

# Hazard-Perry County Bicycle/Pedestrian Master Plan



2021

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# INTRODUCTION

Bicycle and Pedestrian Master Plans are developed to address health, safety, tourism, and economic issues. The City of Hazard and Perry County, Kentucky plan focuses on the needs of the biking and walking pedestrians in the area. According to Kentucky's Vision for Access to Physical Activity Report, active transportation, such as walking or bicycling, allows residents to get physical activity while performing daily routines, such as commuting to work or school. Walking is one of the most popular forms of physical exercise for adults because it is less strenuous than using weights and does not require a lot of skill. This opportunity is supported by Cooperative Agreement number NU58DP006497, funded by the Centers for Disease Control and Prevention (CDC). Funding is awarded to the Kentucky Department for Public Health to implement the project "Kentucky State Physical Activity & Nutrition Program."

## PURPOSE OF THE PLAN

The purpose of the Master Plan is to identify, design, construct, and rehabilitate needed walkways and identify places to design and build future bikeways that connect neighborhoods, business centers, parks, and schools. It sets forth ideas and strategies for making Perry County an inviting place to bike and walk. The Master Plan is a guide for city, county, and state governments, developers, road builders, citizens, and bicycle and walking enthusiasts when planning and developing future projects in the community.

## BENEFITS OF WALKING AND BICYCLING

There are numerous reasons and benefits to promote walking and bicycling in Perry County. Improved health, mobility, with an enhanced economy and quality of life are just to name a few.

### Improved Public Health

In 2019, Kentucky was ranked the 43th healthiest state in the nation. Perry County ranks 118th in Health Outcomes and 119th for Health Factors out of 120 Kentucky Counties. It is widely recognized that regular daily physical activity reduces the risk for heart disease, diabetes, and obesity. By increasing the amount of public space for convenient and safe recreation and active transportation, Perry County can increase the overall health of the community.

### Improved Mobility

Accommodations for walking and bicycling as an alternative means of exercise and travel may appeal to a broader range of individuals within the community. Adults whom have small children at home will be susceptible to use the walkways as a way to enjoy the beautiful scenery that surrounds this area. Better accommodations will also help those who have to use other means of transportation. Small children and the elderly would greatly benefit from having multi-modal choices (non-motorized transportation options) for daily travel and activity. By planning and providing more connections and greater access to all parts of the community, Perry County can increase the ability to meet transportation needs, and help improve the health of its residents.

### Enhanced Economy and Quality of Life

A better walking and biking environment improves the quality of life for the surrounding community. Accommodating and safe walking and biking facilities in the community will create more opportunities for social interactions. A community that is walkable and bike-able for all ages will have positive economic advantages over other communities, such as having higher property values, being more attractive to new businesses, being more inviting for new home buyers, and having more to offer tourists. By planning for future bicycle and pedestrian facilities and accommodations, Perry County can additionally benefit and become an even more thriving community within the region.

## VISION AND GOALS OF THE PLAN

The overall goals of the Bicycle and Pedestrian Master Plan is that it will guide the city and county as it moves forward with implementing the plan. A goal summary is provided below:

**Bicycle and Pedestrian Network and Support Facilities** – Developing a network for safe and easy mobility throughout the city, county, and to the regional network.

**Safety, Security, and Equity** - Providing safe and useful connections between neighborhoods, business centers, parks, recreation facilities and schools. Modal considerations should be made with all residents, especially those who do not have access to private motorized vehicles in mind.

**Transportation and Land Use** – The adjacent land within the right-of-way of roadways, near commercial areas, and government owned properties should be considered for all uses. These areas are valuable with potential when providing non-motorized travel accommodations where walking and cycling improvements are most needed.

**Education and Awareness** – Communication lines should remain open so that all users of the transportation network have improved awareness of the need to share the roadways and trails, and recognize and observe traffic safety laws.

**Maintenance and Operations** – Maintain biking and walking facilities in good condition and serve the purpose for the intended users.

## SOCIOECONOMIC ANALYSIS OF THE CITY OF HAZARD

The city of Hazard, Kentucky, is located in Perry County in southeastern Kentucky. It is located on the North Fork Kentucky River east of Daniel Boone Natural Forest. In the 2019 American Community Survey by the US Census Bureau, there were 5,046 residents in Hazard with 2% living in a “rural area”. The city was founded in 1824 and was named after Commodore Oliver Hazard Perry. The city has a total area of 7.60 square miles, in which only 0.15 square miles is water. The county in which Hazard resides, is 340 square miles of land and 3 square miles of water. The estimated population of Perry County in 2018 is approximately 26,092. In 2010 the racial makeup was 97.34% white, 1.64% black, 0.49% asian, 0.43% two or more races.

Of the city population in 2019, 89.7% of residents are white, 2.7% are African American, 4.9% are Asian, 1.5% are Hispanic and 2.4% are 2 or more races. The total median household income is \$51,767 for residents of Hazard in 2019. The percentage of residents in Hazard below the poverty

Method of Transportation	Number	Percentage of Working Population
Drove alone in car, truck, or van	3,850	76.3%
Carpooled in car, truck, or van	782	15.5%
Public transportation	0	0.0%
Walked	0	0.0%
Other (taxi, motorcycle, bike, etc)	50	0.1%
Worked at home	413	8.2%

*Source: U.S. Census Bureau, Table B08141 2015-2019 American Community Survey 5-Year Estimates*

level is 22.0% in 2019. Also, in 2019, the American Community Survey provided estimates of how workers age 16 and over traveled to work. Below are those estimates. The ACS also determined that the mean travel time to work was 15 minutes.

## **POLICY FRAMEWORK AND PREVIOUS WORK**

It is hopeful that by adopting this Master Plan, momentum can be gained and lead into adoption of favorable communal policies and ordinances, to finally require consideration, planning, and implementation of adequate future bicycle and pedestrian facilities with all new development and major reconstructions.

### **City of Hazard Strategic Plan**

The City of Hazard completed a Strategic Plan in 2020. Perry County and the City of Hazard has a specified Downtown Coordinator Position. Having a better path for walkers and bikers would be a great help in the process of getting small businesses such as retail stores and restaurants as well as more housing to locate in the downtown area. Several goals and objectives are mentioned that could be supported with bicycle and pedestrian facilities:

- To beautify the city through a plan of action involving public and private sectors.
- To update the image and brand of Hazard.
- To engage property holders within downtown and elsewhere in town to discuss their investment in the city and what they anticipate for the future.

### **Street Scoping & Wayfinding Study**

A city group completed a study in December 2019 that looked into improvements specifically along Main Street and the downtown area. The plan laid out suggestions for sidewalk improvements and accommodations. It also included wayfinding signage needs that the city of Hazard is currently updating.

### **Kentucky River Area Development District**

The Kentucky River Area Development District, which includes the counties of Breathitt, Knott, Lee, Leslie, Letcher, Owsley, Perry and Wolfe, does not have an active Pedestrian/Bicycle Master Plan, but has published their Goals and Objectives. One goal is to “Continue to support and improve multi-modal transportation in the region.” This goal includes one objective which relates to Pedestrian/Bicycle Facilities:

- Support efforts to promote pedestrian and bicyclists movements along all highways and the development of recreational trails in the region.

### **Kentucky Transportation Cabinet Bicycle and Pedestrian Plan**

In 2002, Kentucky adopted a Pedestrian and Bicycle Policy, in response to a US Department of Transportation publication promoting the acceptance and/or consideration of bicycle and pedestrian facilities in roadway projects. KYTC will consider bicycle accommodations if the roadway project meets one or more of the following criteria:

- A bicycle facility already exists on the current roadway.
- The recommended roadway cross section is urban (curb and gutter). In urban roadway cross sections (curb and gutter), accommodations to assist bicyclists include a range of measures from signage, bicycle-friendly grates, and wide curb lanes, to bicycle lanes.
- Project limits are adjacent to an existing residential, commercial, office, industrial, institutional, public or semi-public use area or adjacent to an area planned to develop into one of these uses within the next 20 years. Planned development may be determined by a local comprehensive plan or the public-involvement process.
- A state, locally, or regionally adopted bicycle plan has designated bicycle improvements or a bikeway in the area of the specific roadway project or for that classification of roadway.
- A KYTC Small Urban Transportation Study has specific bicycle improvements recommended for the roadway project.
- Bicycle traffic exists along the current roadway: This may be determined by the observation of bicycle traffic or by the public-involvement process.
- Public interest in and demand for bicycle accommodations are determined at the planning and preliminary engineering public-involvement stages.

The Hazard-Perry County Bicycle/Pedestrian Master Plan is intended to strengthen the notion and incorporation of bicycle and pedestrian facilities in KYTC plans. It's also there to provide guidance for making those considerations in the transportation project development process as early as possible. A copy of this plan will be provided to KYTC Central Office, KYTC Highway District Office 10, and to local officials to ensure that this analysis can be used to help develop projects in the area.

## FACTORS THAT INFLUENCE WALKING AND BICYCLING IN HAZARD

### Destinations

The community has places that can be major attractions for people walking and cycling. These include retail stores, churches, playgrounds, schools, parks, medical facilities, and places of employment. It is important to provide safe and obliging options for all modes of transportation, other than just for motorized travel.

### Time and Distance

Walking and biking to destinations is easier and more manageable when doing so in the urbanized downtown area than in the rural sections of the county. Research shows that the average walking trip is less than 1 mile and bike trips are less than 5 miles. Trips with a “recreational” or “exercise” emphasis tend to be longer. If walking and biking becomes more safe and accommodating people are more likely to do so.

