

## Kenton Connects Draft Recommendations

Proposed Text Amendments to *Direction 2030: Your Voice. Your Choice.*  
Words to be **deleted** are [~~lined through~~] - Words to be **added** are underlined

## Regional

### 2. Recommendation:

Collaborate with other counties in the region to ensure goals and action steps align with regional efforts to remain economically competitive with peer regions.

#### Tasks:

1. Participate in regional efforts that aim to address factors in which this region needs improvement such as increasing the size of the labor pool, net migration, transportation investment, source of employment, and educational attainment.
2. Seek collaborative approaches to major infrastructure projects that cross county boundaries and significantly impact the region.
3. Integrate with regional planning efforts such as OKI's Strategic Regional Policy Plan into local planning initiatives.
4. Coordinate with neighboring jurisdictions through efforts like Tri-State Trails to promote regional bicycle and pedestrian facility continuity. Strive for continuous connections to neighboring counties whenever feasible.

## Sub Area (Rural)

### 6. Recommendation:

Improve safety along rural roads.

#### Tasks:

1. Identify problem areas and coordinate with the appropriate agencies to create solutions.
2. Maintain existing roadways and provide better shoulders rather than develop new roads.
3. Promote the installation of appropriate speed limit and marketing signs.
4. Identify funding sources and apply for grant application assistance.
5. Adopt rural road standards within the Kenton County Subdivision Regulations.
6. Improve bicycle and pedestrian safety along OKI and Kentucky identified bike routes through increased signage, education, and improved infrastructure.

## Sub Area (Suburban)

### 4. Recommendation:

Identify potential employment centers and develop strategies to attract jobs to the suburbs.

#### Tasks:

1. Identify strategic locations with easy access to major roadways where employment centers could locate.
2. Identify potential areas for industrial development and ensure availability of infrastructure to support these uses.
3. Collaborate with local and regional economic development agencies to proactively enhance policies that promote economic development.
4. Provide whenever feasible access to employment and economic centers for bicyclists and pedestrians by improving facilities, connectivity, and infrastructure for these modes of transportation.

## Sub Area (First-Ring)

### 2. Recommendation:

Examine the potential for improved infrastructure (such as multi-modal transportation systems, streetscape features, and sewer systems) in the first-ring suburbs.

#### Tasks:

1. Develop an infrastructure database to monitor and identify infrastructure improvement needs.
2. Initiate efforts with local jurisdictions to improve streetscapes in strategic locations such as commercial nodes.

3. Encourage filling in sidewalk gaps and promoting new bicycle and pedestrian infrastructure that promotes connectivity within the first-ring sub area and beyond.

## Sub Area (Urban)

### 4. Recommendation:

Improve and increase alternative modes of transportation.

#### Tasks:

1. Coordinate with local jurisdictions to determine feasibility of increasing mass transit in the urban area.
2. Identify locations for the installation of bicycle and pedestrian infrastructure enhancements and improvements. Some examples of these enhancements could include but are not limited to signage, sharrows, dedicated and protected bicycle lanes, median improvements, lighting, bicycle parking, and multi-use trails. and enhancement of bike facilities.
3. Assist local municipalities in securing funding for alternative transportation facilities.

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## Environment

### 3. Recommendation:

Assess the feasibility of a county-wide park system as it relates to economic competitiveness.

#### Tasks:

1. Work with regional entities to assess the need for recreational activities for different generations throughout the County.
2. Assemble a county-wide working group to determine the value (economically, environmentally, and socially) of establishing a well-connected and complete system of parks and recreational opportunities throughout the County.
3. Observe and document examples of where a regional park system works well and assess the financial and political feasibility of such a system for Kenton County.
4. Develop a strategy for the linkage of existing parks and an action plan to fill in what gaps may exist in addition to identifying the potential for housing to exist adjacent to and within park systems.
5. Incentivize the protection of quality open space that is well connected and accessible.
6. Research and develop management strategies that assure the long-term viability of the park system.
7. Support multi-use paths as viable connector options between existing parks, open space, and neighborhoods.

