

Executive Summary

This is a plan for bicycling and walking in Fayette and Jessamine Counties. It is a blueprint for developing our communities and transportation system over the next twenty years in a way that makes bicycling and walking a safe and convenient way to travel to school, to work, to shop, to play and to stay fit.

Plan Development

The mission of the planning process was to articulate the community's vision for bicycling and walking, and to develop strategies for making travel on foot and by bike a routine activity – for transportation, recreation and health – for all ages and abilities.

During the planning process, community goals and objectives were developed, existing bike and pedestrian facilities were assessed, policies were suggested and improvement projects were proposed.

Creating a Vision

To get a sense of what the public desires for bicycling and walking, the process began with an extensive series of public meetings, forums and opinion surveys. These became the basis for a shared vision for this plan.

The vision statements and goals embrace the benefits of reducing our dependence on the automobile and the social importance of providing more independence for children, seniors, people who are disabled and others who don't drive. They emphasize improved connectedness with our neighborhoods and sustainable community growth. They also envision more livable communities, strong local economies and people who are healthy and active.

Call to Action

A set of actions are presented based upon community goals and an analysis of factors that affect bicycling and walking. Factors include street type, safety issues, existing sidewalks and bike facilities,

land use patterns and connections to destinations such as schools, parks, shopping areas and employment sites.

The plan appeals to local governments and planning commissions to create more walkable and bicycle-friendly communities by bringing about development patterns and site designs that make bicycling and walking easy and enjoyable.

The plan calls for refocusing transportation projects and planning efforts on creating "complete streets" that provide real transportation options and a better balance between cars, bikes, pedestrians and transit. The plan includes a system of off-road trails with an emphasis on completing north-south and east-west corridors within and between the two counties. A future system of rural bike routes and regional trails is also envisioned to attract bicyclists from across the country to the beautiful Bluegrass Region.

Finally, a list of bike/pedestrian roadway and trail projects is prioritized for each county based upon safety and connectivity. Short, medium and long-term projects are identified based upon project feasibility. This means the most realistic and low-cost projects can be completed in the near future, while more significant resources will need be needed for high priority projects that are more challenging, but no less important.

Implementing the Vision

Arguably, the most important part of the plan is the implementation chapter. This chapter lays out several critical elements for the long-term development and financing of the plan.

The plan calls for integrating bicycle and pedestrian-friendly policies and improvements into the daily business of local and state governments. It outlines funding opportunities and procedures for making sure that bicycle and pedestrian projects are 'on the table' when budgets and funding decisions are made. The plan identifies a set of performance



measures to monitor progress and to evaluate the impacts of our investments in bicycling and walking over time.

The plan also appeals to partners and the public for their help in implementing the plan. Successful implementation will require a sustained effort over many years and continued advocacy to accomplish the community vision. Acknowledging this, the plan calls for citizen-based groups in each county to provide oversight and to be actively involved in implementing the plan. These designated groups should call on every segment in the community – government, schools, law enforcement, employers, developers, public health agencies, and more – to be a part of the effort to improve our community for bicycling and walking.

In conclusion, the plan challenges us to join together to create a better community that works more efficiently for everyone and perhaps most of all, for our children, and for their children. Viewed in that light, it is a modest investment of time and energy that is well worth the effort.

