



Owsley County-Booneville Bicycle/Pedestrian Master Plan

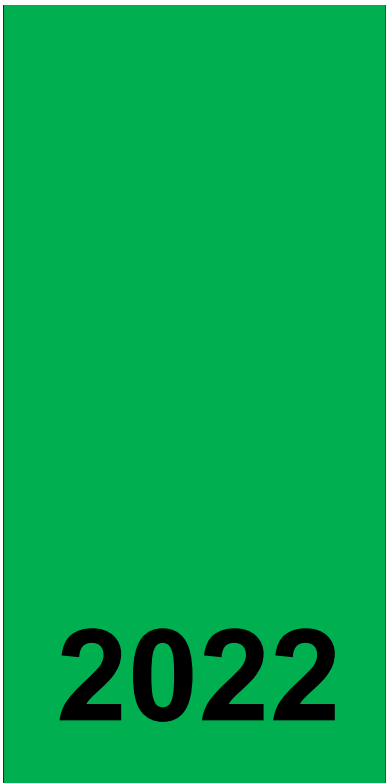
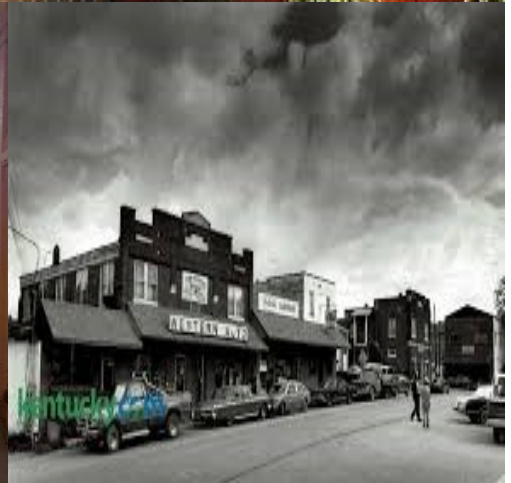


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INTRODUCTION

Bicycle and Pedestrian Master Plans are developed to address health, safety, tourism, and economic issues. The City of Booneville and Owsley 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 Owsley County and The City of Booneville 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 Owsley County and Booneville. Improved health, mobility, with an enhanced economy and quality of life are just to name a few.

Improved Public Health

In 2020, Kentucky was ranked the 46th healthiest state in the nation. Owsley County ranks 119th in Health Outcomes 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, Owsley 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, Owsley 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, Owsley 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 OWSLEY COUNTY

Owsley County, Kentucky, is located in southeastern Kentucky. It is located in the Eastern Coalfields of the United States. In the 2019 American Community Survey by the US Census Bureau, there were 4,415 residents in Owsley County with 100% living in a “rural area”. The county was founded in 1843 and was named after William Owsley Governor of Kentucky from 1840-1844. The county has a total area of 198 square miles, in which only 1 square mile is water. The racial makeup for the county is 97.8% white, 1.7% Hispanic or Latino, 0.50% Black, 1.0% two or more races.

The total median household income is \$30,284 for residents of Owsley County in 2019. The percentage of residents in Owsley County below the poverty level is 35.5% in 2019. Also, in 2019, the American Community Survey provided estimates of how workers age 16 and over to work. Below are those estimates. The ACS also determined that the mean travel time to work traveled for 2019 was 15 minutes.

POLICY FRAMEWORK AND PREVIOUS WORK

Method of Transportation	Number	Percentage of Working Population
Drove alone in car, truck, or van	1,363	85.9%
Carpooled in car, truck, or van	125	7.9%
Public transportation	0	0.0%
Walked	25	1.6%
Other (taxi, motorcycle, bike, etc)	22	1.4%
Worked at home	52	3.3%

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

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.

Owsley County Community Action Plan

The county completed a Strategic Plan in 2019. Owsley County and the City of Booneville had specified focus areas that are concentrated on education, economic development, drug abuse and addiction, and housing. 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 to locate in the downtown area. Several goals and objectives are mentioned that could be supported with bicycle and pedestrian facilities:

- Developing tourism for the area
- Aiding in the process of becoming a Kentucky Trail Town
- Helping in the completion of the trail system

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 Owsley County-Booneville 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 BOONEVILLE

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

Those who are unable to drive due to age, medical or economic reasons, or don't have a drivers' license due to traffic violations rely on walking and cycling for transportation. It is important to plan for the needs of all residents of Owsley County. Furthermore, the county should include residents of all abilities.

Environment

Weather and traffic plays an all important role in how often people in the community walk or bike for transportation. Barriers can be created when walking or biking through the county when hot and humid summer conditions and cold and wet winter conditions as well as narrow, curvy roads with fast moving traffic are combined together.

Community Attitudes

A positive perception can play a very important role in how frequently a person will walk or bike for transportation or recreation. If the perception is seen as socially acceptable then the perceptions of the activity will change in a positive manner.

