Covington + Newport Bicycle Transportation Plan

January 2024

NEWPORT
KENTUCKY

DRAFT

TRI STATE TRAILS
connecting what moves us.

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Acknowledgments

The Covington + Newport Bicycle Transportation Plan was prepared by Tri-State Trails for the City of Covington and City of Newport, Kentucky in 2023. The Steering Committee would like to thank all those who participated in the public engagement process for the plan, including citizens, elected officials, neighborhood organizations, community organizations, businesses, and local government stakeholders. This plan was generously funded by the Devou Good Foundation.

Steering Committee

City of Covington
- *Ken Smith, City Manager*
- *Elizabeth Wetzel, Director of Special Projects & Intergovernmental Affairs*
- *Andrew Wilhoit, Director of Special Projects & Intergovernmental Affairs*

City of Newport
- *Tom Fromme, City Manager*
- *Lauren O'Brien, Executive Assistant*

Kentucky Transportation Cabinet District 6
- *Mike Bezold, P.E., TEBM Project Development*

Devou Good Foundation
- *Jody Robinson, Project Manager*

Tri-State Trails
- *Wade Johnston, AICP, Executive Director*
- *Brad Bowers, AICP, Project Manager*
- *Rachel Culley, GIS Analyst & Planner*

How to use this document

The Covington + Newport Bicycle Transportation Plan was facilitated by Tri-State Trails for the City of Covington and City of Newport. The plan provides a comprehensive analysis of existing conditions of bicycle infrastructure in these two cities and recommends a series of infrastructure and non-infrastructure interventions to improve the state of bicycling over time.

This document is intended to be used for planning purposes as a starting point for design and implementation. Any specific infrastructure recommendations in this plan should be studied further for engineering feasibility, impacts in the right-of-way, and project cost.

TRI STATE TRAILS

Executive Summary

Located at the confluence of the Ohio River and Licking River, the historic cities of Covington and Newport are the heart of Northern Kentucky's urban core. Trails span sections of their riverfronts, with future connections planned to create cohesive corridors for people-powered movement.

Iconic bridges connect these river cities to neighboring Cincinnati, Ohio - the John A. Roebling Suspension Bridge in Covington and the Purple People Bridge in Newport - both of which are frequent thoroughfares for cyclists and pedestrians. Inside the street grids lie an opportunity to connect the recreational amenities that are developing on the perimeter of Covington and Newport closer to the people who live in their charming downtowns, transforming biking from a leisurely activity to a transportation asset.

The desire for improved bike infrastructure in Northern Kentucky is more than simply an aspiration, it is an urgent need to proactively address preventable serious injuries and fatalities. In August 2022, Gloria San Miguel was killed after being struck by a driver while riding her bicycle across the Girl Scout Bridge from Newport into Covington. The public outcry that followed her tragic passing was instrumental in creating the momentum to take action. Both cities agreed to collaborate and develop tangible solutions that could better connect across the Licking River and into surrounding Kenton and Campbell Counties, the start of which is this Bicycle Transportation Plan.

The memory of Gloria is a reminder that everyone should be able to ride a bicycle for transportation, recreation, fitness, or fun - without risking their life while doing so. The recommendations outlined in this plan will help build a safer, healthier, and more active Northern Kentucky.

Vision Statement

The Covington + Newport Bicycle Transportation Plan will serve as a roadmap for implementation of a safe and connected bicycle transportation network that serves people of all ages and abilities.

Planning Goals

- Identify key gaps in the bicycle transportation network, with a focus on creating a safe, accessible, and connected bicycle network within Covington and Newport that can extend into neighboring cities.
- Identify streets that are conducive to bicycle infrastructure with practical and cost-effective implementation strategies that preserve on-street parking.
- Increase bicycling access to businesses and community destinations for people of all ages and abilities throughout Covington and Newport.
- Create a prioritized project list that aligns with potential funding sources. Outline short term and long term priorities to realize a fully connected and protected network.

Project Timeline

Kickoff Meeting
January 2023

Steering Committee Meeting #1
March 2023

Steering Committee Meeting #2
July 2023

Steering Committee Meeting #3
September 2023

Steering Committee Meeting #4
December 2023

Steering Committee

Public Engagement

Public Open Houses
Covington: 5/31/23
Newport: 6/6/2023

Public Input Survey #1
Open 5/31/23 - 7/14/2023

Focus Groups
May-June 2023

Virtual Public Input Meeting
10/23/2023

Public Input Survey #2
Open 10/23/23 - 11/22/2023

Community Bike Ride
11/1/2023

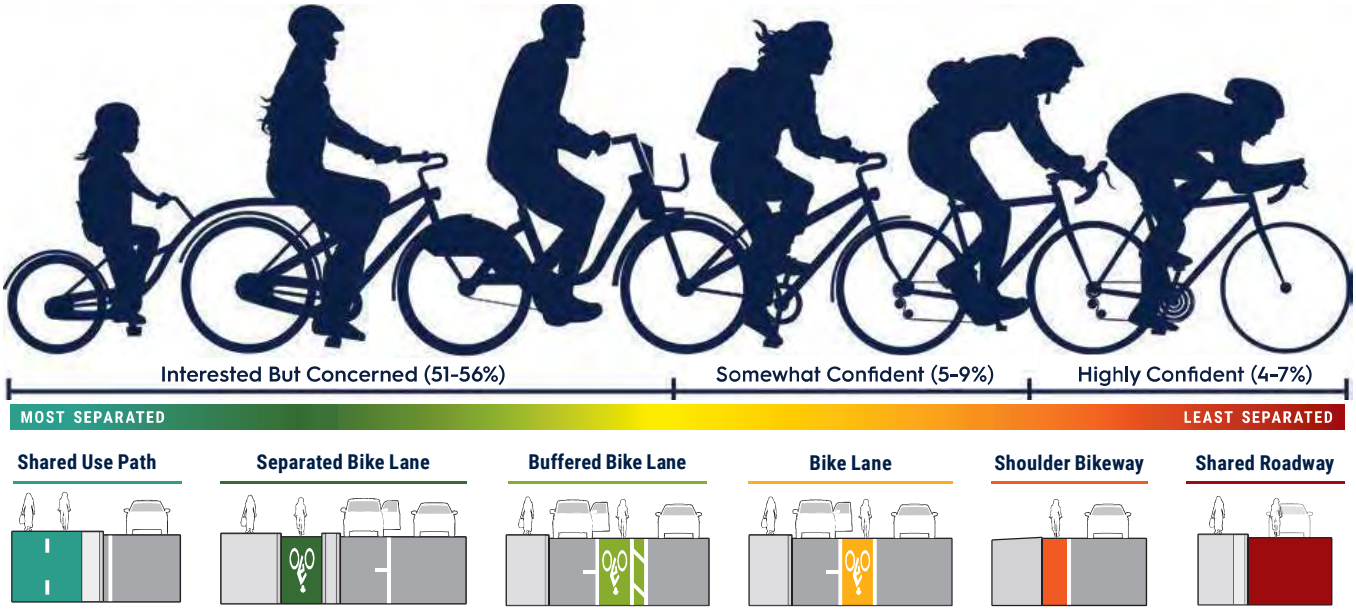
Target Audience

Bicycle Design User Profiles

When investing in bikeway infrastructure, it is important to consider who the bike facilities will serve. Given the broad spectrum of bicycle facility types, it is critical to acknowledge different bicycle design user profiles and people's comfort-level riding a bike in different situations. Cyclist user profiles are commonly broken down into three distinct groups: *Highly Confident*, *Somewhat Confident*, and *Interested But Concerned*.

The primary target audience for this plan is the *Interested But Concerned* cyclist. This category includes people who enjoy biking recreationally and want to bike more, but are concerned about biking in traffic with motorized vehicles. The infrastructure recommendations made in this plan recognize the need to cater towards this user group to ensure an equitable bicycle transportation network is developed that serves people of all ages and abilities. This approach requires an emphasis on protected bikeway infrastructure that is separated from vehicular traffic as much as possible. However, due to the historic nature of Covington and Newport's narrow streets and the competing desire to preserve parking, traditional bike lanes and bicycle boulevards are also considered in both cities.

A series of resources from the US Federal Highway Administration (FHWA), Kentucky Transportation Cabinet (KYTC), and National Association of City Transportation Officials (NACTO) were explored through this planning process to provide flexible, context sensitive design guidelines that encourage more people to choose to biking as a form of transportation.



City of Hamilton, OH Active Transportation Plan

"Interested But Concerned" Cyclists

In general, the bulk of the population typically falls into this category of cyclists. These individuals prefer riding in lower-stress situations like shared use paths or protected bike lanes and have a much lower tolerance for riding with vehicular traffic. This group includes people who are using trails recreationally and may choose to bike as a form of transportation when separated or protected bikeways are available. Often times, a treacherous roadway or intersection that lacks high quality bike infrastructure will discourage this group from biking for transportation. With protected bikeway infrastructure, this group will bike more.

"Somewhat Confident" Cyclists

This group of cyclists are comfortable riding in the roadway, but prefer having some kind of designated bike facility present, be it a conventional bike lane or a bicycle boulevard. This may include people who choose to commute to work and are willing to tolerate high-stress situations for short distances.

"Highly Confident" Cyclists

Making up the smallest group of the general population, this category of confident and fearless cyclists are willing to share the road with motorists regardless of the separation from traffic. These users may prefer more direct routes and avoid using shared use paths or facilities shared with pedestrian and slower-moving users. For the most part, these individuals are already riding today and do not require additional infrastructure to ride.

Plan Overview

Existing Conditions

For years, Covington and Newport have supported the development of trails along the riverfront perimeter of the cities. The Riverfront Commons trail currently totals 3.5 miles in several noncontiguous sections along the Ohio River in Covington, Newport, Dayton, and Ludlow. The Licking River Greenway trail is about 1.5 miles long in Covington and consists of a multi-use path on top of the levee, as well as a gravel trail close to the river.

The most heavily used trail in the Tri-State region is located between Newport and Cincinnati: the Purple People Bridge. This arterial corridor between Kentucky and Ohio was the former Newport Southbank railroad bridge that was converted to pedestrian and bike only bridge in 2001. The success of this route, including being ranked as one of the top twenty bike/pedestrian bridges in the country by the Rails-to-Trails Conservancy, is a testament to the opportunity that exists along the Fourth Street Bridge and Girl Scout Bridge over the Licking River between Covington and Newport.

Other noteworthy infrastructure includes a traditional bike lane on KY 9 in Newport, multi-use paths in Devou Park, and a traditional bike lane running along Pride Parkway from the southern end of Covington into Taylor Mill.

While the riverfronts are served with adequate and expanding infrastructure, better connectivity into the residential street grid and outlying neighborhoods is a key opportunity recommended in this plan.

Public Engagement

Engagement from residents and stakeholders was a key aspect of this planning process. Conducted throughout 2023, this planning process included two rounds of community engagement with in-person and virtual events. In addition to the open ended public input opportunities, focus groups were convened to solicit targeted feedback from local businesses, neighborhood associations, community and advocacy organizations, and local government stakeholders. Community engagement opportunities included two surveys that collected public input on recommendations for the plan as well as a bike ride to explore proposed routes. Feedback was reviewed by the Steering Committee and incorporated into the planning goals and recommendations in the plan.

Infrastructure Recommendations

High-quality infrastructure is the foundation for a bike-friendly community. With strategic bikeway investments, both Covington and Newport stand to benefit greatly from making bicycling a safer and more accessible transportation mode. Safe bridge connections between Covington, Newport, and Cincinnati are critical infrastructure needs. This plan provides a menu of bikeway facility options and a roadmap of priorities for future investments, while simultaneously aiming to minimize impacts to existing curbs and on-street parking.

Benefits of Trails & Bikeways

Enhance Neighborhood Connectivity

- Enhance bike connectivity within Covington and Newport
- Enhance bikeability between neighborhoods that are separated by rivers and highways

Expand Transportation Options

- Create safe paths for walking, running and biking that are separated from car traffic
- Support a multi-modal transportation network that is less reliant on cars

Increase Transportation Equity

- Provide another safe travel option for individuals without a car
- Improve first and last mile access for bus transit
- Connect bikeways to historically underserved neighborhoods

Improve Public Health

- Make an active lifestyle more accessible and convenient to residents
- Decrease rates of obesity, cardiovascular disease, and other preventable illness
- Increase interaction with nature to improve mental health

Connect Recreation Amenities

- Create new public spaces to recreate and enjoy the outdoors
- Improve access to existing parks, playgrounds, and recreation facilities

Promote Environmental Sustainability

- Make it easier for residents to live car-free in the region
- Reduce carbon emissions from car traffic and improve air quality

Encourage Economic Development

- Increase property values and drive development along bikeway corridors
- Attract visitors and generate tourism spending
- Connect large employment centers in Covington and Newport

Attract & Retain Talent

- Create world class amenities that put Northern Kentucky on the map
- Help companies secure talented professionals to the region
- Allow Covington and Newport to compete better with peer cities

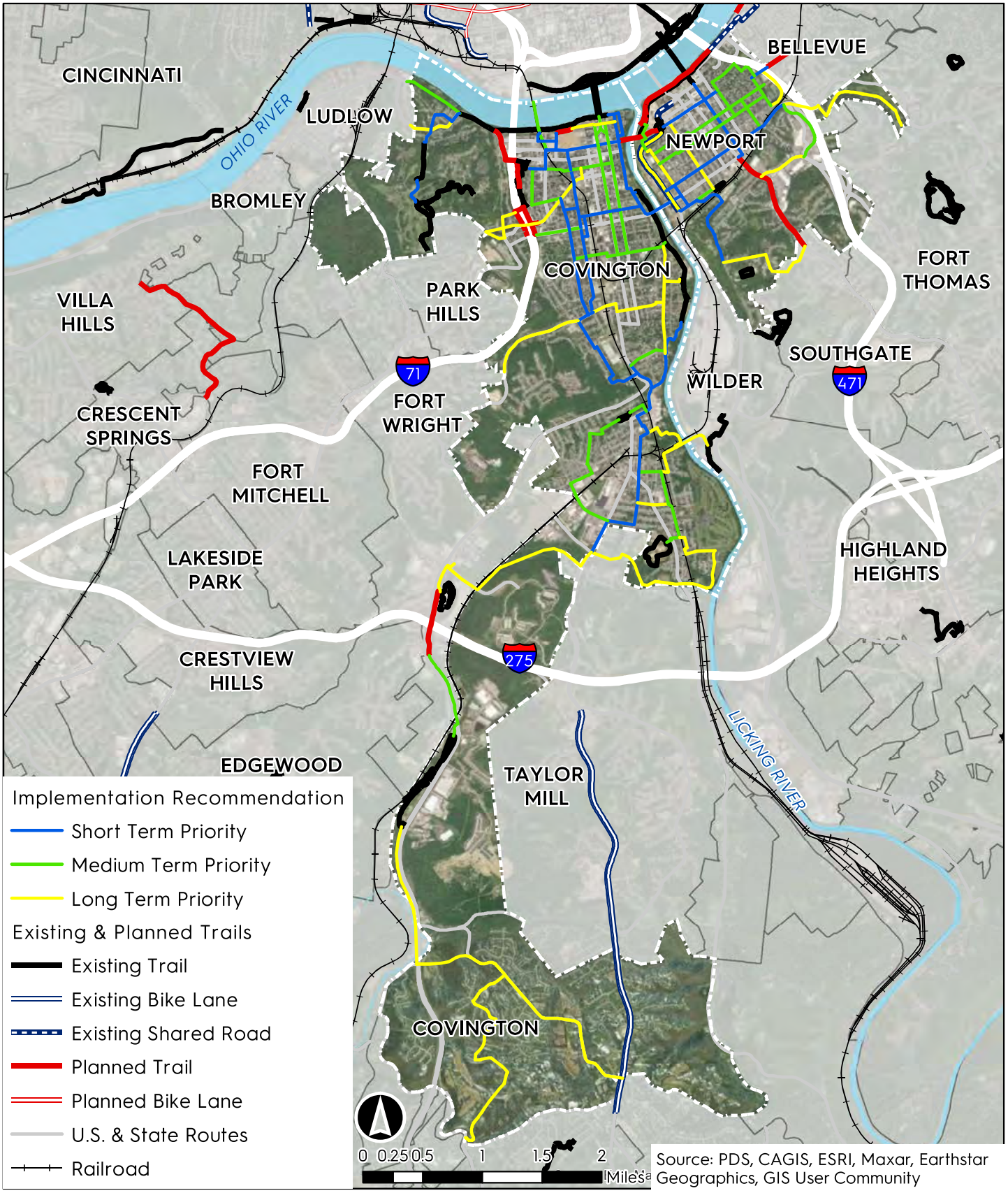
Non-Infrastructure Recommendations

Encouraging new individuals to ride bikes relies heavily on the development of high-quality bicycle infrastructure, however, the creation of a genuinely bike-friendly community requires the implementation of additional programs and policies. Non-infrastructure recommendations in the plan are broken down into five focus areas including Policies, Programs, Evaluation, Design Guideline, and Maintenance strategies. Each aspect has a unique role to plan in making bicycling a standard operating procedure for both the City of Covington and the City of Newport. Collectively, non-infrastructure strategies coupled with infrastructure investments can elevate bicycling as an active living lifestyle for residents, businesses, and visitors to both cities.

Funding Strategies

Currently, both Covington and Newport have limited capital budgets, making investment in bikeway facilities a challenge. Leveraging federal and state funding will be instrumental and realizing progress over time. Partnerships and collaboration with stakeholders like KYTC, OKI Regional Council of Governments, and philanthropic organizations can lessen the financial burden on the cities to make investments in bicycling infrastructure in the next five to fifteen years.

Infrastructure Recommendations Overview Map



Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Previous Planning Documents & Studies

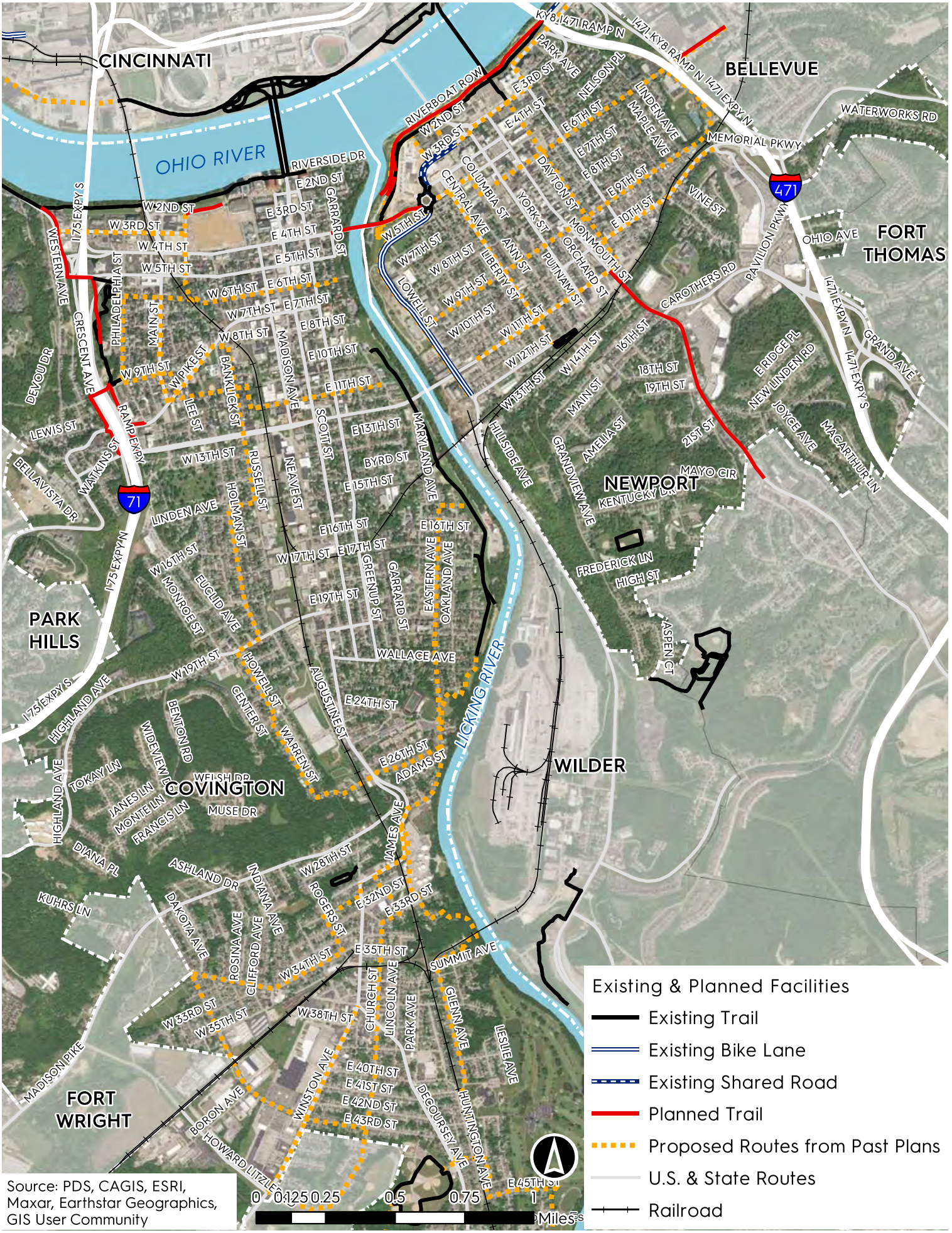
Building on Past Plans

To begin the planning process, adopted comprehensive plans, and community visioning documents were reviewed to better understand progress made on past planning efforts. Proposed bikeways recommended in previous studies are shown on the map to the right.

Broad mobility and transportation goals were provided in the Newport Forward Comprehensive Plan (2020) and Kenton County Direction 2030 Countywide Comprehensive Plan (2018). These documents included policy statements, enhanced bike and pedestrian experiences, and potential bike corridor opportunities.

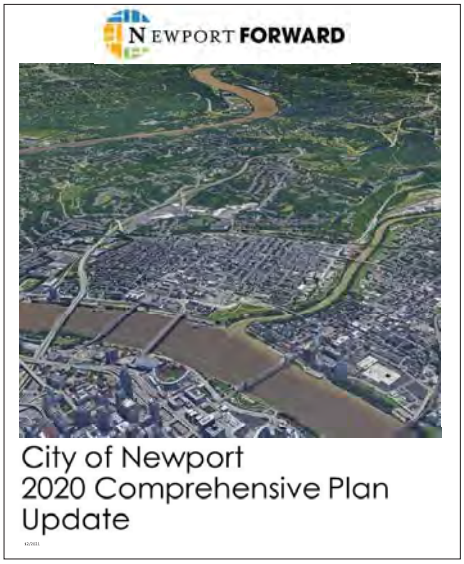
In addition to comprehensive planning documents, several other studies and plans were reviewed, including the Covington Parks & Recreation Master Plan (2020), Covington City Center Action Plan (2012), Latonia Small Area Study (2011), and Licking River Greenway Master Plan (2008).

This review process provided a solid foundation for the Covington + Newport Bicycle Transportation Plan. Many bikeway corridor recommendations from past plans were included in this plan, in addition to several new priorities that came out of the planning and public engagement process.



Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Newport Forward Comprehensive Plan (2020)



The Newport Forward comprehensive plan outlined goals, objectives, and policy statements that guide the physical development and economic and social well-being of the city for elected officials and local government staff.

Recommendations include designing complete streets that serve multiple functions and modes for all ages and abilities and creating designated biking corridors to connect trails and major destinations.

Covington Parks & Recreation Master Plan (2020)

The 2020 Covington Parks and Recreation Master Plan was initiated by the City Commission and Parks staff. It guides the development of parks, recreation, and trails for the next 5-10 years, reflecting a commitment to enhancing overall community quality of life.

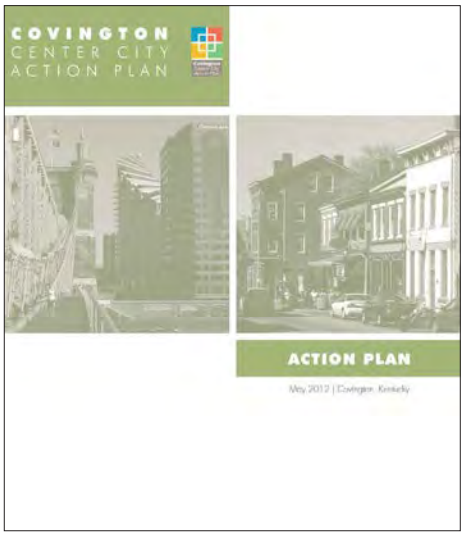
Completion of the Riverfront Commons trail and overall trail connectivity were widely discussed topics throughout the public engagement process for the Parks and Recreation Master Plan.

Direction 2030 Plan: Kenton Connects (2018)

Direction 2030, Kenton County's interactive online comprehensive plan, addresses evolving demographic trends and economic shifts at a county-wide level. It serves as a guide for growth, emphasizing community input to shape a vibrant, sustainable, and competitive local environment.

The plan recommends enhancing bicycle and pedestrian experiences by improving operational safety, supporting education programs, fostering a welcoming walking and biking culture, and improving connectivity and infrastructure for increased mobility.

Covington Center City Action Plan (2012)



The goal of the Covington Center City Action Plan is to enhance Covington's urban appeal, safety, and quality of life through intuitive bike and pedestrian connections. Strategies include developing a trail network, commissioning a bike master plan, and creating a wayfinding framework with primary and secondary signage.

Latonia Small Area Study (2011)

The mobility section of this study focuses on enhancing pedestrian, bicycle, and transit connectivity. Recommendations aim to ensure safe and efficient access for residents, businesses, and visitors in the Latonia area. Findings cover wayfinding signage, transit improvements, and bike and pedestrian improvements on Church Street and Winston Avenue.

Licking River Greenway Master Plan (2008)

The Licking River Greenway Master Plan is an urban greenway plan that focuses on building a multi-use trail from Ohio River to the I-275 loop, aiming to connect neighborhoods and businesses across Campbell and Kenton counties.

Existing Conditions

Existing Conditions in Covington & Newport

This chapter examines the current landscape of Covington and Newport through the existing conditions analysis. The 2020 Decennial Census data reveals a concentrated population density around the urban cores of both cities. Drawing on the American Community Survey (ACS) 2021 5-year estimates, the data unveils demographic nuances, exposing income disparities and emphasizing potential intervention areas, particularly in lower-income urban core census tracts.

Beyond demographics, the plan examines transportation-related data, including existing and planned trails, crash analyses, and the impact of trails. Highlighting areas prone to severe injuries and fatalities, the crash map underscores the need for safety improvements. The asset map emphasizes the importance of extending access beyond the immediate downtown, showcasing existing infrastructure and key amenities. Considering the broader regional context, the plan identifies connections to the Greater Cincinnati active transportation network.

A critical aspect addressed is the role of Red Bike in enhancing bike accessibility. Data indicates a high demand along riverfronts and north-south corridors, underscoring the potential for increased bike share usage with improved infrastructure. By creating safer and more connected biking pathways, the plan envisions a positive impact on trail usage and Red Bike trips. Such enhancements would make biking a more attractive and viable option for residents, visitors, and tourists, resulting in a likely surge in both trail and Red Bike utilization.

Existing Conditions Analysis

- Existing & Planned Infrastructure
- Regional Context
- Trail Monitoring Data
- Red Bike Usage Data
- Crash Analysis
- Community Assets
- Population Density
- Household Income
- Vehicles Available
- Race - White and Black Only
- Hispanic / Latino Origin
- Climate & Economic Justice Screening Tool

American Community Survey

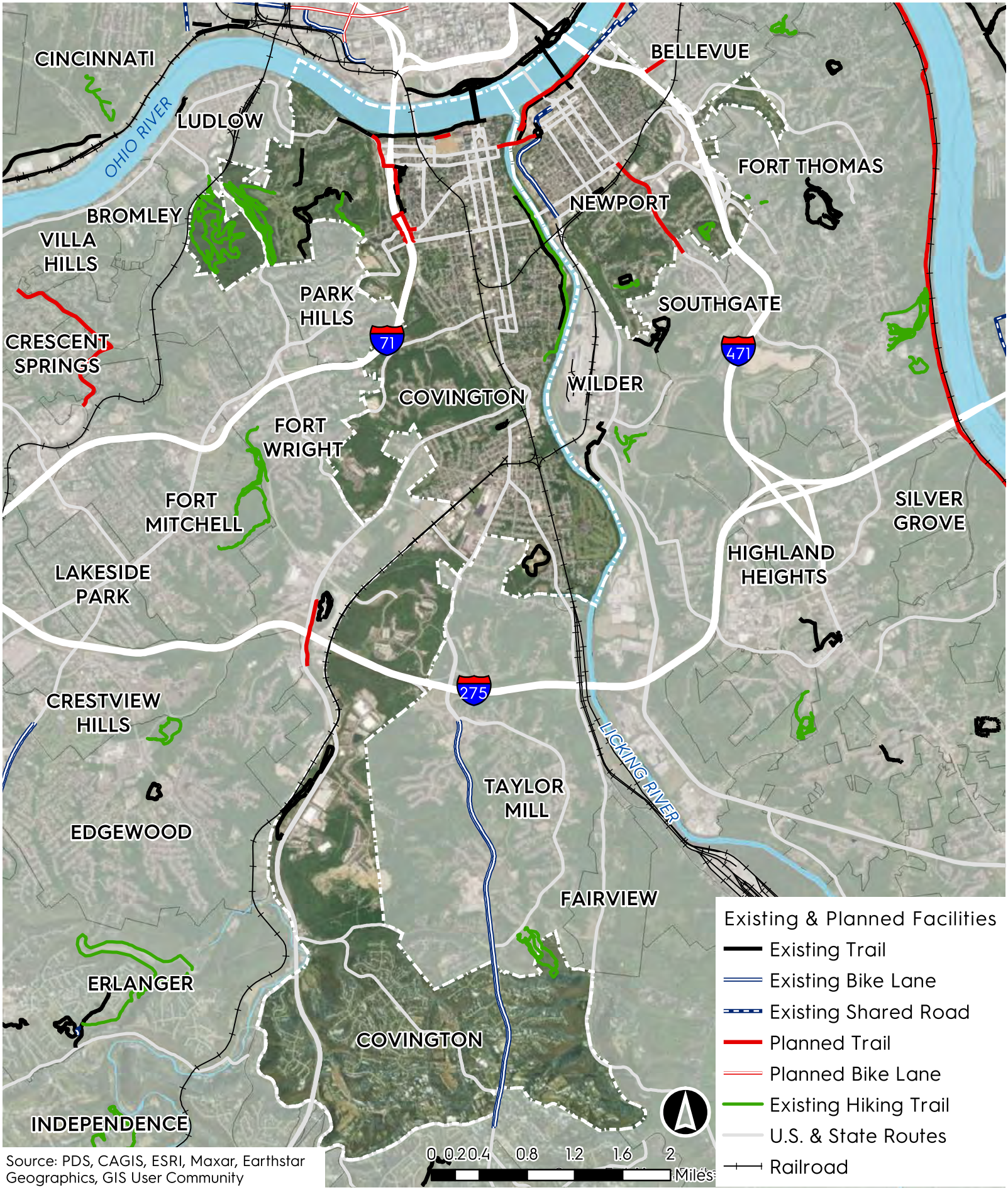
The American Community Survey helps local officials understand changes in demographics from year to year. It is the most reputable source for population, housing, and economic information about the United States. The American Community Survey releases new data every year through a variety of data tables. Data is broken into four categories: Social Characteristics, Economic Characteristics, Housing Characteristics, and Demographic and Housing Estimates. The 5-year estimates from the ACS are period estimates that represent data collected over a specific time frame. The advantage of using multi-year estimates is the statistical reliability of the data for less populated areas and smaller populations.

In this plan, the American Community Survey 2021 (5-year estimates) geographies were used and broken down into census tracts to closely represent neighborhood footprints within Covington and Newport.