### Demographics



# DESIGN STANDARDS AND GUIDELINES

The Kentucky Transportation Cabinet (KYTC) has published Statewide Pedestrian & Bicycle Travel Policy which provides guidance on planning for and accommodating pedestrians and cyclists in our state's transportation system. It is available at <http://transportation.ky.gov/bike-walk/Pages/Laws-and-Policies.aspx>

In conjunction with KYTC District 10, the City of Hazard, and Perry County Road Department, planning activities should always include sidewalks and bicycle facilities (where feasible). Rural area roadways should consider including wide paved shoulder (5 feet or wider) when and where feasible to further accommodate non-motorized transportation.

Pedestrian facilities should always be constructed to be compliant with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) to accommodate all people who live in or visit Hazard. They are available at [https://www.ada.gov/2010ADAstandards\\_index.htm](https://www.ada.gov/2010ADAstandards_index.htm)

Paved roadway shoulders should include bicycle gaps within the rumble strips/stripes (10' gaps space every 50') to allow cyclists to exit either the shoulder or the roadway at reasonable interval. The shoulder rumbles should not extend continuously onto side roads. Shoulder rumbles that are deemed necessary within the urban boundaries should be the rolled type, as opposed to the more aggressive milled type.

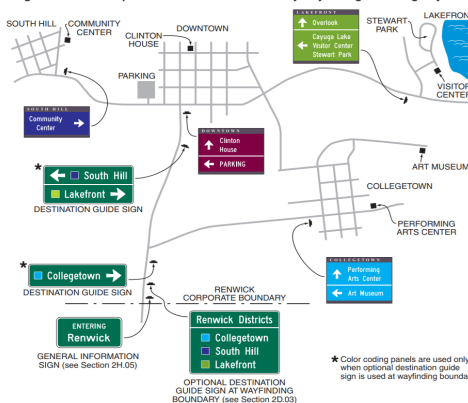
## SIGNAGE AND MAPPING

Figure 2D-18. Examples of Community Wayfinding Guide Signs



Source: From MUTCD Manual 2009 Edition with 2012 Revisions

Figure 2D-20. Example of a Color-Coded Community Wayfinding Guide Sign System



Project planners should refer to the Manual of Uniform Traffic Control Devices (MUTCD) and consult with KYTC for all signage associated with roadways, bicycle, and pedestrian facilities before recommending or installing. The MUTCD Manual can be found here: [https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm).

It is recommended that a city and county wide bicycle and pedestrian travel and facility map be developed and produced for current and future facilities.

Appropriate bicycling and pedestrian facility wayfinding signage should be considered in conjunction with a citywide navigational map to aid non-motorized travelers with navigation around the city. Appropriate warning signs should be considered and placed in advance of all bicycling and pedestrian facilities when deemed necessary. These signs should be part of the consideration with all new transportation projects.

## BICYCLE PARKING

The City of Hazard should seek to encourage and incentivize businesses and organizations that provide secure and accessible bike parking that is convenient for users.

In general, bicycle racks should be located in a highly visible area to prevent theft, be unobstructed, nor cause any obstruction to other traffic, and be mounted solidly to the ground or building in such a way that it cannot be easily removed. There should be a minimum clearance of 48” around the bike parking area and 72” should be allowed for a single bike lengthwise unless the rack allows vertical mounting. When feasible and possible bike parking should be covered to protect cyclists and their bikes from the weather.

Please refer to the *Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines* for more details at [http://www.apbp.org/?page=Bike\\_Parking](http://www.apbp.org/?page=Bike_Parking)

## DEFINITIONS

### Bicycle Boulevard

Motorists and bicyclists share the roadway but it is modified to be desirable for bicycle travel via traffic calming and speed reduction techniques, signage and pavement markings, and intersection crossing treatments. Bicycle boulevards typically provide for the through movements of cyclists while discouraging through trips by motorists (except those directly accessing properties along the route). Bicycle boulevards are typically planned and installed on low-volume, low speed shared streets that run parallel to a major vehicular corridor that is less desirable for bicycling.

### Bicycle Gap

A recurring short gap in continuous shoulder rumble strips designed to allow for ease of movement of bicyclists from one side of the rumble to the other. A typical pattern is gaps of 10 to 12 feet between groups of the milled-in elements at 40 to 60 feet.

### Bike Lane

A portion of the roadway is designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes can increase bicyclist comfort and safety, promote proper riding, discourage sidewalk riding, and increase awareness and visibility of cyclists to motorists. Bike lanes may also be paired with a painted buffer space to create a “**buffered bike lane**” which further separates the bicycle lane from adjacent motor vehicles lanes or parking lanes. Bike lanes may also be physically separated from motor vehicle traffic by grade or a barrier, such as a median, curb, or parking lane. These “**cycle tracks**” can increase the comfort of less skilled cyclists; however, they are currently classified as ‘experimental’ in the U.S. and require a detailed design/approval process.

### Bicycle Rack

Bike racks are basic infrastructure for a bicycle-friendly community. Bicyclists need a secure location to park their bike just as motorists need a place to park their car.

### Bicycle Route

“Bike Route” signage is installed along shared roadways to provide wayfinding and to connect facilities and destinations. For instance, a bike route might be signed along a residential street that connects two trails. It may also identify a preferred route to a destination or through an area of town. The signage also provides a visual clue to motorists that they are driving along a bicycle corridor and should use caution.

### Bikeway

Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

### **Crosswalk**

A marked lane for passage of pedestrians, bicycles, etc., traffic across a road.

### **Curb Cut**

A solid (usually concrete) ramp graded down from the top surface of a sidewalk to the surface of an adjoining street. It is designed for pedestrian uses and commonly found in urban areas where pedestrian activity is expected.

### **Multi-Use Path**

Shared use paths are designed for multiple users, including pedestrians, wheelchairs, bicyclists, and inline skaters. They are physically separated from motorized vehicular traffic by an open space or barrier. They are either within the roadway right-of-way, or within an independent right-of-way, often along stream corridors or abandoned rail lines.

### **Paved Shoulder**

At least 4 feet of smooth riding surface, exclusive of rumble strips, is provided for use by cyclists and pedestrians and for disabled motor vehicles.

### **Rumble Strip**

A *shoulder rumble strip* is a longitudinal safety feature installed on a paved roadway shoulder near the outside edge of the travel lane. It is made of a series of milled or raised elements intended to alert inattentive drivers (through vibration and sound) that their vehicles have left the travel lane. An *edge line rumble strip* is a special type of shoulder rumble strip placed directly at the edge of the travel lane with the edge line pavement marking placed through the line of rumble strips.

### **Sharrow**

Bicyclists and motorists share the travel lane, but it is marked with Shared Lane Markings (SLM) or Sharrows to help position bicyclists within the shared lane and to encourage safe passing.

### **Share the Road**

Share the Road warning signage may be installed along shared roadways to alert motorists of the presence of bicyclists along high-use bicycle corridors. For instance, signage might be installed along a popular bicycle commuter route through a neighborhood or along a recreational route regularly used by cyclists in a rural area.

### **Sidewalk**

A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

# EXISTING CONDITIONS AND ANALYSIS

Perry County and the City of Hazard has a strong outdoor recreational community. There are many outdoor walking events, as well as local clubs who actively encourage local residents for participation. Buckhorn State Park, as well as The Black Gold Festival help Hazard and Perry County with tourism efforts from out of town visitors.

From field observations, investigations, and surveys filled out by local residents, very few people commute to work without some sort of motor vehicle. Some non-motorized travel was observed, but it seemed to be concentrated in lower income communities and the downtown area.

## EXISTING BICYCLE RESOURCES AND EVENTS

Pathfinders is a small citizen group that are bike enthusiasts. The City of Hazard and Perry County does have biking trails at the Perry County Park for riders of advanced skill. There are no bike lanes or designated paths other than the route used by bicyclist on the TransAmerica Bike Route. It is hopeful that with multi-purpose paths and bike lanes being added in the future, citizen organizations will become more enthused about using and teaching bike safety to the youth in the community.

## EXISTING PEDESTRIAN RESOURCES AND EVENTS

The majority of pedestrian activity in Hazard is mostly recreational. The running tracks in the county are associated with the local high schools, but most of the running/walking activity in the area occurs in local neighborhood parks and at The Perry County Park.

Hazard has one specialty sporting goods store Hibbett Sporting Goods that sells running shoes. Bicycles can be purchased at Walmart. Walking and running shoes are available at several stores.

No designated walking tours exist of the downtown area. Interviews with residents and responses to the public survey also indicate a desire for enhanced marked pedestrian friendly crosswalks downtown.

Within Perry County, outdoor enthusiasts can enjoy the Perry Park Trail and Hazard High Trail which provide off-road walking facilities, as well as many other trails that are walkable.

## FACILITIES CURRENTLY AVAILABLE FOR BICYCLING AND PEDESTRIAN ACTIVITIES

### Collection Methods

Data was obtained from the Kentucky River Area Development District database of bicycle and pedestrian facilities. This data was reviewed and updated as appropriate.

### Results

The City of Hazard has an extensive network of sidewalks in the downtown area. There are gaps in the connectivity due to deteriorated or missing sidewalk sections. The total length of sidewalks in the city is approximately 15.25 miles. Marked crosswalks are placed inconsistently around the city. There are fewer sidewalks outside of the downtown area. A map of the facilities is included in Appendix D.