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 Booneville, and Owsley 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 Booneville. They are available at 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.

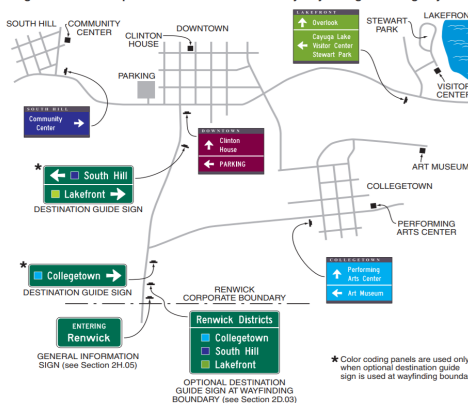
SIGNAGE AND MAPPING

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.

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 Booneville 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

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

That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the center line; any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface, which might be supplemented by contrasting pavement texture, style, or color.

Crosswalk Lines

White pavement marking lines that identify a crosswalk.

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

Owsley County and the city of Booneville does not have a strong outdoor recreational community. There are few outdoor walking events, as well as no local clubs who actively encourage local residents for participation. Buckhorn State Resort Park, The Daniel Boone Days Festival to help Owsley 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

There are no existing citizen groups that are bike enthusiasts. The county does not have bike lanes. 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 Owsley County is mostly recreational. The running tracks in the county are associated with the local schools, but most of the running/walking activity in the area occurs in local neighborhood parks.

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.

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 Booneville does not have 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 1.342 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 Owsley 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

In Owsley County the City of Booneville have numerous events through out the year. The Daniel Boone Days Festival is held the last weekend in June. A farmers market is open on Amburgey Street from the months of April to October. The city also hosts many events during holidays. The city hosts an Easter egg hunt on Easter weekend. On Halloween weekend the city hosts a Boo Fest. In

the month of December the city also has a tree lighting ceremony and a Christmas Parade.



5th Annual Light Up Booneville Christmas Celebration & Parade 2021

LINE UP OF EVENTS

November 15, 2021
*Deadline for Entering Snow Queen Pageant

NOVEMBER 20, 2021
*Snow Queen Pageant to be Held

DECEMBER 1, 2021
*5:30 PM - Tree Lighting Ceremony beside the Booneville Volunteer Fire Department

DECEMBER 3, 2021
*5:30 PM - Parade of Lights (In the event of bad weather, the event will be postponed until the next Friday.)

DECEMBER 10, 2021
*Santa Claus is Coming BACK to Booneville!

DECEMBER 15, 2021
*Deadline for Entering the Light Up Booneville Decoration Contest
--This year, there is a City and County category.
--There will be a Residential Category this year as well.
--Entries will be added to an interactive map.
Winners will be announced on December 20, 2021

DECEMBER 16, 2021
*Meet and Greet Santa at the "Mayor of a Lifetime's" House (Charles Long)



BOONEVILLE HALLOWEEN FEST

SATURDAY, OCTOBER 30
@ THE RIVER SIDE SHOWGROUNDS

1:00 PM - 8:00 PM

VENDORS GAMES FOOD PRIZES

INFLATABLE OBSTACLE COURSE

PERFORMANCES BY THE OCHS BAND, CHOIR AND THE ROOKIES

COME EARLY AND REGISTER FOR THE COSTUME CONTEST!! ALSO, BRING YOUR CARVED PUMPKIN FOR A CHANCE TO WIN A PRIZE!!