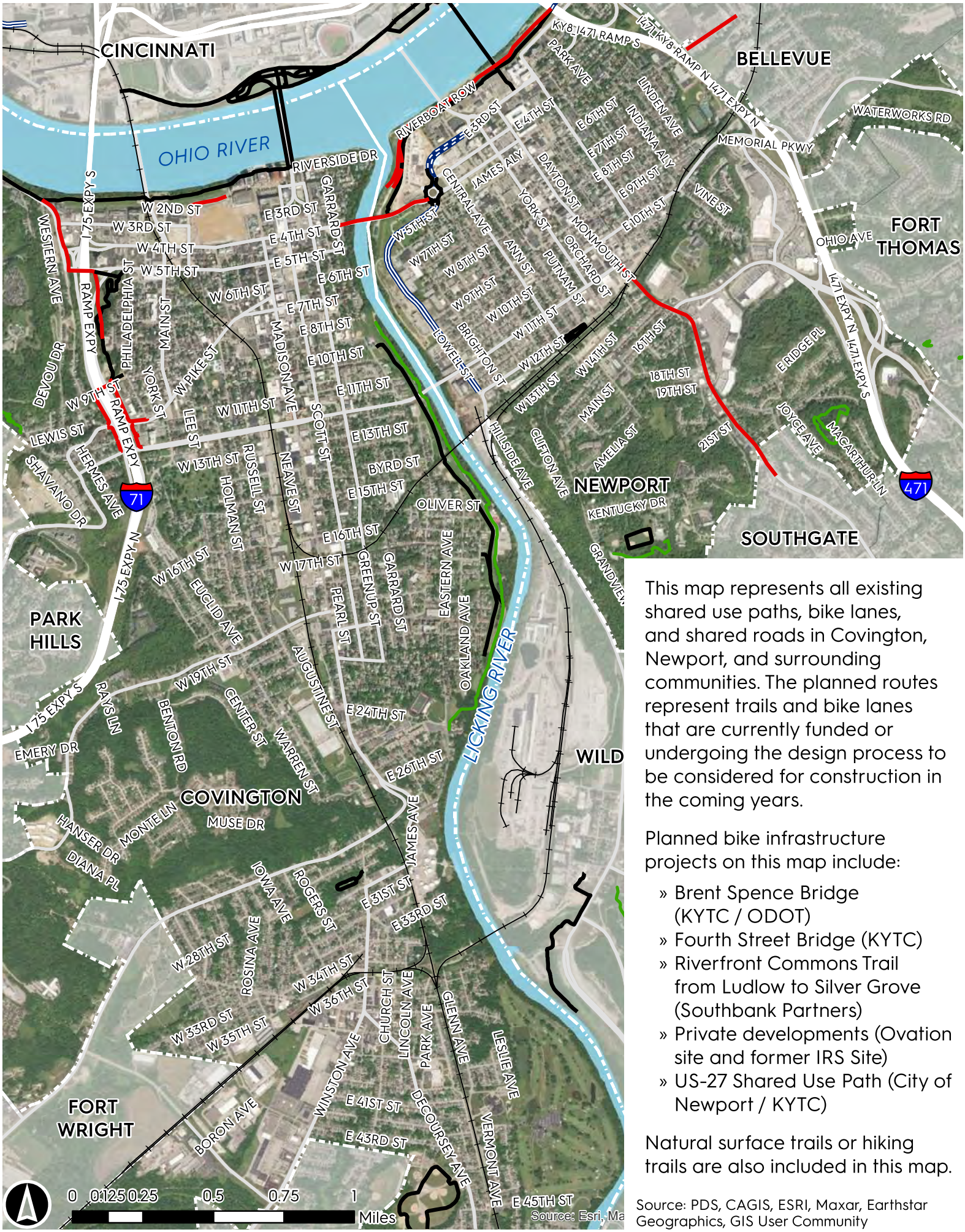
Decennial Census

The Decennial Census is designed to count every resident in the United States. It is mandated by Article I, Section 2 of the Constitution and takes place every 10 years. The 2020 Census conducted a count of residents of the United States and five U.S. Territories. It was the 24th Census in U.S. history and the first time that all households were invited to respond to the census online.

Existing & Planned Infrastructure



Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community



This map represents all existing shared use paths, bike lanes, and shared roads in Covington, Newport, and surrounding communities. The planned routes represent trails and bike lanes that are currently funded or undergoing the design process to be considered for construction in the coming years.

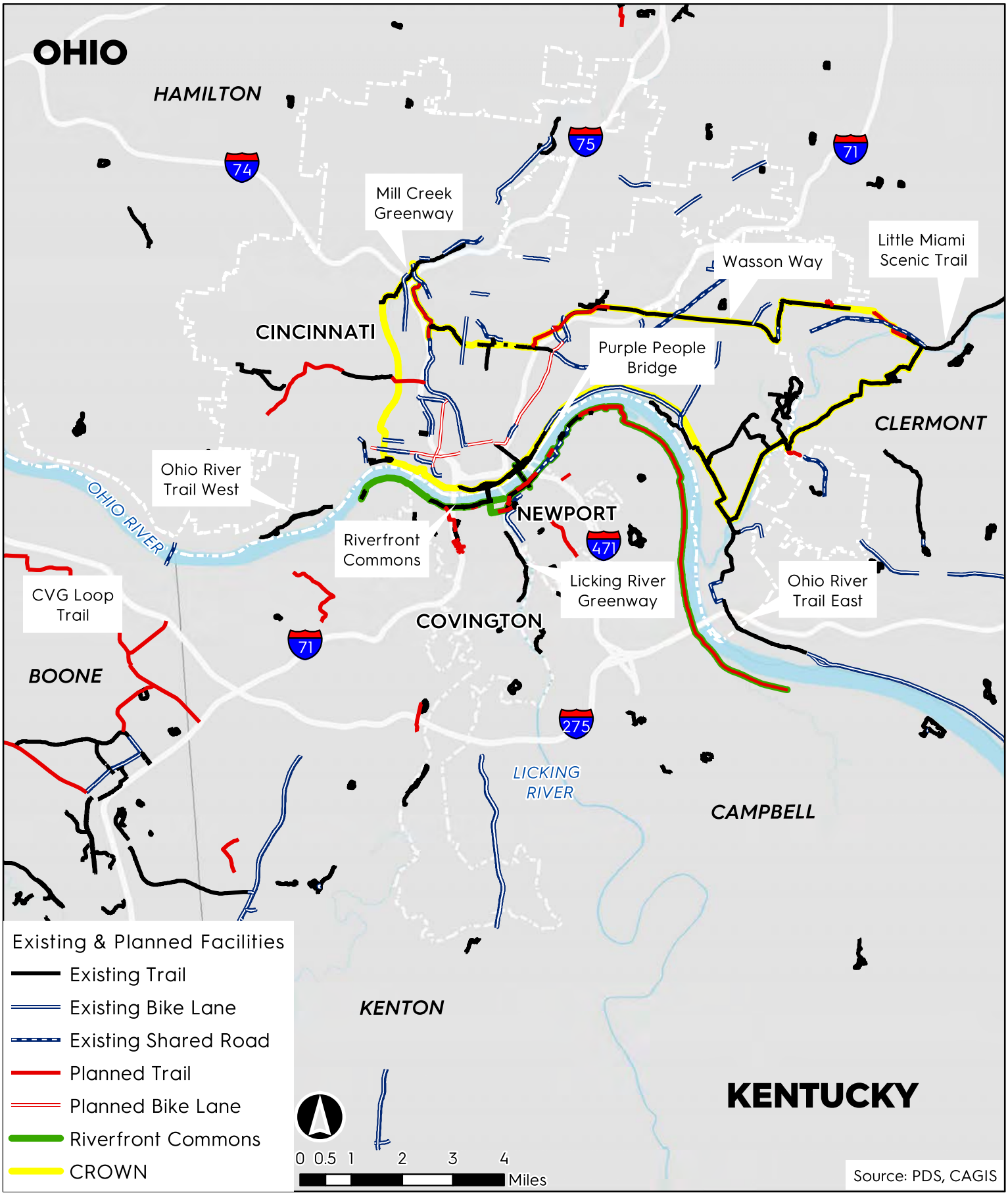
Planned bike infrastructure projects on this map include:

- Brent Spence Bridge (KYTC / ODOT)
- Fourth Street Bridge (KYTC)
- Riverfront Commons Trail from Ludlow to Silver Grove (Southbank Partners)
- Private developments (Ovation site and former IRS Site)
- US-27 Shared Use Path (City of Newport / KYTC)

Natural surface trails or hiking trails are also included in this map.

Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Regional Context



Regional Context

Past and planned investments in regional trails position Covington and Newport to connect to one another and neighboring communities. Riverfront Commons and Licking River Greenway are the most prominent linear trail networks in Covington and Newport. Other important connections are across the river to the Ohio River Trail, which is a key artery in the proposed CROWN trail network. To the west is the future CVG Loop Trail and to the east is the proposed expansion Riverfront Commons to Silver Grove.

CROWN

The Cincinnati Riding Or Walking Network (CROWN) is made up of four regional trails: Ohio River Trail, Little Miami Scenic Trail, Wasson Way, and the Mill Creek Greenway. Once fully completed, the CROWN network will be a 34-mile urban loop trail through Cincinnati and neighboring jurisdictions.

CROWN serves as a local reputable example that Northern Kentucky can model to build out its active transportation network. In 2019, Tri-State Trails launched the CROWN Capital Campaign, which raised over $10 million in private donations from businesses, foundations and individuals. These funds have been leveraged as local match dollars for state and federal grant programs to minimize for local jurisdictions.

Riverfront Commons

Originally conceived in the early 2010s, the Riverfront Commons trail is still in development with recent additions in Covington, Newport, Dayton, and Ludlow. Covington Plaza, completed in 2021, features a new outdoor amphitheater and an improved trail alignment. In 2019, Newport constructed multi-use path connections to the Taylor Southgate Bridge. Newport's plans for Festival Park include an improved trail alignment along the wet side of the earthen levee. KYTC's plans for the Fourth Street Bridge present a

In 2023, Southbank Partners was awarded $3.8 million in federal funding through USDOT's RAISE federal program to design and engineer the unbuilt trail route, with an expanded vision to traverse from Ludlow to Silver Grove.

Trail Monitoring Data

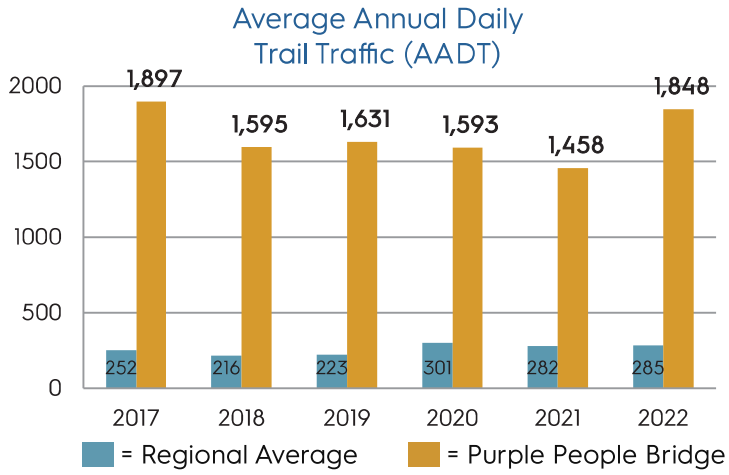
Tri-State Trails Trail Monitoring Program

In 2017, Tri-State Trails partnered with Interact for Health to organize the region's first comprehensive Trail Monitoring Program. Non-differentiated bicycle and pedestrian user count data are collected using passive infrared trail counters from nineteen permanent locations and a series of over 100 seven-day short duration count locations. Results are analyzed to generate two key metrics, Average Annual Daily Trail Traffic (AADTT) and Trail Miles Traveled (TMT). In 2022, 194 trail miles were monitored, resulting in an estimated 18.2 million TMT and AADTT of 285.

In Northern Kentucky's urban core, Tri-State Trails collects data at nine unique trail locations. One permanent counter is located on the Purple People Bridge. Eight short duration counts are conducted on Riverfront Commons and the Licking River Greenway. Data from these locations are analyzed below, which also includes the Ohio River Trail as a nearby comparable example.

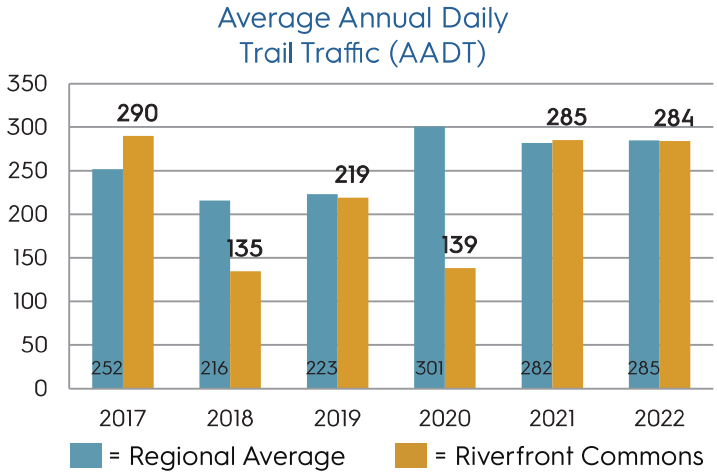
Purple People Bridge

The Purple People Bridge has always generated the highest usage of all trails in the nine-county Trail Monitoring Program. The connection to Cincinnati's popular riverfront parks has a significant impact on the high usage. Those who live and work in the urban core of Northern Kentucky and Cincinnati rely on the region's only designated pedestrian bridge to get from home to work and other activity centers.

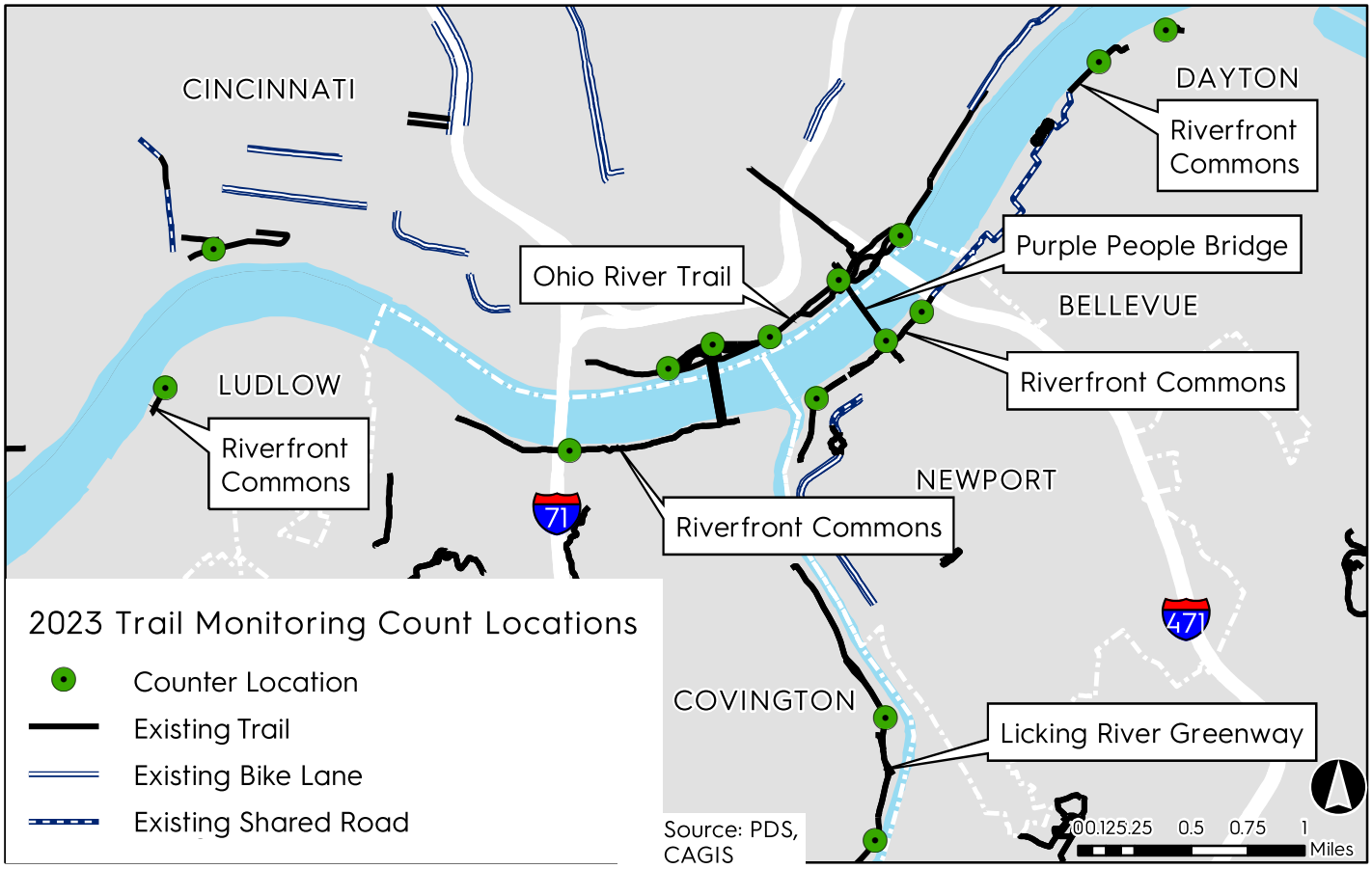


Riverfront Commons

AADTT along the Riverfront Commons Trail has stayed around the regional average. The dip in 2020 is likely attributed to fewer public events, and therefore, fewer pedestrians and cyclists in urban areas. AADTT along the Riverfront Commons Trail in Covington and Newport has stayed around that of the region's AADTT. Connecting the noncontiguous sections of trail would likely dramatically increase usage to be more comparable to the Ohio River Trail in Cincinnati.

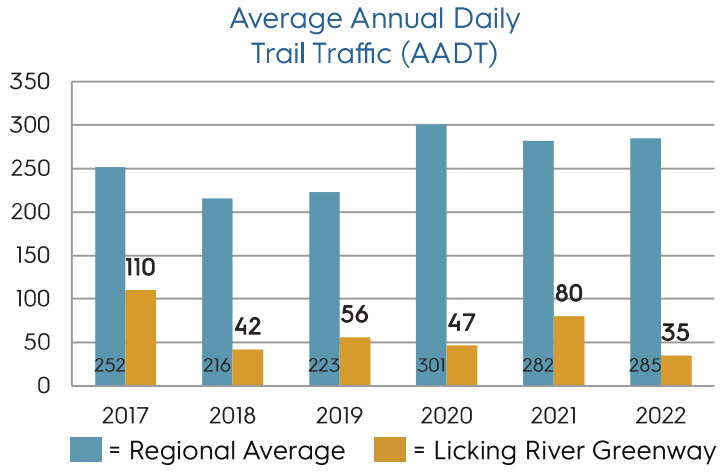


Trail Monitor Program Location Map



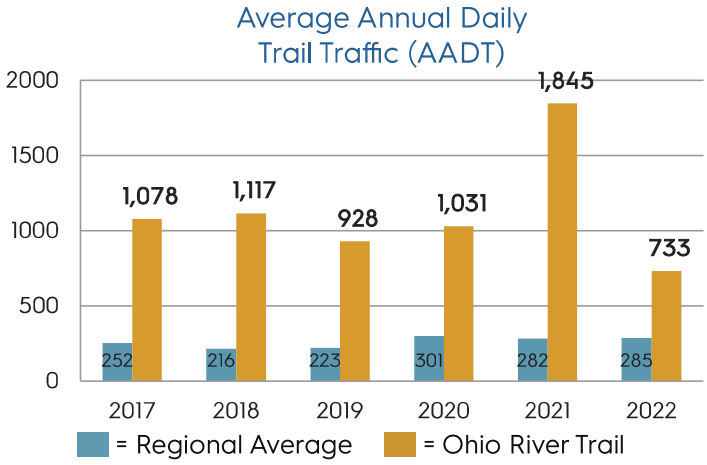
Licking River Greenway

The AADTT of the Licking River Greenway has remained lower than the regional average. This is likely due to the trail's short distance and lack of connectivity to major destinations. Tri-State Trails believes that connecting the Licking River Greenway trail north to Riverfront Commons and extending it south to Latonia and/or the City of Wilder as originally envisioned would result in increased usage over time.



Ohio River Trail (Cincinnati Riverfront)

Cincinnati's riverfront trail shows significantly higher than average usage, similar to the Purple People Bridge. The roughly three-mile trail system meanders through highly-utilized public parks in addition to connecting to the Purple People Bridge. With Covington Plaza complete, Festival Park in the works, and the Fourth Street Bridge planned to connect them both, Riverfront Commons is poised to see similar higher usage in the coming years.



Red Bike Usage Data

Cincinnati Red Bike plays a critical role in increasing bike accessibility in Northern Kentucky. Red Bike collects data on bike rental usage, which is outlined below.

Red Bike has a total of fifteen public bike share stations in Northern Kentucky, with average of 4.72 bike checkouts per station per day in 2023. From 2018 to 2023, 4,217 total trips were taken in Northern Kentucky with an average distance of 7.03 miles per trip.

Usage Data Highlights

Total Red Bike Trips (2018-2023)
4,217 trips

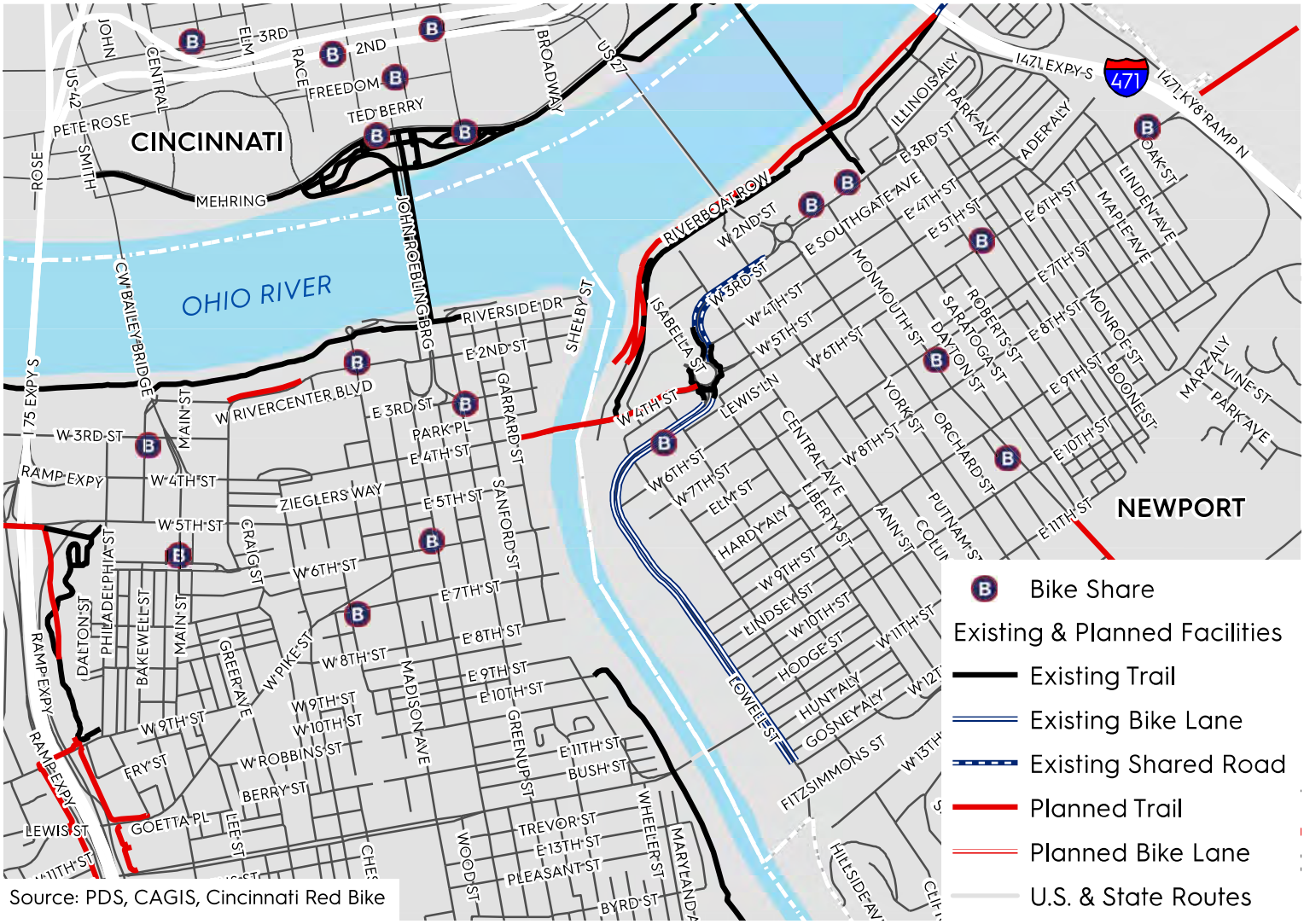
Total Checkouts (Jan-Oct 2023)
20,385 checkouts

Average Trip Distance
7.03 miles

Average Checkouts Per Day (2023)
4.72 checkouts/day

Average Trip Duration
58 minutes

Red Bike Station Map



Source: PDS, CAGIS, Cincinnati Red Bike

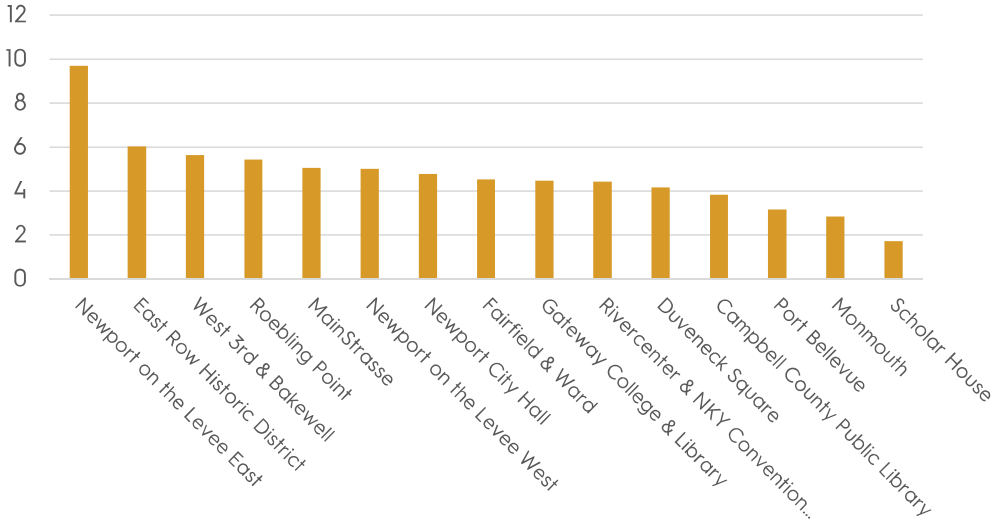
NKY Red Bike Trip Report (2018-2023)

Checkout Kiosk Name	Trip Count	Total Duration (Minutes)	Avg Duration	Total Distance (Miles)	Avg Distance
Newport on the Levee East	734	44,698	61	5,682	7.7
East Row Historic District	433	24,985	58	3,094	7.1
West 3rd & Bakewell	431	28,612	66	3,004	7.
Fairfield & Ward	428	27,641	65	2,945	6.9
Campbell County Public Library	398	24,997	63	3,606	9.1
Newport City Hall	394	22,394	57	2,998	7.6
Rivercenter & NKY Convention Center	376	14,025	37	1,909	5.1
Gateway College & Library	363	22,214	61	2,101	5.8
Newport on the Levee West	343	19,819	58	2,338	6.8
Duveneck Square	317	17,285	55	2,291	7.2

** Includes NKY Red Bike trip data from top 10 stations with highest trip count*
Source: Cincinnati Red Bike Trip Data

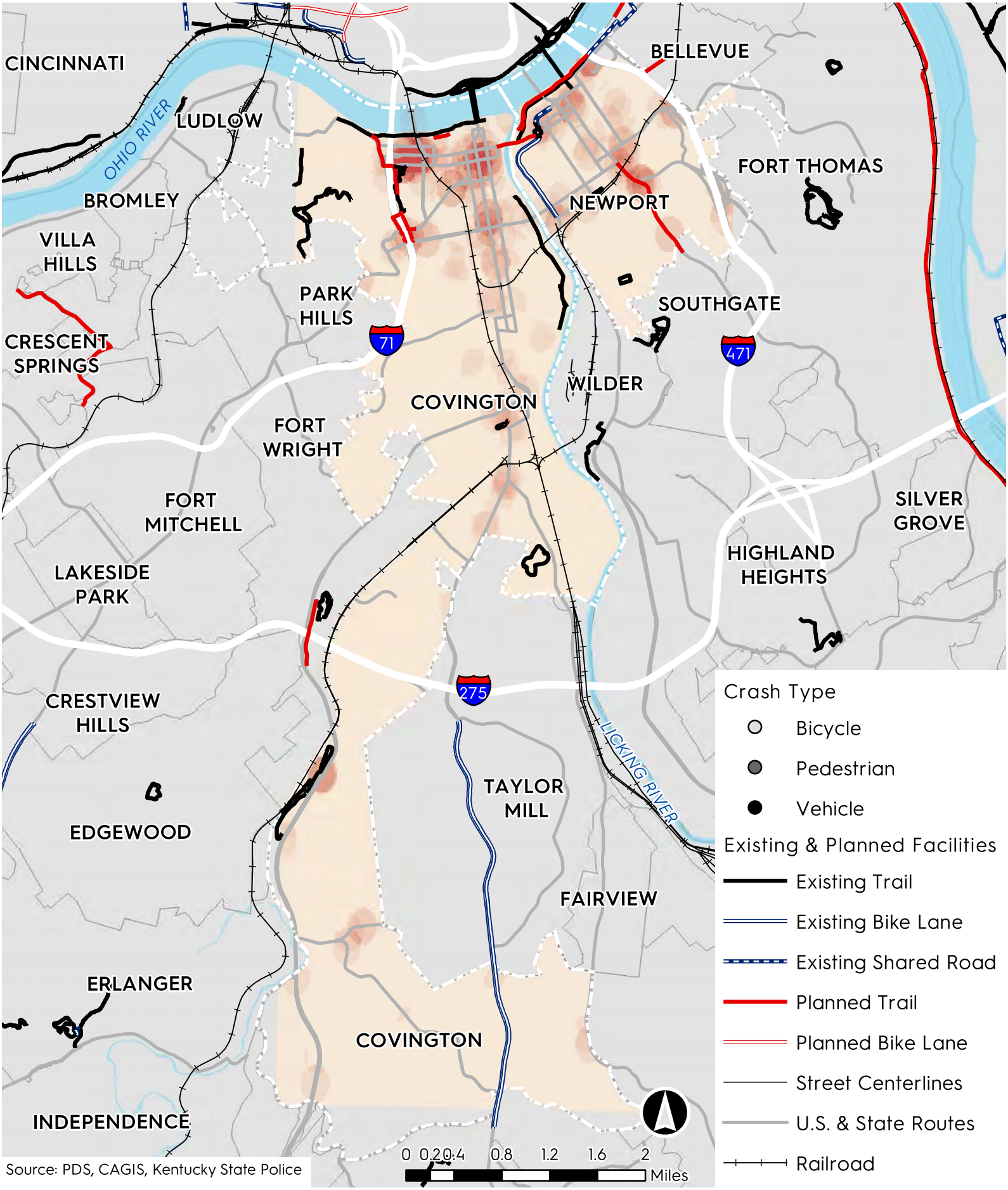
Based on Red Bike trip data from 2018-2023 for the top ten most-used bike share stations in Northern Kentucky, there is a high demand for biking along the riverfront. Newport on the Levee, East Row Historic District, and West 3rd & Bakewell stations see the highest trip counts. The Campbell County Public Library station shows the highest average trip distance of 9.1 miles, which suggests that connecting bikeway facilities to community assets like libraries would be heavily utilized.

