



Letcher County Bicycle/Pedestrian Master Plan

This plan includes the cities of Fleming-Neon, Jenkins, and Whitesburg.



"In the Heart of The Hills"



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INTRODUCTION

Bicycle and Pedestrian Master Plans are developed to address health, safety, tourism, and economic issues. The Cities of Fleming-Neon, Jenkins, Whitesburg, in Letcher 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 Letcher County an inviting place to bike and walk. The Master Plan is a guide for cities, 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 Letcher County. 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. Letcher County ranks 113th in Health Outcomes and 106th 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, Letcher 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, Letcher 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, Letcher 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 cities 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 cities, 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 LETCHER COUNTY

Letcher County, Kentucky, is located in southeastern Kentucky. It is located on the Kentucky-Virginia border. In the 2019 American Community Survey by the US Census Bureau, there were 21,553 residents in Letcher County with 100% living in a “rural area”. The county was founded in 1842 and was named after Robert P. Letcher Governor of Kentucky from 1840-1844. The county has a total area of 339.12 square miles, in which only 0.07 square miles is water. The estimated population of Letcher County in 2018 is approximately 26,092. In 2010 the racial makeup was 97.34% white, 1.64% black, 0.49% asian, 0.43% two or more races.

Of the county population in 2019, 97.5% of residents are white, 0.372% are African American, 0.265% are Asian, 0.377% are Hispanic and 0.919% are 2 or more races. The total median household income is \$29,886 for residents of Letcher County in 2019. The percentage of residents in Letcher County below the poverty level is 33.6% in 2019. Also, in 2019, the American Community

Method of Transportation	Number	Percentage of Working Population
Drove alone in car, truck, or van	18,105	84.0%
Carpooled in car, truck, or van	1552	7.2%
Public transportation	194	0.9%
Walked	625	2.9%
Other (taxi, motorcycle, bike, etc)	172	0.8%
Worked at home	905	4.2%

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

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

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.

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 Letcher 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 12, 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 LETCHER COUNTY

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 Letcher 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 12, the cities of Fleming-Neon, Jenkins, and Whitesburg, and Letcher 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 Letcher County. 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.

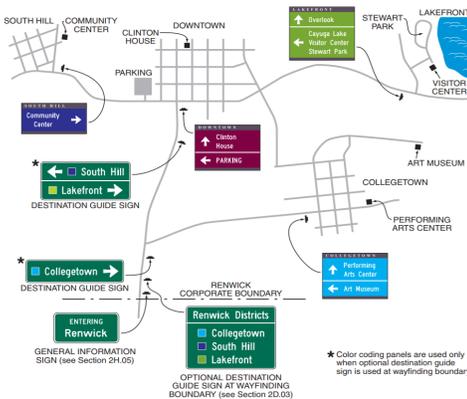
SIGNAGE AND MAPPING

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 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 county. 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

Letcher County 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 contrasting 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

Letcher County and the cities of Whitesburg, Jenkins, and Fleming-Neon 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. Pine Mountain State Resort Park, The Mountain Heritage Festival, Jenkins and Neon Days help Letcher County with tourism efforts from out of town visitors.

From field observations, investigations, and surveys answered 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 is one existing citizen group that are bike enthusiasts called Letcher Cycling Club. They have one race in August called Pine Mountain Summit Challenge. On Saturday's the group gets together for a ride leaving the Veterans Park. In conjuncture with the Mayfest and Oktoberfest events in Whitesburg the group gets together for a ride. 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 Letcher 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 in the downtown area's.

Within Letcher County, outdoor enthusiasts can enjoy the many hiking trails located in the county. These trails include Tanglewood Trail, Pine Mountain Trail, Lilly Cornet Woods, Bad Branch Falls, and Little Shepherd Trail. The group Pine Mountain Trail Conference promotes the walking trails in the county for recreational exercise for those with the ability to hike.

