A Bicycle & Pedestrian Friendly Lexington

Mayor Jim Newberry
Why?

- Public Demand
- Regional / National Competitiveness
- Quality of Life
- Tourism
- Public Health
- Traffic
Public Demand

• Lexington Parks & Recreation Survey
  – 55% want more passive recreation opportunities such as bicycling and walking
  – Construction of bike/walk trails 2nd most important improvement needed (2nd only to restroom facilities)

• State / Regional Surveys
  – Statewide - 52% want safer bike/pedestrian accommodations (2004 KY Highway User Survey)
  – 50% local transportation concerns relate to bike/pedestrian

• National Homebuyer Surveys
  – Access to walking and biking facilities ranked third among 39 attributes used to select a home

• Local Citizen Advocacy
Competitiveness

Walkable, bike-friendly cities consistently top the “Top 10 Lists”
Quality of Life

• Personal freedom / mobility
  (1/3 of residents don’t drive)
• Family-oriented activities
• Recreational opportunities
• Attract young professionals
Tourism

Horsey Hundred Ride
- 1500 participants
- 75% from out of state
- 33 from Canada

Rural Bike Routes
- Share the Road signage
- Route signage
- Maps
- Tourism advertising outlets
KENTUCKY

• 62% overweight
• 25% obese
• 71% not physically active

Kentucky Department for Public Health
Congestion Relief

- 40% of trips are 2 miles or less
  - 89% made by car

- 28% of trips are one mile or less
  - 67% made by car

‘Building’ out of congestion has proven to be an ineffective long-term solution
Bike Facilities = Bicycle Use

Lexington bicycle commuting increased by 40% between 1990 and 2000 as bike facility mileage increased
Planning

Lexington-Fayette County
Greenway Master Plan

An Element of the 2001 Comprehensive Plan

Adopted June 2002 by the
Urban County Planning Commission
Adopted in 2002

- Major trail corridors
  - On-road & off-road
  - Spoke & hub system
  - Leads to adjacent counties
  - Converge in downtown

- Connector routes
  - Mostly on-road bike routes

- Neighborhood trails

- Rural bike routes
Greenway Trails

Priority Corridors

North to South

East to West
Master Plan Status

**Bike lanes**
- 19 miles existing
- 11 miles funded

**Trails**
- 12 miles existing
- 26 miles funded
- 10 miles proposed (FY 2009)
Trails Capital Improvement Program

- Multi-year construction plan
- Local, state, federal funding sources

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Recent Successes

Bike Friendly Community
LEXINGTON-FAYETTE COUNTY, KY
BRONZE
Annual Events

• Bike Lexington
• Bike Summit
• Horsey Hundred
• MS 150
• Bike Trek to Shakertown
• Big Sandy Relay
• Bluegrass State Games
• 4th July Parade
Bike Lexington

- 81 Bike Events
- 4,200 Participants
National Bike Month

Bike Mishmash!

Friday, May 11 - June 11

Bike Mishmash

Sponsored by Bike to Work Day Committee

Races/Criteriums

Friday, May 18

Grand Prize: Cute Custom Bikes for Kids - 1st place, 2nd place, 3rd place (100% of prize)

Saturday, May 19

Grand Prize: Cute Custom Bikes for Kids - 1st place, 2nd place, 3rd place (100% of prize)

Bike Commute Challenge 2007
May 14 - 18

Bike Lexington 2007

National Bike Month
Downtown Bike Races
Bike Summit

Bicycling & Walking
and
Creating Great Cities

September 21, 2007

University of Kentucky
Student Center
208 Avenue of Champions
Lexington, Kentucky 40506
Bike Polo
An Engaged Community

Yellow Bikes
An Engaged Community
Advocacy
An Engaged Community

FRIDAY, MAY 18, 2007 | KENTUCKY.COM/LOCAL

$10 GIVES YOU A LIFT FOR LIFE

Keep on biking

Over at least the last 12 months, local bike culture has increased dramatically, and the cry for bike lanes reflects it.

