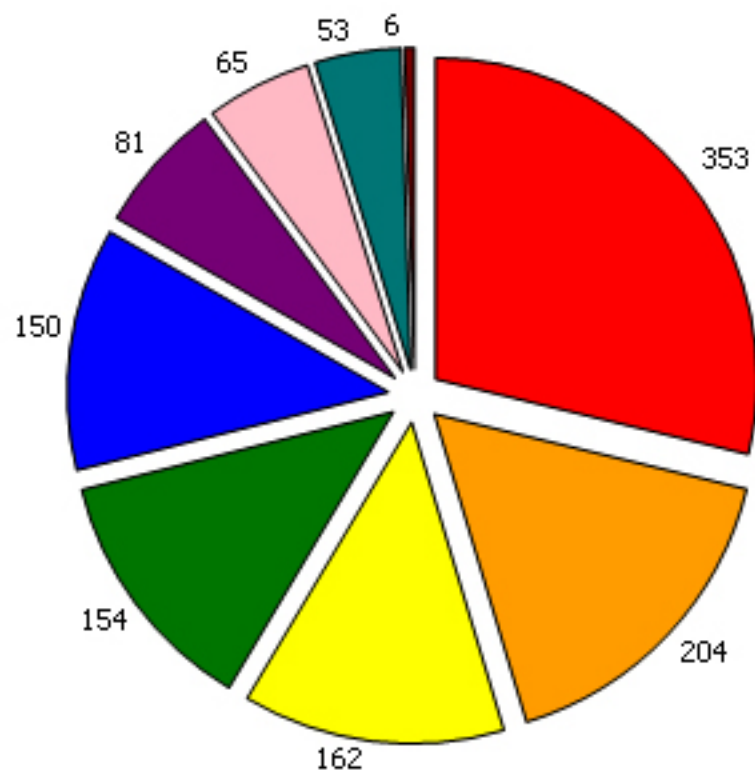


- A – Advanced or experienced riders comfortable riding with motor vehicle traffic. - 45.0%
- B – Comfortable riding on neighborhood streets and shared use paths; prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets - 54.2%
- C – Child or pre-teen - 0.8%

How often do you wear a helmet? - 489 Responses

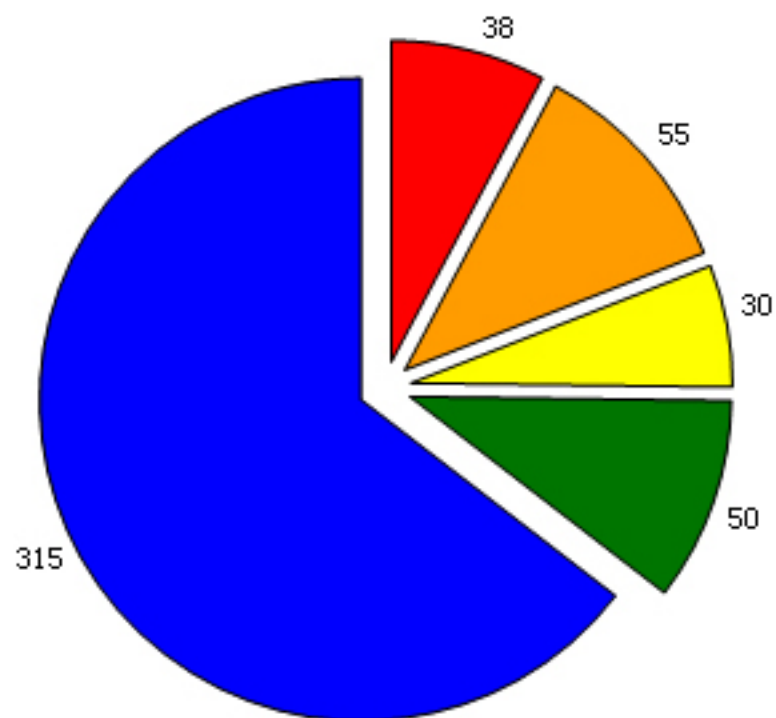


Where do you go when you bike? - 477 Responses



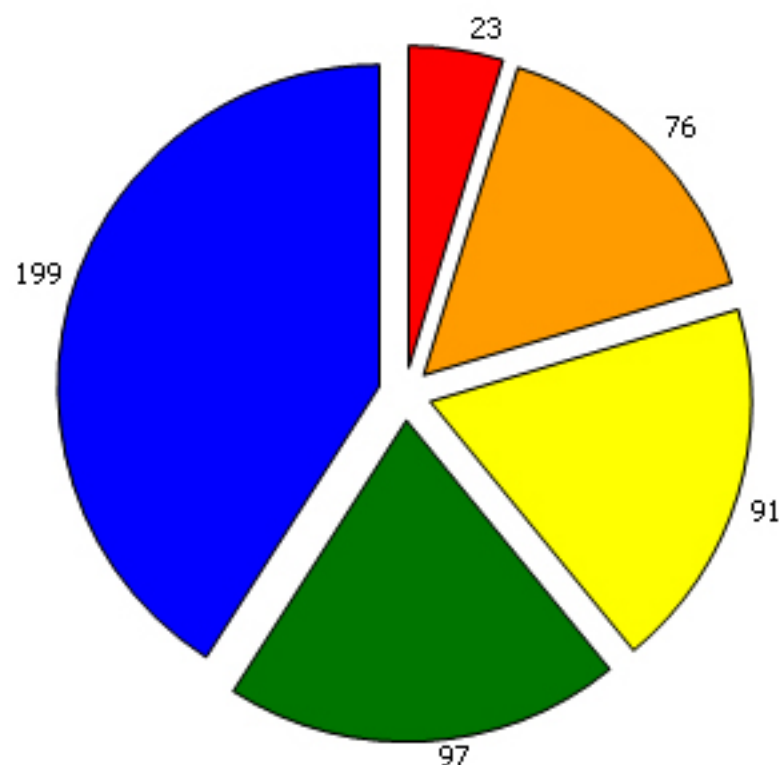
- I primarily bike for recreation / exercise purposes - 74.0%
- Parks - 42.8%
- Shopping - 34.0%
- Family or friend's home - 32.3%
- Work - 31.4%
- Libraries - 17.0%
- Recreation or community center - 13.6%
- School - 11.1%
- Bus stop - 1.3%

How often do you bike between home and work (or school)? - 488 Responses



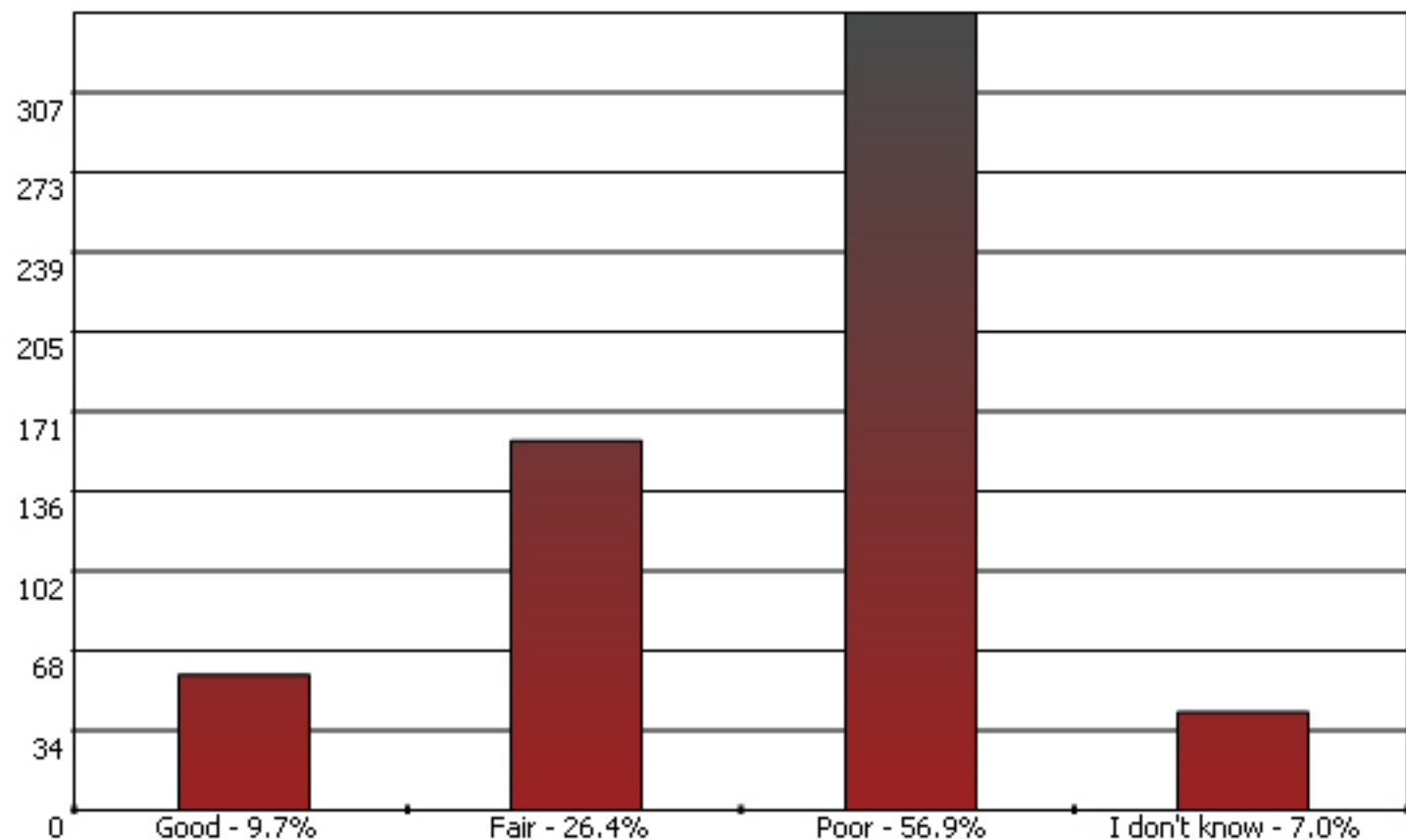
- Every day - 7.8%
- 3 or more times per week - 11.3%
- 1 - 2 times per week - 6.1%
- 1 - 2 times per month - 10.2%
- Never or almost never - 64.5%