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 Whitesburg has an extensive network of sidewalks in the downtown area. There are gaps in the connectivity due to deteriorated or missing sidewalk sections. The total length of sidewalks in the city is approximately 7.117 miles. In the City of Jenkins there are a total of 2.41 miles of sidewalks. The City of Fleming-Neom has a total of 3.84 miles of sidewalks. Marked crosswalks are placed inconsistently around the cities. There are fewer sidewalks outside of the downtown areas. A map of the facilities is included in Appendix D.

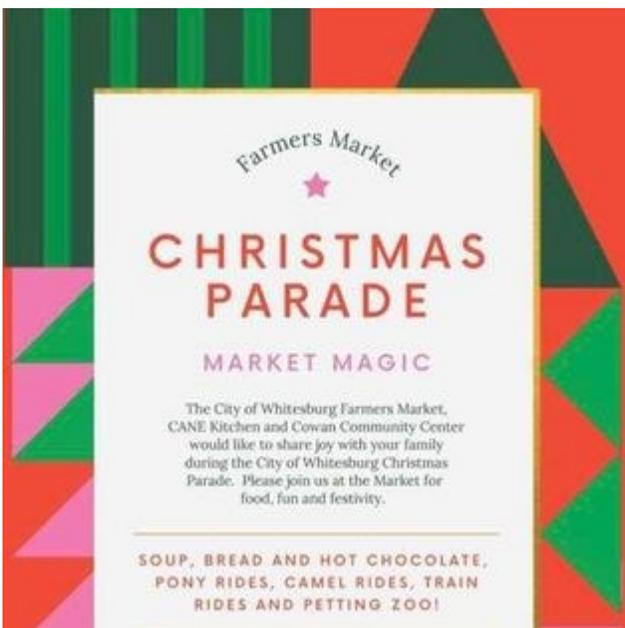
The counts of bicyclists, pedestrians, and recreational runners that use the transportation system in Letcher County are not reliable. Evidence shows that the number of regular walkers and runners are few and a smaller number of active cyclists. The number of cyclists that are visiting is equal to or greater than those who live within the city. Strava heat maps help indicate routes heavily used by

bicyclists and/or pedestrians.

Highlights

There are two groups of outdoor enthusiasts, the Pine Mountain Trail Conference and the Letcher County Extension Service. Through the months of March and October the Letcher County Extension Service hosts Hiking for Health twice a month. Nature Walks/Hikes are held month through a partnership between the Pine Mountain Trail Conference and the Letcher County Extension Service. The Letcher County Extension Service also helps maintain the Pine Mountain Trail, Tanglewood Trail and the proposed Devil John's Trail in Jenkins.

