

# KYTC Complete Streets Manual

Statewide Transportation  
Planning Meeting

KYTC Project Team  
Gresham Smith



# KYTC Complete Streets Manual – Project Manager



Keith Lovan

*KYTC Statewide Bicycle and  
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## *Why Does Kentucky Need a Complete Streets Policy and Manual?*

- Safety
- Funding
- Quality of Life
- Demand





# KENTUCKY

RANKED  
**43**  
OF 50

STATE ADVOCACY GROUP:  
NONE

## Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Kentucky, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Kentucky.

The Kentucky Transportation Cabinet should ensure that they have enough staffing to work with the rising demand for biking and walking seen in city and county bike and pedestrian plans.

The number of cities/counties with an official bike and pedestrian master plan in Kentucky has increased from seven in 2012 to 60 in 2018, now is a great time for Kentucky to adopt a statewide bike and pedestrian plan to help facilitate coordination between the state and those cities/counties.

Congratulations on adopting KRS 189.340, which requires drivers to provide a safe passing distance of at least three feet when overtaking a person bicycling, and requires drivers to change lanes to pass on multi-lane roadways if it is safe to do so. Make sure that this law is publicized to law enforcement and the public through a coordinated safety messaging campaign.

A history of car-first road development has created communities that are segregated from jobs and community resources by limited access roadways. Consider how the state DOT can identify and remedy or mitigate these historical legacies through improved bicycle and pedestrian facilities.

Repeal the state's mandatory bike lane rule that is found in the Kentucky Administrative Regulations. That regulation does not further the purpose of Kentucky Revised Statute 189.287 which provides authority to adopt bicycle safety regulations: "to encourage bicycling and bicycle touring in this state by enabling bicycle riders to make use of modern technology to make their presence known to other users of the road."

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely.

Active transportation is an important part of community health and promotion of physical activity. Kentucky should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

By making bicycle and pedestrian infrastructure routine the cost of individual infrastructure can be reduced. The FHWA's Accelerating Multimodal Project Delivery Guidebook provides ideas for streamlining project delivery and delivering bicycle and pedestrian projects at scale. Consider how the state DOT can use these ideas to improve project delivery.

Kentucky has set a safety target ([https://safety.fhwa.dot.gov/hsp/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsp/spm/state_safety_targets/)) that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Kentucky should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

## Category Breakdown: KENTUCKY

Infrastructure & Funding Ranked 21 of 50 States		C
<b>DESIGN AND EXISTENCE OF INFRASTRUCTURE</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B-	
<b>STATE TRANSPORTATION FUNDING</b> Does the state allocate funding to bicycling or limit state funding for bicycling?	C+	
<b>USE OF FEDERAL TRANSPORTATION FUNDING</b> Does the state take advantage of available federal funding for biking and walking?	C-	
<b>PLANNED AND RECENTLY BUILT BICYCLE &amp; PEDESTRIAN FACILITIES</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	F	

Education & Encouragement Ranked 43 of 50 States		C-
<b>STATE DOT EDUCATION &amp; ENCOURAGEMENT SUPPORT</b> Does the state DOT support bicycling and walking events and education materials?	B	
<b>MODE SHARE &amp; ADVOCACY</b> Do people bike to work and are they organized to advocate for improvements?	F	

Legislation & Enforcement Ranked 36 of 50 States		C
<b>LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-	
<b>LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK</b> How does the state unnecessarily restrict the behavior of people who bike and walk?	D+	
<b>LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK</b> Does the state have laws that provide specific protections for people who bike and walk?	B	

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](http://BIKELEAGUE.ORG/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](http://bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).

Policies & Programs Ranked 44 of 50 States		D+
<b>COMPLETE STREETS</b> Does the state have a complete streets policy and processes to support its implementation?	D-	
<b>DESIGN AND ACCESS POLICIES</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	C-	
<b>STATE OF PRACTICE DEVELOPMENT</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-	
<b>SUSTAINABLE TRANSPORTATION POLICIES</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C-	

Evaluation & Planning Ranked 33 of 50 States		C
<b>STATE DOT BICYCLE &amp; PEDESTRIAN PLANS</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	D+	
<b>BICYCLE AND PEDESTRIAN SAFETY</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B-	
<b>UNDERSTANDING PEOPLE WHO BIKE AND WALK</b> Does the state have programs in place to collect data on people who walk and bike?	F	
<b>FORMAL USER GROUP ENGAGEMENT</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A	



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# Gresham Smith Team



Katie Rowe, P.E., AICP  
*Project Manager*



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Arlen Sandlin, P.E.  
*Project Executive*





# What are Complete Streets?



Complete Streets are streets for everyone, no matter your form of travel



# Why Complete Streets?

- Improved safety
- Better health
- Stronger economies
- Smarter growth
- Reduced costs
- More choices
- More livable communities





# What do Complete Streets look like?

## Highly context-sensitive

- Different approaches for urban, suburban, and rural/small town
- Dependent on roadway and land use context

## Elements of a Complete Street may include:

- Sidewalks, accessible ramps and safe crossings
- Walking/bicycling roadway shoulders
- Shared lanes, light vehicle facilities or shared-use path
- Accessible transit (sidewalk or shoulder)
- Landscaping/street furniture
- Traffic calming
- Curbside management/freight access
- Stormwater management/green infrastructure



Radcliff, KY



Louisville, KY



Lexington, KY



# Additional Considerations in Development of Complete Streets

- Safety
- Speed Management (Active/Passive)
- Control Vehicles
- Separation of Modes
- Freight, Service and Emergency Access
- Access Management
- Intersections, Interchanges, and Controlled/Uncontrolled Crossings
- Maintenance
- Work Zone Accommodations





# Complete Streets are NOT

- **One-size fits all**
- A design prescription
- A mandate for immediate retrofit
- A silver bullet
- An automatic sense of place
- Derived from a magic formula

Other initiatives must be addressed:

- Policy
- Land use/roadway context
- Environmental concerns
- Freight and emergency access





# KYTC Complete Streets Manual

Building upon example manual from TDOT and similar industry manuals/policies

## TDOT Multimodal Scoping Manual (Example)

- Text-heavy
- Engineering design-specific
- Not easy to understand for non-practitioners
- Does not include scooters/emerging technology
- More prescriptive than Kentucky

## KYTC's Complete Streets Manual

- Planning/design/implementation
- Easy to understand/visual guidance
- Forward-looking/emerging technology and trends
- Flexibility in design
- Implementable
- Blends national best practices/Kentucky context



# Complete Streets Manual (CSM) Milestone Schedule

CSM Team Milestone Date	Schedule Milestone	KYTC Project Team Task
February	Kickoff Meeting	<ul style="list-style-type: none"> <li>Review TDOT Manual</li> <li>Develop List of Considerations</li> </ul>
March		<ul style="list-style-type: none"> <li>Review DRAFT Table of Contents (TOC)</li> </ul>
April	Stakeholder Meeting Submit DRAFT CSM Chapters	<ul style="list-style-type: none"> <li>Review DRAFT CSM Chapters</li> </ul>
May	Submit DRAFT CSM Chapters	<ul style="list-style-type: none"> <li>Review DRAFT CSM Chapters</li> </ul>
June	Submit DRAFT CSM Chapters	<ul style="list-style-type: none"> <li>Review DRAFT CSM Chapters</li> </ul>
July	Stakeholder Meeting	
August	Submit FINAL CSM	
September	Partnering Conference Presentation	
October		
November	Training Sessions	
December	Training Sessions	





# Project Contacts

## **KYTC Project Team**

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## **Gresham Smith**

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Next Stakeholder Touchpoint: May 4, 2022

