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BICYCLE/PEDESTRIAN PLAN

Bicycle and Pedestrian Master Plans are developed to address health, safety, tourism, and economic issues. The City of Hyden and Leslie 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 Leslie 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 Leslie 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 43rd healthiest state in the nation. Leslie County ranks 112th in Health Outcomes and 114th 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, Leslie 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, Leslie 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, Leslie 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 HYDEN**

The city of Hyden, Kentucky, is located in Leslie County in southeastern Kentucky. It is located on the North Fork Kentucky River east of Daniel Boone Natural Forest. In the 2020 American Community Survey by the US Census Bureau, there were 10,513 residents in Leslie County. The county was founded in 1878 and was named after Preston H. Leslie, Governor of Kentucky from 1871 to 1875. The county seat the City of Hyden is named after Kentucky Senator John Hyden. The county has a total area of 404 square miles, in which only 3.6 square miles is water. In 2020 the racial makeup was 97.3% white, 0.4% black, 1.1% two or more races, and 0.8% Hispanic. The percentage of residents in Leslie County below the poverty level is 25.8% 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 33 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.

<table>
<thead>
<tr>
<th>Method of Transportation</th>
<th>Number</th>
<th>Percentage of Working Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone in car, truck, or van</td>
<td>2,446</td>
<td>84.1%</td>
</tr>
<tr>
<td>Carpoled in car, truck, or van</td>
<td>321</td>
<td>11.0%</td>
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<tr>
<td>Public transportation</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Walked</td>
<td>31</td>
<td>1.06%</td>
</tr>
<tr>
<td>Other (taxi, motorcycle, bike, etc)</td>
<td>7</td>
<td>0.24%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>103</td>
<td>3.54%</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau, Table B08141 2015-2019 American Community Survey 5-Year Estimates*
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 Hyden/Leslie 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 11, 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 HYDEN

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 Leslie 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.
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 11, the City of Hyden, and Leslie 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 Hyden. 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**

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 Hyden 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 travelable 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, or 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 contracting 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.
Leslie County and the City of Hyden has a strong outdoor recreational community. There are many outdoor walking events, as well as local clubs who actively encourage local residents for participation. The Mary Breckinridge Festival, as well as The Osborne Brothers Festival help Hyden and Leslie 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 households throughout the county.

EXISTING BICYCLE RESOURCES AND EVENTS
The group called Trails of Leslie County are biking and hiking enthusiasts. The City of Hyden and Leslie County does not have any bike lanes, biking trails, or paths other than the local and regional sponsored events.

EXISTING PEDESTRIAN RESOURCES AND EVENTS
The majority of pedestrian activity in Hyden is mostly recreational. The running tracks in the county are associated with the local high school. Most of the running/walking activity in the area occurs in local neighborhood parks and at the track located at the high school.

Hyden does not have any specialty sporting goods store. 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 Leslie County, outdoor enthusiasts can enjoy the many trails in the county.

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 Hyden has a 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 1.7 miles. Marked crosswalks are placed inconsistently around the city. There are no 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 Hyden and Leslie 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 Hyden holds many events throughout the year where the streets downtown is blocked to motor vehicles. On Friday’s and Saturdays Hyden holds a Farmers Market in the Riverfront Park. The city hosts the Mary Breckinridge in October and the Osborne Brother’s Festival in August. Many “Relay for Life” events are held in the city. The Mary Breckinridge Parade and Christmas Parade are held in the downtown area. The city also holds the event Music in the Park during the summer months. The foot traffic during these times would greatly benefit from newly rehabilitated and extended sidewalks. The city of Hyden has a park that is located downtown next to the river. The city has a mural downtown behind city hall celebrating the artwork of Vincent Van Gogh. This area includes picnic table where patrons can enjoy a meal and look at the beautiful painting. Within the county you also have The Home of Mary Breckinridge, The Hurricane Mine Memorial, Kentucky Veterans Cemetery, Biggerstaff Recreation Area, Confluence recreation Area, and Trace Branch Camping Ground, the home of the Osbourne Brothers and The Bluegrass School of Music.
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 Hyden. For bicycling, the hot areas include Highway 421 and Main Street. Furthermore, most of the bicycle traffic is utilized in rural areas of the county on roads such as Owls Nest Road, as indicated by the blue 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 Riverfront Park, the downtown area, and Highway 421.