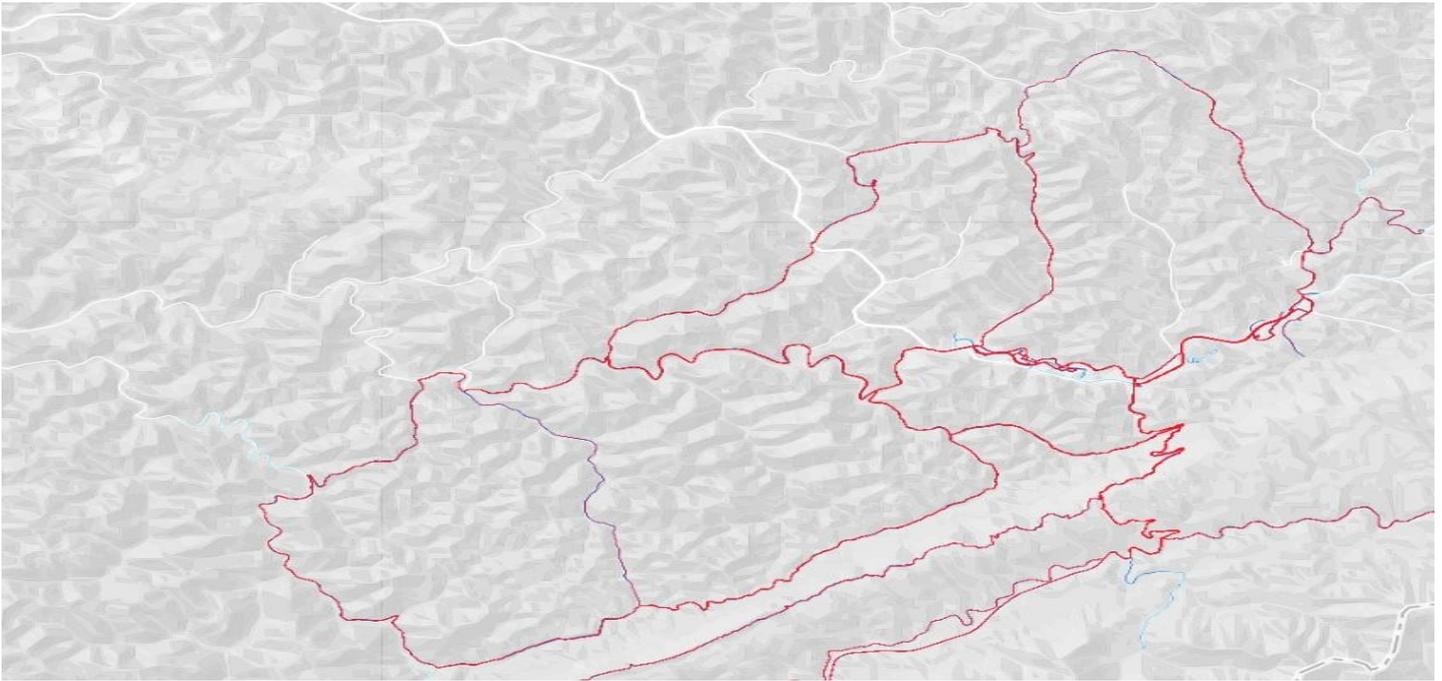
In Letcher County the cities of Whitesburg, Jenkins, and Fleming-Neon have numerous events throughout the year. The cities have many special events and festivals through out the year. Whitesburg has the Mountain Heritage Festival during the third week of September. Jenkins has the Jenkins Days Festival in the third week of August. Fleming-Neon has the Neon Days Festival during the second week in September. Whitesburg also has and Octoberfest in the month of October and a Cruise In on the first Saturday of the month from May to September. The City of Whitesburg puts on a farmer's market in the months of April until October.



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 cities of Whitesburg, Jenkins, and Fleming Neon. In the City of Whitesburg, the hot areas for bicycling include Witco Road, Park Street, Hazard Road, Main Street, and East Main Street, as indicated by the red line. The areas with no dedicated bicycle facilities should have proper signage so drivers of motorized vehicles can be aware. The hot areas for walking are mostly in the downtown area, along with Medical Park Lane, Industrial Park Road, and Solomon Road.