The counts of bicyclists, pedestrians, and recreational runners that use the transportation system in Hazard and Perry County are not reliable. Evidence shows that the number of regular walkers and runners are few and a smaller number of active cyclists. The number of cyclists that are visiting is

equal to or greater than those who live within the city. Strava heat maps help indicate routes heavily used by bicyclists and/or pedestrians.

### Highlights

The City of Hazard holds many events throughout the year where the streets downtown are blocked to motor vehicles. Every Thursday and Saturday from March to October Hazard holds a Farmers Market. The Farmers Market is also open on Thursday's with the event Thursday at the Triangle. Hazard hosts festivals downtown as well. The city recently started having The North Fork Music Festival in July. The Black Gold Festival is held annually in September. The foot traffic during these times would greatly benefit from newly rehabilitated and extended sidewalks. The Perry County Fair is held in the Perry County Park during the summer, usually in the month of June. There are many walking trails located though out Perry County. In the Perry County Park there are many walking trails, as well as a walking trails near Hazard High School, and proposed trail at the Hazard ARH Hospital.

*Map depicts trails located in the city of Hazard and surrounding area.*

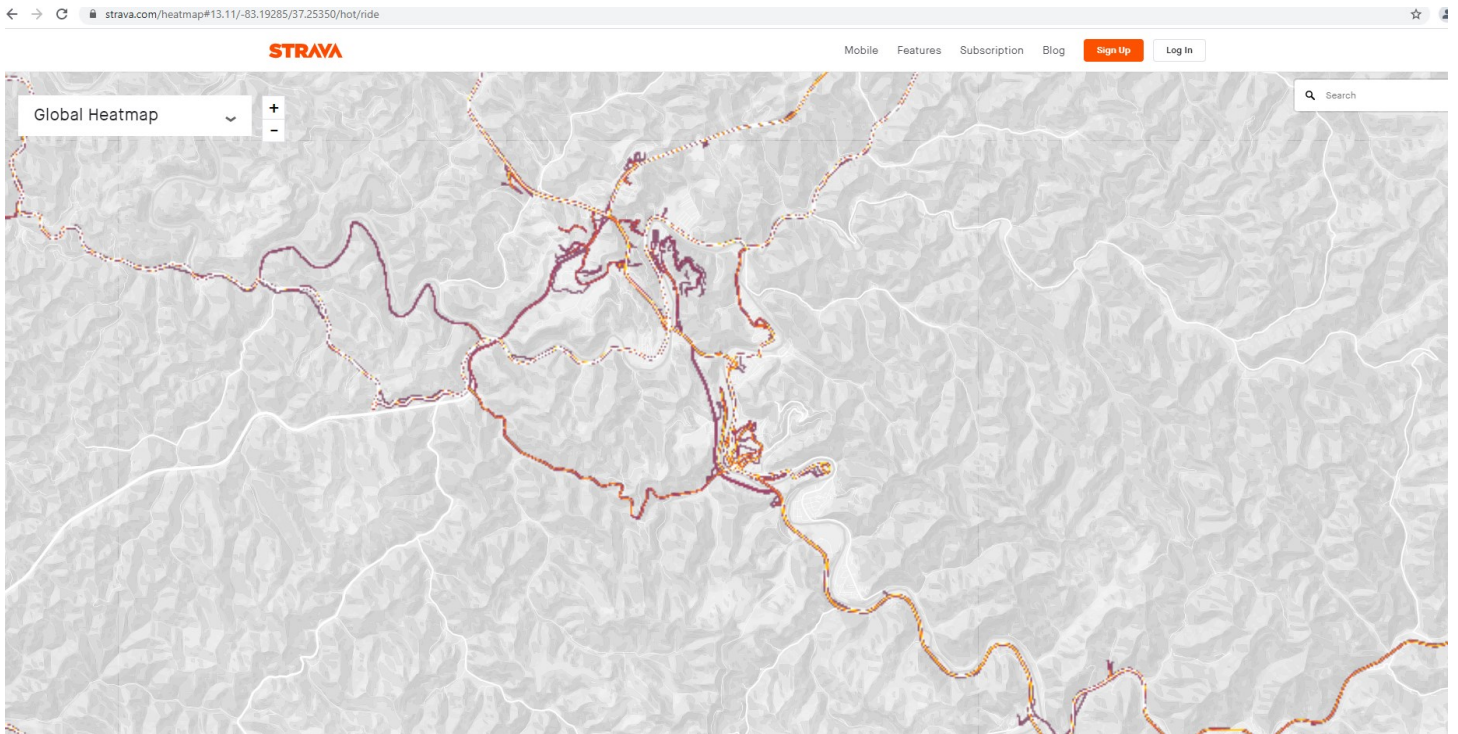


*Map depicts trails located in the City of Hazard and surrounding area.*

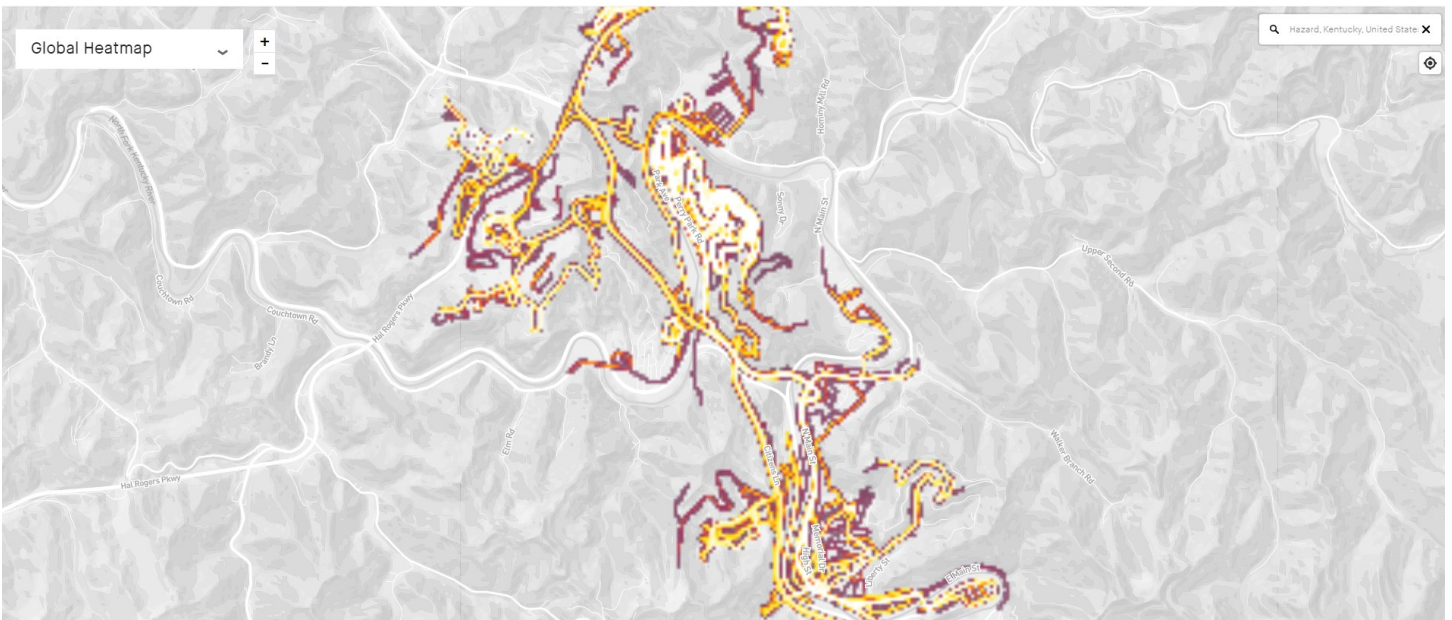
## STRAVA MAPS OF CURRENT USERS

The use of Strava Heat Maps can be used in determining the popular areas for bicycling and walking. The maps below show areas for bicycling and walking in Hazard. For bicycling, the hot areas include Perry Park Road, Citizens Lane, Memorial Drive, East Main Street and KY Highway 15. Furthermore, most of the bicycle traffic is utilized in rural areas of the county on roads such as Couchtown Road and TransAmerica Bike Route, as indicated by the red line. The areas with no dedicated bicycle facilities should have proper signage so drivers of motorized vehicles can be aware. Walking pedestrians greatly employ the downtown areas, the shopping centers throughout the city, and parks.

### Strava Heat Map of Bicycle Facility Activity in Hazard, Kentucky



### Strava Heat Map of Pedestrian Facility Activity in Hazard, Kentucky



# RESOURCES AND PUBLIC INPUT

## COMMUNITY AND CIVIC RESOURCES

The Perry County School System has eight elementary, middle, and high schools which are mostly scattered throughout Perry County. Hazard also has its own independent school system, which includes Roy G. Elementary School located in the Backwoods neighborhood, Hazard Middle School located in Walkertown, and Hazard High School is located off KY Highway-15.

The Perry County Public Library is located off the Hazard By-Pass on Black Gold Boulevard along with the local MSHA office, ARH Medical Mall, and the U.S. Post Office. Banks, other businesses, and pharmacies are located on the by-pass.

The Perry County Park has an abundance of recreational facilities. There is an outdoor swimming pool, miniature golf course, baseball/softball fields, basketball courts, tennis courts, a playground, several shelters, a walking track, outdoor exercise equipment, a horse ring, skateboard park, dog park, and a RC car track. A stage is located in the center of the walking track and is utilized for many events throughout the year. There are also smaller parks located in different areas of the county.