Red Bike Stations - Average Checkout Per Day (2023)

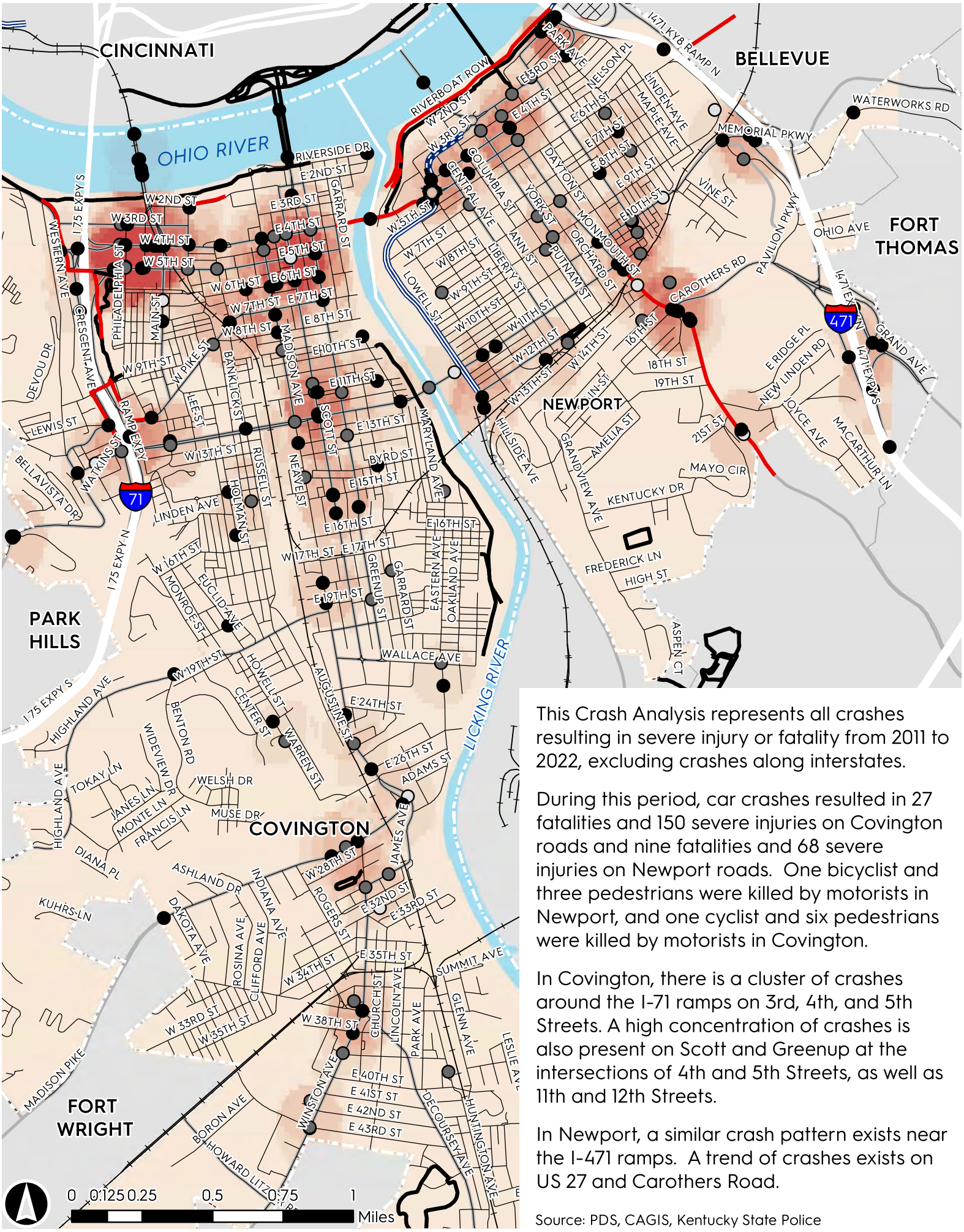


From January to October in 2023, there were a total of 20,385 Red Bike checkouts in Northern Kentucky with an average of 4.72 bike share checkouts per location, per day. Improved bicycle infrastructure in and between Covington and Newport would improve Red Bike users' experience and likely result in higher bike share usage in the river cities.

Crash Analysis



Source: PDS, CAGIS, Kentucky State Police



This Crash Analysis represents all crashes resulting in severe injury or fatality from 2011 to 2022, excluding crashes along interstates.

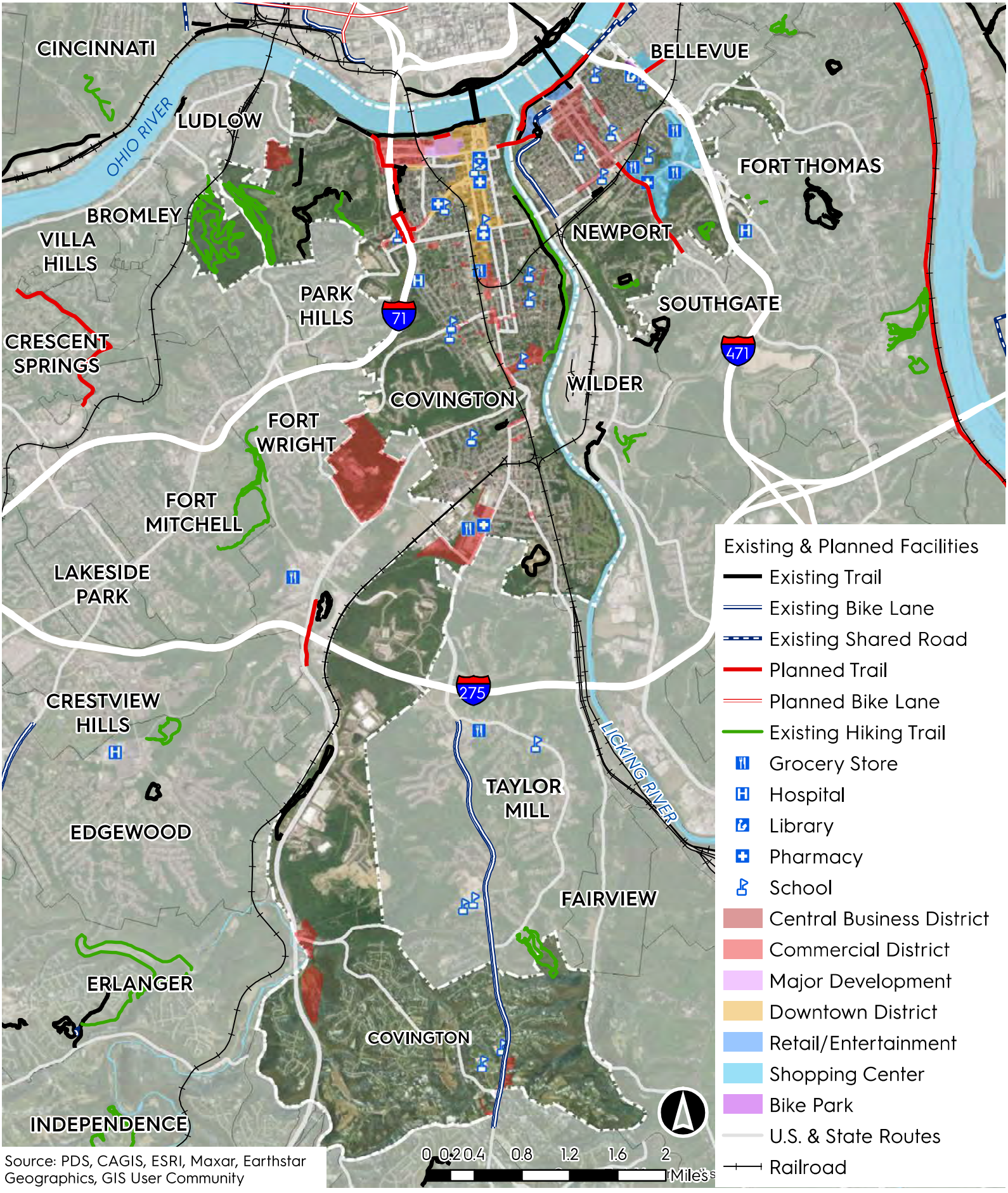
During this period, car crashes resulted in 27 fatalities and 150 severe injuries on Covington roads and nine fatalities and 68 severe injuries on Newport roads. One bicyclist and three pedestrians were killed by motorists in Newport, and one cyclist and six pedestrians were killed by motorists in Covington.

In Covington, there is a cluster of crashes around the I-71 ramps on 3rd, 4th, and 5th Streets. A high concentration of crashes is also present on Scott and Greenup at the intersections of 4th and 5th Streets, as well as 11th and 12th Streets.

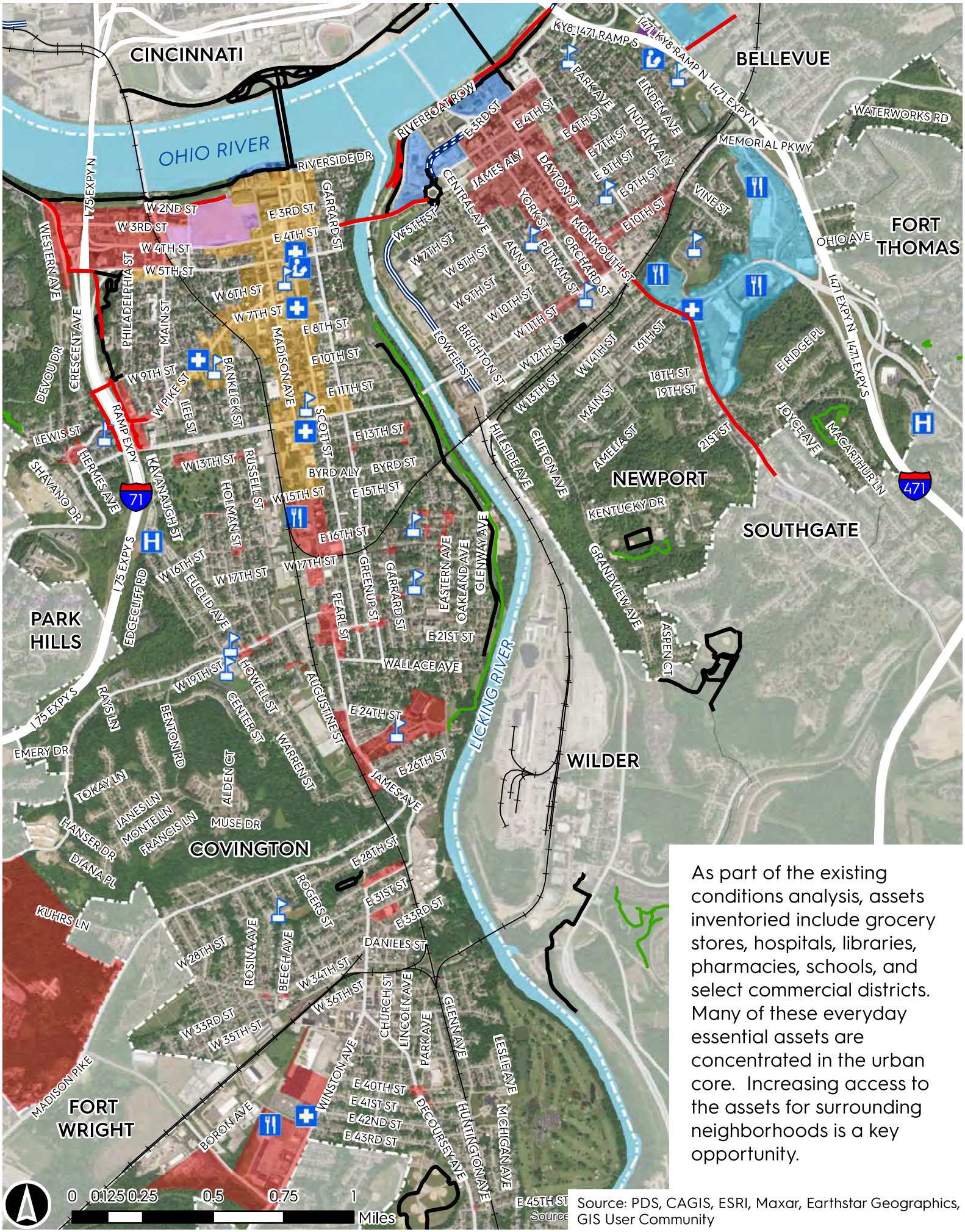
In Newport, a similar crash pattern exists near the I-471 ramps. A trend of crashes exists on US 27 and Carothers Road.

Source: PDS, CAGIS, Kentucky State Police

Community Assets



Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community



As part of the existing conditions analysis, assets inventoried include grocery stores, hospitals, libraries, pharmacies, schools, and select commercial districts. Many of these everyday essential assets are concentrated in the urban core. Increasing access to the assets for surrounding neighborhoods is a key opportunity.

Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Population Density

This map shows population distribution by square mile in Covington and Newport based on 2020 Decennial Census population data. Population density is concentrated near the urban core of both cities.

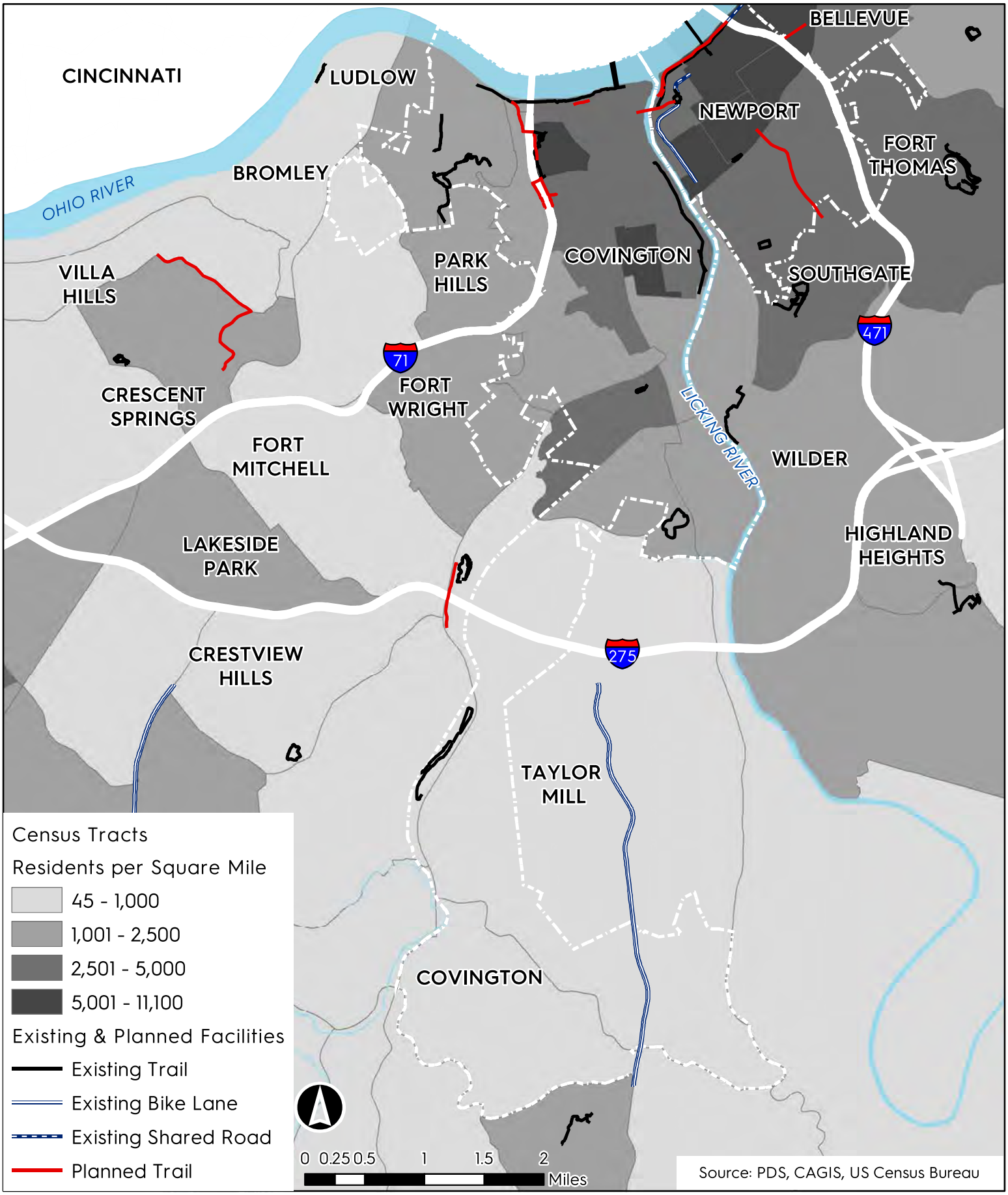
Median Household Income

This dataset presents Median Household Income across the region based on the American Community Survey 2021 5-year estimates. In Kenton County, the median household income is approximately $65,800, and in Campbell County the median household income is approximately $63,000. Census tracts near the urban core tend to have lower median household income than census tracts in more suburban areas, with Newport's East Row Historic District being an anomaly.

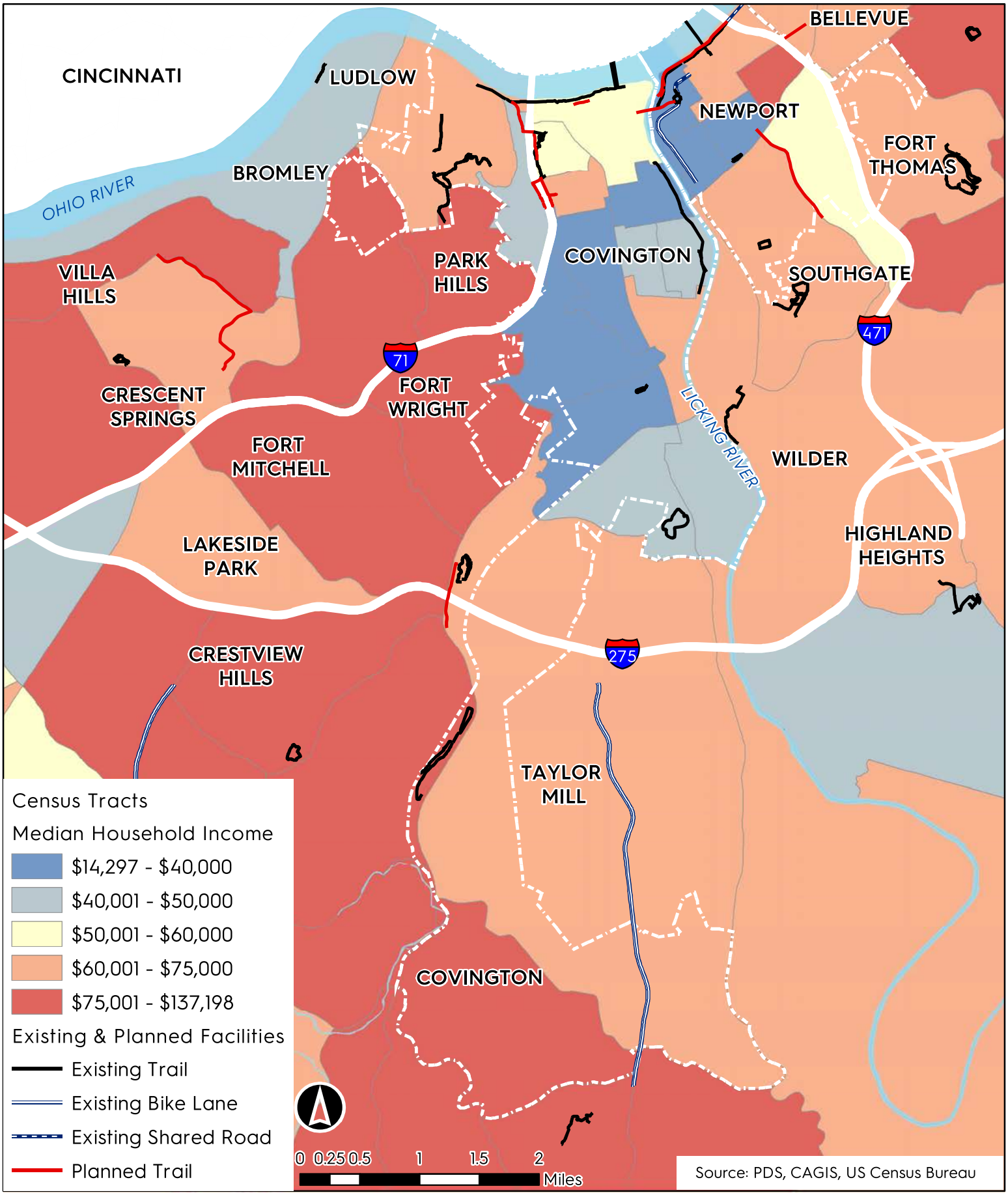
No Vehicles Available

The American Community Survey asks a question about the vehicles available to each household to generate data about vehicle and transportation access. This data helps understand how people are traveling in a normal day, plan and fund improvements to road and highway infrastructure, and evaluate transportation emission air pollution impacts. In Covington and Newport, there is a higher density of people who do not have access to a vehicle in the urban core. In Covington, Census Tract 651 likely represents an outdated estimate resulting from the City Heights public housing development being vacated.

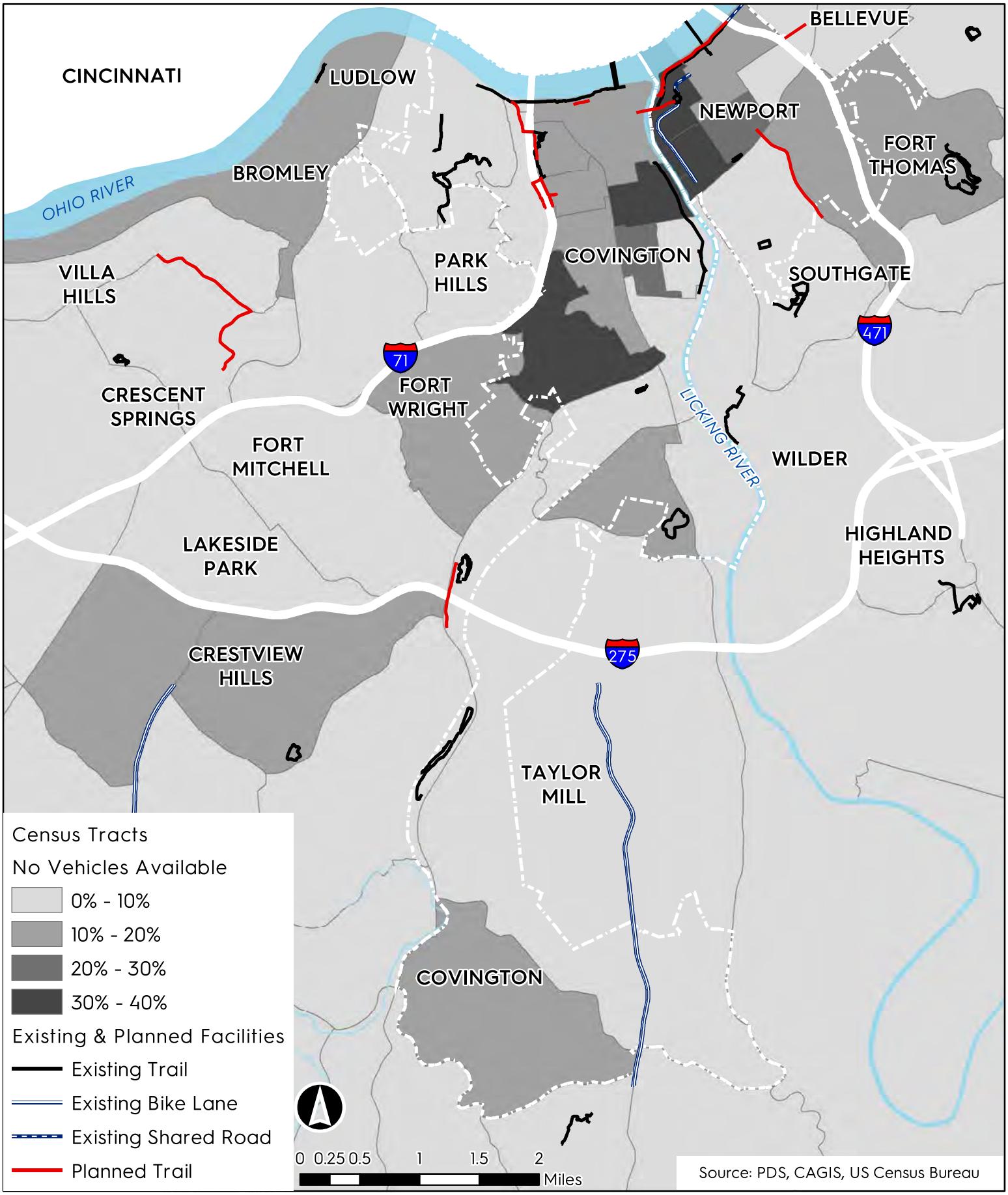
Population Density



Household Income



No Vehicles Available



Race - Black & White Only

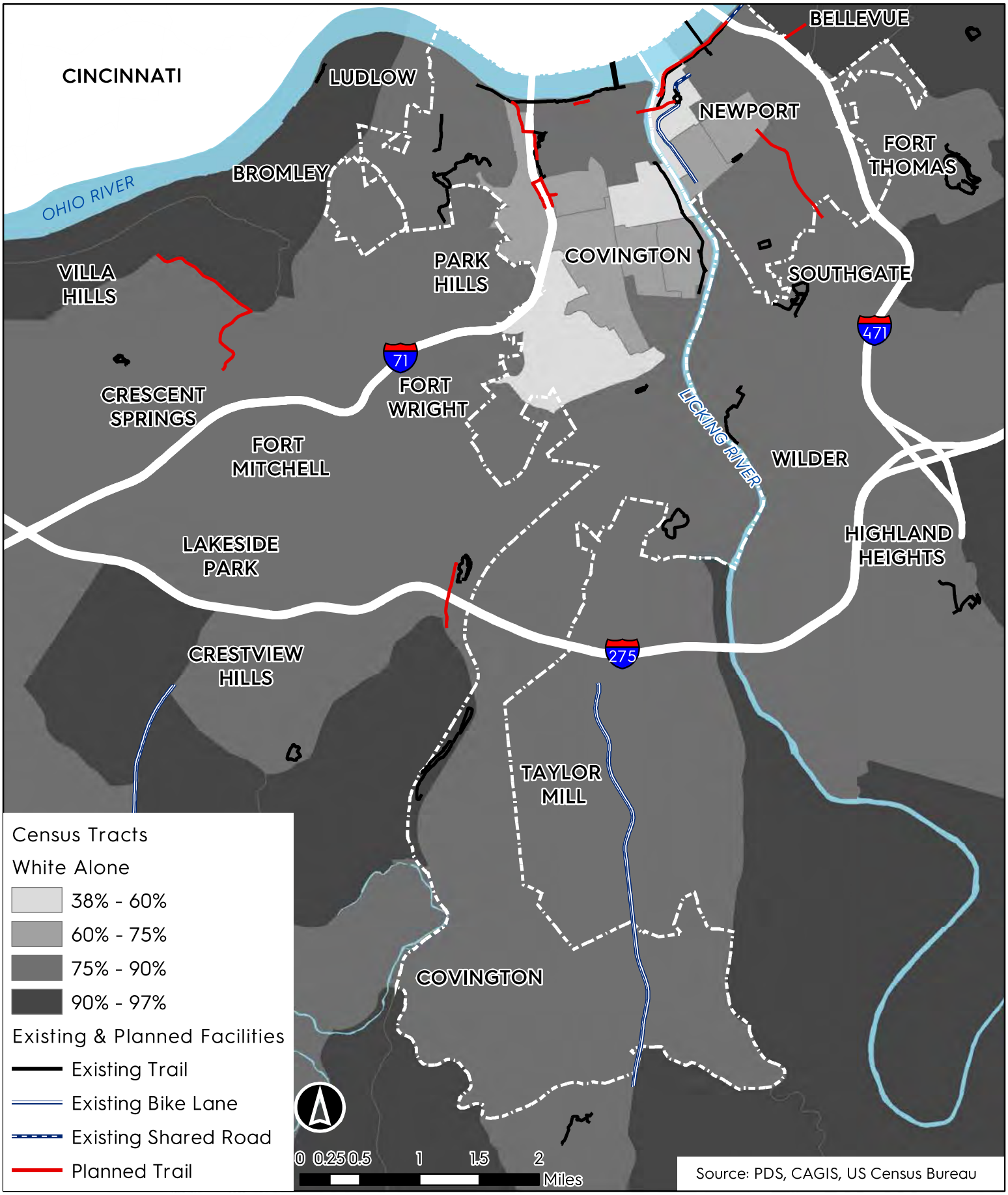
According to the 2020 Decennial Census, Newport is 82% White, and Covington is 80% White. Covington is 9% Black or African American, and Newport is 8% Black or African American. In Covington, Census Tract 651 likely represents an outdated estimate resulting from the City Heights public housing development being vacated.

Other noteworthy minority population groups includes the Asian population of 0.8%, 2.3% White, Black or African American population, and a 1.7% White, American Indian and Alaska Native population. In Newport, Census Tract's 523.01 and 525 also show higher diversity than other census tracts in Newport. Newport has an estimated 1.4% Asian population, 2% White, Black or African American population, and 1.5% White, American Indian, Alaska Native population.

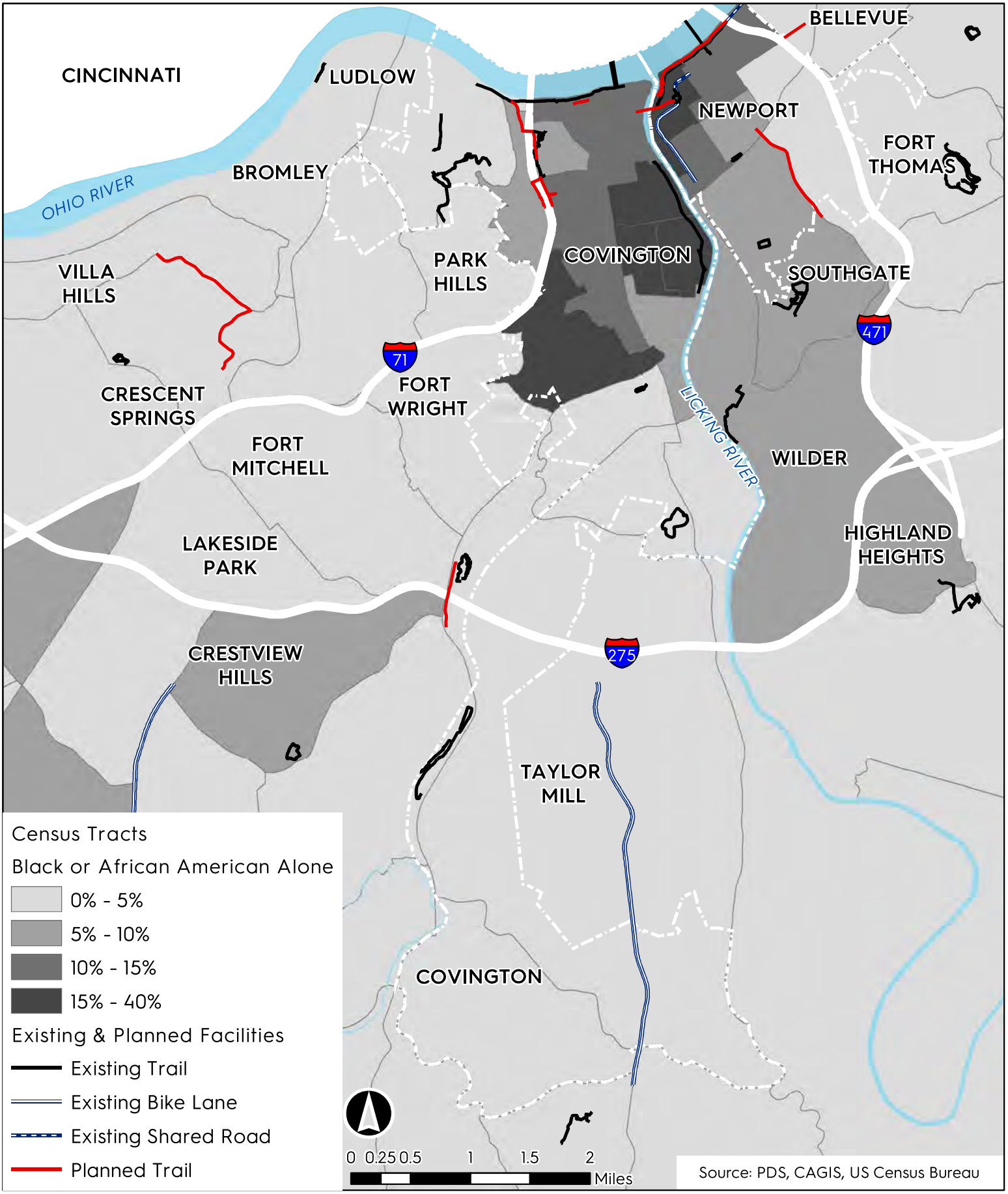
Hispanic / Latino Origin

The American Community Survey ask about Hispanic/Latino origin to create statistics regarding the ethic group of Hispanic/Latino people. In Covington, there is a higher concentration of people who identify as of Hispanic/Latino origin in the southern part of downtown as well as west of downtown. In Newport, there is higher concentration of people who identify as Hispanic or Latino in the northern portion of the community and the center.