How often do you bike to other destinations (errands, shopping, etc.)? - 486 Responses

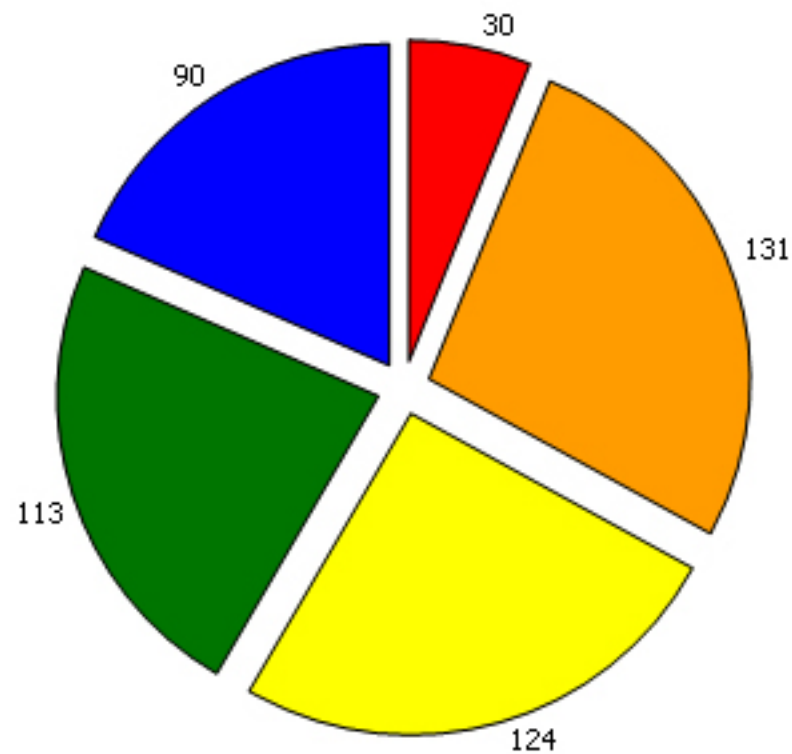


- Every day - 4.7%
- 3 or more times per week - 15.6%
- 1 - 2 times per week - 18.7%
- 1 - 2 times per month - 20.0%
- Never or almost never - 40.9%

How would you rate the conditions for recreational biking in your county? - 599 Responses

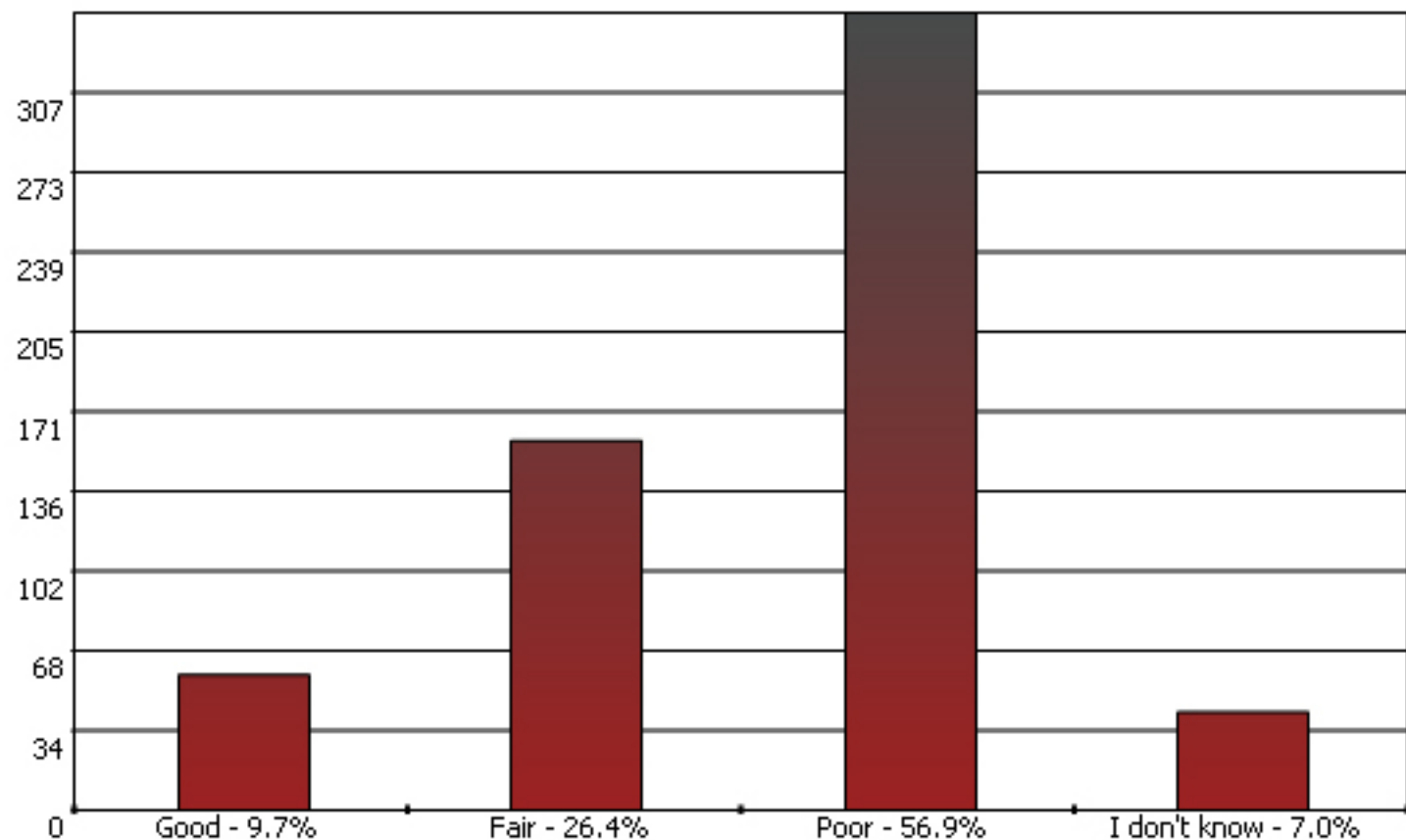


How often do you bike for recreation or exercise purposes? - 488 Responses

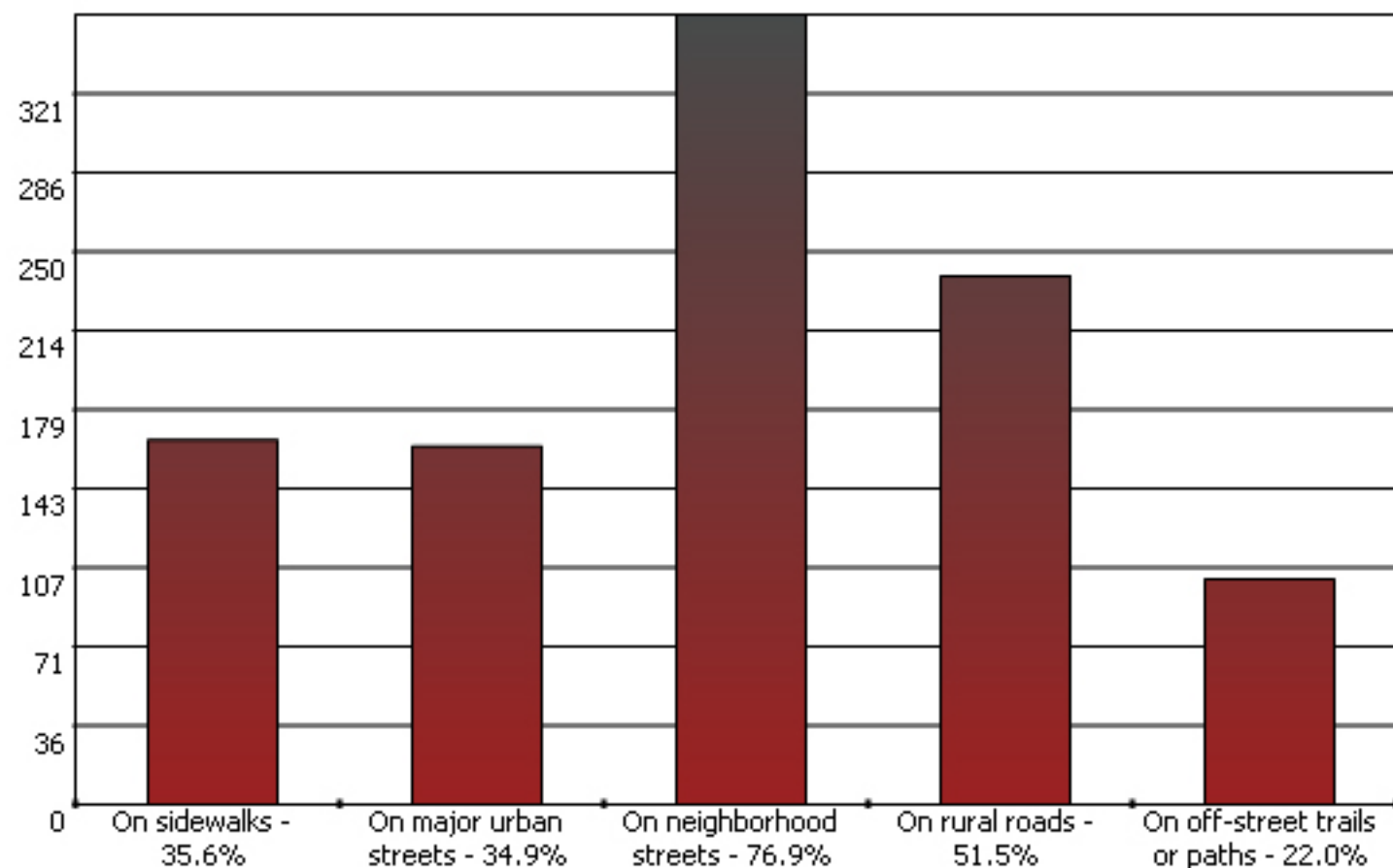


- Every day - 6.1%
- 3 or more times per week - 26.8%
- 1 - 2 times per week - 25.4%
- 1 - 2 times per month - 23.2%
- Never or almost never - 18.4%