TRICK OR TREAT 5:30-7:30 PM



SATURDAY, OCT. 30TH
8PM-11PM

OWSLEY COUNTY HIGH SCHOOL FARM
177 SHEPARDS LANE BOONEVILLE KY

HAUNTED CORN MAZE

HOSTED BY OCHS FFA

FREE ADMISSION



DANIEL JULY BOONE FEST 2ND
BOONEVILLE, KY

LIVE

BRANDON FULSON BAND 7PM

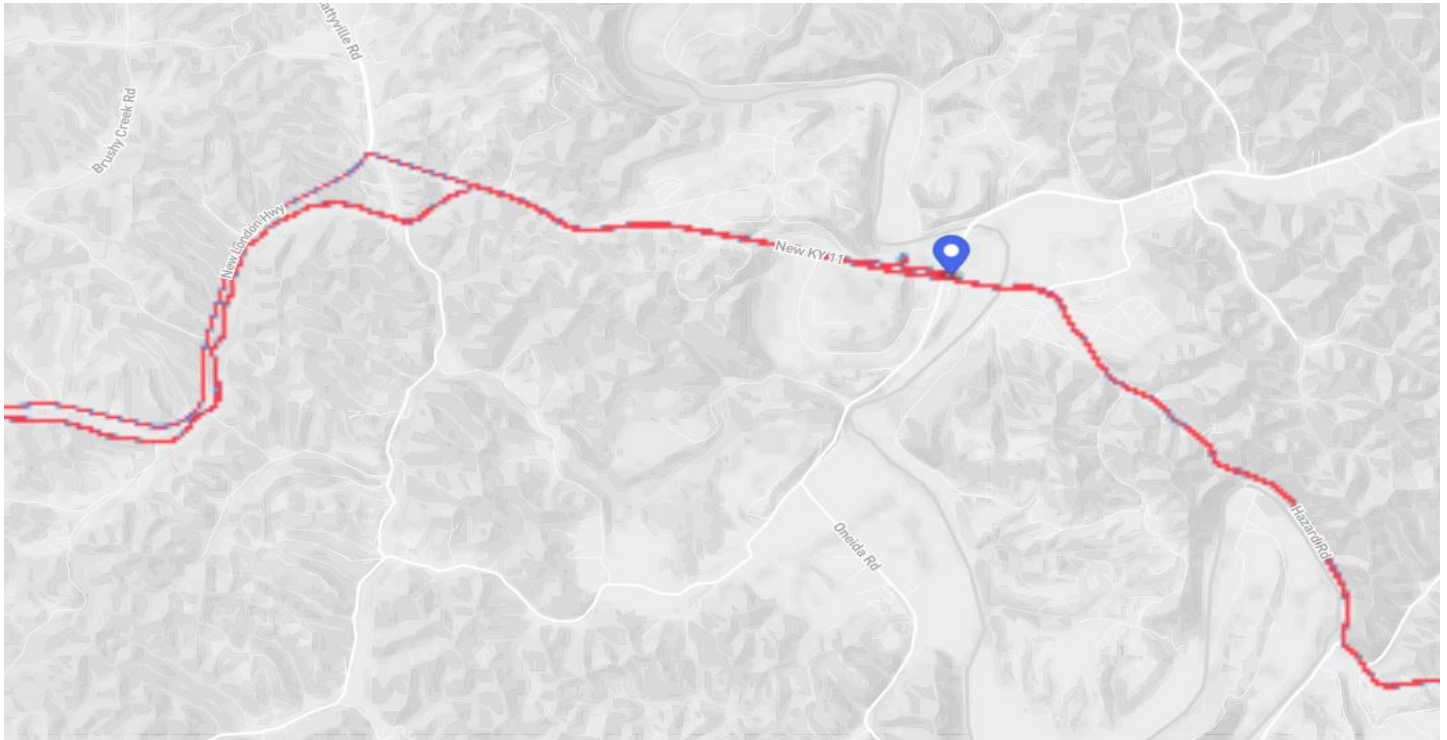
FIREWORKS 10 PM

THE ROOKIES 5 PM

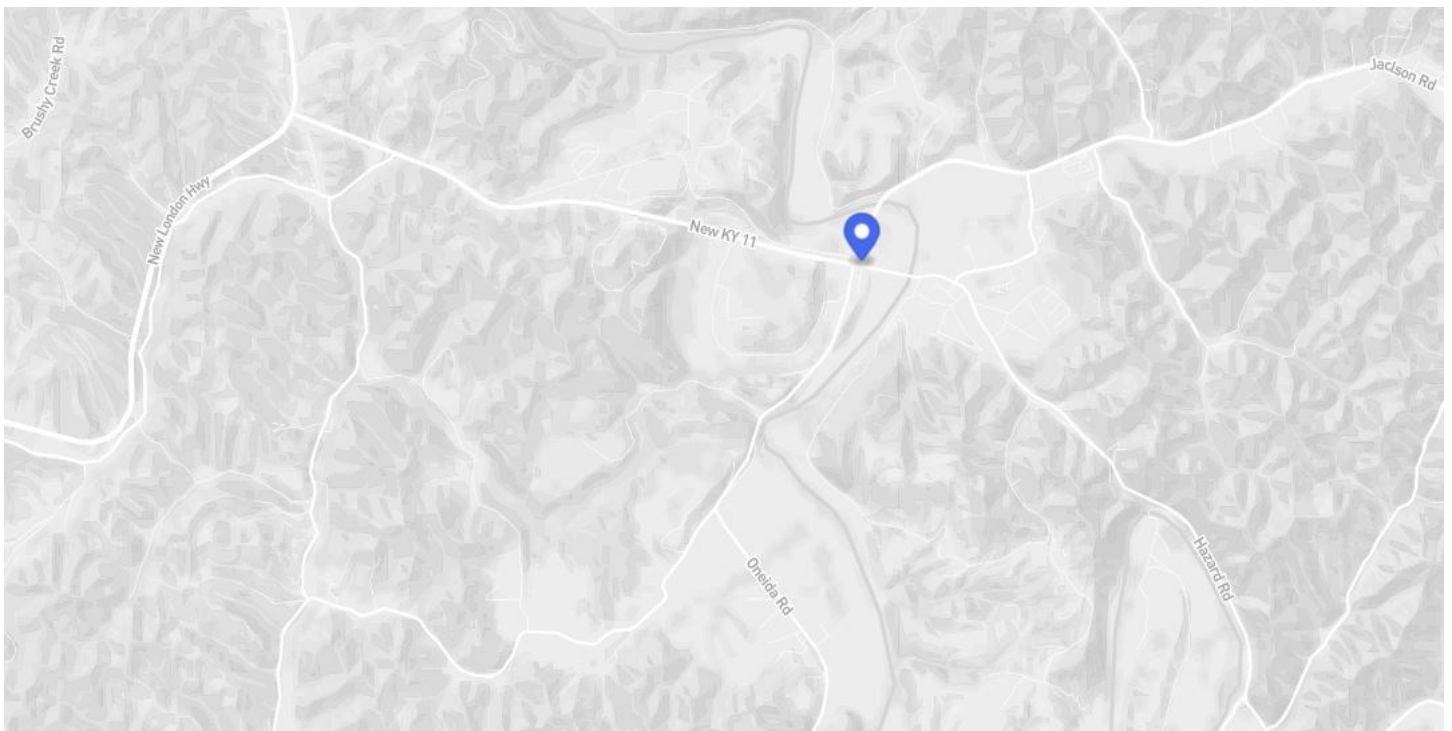
STRAVA MAPS OF CURRENT USERS

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 the city of Booneville. The areas with no dedicated bicycle facilities should have proper signage so drivers of motorized vehicles can be aware. There is no hot area for the walking pedestrians. The bike traffic is on New KY 11, Hazard Road, and New London Road.

Strava Heat Map of Bicycle Facility Activity in Booneville , Kentucky



Strava Heat Map of Pedestrian Facility Activity in Booneville, Kentucky



RESOURCES AND PUBLIC INPUT

COMMUNITY AND CIVIC RESOURCES

The Owsley County School System has one elementary and one high school which are in close proximity of Highway 28.

There is one public library located in Owsley County.

Owsley County has a recreation and community center. The center has outside seating for events, a basketball court, and a stage for events.

PUBLIC INPUT AND PREFERENCES

Electronic Survey Booneville

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, the board of education, libraries, and other local organizations. The survey included questions for the citizens of Booneville and the surrounding area in Owsley 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.

- ◆ Homes of Friends, Restaurants, School, are the most visited establishments within 2 miles of home that residents could walk or bike to. However, 58.3% of the survey respondents said they used a motorized vehicle as their main source of transportation.
- ◆ The main factors noted as reasons residents are discouraged to walk or bicycle around town were no bike lane/sidewalks, too much traffic, and poor sidewalk condition. Traffic, too young, too far from home, not enough sidewalks, and no trust in other's were the reasoning for why parents are discouraged from allowing their children to walk to/from school in Booneville.
- ◆ 37.5% of residents would consider walking more if they had a safer and more accommodating and safer routes. 21.8% of people surveyed would consider biking more if they had a accommodating and safer path.