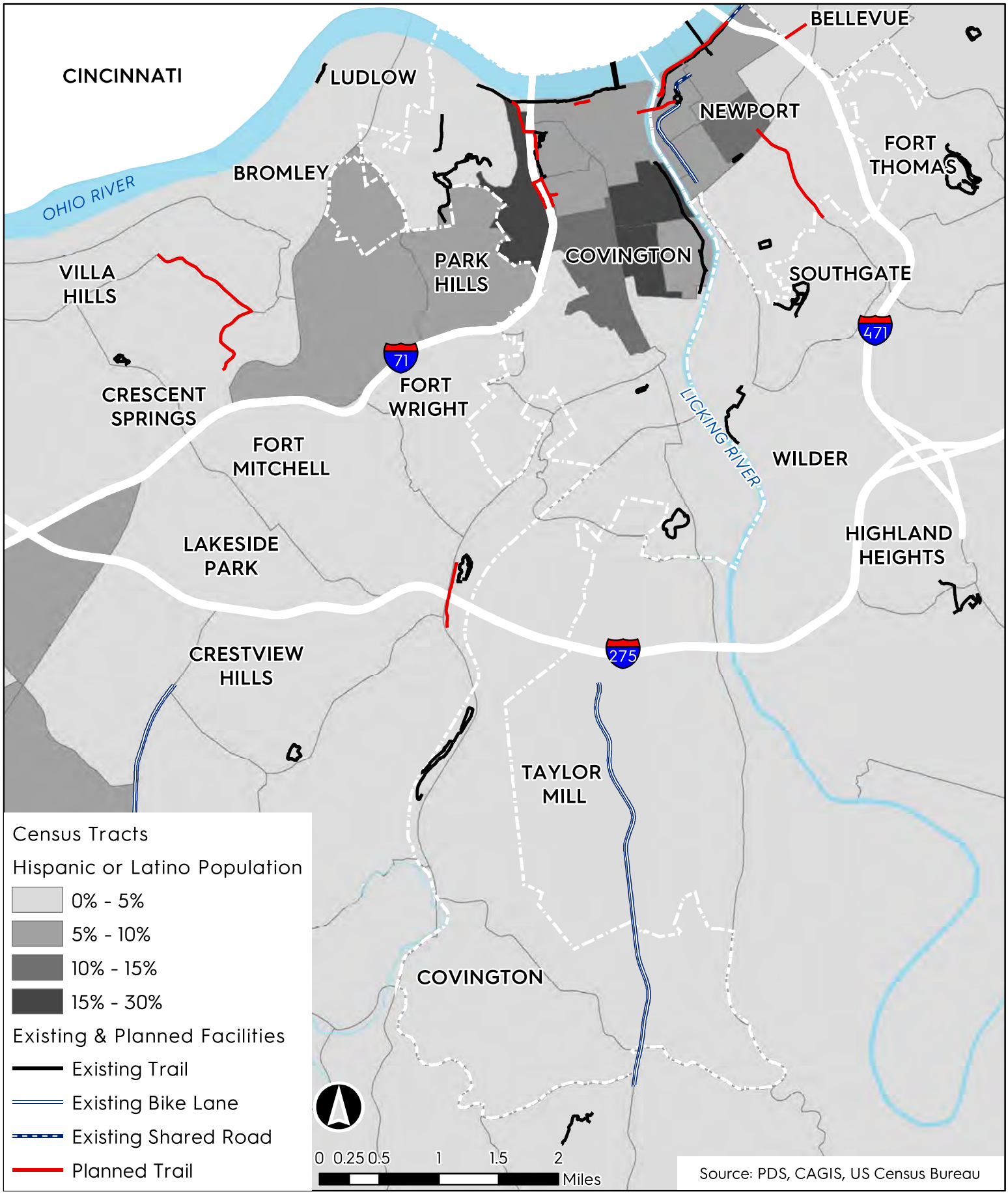
Race - White Alone



Race - Black Alone



Hispanic Population

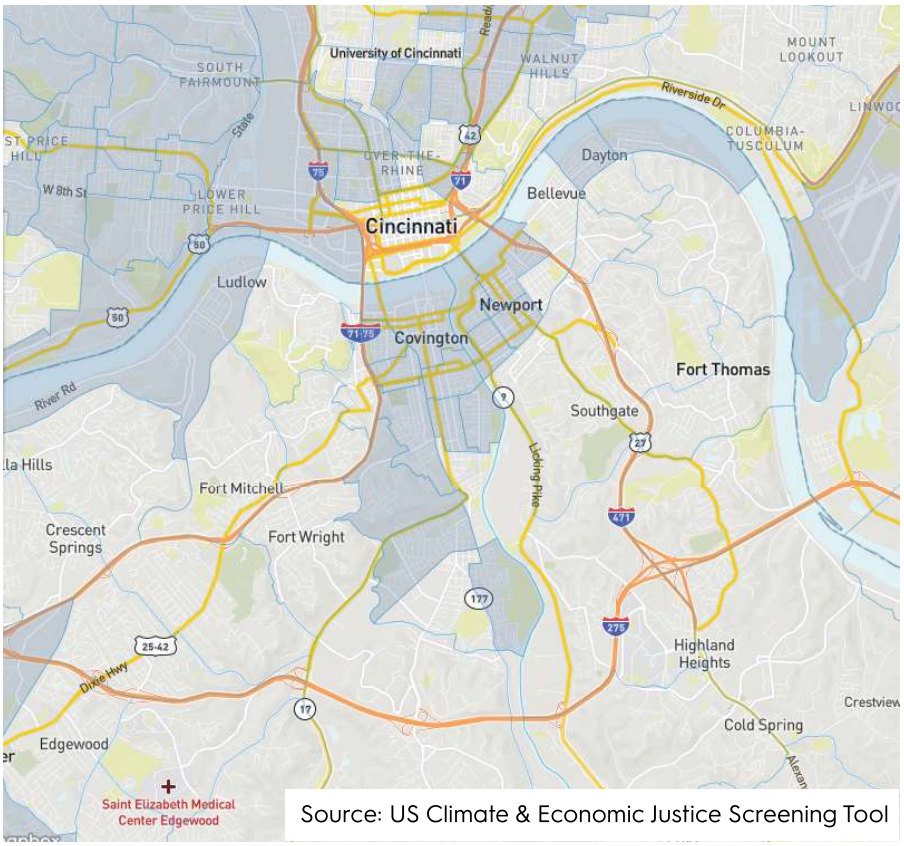


Climate & Economic Justice Screening Tool

The Climate and Economic Justice Screening tool was developed in 2021 by the US Council on Environmental Quality. This tool identifies disadvantaged communities that are overburdened or underserved based on indicators of burdens in eight categories:

- Climate Change
- Energy
- Health
- Housing
- Legacy Pollution
- Transportation
- Water and Wastewater
- Workforce Development

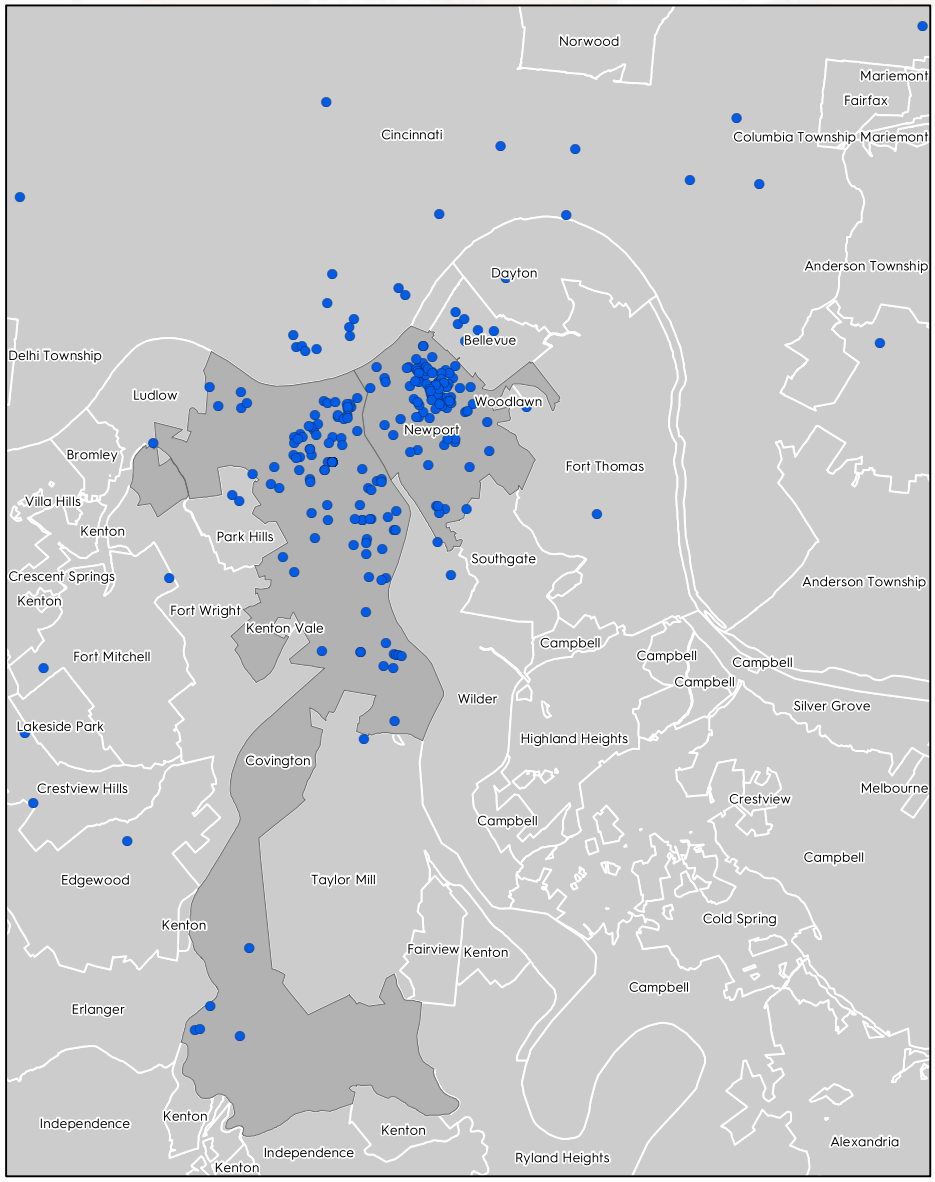
Fifteen census tracts in Covington and Newport are identified as disadvantaged based on one or more of the indicators of burden above. Many of these are concentrated in the urban core and Latonia areas where health, housing, transportation, and workforce development are the primary indicators of burden.



Source: US Climate & Economic Justice Screening Tool

US Climate & Economic Justice Screening Tool - Northern KY

Public Engagement



The public engagement process for this plan included two rounds of input opportunities with in-person and virtual events. Promotion efforts included a project website, social media posts, and fliers distributed to roughly 50 community destinations around Covington and Newport for each round of input. Press releases were published before each event, which garnered local press coverage.

In the early summer, two public open houses were hosted; one at Latonia Elementary on May 31 and one at the Newport City Building on June 6. Over 200 responses were received to the first survey.

The second round of public input included a virtual open house that was held on October 23 and another survey, which received about 30 responses. The meeting was recorded and posted to the project website. On November 1, Tri-State Trails also hosted a community bike ride to visit some of the proposed routes in the plan.

Public Open Houses

Latonia Elementary School: 5/31/2023

Newport City Building: 6/6/2023

Public Input Survey #1

Open 5/31/2023 - 7/14/2023

Focus Groups

- *Local Business Community*
- *Residents & Neighborhood Organizations*
- *Advocacy & Community Organizations*
- *Local Government Stakeholders*

Virtual Public Input Meeting

Held Via Zoom 10/23/2023

Public Input Survey #2

Open 10/23/2023 - 11/22/2023

Community Bike Ride

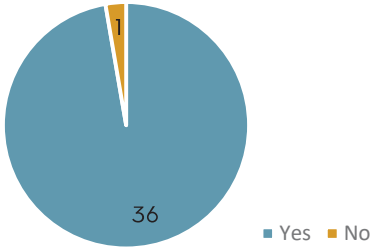
Held on 11/1/2023

12th Street Bridge

Purple People Bridge

Focus Group Feedback

Do you think investing in bicycle infrastructure in Covington & Newport should be a priority?



What are the most important destinations to connect bicycle infrastructure to?

Key Findings from Public Engagement

Riders feel nervous about sharing road with drivers

Bridges and connections between communities are a high priority of improvement

Improvements to trail and bikeway connectivity are needed

Trail and bikeway wayfinding and signage is needed

Arterial north / south bike connections in Covington and Newport are key

Build on new and existing trail corridors (Riverfront Commons, Licking River Greenway, Banklick Corridor)

Protected bike lanes or separated bikeways would increase ridership

Use of alleyways should be considered for bike network

Key findings from the public engagement process highlight important insights for the plan. Respondents expressed concern about sharing roads with drivers, emphasizing the need for safety measures. A high priority for improvement is identified in bridges and connections between communities.

Furthermore, the public underscored the importance of improving connectivity in the trail and bike network, emphasizing the need for clear wayfinding and signage.

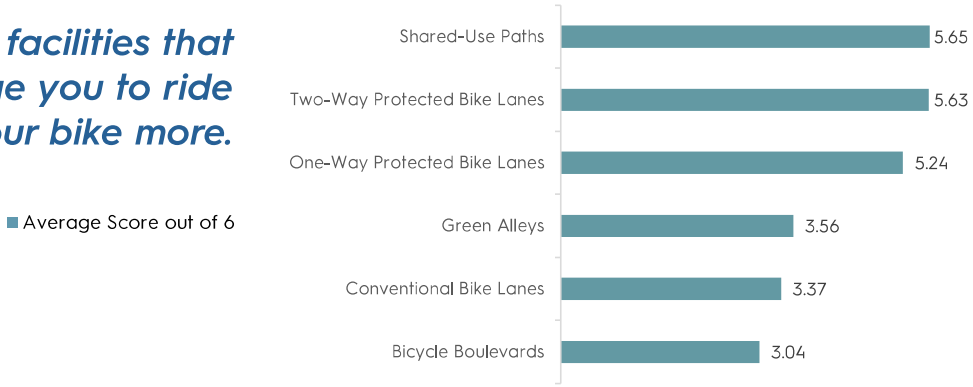
Lastly, a strong call for protected bike lanes or separated bikeways and the exploration of alleyways for the bike network underscores the community's desire for safer and more connected bicycle infrastructure.

Public Input Surveys

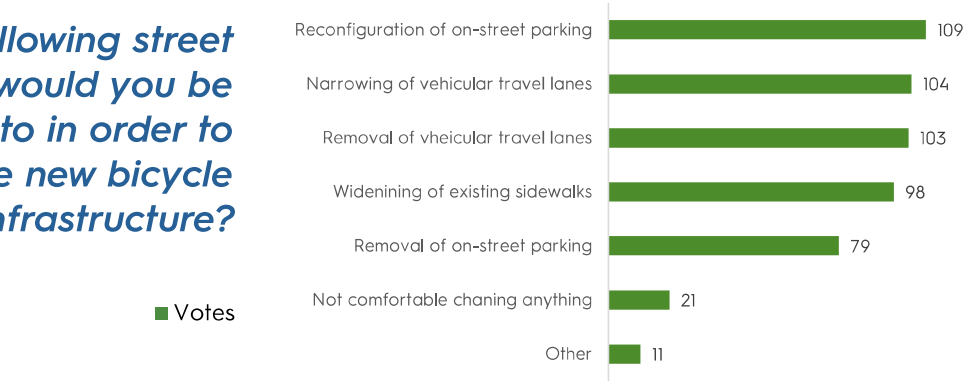
Based on results from the first public input survey, 62% of respondents ride a bicycle once a month or more. Most respondents stated they are primarily riding their bike for recreation or just for fun (85%) or exercise or fitness (77%). Commuting to work or school and grocery shopping or essential errands were the largest reasons for biking, comprising 24% and 36% of trips, respectively. Eight percent of respondents stated that they ride a bicycle daily and six percent stated that a bicycle is their only form of transportation.

Respondents emphasized the need for protected bike lanes or separated bikeways, with shared use paths and two-way protected bike lanes ranking the highest when asked what would encourage them to ride their bike more. Many respondents also highlighted the need to preserve on-street parking in certain locations. A second public input survey was launched in October 2023 to collect further input on infrastructure recommendations, as well as non-infrastructure recommendations. Feedback from the public for both surveys were reviewed by the Steering Committee and incorporated into the infrastructure and non-infrastructure recommendations for the plan accordingly.

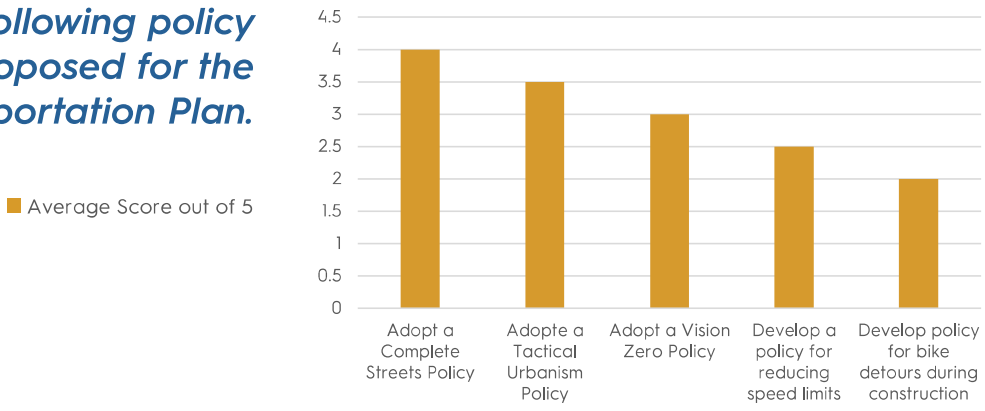
Rank bicycle facilities that would encourage you to ride your bike more.



Which of the following street modifications would you be open to in order to accommodate new bicycle infrastructure?



Please rank the following policy recommendations proposed for the Bicycle Transportation Plan.



Public Input Survey Comments

"The more we can do to prioritize cycling and pedestrian safety in Northern Kentucky, the more attractive it will become."

"Street lanes are wide enough to be narrowed to accommodate bike infrastructure. In neighborhood streets, there may not be a need for bike lanes. This is because people tend to drive slower on those streets. To that point, if we make slower car streets, bikes and people will feel comfortable using them more."

"I really appreciate the two cities working together. Each city has its own government, but from a residents perspective it is all my community and I look at both cities as extensions of each other as far as where I live and explore."

"I think this plan is an amazing start and I truly hope to see it realized so people can start to feel safer in their community."

"I think it's important to build infrastructure that works for everyone who wants to ride a bike. I myself am actually very comfortable riding a bike on my own, but I have small children who are less confident and more difficult to see, so I find it difficult to bring them out to ride bikes in this community. I worry that someone will hit them, somebody will swear at them (this has happened) somebody will threaten them from their car (this has happened) and it's stifles my willingness to take them for bike rides here. If you build good bike infrastructure, everyone, even the children and elderly can use bikes as a way to move about the community safely and comfortably for pleasure, for transportation, even for errands and to get to school. This makes a community healthier and more livable for everyone."

"I currently only bike for exercise, but would be much more willing to do it as transportation if some of these items were put in. At the moment, biking through Newport, Covington is too stressful for it to be done just going to dinner. I need to be prepared and bike at some speed, which is not conducive to more leisurely/transportation required needs."

"Protected bike infrastructure is a key component to our region's future, and I am happy to finally see a comprehensive bicycle plan for Covington and Newport."

"Routes that connect to Cincinnati and Newport and serve major commercial districts should be priority. This plan should consider recommending designating certain streets as pedestrian and cycle only streets on weekends. Streets with alley access should be prioritized for pedestrian and cycle only designation."

"Thrilled to see this partnership and work is happening! We're new to the area and have been trying to bike more. Would love to feel safer exploring Covington and Newport for shopping and events."

"There are so many positives about riding in Newport and Covington. I've adjusted expectations so that I can mostly enjoy riding my bike in the city. On a day-to-day basis I've come to terms with people in cars yelling at me and driving aggressively. I try to stay in areas where I won't be in a lot of traffic and follow the rules to ensure my safety. In the short term I just want to feel like the city I live in and work in has my back when I'm participating in a healthy activity in a responsible way."

Infrastructure Recommendations

Covington + Newport Bicycle Infrastructure Recommendations

This chapter of the plan outlines key strategies for enhancing the cycling experience in the region. Bicycle infrastructure recommendations are organized into a series of guidelines for bicycle facility types, followed by bike route implementation recommendations.

This plan proposes options for bicycle facility types like shared use paths, protected bike lanes, traditional bike lanes, and innovative green alleys to provide a safe and accessible bike network. The chapter concludes with bike route implementation recommendations, highlighting prioritized routes based on connectivity, safety, and contextual considerations. This structured approach aims to make cycling more integrated, enjoyable, and safer for residents and visitors.

KYTC Guidance

In 2022, the Kentucky Transportation Cabinet (KYTC) launched the Complete Streets Program, a comprehensive approach to road planning that prioritizes safe access for pedestrians, bicyclists, motorists, and people of all ages and abilities. The policy, outlined in the *Complete Streets, Roads, and Highways Manual*, aims to create inclusive streets accommodating diverse transportation needs, promoting safety, and enhancing accessibility for Kentucky. Guidance from the KYTC's Complete Streets Manual is outlined in the following pages.

NACTO Guidance

NACTO has published several resources that outline national best practices and emerging trends in active transportation that have helped guide the planning process and vision for this plan. These publications include the *Designing for All Ages & Abilities Guide*, the *Urban Bikeway Design Guide*, and the *Urban Street Design Guide*.

Guidance from these publications are outlined in the following pages with consent from NACTO.

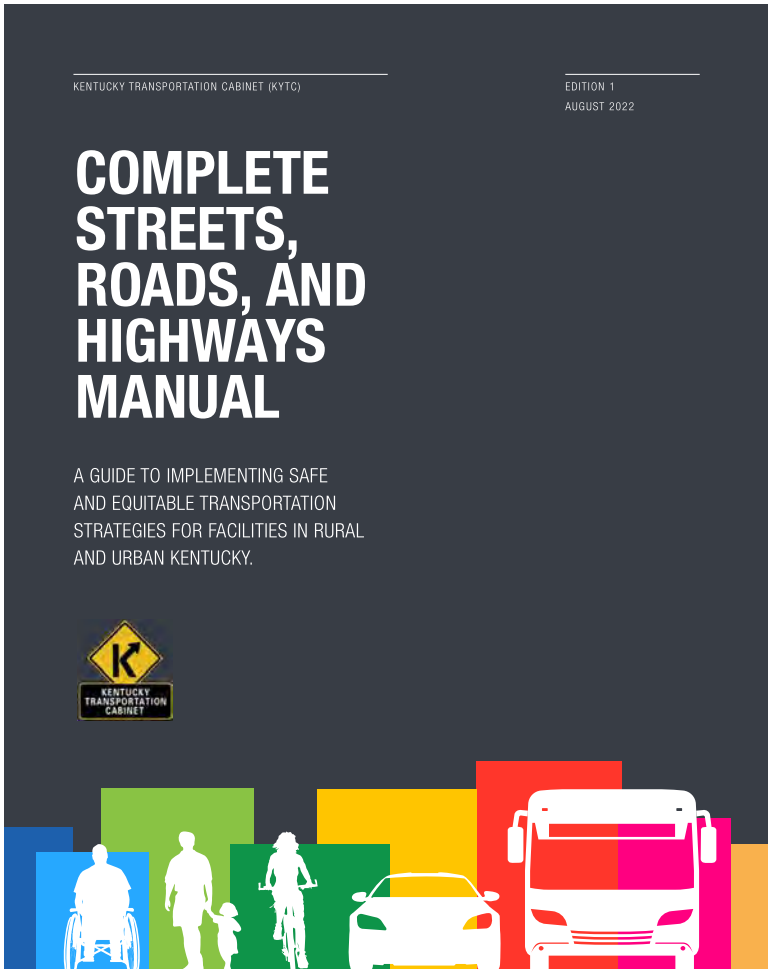
NACTO National Association of City Transportation Officials

Context Sensitive Design Approach

Publications from National Association of Transportation Officials (NACTO), the Kentucky Transportation Cabinet's *Complete Streets, Roads and Highway Manual*, and planning resources from the U.S. Federal Highway Administration were used to inform the infrastructure recommendations in this plan. These resources consider the context of a street and provide design guidance for selecting appropriate bicycle facility types based on characteristics like roadway width, speed limit, motor vehicle volume (ADT), number of travel lanes, direction of travel, and on-street parking.

NACTO's *Contextual Guidance for Selecting All Ages & Abilities Bikeways* chart (see next page) from the *Designing for All Ages & Abilities* publication was a key resource used in developing the Bicycle Facility Options Matrices (Appendices A and B). For the corridors that have been recommended for future bikeway implementation, the Bicycle Facility Options Matrices further evaluate which bicycle facility types could be suitable for each corridor. Infrastructure recommendations are intended to be a starting point for planning purposes and require additional evaluation by a traffic engineer to determine project feasibility and space trade-offs in the right-of-way. Design criteria laid out in the Bicycle Facility Types section of the plan should be considered and followed to the greatest extent possible during project design and implementation.

KYTC Complete Streets Manual



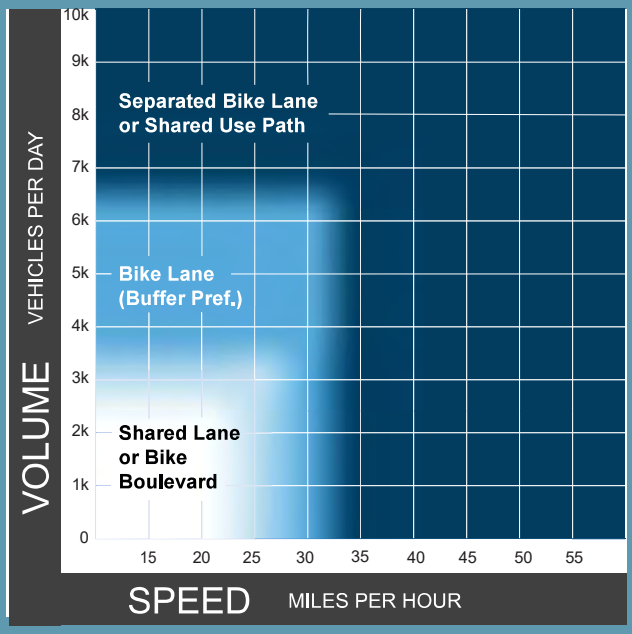
KYTC Complete Streets Manual

KYTC published the *Complete Streets, Roads, and Highways Manual* to guide and support planning and engineering practitioners, transportation agencies, and local communities with the development of complete streets throughout Kentucky's transportation network.

This manual outlines the elements of a complete street with best management practices that should be considered during roadway repaving projects in an effort to accommodate all roadway users. Various cities, counties, and regions throughout Kentucky have adopted similar policies.

Throughout the planning process for the Covington + Newport Bicycle Transportation Plan, KYTC District 6 played a crucial role on the Steering Committee as a key stakeholder.

FHWA Bicycle Facility Selection Guidance

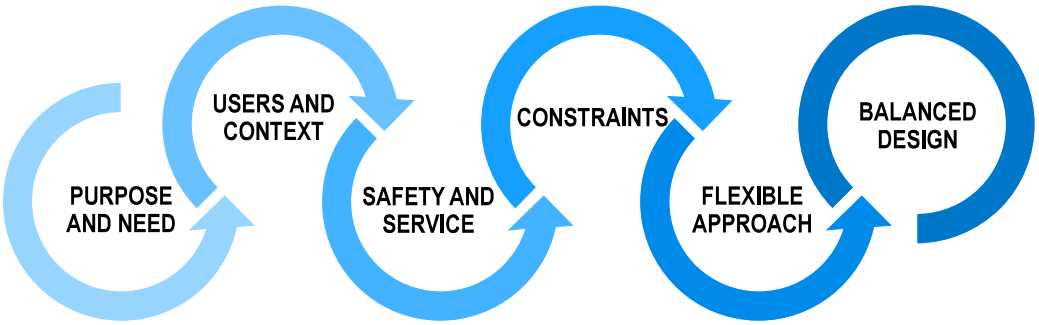


Bicycle Signal Motor Vehicle Turning Volume Thresholds

Separated Bike Lane Operation	Motor Vehicles per Hour Turning across Separated Bike Lane			
	Two-way Street			One-way Street
	Right Turn	Left Turn across One Lane	Left Turn across Two Lanes	Right or Left Turn
One-way	150	100	50	150
Two-way	100	50	0	100

Chart included in KYTC Manual (MassDOT)

Bicycle Signal in Madison, WI included in KYTC Manual (NACTO)



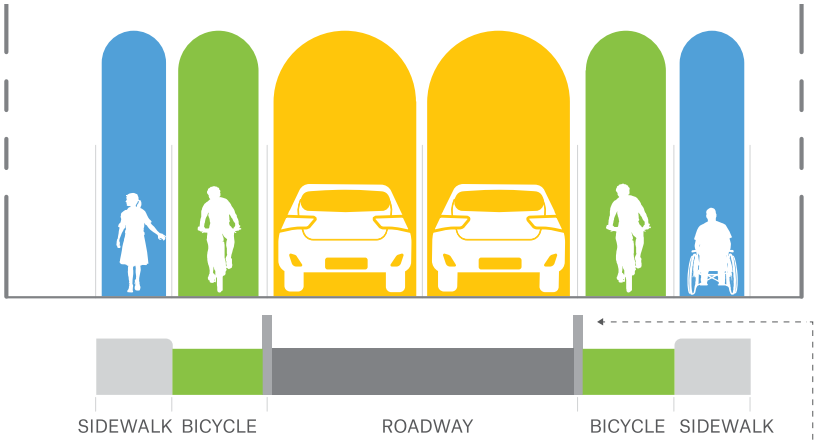
Planning & Design Flexibility

The KYTC Complete Streets manual offers a flexible and balanced approach for local governments and transportation planners. The manual strives for community safety and livability by providing visual planning and design guidance along with a formal Complete Streets Review Process that ensures successful implementation. The review process takes existing pedestrian and bicycle usage, gaps in the bike and pedestrian network, transit routes, public demand and areas of persistent poverty into consideration.

The manual's forward-looking perspective incorporates emerging technology and trends, emphasizing flexibility in design and implementation as it blends national best practices within the unique context of Kentucky, fostering a comprehensive and inclusive approach for all roadway users.

Complete Streets Facilities

Determining the appropriate size and modal separation for Complete Streets is critical. The manual emphasizes "right-sizing" street facilities based on the context, available right-of-way, and safety needs for all roadway users. Solutions include road-diets, dedicated accommodations and shared accommodations for road users that enhance safety, convenience, and comfort by minimizing conflicts between transportation modes.



Preferred Buffer with High Speeds

Designing for All Ages & Abilities Guide

In the *Designing for All Ages & Abilities* publication, NACTO offers comprehensive criteria for selecting bicycle facilities in diverse urban settings, considering factors like vehicular speeds and volumes. By integrating traffic calming tools and roadway design changes, such as speed reduction and full lane separation, planners can enhance cyclist safety and comfort while reducing traffic fatalities.

NACTO recommends the adoption of the All Ages & Abilities criteria as a best practice nationally. Applying this benchmark across the entire bicycle network promotes safe and equitable bicycling for all residents. The chart below describes the ideal street context for specific bicycle facility types to ensure safety and accessibility.

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

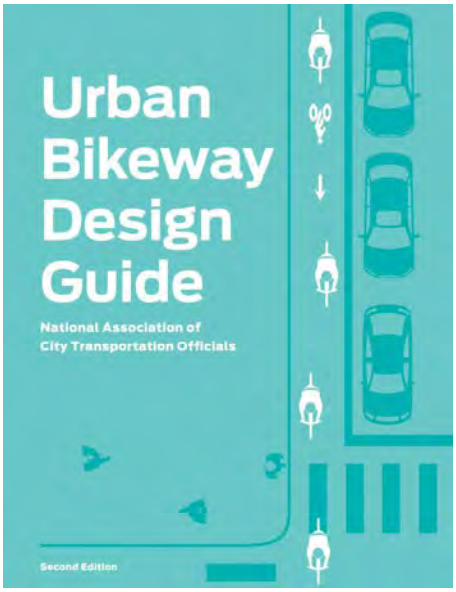
* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

NACTO: Contextual Guidance for Selecting All Ages & Abilities Bikeways | Designing for All Ages & Abilities Guide

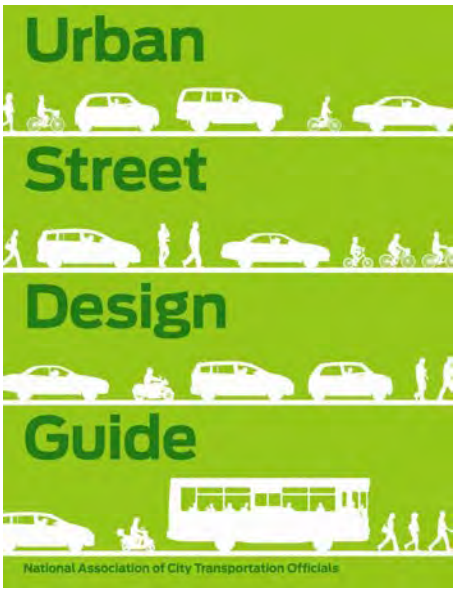
Urban Bikeway Design Guide



The *Urban Bikeway Design Guide* equips cities with cutting-edge solutions for creating safe and enjoyable complete streets for cyclists. Informed by the experiences of leading cycling cities worldwide, the guide features innovative designs not extensively covered in the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* but largely permitted under the Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD).

Endorsed by the FHWA, the guide offers required, recommended, and optional guidance, emphasizing the need for tailored, well-documented solutions based on deep knowledge and engineering judgment.