# Mobility

## 5. Recommendation:

Improve east/west connectivity that links Boone, Campbell, and Kenton counties.

### Tasks:

1. Identify prime east/west corridors and prioritize based on needs and funding.
2. Establish multimodal freight facilities strategically along major north/south, east/west corridors to allow for more efficient movement of goods.
3. Explore the feasibility of adding transit routes to east/west corridors.
4. Coordinate with neighboring jurisdictions to promote regional bicycle and pedestrian facility continuity. Utilize the Tri-State Trails [Regional Trails Plan](#) to assist in identifying appropriate connections to the larger region.

## 8. Recommendation:

Increase operational safety and facility opportunities for cyclists and pedestrians.

### Tasks:

1. Update the Kenton County Bicycle Plan and Kenton County Pedestrian Plan.
2. Enhance and expand biannual bicycle and pedestrian counts with increased volunteer support.
3. Utilize continued bicycle and pedestrian count study to identify effects of development patterns on bicycling and walking.
4. Institute an educational outreach program to drivers, pedestrians, and cyclists to help each user of the network fully understand the rules of the road.
5. Through incorporation of crash data research, work with local jurisdictions to step up enforcement efforts to correct unsafe operations.
6. Provide continued maintenance and strategically enhance the existing bicycle and sidewalk network by focusing on filling in network deficiencies.
7. All new roadways should consider opportunities for bicycle and pedestrian facilities.
8. Enhance walkability by planning sidewalks during new construction to achieve a long term vision for improved connectivity.
9. Add sidewalks retroactively in areas where they were not originally constructed as opportunities for redevelopment and network enhancement arise.
10. Enhance pedestrian options around community facilities and key destinations.

## **8. Recommendation:**

Increase and improve operational safety of bicycling and walking as modes of transportation.

### **Tasks:**

1. Through incorporation of crash data research, work with local jurisdictions to increase enforcement efforts to correct unsafe traffic operation.
2. Strategically target specific bicycle and pedestrian crash problem areas through detailed site-specific analysis and potential facility improvements. Ensure equitable consideration of crash data and facility improvements are applied to all communities.
3. Improve intersection safety at signalized intersections in appropriate areas. Explore solutions including, but not limited to, blank-out signs, [crosswalk signal timing and leading pedestrian intervals](#), [pavement striping](#), [signage](#), [street lighting improvements](#), and other strategies proven to reduce crashes.
4. Improve problematic bicycle and pedestrian crash areas that happen outside of intersection areas. Explore solutions including, but not limited to, [signage](#), [pavement striping](#), [pavement surface treatments](#), localized enforcement, and other strategies proven to reduce crashes.
5. Encourage and support local governments to adopt and enforce bicycle helmet laws.
6. Encourage and support bicycle and pedestrian safety be taught in elementary schools, driver's education classes and to those preparing to take their driver's test.

### **Basis:**

The lack of safe bicycle and pedestrian infrastructure and the perception of a lack of safety was identified as an important component to improving active transportation. Research has shown that minor improvements at intersections and problem crash areas can help reduce the number of incidents. It is also important to understand that safe transportation for all involves participation and vigilance from all users: bicyclists, pedestrians, and drivers. Results from the survey conducted during the 2018 *Kenton Connects* plan indicate that the lack of safety when bicycling or walking was one of the biggest barriers to using these modes of transportation. To better understand and improve bicycle and pedestrian safety benchmarks have been established. These benchmarks provide a goal to strive for and are intended to help provide the basis for the recommendation and associated task. These metrics should be reviewed in the future to determine their effectiveness and revisited periodically.

- Reduce the number of total bicycle and pedestrian crashes by 10 percent in the next 5 years.
- Reduce the number of bicycle and pedestrian crashes in priority corridors and intersections by 10 percent in the next 5 years.
- In the next 10 years, reduce the number of people who do not wear a helmet to be consistent with that national average.

## **9. Recommendation:**

Support and encourage programs and opportunities for bicycle and pedestrian education and awareness.