Strava Heat Map of Bicycle Facility Activity in Whitesburg , Kentucky

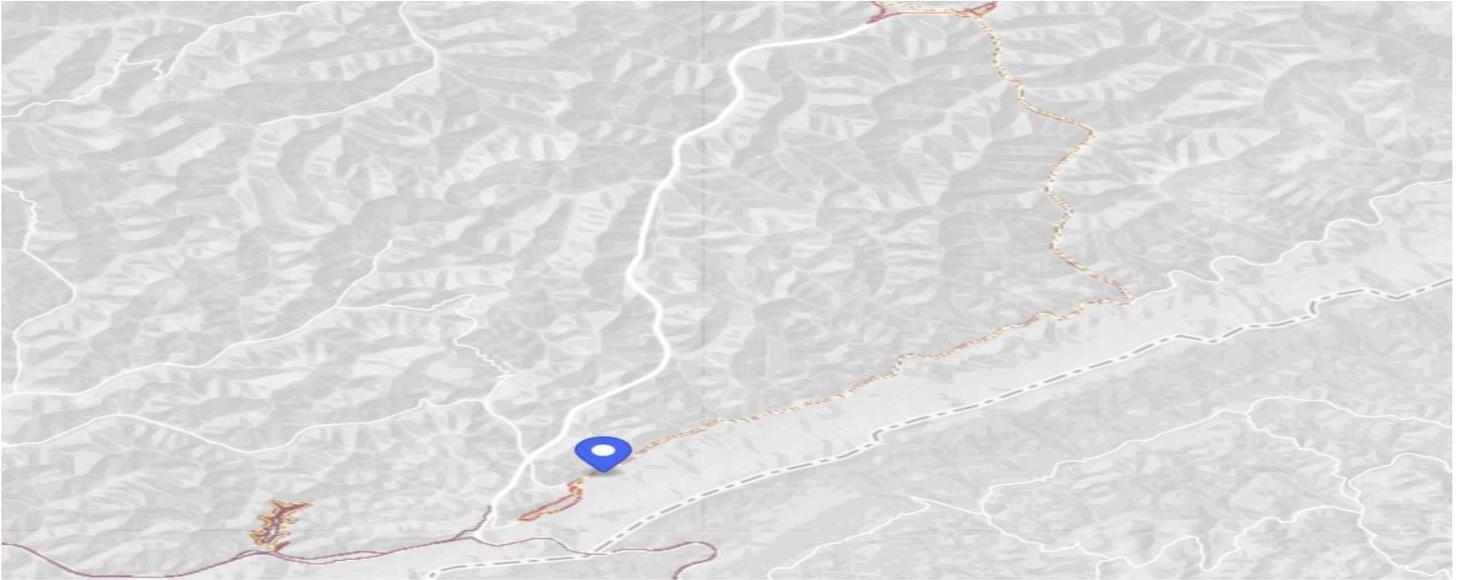


Strava Heat Map of Pedestrian Facility Activity in Whitesburg, Kentucky



In the City of Jenkins, the hot area's for bicycles is North Main Street, Highway 805 and around Fishpond Lake.. The hot spot for pedestrians in Jenkins is on North Main Street, the adjacent streets, and Fishpond Lake.

Strava Heat Map of Bicycle Facility Activity in Jenkins , Kentucky



Strava Heat Map of Pedestrian Facility Activity in Jenkins , Kentucky



In the City of Fleming-Neon, there are no hot facilities for bicycling and pedestrians.

Strava Heat Map of Bicycle Facility Activity in Fleming-Neon , Kentucky



Strava Heat Map of Pedestrian Facility Activity in Fleming-Neon , Kentucky



RESOURCES AND PUBLIC INPUT

COMMUNITY AND CIVIC RESOURCES

The Letcher County School System has nine elementary, middle, and high schools which are scattered throughout Letcher County. The City of Whitesburg has one middle school, Jenkins has the Jenkins Independent School System, one middle and one elementary school, and Fleming– Neon has one middle school.

There are four public libraries located in Letcher County. The libraries are located in the cities of Blackey, Jenkins, Neon, and Whitesburg.

Letcher County has a recreation center with a climbing wall, bowling alley, multi-purpose gymnasium, fitness equipment, children's play ground, arcade, classes for step aerobics, Zumba, and Gymnastics, table tennis, golf and hunting simulator, and an indoor walking track. A skate park is also located in Whitesburg. Numerous trails are scattered throughout Letcher County, such as Pine Mountain and Shepherd Trail. In Jenkins, the attractions are The Davis A. Zegeer Coal and Railroad Museum, The World War 2 Monument, and Little Shepherd Drama and Amphitheater.

PUBLIC INPUT AND PREFERENCES

Electronic Survey Whitesburg

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 Whitesburg and the surrounding area in Letcher 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. There were 167 responses on the survey. The following is a summary of some of the survey results. Results are in Appendix A.

- Parks, Homes of Friends and Relatives, Restaurants, Church, are the most visited establishments within 2 miles of home that residents could walk or bike to. However, 53.3% of the survey respondents said they used a motorized vehicle as their main source of transportation.
- The two main factors noted as reasons residents are discouraged to walk or bicycle around town were no bike lane/sidewalks and too much traffic. Traffic, too far from home, and no trust in other's were the reasoning for why parents are discouraged from allowing their children to walk to/from school in Whitesburg.
- 46.3% 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 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 too much traffic.

Electronic Survey Jenkins

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 Jenkins and the surrounding area in Letcher 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. There were 31 responses on the survey. Results are in Appendix A.