The area of downtown Hazard is a mixture of commercial and residential development. There are retail business areas, restaurants, as well as banking and city government offices. There are also several churches in the downtown area. The Hazard Pavilion is located in the Backwoods behind the elementary school. The indoor recreation facility features a swimming pool, tennis courts, racquetball courts, walking track, weight room, sauna, exercise equipment, and a party room. Hazard also has three gyms that are located just off Main Street, in the Airport Gardens community and near the ARH Hospital.

Buckhorn Lake State Resort Park is located about 30 miles from KY Highway-15.

## PUBLIC INPUT AND PREFERENCES

### Electronic Survey

The early stages of the plan development process included an electronic survey. The survey link was shared on the social media pages of the city, county, the ADD, and other local organizations. The survey included questions for the citizens of Hazard and Perry County to provide input on their walking and biking habits and preferences. This information was used in the development of the proposed bicycle and pedestrian facility networks and also informed the development of goals and objectives. The following is a summary of some of the survey results. Results are in Appendix A.

- ◆ Parks, Shopping, Schools, Church, and Main Street Businesses are within 2 miles of home that residents could walk or bike to. However, 49.8% of the survey respondents said they used a motorized vehicle as their main source of transportation.
- ◆ The two main factors noted as reasons residents don't walk or bicycle around town were insufficient sidewalks/no sidewalks and no bike lanes. Traffic and insufficient sidewalks was the reasoning for why parents are discouraged from allowing their children to walk to/from school in Hazard.
- ◆ 63% of residents would consider walking more if they had a safer and more accommodating and safer routes. 34.8% of people surveyed would consider biking more if they had a accommodating and safer path.
- ◆ The two biggest concerns that discourage people from walking or biking to areas that are close to their place of residence are no sidewalk/ bike lane and sidewalk conditions.

### City of Hazard and League of Cities

The City of Hazard and League of Cities developed a plan to encourage more businesses and attractions to open in the city.

### Bike/Walk Events

There are several walking events in the city of Hazard with many of the organizations in the city and surrounding area.

The Kiwanis Club holds a Soap Box Derby on Memorial Drive and The Hazard Police Department and several organizations in Perry County host a yearly 5K in the downtown area. The walk/run loop begins on main street and extends to the Woodland Park area and back to Main Street. During the summer there are events at Bobby Davis Park and a car show and motorcycle ride in downtown.

The Pathfinders group holds many events throughout the year that includes Full Moon Hike and the Boulder Rock Run 5K and 10K at the park. They also have the Wild Goose Chase 5K, 10K, and half marathon and guided hikes on Wednesday evenings. Hazard Arts Alliance holds a Queen City Sparkler Run 5K. Perry County Central High Schools holds a Super Hero 5K.



# BIKEABILITY AND WALKABILITY AUDITS

## BIKEABILITY AUDIT ANALYSIS

Due to no bike lanes or bike facilities in the county, bikability audits were not conducted. In the future when bike lanes and bike facilities are added the City of Hazard and Perry County, the following questions will be used when performing an bikability audit. Bike lanes will be marked according to the U.S. Department of Transportations Manual on Uniform Traffic Control Devices (MUTCD).

- Did you have a place to bicycle safely?
  - A) On the road, sharing the road with motor vehicles?
  - B) On an off-road path or trail, where motor vehicles were not allowed?
- How was the surface that you rode on?
- How were the intersections you rode through?
- Did drivers behave well?
- Was it easy to use your bike?
- What did you do to make your ride safer?

## WALKABILITY AUDIT ANALYSIS

Representatives from the Kentucky River District Health Department and from the Kentucky River Area Development District conducted a Walkability Audit of downtown Hazard and surrounding areas. Inventory was taken as to where crosswalk signals were not working/not available, sidewalks that were broken or unlevel, and other issues for pedestrians.

Some of the questions brought up during the Walkability Audit of Hazard included:

- Location?
- Is there a presence of a suitable walking surface?
- Is there potential for conflict with motor vehicle traffic due to driveway crossing, speed and volume of traffic, large intersections, and low pedestrian viewing?
- Presence and visibility of crosswalks on roads intersecting the segment? Traffic signals meet pedestrian needs with separate walk lights that provide sufficient crossing time?
- Is there cracking, buckling, overgrown vegetation, standing water, etc. on or near the walking path?
- What is the useful path width, accounting for barriers to passage along pathway?
- Is there space separating path from adjacent roadway?
- How is the access for the mobility impaired?
- What is the proximity of construction zones, fences, buildings, noise pollution, quality of landscaping, and pedestrian oriented features?
- What is the amount of shade accounting for different times of day?

During the audit, drivers behaved pretty well. Speeding was identified as the most dangerous behavior. Solutions that will decrease the amount of speeding should be identified. Suggestions like building curb extensions (bump outs) to help pedestrians see oncoming traffic, as well as help motorists on side streets enter onto the major street in a safer matter.

There are several benches along Main Street in downtown Hazard, however there were no benches along other streets to promote walking with areas to rest. There were also several trash cans located throughout the downtown area. Locations where utility poles are located in the middle of sidewalks were noted. The poles obstruct the path and the sidewalks are not accessible for those who are handicapped.

For those sidewalks that had a trip hazard, it is suggested that the city replaces the sidewalk or use

special equipment to shave down the sidewalks to be even. As a result, the sidewalks would be restored to ADA compliance so that everyone can use them safely.

# PROPOSED FACILITIES AND NETWORK

## LIST OF PROPOSED PROJECTS

Every project identified and described in this section is intended to fill an existing need. These projects have been planned to take advantage of existing state or city owned property whenever possible. They have been planned to provide safe, accommodating, and the cost efficient non-motorized transportation solutions.

### Project 1: Sidewalk Repairs

Repair existing walks by edging, eliminating trip hazards, adding proper crossing signs and properly draining low places. Sidewalks should meet Americans with Disabilities Act (ADA) standards. The City of Hazard should continue to work on identifying and repairing trip hazards on existing sidewalks. They can work on repairing other sidewalks that need to be destroyed and rebuilt.

Below is a list of the sidewalks needing immediate repairs:

- Rehabilitate the sidewalks around the Walkertown Housing Projects
- Add railing on Plum Street and Elizabeth Drive
- Rehabilitate sidewalks on North Main Street
- Rehabilitate sidewalks in front of Parking Garage on Main Street
- Rehabilitate sidewalks on Walnut Street
- Rehabilitate sidewalks on Maple Street
- Rehabilitate sidewalks on Deaton Street
- Rehabilitate sidewalks on East Main Street
- Rehabilitate sidewalks in the Woodland Park area
- Rehabilitate sidewalk on Elm Street
- Rehabilitate sidewalks in locations identified or deemed as needed in the North Main Street, Walkertown neighborhood, and surrounding area
- Rehabilitate sidewalks in locations identified or deemed as needed in the Downtown area, Backwoods neighborhood, and surrounding area
- Rehabilitate sidewalks in locations identified or deemed as needed in the East Main Street, Woodland Park, Lothair neighborhood, and surrounding area

### Project 2: Identify Places for New Sidewalks

Several locations in Hazard are in need of new sidewalks, with proper street lighting. By providing sidewalks, it will assist those walking to do so in a safe manner. There is a need to connect existing sidewalks in areas that have mixed use development with shopping, restaurants, and medical facilities. Proper lighting would also create a safer area so that pedestrians are more visible.

Below is a list of locations for new or extending sidewalks:

- Add and extend sidewalks on Riverview Drive, King Street, Pear Street, Turner Avenue and School Street
- Add sidewalk from Vo Tech Drive to North Main Street along Alias Road
- Add sidewalk from housing development at Gurneys Bend to Alias Road
- Add sidewalk on Elm Street to Maple Street
- Add sidewalk on Morton Blvd. from Highway 15 to Hal Rogers Parkway
- Add sidewalk on Roy Campbell Drive from Morton Blvd. to ARH Parking Lot
- Add sidewalk/ bike lane on Hazard By-Pass
- Add sidewalk on Black Gold Blvd. from Hazard By-Pass
- Add sidewalk on N Business KY-15 to Perry County Park
- Add sidewalk on East Main Street from Pizza Hut to Hazard High School and Hazard Community College

### **Project 3: Connectivity and Signage of Future Bike Routes**

For safety awareness, “Share the Road” signs should be posted to remind drivers that other forms of transportation are in the area. In the future shared lane markings, also called “sharrows,” should be used to indicate shared space for bicyclists and motorists on streets that doesn't have ambilocal room for bike lanes. Bike lanes could be used as a marked space along a length of roadway designated with paint for the exclusive use by bicyclists. If space allows, some bike lanes can be buffered with a wider (minimum 2 foot) pavement marking. On roads where the space is available a bike lane should be added to the road.

### **Project 4: Pedestrian Crossings**

Cross walks are designed to allow pedestrians to congregate and cross a busy road or street in an organized and safe matter. Safe pedestrian crossings determine how many and how often walkers cross in the area. Throughout Hazard, there are crossings that are either not marked, or not well marked. In high traffic areas, not all crossings have lights. Some crossings do not have long visibility, and some pedestrians cross where there are no crosswalk, traffic light, or sign to slow the traffic down. Several areas were identified that need crossing protection, or proper markings. Crosswalks and signage should be added on North Main Street at all major intersections. All crosswalks in the Downtown and Backwoods area should be repainted and signage added where it is deemed as needed. Crosswalks along East Main Street should be repainted and signage added where needed. All crosswalk boxes should be checked for functionality and mechanical issues on a regular basis.