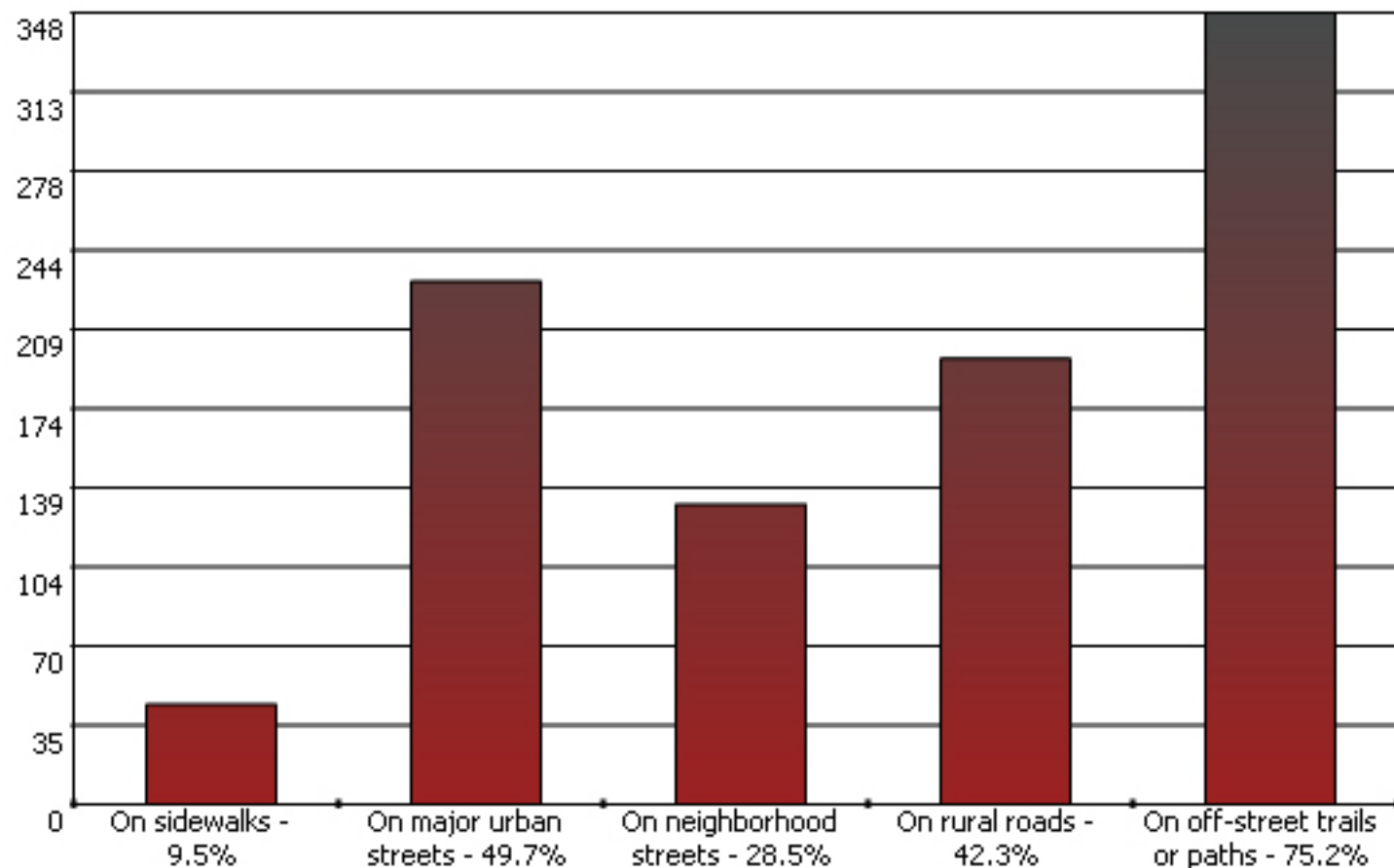
How would you rate the conditions for recreational biking in your county? - 599 Responses



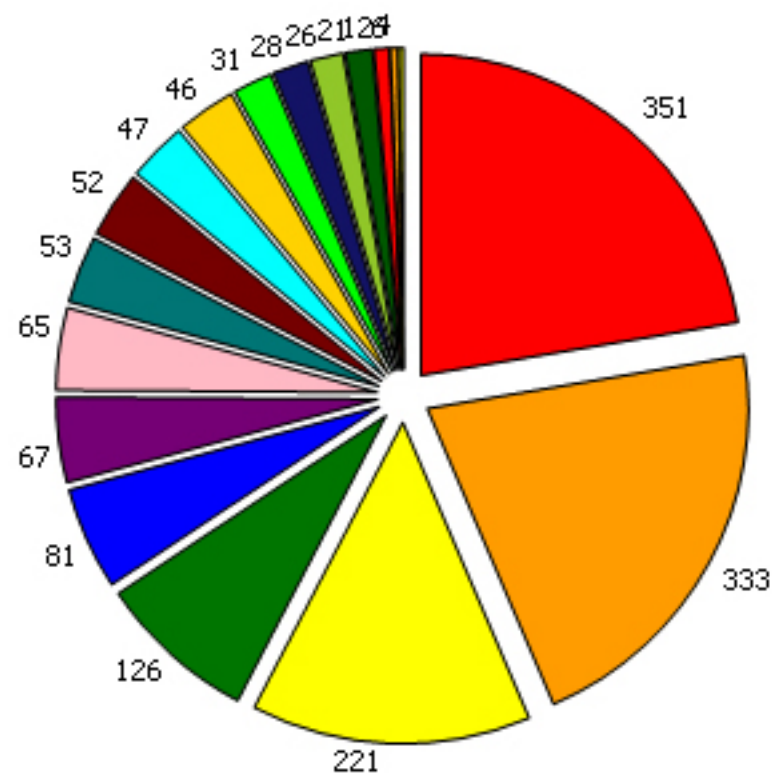
Where do you primarily bike? - 464 Responses



Where would you like to bike more? - 463 Responses

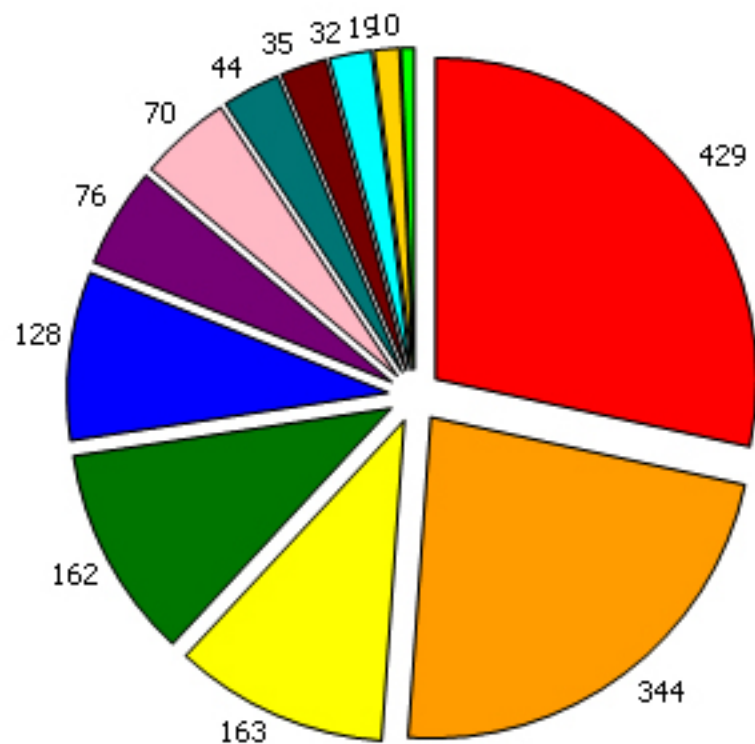


What prevents you from bicycling or bicycling more in your county? - 602 Responses



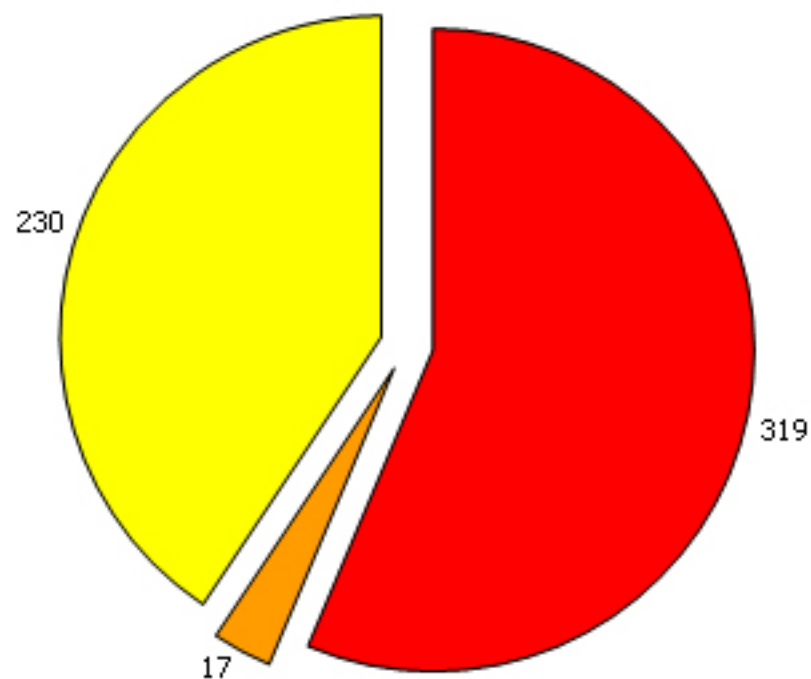
- Concerns about traffic - 58.3%
- Lack of bike lanes - 55.3%
- Lack of bike trails - 36.7%
- Aggressive drivers - 20.9%
- Speed of traffic - 13.5%
- Amount of traffic - 11.1%
- Don't have a bike - 10.8%
- Streets are too narrow - 8.8%
- Too far/takes too long - 8.6%
- Weather - 7.8%
- Can't carry things - 7.6%
- Major intersections - 5.1%
- Don't want to get sweaty - 4.7%
- Concerns about theft - 4.3%
- Bike needs to be fixed - 3.5%
- Illness, injury, or unable - 2.0%
- Concerns about crime - 1.0%