- ◆ The majority of people (66.7%) never walk or bike to destinations. 95.5% of the people surveyed walk for recreation/exercise. 88.2% of the people surveyed would walk more regularly (3+ times a week) if they had safer routes.

Bike/Walk Events in Booneville

Booneville has walking events throughout the year. The Relay for Life event is held during the summer. A Prayer Walk is held on the National Day of Prayer in May.

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 Booneville and Owsley 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 Booneville and the surrounding area. 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 these cities 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.

No benches are placed along other streets to promote walking with rest areas.

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 cities should 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: Booneville

- Rehabilitate sidewalk on Main Street from intersection with KY-30 and North Court Street
- Rehabilitate sidewalk on KY Highway 11 from intersection of South Court Street and New KY -11 to end of existing sidewalk
- Rehabilitate sidewalk on Mulberry Street from intersection of South Court Street and KY-28 to end of existing sidewalk
- Rehabilitate sidewalks on KY-11 from South Court Street to Applegate Road
- Rehabilitate sidewalks within city limits where deemed necessary

Project 2: Identify Places for New Sidewalks

Several locations in Booneville 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: Booneville

- Shepherd's Lane Road from KY 28 to High School
- KY 30 from KY 28 to existing sidewalk
- KY 30 from S Court Street to Fish Creek Road
- KY 11 from S Court Street to Medical Complex
- Add safe pathway across bridge on KY-11
- Add sidewalk along Old KY-11 from First Presbyterian Church to KY-11 Spur

Project 3: Connectivity and Signage of Existing and 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

Crosswalks are spaces between pedestrian facilities at controlled road way intersections. Safe pedestrian crossings determine how many and how often walkers cross in the area. Throughout Booneville, 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 at

all major intersections. All crosswalks downtown should be repainted and signage added where needed. Traffic box should be added at traffic light near schools.

