

On February 11, 2016, America Walks' Tools for the Field webinar series continued by showcasing Kentucky's "Pedestrian Planning for Communities" training and implementation program. In the last few years, this partnership effort, led by the Kentucky Transportation Cabinet and the Department for Public Health, has helped 30 communities across the state to develop, adopt and start to fund and implement pedestrian plans. "Pedestrian Planning for Communities: A Transferable Training and Implementation Program from Kentucky" offered participants an opportunity to hear from an innovative program that can offer important lessons for other states. America Walks received many questions and comments from attendees and our panelists offered their thoughts on them below.

Can you please discuss the age-friendliness of programs in view of the "graying of America"?

Stephen Berry [SB]: The AARP is currently supporting Age-Friendly Communities. There is an effort in Winchester to engage with this program and look into the benefits of applying some of the best practices. We will consider some of the recommendations in our pedestrian plan, along with ADA recommendations.

Shellie Wingate [SW]: Kentucky's AARP state-level representative, community-level AARP volunteers, the representative from Kentucky's Office of Americans with Disabilities Act provide input in the planning and training process. Communities are also encouraged to include these state-level or local-level entities in their planning group. (SHELLIE)

The checklist is nicely laid out (<http://www.walkableamerica.org/checklist-walkability.pdf>) But couldn't it mention benches, drinking fountains, restrooms - the amenities that can get everyone out walking? Have your communities identified restrooms as a necessary element in pedestrian infrastructure?

SB: Winchester used a modified walkability survey from the Centers for Disease Control. This survey did not account for any infrastructure, other than sidewalk conditions and adjacent activities (industrial areas, vacant lots with trash, for example). We would need to consider these amenities on future path construction, however, we have not added restrooms as a necessary element.

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What kinds of funding mechanisms or sources are available for sidewalk completion?

Troy Hearn [TH]: Recreational Trails Program; Transportation Enhancement Grants
I suggest that the local (city or county) put aside 5-10% of their local roadway funds specific for

sidewalks (new and improved). Your state DOT has a Local Planning/Projects Coordinator. You'll have to get on their web site and search to see who that person is. Tell them that darn bike/ped coordinator from KY sent ya

Shellie mentioned the topography in the eastern part of the state. What is the plan for that?

SW: The community pedestrian planning team receives training to engage community members through surveys, assessments and events to gain their input for what is safe and feasible within the community. This allows the plan to be tailored to the community's specific needs and interests. The community decides what is safe and feasible to include in the plan.

Any programming directed towards children?

SB: Our BPAC has supported bicycle rodeos (bike safety) events. One of our local intermediate (middle) schools has become very active in supporting health fairs, walk-run events, and bicycle events. We will continue to engage the public schools as a vital stakeholder and encourage more development of kids programs. Our BPAC is also using the local, 4-H leadership club as volunteer labor to collect information for our plan and help with outreach to teenagers. We also have a design charrette planned for local high school students related to our plan.

SW: Coordinated School Health, YMCA, Department for Education are stakeholders who provide input. In our next training, engaging youth in the community's planning process will also be addressed.

Should the bike/ped plan be within the larger countywide transportation plan or a separate plan?

TH: You can do either one. Here is a great example of a complete county wide transportation plan with bike & ped elements:<http://www.oki.org/kenton/fullreport/>
I am a fan of having a separate bike/ped plan that is referred to in the transportation plan or comprehensive plan. It seems to be easier to update a separate bike/ped plan than it is to update the other (larger and more complex plans).

SB: We have considered adding Bike-Ped Plan to the Comprehensive Plan for our community. Winchester currently lacks a separate, comprehensive transportation plan. We felt that the Bike-Ped Plan should be a separate document that can be updated, as needed, without having to reopen a comprehensive plan or transportation plan. It depends on your community, but if you have short-term goals for walk-bike, then you should consider having a stand-alone Walk-Bike Plan.

Are your communities also doing complete streets?

TH: I don't call it complete streets. You can't and shouldn't expect to provide ALL modes of travel on every single street in your city/county. I sometimes feel that the "complete streets" message alludes to that concept. We don't call it anything in particular, just comprehensive planning for ALL modes of travel. In some places this may include auto, bikes, pedestrians, equine, off-road 4x4, and waterways (small and big water craft). I also think it should include both recreational and everyday purpose travel/transportation (many times these are connected or have cross-over elements).

Do you have any advice about how you were able to collect and present the data results for the projects?

TH: Most DOT's have information on their web sites that provide much of the information you need for project planning. For example the KYTC has maps like this that provide information on daily traffic, roadwork info, posted speed limits, and much more. You just have to start calling and emailing to find out where it is and who maintains that data.
<http://transportation.ky.gov/Maps/Pages/default.aspx>

What are some suggestions for updates to pedestrian and bicycle master plans? The county I live in has both, but the latest versions I can find are from 1996. Additionally, the subdivision I live in is very walkable with sidewalks, curb cuts, etc, however, as soon as you come to the end of the subdivision, the sidewalks end and there are two major schools 1/2 a mile away. What are your suggestions for re-engaging our county planning commission to make this area a priority?

TH: You have a great starter plan from 1996. Use this to re-start the momentum. I would suggest calling the planning office (if you have one) or the mayor's/county judge's office. See if you can meet with them and let them know what you want to do. Of course if you or some other folks are willing to help (or do much of the leg work), then that may be a better sell for them. In my home town we have a group called Walk/Bike Frankfort. This group works closely with the local government and does much of the work. We take our results, plans, and wish list to the city and county every few years and have them officially adopt the plans and work. We started in 2007 and have made a few updates. We are doing a complete overhaul this year and have always tried to improve the level of work we have done. Of course having knowledgeable members (engineers, GIS specialists, lawyers, and marketing folks) doesn't hurt. Here is the KY listing of all of the official bike/ped plans / http://transportation.ky.gov/Bike-Walk/Pages/Local_Pedestrian%20and%20Bicycling%20Info.aspx