What would encourage you to bike or to bike more? - 578 Responses



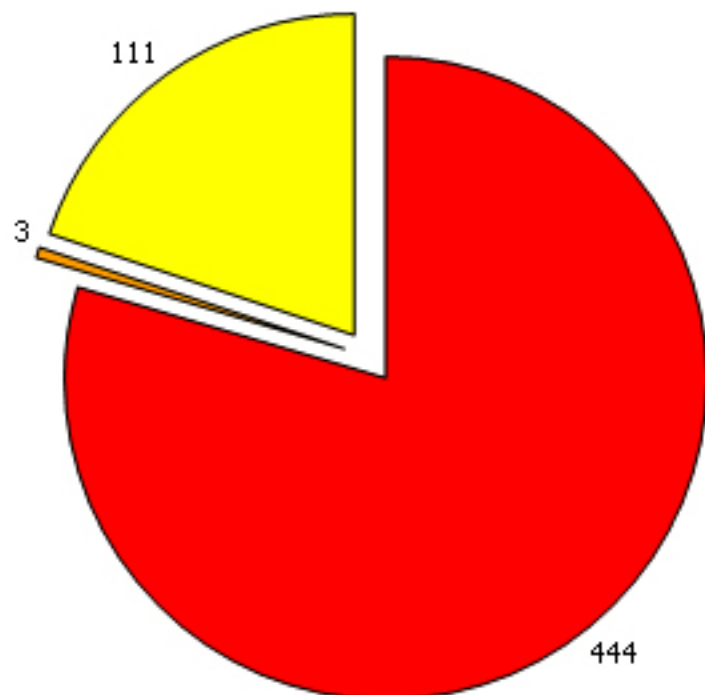
- Dedicated bike lanes - 74.2%
- Bike trails - 59.5%
- Connected bike facilities - 28.2%
- Paved shoulders - 28.0%
- Better enforcement for drivers - 22.1%
- Financial incentives - 13.1%
- Bicycle detection at intersections - 12.1%
- More bike parking - 7.6%
- Shopping, schools, parks closer to where I live - 6.1%
- Showers at destination - 5.5%
- Better street lighting - 3.3%
- Employer car for work-day trips - 1.7%

Are there missing links / connections between the existing bike facilities? - 566 Responses



- Yes - 56.4%
- No - 3.0%
- I don't know - 40.6%

Are any new bike lanes, shoulders or trails needed? - 558 Responses



- Yes - 79.6%
- No - 0.5%
- I don't know - 19.9%

Appendix C

Public Meetings and Stakeholder Interviews





Mayor Teresa Ann Isaac

LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT
Division of Government Communications

May 25, 2006

MEDIA CONTACT

Contact: Kenzie Gleason
Phone: 519-8494 (anytime)

Residents asked to help make area more walkable and bike friendly

The Lexington Area Metropolitan Planning Organization (MPO), the regional transportation planning agency for Fayette and Jessamine Counties, is asking area residents to help in creating a plan to make the cities of Lexington, Nicholasville and Wilmore more pedestrian and bike-friendly.

The agency will host several open-house meetings beginning on May 31. "We want to hear from parents who would like their kids to be able to walk to school, and from commuters looking for a better way to get to work," said Kenzie Gleason, a planner for the agency.

Two meetings will be held in each county. Fayette County meetings will be held June 1, from 4 – 8 p.m., at the Northside Public Library and June 3 from 10 a.m. to 2 p.m. at Joseph Beth Booksellers.

Jessamine County meetings will be held May 31, from 4 – 8 p.m. at the Jessamine County Public Library and on June 2, from 4 – 8 p.m. at the Luce Activity Center at Asbury College in Wilmore.

The firm of Parsons Brinckerhoff and the National Center for Bicycling and Walking (NCBW) are assisting the Lexington MPO in developing the community plan. The NCBW has helped hundreds of communities to become great places to bike and walk, and even better places to live. Executive Director, Bill Wilkinson said the agency "believes communities should be planned, designed and managed so that people of all ages and abilities can walk and bike easily, safely, and regularly."

An on-line survey is also available for those wishing to provide input on the plan. The survey is located at www.bluegrassbikewalksurvey.com.



Summary of Public & Stakeholder Meetings

In Their Own Words

What the People of Fayette and Jessamine Counties Have to Say About a Plan for Bicycling and Walking

Public Meeting Highlights

A series of public meetings were conducted in late May and early June 2006, to give residents of Fayette and Jessamine Counties an opportunity to talk about their experiences walking and biking in their communities—what they do now, what they can't do, and what they'd like to be able to do. These activities were undertaken as part of an ongoing project to develop a Bicycle and Pedestrian Plan for the Lexington Area Metropolitan Planning Organization (MPO). These are some highlights of what folks had to say about

Who the plan is for:

- *We need champions for kids and seniors.*
- *My son is trapped in our neighborhood because there's no connectivity.*
- *I get tired of sitting in my car every day—it's boring (second grader's comment)*
- *Combining bike and pedestrian access to mass transit for those who can't or don't drive.*
- *I want to run on wider sidewalks—so I don't have to run in the grass or the street when I meet someone on the sidewalk.*
- *I'd ride a bike if there was a bike lane or wide shoulder*
- *I've lost 100 pounds by walking on the walking track here at Asbury. I don't know what I'm going to do now that the walking track's been closed.*
- *I'd be a lot more comfortable with my family riding their bikes if there were designated places for them on rural roads.*
- *I'd like to see places to walk in Wilmore.*
- *I'd like to see more places for mountain biking and off-road trails.*
- *I'd like to be able to ride my 3-wheeled bike.*
- *I'd like to see more multi-use trails and rail trails.*
- *I'd like to be able to walk during the work day [in Nicholasville]—there's no place to go to*
- *It becomes a frightening demographic to think about the increasing needs of people who can't drive—they can't 'Age in Place' or 'Age in Community' the way things are now. People dealing with social services for seniors call losing the ability to drive 'the great divide'—the number one fear of the aged is losing independence and mobility when you can't drive. There should be more transportation options for seniors.*

Summary of Public & Stakeholder Meetings

What the problems/challenges are:

- *More traffic and higher speeds make it unsafe. Rural roads not upgraded when development takes place. The attitude of motorists is very anti-bike—cars go very fast. Speed and amount of traffic. Driver inattention to pedestrians. Speed of traffic in neighborhood streets is scary. I don't know what you can do other than put someone on watch or install speed humps.*
- *Schools built in rural areas—you can't walk to them (Jessamine County). Neighborhood schools have given way to schools located far away from homes. Kids can't walk or bike to school. Everybody used to walk to school. Operating school buses takes a lot of the schools' budget.*
- *People feel like they have to watch their kids 24 hours a day. People don't feel comfortable letting their kids go unwatched—if you don't know where your kids are you're called a negligent parent.*
- *Lack of connectivity. The only way to access retirement developments and community centers is by car. No neighborhood connections to parks. No access to parks and schools. Barriers to facilities—they may be there, but we can't get to them because of obstacles or poor conditions for getting to them. Major roads/crossings are unfriendly—New Circle Road is a barrier.*
- *I rode my bike in heavy traffic in Atlanta and Raleigh for 25 years, so I'm very comfortable riding anywhere, but I don't feel safe on these country roads.*
Wife of man quoted above says: He rides the country roads here and it terrifies me—I'm not worried about him, he rode 62 miles on his 60th birthday! It's the cars and the curves in the road that I worry about when he rides. We rode bikes together when we lived in Florida, but I won't do that here.
- *I love walking to the VA center (in Wilmore) but then you have to turn around and come back the same way. I like some variety when I walk and this route gets boring—but it's the only paved dedicated route in Wilmore. There's no way to walk to High Bridge safely, we just walk on the road and it's dangerous. You're really a captive in this town, you don't have any way to walk to places outside Wilmore. The nice thing is there are lots of 'spokes' emanating from the center of town. But there's no way to do a loop, you always have to come back into town the same way, and walking on the same road gets boring.*
- *You have to ask for pedestrian and bike facilities—cars get accommodated automatically.*
- *Sidewalks are not wide enough to accommodate two people walking side by side—or for one person to pass another. Lack of accessible sidewalks (narrow, obstructions).*
- *There are no bike racks at destinations. Maintenance of bike facilities is poor.*
- *This plan has no funding associated with it.*
- *We need a demonstration project.*
- *What percentage of the population has to say 'we want sidewalks and bike lanes' for it to happen?*

Summary of Public & Stakeholder Meetings

What are the kinds of outcomes they want:

- *A nice place for biking and walking without getting hurt (fifth grader).*
- *Seeing less car crashes in the news.*
- *Drivers, pedestrians and cyclists need to respect the rules.*
- *A thriving downtown where you can eat outside, but not block sidewalks or slow traffic.*
- *I want to be able to walk to something if I can see it.*
- *I want our community to be a place where people WANT to bike and walk.*
- *Economic development that is related to increasing places to walk and bike*

What needs to be done:

- *Encourage developers to better accommodate pedestrians and bikers.*
- *Incorporate Parks and Recreation plans with current plan.*
- *Work with water and sewer departments on storm grates.*
- *Tie this plan together with transit (i.e., as part of this Bicycle and Pedestrian Plan, transit should be integrated with recommendations made during this project).*
- *More opportunities [to walk and bike] downtown.*
- *New development should include bike/pedestrian connections (built at time of development) to shopping and other destinations.*
- *Think ahead! (i.e. when design takes place, incorporate all facilities, including bike and pedestrian so retrofitting isn't necessary).*
- *Connectivity between places, for example between home and school.*
- *A plan to overcome physical barriers, for example getting over railroad tracks.*
- *Getting kids to ride their bikes and/or walk to school.*
- *Provide shoulders on rural roads.*
- *Raise awareness of all rural road users—drivers, walkers and bikers.*
- *Raise awareness of existing facilities that are out there (trails, parks, health department wellness programs, etc.) and available for use, so that more people ride and walk.*
- *There needs to be more trail development that doesn't require driving to get to.*
- *We need more accessible sidewalks.*
- *We need off-road facilities.*
- *We need sidewalks.*
- *We need accessible shopping areas.*
- *Consider putting wide curb lanes on arterial roads.*
- *Design roads for lower speeds and lower speed limits.*
- *Enforcement is a big issue, especially in rural areas.*

Summary of Public & Stakeholder Meetings

What a successful plan will do:

- *Helps tell public officials what citizens they want, i.e. places to walk, to go to the grocery, etc.*
- *Makes sure the planning and zoning codes make it easy for developers to incorporate facilities for pedestrians and bicyclists.*
- *Transportation and land use planning need to go hand-in-hand.*
- *We need to market our trails, greenways and parks.*

And, some specifics ...