Crosswalk Marking Projects:

- Add crosswalk on KY 11 at Farmers Bank
- Add crosswalk at Owsley County Elementary School
- Add crosswalk at Owsley County High School
- Add crosswalk and signage markings where deemed necessary

Pedestrian Crossing Marking:

- Add crosswalk on Mulberry Street
- Add crosswalk on Court Street
- Add crosswalk and signage at Public Library on KY-11

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 Booneville

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.

Project 7: Wayfinding Signage

The city of Booneville should 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 that shows where all the businesses are in the city could also be created and placed at all of the area hotels or local attractions for out of town visitors.

Project 8: Provide Better ADA Accessibility

While doing the walkability audit, it was noted that the sidewalks in the downtown area are not handicap accessible. The City of Booneville 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

Survey results suggests the need of a multi-use path for walking in the Owsley County Park. This multi-use track would be a great addition to the park and would be beneficial for the local residents whom wish to walk for health reasons. A multi-use path was also suggested on Fish Creek Road. This would be beneficial for those whom walk the road to enjoy fishing. Add multi-use for path for non-modal transportation from First Presbyterian Church to Gas Station on Old KY-11 for those traveling on bicycles and staying at the hostel.



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

Appendix A

Pedestrian and Bicycle Survey Results

From October 1, 2021 to October 15, 2021 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 Booneville/Owsley 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 Booneville 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 Booneville/Owsley 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
KY 30	KY 30 East desperately needs side walks
KY 30/ KY 11	New 30, new 11, by any retail store
KY 30/ KY 11	All county roads including new road to Lee and London
Downtown	Up to OCHS; all city sidewalks need to be replaced and be ADA

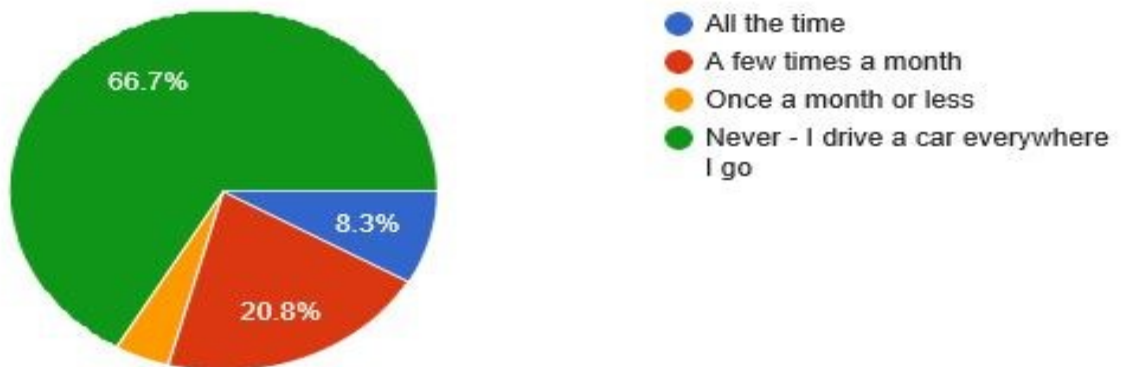
Out of 24 survey responses this chart represents the majority consensus regarding the location of pedestrian facilities. The following charts represent the results of other comments made during the survey.

What sidewalks are in need of repair/replacement in Booneville/Owsley County? Where should the city put more sidewalks?

Somewhere safe to walk
On all roads regardless
Where a clean safe area is for kids and adults
Though town

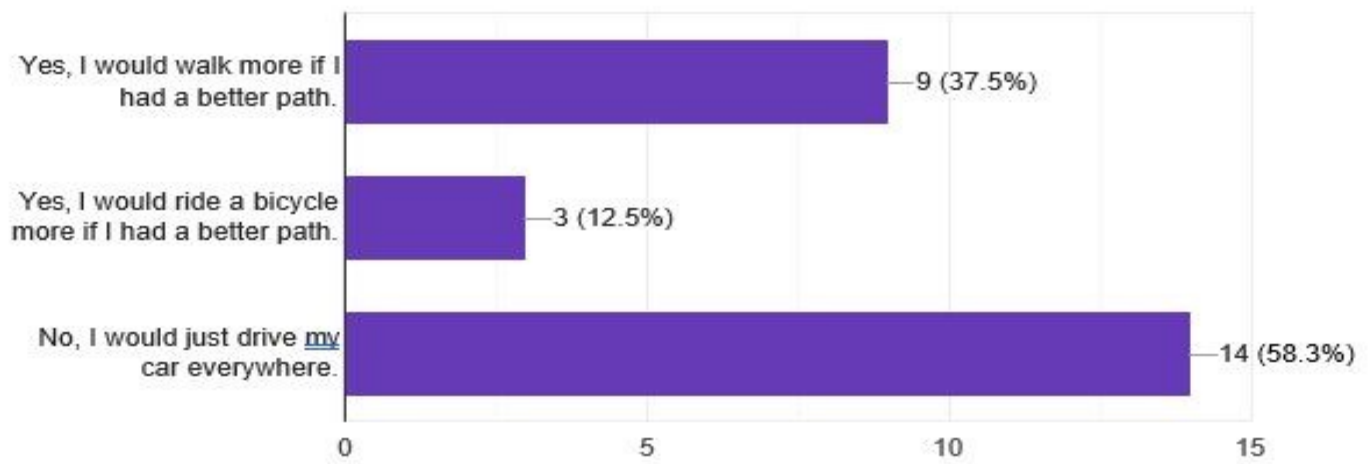
How much do you currently travel to work, shopping, parks, or other destinations just by walking or bicycling? Mark only one circle.

