

## 2008 Recommendations— Executive Summary



### **1 Introduction: Numerous benefits from bicycling**

The economic and health-promoting benefits related to a developed bicycling infrastructure include the environmental attributes of alternative transportation, as well as the positive of bicycling-related recreation and tourism. All of these desirable outcomes are integrated with the cost-effectiveness of improved wellness, weight management, and disease prevention.

### **2 Invitation: Leverage the advisory role of the KBBC**

Members of this Commission are in a unique position to advise decision makers in the Transportation Cabinet about safe bicycling in Kentucky. They have a collective expertise in many areas of bicycle-related education, law, legislation, advocacy, and public relations. As avid bicyclists with a passionate interest in promoting the many benefits that bicycling offers, we respectfully provide these recommendations. We offer to help KYTC lead a comprehensive movement to develop the infrastructure and corresponding “bicycling culture” to achieve the same economic and health benefits enjoyed by other states and communities around the nation that have adopted effective, high-level policies.

### **3 Recommendation: A full-time Bicycle/Pedestrian Coordinator integrated with KYTC planning**

With respect to its advisory role, the Commission is in agreement that the most urgent challenge facing KYTC is to fill the position of Bicycle/Pedestrian Coordinator with the most qualified professional. This point person for advancement toward a more bicyclist-friendly system of transportation should be someone prepared to skillfully articulate a pro-active agenda on behalf of the Cabinet internally, and to build a cooperative spirit across state government for Kentucky’s plan to become more competitive with other states.

#### **4 Recommendation: Take bold steps to make Kentucky more competitive with surrounding states**

##### **A. Adopt a cooperative, facilitating stance in the Cabinet**

KYTC will further strengthen its mission with full application of its newly revised Bicycle and Pedestrian Policy and Plan, while adopting a leadership style that recognizes the routine accommodation of bicyclists as a desirable goal.

##### **B. Embed bicycling considerations in engineering design**

KYTC is encouraged to have skilled professionals who advocate for appropriate bicyclist accommodations within the Cabinet's planning and engineering departments, so that bicycling considerations are part of the environmental assessment and design phases of all projects, including new construction, widening, highway improvements, and the resurfacing.

##### **C. Reverse chronic under-funding of bicycling-related projects**

Bicycle-related projects have been historically under-funded in Kentucky, and the Cabinet can take a more pro-active role in coordinating with localities to foster more bicycling-related infrastructure and educational programs.

##### **D. Bring new leadership to "Share the Road" initiatives**

The Cabinet should undertake a stronger, higher-profile effort to promote safer bicycling throughout the Commonwealth by encouraging a spirit of greater respect and co-existence between motorists, bicyclists, walkers, and runners. Rather than wait for localities to appeal for signage, the Commission urges the Cabinet to actively remove barriers to a more coherent statewide signage system. A new culture of bicyclist-motorist understanding is at the heart of getting more Kentuckians to enjoy the benefits of physical activity, and signaling to legions of bicycle tourists that Kentucky has opened its gates to safe, pleasurable bicycling.

#### **5 Recommendation: Support for local initiatives that actively promote bicycling programs/events**

Local innovations and community development initiatives are worth conscientious study and modeling by the Commonwealth. KBBC urges the Cabinet to lead a statewide task force to bring together state and local officials to actively support these and similar Kentucky success stories.

## **6 Recommendation: Greater institutional support for multi-use trail development opportunities**

Despite its envied attributes, Kentucky lags behind in the creation of recreational trails for bicycling and other active pursuits. The concept of promoting “rails to trails” and multi-use paths in Kentucky should be institutionalized within a state cabinet office, rather than left to volunteer organizations. KYTC, as the agency with primary responsibility for the Bicycle and Pedestrian Program, could provide leadership in drafting the appropriate legislation to institutionalize a robust “Rails to Trails Initiative” in Kentucky. The Cabinet would have the full support of the KBBC.

## **7 Recommendation: Boost awareness of safe bicycling with a Kentucky version of “Street Smarts”**

KBBC suggests the Cabinet seriously consider publishing a Kentucky version of “Street Smarts,” the highly regarded tool for bicycle safety education.

*(please see <http://bikemaps.com/bss.htm#bss-cust>)*

## **8 Recommendation: Act promptly to better align bicycle regulations with the Uniform Vehicle Code**

The Commission encourages Cabinet leaders to revise 601 KAR 14.020 so that administrative regulations are in alignment with the bicycle section of the Uniform Vehicle Code. *(please see Appendix to the Recommendations)*

## **9 Conclusion: New leadership will bring a “new breeze” to Kentucky’s effort to become a bicycling venue**

For too long, too many proponents of a more bicyclist-friendly Kentucky have felt as though they were pedaling into a head wind. Now is the golden opportunity for a “new breeze” from leaders in Frankfort that will bring the tail wind they have long hoped for. The recommendations cited in our full report, if adopted, will mean a significant commitment to obtaining the numerous benefits that increased bicycling will provide the people of our Commonwealth. The conspicuous structural and attitudinal transformations outlined in our recommendations to the Secretary will inspire great ideas and expanded efforts to make Kentucky the safe and beautiful bicycling venue we all imagine.