- *I'd like to see a paved trail between Nicholasville and the Fayette/Jessamine County line that runs parallel to Nicholasville Road.*
- *I'd like to see a bike lane on Main Street in Nicholasville from one end of the bypass to the other. Perhaps turn a parking lane on Main Street into bike lanes (cars could park at the rear of buildings) – or bring the speed limit down to 20mph.*
- *Congestion on Main Street (Nicholasville) is extensive in the afternoons.*
- *We want bike trails to the new YMCA at Riney Park, but we need to be able to get across the railroad tracks.*
- *I've been told bikes aren't allowed on Main Street in Nicholasville—is this true?*
- *The kids in the poorer sections of town deserve access to trails as much as any other kids.*
- *What are developers required to do in Nicholasville? In Jessamine County? I want to see sidewalks in all new residential and commercial areas.*
- *The gaps in the sidewalks should be filled in. Put sidewalks in more places where there aren't any—have you tried walking on Nicholasville Road?*

Summary of Public & Stakeholder Meetings

June 2006 BPAC Meeting Highlights

The Bicycle/Pedestrian Advisory Committee's thoughts on a successful plan:

1. A successful plan gets people excited
2. People see themselves in the plan
3. It removes barriers to walking and biking
4. It advises people how to address problems
5. It says new development must be bike and pedestrian friendly, and it offers suggestions for making existing development bike and pedestrian friendly
6. It addresses land use and community design
7. It offers exceptions and/or incentives
8. It identifies gaps and problems in the existing system
9. It's a user-friendly tool that you can hand to a developer
10. It incorporates what's in the best interest of the community as a whole
11. It incorporates land conservation—preserving the rural landscape
12. It incorporates rails to trails concepts

Stakeholder Meeting Highlights

Bluegrass Council of the Blind

1. *"City engineers tell us it's "too dangerous" to cross where we need to cross—thus out of direction travel is forced as a result."*
2. *"Ramps are in wrong places and make it confusing—you don't know when you have entered the street and if you've entered in the right place."*
3. *"Crosswalks often don't align with curb ramps."*
4. *"One wheelchair ramp should not be placed diagonally entering the intersection; there should be two, one for each direction to direct you to the correct place to cross."*
5. *"In older neighborhoods there are cars parked on sidewalks and there's an attitude that it's ok to do this—there's no enforcement of laws against doing this."*
6. *"Much commercial development in Lexington has everything out in huge parking lots without identified accessible routes. Cars seem to come from all directions and it's terrifying."*
7. *"Install accessible signals at time of installation, not as an afterthought."*
8. *"Pedways are helpful to cross roads, but they require going into a building, taking an elevator up, finding the pedway, going across it, finding the elevator in the next building, and getting outside again. It's such an arduous journey that could be avoided with better ways to cross streets at ground level."*
9. *"Tactile strips in islands would be extremely helpful. "*

Summary of Public & Stakeholder Meetings

Disabled Community

1. *"Lexington is hostile for disabled."*
2. *"We can't walk safely today-- we want access now."*
3. *"We want to be included."*
4. *"If the environment were right, there would be more disabled people downtown."*
5. *"This effort (bike and pedestrian plan) needs to start with the disabled and ageing people – what they need to get around."*
6. *"Downtown businesses lack awareness of our needs."*
7. *"We want to be part of the work that the community does. The city needs to decide we are partners."*
8. *"We want to see crosswalks that meet code."*
9. *"We want Lexington to have a 2-block demonstration project downtown."*
10. *"We want Lexington to do things right—meet ADA requirements because they want to, aside from the fact that they're legally obliged to."*
11. *"Brick Squad – we repair sidewalks on our own time, with our own resources. If we can do it, why can't downtown businesses?"*
12. *"The feeling is that the city created the problems, but they are not helping to fix them."*
13. *"Need symbolic opportunities that things are changing."*
14. *"Need to know how we can help you (the city)."*
15. *"Citizenship – we all need to know the details of what being a good citizen involves."*
16. *"What kind of training is required for LFUCG employees having to do with disabilities?"*
17. *"It took a personal experience with the disabled to open my eyes....they are disadvantaged in many ways, not just in the fact they can't walk."*

Summary of Public & Stakeholder Meetings

Seniors Group

1. *"The walking surface is very level and it's safer to walk [at TurflandMall]. Many people walk there because of the surface. In a lot of neighborhoods they don't have accessible curbs. A lot of people have a hard time climbing curbs, but they can still walk and like to."*
2. *"I have lived on Malabu since 1967. I walk to the post office, the grocery, pretty much everywhere."*
3. *"I like to bike in the evening after the rush of traffic dies down or on Saturday and Sunday. I feel safer when the traffic isn't as heavy. I don't ride on major roads, I don't feel comfortable. I would like to bike all the time, but can't because of too much traffic. I go to the Arboretum to walk and I walk in my neighborhood."*
4. *"I live in Headley Green...I walk a lot and invite other people, too, but many just stay in their houses all day and never get out. I don't think it's good for them. "*
5. *"There are lots of good places to walk; people just don't take advantage of the opportunities out there."*
6. *"One problem is transportation or getting to the place where you want to walk [for exercise]."*
7. *"Tripping is a big fear. Drains are placed at the most inopportune places, people are afraid of tripping over them. Curbs are very important for everyone. They really need to be wheelchair accessible because then everyone feels safe."*

Bluegrass Cycling Club

1. *"We like to say that not every cyclist is the same, not every motorist is the same."*
2. *"[Where I ride] I have the most problems with people in pick-up trucks."*
3. *"Jessamine County is very unfriendly to riders. Bourbon County, Midway, Versailles are friendly communities in which I ride. Clark County is rather indifferent to riders."*
4. *"Shoulders and bike paths are dangerous. Roads are not maintained, trash is pushed onto the shoulder or bike path. Problems like these on bike facilities make me not use them. I go on the roads instead."*
5. *"Education is the number one issue. We have to educate people to be tolerant."*
6. *"Bike lanes can trick you into thinking that's the only place it's ok to ride! People are going to have to expect cyclists everywhere!"*
7. *"We are conditioned to read signs, therefore, signage starts the process of expecting to see cyclists and sharing the road with them."*
8. *"Here's something odd – did you know it's illegal to walk or bike to school in Montgomery County?"*
9. *"We see the first steps of becoming more bike-friendly as implementing a complete streets policy, dealing with speed limits and educating the public."*
10. *"The bottom line is safer conditions for cyclists mean safer conditions for all."*

July 17, 2007 Meeting Input (Jessamine County)

Questions / Comments

1	Most neighborhood streets in Nicholasville have cars parked on both sides and it's difficult to navigate streets.
2	Is anything established to accommodate bikes on the proposed by-pass on east side of Nicholasville?
3	Has the state approved an engineering study for the by-pass?
4	One attendee has used Lexington's Beaumont Trail which are a good example of trails that provide access to residential, retail and schools.
5	Current planning and zoning regulations in Jessamine County don't currently allow developers to include bike trails.
6	An abandoned section of Clay's Mill Road should be included in the proposed system of off-road trails.
7	Who will implement this plan? How will the projects be built and who will facilitate the process?
8	It would be great if you could get on your bike in Jessamine County and safely ride to Fayette Mall in Fayette County.
9	How much impact can bike riders make on traffic congestion?
10	As a biker, I request you not put rumble strips at roadway edges.
11	Almost every school in Jessamine County is on Wilmore Road, yet there aren't any sidewalks to get from school to school, or from residential areas to the school.
12	I am afraid Jessamine County's project will not be able to compete with Fayette County projects.
13	This Healthway Trail from the KY Horse Park to the KY River is sorely needed, considering Kentucky's health ranking.
14	I am strongly opposed to a trail being built on my property. I have owned property in Jessamine County, although I now live in Fayette County, and have opposed this for a long time. This property belongs to my family and has since 1933 when it was deeded back by the railroad. People who use these trails are destructive and have vandalized my property. You can't run a farm with people going through it.
15	One attendee commented that a person's heirs may wish to allow a trail through the property in question.
16	Another person commented that some property in the area was still owned by the railroad and it would be wonderful to use it for rail-trails.
17	Are PDR [Purchase of Development Rights] dollars available for the use of trails?
18	The entire Hickman Creek watershed would be a great place to have a trail system.
19	What does this plan do to prevent ATV's from using trails?
20	Safety programs should be the number one priority.