Most cyclists have differing levels of comfort when riding in traffic. Some people like bike lanes in the city, and some people are comfortable without them. Regardless, the bike lane gives legitimacy to cyclists as we ride in traffic.

Most cyclists know we are allowed to ride two abreast, take a lane for protection and so forth, but this is not as aware of these laws.

Bike lanes help protect us from drivers and help all individuals (motorists and bicyclists) get used to the idea of sharing the road.

Over the last three weeks the Herald-Leader has done a wonderful job reporting on local bike-related issues. The city government is finally facing and functionally participating in a leveraged effort to become the “most bike-friendly city in Kentucky,” Mayor Jim Newberry said at Bike Lexington on May 19. Other weekly bike events are happening regularly, which few people know about.

For example, Bike Polo is played Wednesdays, Thursdays and Sundays at Woodland Park; Bluegrass Cycling Club hosts regularly scheduled rides; cyclists are meeting for “community breakfast” at various downtown businesses on Thursday mornings; and there are monthly mass rides and parades.

I urge the Herald-Leader to keep up the good work and keep local cycling in the news.

Tim Buckingham
Lexington

READERS’ VIEWS

Bike-friendly Lexington is a wonderful goal

The Yellow Bike experiment is a very good idea. It’s been done elsewhere. I also agree that Lexington needs more bike paths or accessibility on city streets.

The Urban County Council members who visited Boulder, Colo., noticed how pedestrian-friendly the city and its residents were. My brother, who lives just outside of Boulder, reiterated this. The problem in Lexington is that there is little if any regard for bike riders or pedestrians.

The main culprit is drivers’ cellphone use. I have friends who were injured because drivers using cell phones were not paying attention and were unable to use their turn signals.

We need legislation to correct this. Because I am in a wheelchair, I understand the danger better than most.

Jeffrey Jubeck
Lexington

By Jennifer Hewlett
jhewlett@herald-leader.com

Identical new bright yellow bicycles — 52 of them — were placed in downtown Lexington.

Jennifer Hewlett

LEXINGTON, KY — Bike riders share these wheels

And city leaders, like the President, have been wondering about the cost of adding more bike lanes to the city. The city leaders, like the President, have been wondering about the cost of adding more bike lanes to the city.
Challenges

Funding

Kentucky

- 7.3% fatalities are bike/pedestrians (10-20% in urban areas)
- 1.3% transportation spending on bike/ped facilities
- 0.0% transportation safety spending on bike/ped safety
Challenges

• Limited state funds very competitive
  – Approx $12 million for Transportation Enhancements (TE)
    ($115 million in requests 2006)
  – Approx $1.2 million Safe Routes to School (SR2S)
  – Approx $9 million Congestion Mitigation Air Quality (CMAQ)
    (few counties eligible)
Challenges

Limited % of Transportation Enhancement funds for bike/pedestrian facilities

KY Transportation Enhancement Program Spending on Bike/Pedestrian Facilities vs. Physical Activity

- KY: 18% Transportation Enhancement, 34% Physical Activity
- VA: 38% Transportation Enhancement, 49% Physical Activity
- IN: 49% Transportation Enhancement, 47% Physical Activity
- IL: 61% Transportation Enhancement, 44% Physical Activity
- OH: 66% Transportation Enhancement, 47% Physical Activity
- TN: 71% Transportation Enhancement, 38% Physical Activity
- MO: 72% Transportation Enhancement, 45% Physical Activity
- WV: 77% Transportation Enhancement, 44% Physical Activity
- USA: 54% Transportation Enhancement, 46% Physical Activity

- Population achieving recommended physical activity levels (2003)
Challenges

- Lack of state & regional coordination
  - No state trail authority or office
  - No statewide trail plan
  - No statewide strategy to address bike/pedestrian safety
Thank You!