Strava Heat Map of Bicycle Activity in Hyden, Kentucky

Strava Heat Map of Pedestrian Activity in Hyden, Kentucky
COMMUNITY AND CIVIC RESOURCES

The Leslie County School System has four elementary schools, and one high school which are mostly scattered throughout Leslie County. Leslie County High School and Mountain View Elementary are located within the city limits.

The Leslie County Public Library is located downtown on main street. The courthouse, city hall, and the extension office are also located on main street.

Leslie County has an abundance of recreational facilities. There is an outdoor swimming pool, baseball/softball fields, basketball courts, tennis courts, a playground, several shelters, a walking track, and skateboard park. There is also a walking track located at the high school.

The area of downtown Hyden 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 shopping center in town contains a grocery store, medical services, a pharmacy, and bank.

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 Hyden and Leslie 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 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 are the reasoning for why parents are discouraged from allowing their children to walk to/from school in Hy- den.
- 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.

Bike/Walk Events

There are several walking events in the city of Hyden with many of the organizations in the city and surrounding area. The Leslie County Relay for Life hosts many run/walk marathons and events. In April they have a memorial 5K Walk/ 10K run. During the Mary Breckinridge Festival there is a 5K. In December the Winter Warm Up Event is held with a 5K Walk/ 10K run. In April the War Daddy Bike Race is held with 100 bikers.
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 Hyden and Leslie County, the following questions will be used when performing a bikability audit. Bike lanes will be marked according to the U.S. Department of Transportation’s 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 Hyden 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 Hyden 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?

One of the first things we noticed during our walking audit was the high rate of speed vehicles seemed to have when entering the downtown area. Speeding was identified as the most dangerous behavior from motor vehicle operators. We will coordinate with the KY Transportation for opportunities to identify and incorporate traffic calming treatments/measures in these areas. Some treatments include 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. Traffic calming treatments are needed on Main Street as you approach downtown east bound. Traffic calming precautions should also be placed on US-421 coming into town approaching downtown north bound.
Example of a small sign in Pikeville, KY that could be adapted in Hyden to promote walking
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 Hyden 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:
- Rehabilitate sidewalk on Wendover Road at Leslie County High School
- Rehabilitate walking track in Hyden City Park
- Rehabilitate sidewalks in front of LKLP
- Rehabilitate sidewalk at City Go Kart Track with FEMA monies
- Rehabilitate existing sidewalk in city limits where deemed necessary
- Add handrails on sidewalks along Highway 257
- Add handrails along sidewalks on Main Street

Project 2: Identify Places for New Path Ways
Several locations in Hyden need new pedestrian pathways, with proper street lighting. By providing better pathways, 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:
- Multi-use path along KY-118 to Hal Rogers Parkway
- Add pedestrian accommodations from Low Income Housing Projects to Gas Station
- Add pedestrian accommodations to Hurts Creek Shopping Center from KY-421
- Add pedestrian accommodations from existing sidewalks on Main Street to IGA/Dollar Store
- Connect Low Income Housing Apartments to existing sidewalks in Hickory Street
- Connect sidewalk on Hickory Street to Kate Ireland bridge
- Connect Maple Street to lower level of Parking garage with a designated pedestrian path

Project 3: Connectivity and Signage of Future Bike Routes
For safety awareness of both cyclists and motor vehicles, “Share the Road” or bicycle warning signs (MUTCD W11-1/ https://mutcd.fhwa.dot.gov/htm/2009/part9/pert9b.htm) signs may need to be installed in appropriate locations to remind drivers that other forms of transportation are in the area. In the future shared lane markings, also called “sharrows,” may be used to indicate shared space for bicyclists and motorists on streets that have low posted speed and low traffic volume. These roads typically don’t have space for traditional bike lanes. Bike lanes may be used in some on wider roadway areas, if and when possible. These treatments may be added or changed when roadways ar resurfaced. If space allows, some bike lanes can be buffered with a wider (minimum 2 feet) pavement marking. We will work with the KYTC on opportunities to re-mark and reallocated space on roads ways during resurfacing jobs.
Project 4: Pedestrian Crossings
Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized interactions, and on approaches to other intersections where traffic stops. Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs. At non-intersection locations, crosswalk markings legally establish the crosswalk.