July 19, 2007 Meeting Input (Fayette County)

Questions / Comments

1	There are bumps in gutters after pavement resurfacing, especially at drainage inlets.
2	Were parallel routes considered along major roads?
3	What is the timeline for the completion of the trails?
4	What will be the availability of the Bicycle / Pedestrian Plan?
5	Will there be a separation of bicycle / pedestrian issues in the draft report for public review?
6	How can public become more active?
7	How were the rural roads selected? Were connections to surrounding counties considered?
8	What is the relationship of transit and bicycling in the Plan?
9	From what perspective was the plan written? Was it looked at from commuter point-of-view?
10	Is there detailed mapping available for public review?
11	There was concern regarding maintenance on proposed trails. Will there be a budget?
12	There should be consideration of the extension of 5th street at Eastern State Hospital.
13	When the planning commission approves development on an existing road, can sidewalks and bicycles be considered? Can this be a recommendation in the Plan?
14	Have priorities been established in the Draft Plan?
15	The concept of "Complete Streets" was well-liked.
16	Look at different alternatives? Are there options to separate bicycles / pedestrians from traffic?
17	When considering feasibility versus priorities, there were concerns that it will not provide connections that make sense.
18	There are issue regarding long wait times for Transit users. Infrequent transit headways discourage walking and bicycling.
19	Can transit be incorporated in this plan?
20	North Limestone is defined as a constrained project in plan. Recommend splitting the segment into two projects: 3rd to Loudon and Loudon to Withers. Feasibility from 3rd to Loudon should be reconsidered.
21	There was concern over sidewalk widths of 5' in downtown areas when four foot sidewalks currently exist and the need to keep "green strip".
22	Will there be facilities (bathrooms, etc.) at trailheads?
23	With respect to the Rails to Trails Program, does the right-of-way go back to owners?
24	Is it possible to have localized meetings for this Plan? This would allow more specific comments.
25	Was the Plan done in-house (by LFUCG / MPO only)?
26	Planning studies often sit on the shelf -- how can public help get things moving?
27	Can projects be made more visible through booths, informational materials, etc.?

28	Need to start a Share the Road awareness campaign similar to motorcycle ads on the radio.
29	Is there a component in the Plan to <u>educate</u> the public and schools about bicycles / pedestrians?
30	Will mapping be put back into a GIS database?
31	Is slowing down traffic part of this plan?
32	Is the concept of putting cyclists on the busiest streets a current trend?
33	Are there different methods to accommodate bikes on major roads?
34	It is hard to get to the other side of some roads (e.g. Nicholasville Road).
35	There was interest in creating a trail from the rail line near Arcadia Park.
36	Identifying volunteers and specific events to promote bicycling and walking would be helpful.
37	A bike tax or tax incentives for funding bicycling facilities should be considered.
38	Impact fees associated with new development or re-development could be another source of funding.
39	Of the \$2 million set aside for trails, have there been any allocations of this money yet?
40	Have there been any public meetings related to trail funding?
41	New Circle Road NE project is missing from project list
42	This is an excellent first step and I fully support the plan

Lexington Area Metropolitan Planning Organization

Regional Bicycle & Pedestrian Plan

Summary of Written Comments

Comments received: 31

Name	Address	County	Comment
Bill Fortune		Fayette	<ul style="list-style-type: none"> • Comments extensive – see attached
Bill & Leisa Pickering	560 N Limestone	Fayette	<ul style="list-style-type: none"> • Comments extensive – see attached
Nikiforos Stamatiadis		Fayette	<ul style="list-style-type: none"> • Comments extensive – see attached
Nancy Sleeth Matthew Sleeth		Jessamine	<ul style="list-style-type: none"> • General support for plan and development of hike and bike trails
Bruce Rector		Fayette	<ul style="list-style-type: none"> • Like broad view of plan • Recommendations favor bikers to walkers • Quick fixes should include trails in parks, completing gaps in sidewalks • Ensure trails are wide enough for biker and walkers (ex. Veterans Park too narrow) • Separate plan recommendations into quadrants of the city
Bruce Burris		Fayette	<ul style="list-style-type: none"> • Plan is great • Recommendations favor bikers to walkers (bicycling is choice, walking is necessary, especially for those with disabilities)
Jeff Pearsons		Fayette	<ul style="list-style-type: none"> • Want to voice support for plan • LFUCG should give strong consideration to implementing plan • Desire for bike lanes and trails
Ken Liberty		Fayette	<ul style="list-style-type: none"> • Impressed with scope and coverage of plan • Concerned with whether needs of all cyclists being met (ex. Children and bike lanes/paths to school) • Aggressive drivers a problem • Needs signage on bike routes to make drivers aware of cyclists (quick fix until improvements are made) • Need strategy for public outreach to make sure facilities are used and future needs are evaluated on continuum.

Name	Address	County	Comment
Jane Telfer		Lexington	<ul style="list-style-type: none"> • Opposed to trail behind Fiddler Creek Way • Suggest alternative path: follow Man O War from Clearwater/Man O War intersection. Exit onto Saron Dr near gas station. Follow on-road to Saron Dr to Veterans Park.
Linda Heister	768 Emmett Creek	Fayette	<ul style="list-style-type: none"> • Opposed to trail between Emmett Creek Lane and Rose Hurst Way due to close proximity to homes. • Prefer alternative on-road trail on Saron Drive.
Olivia Meck		Fayette	<ul style="list-style-type: none"> • Opposed to trail behind Fiddler Creek Way
Bill Meck	969 Fiddler Creek	Fayette	<ul style="list-style-type: none"> • Opposed to trail behind Fiddler Creek Way. • Propose on-road alternative on Saron Dr.
Nancy Crew Jessamine Co Health Dept		Jessamine	<ul style="list-style-type: none"> • Support plan and development of complete streets and trails for physical and environmental health. Agency will do what it can to assist in implementation
Andrew Wyllie		Fayette	<ul style="list-style-type: none"> • Overall plan is very good • Bike parking needs to be addressed, particularly in high public use areas and at schools • Emphasize getting kids on bikes and making it safe for them • Construction sites should provide alternative pedestrian access • Parking on sidewalks a problem (need public education & enforcement) • Trees and bushes block sidewalks
John Martin		Jessamine	<ul style="list-style-type: none"> • In support of bike/pedestrian initiatives
Glen Sharron Helen Sharron		Jessamine	<ul style="list-style-type: none"> • In support of bike/pedestrian initiatives
Ellen Karle		Fayette	<ul style="list-style-type: none"> • Currently dangerous to bike/walk • Need massive education campaign and signage to alert drivers to pedestrians • Law should require bike helmets (for children in particular) • Enforcement of drivers that endanger pedestrians/bicyclists • Develop method for citizen bicyclists and pedestrians to report drivers to police

Name	Address	County	Comment
Joni Kling		Fayette	<ul style="list-style-type: none"> • Implement sidewalk and bike lane projects now. Do not wait for road projects.
Jan Emerson		Fayette	<ul style="list-style-type: none"> • Impressed with mission/goals • Want to be involved in helping • Look to cities like Minneapolis/St Paul for examples of great bike trail systems
Bob Crovo		Fayette	<ul style="list-style-type: none"> • Clays Mill Road is listed as 'adequate' for bicycling. Is this due to planned roadway project?
Bill Wilcox		Fayette	<ul style="list-style-type: none"> • Would like to see bike lanes on Mason Headley and Versailles Rd • Thanks for bike lanes on Newtown • Road generally kept clean, but some areas need more attention (Versailles Rd viaduct)
Kayla			<ul style="list-style-type: none"> • Support bike/pedestrian initiatives 100%
Mary Henson		Fayette	<ul style="list-style-type: none"> • Expressed support for multi-use trails
Sandra Kryst		Fayette	<ul style="list-style-type: none"> • Support bike/pedestrian initiatives
Marshall Wilkinson			<ul style="list-style-type: none"> • Support bike/pedestrian efforts • Current facilities are poor (missing sidewalks, arterials dangerous for cyclists due to lack of bike lanes and aggressive drivers) • Local streets adequate for bicycling except that motorists speed
Amy Fuller		Fayette	<ul style="list-style-type: none"> • Expressed general support for plan • Prefer bicycling in street, but lack of bike lanes a problem • Inattentive drivers a problem • Need public education campaign
Greg Guenthner	128 Ransom Ave	Fayette	<ul style="list-style-type: none"> • There is a dangerous pedestrian crossing on the corner of Vine St and Main Street that should be included in the Master Plan.
Earl Johnson	2005 Parasol Dr	Fayette	<ul style="list-style-type: none"> • Bikers who use paths do not obey the laws • Bikers should have a license plate so drivers can report them and to help pay for cost of facilities.
Louise Hensley	2174 Azalea Drive	Fayette	<ul style="list-style-type: none"> • Support for Greenway Trail System
Danny & Libby Barnes	118 ½ N Main Street	Nicholasville	<ul style="list-style-type: none"> • Support greenway trail system and adopting of bike/pedestrian plan.
Paula Kennoy		Jessamine	<ul style="list-style-type: none"> • Request bike "trail" be deleted: from Harrodsburg Rd to Military Pike to 1267 to 169. Requested due to high traffic volumes.

Appendix D

Plan Adoption



**RESOLUTION OF THE
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION (LAMPO)
AMENDING THE
2030 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT NO. 19**

WHEREAS, Section 134, Title 23, USC requires that a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population and that the urban transportation planning process shall include the development of a Long Range Transportation Plan (LRTP) and the development of a Transportation Improvement Program (TIP) for the metropolitan planning area; and

WHEREAS, the LAMPO Transportation Policy Committee is the designated Metropolitan Planning Organization (MPO) for the Lexington, Kentucky urbanized area; and

WHEREAS, the transportation planning process is being carried out in conformance with all Federal requirements and has been so certified; and

WHEREAS, the amendment described in this resolution to the LAMPO 2030 LRTP is in compliance with the public review process as prescribed in the LAMPO Participation Plan; and

WHEREAS, it has been determined that this amendment is consistent with the 2030 LRTP for the Lexington Area Metropolitan Planning Organization; and

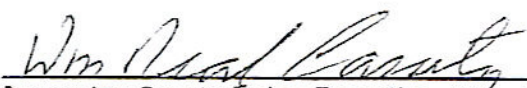
WHEREAS, this amendment will result in a 2030 LRTP that remains fiscally constrained.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LAMPO hereby amends the 2030 LRTP as listed below:

2030 LRTP Amendment 19: will incorporate the **Regional Bicycle and Pedestrian Master Plan** into the 2030 LRTP and replace existing bicycle and pedestrian sections of the plan. The regional plan includes both Fayette and Jessamine Counties.

COUNTIES AND STATE: Fayette and Jessamine County, Kentucky.

Adopted by the LAMPO Transportation Policy Committee this 22nd day of August, 2007.