Urban Street Design Guide



The NACTO *Urban Street Design Guide* is another key resource for transforming city streets into safe, vibrant public spaces. It offers principles and practices from leading city engineers and planners, providing a toolbox and roadmap for creating 21st-century streets that are safe, livable, and economically vibrant.

Sections in this guide cover concepts like design elements for complete streets, interim design strategies, intersection design elements, and design controls. Context is an important parameter in designing streets and this publication provides guidance on designing streets to enhance their surroundings by fulfilling the vision and desires of the surrounding community.

Bicycle Facility Types

Licking River Greenway Trail - Dayton, KY

Shared-Use Paths

- Paved facilities, typically 10 to 14 feet wide, also known as a multi-use trail
- Bikes are completely separated from vehicular traffic, either with a landscape median or physical barrier
- Shared space with pedestrians

NACTO: Two-Way Cycle Track | Urban Bicycle Design Guide

Two-Way Protected Bike Lane

- Physically separated bike lanes that allow bicycle movement in both directions on one side of the street
- Bikes are separated from vehicular traffic with bollards or curb and pavement striping
- Adjacent parking lane can create additional separation from traffic

NACTO: One-Way Protected Cycle Track | Urban Bicycle Design Guide

One-Way Protected Bike Lane

- Physically separated bike lanes that allow bicycle movement in one direction, with traffic
- Bikes are separated from vehicular traffic with bollards or curb and pavement striping
- Adjacent parking lane can create additional separation from traffic

There are a variety of bicycle facility types which are further described in the following pages using guidance from these NACTO publications. Key considerations are outlined for each bicycle facility type to ensure they are accessible to all ages and abilities.

Conventional Bike Lane

NACTO: Conventional Bike Lanes | Urban Bicycle Design Guide

- Designated lane for bicyclists with striping, pavement markings, and signage
- Located adjacent to travel lane and flow in the same direction as traffic
- Typically on right side of street between travel lane and curb, road edge or parking lane

Bicycle Boulevard

NACTO: Bicycle Boulevards | Urban Bicycle Design Guide

- Streets with low traffic volumes and speeds, designated and designed to give bicycle travel priority
- Use signage and traffic calming measures to discourage vehicular through trips and create safe, convenient bicycle crossings of busy arterial streets

Green Alley

NACTO: Green Alley | Urban Street Design Guide

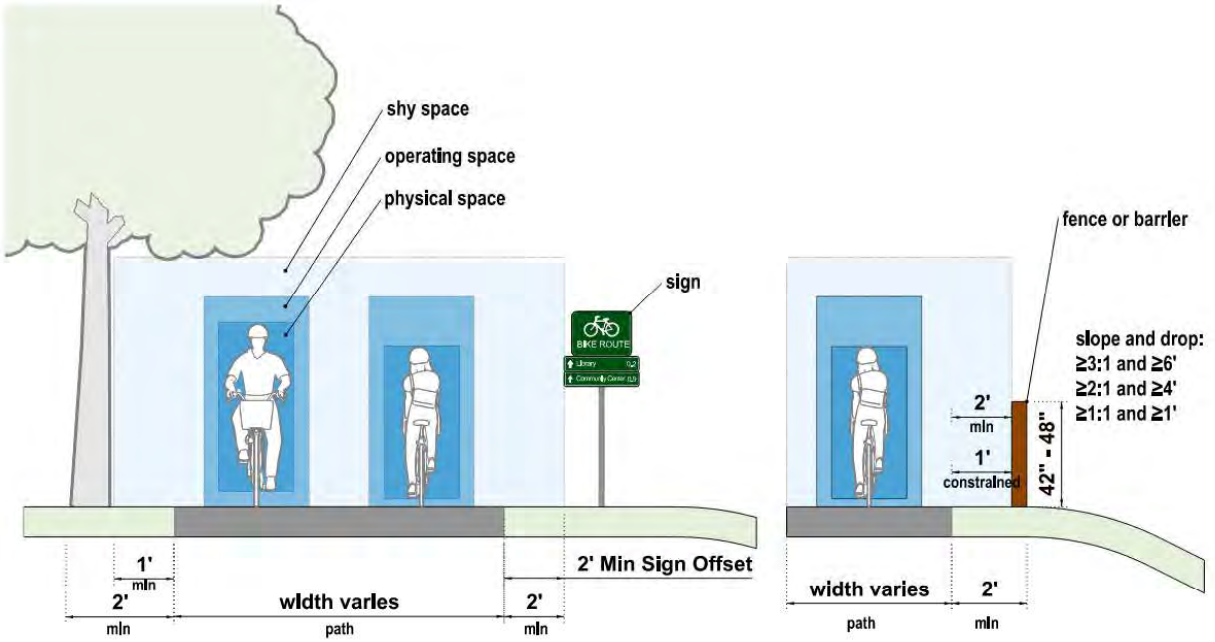
- Residential alleys have low traffic with low or no vehicular traffic
- Use signage and traffic calming measures to discourage vehicular through trips and create safe, convenient bicycle crossings at busy arterial streets

Shared Use Paths

Also known as multi-use trails or side paths, shared use paths are paved bicycle and pedestrian corridors, typically 10 to 14 feet wide, that make up the arterial routes of the bicycle transportation network. In Covington and Newport, Riverfront Commons and the Licking River Greenway Trail are the two prominent shared use paths with recent expansions announced to the Riverfront Commons Trail from Newport to Silver Grove, KY.

Shared use paths are widely accessible to people of all ages and abilities that offer a pleasant commuting or recreational experience. Shared use paths are also referred to as side paths when they are in the right-of-way or adjacent to vehicular traffic. Side paths are great opportunities to create a protected shared space for rolling and strolling in the public right-of-way.

Shared Use Path Standards



ODOT Multi-Modal Design Guide

Minimum Shared Use Path Width

10 to 14 feet

Key Considerations

Topography within the trail corridor - should meet minimum vertical slope of 5% and horizontal slope of 2%

Land ownership within the trail corridor

Potential bridges or structures within the project area

Environmental and archaeologically sensitive areas

Riverfront Commons

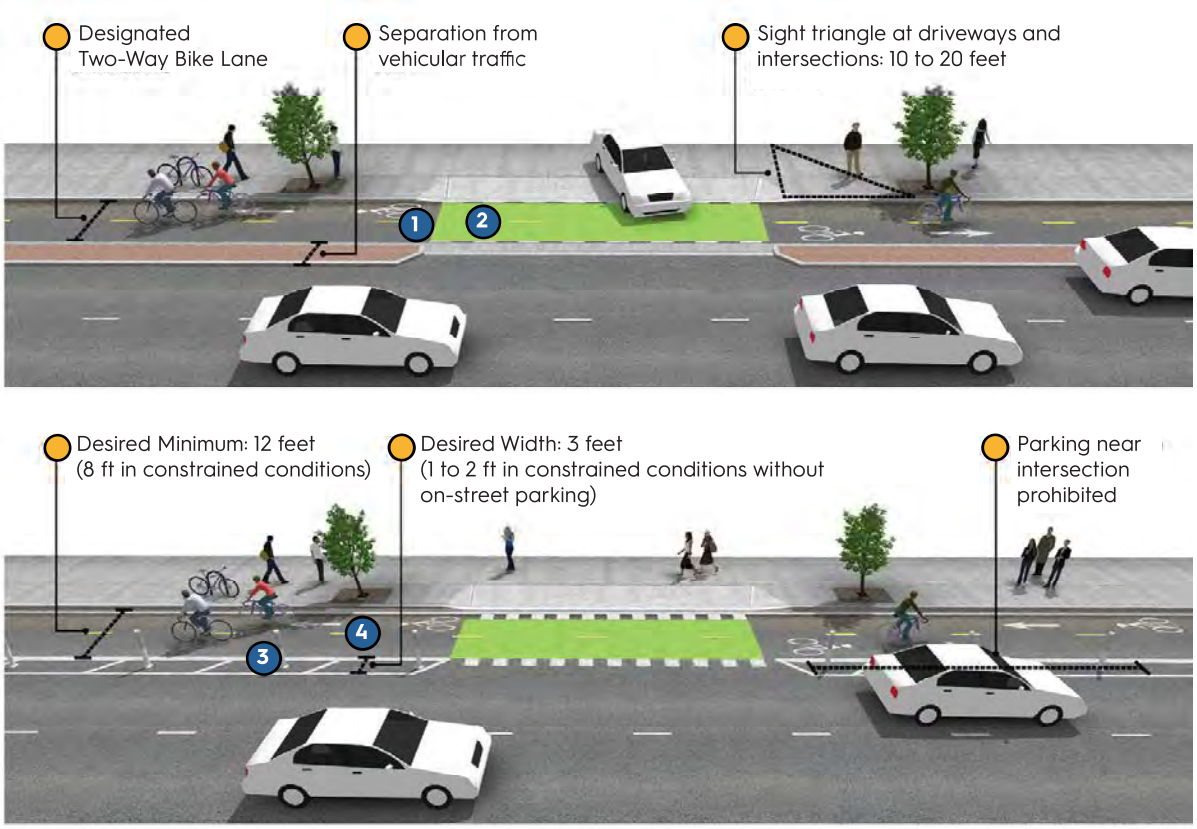
Currently around 3.8 miles in length, this proposed 20-mile multi-use trail aims to link seven of Northern Kentucky's river cities – Ludlow, Covington, Newport, Bellevue, Dayton, Fort Thomas, and Silver Grove. Originally envisioned in the early 2010s, Riverfront Commons is beginning to come to life. Dayton, Newport, and Covington have each implemented portions of their segment of the trail corridor in recent years.

Licking River Greenway Trail

The Licking River Greenway Trail provides a relaxing escape from Northern Kentucky's bustling urban hub and serves as a gateway to the Ohio River and Downtown Cincinnati. While only 2 miles of the paved Licking River Greenway Trail have been built along Covington's Licking Riverfront, this multi-use trail is proposed to connect to neighboring Newport, Wilder and Taylor Mill once complete.

Two-Way Protected Bike Lane

Two-way protected bike lanes, also known as cycle tracks, provide separated paths for bi-directional bicycle movement. They share design elements with one-way protected bike lanes, but require additional considerations at driveways and side streets. Configuration options include street-level protection or raised tracks. These are suitable for streets with minimal conflicts, limited space for one-way bike lanes, one-way streets with contra-flow cycling, and where destinations are primarily on one side. Considerations are needed for high-stress areas, intersections, transit stops, and varying traffic conditions.



NACTO: Two-Way Cycle Track | Urban Bicycle Design Guide

Minimum Bike Lane Width (Two-Way)
8 to 12 feet

Minimum Buffer Width
3 feet

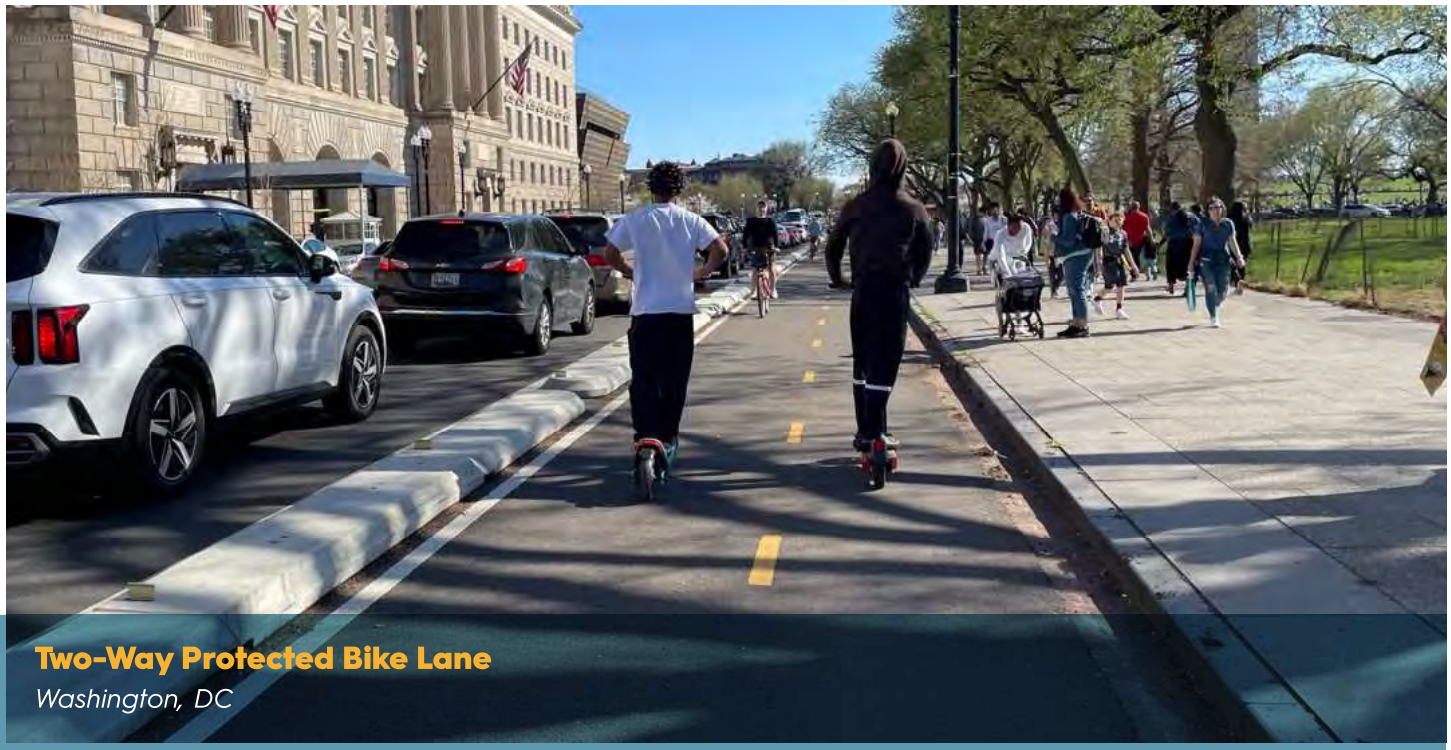
Target ADT
3,000 - 6,000+

Target Speed Limit
25 MPH+

1. **Pavement Markings**
   Bicycle lane word, symbol, and/or arrow markings placed at periodic intervals (MUTCD Figure 9C-3).
2. **Pavement Color**
   Green reflective paint (MUTCD approved), yield lines, and "Yield to Bikes" signage at intersections, driveways and conflict areas.
3. **Protection Strategy**
   Plastic, reflective lane delineators, movable planters or a raised curb may be used to protect cyclists from adjacent travel lane.
4. **Two-Way Bicycle Traffic**
   Dashed yellow centerline used for two-way bicycle traffic and to help distinguish bike lane from adjacent pedestrian area.

Signage Applications for Contraflow Bicycle Movement

Two-way protected bike lanes may require specific signage to delineate contraflow bicycle movement on one-way streets. "DO NOT ENTER" signs (MUTCD R5-1) with "EXCEPT BIKES" plaque can be posted along two-way bike lane facility to only permit use by bicycles.



Two-Way Protected Bike Lane
Washington, DC

Two-Way Protected Bike Lane
Detroit, MI

One-Way Protected Bike Lane

One-way protected bike lanes are at street level and use barriers for cyclist safety. These work well on streets with on-street parking lanes and to ease cyclist stress in busy areas. Additional considerations are needed for streets with high bike or car traffic, intersections needing safety measures, and transit stops requiring careful bicycle-pedestrian coordination.

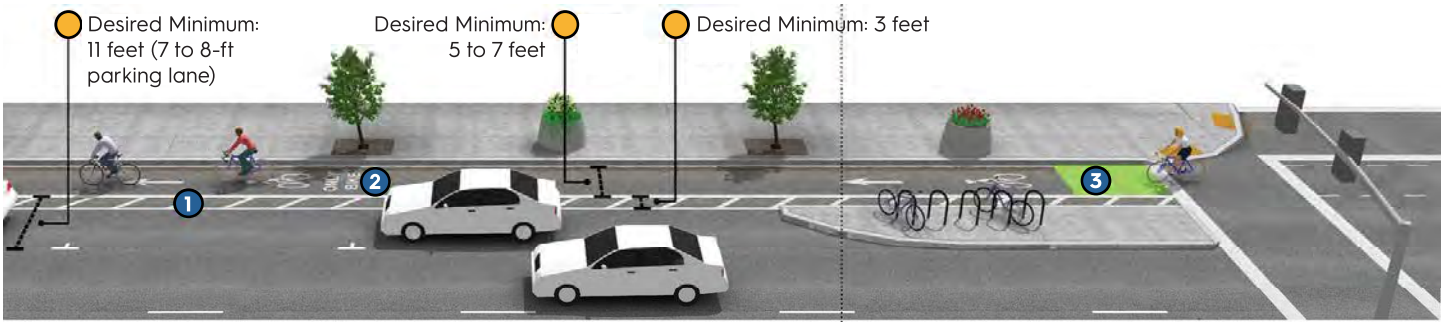
Lane Delineators

Movable Planters

Raised Curb

Protected Bike Lane Strategies

There are several strategies to provide a vertical delineation between bicycle traffic and vehicular traffic. Traditional reflective lane delineators, sometimes used in combination with curb stops, provide the bare minimum of protection needed for all ages and abilities to feel comfortable using the facility. Movable planters or a raised curb are also options that create separation that can also be more aesthetically pleasing but may be more expensive.



NACTO: One-Way Protected Cycle Track | Urban Bicycle Design Guide

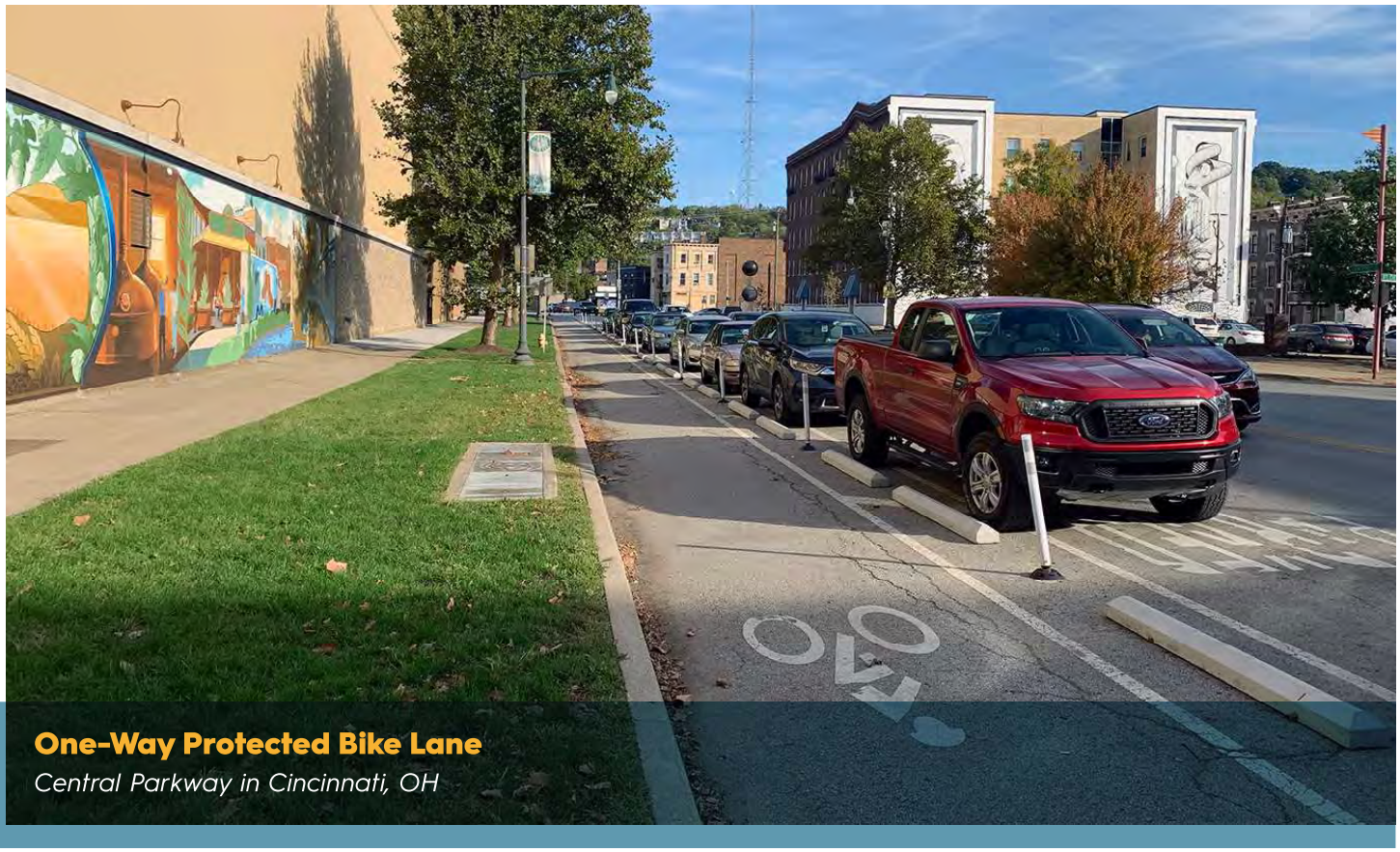
Minimum Bike Lane Width (Two-Way)
5 to 7 feet

Minimum Buffer Width
3 feet

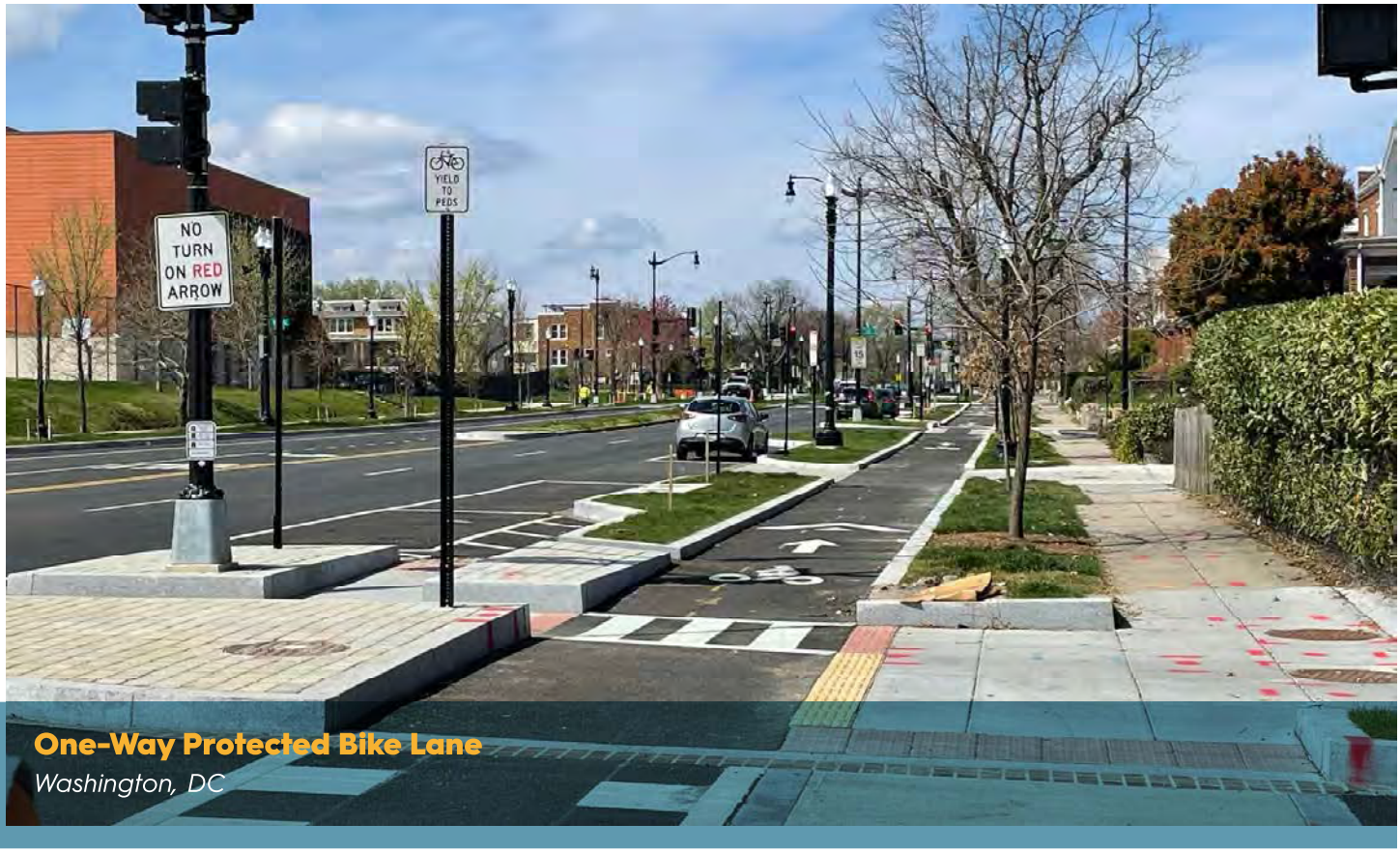
Target ADT
3,000 - 6,000+

Target Speed Limit
25 MPH+

1. **Pavement Striping**
   If pavement striping is used for buffer space, solid white lane line markings should be used with diagonal crosshatch markings.
2. **Pavement Markings**
   Bicycle lane word, symbol, and/or arrow markings placed at periodic intervals (MUTCD Figure 9C-3).
3. **Pavement Color**
   Green reflective paint (MUTCD approved), yield lines, and "Yield to Bikes" signage can be used to further define the bicycle space.



One-Way Protected Bike Lane
Central Parkway in Cincinnati, OH



One-Way Protected Bike Lane
Washington, DC

Bicycle Boulevard

Bicycle Boulevards prioritize cyclist safety by designating low-traffic streets, discouraging motor vehicle through trips. Using signs, pavement markings, and speed management, they facilitate safe bicycle crossings on busy streets. Key components include route planning for direct access, clear signs, and pavement markings, slow motor vehicle speeds, low volumes, and branding for easy identification. Tailored design treatments enhance existing conditions, fostering a safe bicycling environment. These boulevards aim to provide convenient routes, making cycling accessible, straightforward, and safe for all.

NACTO: Bicycle Boulevard | Urban Bicycle Design Guide

Key Considerations

Route Planning: Direct access to destinations and connecting bicycle facilities

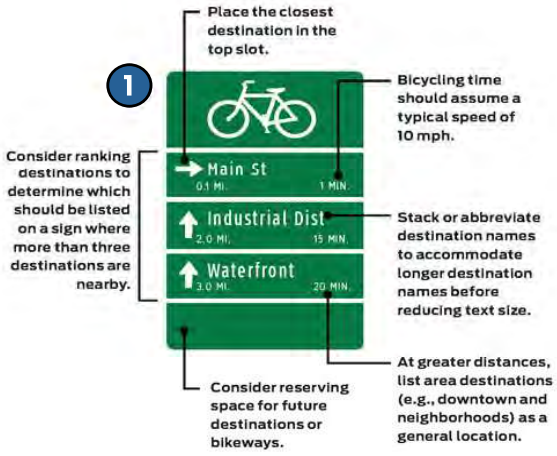
Pavement markings and signage

Traffic Calming and Speed Management

Target ADT
0 - 3,000

Target Speed Limit
Less than 25 MPH

Wayfinding Signage

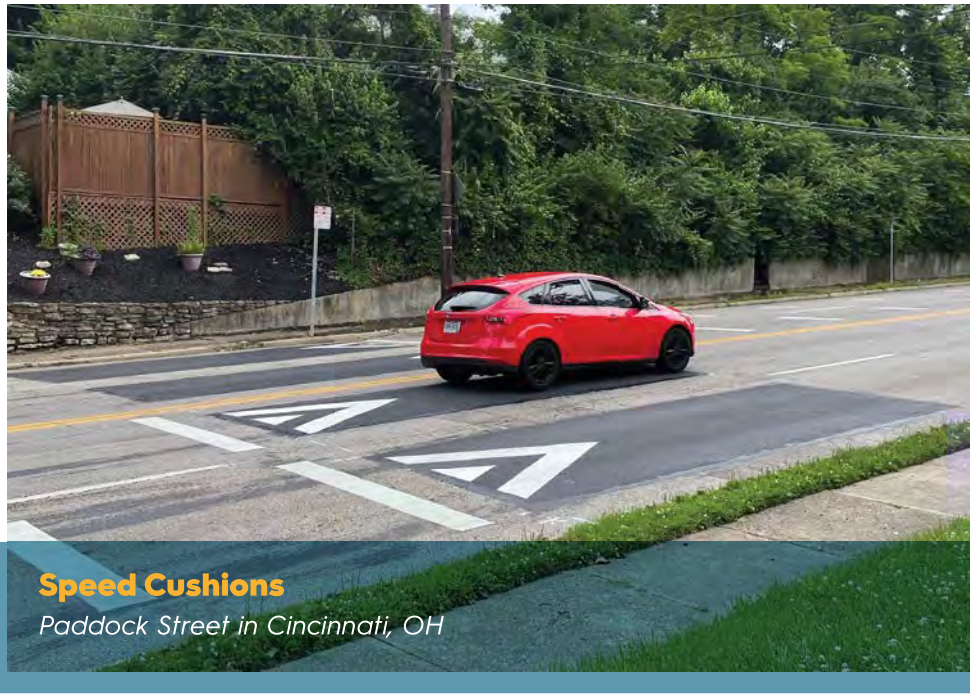


Pavement Markings & Signage

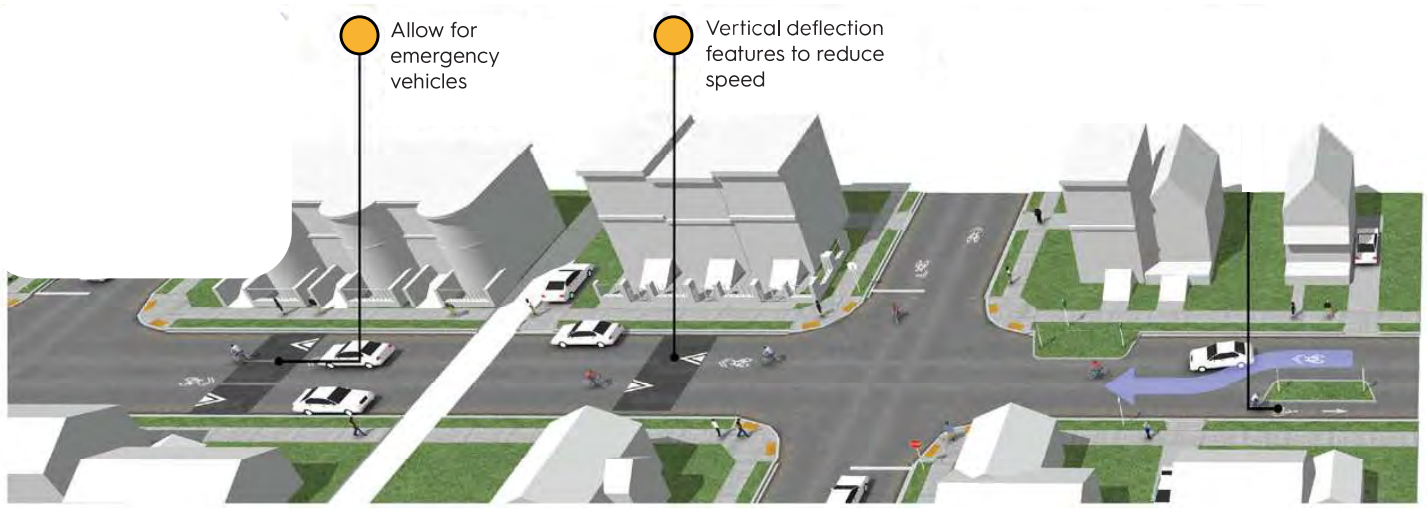
Pavement markings and signage form the foundation of a bicycle boulevard, indicating it as a shared, slow street with priority for cyclists and reinforcing traffic calming changes. Three applications include modified street signs with bike symbols, often paired with pavement markings, and wayfinding signage guiding users through the route. These markings, varying in size, identify bicycle boulevards and include MUTCD-approved shared lane markings for consistency. Wayfinding signs provide additional guidance, branding, and information about intersecting bikeways and key destinations. Together, these elements enhance the effectiveness and safety of bicycle boulevards.

