

Chapter 6: Pedestrian & Bicycle Accommodations

Many of these existing problems can be addressed immediately given the availability of funding and interest. Two recommendations received much support throughout *The Dixie Fix*:

1. Complete sidewalk connectivity on both sides of the entire corridor.
2. Introduce a minimum width of 5 feet for all residential sidewalks and 8 feet widths in commercial areas, so that two people to walk side-by-side or pass.

OVERVIEW

Walking is a travel mode option for short trips which is well suited to the Dixie Highway corridor due to the high mix of residential and commercial uses. The number of schools and faith communities along Dixie have the potential of encouraging additional pedestrian usage. An added bonus, pedestrian facilities also increase users' quality of life through greater physical activity. However, several existing conditions are preventing what optimal level of pedestrian usage can be realized for Dixie Highway.

Existing conditions include the failure of vehicular traffic to yield to pedestrians in crosswalks. In addition, marked crosswalks do not exist consistently throughout the corridor. Where they do exist, many crosswalks need to be maintained to become more visible. Numerous comments were received that said pedestrian crosswalk signal timing is inadequate and requires longer timing. Pedestrian safety applies to both passages across Dixie Highway and its local side streets. There are commercial and residential Dixie segments that have sidewalks on only one side of the roadway. Meanwhile, others, most notably 'The Hill' leading to and from Covington and the I-275 interchange in Crestview Hills, that have large gaps with no sidewalks on either side of the roadway. The poor maintenance of sidewalks or the lack of their existence altogether often forces pedestrians to walk in the roadway. The *Erlanger Safe Routes to School Application* (Northern Kentucky Health District, March 2006) quotes Commonwealth of Kentucky statistics that state 'walking in roadway' as "the most frequent action resulting in pedestrian collisions among adults (age 20 and over)." Finally, there is also a huge concern regarding excessive motor vehicle speeds.



Pedestrians are forced into the roadway when sidewalks end abruptly.



Narrow and poorly maintained sidewalks make it difficult to utilize pedestrian pathways to their fullest extent

PEDESTRIAN ACCOMODATIONS

In addition to the recommendations above, *The Dixie Fix* shares the following considerations for improving pedestrian safety and choice as a modal option along the corridor.

Improve Safety at Intersections:

1. Mark crosswalks at all signalized intersections.
2. Provide median refuge islands for streets wider than 5 lanes.
3. Insure adequate signal timing to accommodate pedestrians. This should include the introduction of countdown pedestrian crosswalk signals to assist pedestrians in knowing when a safe crossing is still permissible.
4. Enforce traffic laws especially for speeding motor vehicles and drivers who fail to yeild to pedestrians in crosswalks.
5. Apply “traffic Calming techniques to reduce traffic speeds in areas of high pedestrian travel or crash frequency such as curb bulb-outs, street trees, raised crosswalks, and roundabouts. These techniques can greatly increase the visibility of pedestrians to drivers, as well as separate pedestrians from moving traffic. Another traffic calming device for consideration is a flashing green light when the traffic signal is activated by a pedestrian. The flashing light would nitify drivers that a pedestrian is in the side street



Large intersections should be well marked to increase visibility and to accommodate vehicular and pedestrian movements.



Improve Safety at Mid-Blocks

1. Provide a sense of security from adjacent moving traffic for the walking environment by separating pedestrian from traffic with the use of:
 - Landscaping (grass, trees, planters, etc.) as screening for pedestrian safety and comfort.
 - Hardscape buffer or divider strip between curb and sidewalk using bricks, colored concrete, etc.
 - Benches, trash repticals, drinking fountains, etc.
 - On-street parking.
 - Consider pedestrian access during redevelopment of adjacent properties improves pedestrian safety along the stret by limiting driveway crossings.
 - Apply access management techniques to create shared access to properties and increase connections between properties.
2. Extend sidewalks and/or combine with parking lot refuge medians to increase the safety of walking from the sidewalk to building entrances.



Plant and landscape materials can be used for visual appeal along the roadway. Changes in pavement and construction materials can serve as a subtle warning to drivers as they near areas of increased activity.



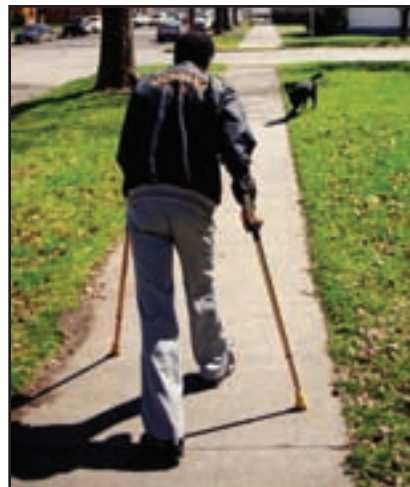
3. Mark crosswalks at unsignalized intersections and where mid-block crossings are warranted with striping or different materials. Give a particular emphasis to marked crosswalks within school zones.

Improve Safety for Special Populations

1. All new construction and reconstruction of street facilities must comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
 - Curb ramps with tactile warning surfaces.
 - Traffic signal timing should allow adequate time for pedestrian crossing at rates of 3-4 feet per second.
 - Grades should not exceed 8% (although existing grades along streets may be used).

BICYCLE ACCOMMODATIONS

Dixie Highway is designated a Primary Bike Route in the Northern Kentucky Area Planning Commission's Bike Plan for Kenton County. As with other vehicular safety concerns, existing Dixie conditions make the introduction of conventional bicycle improvements difficult.



Curb ramps, warning tracks, and signalized intersections allow individuals with physical and cognitive disabilities to utilize sidewalks and access places of business more safely.

Existing conditions include a lack of space both for bicycles and motor vehicles to share the road and for separate bicycle lanes or shared use paths. There is also a lack of coordination at the present time when roadways are improved without consideration of bicycle usage and facilities. Finally, motorists and bicyclists lack knowledge of how to share the road.

Due to these existing conditions, it is necessary to utilize opportunities for improvements as they arise through redevelopment. As redevelopment opportunities occur along Dixie Highway, it is recommended that the following two bicycle accommodations should be made:

- Widen right/curb lanes to a minimum of 14 feet
- Introduce striped 5 feet bike lanes

There was much support throughout *The Dixie Fix* study to make bike-lane accommodations.

Generic Bicycle Considerations For Corridor Planning

In addition to the recommendation of bike lanes, *The Dixie Fix* shares the following considerations for improving bicycle safety and usage along the corridor.

1. Construct appropriate bicycle facilities when existing roads are upgraded and when new road improvements are made by:
 - a) Creating **shared roads** that include signed bike routes to specific destinations
 - b) Providing secure bicycle parking facilities for customers and employees.
 - c) Increasing or introducing street lighting where needed to improve visibility.
2. Apply access management practices to reduce the number of driveway intersections as potential conflict points.

3. Manage access to adjacent properties by constructing access roads.
4. Encourage bicycle use for utilitarian trips (i.e.: work, shopping, school, and social destinations).
5. Increase motorists' awareness of cyclists with "Share the Road" signs and education at the local level.
6. Increase cyclists' awareness of the traffic laws through education.
7. Enforce traffic laws for motorists and cyclists consistently.