Jessamine County Judge Executive, Wm. Neal Cassity
Lexington Area Metropolitan Planning Organization
Transportation Policy Committee (TPC) Chair

August 22, 2007 8-24-07
Date

**THIRTY (30) DAY PUBLIC REVIEW OF THE
LEXINGTON AREA METROPOLITAN PLANNING
ORGANIZATION REGIONAL BICYCLE AND
PEDESTRIAN MASTER PLAN**

The Metropolitan Planning Organization (MPO) for Fayette and Jessamine Counties will have a 30-day public review period, starting on July 11, 2007 for the **Regional Bicycle and Pedestrian Master Plan**. The plan includes both Fayette and Jessamine Counties.

Two public meetings will be held:

Jessamine County

Tuesday, July 17, 2007 from 6:00 p.m. to 7:30 p.m., at the Jessamine County Chamber of Commerce Office, 517 North Main Street, Nicholasville, KY 40356.

Fayette County

Thursday, July 19, 2007 from 6:00 p.m. to 7:30 p.m., at the Central Branch of the Lexington Public Library, 140 East Main Street, Lexington, KY 40507.

The plan and the report can be reviewed at the following websites: <http://lexareampo.org/> or <http://www.lfucg.com/bikewalklex/>.

In Fayette County, printed copies and comments sheets are available at the Lexington Public Library Central Branch, 140 East Main Street Lexington, KY 40507 and the Lexington-Fayette Urban County Government, Division of Planning, 101 East Vine St, Lexington, KY 40507, Monday through Friday, between 8:00 a.m. and 5:00 p.m.

In Jessamine County, printed copies and comment sheets are available at the Nicholasville Planning Commission, Nicholasville City Hall, 517 North Main Street, Nicholasville, KY 40356 and the Jessamine County Public Library, 600 South Main Street, Nicholasville, Kentucky 40356, Monday through Friday, between 8:00 a.m. and 4:30 p.m.

Written comments may also be sent by e-mail to kgleason@lfucg.com. (SUBJECT: Bicycle and Pedestrian Master Plan).

For questions or concerns, please contact Kenzie Gleason at 859-258-3160.

If you are a person with a disability and require assistance to participate in the review process, contact the Division of Planning at 859-258-3160 or fax 859-258-3163. Please call as far in advance of the meetings as possible, so arrangements can be made.

B8

JULY 12, 2007

jessamineonline.com

800 - LEGALS

**THIRTY (30) DAY PUBLIC REVIEW OF THE
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
REGIONAL BICYCLE AND PEDESTRIAN MASTER PLAN**

The Metropolitan Planning Organization (MPO) for Fayette and Jessamine Counties will have a 30-day public review period, starting on July 11, 2007 for the Regional Bicycle and Pedestrian Master Plan. The plan includes both Fayette and Jessamine Counties.

A public meeting will be held in Jessamine County on Tuesday, July 17, 2007 from 6:00 p.m. to 7:30 p.m., at the Jessamine County Chamber of Commerce Office, 508 North Main Street, Nicholasville, KY 40356.

The plan can be reviewed at the following locations:
Governmental internet sites: <http://lexareampo.org/>
or <http://www.lfucg.com/bikewalklex/>

Printed copies and comment sheets are available at the Nicholasville Planning Commission, Nicholasville City Hall, 517 North Main Street, Nicholasville, KY 40356 and the Jessamine County Public Library, 600 South Main Street, Nicholasville, Kentucky 40356, Monday through Friday, between 8:00 a.m. and 4:30 p.m.

Written comments may also be sent by e-mail to kgleason@lfucg.com. (SUBJECT: Bicycle and Pedestrian Master Plan).

For questions or concerns, please contact Kenzie Gleason at 859-258-3605.

If you are a person with a disability and require assistance to participate in the review process, contact the Lexington Area MPO at 859-258-3160 or fax 859-258-3163. Please call as far in advance of the meetings as possible, so arrangements can be made.

Summary Public Comment & Changes to Draft Regional Bicycle & Pedestrian Plan						
Presented to Transportation Policy Committee - August 22, 2007						
#	Plan Chapter/ Topic	Comment	Plan currently addresses	No Change	Change	Explanation of change / no change
General Plan						
		31 written public comments were submitted in support of the overall plan				
		3 written public comments were submitted in non-support of specific trail projects.				
		No public meeting attendees (approx 50 people) expressed non-support of overall plan.				
Recommendations						
1	General	Policy recommendations should be separated by projects, policies and design standards	X			Projects have been separated. Policies and design standards are grouped to avoid overlap. Comment addresses format, more than content change.
2		A summary Plan of Action for policy recommendations should be provided including any recommended order of actions to be taken. Should also include responsible agencies.			X	A recommendation shall be included to develop a summary Plan of Action, including specific tasks and responsible agencies, for submittal to the MPO. This shall occur after plan adoption to allow time for this to be fully vetted amongst government agencies.
3		Document does address subdivision regulations, but also needs to address the need to revise engineering policies and design standards.	X		X	We believe the plan addresses this, however, we will work to emphasize this in appropriate places throughout the document.
4		Specific ways to achieve planning and zoning recommendations would aid P & Z (such as the development of form-based zoning codes, revision of street design standards.)	X		X	Will add recommendation for form-based codes. Street design standards are addressed. Suggest that Planning and Zoning actions be included in Plan of Action as described above.

Summary Public Comment & Changes to Draft Regional Bicycle & Pedestrian Plan

Presented to Transportation Policy Committee - August 22, 2007

#	Plan Chapter/ Topic	Comment	Plan currently addresses	No Change	Change	Explanation of change / no change
5		Recommendations favor bikers to walkers		X		We feel the plan provides a balance between bicycling and walking recommendations. For example, projects were evaluated for complete street upgrades based upon connectivity, safety and destinations served, rather than facility type needed. While majority of projects do include both bike/ped elements, the fact that there are more 'bike only' projects than 'ped only' projects is due to more existing mileage of pedestrian facilities. Shared use trails are considered to benefit both bikes and pedestrians. Without more specific examples of how the plan is unbalanced we cannot address this comment.
6		Recommendations favor bikers to walkers (bicycling is choice, walking is necessary, especially for those with disabilities)		X		Same as above.
7		Will there be a separation of bicycle / pedestrian issues/projects in the draft report for public review?		X		Complete street approach evaluated segments based upon segment safety, connectivity and destinations, rather than facility type needed.
8		Quick fixes should include trails in parks, completing gaps in sidewalks	X			Trail projects in parks that provide transportation opportunities are prioritized as well as sidewalk segments.
9		Ensure trails are wide enough for biker and walkers (ex. Veterans Park too narrow)	X			All trail projects recommended in the plan are shared use.
10		Implement sidewalk and bike lane projects now. Do not wait for road projects.	X			Primary purpose of plan was to identify stand-alone bike/pedestrian projects, however, decisions to upgrade constrained projects should consider cost effectiveness of waiting to perform upgrades during future planned roadway projects.

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11		Concerned with whether needs of child cyclists being met (ex. Children and bike lanes/paths to school)	X			Plan has strived to address all cyclist types, however, we agree that some neighborhood level improvements could benefit children. Due to regional scope of plan, our recommendation is to identify and evaluate opportunities to improve child and neighborhood access to schools through implementing Safe Routes to School programs.
12		Needs signage on bike routes to make drivers aware of cyclists (quick fix until improvements are made)	X		X	Plan recommends a Share the Road campaign to raise awareness. A recommendation to develop guidance on the installation of Share the Road signage will be added.
13		Look at different alternatives? Are there options to separate bicycles / pedestrians from traffic?			X	AASHTO provides guidance on when shared use paths versus bike lanes are appropriate along roadways. The plan should clarify that AASHTO standards should be followed.
14	Complete streets	Concept of balanced transportation needs to emphasize that Levels of Service for all modes will need to be balanced and considered. For example, if LOS is A or B for vehicles and LOS is D for bike/peds/transit, need to take away from one mode to improve LOS for other modes.			X	We believe this plan lays the foundation for such engineering policies, however, this will have to be addressed through the development of, or revisions to, local engineering design manuals and/or policies. A recommendation that such revisions be undertaken shall be added to plan.
15		A decision-making process that accounts for all modes is needed.			X	Same as above.
16		When the planning commission approves development on an existing road, can sidewalks and bicycles be considered? Can this be a recommendation in the Plan?	X			This is already included in plan recommendations

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17		Do not believe that geographic equitable distribution of projects is needed. It is more important to focus on creating a core, rather than quarter mile segments throughout Lexington.		X	X	Agree and disagree. Projects were prioritized based upon connectivity, safety and destinations served, so those segments outside the 'core' with high scores will provide valuable connectivity or safety enhancements to surrounding neighborhoods. Agree that due to large potential population of bike commuters near downtown/UK area, the following projects (that are not currently within the top tier of priority projects) be moved to a higher priority: Waller Ave, Virginia Ave, Woodland Ave, Red Mile Rd. This is achieved by assigning a very high weight to projects serving UK in the prioritization matrix.
18		When considering feasibility versus priorities, there were concerns that it will not provide connections that make sense.	X			The plan prioritizes projects based upon connectivity and destinations served. Feasibility is only an indication of which projects can most easily be achieved.
19		There should be consideration of the extension of 5th street at Eastern State Hospital.		X		The plan emphasizes connectivity, however, the specifics of this project are outside the scope of this plan.
20	On-road bike	Were parallel routes considered along major roads?			X	The plan focused on improvements needed on the collector and arterial system. A recommendation to develop maps indicating available alternative routes on low volume streets will be included.
21		Is the concept of putting cyclists on the busiest streets a current trend?	X			Cyclists may travel on any street. While some cyclists are willing to sacrifice direct routes to travel on low volume streets, other cyclists prefer direct routes on busier street. The trend is to strive to appropriately accommodate cyclists on all streets. Most low volume streets are already adequate for cycling, so were not addressed in this improvement plan.