### **Project 5: Create Rest Areas for Bicyclists and Pedestrians**

It is recommended that bike racks should be located near businesses and other points of interest in the city. Benches should be added throughout the city where space allows, as well as at all city schools and parks. Benches will provide an option for bicyclists to park their bike and pedestrians to rest in between visits to a store, restaurants, or on their way to and from work. Benches should also be placed throughout the city to provide a place to rest while walking.

### **Project 6: Create a Walking Tour of Hazard**

Perry County and the City of Hazard may have historical features with its architecture and natural assets that is appealing to people from out of town. Stakeholders should put together a Walking Tour show all of the uniqueness of the city. This tour should include all the historical events that's happened in the community, the old and new modern architectural buildings and churches and the museum in the city.

### **Project 7: Wayfinding Signage**

The city of Hazard should continue to indicate public parking areas in the community with wayfinding signs as needed. Walking paths with smaller mileage signs could be created to show how far a pedestrian has walked along a corridor. Signs to show out of town visitors where to park would be extremely helpful.

A map showing where all the businesses are in the city should also be kept up to date and placed in all local hotels for out of town visitors.

### **Project 8: Provide Better ADA Accessibility**

While doing the walkability audit, it was noted that the sidewalks in the Walkertown area are not handicap accessible. The City of Hazard should strive to promote accessibility for all with additional dedicated handicapped parking spots on Main Street, side streets, and city owned parking lots. Parking spots that have ample room for someone with a wheelchair ramp to load and unload from the vehicle should be placed throughout the city. The city shall ensure that the sidewalk ramps are not too steep for wheelchair users. Brick pavers should be avoided due to becoming trip hazards for those who walk with the assistance of a cane or walker.

### Project 9: Multi-use Path on Hazard Bypass

Survey results suggests the need to connect the downtown area to the Hazard By-Pass with a multi-use path. The path would provide a safe connection for those walking and bicycling to employment, seeking healthcare and residents in the down town area to visit the Perry County Library.



*The wayfinding signage that is currently used in Hazard.*



*Example of a small sign in Pikeville, KY that could be adapted in Hazard to promote walking*

# Appendix A

## Pedestrian and Bicycle Survey Results

From August, 26 2020 to September 9, 2020 KRADD conducted a Pedestrian/Bicycle Survey. The survey was available online and advertised on social media. Below are the questions that were asked:

1. How much do you currently travel to work, shopping, parks, or other destinations just by walking or bicycling?

- a) All of the time
- b) A few times a month
- c) Once a month or less
- d) Never - I drive a car everywhere I go

2. Select all the following that are within 2 miles or less from your house:

- a) Work
  - b) Restaurant
  - c) Doctor Office
  - d) Relatives House
  - e) School
  - f) Shopping
  - g) Pharmacy
  - h) Friends House
  - i) Library
  - j) Recreation/Gym
  - l) Hospital
  - m) Church
  - n) Park
  - o) Health Department
- Other:

3. Select all of your most frequent destinations (3+ visits per week) by any form of transportation:

- a) Work
  - b) Restaurant
  - c) Doctor Office
  - d) Relatives House
  - e) School
  - f) Shopping
  - g) Pharmacy
  - h) Friends House
  - i) Library
  - j) Recreation/Gym
  - l) Hospital
  - m) Church
  - n) Park
  - o) Health Department
- Other:

4. How do your children/grandchildren get to school most often?

- a) School Bus
- b) Car
- c) Bicycle/Walking

d) N/A

5. Select all the factors that discourage you from allowing your child/grandchild from walking or bicycling to school?

- Traffic
- Too Young
- Lack of Signage
- Don't Trust Others
- Not Enough Sidewalks
- No Bike Rack
- No Bike Lane
- To Far from Home
- Other \_\_\_\_\_

6. Would you consider walking/biking to those destinations instead of using a car if you had a better path?

- a) Yes, I would walk more if I had a better path.
- b) Yes, I would bike more if I had a better path.
- c) No, I would just drive my car everywhere.

7. Please select how worried each of these items may discourage you from walking/biking more in Hazard/Perry County?

	Least	Some	Average	Moderately	Very
No Sidewalk					
No Bike Lane					
To Much Traffic					
Poor Condition Sidewalk					
Not Enough Signage					
Not Physically Able to Walk					
Places I Want to Go To Are Too Far					

8. Select each Statement that is true.

- a) I walk for recreation/exercise.
- b) I walk because I don't have a car.
- c) I ride a bike for recreation/exercise.
- d) I ride a bike because I don't have a car.
- e) I'm disabled and rely on someone else to drive me.

9. if Hazard had safer walking and bicycle routes, would you use them 3+ times per week?

- a) Yes, I would walk more regularly.
- b) Yes, I would use a bike more regularly.
- c) No, I'm disabled and rely on someone else to drive me.

10. What sidewalks are in need of repair/replacement in Hazard/Perry County?

Where should the city place more sidewalks?

11. Where do you think bike lanes are needed?

12. Additional comments:

# Appendix B

**Where are pedestrian facilities (sidewalks/crosswalks/signage) needed or in need of improvement? (Please include locations needed or locations in need of improvement)?**

Area	Comment
By-Pass	I walk to work at JCPenney and loose sidewalk access on the bypass. Around the hospital and Highway 15
Downtown	The sidewalks in town are uneven, not level, easy to trip and lose your balance while walking in town
East Main Street	The sidewalks along East Main Street are non-existent or damaged. We need a walking & biking path along 15 connecting downtown to Food City.
East Main Street	All of East Main from Pizza Hut to Woodland Park and Main St in front of the parking garage.
Lothair	Would like to see sidewalks and bike lanes to safely connect Lothair to downtown Hazard. Would like to see sidewalks and bike lanes to safely connect the Hazard downtown area to the Perry County Park.
North Main Street	Sidewalks from KFC to Main Street
Alias	From Vo Tech to bridge
Wabaco	Wabaco Area
Walkertown	.Rehabilitate sidewalk on Plum Street from the intersection of North Main to Highland Avenue, on Highland Avenue from the intersection of Plum Street to Elizabeth Drive, on Mountain Avenue from the intersection of Plum Street to Highland Avenue Add crosswalk signage at Plum Street on North Main Street on Elizabeth Drive
Hazard By-Pass	Add sidewalk along by-pass from Hardee's to Double Kwik
Highway 15	Add sidewalk from Hardee's to Community College
Morton Blvd.	Add sidewalk from Highway 15
Deaton Street	From the intersection of Broadway Street to the intersection of Cedar Street
Memorial Drive	Add crosswalk near Pantry Shelf
Memorial Drive	Add crosswalk at liquor store
Main Street	Add crosswalk at Dr. Avery's office.

Out of the 102 survey responses this chart represents the majority consensus regarding the location of pedestrian facilities. The following charts represent the results of other comments made during the survey.

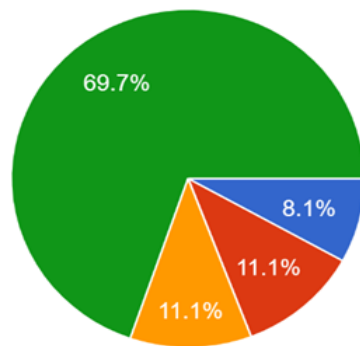
What sidewalks are in need of repair/replacement in the Hazard/Perry County? Where should the city place more sidewalks?

**Downtown**

More sidewalks by the beautiful river we have- between woodland park and the down town area. Maybe further along the River- by the railroad tracks across the river from down town. Maybe use the railroad tracks and pave over them to make a fantastic path. I do t k is how much those tracks are used now but there sure seems to be a lot not used. More sidewalks need to be placed around town to connect destinations like parks and nice trails. The dream would be to go on a bike ride with my family and not be worried about cars and unsafe situations- to leave my home and start the bike ride- not have to drive for a long time to find a decent path.
Different older ones downtown.
Honestly, other than the immediate downtown district there isn't a sidewalk in down that isn't in disrepair.
The side walks downtown are in dire need of repair and there needs to be more sidewalks in the city limits. Most communities are older and no sidewalks were included as the areas were developed. Where sidewalks are not possible, bike/walk lanes would be great!
The sidewalks in town are uneven, not level, easy to trip and lose your balance while walking in town
Downtown, backwoods, Walkertown
High St. has issues with steepness and with steps, also sidewalks can be overtaken by foilage and weeds.
Downtown Hazard area, Lovern street and others, all neighborhoods should have sidewalks
From Pantry Shelf down to Health Dept. need repair
The road beside Memorial Gym down to Health Department -- there are a few places with no sidewalk. There is a section on Deaton St. that need repair.
Downtown sidewalks just need touched up. But the park is atrocious. More bike lanes needed near downtown area.
<b>East Main</b>
The sidewalks along East Main Street are non-existent or damaged. We need a walking & biking path along 15 connecting downtown to Food City.
Most sidewalks are very poor in this community. East main for example has no ramps at corners and wooden electric poles in the middle of the sidewalks.
East Main Street and North Main Street So many of the back streets downtown as well
All of East Main from Pizza Hut to Woodland Park and Main St in front of the parking garage.
Broadway, East main, memorial drive
ByPass/ Highway
I walk to work at JCPenney and loose sidewalk access on the bypass.
Around the hospital and hwy 15
Along hwy 15, people walking/running all the time
<b>Wabaco/ Walkertown</b>
Upkeep and replace sidewalks from Walkertown to Woodland Park
Walkertown, Wabaco section
<b>Lothair</b>
Lothair residential area Almost all residential areas
Would like to see sidewalks and bike lanes to safely connect Lothair to downtown Hazard. Would like to see sidewalks and bike lanes to safely connect the Hazard downtown area to the Perry County Park.