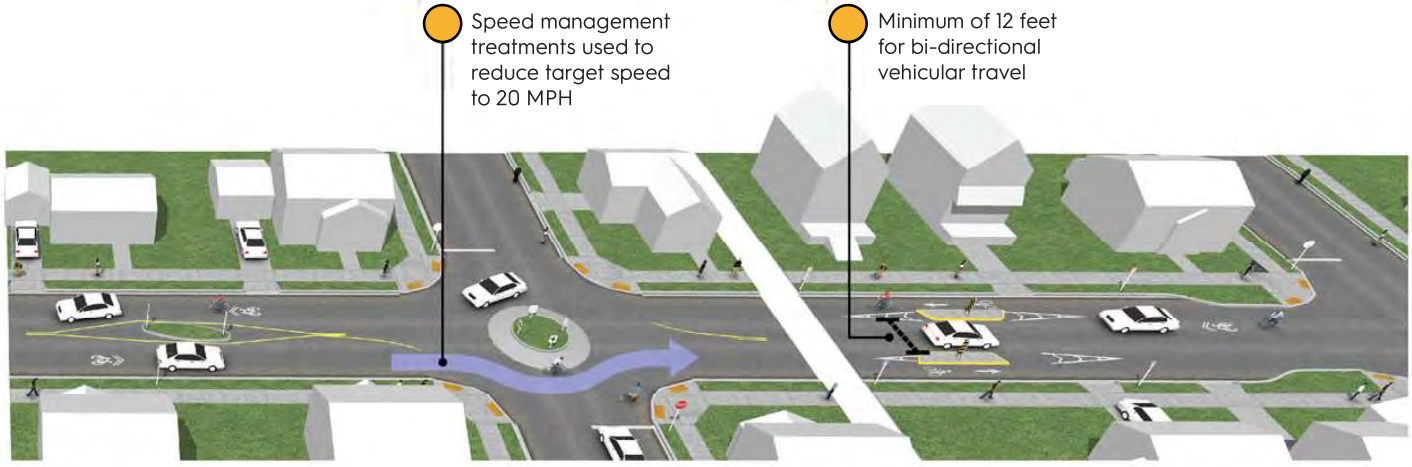
Traffic Calming & Speed Management

Streets designed as bicycle boulevards should have speeds of 25 mph or less, preferably 20 mph. Vertical and horizontal deflection measures, such as speed humps, cushions, tables, curb extensions, traffic circles, chicanes, pinch-points, neckdowns, and center islands, contribute to speed reduction. Additionally, reduced speed limits, reinforced by signs, and targeted enforcement enhance safety, ensuring bicycle boulevards are comfortable and effective for all users.



Speed Cushions
Paddock Street in Cincinnati, OH





[NACTO: Bicycle Boulevard | Urban Bicycle Design Guide]

Conventional Bike Lane

Conventional bike lanes, designated areas for cyclists marked alongside motor vehicle lanes, promote safe interactions. Typically on the right side of the street, they allow cyclists to navigate freely at preferred speeds, but limitations arise in high-traffic areas. Conventional bike lanes are ideal for streets with ≥ 3,000 daily motor vehicle traffic and posted speed ≥ 25 mph.

However, in areas with high traffic volume or speed limits > 35 mph, it is preferred to install protected one-way or two-way bike lanes to prioritize cyclist safety and minimize conflicts with vehicular traffic.

Conventional Bike Lane
KY 9 in Newport, KY

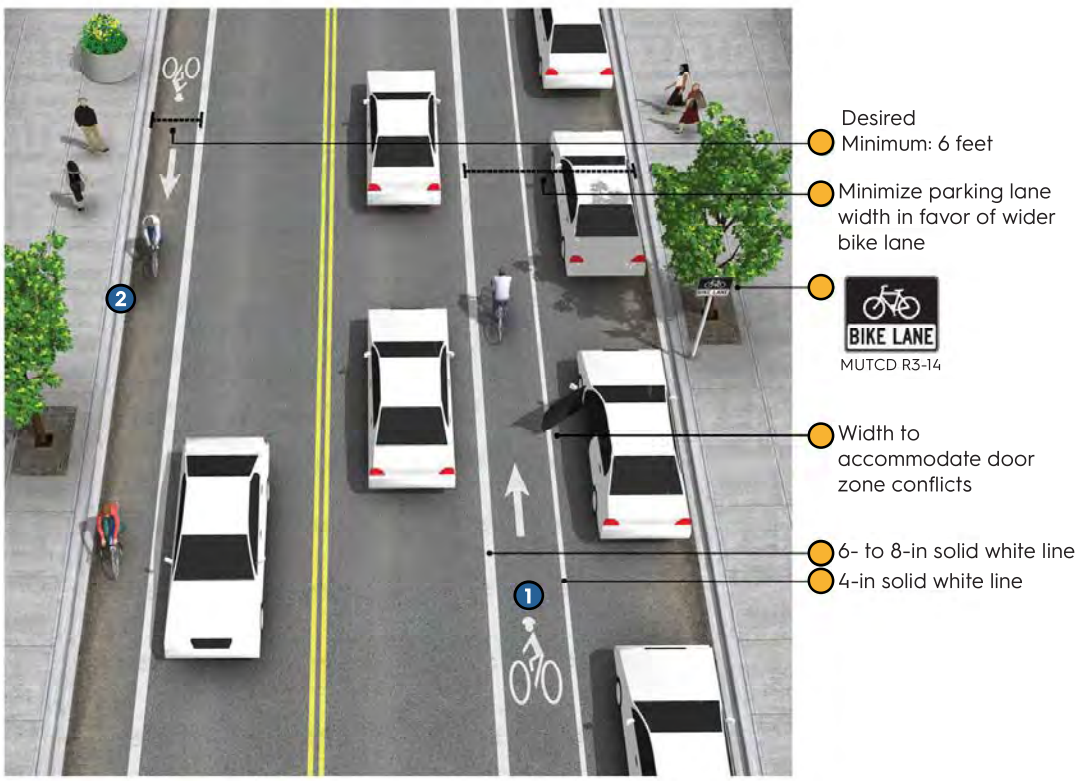
Minimum Bike Lane Width
6 feet

Target ADT
1,500 - 3,000

Target Speed Limit
25 MPH

1 **Pavement Marking**
MUTCD Figure 9C-3

2 **Curb Area**
Gutter seams, drainage inlets & utility covers flush to prevent bike tire conflicts



NACTO: Conventional Bike Lanes | Urban Bicycle Design Guide

Green Alley

Low-traffic residential alleyways in Covington and Newport present a unique opportunity to introduce bicycle infrastructure in a low-stress environment mostly separated from vehicles. Green alleys transform neglected residential lanes with potholes into inviting spaces using sustainable materials. Effective drainage can manage stormwater runoff using permeable paving or rain gardens.

Recommendations include low-impact materials, pedestrian-friendly design, resident-led greening initiatives, adequate lighting for safety, and incorporation into new developments. Green alleys also serve as cyclist-friendly, low-speed links parallel to main streets. While maintenance may pose challenges, using snowplow-compatible materials and ensuring equipment access can address unconventional responsibilities. Incorporating alleys in new developments enhances accessibility and reduces the need for driveways along main roads.

NACTO: Green Alley | Urban Street Design Guide

Key Considerations

Alleys operated as bike and pedestrian only or shared streets with bollards and design features for intended users

Low-impact, pervious pavement materials

Stormwater runoff infiltrated in-place using green infrastructure like rain gardens

Adequate lighting for public safety

Wayfinding signage

Waters Alley, Newport

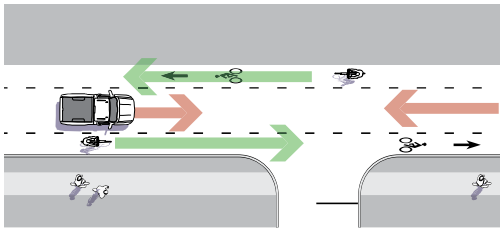
Kentucky Alley, Newport

Advisory Bike Lanes

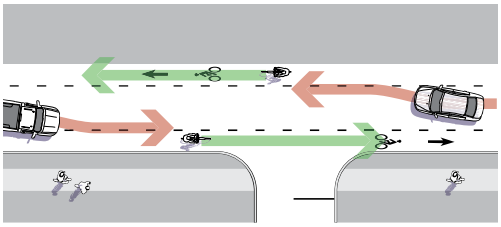
Alta Planning + Design's White Paper, "Advisory Bike Lanes in North America," explores this emerging bicycling facility and street configuration in the US and Canada. The white paper utilizes case study examples and design illustrations, expanding on the Advisory Shoulders guidance from the 2016 FHWA Small Town and Rural Multimodal Networks document.

Advisory Bike Lanes define preferred spaces for both cyclists and motorists on narrow streets with low to moderate two-way motor vehicle traffic. Unlike dedicated bike lanes, Advisory Bike Lanes allow motor vehicle use, expecting drivers to yield to bicyclists in the shared space. Case studies in Minneapolis, Cambridge, and other communities demonstrate success, emphasizing low-to-moderate traffic volumes and speeds as critical factors for implementation.

Advisory Bike Lanes operate with a two-way, or bi-directional travel lane for motorists, where yielding and merging are required between motorists and cyclists. Signage should be used so roadway users know yielding and merging is should be expected. While more research is needed, these installations align with the contextual guidance provided by the FHWA for Small Town and Rural Multimodal Networks.



Regular street operations



Motorists merge into Advisory Bike Lane during oncoming traffic

Alta Planning + Design White Paper: Advisory Bike Lanes In North America

Bike Lane Width
4-6 feet

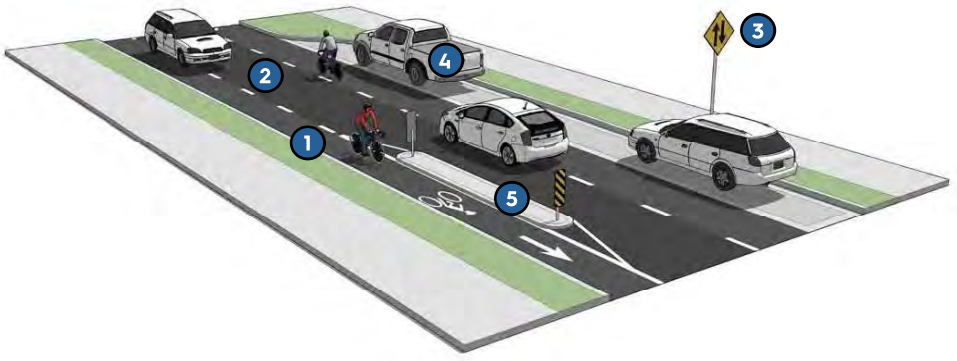
Travel Lane Width
10-18 feet

Target ADT
≤ 3,000

Target Speed Limit
25 MPH

1. Advisory Bike Lane
2. Two-Way Travel Lane
3. Regulatory Signage
4. Parking Lane *(optional)*
5. Channelizing Island *(optional)*

Advisory Bike Lanes
Bloomington, IN (Source: Alta Planning + Design)



Alta Planning + Design White Paper: Advisory Bike Lanes In North America

Overview Map

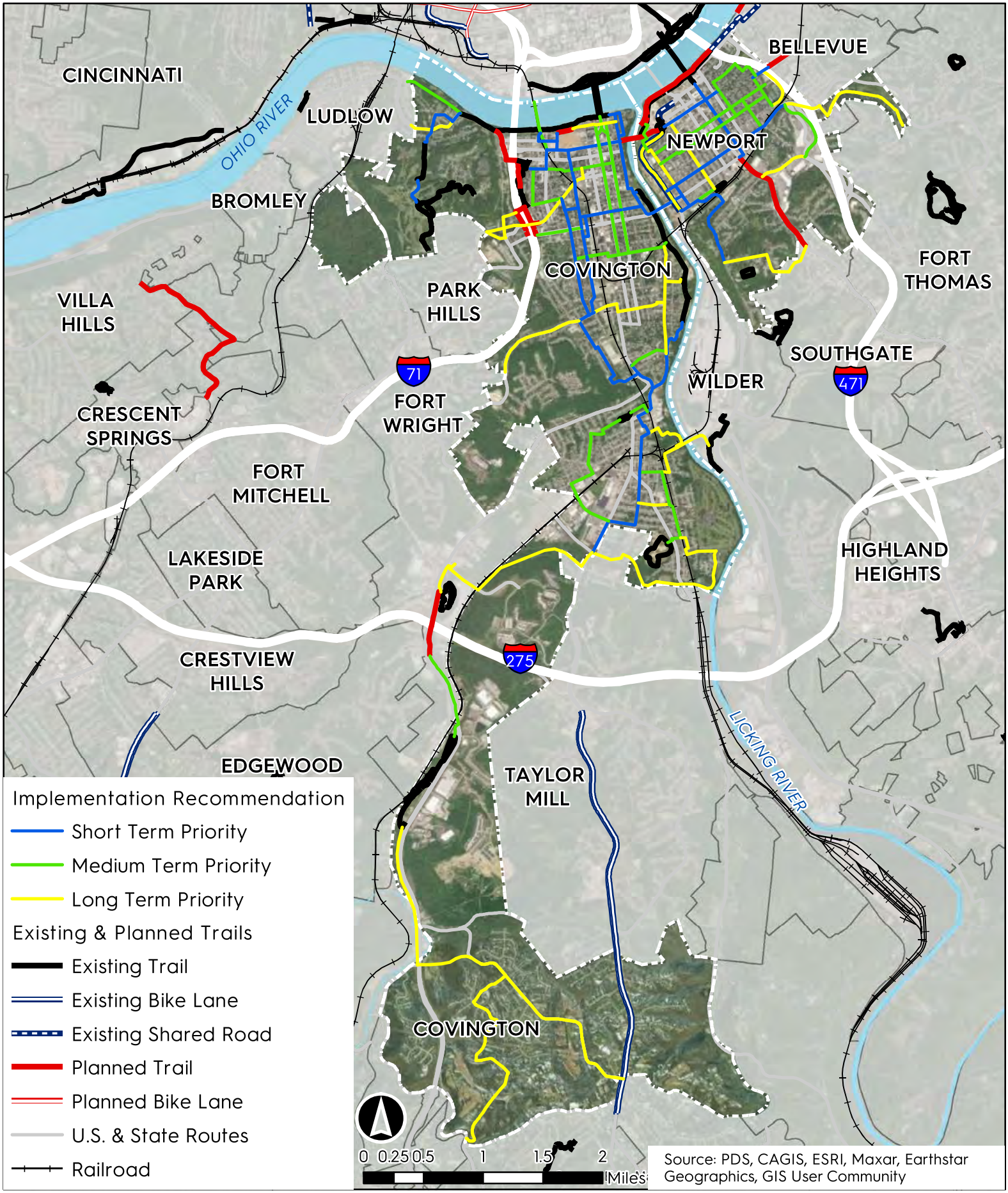
With feedback from the Steering Committee and public input process, the routes highlighted in the following maps were identified as priority opportunities for bicycle infrastructure investment. To accomplish the Context Sensitive Design Approach, existing roadway conditions are documented in the Bicycle Facility Options Matrices in Appendices A and B, which are explained later in this chapter. NACTO bikeway design criteria were used to evaluate the planning level feasibility of installing a variety of bikeway facility options on each street.

In both Covington and Newport, two to three routes were recommended in the basin street grid to accommodate north-south and east-west bicycle travel. At least one route is identified to reach neighborhoods that are farther from downtown or more challenging to reach due to topography or right-of-way constraints. Bikeway facilities are recommended to extend to the jurisdictional boundary so that neighboring communities can connect to the active transportation network.

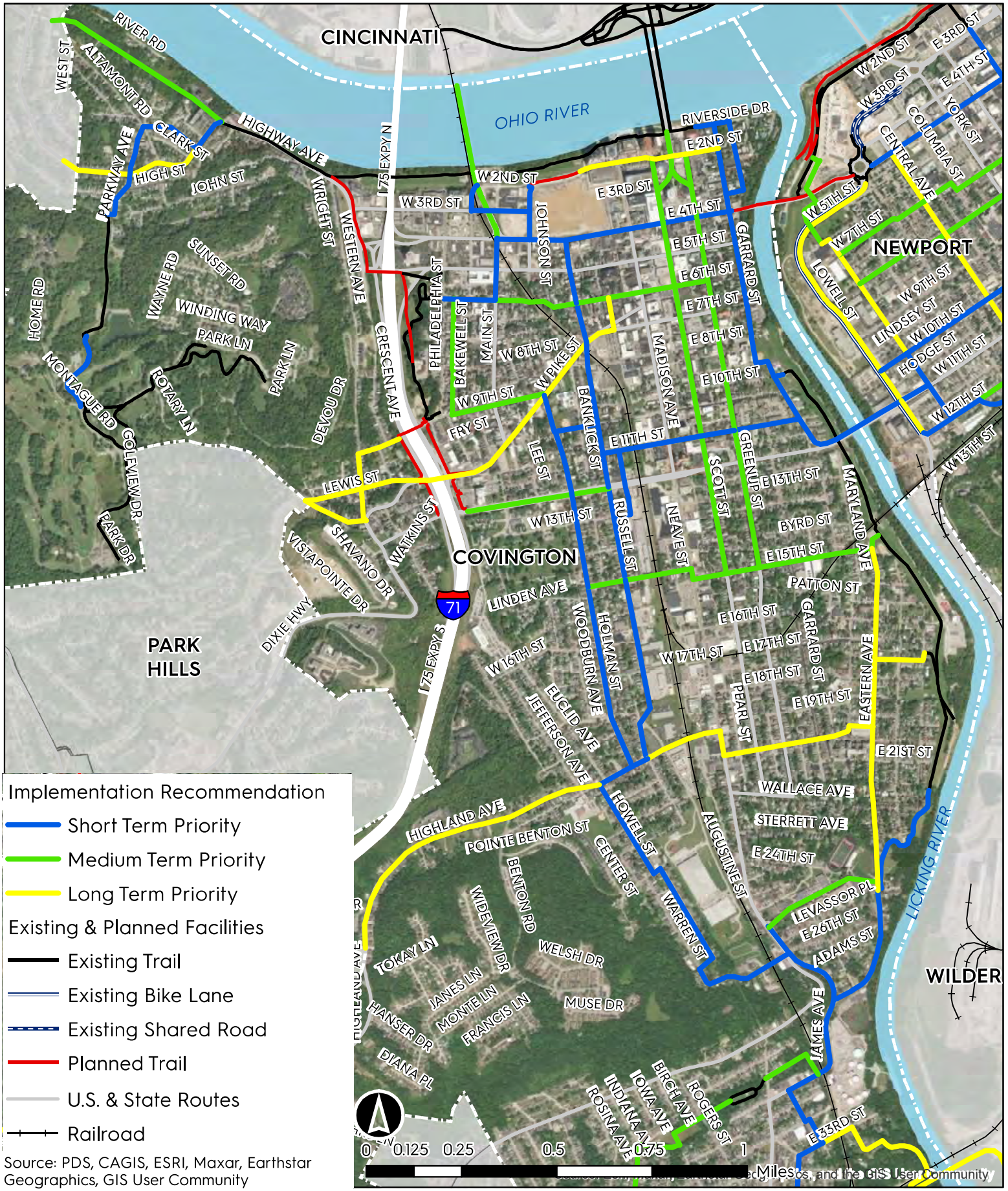
Implementation priorities aim to first connect existing facilities in the urban core, and expand outward to reach more neighborhoods over time. These recommendations are not intended to be fully exhaustive, rather, to serve as a framework and starting point for achieving network connectivity in the river cities. Other routes that emerge as a priority for the cities over time could also accomplish the spirit of connectivity that is intended.

Bicycle Route Recommendation Mileage				
City	**Short Term Priority**	**Medium Term Priority**	**Long Term Priority**	**Total Mileage**
Covington	11 miles	9 miles	15 miles	35 miles
Newport	4 miles	5 miles	5 miles	14 miles
Covington + Newport	15 miles	14 miles	20 miles	**49 miles**

Overview Map



Downtown Covington



Implementation Recommendation

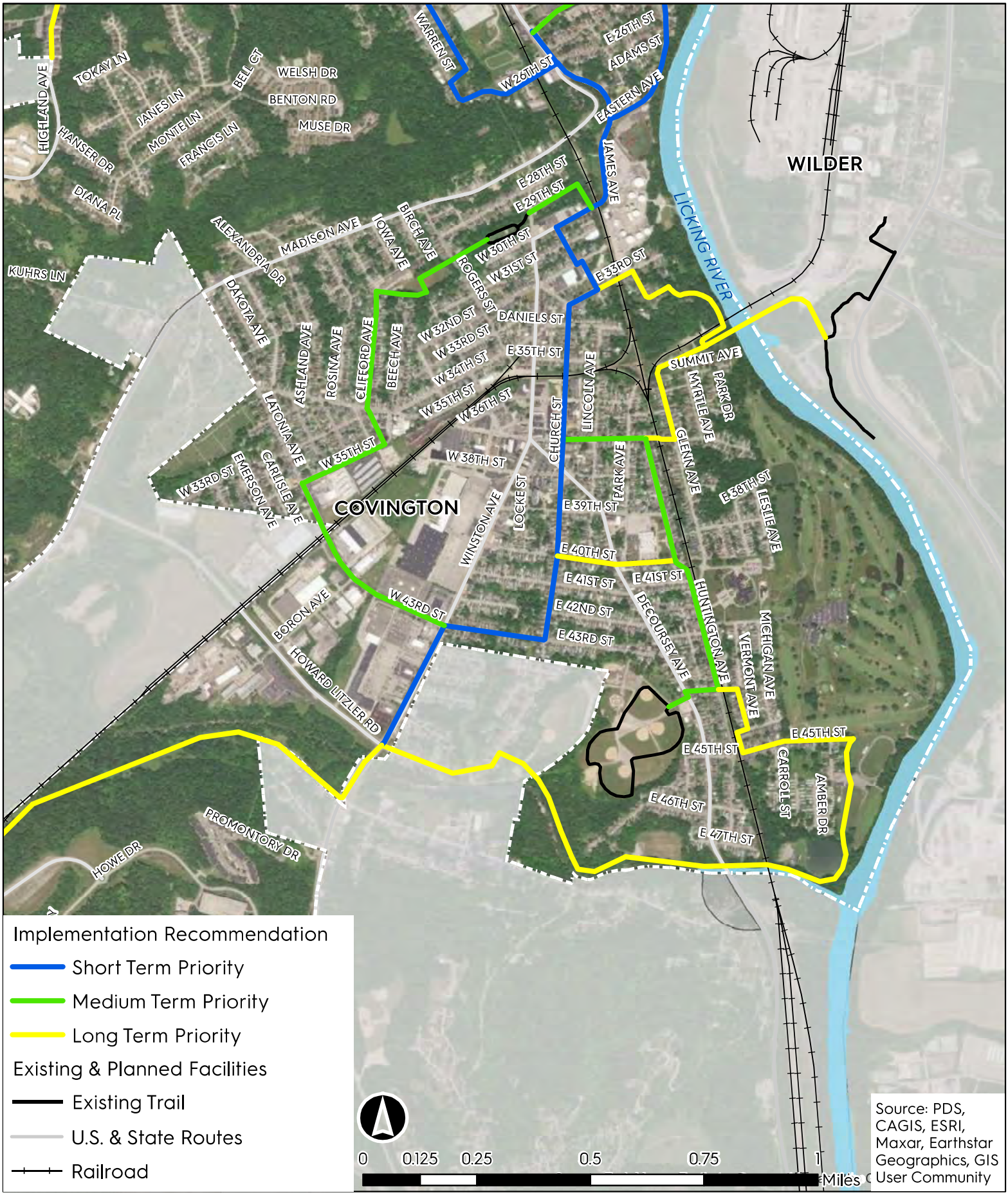
- Short Term Priority
- Medium Term Priority
- Long Term Priority

Existing & Planned Facilities

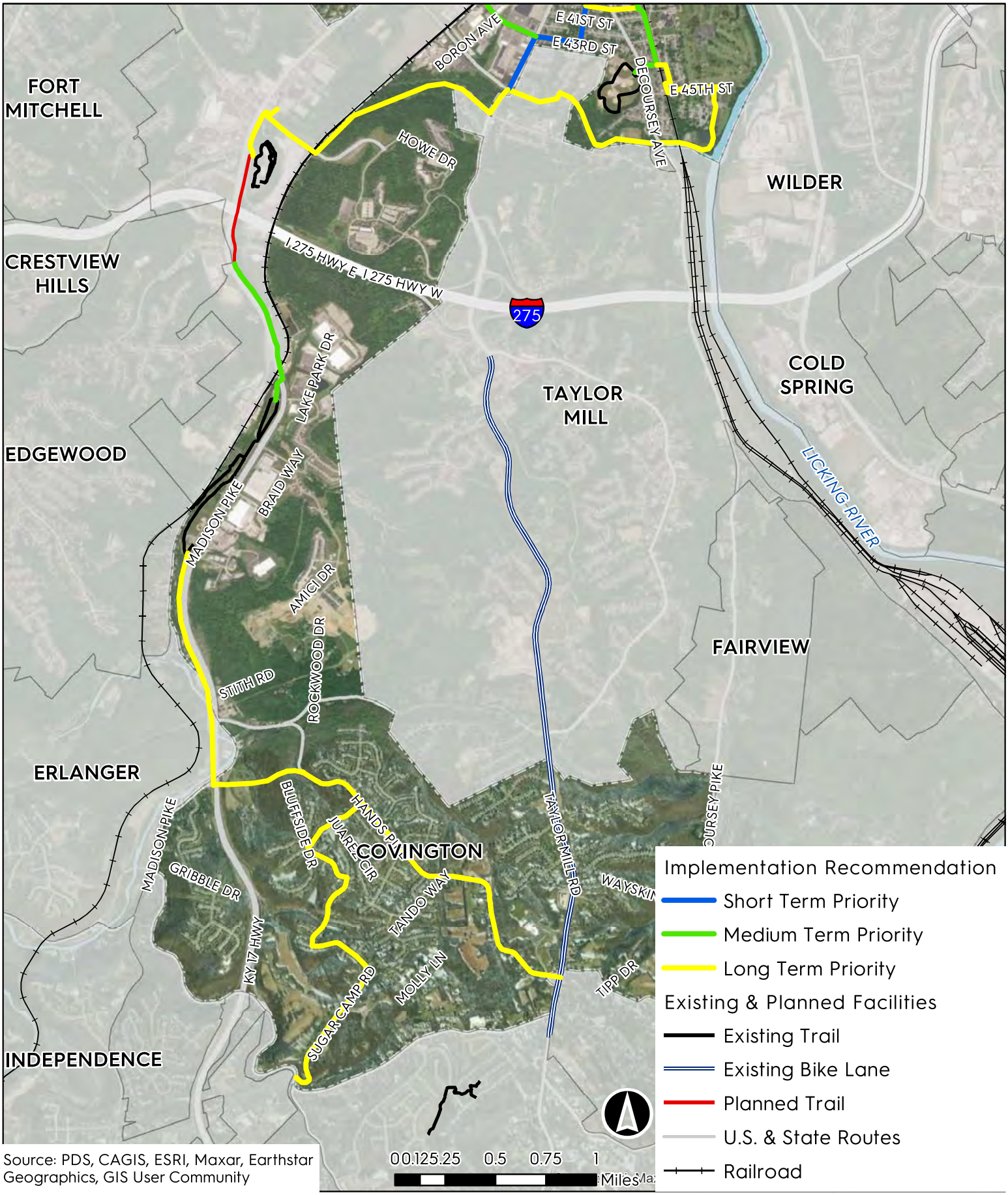
- Existing Trail
- Existing Bike Lane
- Existing Shared Road
- Planned Trail
- U.S. & State Routes
- Railroad

Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Latonia


WILDER
COVINGTON
LICKING RIVER
WARREN ST
W 26TH ST
E 26TH ST
ADAMS ST
EASTERN AVE
JAMES AVE
E 28TH ST
E 29TH ST
W 30TH ST
W 31ST ST
E 33RD ST
SUMMIT AVE
MYRTLE AVE
PARK DR
GLENN AVE
E 38TH ST
LESLIE AVE
DANIELS ST
E 35TH ST
LINCOLN AVE
CHURCH ST
PARK AVE
LOCKE ST
WINSTON AVE
E 39TH ST
E 40TH ST
E 41ST ST
E 41ST ST
E 42ND ST
E 43RD ST
W 43RD ST
DEGOURSEY AVE
HUNTINGTON AVE
VERMONT AVE
MICHIGAN AVE
E 45TH ST
E 45TH ST
CARROLL ST
AMBER DR
E 46TH ST
E 47TH ST
W 38TH ST
W 35TH ST
W 36TH ST
W 34TH ST
W 33RD ST
W 32ND ST
ROGERS ST
BIRCH AVE
IOWA AVE
MADISON AVE
ALEXANDRIA DR
BEECH AVE
CLIFFORD AVE
ROSINA AVE
ASHLAND AVE
DAKOTA AVE
LATONIA AVE
CARLISLE AVE
EMERSON AVE
W 33RD ST
BORON AVE
HOWARD LITZLER RD
PROMONTORY DR
HOWE DR
KUHRS LN
HIGHLAND AVE
TOKAY LN
JANES LN
MONTE LN
FRANCIS LN
HANSER DR
DIANA PL
BELL CT
WELSH DR
BENTON RD
MUSE DR
Implementation Recommendation
Short Term Priority
Medium Term Priority
Long Term Priority
Existing & Planned Facilities
Existing Trail
U.S. & State Routes
Railroad
0
0.125
0.25
0.5
0.75
1
Miles
Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

South Covington



Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Covington Implementation Recommendations

Downtown Covington

One of the most obvious opportunities in Covington's downtown is to link the Riverfront Commons trail to the Licking River Greenway Trail to form a connected trail network. With plans in the works for the Fourth Street Bridge and Brent Spence Bridge Corridor project, bikeway facilities should be incorporated into a reimagined Fourth Street corridor to connect to Mainstrausse Village and the Clay Wade Bailey Bridge in the short and medium term. Safety concerns elevate the Girl Scout Bridge as a high priority to facilitate safe travel to Newport further south. Low-traffic residential streets can be modified to connect uphill to Devou Park's trail system and provide a safe biking route south along the western edge of the basin. Building out this bikeway loop in the short term will reach most parts of downtown Covington and set the stage for expanded interconnectivity as usage and demand increase over time.

Latonia

An important starting point to improve the bikeability to Latonia in the short term is creating an arterial bikeway route along James Avenue. A bikeway loop is articulated to reach households that reside around Latonia's street grid in the medium term. Long term priorities include continuing the vision for the Licking River Greenway and activating the Banklick Creek corridor with a trail to extend to South Covington.

South Covington

South of Latonia, Covington is much more suburban and auto-oriented. In the short term, priority should be given to connecting Pioneer Park through the I-275 interchange to the Sanitation District One campus, where trails currently exist. Longer term, an arterial bikeway route could expand north to Latonia and farther south to Hands Pike to form a loop with the bike lane along Pride Parkway in Taylor Mill. To be more user-friendly, the existing bike lane on Pride Parkway should be upgraded to add a physical barrier separating cyclists from traffic.

Newport Implementation Recommendations

Newport Basin

Newport's downtown is poised to capitalize off the Purple People Bridge traffic by reconfiguring Saratoga Street with a bikeway to extend southward through the center of the basin. Using 5th and 10th Streets, a loop is articulated to reach most parts of downtown in the short term. Facilities on KY 9 should be improved during the next road rehabilitation to add physical separation from vehicular traffic. With a shared use path planned for Donnermeyer Drive, 6th Street is a logical route to connect eastward into Bellevue. Interconnectivity can be expanded over time with east-west bikeways along 7th and 8th Street and north-south along Brighton Street and Central Avenue. In the East Row Historic District, existing paved alleyways present a unique opportunity to create a trail-like experience with minimal impacts to on-street parking.

Newport Uphill

Traversing uphill along 10th Street in the short term will connect Newport's major corporate shopping plaza to the bikeway network. Similarly, Grandview Avenue is the only through-route to connect southern neighborhoods along Newport's western boundary to the bikeway network. Longer term, bikeways are proposed to form a connected loop into Southgate using the US 27 shared use path, as well as a spur along Waterworks Road to connect into Fort Thomas.

Newport Basin

Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Newport Uphill

Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Project Prioritization & Implementation

Project Prioritization

Recommended bikeway routes were prioritized based on a several factors including closing gaps in the existing network, connectivity to destinations, and vehicular crash trends. Priorities also took into consideration the context and anticipated timing of surrounding projects and developments like the Brent Spence Bridge Companion project, Fourth Street Bridge Reconstruction project, redevelopment of the IRS Site in Covington, and development of the Ovation Site in Newport. A key priority of the city administrations was to preserve parking in the urban core. The recommendations and priorities aim to minimize tradeoffs and interventions that require modification of existing curbs.

Implementation priorities are based on:

- **Bicycle network connectivity**
- **Street context and project feasibility**
- **Vehicular crashes and overall bicyclist safety**
- **Context of surrounding projects in development**

High Priority
Short Term

Medium Priority
Medium Term

Low Priority
Long Term

Bicycle Facility Options Matrix

Appendices A and B of the plan are comprehensive analyses of street characteristics of the routes considered for bikeways in Covington and Newport. This analysis can guide city staff and elected officials on bicycle facility options and the associated trade offs such as parking or travel lanes. The chart below shows the methodology behind the Bicycle Facility Options Matrices for both cities. It should be noted that not every facility option is applicable for every street.