Some location where pedestrians cross the roadway at a non-crosswalk location may warrant signage to alert motorists of this situation. The proper signage for this use is the MUTCD W11-2 (https://mutcd.fhwa.dot.gov/htm/2009/part2/part2c.htm).

Appropriate signage should also be added on US-421 approaching town north bound. The warning signs should be placed per AASHTO and FHWA guidance.

New Pedestrian Crosswalk and Signage Location:
• New Crosswalk at the intersection of KY-118 and US 421
• Pedestrian crossing on Hyden Spur and KY-421

Existing Crosswalk and Signage Projects:
• Repaint existing crosswalk at Leslie County High School on Wendover Road
• Repaint/stripe existing crosswalks in city limits where deemed necessary
• Replace pedestrian crossing signs with high visibility signs and flashing lights

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 Hyden
Leslie County and the City of Hyden 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 Hyden 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 for out-of-town visitors.

Project 8: Provide Better ADA Accessibility
While doing the walkability audit, it was noted that many of the sidewalks in the downtown area are not handicap accessible. The City of Hyden 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 vehi-
Pedestrian and Bicycle Survey Results

From March 4, 2022, to March 18, 2022 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) Medical Facilities/Pharmacy
   d) Friend’s/Relative’s House
   e) School
   f) Shopping
   g) Library
   h) Recreation/Gym
   i) Church
   j) Park
   Other:

3. What are your most frequent (3+ visits per week) destinations?
   a) Work
   b) Restaurant
   c) Medical Facilities/Pharmacy
   d) Friend’s/Relative’s House
   e) School
   f) Shopping
   g) Library
   h) Recreation/Gym
   i) Church
   j) Park
   Other:

4. Would you consider traveling more on foot or biking to your destinations (compared to driving a car) if you had a better path?
   a) School Bus
   b) Car
   c) Bicycle/Walking
   d) N/A

5. Select all the factors that discourage you from making more trips on foot or bike?
   - Traffic
   - Lack of Signage
   - Not Enough Sidewalks
   - No Bike Lane
   - Too Far From Home
6. Do you like to walk or bike for recreation or exercise?
   a) Walk
   b) Bike
   c) Both
   d) No

7. If Hyden had more user-friendly pedestrian and bicycling would you use them more regularly (three or more times per week)?
   a) Yes (____Walk ____Bike)
   b) No

8. How do your children/grandchildren get to school most often?
   a) School Bus
   b) Car
   c) Bicycle/Walking
   d) N/A

9. Select all factors that discourage you from allowing your children/grandchildren from walking or biking to school?
   a) Traffic
   b) Lack of Signage
   c) Not Enough Sidewalks
   d) No Bike Lane/Rack
   e) Too Far from Home

10. What sidewalks need repair/replacement in Hyden/Leslie County? Where should the city place more sidewalks.

11. Where do you think bike lanes are needed?

12. Additional comments:
Where are pedestrian facilities (sidewalks/crosswalks/signage) needed or in need of improvement? (Please include locations needed or locations in need of improvement)?

<table>
<thead>
<tr>
<th>Area</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 421</td>
<td>sidewalks connecting town to the high school</td>
</tr>
<tr>
<td>Highway 421</td>
<td>City Park, and Main Street through IGA</td>
</tr>
<tr>
<td>Highway 421</td>
<td>From where the sidewalk ends near Mario's Pizza all the way to the nursing home. Sidewalks on both sides of the road would also be nice.</td>
</tr>
<tr>
<td>Highway 421</td>
<td>Throughout town after you pass through the red light. Towards the high school</td>
</tr>
<tr>
<td>Downtown</td>
<td>around town have some bad ones that need to be replace</td>
</tr>
<tr>
<td>Downtown</td>
<td>main st</td>
</tr>
<tr>
<td>Downtown</td>
<td>A lot needs repaired main street</td>
</tr>
<tr>
<td>City Limits</td>
<td>City limits</td>
</tr>
<tr>
<td>City Limits</td>
<td>Further into town</td>
</tr>
<tr>
<td>City Limits</td>
<td>Around the hospital</td>
</tr>
<tr>
<td>City Limits</td>
<td>The sidewalks on Maple Street are awful and we could use more</td>
</tr>
</tbody>
</table>

Additional Comments:

Would like a easy multi-use trail for kids and older people

Unless you in town it’s impossible to walk and use a bike

I worry about the safety of bike lanes in or around the city of Hyden, our streets are already narrow. However, would it be possible to convert the old track below the courthouse (go kart track) for a bike trail?