How much do you currently travel to work, shopping, parks, or other destinations just by walking or bicycling?

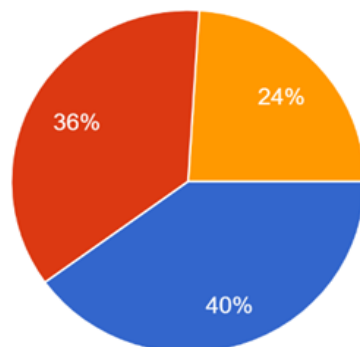
99 responses



- All of the time
- A few times a month
- Once a month or less
- Never - I drive a car everywhere I go

Would you consider walking/biking to those destinations instead of using a car if you had a better path?

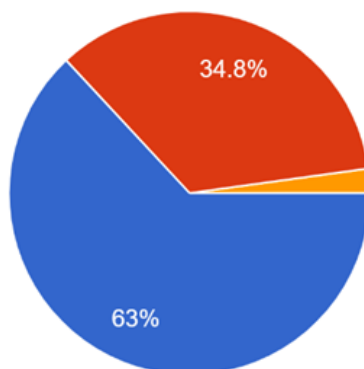
100 responses



- Yes, I would walk more if I had a better path.
- Yes, I would ride a bicycle more if I had a better path.
- No, I would just drive my car everywhere

If Hazard had safer walking and bicycle routes, would you use them 3+ times per week?

92 responses



- Yes, I would walk more regularly.
- Yes, I would use a bike more regularly.
- No, I'm disabled and rely on someone else to drive me.

# Appendix C

## Walkability Survey and Audit Results

In June of 2021, the Kentucky River Health Department and Kentucky River Area Development District completed a survey to identify each street's walkability throughout the city limits of Hazard.

There are several places where the sidewalk is almost level to the road on North Main and East Main Street. The sidewalks on East and North Main Street are also in need of rehabilitation.

Crosswalks on North Main Street need to be added and repainted for the safety of pedestrians. The sidewalks on East Main has many places that needs to be connected for easy mobility from one street to the next. The benches on Main Street are mostly around the court house, more benches should be placed in front of other buildings along Main Street when space allows.

There is a need for more visible crosswalks throughout the city, especially near the city schools. One recommendation would be to have signage that blinks indicating drivers to watch for pedestrians in a school zone.

The walkability audit was completed using the following questions:

Location: \_\_\_\_\_ Date: \_\_\_\_\_

**A. Pedestrian Facilities (High):** presence of a suitable walking surface, such as a sidewalk or path.

1 No permanent facilities; pedestrians walk in roadway or on dirt path

2

3 Continuous sidewalk on both sides of road, or completely away from roads

4

5 Sidewalk on one side of road; minor discontinuities that present no real obstacle to passage

**B. Pedestrian Conflicts (High):** potential for conflict with motor vehicle traffic due to driveway and loading dock crossings, speed and volume of traffic, large intersections, low pedestrian visibility.

1 High conflict potential

2

3

4

5 Low conflict potential

**C. Crosswalks (High):** presence and visibility of crosswalks on roads intersecting the segment.  
Traffic

signals meet pedestrian needs with separate 'walk' lights that provide sufficient crossing time.

1 Crosswalks not present despite major intersections

2

3

4

5 No intersections, or crosswalks clearly marked

**D. Maintenance (Medium):** cracking, buckling, overgrown vegetation, standing water, etc. on or near

walking path. Does not include temporary deficiencies likely to soon be resolved (e.g. tall grass).

1 Major or frequent problems

2

3

4

5 No problems

**E. Path Size (Medium):** measure of useful path width, accounting for barriers to passage along pathway.

1 No permanent facilities

2 < 3 feet wide, significant barriers

3

4

5 > 5 feet wide, barrier free

**F. Buffer (Medium):** space separating path from adjacent roadway.

1 No buffer from roadway

2

3

4 > 4 feet from roadway

5 Not adjacent to roadway

**G. Universal Accessibility (Medium):** ease of access for the mobility impaired. Look for ramps and handrails accompanying steps, curb cuts, etc.

1 Completely impassible for wheelchairs, or no permanent facilities

2 Difficult or dangerous for wheelchairs (e.g. no curb cuts)

3

4 Wheelchair accessible route available but inconvenient

5 Designed to facilitate wheelchair access

4

5 Pleasant

**H. Aesthetics (Medium):** includes proximity of construction zones, fences, buildings, noise pollution, quality of landscaping, and pedestrian-oriented features, such as benches and water fountains.