### **Tasks:**

1. Assess the number of existing schools that offer bicycle and pedestrian education through the school and after school activities.
2. Encourage organizations and groups to apply for [Transportation Alternatives Program \(TAP\)](#) funding for [Safe Routes to School](#) related programs and Kentucky's [Paula Nye Grant](#) to promote bicycle and safety education and awareness.
3. Assist communities in becoming recognized by the [League of American Bicyclists](#) as a Bicycle Friendly Community. Encourage communities and businesses to apply for this designation if appropriate.
4. Submit recommendations to the Kentucky State Police to strengthen the bicycle and pedestrian components of the Kentucky Driver Manual and exam. Partner with organizations such as [Kentucky Bicycle and Bikeway Commission](#) to collaborate on this effort.
5. Support an annual education workshop for police officers, city employees, and elected officials to provide an opportunity to learn updates to bicycle and pedestrian laws, refresher on existing laws, and to create awareness of bicycle and pedestrian issues.
6. Encourage public and private organizations to promote and demonstrate bicycle and pedestrian education and awareness.
7. Institute an educational outreach program to drivers, pedestrians, and cyclists to ensure an understanding of the rules of the road and equity for all users of the network.
8. Establish a bicycle and pedestrian advisory committee to promote the active transportation recommendations within *Direction 2030*.

### **Basis:**

Education is a key component of creating a culture that supports bicycling and walking as practical modes of transportation in Kenton County. Educating citizens, employees, and students about bicycle and pedestrian related issues reinforces the idea that these are practical modes of transportation. Teaching bicycle and pedestrian education and awareness in school activities, driver's education classes, and to safety professionals will continue to improve issues related to these modes of transportation. To better understand and improve bicycle and pedestrian education benchmarks have been established. These benchmarks provide a goal to strive for and are intended to help provide the basis for the recommendation and associated task. These metrics should be reviewed in the future to determine their effectiveness and revisited periodically.

- Increase the number of students who are receiving bicycle and pedestrian education in school activities.
- Increase the number of schools that incorporate bicycle and pedestrian education in activities.
- Encourage yearly applications for grants to promote bicycle and pedestrian education and safety.
- Increase the number of schools that participate in Safe Routes to Schools, Walking School Bus, and other bicycle and pedestrian education programs.

## **10. Recommendation:**

Create an atmosphere and culture that promotes bicycling and walking in Kenton County and increases the number of users.

### **Tasks:**

1. Enhance and expand biannual bicycle and pedestrian counts.
2. Work with [Tri-State Trails](#), [OKI](#), or other organizations to add full-time bicycle and pedestrian counters at specified locations around the county.
3. Utilize ongoing bicycle and pedestrian counts to identify effects of development patterns on bicycling and walking.
4. Coordinate with [Red Bike](#) to expand and improve the accessibility and the number of stations in Kenton County.
5. Support alternative parking options such as bicycle parking in lieu of vehicular parking through strategic revisions to zoning ordinances.
6. Encourage bicycle parking to be included where appropriate within multi-family and commercial developments through strategic revisions to zoning ordinances.
7. Support bicycle and pedestrian infrastructure funding opportunities by coordinating workshops to present the technical details of grants when funding is available.
8. Support development of bicycle and pedestrian infrastructure in an equitable manner that maximizes its availability for users and access to communities given the limited resources available.

### **Basis:**

Comments received from the 2018 *Kenton Connects* survey, along with direction from the advisory committee specified a desire to increase usage of the bicycle and pedestrian system in Kenton County. Respondents indicated inadequate access to bicycle and pedestrian infrastructure as well as facilities that do not connect destinations as reasons why they do not bike or walk more frequently. The lack of access to adequate bicycle and pedestrian infrastructure relates to number of users who bicycle and walk in Kenton County. To better understand and increase bicycle and pedestrian usership benchmarks have been established. These benchmarks provide a goal to strive for and are intended to help provide the basis for the recommendation and associated task. These metrics should be reviewed in the future to determine their effectiveness and revisited periodically.