24 responses



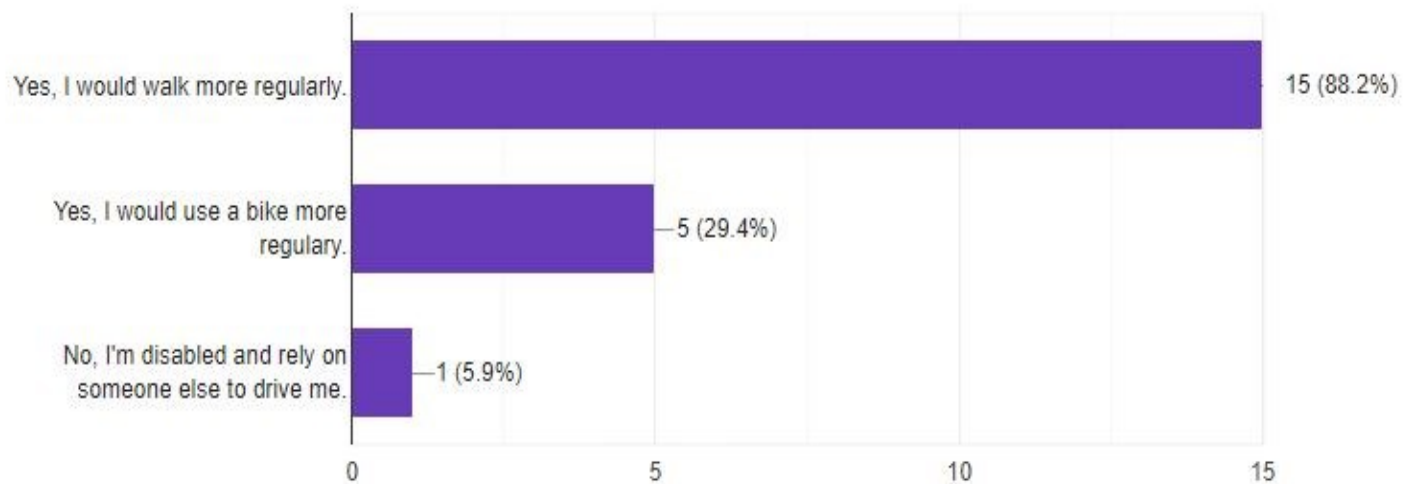
Would you consider walking/biking to those destinations instead of using a car if you had a better path?

24 responses



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

17 responses



Appendix C

Walkability Audit Results

In October 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 Booneville. There are several places where the sidewalk is at street level or non-existent. Sidewalks on Mulberry street are broken up and not ADA compliant. 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 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