1 Uninviting

2

3

4

5 Pleasant

**I. Shade (Low):** amount of shade, accounting for different times of day.

1 No shade

2

3

4

5 Full shade

Sum of High importance (A-C): \_\_\_\_\_ x **3** = \_\_\_\_\_

Sum of Medium importance (D-H): \_\_\_\_\_ x **2** = \_\_\_\_\_

Sum of Low importance (I): \_\_\_\_\_ x **1** = \_\_\_\_\_

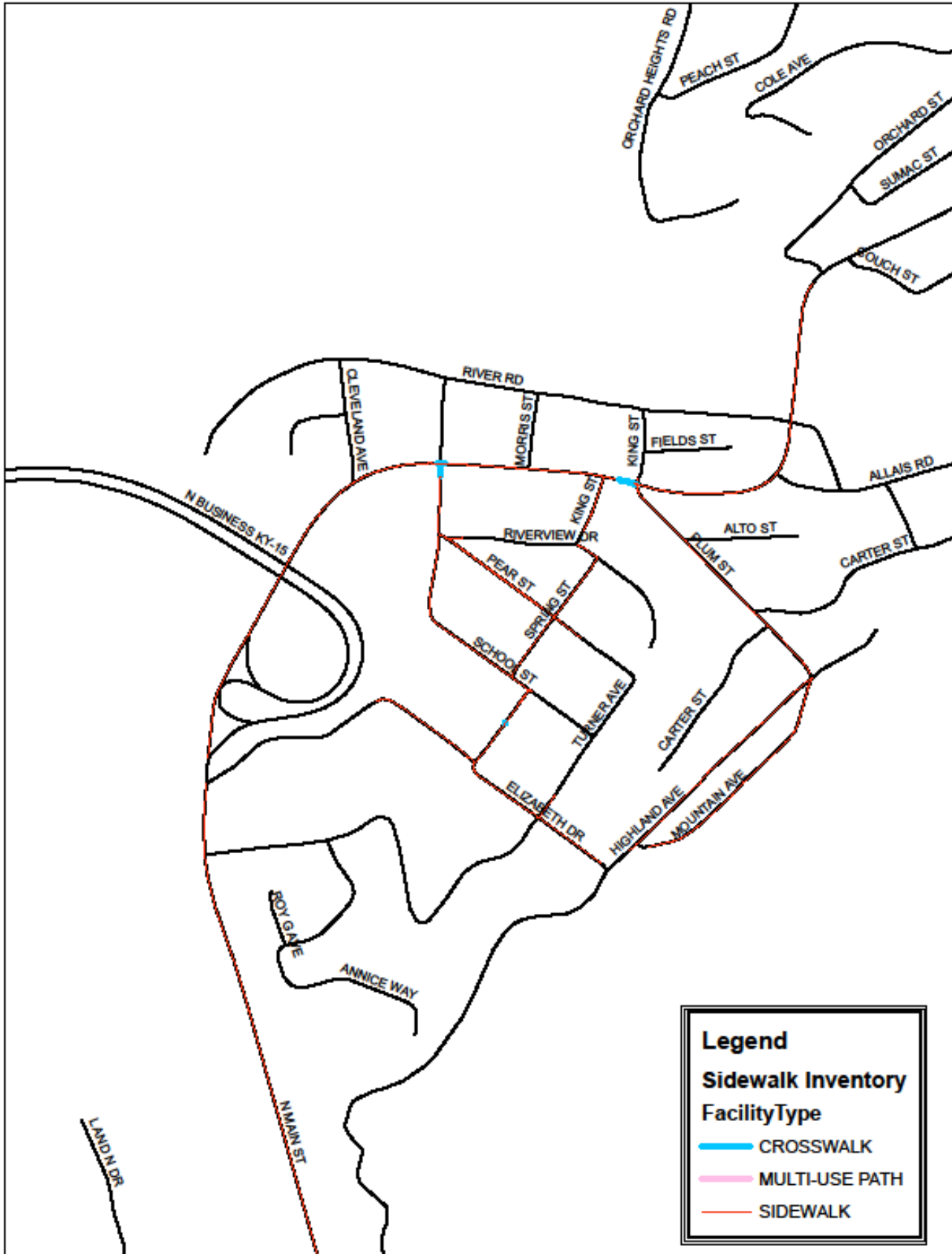
**Total Score:** \_\_\_\_\_ / 100

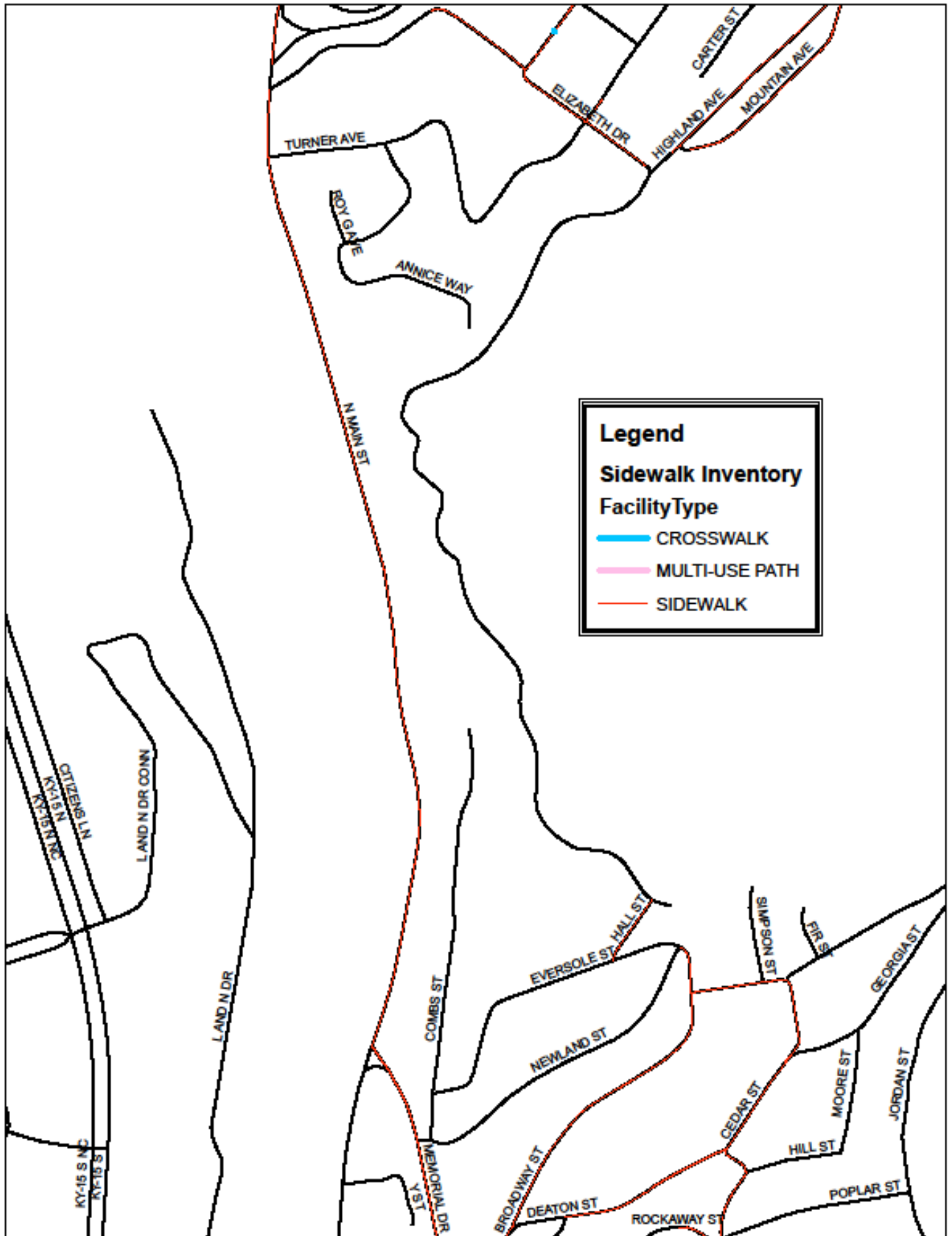
### Observations

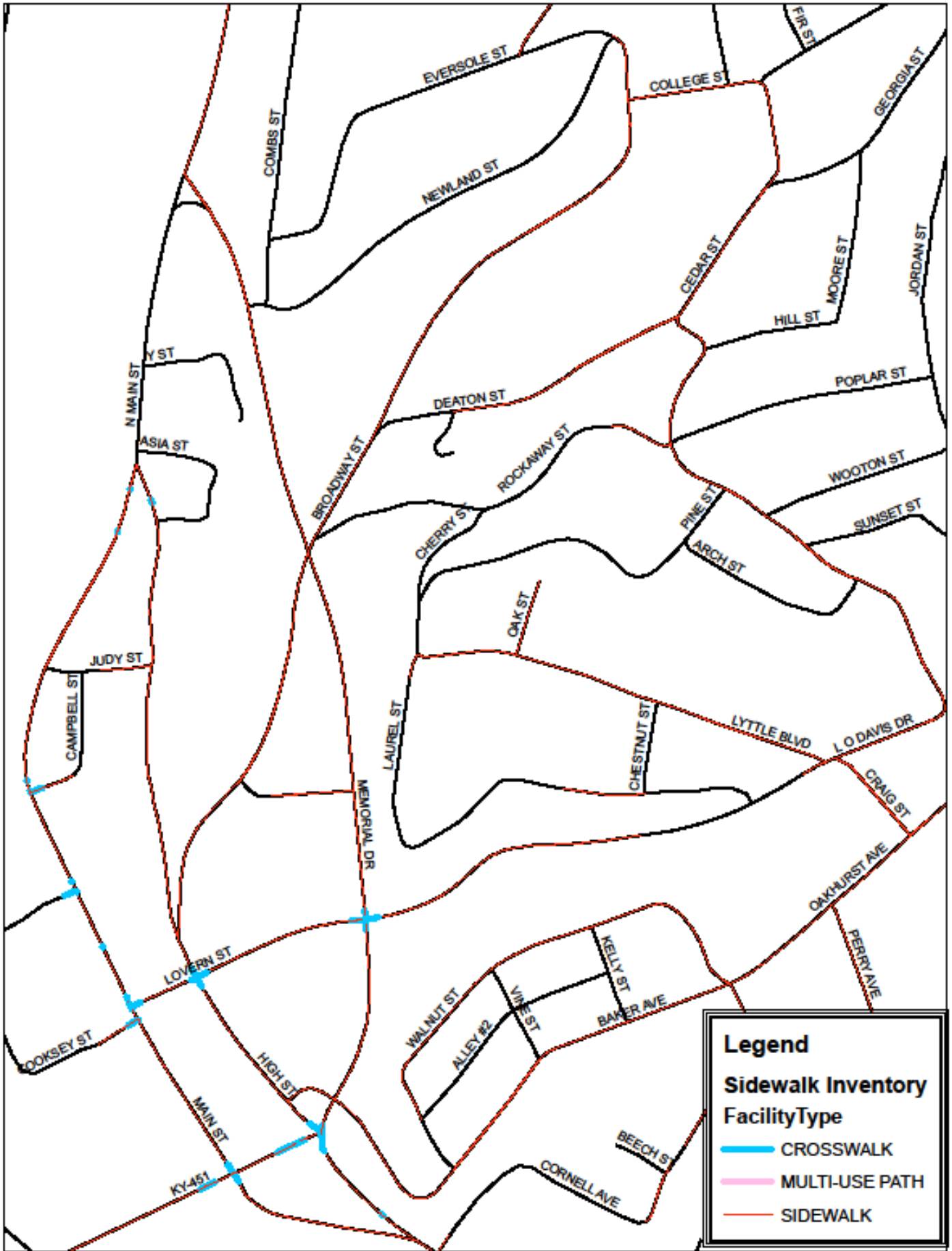
1. What is the most dangerous location along this segment?
2. What is the most unpleasant element of this segment?
3. What improvements would make this segment more appropriate for pedestrian use?
4. Would it be possible to design a more direct route to connect the ends of this segment?
5. Are the conditions of this segment appropriate and attractive for exercise or recreational use?