- Increase the number of bicyclists and pedestrians on key paths and routes by 10% in the next 5 years.
- Increase the number of count locations in the county by at least 2 locations in the next two years.
- Increase the frequency of bicycle and pedestrian counts to include a second two-week period at the same locations during the year.
- Add a full-time bicycle and pedestrian counter within 2 years.



## **11. Recommendation:**

Increase and improve bicycle and pedestrian connectivity, infrastructure, and facilities to increase mobility opportunities for all users.

### **Tasks:**

1. Facilitate continued maintenance and strategically enhance the existing bicycle and sidewalk network by focusing on filling in network deficiencies and gaps. Prioritize bicycle and pedestrian improvements that connect existing infrastructure and focus on reducing network gaps and deficiencies.
2. Prioritize installing and increasing new bicycle and pedestrian facilities along vehicular corridors as they are improved or reconstructed while maintaining existing facilities. Encourage facilities that physically separate bicycles and pedestrians from motorized traffic.
3. Add sidewalks retroactively in areas where they were not originally constructed as opportunities for redevelopment arise.
4. Encourage bicycle and pedestrian infrastructure connections along vehicular corridors as they are improved or reconstructed.
5. Support bicycle and pedestrian infrastructure that connect the suburban and rural subareas to the urban core.
6. Enhance walkability by encouraging sidewalks during new construction on both sides of the street to achieve a long-term vision for improved sidewalk connectivity.
7. Encourage the expansion of sidewalk and bicycle facility regulations as required in the Kenton County Subdivision Regulations.
8. Prioritize the Licking River Greenway, Riverfront Commons, New Buffington Multi-modal Path, and KY-536 corridor as outlined in the 2014 *Kenton County Transportation Plan*.
9. Prioritize bicycle and pedestrian connectivity, facilities, and infrastructure improvements toward communities with high rates of zero car households, meeting ADA requirements, and those who use active transportation as a means of commuting.

### **Basis:**

Analysis provided in the Research Report indicates that bicycle and pedestrian infrastructure has developed in a fragmented pattern, which currently exists in disjointed sections. As development requirements evolved through the years, the requirements for sidewalks and bicycle infrastructure fluctuated creating varying connectivity and facility availability throughout the 4 sub areas. Improving and increasing bicycling and walking as mobility options provides another mode of transportation and can help alleviate traffic issues, provide health benefits, and create thriving communities. To better understand and improve bicycle and pedestrian connectivity and infrastructure, benchmarks have been established. These benchmarks provide a goal to strive for and are intended to help provide the basis for the recommendation and associated task. These metrics should be reviewed in the future to determine their effectiveness and revisited periodically.

- Increase the number of sidewalk miles by 20 miles in five years, by 40 miles in 10 years, and 80 miles in 20 years.
- Reduce the number of identified sidewalk gaps by 5 over the next 10 years.

- Increase the number of multi-use shared paths to 15.4 miles after 5 years, 16.8 miles after 10 years, and 19.6 miles after 20 years.
- Increase the number of miles of on-street bicycle facilities to 14.6 miles after 5 years, 15.8 miles after 10 years, and 18.4 miles after 20 years.

## Community Facilities

### 1. Recommendation:

Explore opportunities to link existing open space, parks, and recreation areas and investigate opportunities to expand the system within each of the four subareas of the county.

#### Tasks:

1. Assess the current inventory of park and open space throughout the county to determine the feasibility of connecting the existing system.
2. Identify the potential for new parks which could contribute to the connection and expansion of the existing parks and open space system.
3. Investigate and promote locations for community recreation centers which are close to residential areas.
4. Promote existing efforts to develop open spaces and areas for recreation along the Licking River and the Ohio River
5. Collaborate with organizations to identify, market and promote areas within the county that are ideal for parks, recreation, and open space.
6. Explore opportunities to provide reasonable and equitable access to parks and open space for all citizens of the County.
7. Encourage continued expansion of Riverfront Commons, Licking River Greenway, New Buffington Multi-Modal Path, and other multi-use trails.