Creating a Bike / Ped Network for Frankfort, KY
Why pedestrian and bike routes?

- Driving is expensive
  - Fuel costs double between 2001 and 2006 (NHTS 2006)
- We need more exercise
  - Less than half of population gets recommended 30 minutes of physical activity per day (Ham et al. 2005)
- Build it, and they will come
  - People walk more when they live near parks, trails, and shopping (King et al. 2003, Saelens et al. 2003)
- Safety in numbers
  - Pedestrians and cyclists are safer in places where more people walk and bike (Jacobson 2003)
Safety in numbers: Cyclists and pedestrians are safer when more people bike and walk.

Walking and bicycling in 68 California cities in 2000.

Key points

- Greenways raise property values
  - Various studies: Average 10-20%
- Neighborhoods with walking and biking opportunities attract young people and families
- Pedestrian connections increase walking
  - Seattle study:

<table>
<thead>
<tr>
<th>Connectivity Type</th>
<th>% Walking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low connectivity</td>
<td>10</td>
</tr>
<tr>
<td>High connectivity</td>
<td>14</td>
</tr>
<tr>
<td>High pedestrian, low vehicle connectivity</td>
<td>18</td>
</tr>
</tbody>
</table>
Why don’t people walk and bike more?

**No through streets or walkways**
Walking is made difficult when streets look like spaghetti and there are no paths that take you directly to your destination.

**Through streets**
Streets or paths which connect to multiple destinations encourage walking. In these neighborhoods, people walk up to 3 times as often.
Why don’t people walk and bike more?

- **Long blocks**
  Long blocks are inconvenient for pedestrians who want to travel efficiently between destinations.

- **Short blocks or mid-block alleys and paths**
  Mid-block crossings make walking more convenient.
Why don’t people walk and bike more?

- **Unappealing walks**
  A path like this one is infrequently used except by those without options.

- **Interesting or beautiful walks**
  Amenities such as landscaping encourage pedestrian use.
Why don’t people walk and bike more?

Wide, unshaded streets
Wide, unshaded streets look unappealing to the pedestrian and encourage cars to speed. In the summer, these streets are hot.

Narrow, shaded streets
Narrow, shaded streets can slow down the cars and be up to 10 degrees cooler, making walking far more pleasant.
Why don’t people walk and bike more?

- **Isolated schools**
  Increasingly, schools are being put on the edge of existing development, making driving unavoidable.

- **Neighborhood schools**
  When schools are integrated into the neighborhood, children can walk or ride a bike.
Goals

- Develop a plan for a network of walking and biking routes in Frankfort.
  - Involve community
  - Prioritize projects
  - Articulate vision

- Create a capital city where:
  - Pedestrians and cyclists feel safe
  - People walk and bike to work
  - Kids walk and bike to school
  - Tourists want to see Frankfort on foot or by bike
  - People don’t feel the need to drive short distances
  - Public greenspaces are linked
Biking and Walking on Paths
Frankfort will become the most walkable and bikable city in Kentucky through the creation of a network of safe, attractive, interconnected paths, sidewalks, bicycle lanes and other facilities.
Work with community members, elected officials, and city and county staff to develop

a) a long range plan for a pedestrian and bicycle network connecting Frankfort's neighborhoods to parks, schools, stores, and outlying areas; and

b) maintenance, regulation, enforcement, and education programs and policies that make walking and biking viable and safe alternatives to automobile transportation.
Types of Pedestrian-Bicycle Facilities in Plan

- sidewalk
- trail (pedestrians only)
- bicycle lane
- shoulder
- shared road
- shared-use path

http://WalkBikeFrankfort.googlepages.com
Making Frankfort a pleasant place to pace and pedal

Why walk and bike?

Planning Frankfort's pedestrian and bicycle network

Get involved!

Links / Contact

WalkBike Frankfort is dedicated to making the capital of Kentucky the best city in the Commonwealth for pedestrians and cyclists.

Frankfort is a small city with a picturesque downtown core on a bow of the meandering Kentucky River. Big, beautiful green spaces are scattered throughout the city. It should be a great place to get around without a car. And, with work and planning, it will be.

We envision a network of safe, attractive, and interconnected sidewalks, paths, and bike lanes connecting Frankfort's neighborhoods to parks, schools, shopping, and outlying areas.

Goals

- Make Frankfort a safe place for kids to walk or bike to school
- Make short walks and rides a normal part of everyday life in Frankfort: Walks to work... bike rides to the corner store... strolls down the street for lunch... rides to the local park...
- Make Frankfort a place that tourists want to see on foot or by bike.
On-the-ground Evaluations

WalkBike Frankfort
Draft June 2007
City of Frankfort & Franklin County
Pedestrian & Bicycle Master Plan

Prepared by
WalkBike Frankfort

December 2007
Top 10 Priority Routes

- Approval for volunteer-built walking trails
- Federal funding for mixed-use Riverside Trail
- New trails constructed
- Mixed use trail & sidewalk in expansion
- Bike lanes
- Sidewalk
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http://WalkBikeFrankfort.googlepages.com