- The most frequented destinations less than 2 miles from home are a relative's house, pharmacy, library, church, and park.
- The most discouraging factors that prevent citizens letting their children/grandchildren walk to school are traffic (55.2%), not enough sidewalks (41.4%), and too far from home (44.8%).
- The factors that worry citizens the most about walking or biking are no sidewalks, no bike lane, and too much traffic.
- When asked if you would walk or bike more if you had better paths 54.8% responded they would walk more while 25.8% responded they would bike more. When asked if they would use new paths 3 times or more a week 63.3% responded they would walk more regularly, while 20.0% said they would bike more regularly.

Electronic Survey Fleming-Neon

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 Fleming-Neon and the surrounding area in Letcher 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. There were 112 responses on the survey. Results are in Appendix A.

- The most frequented destinations 2 miles or less were friend's/relative's house, school, pharmacy, library, church, and park.
- The factors that discouraged citizens from letting children/grandchildren walk/bike to school were traffic, don't trust others, no sidewalk, and no bike lane.
- The factors that worried citizens the most about walking and biking were no sidewalk, no bike lane, and traffic.
- When asked if they would consider walking/biking to destinations 80.2% said they would walk more and 55.0% said they would bike more. When asked about using safer walking and biking routes 3 or more times a week 88.9% would walk more and 55.0% would bike more regularly.

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 in Letcher 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 Whitesburg, Jenkins, and Fleming-Neon 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 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.

Benches should be placed along Main Street in downtown area's and along other streets to promote walking with rest areas. Trash cans, and other obstacles located on the sidewalks in the downtown area should be moved to a area that makes walking more accessible.. Existing light poles located in the middle of sidewalks make it very hard to be handicap accessible.

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: Whitesburg

- Rehabilitate sidewalks on Cornella Avenue
- Rehabilitate sidewalks on Kentucky Avenue
- Rehabilitate sidewalks on Frazier Street
- Rehabilitate sidewalks on Broadway Street from Webb Street to parking lot
- Rehabilitate sidewalks on Texas Ave. from Jenkins Road to Letcher Ave.
- Rehabilitate sidewalks on Main Street from Bentley Ave. to Parking Lot
- Rehabilitate sidewalk on Web Street

Below is a list of the sidewalks needing immediate repairs: Jenkins

- Rehabilitate sidewalks on Oak Street from Elm Street to Lakeside Drive
- Rehabilitate sidewalks on #2 Bottom from Burdine Road to Camelot Circle
- Add handicap ramps on sidewalk along Highway 805
- Rehabilitate sidewalks on Big Elk Drive from Williams Street to Elkhorn Avenue

Below is a list of the sidewalks needing immediate repair: Fleming-Neon

- Rehabilitate sidewalks on Highway 317
- Rehabilitate sidewalks on Highway 343
- Rehabilitate sidewalk on Pirate Drive

Below is a list of sidewalks needing immediate repair: Letcher County

- Rehabilitate sidewalk on Band Mill Road

Project 2: Identify Places for New Sidewalks

Several locations in the cities 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: Whitesburg

- From Coffey Street to Hazard Road
- On Hazard Road from Alaska Avenue to Parkway Plaza
- On Jenkins Road from Cola Street to Solomon Road
- On Jenkins Road from Solomon Road to Main Street
- On Medical Plaza Lane from Highway 15 to Whitesburg Medical Center
- On Letcher Avenue from Texas Avenue to 5th Street
- On Tennessee Avenue from Texas Avenue to Mountain View Lane
- On Main Street from Highway 15 Ramp to existing sidewalks
- On Kansas Avenue from Highway 15 to River Park

- Establish a multi-use path to Connect the cities of Whitesburg, Jenkins, and Fleming-Neon