	Existing Conditions									
Existing Condition Factors	State Route	Street Context	Street Width	ROW Width	Sidewalk Width	1-Way or 2-Way Direction	Number of Travel Lanes	Speed Limit (MPH)	Traffic Counts (ADT)	On-Street Parking

	Proposed Design Criteria *(Based on NACTO All Ages & Abilities Bicycle Facilities Guide)*				
Bike Facilities	**Two-Way Protected Bike Lane**	**One-Way Protected Bike Lane**	**Conventional Bike Lane**	**Bicycle Boulevard**	**Alternative Concepts & Configurations**
Facility Requirements	*Target ADT = 3,000-6000+ Target Speed = 25 MPH+ --- 3' buffer, 8'-12' bike lanes (two-way)*	*Target ADT = 3,000-6000+ Target Speed = 25 MPH+ --- 3' buffer, 5'-7' lane (one-way)*	*Target ADT = 1,500-3,000 Target Speed = ≤ 25 MPH --- 6' bike lane*	*Target ADT = 0-3,000 Target Speed = ≤ 25 MPH --- Traffic Calming, Signage, Pavement Markings*	

Implementation

The implementation timeline for the plan is organized into short term, medium term and long term projects. Several short term and medium term recommendations could be considered for implementation through roadway repaving projects when restriping occurs or incrementally as the capital budget is updated annually and resources become available. A key strategy to accomplish larger projects is to apply for grant funding, for which a local match is often required.

Non-infrastructure recommendations listed in the next chapter could help accelerate the implementation of infrastructure recommendations. Flexible tactical urbanism policies are encouraged which allow for bike lane demonstration projects that serve as a trial for permanent implementation.

Short Term
1-5 years

Medium Term
6-10 years

Long Term
11-15 years

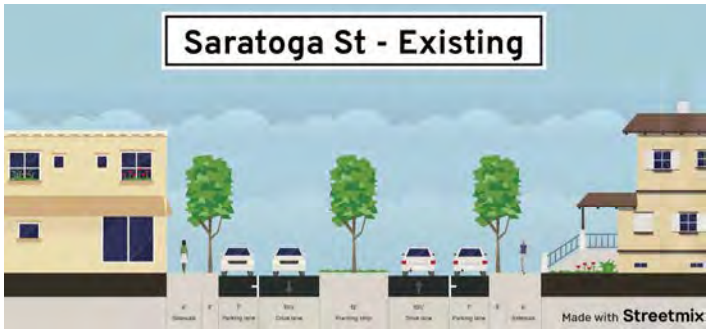
NKY Bikeway Loop Concept

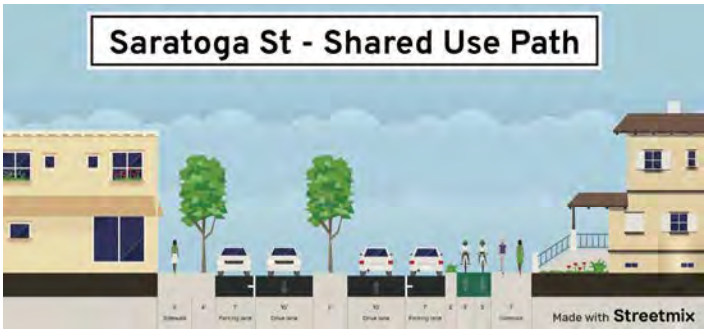
While all implementation recommendations are important, each city must determine a tangible project from which to start. Focusing on improving network connectivity in areas that can produce a high return on investment - both in usership and other associated benefits - has proven to be successful in neighboring Cincinnati and peer cities like Lexington and Louisville. Articulating a compelling vision for a bikeway loop that connects Covington and Newport to Ohio can build on progress made with Riverfront Commons, the Licking River Greenway Trails, and KY 9 bike lanes.

The map to the right paints a framework for a bikeway loop that would connect Covington and Newport to each other and to the Ohio River Trail in Cincinnati. Each of these corridors are listed as high or medium priority in the infrastructure recommendations. In Newport, Saratoga Street is a logical first project to extend the Purple People Bridge experience into the heart of the street grid. Below is an example of a street section that could reappropriate the space in the existing right-of-way to create a shared use path or two-way protected bikeway along Saratoga Street. With KYTC planning to install 12 foot wide shared use paths on the new Veterans / Fourth Street Bridge, making a seamless connection to Riverfront Commons on both sides of the Licking River is paramount. The same user experience could be extended west along Fourth Street in Covington to connect to the planned Clay Wade Bailey improvements and east along Fifth Street in Newport to tie into Saratoga Street and the Purple People Bridge. With this east west connection, major developments like Ovation and the IRS site redevelopment would be connected by a bikeway.

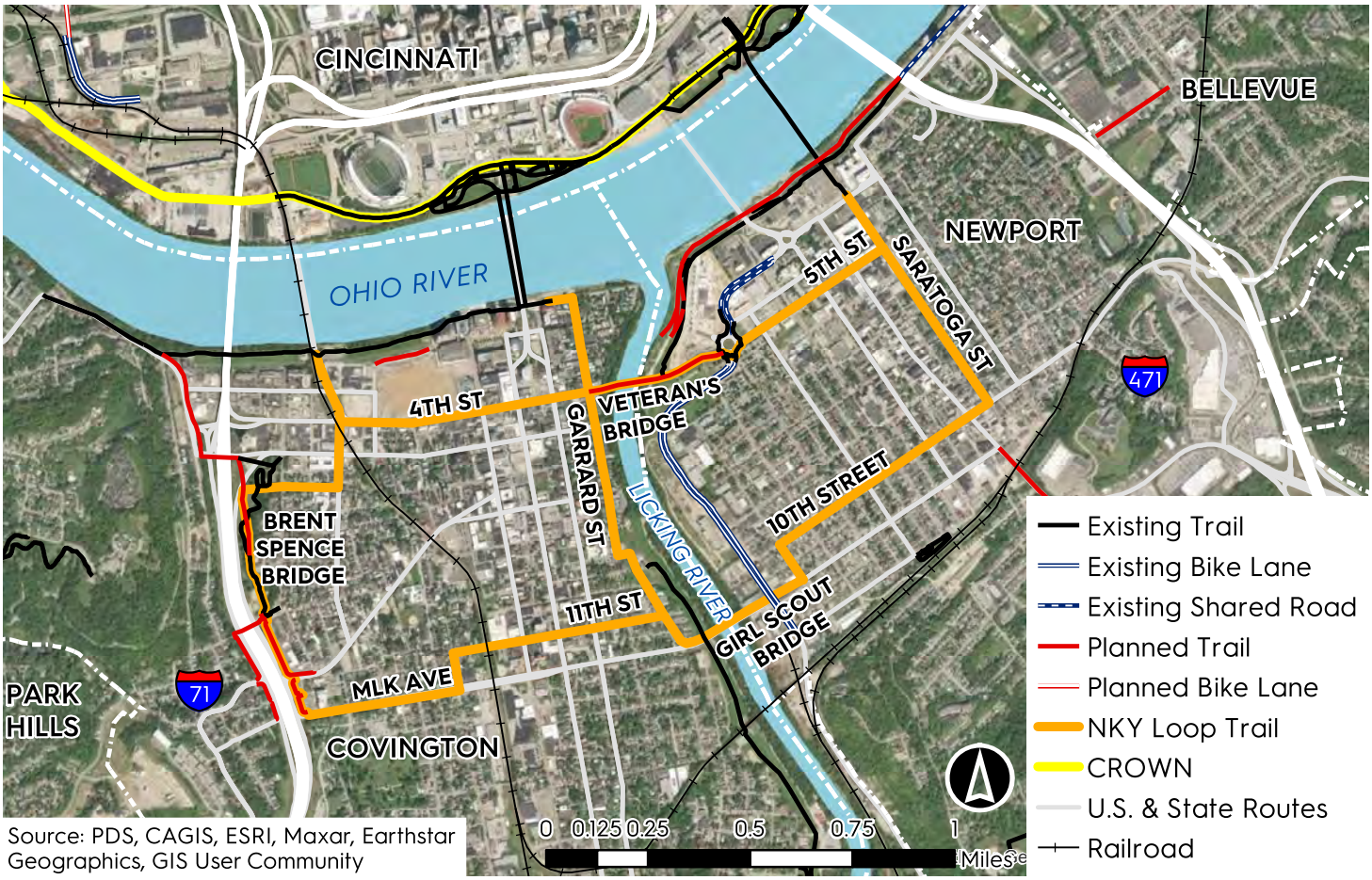
The proposed loop would take advantage of shared use paths being planned to parallel the Brent Spence Bridge (BSB) Corridor Project to link Covington's historic Mainstrausse Village into the network. Furthermore, the BSB paths are planned to extend south to MLK Avenue. Another east-west connector is proposed using 11th Street, the Girl Scout Bridge, and 10th Street in Newport to close the loop at Saratoga Street. To tackle this expensive Girl Scout Bridge retrofit project, both cities are already collaborating with KYTC to develop a planning and funding strategy.

With critical river crossings planned to be rebuilt, it presents a historic opportunity to prioritize protected bikeways on the Veterans / Fourth Street Bridge, Clay Wade Bailey Bridge, and local roadways associated with the BSB Corridor project. Equipping these routes with protected and separated bike infrastructure, bicycle-specific signals, and wayfinding signage will create a highly desirable user experience that would attract ridership and economic development opportunities. If packaged with persuasive branding, Covington and Newport could partner on a capital campaign and pursue grant funding to strategically close the remaining gaps not funded by KYTC's projects.





NKY Bikeway Loop Concept



Source: PDS, CAGIS, ESRI, Maxar, Earthstar Geographics, GIS User Community

Northern Kentucky Loop Trail - Key Corridors

Covington

- Garrard Street
- 4th Street
- Clay Wade Bailey Bridge / Main Street
- 6th Street
- Brent Spence Bridge
- MLK Avenue
- 11th Street

Newport

- Saratoga Street
- 5th Street
- 10th Street
- 12th Street

Key Considerations

Bridge Improvements *Protected Bikeways*

Traffic Calming Measures *On-Street Parking*

Connection to Cincinnati

Non-Infrastructure Recommendations

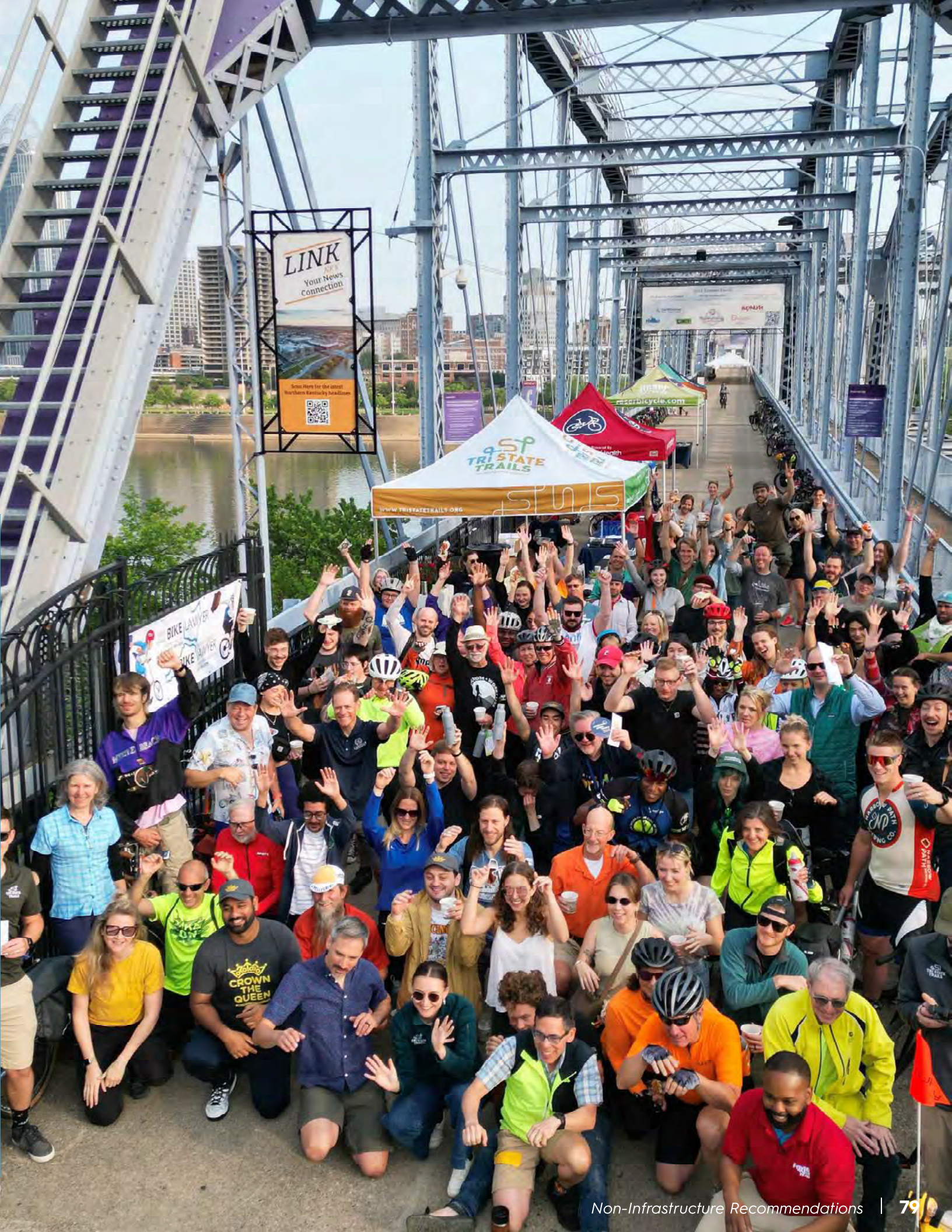
Introduction

Enhancing bicycle mobility relies heavily on the development of bicycle infrastructure, however, the creation of a genuinely bike-friendly community requires the integration of additional programs and policies. This chapter covers various strategies that can be used to ensure that biking becomes not only safe and comfortable but also widely adopted as a transportation alternative. By leveraging existing government resources with partnerships from external funders and community stakeholders, the Bicycle Transportation Plan aims to make investing in becoming a bicycle-friendly community collaborative.

Non-infrastructure recommendations are broken down into five focus areas including Policies, Programs, Evaluation, Design Guideline, and Maintenance strategies. Each aspect has a unique role to plan in making bicycling a standard operating procedure for both the City of Covington and the City of Newport. Collectively, non-infrastructure strategies coupled with infrastructure investments can elevate bicycling as an active living lifestyle for residents, businesses, and visitors to both cities.

Non-Infrastructure Focus Areas

- ***Policies***
- ***Programs***
- ***Evaluation***
- ***Design Guidelines***
- ***Maintenance***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Policies

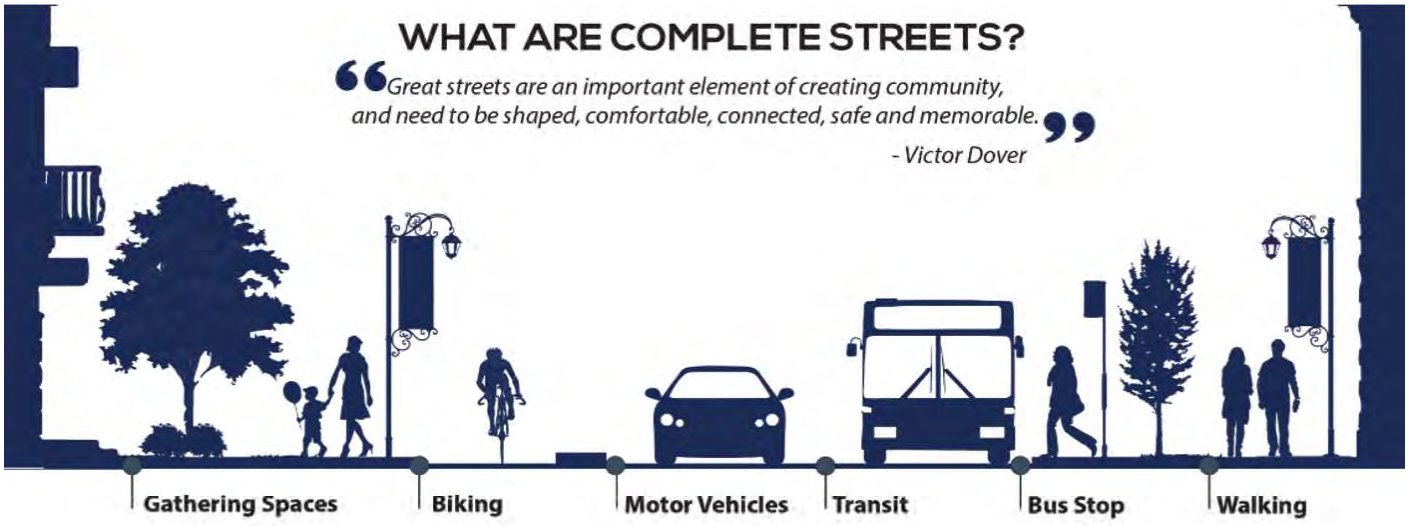
Enacting legislation that supports the vision and goals of this plan is an effective way in ensuring that the policy environments in Covington and Newport are supportive of expanding bikeway infrastructure and becoming bike-friendly communities. Each of these recommendations have been sourced from peer cities where positive progress was realized as a result of these policies being in effect. By adopting these policies, both cities could reap incremental short-term benefits that, over time, can result in transformative change.

Recommendations

- **Adopt a Complete Streets policy for Covington and Newport**
- **Adopt a Vision Zero policy for Covington and Newport**
- **Adopt a flexible Tactical Urbanism policy for Covington and Newport**
- **Adopt a policy for reducing speed limits in Covington and Newport**
- **Develop a policy for bike detours during roadway or other construction projects**

Complete Streets Policy

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Complete Street Policies create a standard operating procedure where engineers and roadway designers are required to consider all roadway users, including pedestrians, cyclists and transit users, whenever a roadway repaving or reconstruction project occurs. For private developments, the cities can update their zoning regulations to require Complete Streets elements to be included during the site plan review process. Some local example policies include the KYTC Complete Streets Manual, OKI Regional Council of Governments, City of Cincinnati, City of Taylor Mill, and City of Lexington.



Source: Unknown

Vision Zero Policy

Vision Zero is an international movement that aspires to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Policy solutions aim to improve safety for vulnerable roadway users through inclusive street design, traffic calming, education campaigns, and law enforcement. Some examples of quick-fix strategies that can be implemented today include eliminating right turn on red movements at problem intersections and adding Leading Pedestrian Intervals to traffic signals, which give pedestrians and cyclists a three-second head start to cross before turning vehicles receive a green light.

Cincinnati launched a Vision Zero program in 2019 in partnership with the Department of Transportation & Engineering (DOTE), Cincinnati Police Department, Cincinnati Public Schools, and community councils to implement traffic calming projects, street redesign projects, and speed limit reduction.

Tactical Urbanism Policy

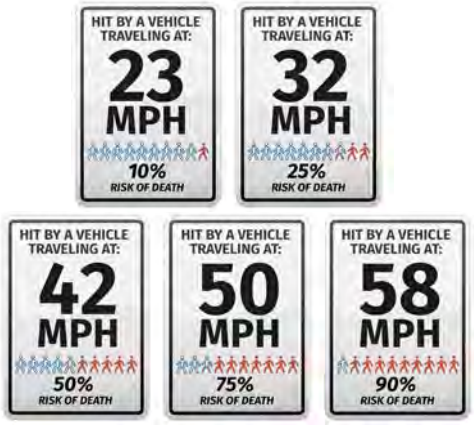
Tactical Urbanism is an approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change. Examples include highly-visible and formalized efforts, or smaller-scale "demonstration projects" (typically lasting two weeks to a year or more). Flexible local policies that allow demonstrations projects to take place should be considered to inform long term public investment decisions.

Connect NKY Demonstration Project
Fifth Street, Newport (2019)

Reduced Speed Limits

Speed limits play a significant role when it comes to roadway safety and preventing traffic fatalities and severe injuries. A pedestrian or cyclist who is struck by a vehicle moving 23 MPH has a 15% higher chance of surviving than a vehicle moving 32 MPH.

One way to immediately make Covington and Newport streets safer for biking is to lower the speed limit in strategic locations to allow a wider audience to feel safe with slower moving traffic. This can be an short-term implementation measure while plans for longer-term dedicated bicycle infrastructure are developed.



US Department of Transportation

Construction Detours

Roadway and new development construction can be a difficult environment to navigate for cyclists and pedestrians. When a bike lane or sidewalk is closed, cyclists and pedestrians may have to travel much farther to get through safely, which can take significantly longer than a detour in a vehicle. With several major public and private projects underway downtown, implementing safe and direct construction detours for cyclists and pedestrians can go a long way in showing that Covington and Newport prioritize active transportation.

Programs

Alongside infrastructure, programming ensures that the public is educated about how to use new bikeway facilities. Programs can help foster a sense of community, while encouraging new individuals to try biking or increasing confidence for beginners. Certain types of programs like events require minimal investment and can have catalytic impacts on visibility and usership.

Recurring Budget Item for Bike Infrastructure

The city budget is a reflection of Commission and administration values. Creating a recurring line item for bicycling infrastructure in the annual capital and/or operating budget sets the stage for actionable progress. Each year, the budget for bike infrastructure should be evaluated and adjusted to account for planned infrastructure investments, staffing needs, and other related programming. Setting aside some amount of funding annually is an effective way of saving up to invest in a larger project.

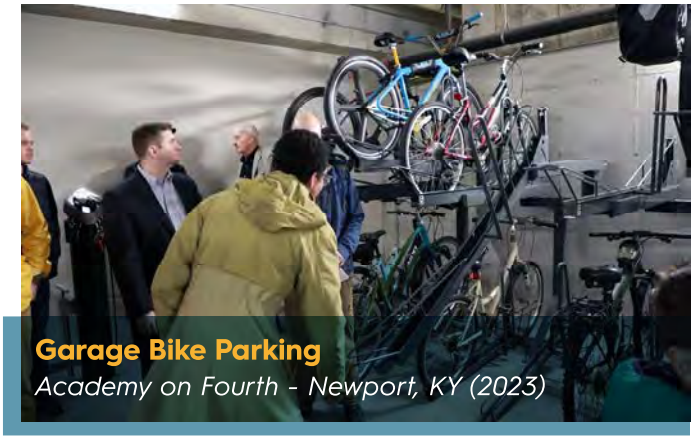
Expand Bike Parking Program

Secure bike parking lets riders know that their bicycle will be safe while parked at their destination. Siting bike racks near the entrances of employment centers, grocery stores, businesses, restaurants, parks, and other essential stops creates a visible reminder that you can bike to these places. Fortunately, Covington and Newport have a head start on this strategy. In 2019, the Devou Good Foundation partnered with Ride the Cov and ReNewport to install 600 public bike racks in Covington and Newport.

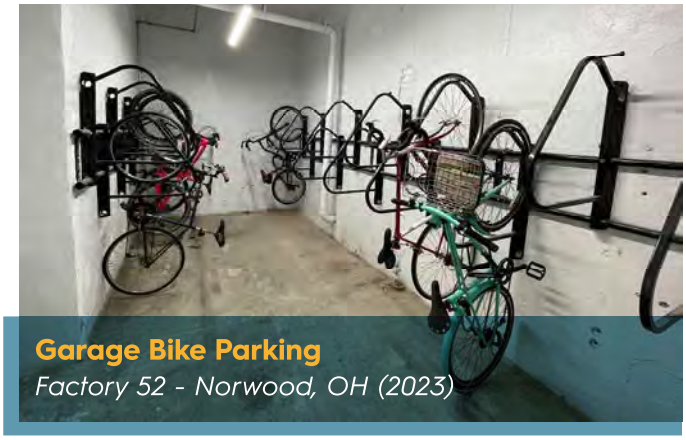
Moving forward, both cities should survey the current landscape for bike parking to determine where additional racks may be needed. Additionally, each city should consider updating their zoning regulations to include a formula for a minimum number of bicycle parking spaces to be required for specific land uses in future developments. This practice regulates bike parking similar to vehicular parking. Residential and commercial developments that want to go a step further could consider installing a *bike room*, or a designated space that can accommodate many bicycles parked compactly, often times utilizing vertical bike storage with wall-mounted racks. The Academy on Fourth apartment in Newport has an example in their parking garage.

Recommendations

- **Create a bike infrastructure recurring budget line item**
- **Expand bike parking program**
- **Expand Red Bike program**
- **Safe Routes to School program**
- **Apply to become a bicycle friendly city**
- **Develop and support education and encouragement programs, including:**
  - **Community Bike Ride Rides**
  - **Bike Month / Bike to Work Day Events**
  - **Safety gear giveaways like lights, locks, helmets, etc.**
  - **Install a traffic garden at a local school or park**



Garage Bike Parking
Academy on Fourth - Newport, KY (2023)



Garage Bike Parking
Factory 52 - Norwood, OH (2023)

Expand Red Bike Program

There's no better way to encourage biking than having electric-assist bike share bikes easily accessible on the street. Today, Red Bike has over 350 bikes in its fleet, with more than half of them being e-bikes. Fifteen bike share stations exist on the south side of the Ohio River throughout Covington, Newport, and Bellevue. As new bike infrastructure becomes available and ridership increases, the cities should consider investing in additional bike share stations to reach new neighborhoods.

Safe Routes to School Program

Safe Routes to School is a national program that promotes walking and bicycling to school for K-12 students through infrastructure improvements, traffic enforcement, safety education, and other incentives. Goals and objectives for Safe Routes to School should be coordinated between the Cities of Covington and Newport, and Covington and Newport Independent Schools. Organizing Walk/Bike to School Day events or a "bike bus" program for groups of students to bike to school together on a set route are fun ways to encourage students to be active during their commute to school.

Safe Routes PARTNERSHIP
Active Paths for Equity & Health

Apply to become a Bicycle Friendly Community

The Bicycle Friendly America program by the League of American Bicyclists is a promotion tool that offers practical help in building places that embrace cyclists. It is a guide for states, communities, businesses, and universities to comprehensively evaluate their state of biking and identify areas for improvement. Eligible applicants undergo evaluation based on the 5 E's – Equity & Accessibility, Engineering, Education, Encouragement, and Evaluation & Planning. Judges recommend award levels (Platinum, Gold, Silver, Bronze), providing tailored feedback to improve biking conditions.

Applying to the Bicycle Friendly Community program would provide an understanding for how each city ranks and provide tangible feedback for short and long term improvements. Similarly, businesses can apply to identify ideas for becoming more bike friendly. Collectively, becoming a bike friendly community and having many bike friendly businesses can help put Covington and Newport on the map nationally.

Encouragement Programs

Community Bike Rides

Community bike rides are a fun and easy way to get more people involved in biking in Covington and Newport. Currently there are several groups that host regular community bike rides in Northern Kentucky. Supporting community bike ride programs can help encourage people who would not normally ride feel safer in a group setting, fostering a more welcoming bike environment and culture.

Host A Pop-Up Bike Shop

Hosting a pop-up free bike repair event is a great way to encourage residents to dust off their old bike in storage and bring it back to life. Locally, Tri-State Trails partners with Red Bike, Queen City Bike, and MoBo Bicycle Co-op to offer free basic bike tune-ups, gear giveaways, bike maps, and other educational materials to ensure attendees leave ready to ride safely. Pop-Up Bike Shops can be targeted in underserved neighborhoods to improve access to biking as a transportation option. With the right volunteers, these events can even teach residents to perform basic bike repair themselves.

Safety Gear Giveaway

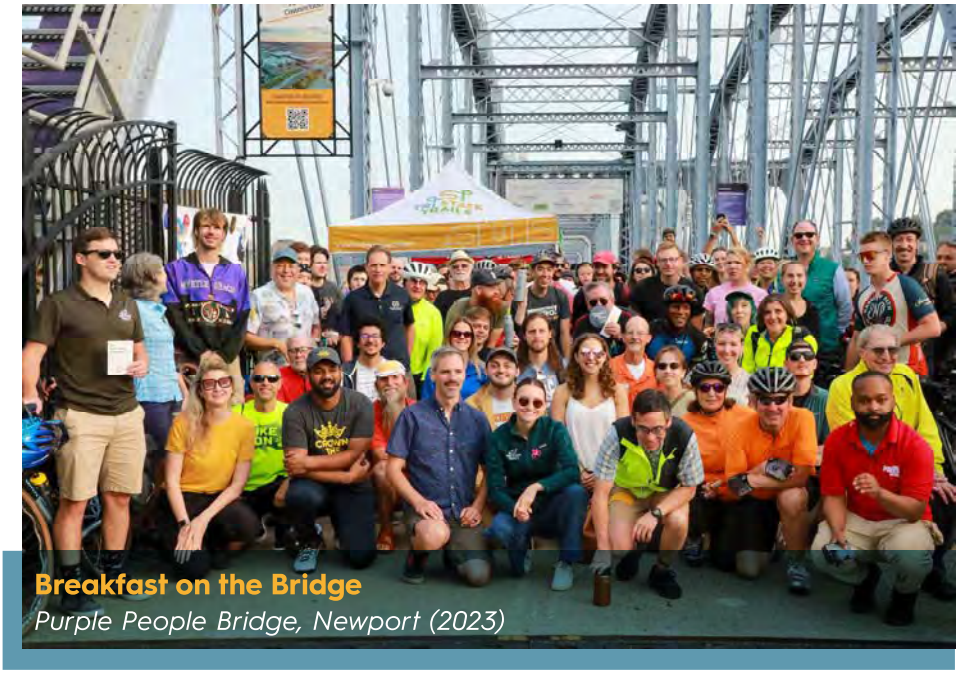
A gear safety giveaway can be a highly impactful strategy in eliminating barriers for individuals to ride safely. Distributing items free of charge such as helmets, secure locks, lights, bells, and more makes it easy for people to choose the safe option. While this strategy requires investment to give away gear for free, grants can be a reliable source for funding such a program. Additionally, the local police departments may be interested in partnering to produce an event like this.

Pop-Up Bike Shop
Chesapeake Connector, Covington (2021)

Safety Gear Giveaway
Bicycle bells

Bike Month / Bike to Work Day

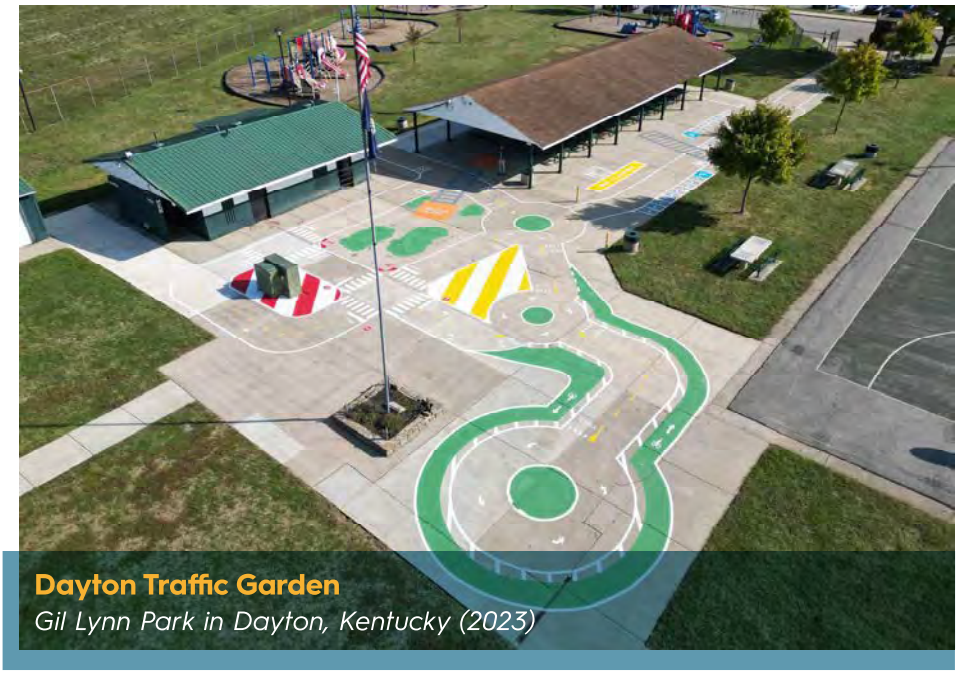
May is National Bike Month, promoted by the League of American Bicyclists and celebrated in communities throughout the country. Bike to Work Day, group rides, and other social events are a visible and fun way to promote biking and simultaneously build community. For over a decade, Tri-State Trails and local advocates have organized Breakfast on the Bridge in celebration of National Bike to Work Day on the Purple People Bridge in Newport. Walk or Bike to School Days can extend the fun to children of all ages and celebrate biking as a healthy activity and form of transportation.