Let’s focus on other areas of the county not just city limits. Would be nice to see something on each end of county (Big Creek, Wooton, Stinnett) so ALL Leslie County residents have wellness options closer to home.
Walkability Audit Results

In March of 2022, 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 Hyden.

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 sidewalks 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
3
4
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?
Sidewalk/Crosswalk Inventory Map (Red lines represent existing sidewalks. Green lines represent crosswalks)
**Sidewalk and Crosswalk Inventory Map** (red lines represent existing sidewalks. Green lines represent crosswalks)
Appendix E

New Sidewalk/Sidewalk Repair Maps

Below are maps showing the locations of sidewalks in the Hyden City limits that have been identified as having trip hazards or in need of replacement. Red lines represent existing sidewalk inventory. Blue lines represent proposed projects.

- Clean up sidewalk at Go Kart Track
- Add sidewalk on Highway 257 from Main Street to Goofy’s Restaurant
- Add pedestrian accommodations from Low Income House Project to Gas Station
- Rehabilitate walking track in the city park
- Pedestrian pathway from Maple Street to parking garage lower level
- Rehabilitate sidewalk at LKLP
- Connect sidewalk on Hickory Street to Kate Ireland Bridge
- Connect Low Income House Project to Hickory Street
- Add handrails along sidewalk on Highway 257
- Add handrails along sidewalk on Main Street
- Pedestrian accommodations to Hurts Creek Shopping Center from KY- 421
- Pedestrian accommodations from existing side-walks on Main Street to IGA/Dollar Store
- Rehabilitate existing sidewalks on Wendover Road at Leslie County High School
- Repaint and stripe existing crosswalk at Leslie County High School
High Visible Pedestrian Crossing Needed

Pedestrian crossing in the Hyden city limits have been indicated to need of traffic calming conditions. Main Street approaching town from the east, near City Hall and the Court House is in need for slower traffic for the pedestrians visiting the businesses in the surrounding area. Traffic calming precaution are also in need on US-421 approaching town north bound.
Appendix G

Promoting Bicycle and Walking Events in Hyden

Throughout the year, the City of Hyden and Leslie County, along with several nonprofit organizations hold numerous events. Relay for Life hosts many events to encourage donations for cancer research. These walks take place in the city limits. The Ray and Elaine Brewer 5K Walk/10K Run is in May at the high school. The Mary Breckinridge Festival 5K Run is always the Saturday before the Mary Breckinridge Festival. This race begins at the city park. On the day of the Mary Breckinridge Parade an Amazing Race event is held in city limits. On the first weekend in December the Winer Warm Up 5K Walk/10K Run is held starting at The Well Coffee Shop on US-421. In April the Autism Walk is held at the Riverfront Park. The River Front Park also has an Story Book Walk, where visitors can walk from podium to podium reading a story.
The Hyden-Leslie County Bicycle/Pedestrian Plan was completed in partnership with these entities:

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

City of Hyden
22035 Main Street
Hyden, KY 41749
Phone: 606-672-2300
www.cityofhyden.com

Leslie County Fiscal Court
22010 Main Street
Hyden, KY 41749
Phone: 606-672-2193
www.lesliecounty.ky.gov

Leslie County Board of Education
27 Eagle Lane
Hyden, KY 41749
Phone: 606-672-4224
https://leslie.k12.ky.us

Leslie County Health Department
78 Maple Street #2
Hyden, KY 41749
Phone: 606-672-2393
www.krdhd.org

Leslie County Extension Services
22045 Main Street
Hyden, KY 41749
Phone: 606-672-2154
www.leslie.ca.uky.edu