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

1 Major or frequent problems

2

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

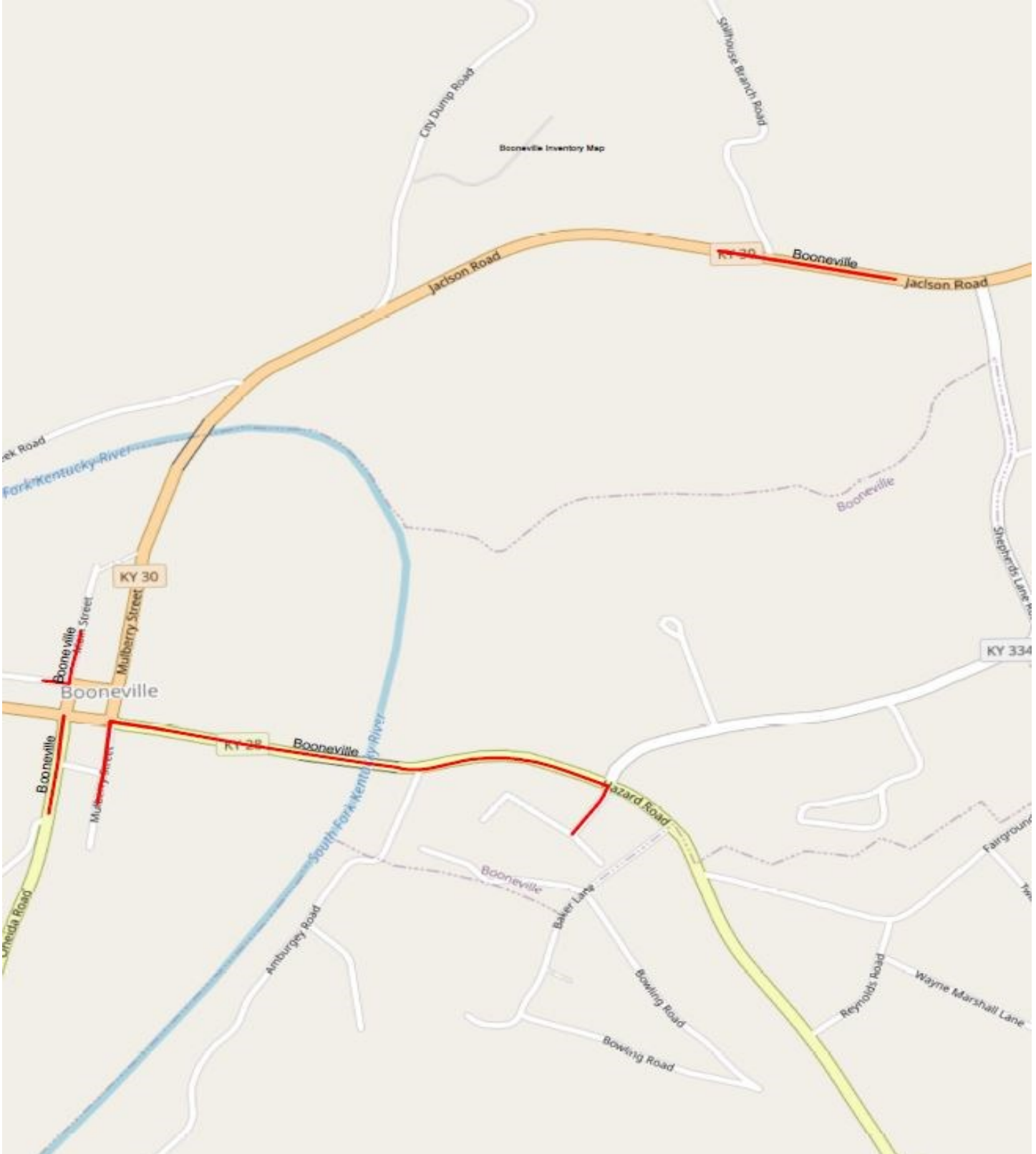
Observations

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

Red lines represent sidewalks.