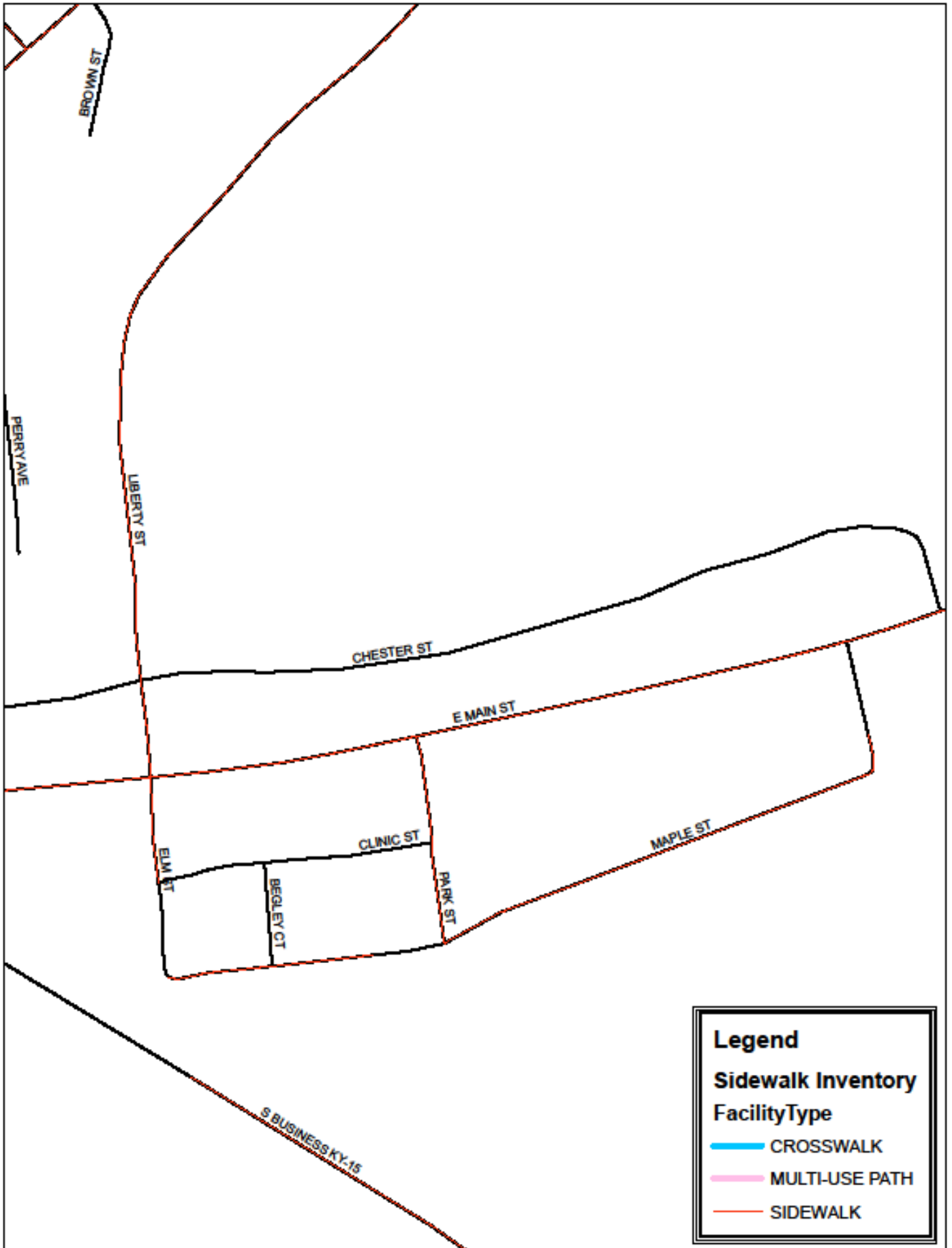
# Appendix D

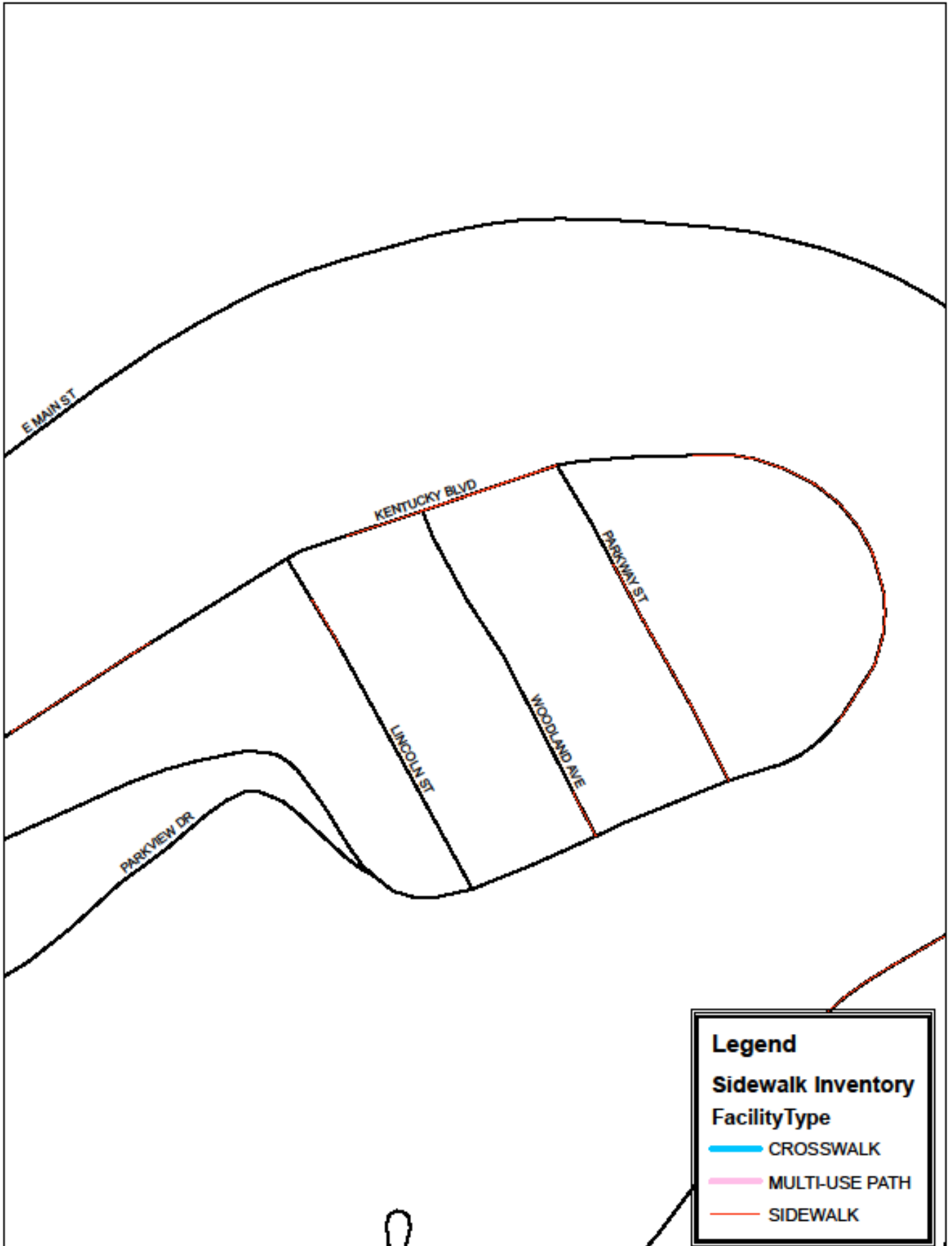
## Sidewalk/Crosswalk Inventory Map











# Appendix E

## Sidewalk Repair Maps

Below are maps showing the locations of sidewalks in the Hazard City limits that have been identified as having trip hazards or in need of replacement.



- Memorial Drive from North Main to Lovern Street
- Broadway Street from High Street to Deaton Street
- Deaton Street from Broadway Street to Cedar Street
- Christian Street from Roy Kidd Street to Master Street



- Lovern Street from Main Street to Memorial Drive
- High Street from Lovern Street to Memorial Drive
- Memorial Drive from High Street to Lovern Street



- North Main Street From Memorial Drive to Turner Street
- North Main Street from Turner Street to Elizabeth Drive
- North Main Street from Elizabeth Drive to Cleveland Avenue
- North Main Street from Cleveland Avenue to King Street
- North Main Street from King Street and Plum Street Intersection to across bridge at Wabaco
- Plum Street from intersection of North Main and King Street to Highland Avenue
- Highland Avenue from Plum Street to Elizabeth Drive
- Mountain Avenue from Plum Street to Highland Avenue



- Sidewalk on Main Street downtown from Cooksey Street to Lovern Street

# Appendix F

## High Visible Crosswalks Needed

Crosswalks in the Hazard city limits are indicated in blue on the following maps. The sidewalks have been identified as needing more visibility features, such as warning flashing lights, better striping and better signage.



Walking traffic along North Main Street and Walkertown area is high. The existing crosswalks in the downtown area need to be repainted due to new pavement, new sealant, and other circumstances such as sun exposure which had caused paint to fade.

# Appendix G

## Promoting Bicycle and Walking Events in Hazard

Throughout the year, the City of Hazard and the Perry County Fiscal Court along with several non profit organizations hold numerous events.

# Block Party in Walkertown

Pathfinders of Perry County invite you to join us on

**Sunday, April 14<sup>th</sup>**

From 1-3 pm

At Hazard Middle School in Walkertown



**Zumba with Misty Bellis**  
Seed starting booth, Pet Parade (bring a pet), Bicycle obstacle course (bring a bike), Ultimate Frisbee, Basketball Tournament, Face painting, Hopscotch, Hula hoops, Bubbles, Health information  
And much more!  
Free food and water will be provided  
**AWESOME DOOR PRIZES!**

For more information contact 487-0321 or [karyn@pathperryky.org](mailto:karyn@pathperryky.org)



Promoting community well-being, engagement, outdoor recreation, and education.



# QUEEN CITY SPARKLER 5K RUN

**Friday July 2 8:00 pm**

To register go to <https://runsignup.com/> find race and type in Queen City Sparkler

Onsite registration starts at 7:00 pm • Location The ArtStation  
Registration \$30 includes t-shirt and after party admission





**Kentucky Public Health**  
Prevent. Promote. Protect.



The Hazard-Perry County Bicycle/Pedestrian Plan was completed in partnership of the following entities:

Perry County Health Department  
239 Lovern Street  
Hazard, KY 40701  
Phone: 606-436-2196  
[www.krdhd.org](http://www.krdhd.org)

City of Hazard  
700 Main Street  
Hazard, KY 40701  
Phone: 606-436-3171  
[www.hazardky.gov](http://www.hazardky.gov)

Kentucky River Area Development District  
941 N. Main Street  
Hazard, KY 40701  
Phone: 606-436-3158  
[www.kradd.org](http://www.kradd.org)

Perry County Fiscal Court  
481 Main Street  
Hazard, Ky 41701  
[www.perrycounty.ky.gov](http://www.perrycounty.ky.gov)

