CHAPTER 4
TRANSIT, BICYCLE AND PEDESTRIAN TRANSPORTATION

It is important for Campbell County to include planning for alternative modes of transportation and to begin implementing, whenever possible, the inclusion of facilities and accommodations for alternate modes within the overall framework of transportation and land use planning within the County. OKI has undertaken several planning initiatives emphasizing alternative modes of transportation as one solution to address congestion and resulting air pollution concerns, including the OKI Regional Bicycle Plan and The Central Area Loop Study. Alternative modes have a potentially significant role in reducing congestion and addressing environmental concerns related to roadway improvements.

Land use planning initiatives also have an important role in the support of transit, bicycle and pedestrian planning. Connectivity between land uses and abutting developments is important for the establishment of a more efficient and effective transportation system. The intent of connectivity is to provide alternate routes that allow and encourage traffic/pedestrian flow via local streets and sidewalks other than using the major street system. Communities are positively impacted through reductions in travel time, energy cost savings, and emissions reduction. Land use planning should include support for development characteristics that support transit, bicycle and pedestrian access where appropriate.

TRANSIT

Bus transit Services in Campbell County and Northern Kentucky are provided by the Transit Authority of Northern Kentucky (TANK). TANK operates more than 130 buses throughout the three county region on both regular and express routes. Regular daily scheduled bus service is provided to the entire urban area of Campbell County from Alexandria north to Newport. Express Service extends further south to Grants Lick where a Park and Ride lot exists. Today in Campbell County, TANK ridership currently exceeds 1.2 million rides per year. TANK has experienced a thirteen (13) per cent increase in ridership, largely related to new non traditional methods of service such as reverse commute and smaller circulators in recent years. Two of these services are the Southbank Shuttle (May 1998) which circulates between Newport (serves the New Newport on the Levee Entertainment Complex), Covington and Cincinnati; and the DayTripper Program (March 1999) which is a demand responsive service designed to address service needs in areas where traditional fixed route services are not the most efficient solution. These services meet the needs of those living and visiting the area. Park and Ride lots provide a major source of ridership for TANK. Currently there are five (5) Park and Ride locations in the County.

TANK's most current plan, the Strategic Plan and Report to the Community, prepared in 2001, identifies several initiatives that relate to future transit service in Campbell County. This plan supports initiatives of TANK's Strategic Plan and those in the Central Area Loop Study, which include:
The development of additional park and ride lots,
The development of the Newport Transit Center,
Continuing the Southbank Shuttle Daytripper and Regional Area Mobility Program (RAMP) paratransit service, and
Partnering with the Southwest Ohio Regional Transit Authority (SORTA) on initiatives such as light rail transit.

Map 10, Public Transportation, identifies existing and proposed public transit facilities in Campbell County. In addition to the programs and services identified in the TANK plan, this plan identifies "Major Transit Corridors" that are intended to serve future transit needs in the County by providing necessary linkages east/west and north/south. These linkages are planned to provide access, via limited stops, to major destinations, such as employment centers, throughout Northern Kentucky and the Cincinnati region. This plan also identifies future park and ride lots and proposes that existing park and pool lots (e.g., lots where commuters meet to share rides to work) along the AA Highway be considered for conversion to park and ride lots. Use of these lots may be indicative that ridership may be available to support transit service from these locations.

BICYCLE AND PEDESTRIAN

The OKI Regional Bicycle Plan identifies recommended and alternative but not recommended routes for bicyclists along existing roadways (see Map 11). This information provides guidance to bicyclists regarding road conditions, such as traffic volume and terrain conditions including steep or long hills. Additional and more detailed bicycle and pedestrian planning in Campbell County is best addressed on the individual project level. In the case of pedestrian facilities many sidewalks are included as part of new subdivision development.

Forward Quest, through the Quest River Path Committee is planning a forty (40) mile bicycle and pedestrian path along the Ohio River, generally following the route of Kentucky Route 8 from Pendery Park in Campbell County through Boone County. The first leg of this route from Pendery Park to the City of Melbourne has been funded. The second leg is being planned to extend to the City of Silver Grove. Pedestrian portions of this route will utilize existing and planned walkways through the cities of Dayton and Bellevue and along the City of Newport's River Walk. The conversion of the L&N Bridge, renamed the Newport Southbank Bridge, to a pedestrian and bicycle only facility provides a connection from the City of Newport to Cincinnati.

This plan supports the current and ongoing efforts within the cities of Newport, Bellevue and Dayton regarding riverwalks and other pedestrian facilities along the Ohio and Licking Rivers, including planning for improved connections across the Licking River. The plan also supports the efforts by NKU to enhance pedestrian transportation on its campus and to the adjoining and nearby community. Furthermore, this plan encourages the continued emphasis on providing sidewalks or other means of non-
vehicular transportation, as part of new commercial, professional office, and residential development.

It is also recommended that the County in conjunction with the cities consider preparing a county-wide bicycle plan. The plan should include identification and evaluation of appropriate routes and improvements for safe access to destinations (e.g., parks, schools, employment centers). The KYTC Pedestrian and Bicycle Policy adopted in 2002 directs the Cabinet to consider bicycle and pedestrian facilities whenever new highway projects are being planned. One criteria used during this consideration are recommendations of local plans. As a result, the preparation of a local bicycle plan that is specific to Campbell County and the cities will provide the basis for implementing the KYTC policy. In addition to identifying routes to specific destinations the plan should address other elements necessary to encourage additional bicycle use. Elements that encourage bicycle use include: parking facilities, bus racks, bicycle safety and motorists awareness programs, and signs that identify designated routes.