Appendix E

Sidewalk Repair Maps

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

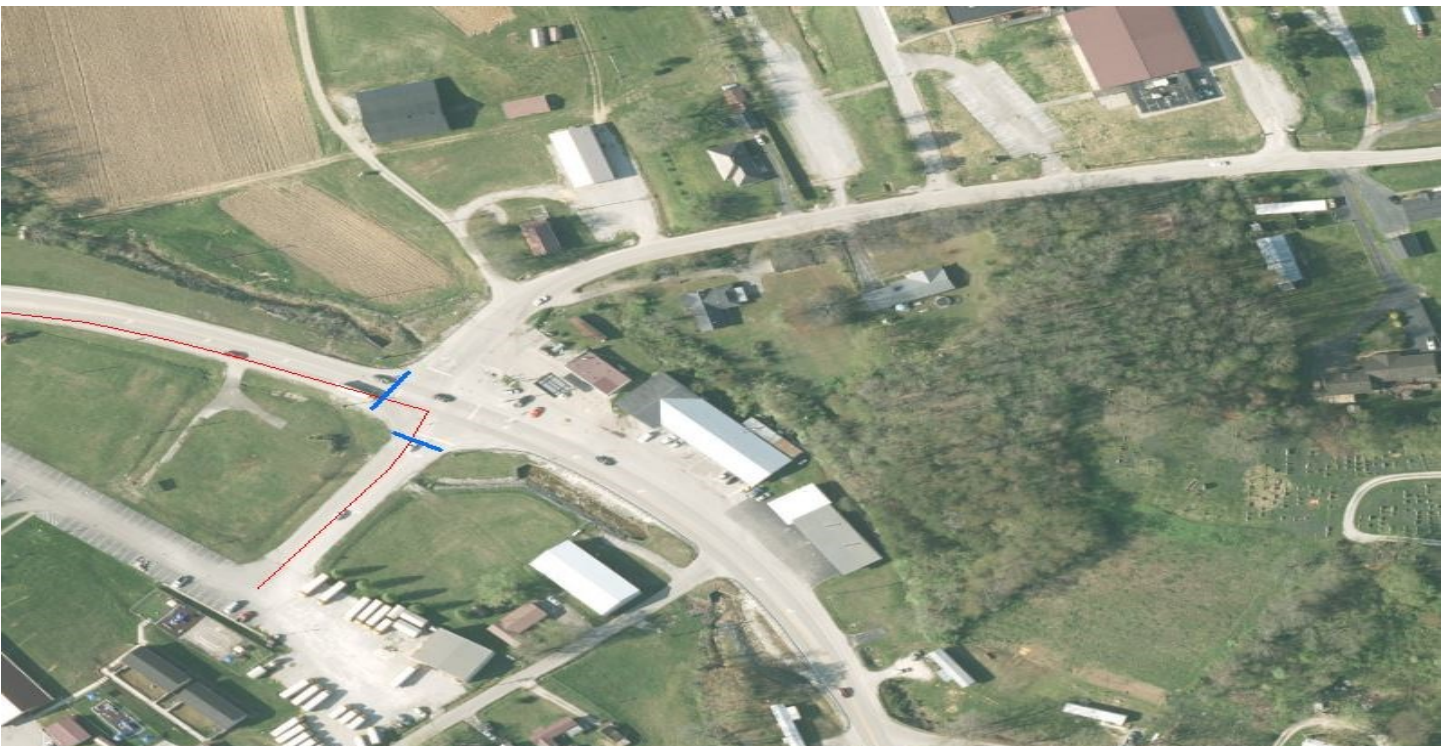


- Mulberry Street from South Court Street to end of sidewalk
- Main Street from North Court Street to end of sidewalk
- North Court Street from KY 30 to end of sidewalk

Appendix F

High Visible Crosswalks Needed

Crosswalks in the Booneville city limits are indicated in blue on the following maps. The crosswalks have been identified as needing more visibility features, such as warning flashing lights, better striping and better signage, added in the future. Waking traffic along the main highway is high. Blue line represents crosswalks that need to be striped or added, the red line represents the existing sidewalk in front of the school.



Appendix G

Promoting Bicycle and Walking Events in Owsley County

Throughout the year Owsley County and the City of Booneville hold numerous events. A prayer walk on National Prayer Day and a walk for the March of Dimes.



CHRISTMAS TREE
Lighting **CEREMONY**
WEDNESDAY DECEMBER 1 @ 5:30PM
DOWNTOWN BOONEVILLE
BESIDE OF FIRE DEPARTMENT
FREE COMMUNITY EVENT
PRESENTATION OF SNOW COURT
CAROLING
&
FELLOWSHIP

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DANIEL BOONE DAYS 2019

FRIDAY, JUNE 28

Music with Monroe Land Way 6PM
 Pioneer Princess/Queen Recognition 7:45 PM
 Bungee Basketball & Bounce House 6-10PM
 Music with Mike Reynolds & Friends 8PM
 Fireworks 10PM

SATURDAY, JUNE 29 (Kicks off @ 3PM)

Corn Hole Tournament (Entry Fee \$10.00 per Team) 3PM
 Bungee Basketball & Bounce Houses 4-8PM
 Sack Races, Games, Food 3PM
 FREE MOVIE IN THE PARK (DUMBO 2019) 9:30PM
 (Bring a lawn chair or blanket).

SUNDAY, JUNE 30 (Kicks off @ 4PM)

FAITH, FOOD AND FELLOWSHIP 3PM

FOOD VENDORS WILL BE AVAILABLE ON THE GROUNDS ON SUNDAY. BRING A BLANKET, BUY SOME LUNCH AND ENJOY A OLD FASHIONED PICNIC ON THE GROUNDS DURING AN AFTERNOON OF HYMN-SINGIN.

PLEASE NOTE: This is **NOT** a complete list of all activities that will be available during this year's festival.

Registration for Saturday's Corn Hole Tournament will be done during the evening's event.

GAMES & ACTIVITIES FOR KIDS OF ALL AGES

FSB
 FARMERS STATE BANK
 & THE
 City of **BOONEVILLE**
 PRESENT
 THE
2nd ANNUAL
EASTER EGG
HUNT

Games & photos with the Easter Bunny starts at 4 p.m.

Arrive a little early to be divided into age groups

Age Groups
 *0-2 yr
 *3-5 yrs
 *6-8 yrs
 *9-12 yrs

Join us @ River Side Show Grounds on April 18, 2019. Egg Hunt starts @ 5:30 p.m.

Prizes will be given in each age group

Bring your own basket



Kentucky Public Health
Prevent. Promote. Protect.



The Owsley County Bicycle/Pedestrian Plan was completed in partnership of the following entities:

Owsley County Health Department
505 KY-28
Booneville, KY 41314
Phone: 606-593-5181
www.krdhd.org

City of Booneville
38 E Main Street
Whitesburg, KY 41858
Phone: 606-633-3700
City of Booneville Facebook

Kentucky River Area Development District
941 N. Main Street
Hazard, KY 40701
Phone: 606-436-3158
www.kradd.org

Owsley County Fiscal Court
P.O. Box 749
20 Main Street
Booneville, KY 41314
Phone: 606-593-6202
www.owsleycountyky.com

Owsley County Board of Education
14 Old Kentucky 11
Booneville, KY 41314
Phone: 606-593-6363
www.owsley.kyschools.us

Owsley County Public Library
#2 Medical Plaza
Booneville, KY 41314
606-593-5700