Breakfast on the Bridge
Purple People Bridge, Newport (2023)

Install a Traffic Garden

A Traffic Garden is a playscape of small-sized streets with scaled-down traffic features where children can practice walking and biking safely in a space without motor vehicles. Also known as a Safety Town, Traffic Gardens educate children about the rules of the road at a younger age in a fun, stress-free environment. Designs can be creatively customized to fit into a space, integrating intersections, roundabouts, railroads, bus stops, bike lanes, and more. Traffic Gardens can become a formal teaching space with the integration of STEM of Physical Education learning curriculum. Tri-State Trails recently installed a Traffic Garden in Dayton, Kentucky at Gil Lynn Park, strategically located adjacent to Lincoln Elementary.



Dayton Traffic Garden
Gil Lynn Park in Dayton, Kentucky (2023)

Evaluation

To ensure a high quality bikeway network, evaluating the user experience is just as important as measuring the usage of bike facilities. Assessing progress toward implementation goals of this plan, as well as economic impacts of bike infrastructure investments are also key in evaluating how to move forward in the future. Establishing key metrics will help measure the success of the plan and assist in evaluating recommendations in the plan moving forward.

Recommendations

- **Establish and implement a bicycle count program and user intercept survey.**
- **Evaluate staffing and operating / capital funding needs for bikeway implementation.**
- **Strengthen ongoing collaboration between Covington, Newport, KYTC, and OKI.**
- **Evaluate and update the bike plan every 5 years.**
- **Evaluate economic impact of bikeway network as implementation occurs.**

Bicycle Count Program

A way to evaluate usage of new bike infrastructure can be administered through a trail and bikeway counting program. Tri-State Trails currently manages the region's trail monitoring program, which includes count locations on Riverfront Commons, Licking River Greenway, and the Purple People Bridge. Data are collected through a series of permanent count locations and seven-day short duration counts using passive infrared counting technology. While this program focuses primarily on trails, the cities can also assess usage of on-street bikeways using pneumatic tube counters, cameras, or simply manual counts. Overtime, usage trends often bolster the argument for connecting and expanding bikeway facilities. Data from these programs can help support grant applications as well as tell the overall story of active transportation.

Evaluate Staffing and Operating Budget for Bikeway Implementation

Currently, neither Covington or Newport has dedicated staff responsible for pursuing bicycling initiatives. In the short term, progress can be realized by engaging consultants or contractors to add capacity to each city's effort. Over time, as capital improvements and maintenance responsibilities increase, hiring a dedicated staff person to manage bikeway infrastructure and programs may create a cost savings opportunity. If a mutually beneficial arrangement can be reached, the cities could partner together, with KYTC, or with some other agency to share this cost and leverage resources.

Ongoing Collaboration

Because Northern Kentucky is comprised of many small cities, collaboration at the local and regional level is critical in establishing a bicycle transportation network that is well connected and safe for people of all ages and abilities. To make progress, Covington and Newport should continue working with KYTC to request that bikeway plans are advanced on state routes in the cities through ongoing roadway maintenance, rehabilitation, and new construction projects. In addition to bicycle-specific facilities, KYTC has an important approval role to play in deploying Complete Street projects in Covington and Newport, like traffic calming and road diet projects that include multi-modal transportation components. Ongoing collaboration between local, state, and federal agencies on large infrastructure projects like the Fourth Street Bridge Replacement and Brent Spence Bridge Companion Bridge is critical to ensure bike and pedestrian facilities are considered as part of every roadway or bridge project.

OKI Regional Council of Governments, Northern Kentucky's Metropolitan Planning Organization (MPO), is a key partner needed to access federal transportation infrastructure dollars. In addition to funding for capital projects, MPOs have access to planning funds that can help advance regional bikeway projects. Many other external partners will be critical in seeing this plan to fruition, including Kenton County, Campbell County, OneNKY, BE NKY, meetNKY, the Catalytic Fund, and the Center For Great Neighborhoods to name a few.

Evaluate Bike Plan Every 5 Years

Just like the Kentucky Revised Statutes requires that a community's comprehensive plan be updated every five years, progress on the bikeway network should be evaluated at a similar interval. Key metrics should be identified and tracked, most importantly miles of specific facility types and dollars invested. As the bicycle transportation network grows with installation of new and expanded bike facilities, local priorities may shift to respond to new opportunities or public will for specific projects. Creating a mechanism to receive feedback from the public and scheduling annual planning into relevant departments' work plans can help assist in understanding changing needs over time.

Evaluate Economic Impact

Trails and bikeways have many economic benefits, including improved property values along trail corridors, increased visitor and tourism spending, and attracting and retaining talented professionals to the region. When plans to connect the Riverfront Commons and Licking River Greenway trails materialize, understanding their post-investment economic impact can be helpful in making the case for continued investment in bikeway infrastructure. Similarly, on the front end of a project, conducting a benefit to cost analysis can help articulate the projected impact of proposed bike facility. This data can help gauge how much bike infrastructure impacts the local economy in ways like job creation, tourism spending, and attraction and retention of talent.

Design Guidelines

Design guidelines are a critical tool to ensure the bicycle transportation system is a consistent, accessible, and equitable experience for Covington and Newport residents and visitors. Following guidance from industry leaders in the active transportation space will help Northern Kentucky's urban core stand out and stay competitive among peer cities.

Wayfinding Signage

Wayfinding signage is a key tool to improve the user experience and intuitive navigation by bike. Formal wayfinding signage for on-street bicycle infrastructure should follow MUTDC standards and NACTO guidance. Branded wayfinding signage for major trail corridors like Riverfront Commons and the Licking River Greenway should be complementary with wayfinding elements utilized elsewhere in the bikeway network.

Bikeway Branding

Developing distinctive branding for arterial corridors in the bikeway network can foster a sense of community identity and pride. Placemaking branding objectives can be achieved through elements like consistent light fixtures, street furniture, pavement styles, and public art. Across the river, branding has been key to the success of the accomplishing the vision for the CROWN trail network.

Recommendations

- **Implement bicycle wayfinding signage as routes are implemented.**
- **Develop a brand for future arterial bikeway projects (like Riverfront Commons and Licking River Greenway).**
- **Cooperate with TANK to improve bike access to transit stops.**
- **Host or attend a KYTC Complete Streets Training Workshop.**
- **Host a NACTO (National Association of City Transportation Officials) Bikeway Design Training Workshop.**
- **Implement context sensitive bikeway design guidelines.**

Coordination with TANK

Biking plays an important role providing first and last-mile connectivity for bus transit users, and collaboration with Transit Authority of Northern Kentucky (TANK) is essential to enhance bike access to transit stops. On-street bike infrastructure design should be coordinated with TANK to ensure it does not impede transit operations. Bus station design should also include wayfinding signage and maps for transit users to find Red Bike stations and easily accessible bike infrastructure.

TANK
TRANSIT AUTHORITY OF NORTHERN KENTUCKY

Training Workshops

Professional development workshops are an important strategy for planners, designers, and community leaders to stay cutting edge with best practices in active transportation. To train new staff or get existing staff up to speed, Covington and Newport could partner with KYTC to host an annual training for bikeway design, complete streets, and other relevant topics to accomplish the goals of this plan.

KYTC Complete Streets Training
Lexington, KY

Trainings are offered around the country as well. NACTO host annual Bikeway Design Training Workshops that provide excellent opportunities for local city staff to learn from professionals leading the industry at the national level. These trainings include digital design charrettes, roadshows, and round-tables, where peer experts convene in a host city to provide training on bike network development.

Context Sensitive Design Guidelines

The Context Sensitive Design Approach is discussed in detail in the Infrastructure Recommendations chapter. To formalize these guidelines as standard operating procedure, Covington and Newport should consider adopting a Complete Streets policy that acknowledges these design resources in all future roadway developments. When fully implemented, incremental change can be realized with roadway maintenance, rehabilitation, and new construction projects.

Maintenance

Maintaining existing and new bikeway infrastructure is critical for ensuring safe and reliable active transportation options. Similar to roads, proper upkeep of on-street bike lanes and trails should include debris sweeping, crack sealing, repaving, and even snow plowing. Regular maintenance reduces hazards, enhances community aesthetics, and demonstrates a commitment to bicycle and pedestrian transportation, promoting a safer and more inviting environment.

Recommendations

- **Setup a responsive public feedback system for bikeway maintenance requests.**
- **Coordinate with key departments to develop a Bikeway Management Plan that includes conducting routine inspections and repairs for both shared use paths and on-street bike facilities.**

Maintenance Requests

Having a responsive public feedback system for bikeway maintenance requests is important in ensuring a well-maintained active transportation system. Both cities should consider establishing a mechanism for receiving timely requests, such as a webpage, phone hotline, or smartphone app. For this to be successful, city administration must be equipped with staff and resources to respond to requests in a timely fashion.

Shared Use Path & Trail Maintenance

If maintained properly, a shared use path or trail can last for twenty to thirty years. Performing annual maintenance to the pavement surface like resealing or crack sealing will extend the facility's life and prolong the need to repave. Concrete trails tend to have higher construction costs, but require less frequent maintenance than asphalt trails. Depending on the setting the trail traverses through, other anticipated maintenance activities may include mowing, landscape clearing to ensure a clear pathway, littler cleanup, emptying trash cans, salting and snow plowing in the winter, signage upkeep, and replacing light bulbs in streetlights.

There are several ways to handle responsibility of shared use path maintenance. One obvious way is for the city to maintain facilities within their jurisdictional boundary. If that is a challenge, another option could be to enlist a regional agency to take over trail maintenance for the overall multi-use trail system, like Great Parks of Hamilton County maintains parts of the Little Miami Scenic Trail in Ohio. Another option is to handle maintenance responsibilities through the formation of a "friends group" where trail maintenance is performed all or in part by volunteers. The Friends of the Little Miami State Park, who maintain a large portion of the Little Miami Scenic Trail owned by Ohio Department of Natural Resources. Lastly, some combination of these options could be explored for trail maintenance efforts in Covington and Newport.

Coordinated On-Street Bikeway Management Plan

Maintaining a clear and safe bikeway is a key component to cycling, so routine inspections and street sweepings to keep on-street bike lanes free of debris is especially important. Developing a Bikeway Management Plan is strategy for maintaining an effective and safe network. Collaboration between with key departments will ensure successful routine maintenance for the following activities:

- » ***Facility inspections***
- » ***Street sweeping***
- » ***Facility repair***
- » ***Drainage upgrades***
- » ***Vegetation trimming***
- » ***Signage updates / repairs***
- » ***Pavement resurfacing***
- » ***Snow / ice removal***

The Bikeway Management Plan should be annually reviewed and updated, outlining tasks, operational policies, and associated costs. Successful implementation will involve coordination across departments like public works, KYTC, and potentially parks and recreation agencies.

Funding Strategy

Funding Sources

There are a variety of funding sources that can assist in achieving the implementation priorities recommended in this plan. Monitoring recurring grant deadlines and regularly scanning for new funding opportunities will be key to successful implementation of the plan. Funding sources primarily fall into four categories:

- ***Federal Funding Opportunities***
- ***State Funding Opportunities***
- ***Local Funding Opportunities***
- ***Private Fundraising***

Leveraging grants to meet match requirements has proven to be instrumental for local governments across the country to accomplish more and stretch their local taxpayer dollars further. In this chapter, we explore funding opportunities that are available at this time.

Links with additional information and resources about each of the funding programs covered in this chapter are provided in the References & Resources section at the end of the plan.

Federal Funding Opportunities

OKI Regional Council of Governments

OKI is the Metropolitan Planning Organization responsible for distributing federal transportation funds in Campbell, Kenton, and Boone Counties. Eligible programs for bike infrastructure include Transportation Alternatives (TA), Surface Transportation dedicated for Northern Kentucky (SNK), and Congestion Mitigation & Air Quality (CMAQ). These grants are competitive, application-based programs distributed annually or biennially. Eligible projects and activities are described below and on the Eligible Activity Chart on page 92. SNK and CMAQ funds are the most likely grant sources for bikeway projects over $1M in cost. Due to the small amount of TA funds available annually, they are typically only worth pursuing for small projects like incremental sidewalk expansions.

OKI Funding Programs			
Program	**Eligible Activities**	**Eligible Project Types**	**Local Match**
TA	RWS, ROW, UTIL, CON	Sidewalks; Bike/Ped Signals; Safe Routes for Non-Drivers; Traffic Calming; Shared Use Path Facility; Lighting for Safety; On-road Bike Facilities; Historic Preservation; Environmental Mitigation; Turnouts, Overlooks & Viewing Areas; Vegetation Managements; Control Outdoor Advertising	20%
SNK	PE (Design), RWS, ROW, UTIL, CON	Widening/new roadway; Reconstruction, realignment, geometric improvements; *Signalization; Access management; Safety improvements; *Transit capital;*Bike/pedestrian; *Intermodal facilities/freight	20%
CMAQ	PE (Design), RWS, ROW, UTIL, CON	Electric vehicles / charging stations; diesel engine replacements and retrofits; transit improvements; bicycle and pedestrian facilities; shared micromobility projects including shared scooter systems; and more	20%

** May be CMAQ eligible*

PE = Professional Engineering
RWS = Right-of-Way Services
ROW = Right-of-Way Acquisition
UTIL = Utility work / coordination
CON = Construction

US Department of Transportation

The Bipartisan Infrastructure Law (BIL) allocates unprecedented funds to enhance active transportation opportunities. Several discretionary grant funding programs were established with the BIL, including the following funding programs. These programs can fund multi-million dollar, transformational bikeway projects, but are highly competitive nationally.

Safe Streets and Roads for All (SS4A) Program

The SS4A program focuses on enhancing roadway safety by requiring a comprehensive safety action plan as its foundation. There are two types of grants offered: Planning and Demonstration Grants to develop action plans, and Implementation Grants to fund projects and strategies outlined in existing action plans.

Demonstration activities include quick-build feasibility studies, MUTCD engineering studies, pilot programs for behavioral or operational activities, and technology trials. Implementation Grants fund safety projects outlined in an Action Plan, covering diverse strategies like roadway treatments, pedestrian enhancements, speed management, bikeway networks, and education campaigns.

Application Window: March - July | Award Size: $ 100,000-$25,000,000

Local Matching Requirement: 20%

Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Program

The RAISE grant program supports impactful surface transportation infrastructure investments with a local or regional focus, aligning with USDOT priorities such as safety, equity, climate sustainability, and economic development. This program includes both Capital Construction Grants and Planning Grants. Capital Construction Grants fund large-scale transportation projects like sections of shared use path, on-street bike infrastructure, public transportation and intermodal facilities. Planning Grants fund planning, preparation, or design (for example- environmental analysis, equity analysis, community engagement, feasibility studies, benefit cost analysis, and other pre-construction activities) for capital projects that are eligible through the program.

Application Window: December - February

Capital Grants Award: $5 Million - $25 Million | Planning Grants Award: $25M Maximum

Local Matching Requirement: 20%

Reconnecting Communities & Neighborhoods (RCN) Program

The Reconnecting Communities and Neighborhoods (RCN) Program, an initiative by the Office of the Secretary of Transportation, combines the Reconnecting Communities Pilot and Neighborhood Access and Equity programs. It prioritizes disadvantaged communities, aims to improve access to daily needs, fosters equitable development, and reconnects communities by addressing transportation barriers.

Offering three grant types—Capital Construction, Community Planning, and Regional Partnerships Challenge—the RCN Program allocates funding for projects that reconnect communities where transportation barriers have been created, such as highways or railroads. The program also includes funding for planning activities and collaborative partnerships to enhance equitable access and mobility.

Application Window: August - October

Planning Grants: $2 Million Maximum | Capital Construction Grants: $5 Million Minimum

Local Matching Requirement: 20% (Planning); 50% (Capital Construction)

US Environmental Protection Agency (EPA)

The US EPA's Community Change Grant Program focuses on empowering marginalized communities, supporting projects that address environmental challenges. Examples include constructing new bikeways, walkways, and urban trails to reduce vehicle miles traveled, implementing Complete Streets projects for walkability and bikeability, and enhancing climate resilience on bikeways. The program also facilitates the creation of low or zero-emission transportation options through infrastructure development.

Application Deadline: November | Award Size: $ 10 Million - $20 Million

Local Matching Requirement: N/A

State Funding Opportunities

Kentucky Recreational Trails Program

Kentucky's Recreational Trails Program (RTP), funded FHWA, supports the acquisition, development, and maintenance of recreational trails and trailhead facilities for motorized and non-motorized use. The program is administered through the Office of the Governor's Department for Local Government, and is aimed to enhance community well-being and quality of life, requiring funded trails to stay open and be maintained permanently. Due to the small grant award size, these funds are often difficult to use for linear projects, but could potentially serve as a local match source to another grant.

Application Window: January - May | Award Size: $ 25,000-$250,000

Local Matching Requirement: 20%

KYTC Six-Year Highway Plan

TEAM KENTUCKY TRANSPORTATION CABINET

The Kentucky General Assembly biennially approves the Six-Year Highway Plan (6YP), subject to the availability of state and federal funds. Collaborating with entities like OKI Regional Council of Governments and Highway District Office 6, the KYTC continuously assesses and prioritizes projects for future plans. The legislature reviews, modifies, and approves the plan during the biennial budget process. Both cities should advocate for recommended bikeways that overlap with state routes to be prioritized as part of KYTC's Six-Year Highway Plan process.

Kentucky Office of Highway Safety

KOHS Kentucky Office of Highway Safety

NHTSA

The Kentucky Office of Highway Safety (KOHS) oversees 402 and 405 funds provided by the National Highway Traffic Safety Administration (NHTSA). These funds aim to address transportation safety issues and reduce crashes, injuries, and fatalities. Grantees apply through KOHS, detailing their problem statement, data, goals, tasks, budget, and plans for cost sharing to develop and implement effective programs to address overall road safety efforts. Eligible applicants include state and local law enforcement agencies, institutes of higher education, and non-law enforcement agencies such as Health Departments and Hospitals. Programs can be law enforcement related, or non-law enforcement related projects like the implementation of a traffic garden.

Grant Funding Program Eligible Activity Chart

	Activity or Project Type
1	ADA Self Evaluation / Transition Plan
2	Barrier removal for ADA compliance
3	Bicycle Plans
4	Bicycle helmets (project or training related)
5	Bicycle helmets (safety promotion)
6	Bicycle lanes on road
7	Bicycle Parking
8	Bike racks on transit
9	Bicycle repair station (air pump, simple tools, electric outlets)
10	Bicycle share (capital & equipment, including charging stations; not operations)
11	Bridges / overcrossings for pedestrians and / or bicyclists
12	Crosswalks for pedestrians, pedestrian refuge island
13	Curb ramps
14	Counting equipment
15	Data collection and monitoring for pedestrians and/or bicyclists
16	Demonstration Projects / Tactical Urbanism Projects
17	Encouragement and education activities
18	Landscaping, streetscaping, related amenities (part of a larger project)
19	Lighting (bike/ped scale associated with bike/ped projects)
20	Micromobility projects
21	Paved shoulders for bicycle and/or pedestrian use
22	Public education and awareness program about nonmotorized road user safety
23	Rail at-grade crossings
24	Recreational trails
25	Road Diets (pedestrians and bicycle portions)
26	Road Safety Assements (Bikes & Pedestrians)
27	Safety education and awareness activities to inform ped/bike traffic safety laws
28	Safety program technical assessment (for peds/bicyclists)
29	Separated bicycle lanes
30	Shared use paths / transportation trails
31	Signs, signals, signal improvements
32	Signing for pedestrians or bicycle routes
33	Stormwater mitigation related to bike/ped projects
34	Technical Assistance
35	Traffic Calming
36	Trail Bridges
37	Trail/highway crossings and intersections
38	Trailside/trailhead facilities (restrooms, water, but not general park amenities)
39	Training
40	Training for law enforcement on bike/ped safety laws
41	Tunnels / underpasses for bicycle / pedestrian projects
42	Vulnerable Road User Safety Assessments

Source: USDOT Pedestrian and Bicycle Funding Opportunities: USDOT Highway Transit, and Safety Funds

	Agency	USDOT			OKI				EPA	DLG	NHSTA	
	Program	RAISE	RCN	SS4A	SNK	TA	CMAQ	CRP	CCG	RTP	405	402
1				$	$	$		$		$		
2		$	$	~$	$	$		$		$		
3				~$	$	$		$	~$			
4					$	$SRTS					$	
5					$	$SRTS			$			
6		~$	$	$	$	$	$	$	$			
7		~$	$	~$	$	$	$	$	~$	$		
8		~$	$	~$	$	$	$	$				
9		~$	$	~$	$	$		$	~$			
10		~$	$	~$	$	$	$	$	~$			
11		$	$	$	$	$	$	$	$	$		
12		$	$	$	$	$	~$	$	$	$		
13		$	$	$	$	$	~$	$	$	$		
14			$	$	$	$			~$	$		
15		$	$	$	$	$		$		$		
16				$					~$			
17				$	$	$SRTS	$		$	$		
18		~$	~$	~$	$	$		$	$			
19		$	$	$	$	$	~$	$		$		
20		$	$	$	$	$	$	$	$			
21		$	$	~$	$	$	$	$	$			
22		$	$	$	$	$					$	$
23		$	$	~$	$	$		$		$		
24		$	$	~$	$	$			$	$		
25		$	$	$	$	$	$	$	$			
26			$	$	$	$						
27				$	$	$SRTS					$	$
28			$	$	$SRTS	$SRTS					$	
29		$	$	$	$	$	$	$	$			
30		$	$	$	$	$	$	$	$	$		
31		$	$	$	$	$	$	$	~$			
32		$	$	$	$	$	$	$	~$			
33		$	$	~$	$	$			$	$		
34		$	~$	~$	$	$	~$		$	$		
35		$	$	$	$	$		$	~$			
36		$	$	~$	$	$	~$	$	$	$		
37		$	$	$	$	$	~$	$	$	$		
38		~$			$	$		~$		$		
39				$	$	$	$			$	$	
40				$	$SRTS	$SRTS	~$				$	$
41		$	$	$	$	$	$	$	$	$		
42			$		$	$						

KEY

$ = *Activity or project type is likely eligible. Restrictions may apply, see program details.*

~$ = *Activity or project type may be eligible, but not competitive unless part of a larger project.*

$SRTS = *Safe Routes to School. FY12 was the last year for dedicated funds. SRTS projects may be eligible under TA Set-Aside or SNK.*

Local Funding

Capital & Department Budgets

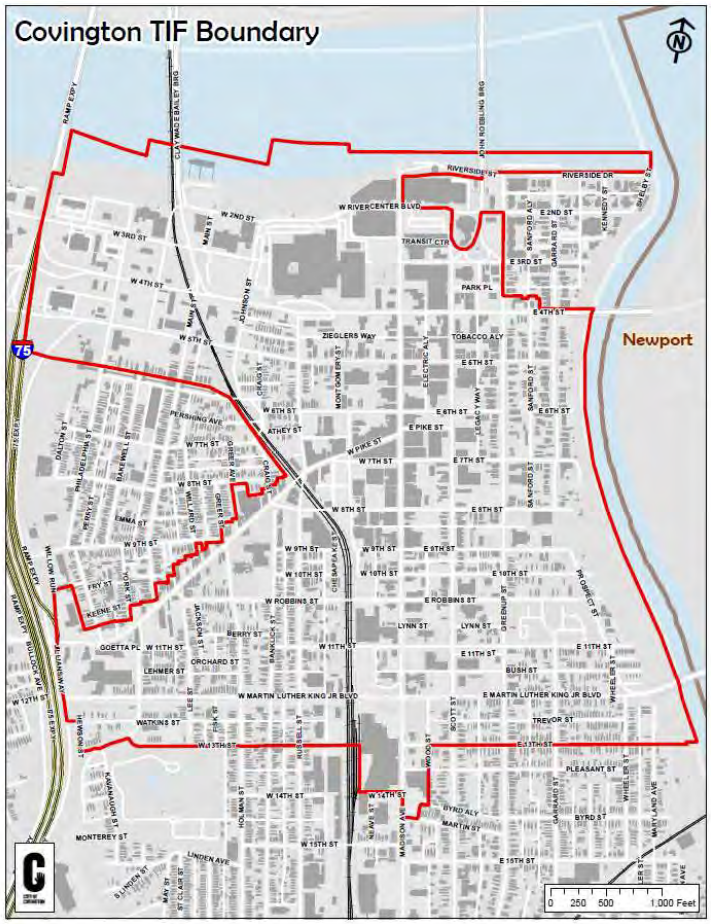
Covington and Newport both prepare an annual capital budget for projects like infrastructure and other improvements. Bikeway projects could be funded directly through the capital budget if resources are available. Prioritizing the limited discretionary funds from the capital budget could be a challenge for each city due to many competing city service demands for funding. Pursuing grants, most of which are reimbursement-based, is a critical strategy for leveraging limited resources. Once grant funding is secured, the capital budget should include the project cost, including the local match commitment, for facilities to be constructed.

In Newport, Public Works, which houses parks and recreation, is the department to be tasked with new bikeway implementation. In Covington, collaboration between several departments may be necessary. Public Works, Neighborhood Services, and Economic Development are all departments that have a role in securing external funding and implementing bikeway projects. As new bikeway projects are being planned, designed, implemented, and maintained, the operating budgets for relevant departments should be evaluated to ensure the appropriate staff capacity to achieve planned tasks.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a tool for funding infrastructure projects, where future property tax revenue resulting from a new development is allocated to finance infrastructure improvements like streets, sewers, sidewalks, streetscape amenities, etc. This public investment aims to capture gains from anticipated increase in property value and encourage further development, particularly in distressed areas. In Kentucky, TIF programs begin with the establishment of a development area, or TIF District, categorized into local-only or state and local incentive areas. Funds generated from TIF must be spent within the geography of the TIF district.

Covington and Newport each have established TIF districts in their urban core that could be utilized to fund new or improved bicycle infrastructure within established boundaries. Those funds could be used outright to locally fund projects, or better, leveraged with grant funding to do more. Additional TIF districts could be established in areas where new development is planned or anticipated. Arterial bike routes, like trails, could even be a catalyst for development that help generate TIF revenue.



Covington TIF Boundary

Newport TIF Boundary

Community Development Block Grants (CDBG)

The Community Development Block Grant (CDBG) Program supports community revitalization, affordable housing, and economic opportunities. Covington receives direct allocations from the U.S. Department of Housing and Urban Development (HUD) for projects, including potential bicycle infrastructure initiatives. Newport, not directly allocated funds, can apply for a share of the approximately $26 million in CDBG funds administered by the Department for Local Government in Kentucky, which could be used to fund bike infrastructure projects.

CDBG funds are eligible for a variety of activities including acquisition of real property, construction or improvements to public facilities, public services, planning and capacity building, program administration costs, technical assistance, and many more.

Ballot Measure for Road or Bike Infrastructure Tax

In order to establish a new funding mechanism for the construction and maintenance of road and bike infrastructure projects in Covington and Newport, a Special Ad Valorem tax could be introduced to voters via a ballot measure. Special Ad Valorem taxes are established for a local government to provide funds for a specified project, program or service, subject to several conditions and restrictions. This process must follow the statutes outlined Section 65.125 of the Kentucky Revised Statutes (KRS).

Private Fundraising

Grants from Philanthropic Organizations

There are a variety of philanthropic organizations that provide grant programs and funding for improved community services, which could include bicycle awareness and education programs. Many foundations exist in Northern Kentucky, both large and small, that may consider funding all or a portion of a bikeway infrastructure. To make a competitive funding request, the cities should try to leverage philanthropic dollars as the matching funds for federal and state grants, which would also minimize the burden to the local taxpayers.

Kentucky Bicycle & Bikeway Commission's Paula Nye Memorial Bicyclist and Pedestrian Education Grant can be used to inform and educate Kentucky citizens on bicycle and pedestrian safety, promoting awareness of related benefits, and supporting initiatives aligned with the Commission's objectives. The Devou Good Foundation's Active Transportation Fund primarily supports infrastructure projects like traffic calming measures and interim bike infrastructure. It also funds advocacy initiatives, including awareness campaigns and programs transforming city streets, covering engineering, construction, and staffing costs aligned with specific project goals.

Designating staff to foundation research or consulting with a grant writer is advised to identify grant opportunities and deadlines.

Crowd Sourcing or Capital Campaign

Another potential option to fund projects could be through a capital campaign to raise private donations for projects. This funding model has been successfully by the CROWN Campaign in Cincinnati, which raised $10.1 M in individual, corporate, and foundation contributions to leverage federal and state grants for trail construction. With the overwhelming support for more bike infrastructure in Covington and Newport from passionate individuals and local businesses, launching a capital campaign could be a funding model that is successful in Northern Kentucky as well. Packaging the project into a compelling vision and assembling a fundraising team of community leaders is essential to initiate this type of effort.

Conclusion

Conclusion

The Covington + Newport Bicycle Transportation Plan presents a transformative vision for Northern Kentucky's historic urban center. Propelled by community engagement, this plan addresses urgent safety concerns and aspires to make biking a safe, accessible, and integral part of the river cities' transportation landscape. By linking riverfront trails to residential streets, protected on-street bike infrastructure will catalyzing a safer commute and foster a healthier, more active lifestyle for a wider audience of users.

The infrastructure recommendations in this plan align with feedback received from the public to enhance accessibility to businesses and destinations. Beyond bikeway facilities, the plan champions non-infrastructure initiatives, promoting policies, programs, and evaluation measures for a truly bike-friendly community. The benefits of these goals will extend to health, equity, economic development, talent attraction, and environmental sustainability.

This call to action resonates with the desire for safer streets, active living, and a vibrant community. With thoughtful implementation, partnerships, and funding strategies, the plan charts a course toward a connected, bike-friendly future for Covington and Newport—where biking transcends leisure, becoming a fundamental aspect of daily life. The recommendations beckon citizens, businesses, and policymakers to collectively build a safer, healthier, and more connected Covington and Newport.

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John A. Roebling Bridge

Appendix A

Covington Bicycle Facility Options Matrix

Bicycle Facility Options Matrix

Appendices A and B of the plan are comprehensive analyses of street characteristics of the routes considered for bikeways in Covington and Newport. This analysis can guide city staff and elected officials on bicycle facility options and the associated trade offs such as parking or travel lanes. The chart below shows the methodology behind the Bicycle Facility Options Matrices for both cities. It should be noted that not every facility option is applicable for every street.

	Existing Conditions									
Existing Condition Factors	**State Route**	**Street Context**	**Street Width**	**ROW Width**	**Sidewalk Width**	**1-Way or 2-Way Direction**	**Number of Travel Lanes**	**Speed Limit (MPH)**	**Traffic Counts (ADT)**	**On-Street Parking**

	Proposed Design Criteria *(Based on NACTO All Ages & Abilities Bicycle Facilities Guide)*				
Bike Facilities	**Two-Way Protected Bike Lane**	**One-Way Protected Bike Lane**	**Conventional Bike Lane**	**Bicycle Boulevard**	**Alternative Concepts & Configurations**
Facility Requirements	*Target ADT = 3,000-6000+* *Target Speed = 25 MPH+* --- *3' buffer, 8'-12' bike lanes (two-way)*	*Target ADT = 3,000-6000+* *Target Speed = 25 MPH+* --- *3' buffer, 5'-7' lane (one-way)*	*Target ADT = 1,500-3,000* *Target Speed = ≤ 25 MPH* --- *6' bike lane*	*Target ADT = 0-3,000* *Target Speed = ≤ 25 MPH* --- *Traffic Calming, Signage, Pavement Markings*	


PORT OF ENTRY

Appendix B

Newport Bicycle Facility Options Matrix

Bicycle Facility Options Matrix

Appendices A and B of the plan are comprehensive analyses of street characteristics of the routes considered for bikeways in Covington and Newport. This analysis can guide city staff and elected officials on bicycle facility options and the associated trade offs such as parking or travel lanes. The chart below shows the methodology behind the Bicycle Facility Options Matrices for both cities. It should be noted that not every facility option is applicable for every street.

	Existing Conditions									
Existing Condition Factors	**State Route**	**Street Context**	**Street Width**	**ROW Width**	**Sidewalk Width**	**1-Way or 2-Way Direction**	**Number of Travel Lanes**	**Speed Limit (MPH)**	**Traffic Counts (ADT)**	**On-Street Parking**

	Proposed Design Criteria *(Based on NACTO All Ages & Abilities Bicycle Facilities Guide)*				
Bike Facilities	**Two-Way Protected Bike Lane**	**One-Way Protected Bike Lane**	**Conventional Bike Lane**	**Bicycle Boulevard**	**Alternative Concepts & Configurations**
Facility Requirements	*Target ADT = 3,000-6000+ Target Speed = 25 MPH+ --- 3' buffer, 8'-12' bike lanes (two-way)*	*Target ADT = 3,000-6000+ Target Speed = 25 MPH+ --- 3' buffer, 5'-7' lane (one-way)*	*Target ADT = 1,500-3,000 Target Speed = ≤ 25 MPH --- 6' bike lane*	*Target ADT = 0-3,000 Target Speed = ≤ 25 MPH --- Traffic Calming, Signage, Pavement Markings*	