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22		Are there different methods to accommodate bikes on major roads?	X			AASHTO define appropriate facility types, but this is typically bike lanes on major roads.
23		There are bumps in gutters after pavement resurfacing, especially at drainage inlets.	X			Plan recommendations address this.
24		Bikeable shoulders on certain rural roads would be great (Winchester Rd, Richmond Rd, Versailles Rd). For those with shoulders, need better maintenance.	X			Plan recommendations address this.
25		Clays Mill Road is listed as 'adequate' for bicycling. Is this due to planned roadway project?	X			Yes. Planned bike/pedestrian improvements were considered adequate for the purposes of this plan.
26		Would like to see bike lanes on Mason Headley and Versailles Rd	X			Plan recommendations address this.
27		Clays Mill 'complete street' should extend to Brannon Road in Jessamine County			X	Agree. Recommend the Jessamine County Complete Street map address this.
28		An abandoned section of Clay's Mill Road should be included in the proposed system of off-road trails.	X			This segment is currently included.
29		All downtown are projects north of Main St are 'constrained.' Suggest re-evaluating North Limestone project between Third Street and Whithers Ave to divide into two separate shorter segments with Loudon as intermediate point. Explore options of parking restrictions for bike lane installation on Loudon to Third St section for more feasible project.			X	Agree. Recommend change on Fayette County Complete Street Improvement Plan map, however, recommend project limits of Third to Seventh and Seventh to Whithers due to roadway configuration. Recommend Third to Seventh be reclassified as 'moderately constrained'
30		Project for New Circle Rd shown on Figure 23, but is not found in Table 9.			X	Agree. This was an oversight.
31		How were the rural roads selected? Were the connections to surrounding counties considered?	X			Yes. Potential routes were identified through discussions with bicyclists and regional connectivity.

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#	Plan Chapter/ Topic	Comment	Plan currently addresses	No Change	Change	Explanation of change / no change
32		Request bike "trail" be deleted: from Harrodsburg Rd to Military Pike to 1267 to 169. Requested due to high traffic volumes.		X		This route has been identified as a potential rural road bike route, but has not been officially designated as such by signage at this time. As vehicles, cyclists have a legal right to use these roadways.
33		Is anything established to accommodate bikes on the proposed by-pass on east side of Nicholasville?			X	All "proposed" roads in Jessamine County will be added to the Complete Streets map to clarify that these streets shall accommodate bicyclists and pedestrians.
34		As a biker, I request you not put rumble strips at roadway edges.			X	A recommendation regarding the consideration of bicycles and the placement of rumble strips will be added.
35	Trails	Bike paths should be a priority and would help generate pro-biking buzz.		X		Public outreach revealed a desire for all project types. Priority of trail, sidewalk and bike lane projects were evaluated based upon the same criteria including connectivity, safety and destinations served, rather than facility type.
36		There was concern regarding maintenance on proposed trails. Will there be a budget?			X	Such decisions are made at the local level on an annual basis, however, a recommendation regarding adequate trail maintenance budgets should be added.
37						
38		Opposed to trail behind Fiddler Creek Way. Suggest alternative path: follow Man O War from Clearwater/Man O War intersection. Exit onto Saron Dr near gas station. Follow on-road to Saron Dr to Veterans Park.		X		This trail has been approved in the Fayette County Greenway Master Plan and project funds have been allocated in the MPO TIP. Design documents have also been prepared and several meetings have been held with the neighborhood to address their concerns. The greenway in question is part of the north-south corridor trail and has been planned and intended trail development since the land was subdivided.

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39		Same as above				Same as above.
40		Opposed to proposed trail in greenway behind Emmett Creek Lane. The greenway is very narrow.			X	Agree. This area was developed before the Greenway Master Plan was adopted and adequate width was not obtained for the trail and stream corridor. Propose the trail be rerouted from greenway adjacent to Emmett Creek to on-road at Brookridge Dr to off-road at Highlands greenway (Feasible) to Veterans Park.
41		Interest in creating a trail along the rail line near Arcadia Park (Norfolk-Southern line)		X		The feasibility of constructing a trail along this very active rail line has not been explored at this time.
42		I am strongly opposed to a trail being built on my property. I have owned property in Jessamine County, although I now live in Fayette County, and have opposed this for a long time. This property belongs to my family and has since 1933 when it was deeded back by the railroad. People who use these trails are destructive and have vandalized my property. You can't run a farm with people going through it.		X		Public outreach indicated that there is a need for bike/pedestrian facility to connect Wilmore to High Bridge Park. The plan conceptually recommends a trail on the east side of High Bridge Road. The plan recommends that a study be conducted in Jessamine County to determine more specific trail alignment opportunities.
43		The entire Hickman Creek watershed would be a great place to have a trail system.				
44		This Healthway Trail from the KY Horse Park to the KY River is sorely needed, considering Kentucky's health ranking.	X			This trail is identified as the priority north-south corridor through Jessamine County.
45		What is the timeline for the completion of the trails?	X			This is a 20 year improvement plan.

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46	Pedestrian	Construction sites should provide alternative pedestrian access.			X	A recommendation will be added to the plan to address pedestrian and bike access during private development and local capitol improvement projects.
47		Sidewalk widths in new areas should be 6 feet. Eight feet for downtown areas not wide enough for sidewalk activities such as cafes.		X		Current ADA guidelines recommend 5'. The plan recommends 6' in commercial areas. The eight foot width is considered a minimum clearance outside the furniture zones.
48		5' sidewalks in downtown areas would not match existing widths. Loss of narrow planting strip not desirable.			X	Agree. Add language to indicate 5' desirable for new development, but that sidewalk widths should consider context of neighborhood for infill projects.
49		Shorter traffic cycles should be used in high pedestrian areas.	X			This recommendation is included in the plan.
50		Require new development that occurs adjacent to arterial to construct sidewalks on the arterial. Current regulations and recommendations only address sidewalks interior to development.			X	Clarify recommendation in plan applies to exterior and interior sidewalks.
51		Parking on sidewalks and trees and bushes are a problem (need public education &	X			Education and enforcement are addressed in the plan.
52		Need massive education campaign and signage to alert drivers to pedestrians	X			Same as above
53		There is a dangerous pedestrian crossing on the corner of Vine St and Main Street that should be included in the Master Plan.		X		The plan recommends a future effort for a more detailed assessment of bike/pedestrian needs at intersections.
54		Almost every school in Jessamine County is on Wilmore Road, yet there aren't any sidewalks to get from school to school, or from residential areas to the school.			X	Wilmore Road has been further emphasized as a priority by designating it as a section of the 'east-west' priority corridor through Jessamine County.

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55	Community development and design	Recommendations for pedestrian-oriented development are soft. Pedestrian orientation should be required.	X			This is recommended in the plan, however, local planning jurisdictions must adopt ordinances or design guidelines for this to be required.
56		Connectivity requirements should mandate the provision of bike and pedestrian easements for connections.	X			Same as above
57		Connect existing neighborhoods to adjacent parks.	X			This is recommended in the plan.
58		Identify neighborhoods that should be connected and recommend that the city purchase easements for bike/pedestrian access. Providing access through neighborhoods more appealing to children and casual cyclists.			X	Due to regional scope of this plan, this type of neighborhood level analysis is not feasible at this time. A recommendation to evaluate such opportunities will be added.
59	Schools	Incentives and disincentives for biking and walking to school are discussed but specific actions are not recommended such as parking fees, etc.			X	Due to school and public buy-in needed for such policies, it is recommended that such actions be identified and implemented through Safe Routes to School programs. A recommendation will be added to the plan to develop a 'toolbox' of such policies and actions.
60	Transit	What is the relationship of transit and bicycling in the Plan?	X			The plan contains several recommendation regarding transit and bicycle use.
61		There are issue regarding long wait times for Transit users. Infrequent headways discourage transit use.		X		This is outside the scope of this plan.
62		Can transit be incorporated in this plan?	X			We feel that transit has been incorporated to the greatest degree possible in the policy recommendations and project prioritization matrix.
63	Traffic Calming	Need more emphasis on residential street design. Traffic calming devices should be included at beginning of development.			X	A recommendation to this effect will be added to the plan.
64		Identify streets on which motorists greatly exceed speed limits and stripe traffic calming lines to narrow travel lanes and slow traffic (ex. Lansdowne Dr, Fontaine)	X			The plan recommends the use of traffic calming.

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65		Is slowing down traffic part of this plan?	X			Same as above
66	Safety	Law should require bike helmets (for children in particular)				The initial public outreach did not identify this as a community-wide concern.
67		Need public education campaign	X			The plan recommends a Share the Road Campaign
68		Need to start an awareness campaign similar to motorcycle ads on the radio.	X			Same as above.
69		Bikers who use paths do not obey the law. Bikers should have a license plate so drivers can report them and to help pay for cost of facilities.	X	X		The plan recommends education and enforcement of rules of the road for bicyclists. The plan does not recommend license plates for bicyclists as this is not national practice.
70		What does this plan do to prevent ATV's from using trails?	X			The plan recommends enforcement of rules of the road.
Implementation (Chapter 6)						
71		Have priorities been established in the Draft Plan?	X			Yes
72	Evaluation	Need strategy for public outreach to make sure facilities are used and future needs are evaluated on continuum.	X			The plan calls for citizen-based oversight groups and for evaluation.
73		How can public become more active?			X	Recommendations regarding ways in which the MPO can better inform the public of projects, programs and ways to get involved, will be added to the "Public Support and Involvement" section. This may include website development, annual reporting documents and presentations and speaking engagements.
73		Identifying volunteers and specific events for promoting bicycling and walking would be helpful.			X	Same as above
74		Planning studies often sits on the shelf -- how can public get things moving?			X	Same as above
76		Can projects be made more visible through booths, materials, etc.?			X	Same as above

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77	Funding	A bike tax or tax incentives for funding bicycling facilities should be considered.	X			A recommendation to explore local support for such a tax is included in the plan
78		Impact fees associated with new development or re-development could be another source of funding.	X			This is recommended in the plan

Appendix E

Bibliography



Appendix E: Bibliography

The information in this bibliography follows the suggested practice for reference lists described in *A Manual of Style*, 12th Edition, revised (University of Chicago Press). To assist the reader, the resources are divided into the following categories: bicycle and pedestrian planning resources; bicycle and pedestrian accommodation in other communities; regional and local planning documents and other resources; internet sources; and other sources.

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