

Kentucky SRTS Network



FACT SHEET: Complete Streets

A complete streets policy ensures that roadways are designed to accommodate everyone, including motorists, bicyclists, pedestrians, and public transportation users of all ages and abilities. When proper crosswalks, bike paths, sidewalks, and safety features are in a community, people can safely get from point A to point B while getting exercise at the same time. Implementing complete streets does not mean that every road must have a sidewalk, bike lane, etc. It means designing streets to be friendly to all modes of transportation in a context sensitive manner. Learn more at:

<http://www.completestreets.org>.

KENTUCKY COMPLETE STREETS EXAMPLES:



US 42 / 127 Boone Co



KY 1303 – Turkey Foot Rd., Kenton Co

WHY DOES KENTUCKY NEED COMPLETE STREETS?

To increase physical activity:

- Kentucky has the 5th highest rate of adult obesity and the 3rd highest rate of childhood obesity in the nation.^{1,2}
- Kentuckians are highly inactive.³

To increase the safety of Kentucky roads for all users of the roadway:

- In 2009, 2 pedestrians were killed or injured on average everyday in Kentucky.⁴
- Over 300 children and youth ages 19 and under were injured or killed in traffic collisions while walking on roads in Kentucky in 2009.⁵
- In 2004, over 50 percent of respondents of the KY Highway User Survey stated the need for additional bicycle/pedestrian accommodations in Kentucky.

To provide safe places for children to walk or bike to school and play in their communities:

- In 2007, only 72 percent of children living in Kentucky urban areas had sidewalks or walking paths in their neighborhoods, and less than half of children in rural areas did.⁶

COMPLETE STREETS BENEFITS

When streets are complete, individuals and families have the choice to use multiple modes of transportation. With fewer vehicles on roadways and more people choosing active transportation options, there are multiple benefits:

- Reduced traffic congestion
- Reduced transportation costs for families
- Increased physical activity of residents
- Increased safety
- More children walking and biking to school

COMPLETE STREETS IN KENTUCKY

Complete streets can be implemented at the state or local level through statute, executive orders, written commitments, public ordinances and education of stakeholders. Over 200 complete streets policies have been enacted across the United States.

- Complete streets legislation was introduced during the 2008 Kentucky General Assembly; however, the bill failed to pass.
- In 2008, Louisville, KY adopted a complete streets ordinance requiring new roadway construction to consider all users of the roadway.
- Lexington, KY is in the planning process of adopting a complete streets policy.
- Although Frankfort, KY does not have a complete streets policy, a local group of advocates produced a Bicycling and Walking Plan. This lays the groundwork and is a precursor to complete streets.
- In 2002, the Kentucky Transportation Cabinet (KYTC) adopted the *Bicycle and Pedestrian Travel Policy Manual*, which states that bicycle and pedestrian facilities will be considered if certain conditions are met. However, this internal policy does not require KYTC to accommodate for all users.

WHAT CAN YOU DO?

- Gather a small group of supporters and do a walkability assessment in your community. Share the results with your elected officials.
- Attend public meetings in your community and voice your concern for bicycle and pedestrian friendly streets in new and resurfacing projects.
- Write or e-mail your council representative or mayor asking them to pass a complete streets policy in your community.
- Engage the media on this issue through a news story, Op/Ed, or letter to the editor.
- Contact the Kentucky SRTS Network Organizer at Kentucky@saferoutespartnership.org to find additional ways to get involved.

¹ Centers for Disease Control and Prevention, Behavioral Risk Factor Surveillance Data. (2009). *Prevalence and Trends Data-Overweight and Obesity (BMI)-2009*. Available at <http://apps.nccd.cdc.gov/BRFSS/list.asp?cat=OB&yr=2009&qkey=4409&state=KY>. Accessed January 2011.

² National Survey of Children's Health Data Resource Center. (2007). Available at <http://www.nschdata.org/Content/Default.aspx>. Accessed January 2011.

³ Centers for Disease Control and Prevention, Behavioral Risk Factor Surveillance Data. (2009). *Prevalence and Trends Data Kentucky Exercise-2009*. Available at <http://apps.nccd.cdc.gov/BRFSS/display.asp?cat=EX&yr=2009&qkey=4347&state=KY>. Accessed January 2011.

⁴ University of Kentucky, College of Engineering, Kentucky Transportation Center. (2010). *Kentucky Traffic Collision Facts: 2009 Report*. Available at http://www.ktc.uky.edu/Reports/KY_Traffic_Collision_Facts_2009.pdf. Accessed January 2011.

⁵ Ibid.

⁶ National Survey of Children's Health Data Resource Center. (2007). Available at <http://www.nschdata.org/Content/Default.aspx>. Accessed January 2011.