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

- On KY 3086 from Lakeside Drive to Amphitheater Road
- Goodwater Street from Lakeside Drive to Goodwater Falls Housing Complex
- On Mountain Breeze Road from Hayes Drive to the end of loop on Mountain Breeze Road
- On Hayes Street from Mountain Breeze Road to Back Alley
- On the 805 Widening Project on Big Elk Drive
- On Elkhorn Avenue from Highway 805 to existing sidewalks on Big Elk Drive
- On Walnut Street from Hazelnut Drive to Wheaton Hollow
- On Wheaton Hollow from Lakeside Drive to Walnut Street
- On Highway 805 from Cove Street to Smith Hollow
- On Highway 805 from Cove Street to Brickyard Hill
- On Mountain Breeze Road from Hayes Drive to Ben’s Branch Road
- On Hayes Drive from Mountain Breeze Road to Back Alley
- On Back Alley from Hayes Drive to Schoolcraft Drive connection
- On Camelot Circle

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

- On Highway 317 where shoulder allows
- On Highway 343 where shoulder allows
- On Highway 343 where deemed necessary in City Limits
- On 2nd Street
- On N Abdoo Street from Hoggs Hollow to Gulf Hill

Below is a location for new or extending sidewalks: Letcher County

- On Highway 343 at McRoberts connecting the existing sidewalks

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. Citizens would benefit greatly with bike lanes on the major highways in the county. Bike lanes would insure safety for all the bicyclists using highways such as US 23 and US 119.

To encourage tourism to the county, bike trails should be included for future development. A trail that starts at the Knott County Line and continues until it reaches US 23. An additional trail that would help tourism would start at the Pike County Line continuing to the Virginia State line.

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. Crosswalks are designed to allow pedestrians to congregate and cross a busy road or street in an organized and safe matter. Safe pedestrian crossings determine how many and how often walkers cross in the area. . 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.

Whitesburg:

Crosswalk Marking Projects:

- Crosswalk from the parking lot at the Highway 15 ramp crossing Main Street and College Street

- Crosswalk from the Tanglewood Trail at the housing projects to the shopping center
- All crosswalks downtown should be repainted and signage added where needed

Pedestrian Marking Projects:

- North Webb Street at Main Street
- West Main Street at parking lot

Jenkins:

Crosswalk Marking Projects:

- Highway 805 at Cove Street
- Highway 805 at Lakeside Drive
- Highway 805 at High Street

Pedestrian Marking Projects:

- Lakeside Drive at Goodwater Street
- Lakeside Drive at Oak Street

Fleming-Neon:

Crosswalk Marking Projects:

- KY-317 at intersection with KY-343
- KY-343 at intersection with KY-317

Pedestrian Marking Projects:

- KY-343 at Rescue Street
- KY-343 at 2nd Street
- KY-343 at Reasor Street

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 cities 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 Biking Tour of Letcher County

Stakeholders should put together a Biking Tour of the county showing the uniqueness of the county. This tour should include all of the biking trails in the county, and the cities within the county to promote tourism to the area. This could be accomplished with paths connecting Whitesburg, Jenkins, and Fleming-Neon.

Project 7: Wayfinding Signage

The cities of Whitesburg, Jenkins, and Fleming-Neon 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 the sidewalks in the Jenkins and Fleming-Neon are not handicap accessible. The City of Jenkins should strive to promote accessibility for all with the

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 along the Whitesburg Bypass. The path would encourage residents who are employed by businesses on the route to walk to their place of employment for their health. This path would not only provide a safe connection for those walking or bicycling to employment, it would a path for residents in the downtown area to use the library.

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



Appendix A

Pedestrian and Bicycle Survey Results

From August, 26 2020 to September 9, 2020 KRADD conducted a Pedestrian/Bicycle Survey for Whitesburg. From October 18, 2021 to November 2, 2021 for Jenkins. From October 4, 2120 to October 18, 2021 for Fleming-Neon. 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 Letcher County?

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

8. Select each Statement that is true.

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

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

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

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

Where should the city place more sidewalks?

11. Where do you think bike lanes are needed?

12. Additional comments:

Appendix B

Whitesburg: Survey Results

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
West Whitesburg	From the Housing authority to the Family Dollar plaza and from the housing authority to downtown Whitesburg
West Whitesburg	From Whitesburg schools to swimming pool area. From housing authority through the city.
Downtown	All of the city Road between Rec center and downtown
Downtown	All through downtown an on out towards Whitesburg Park, hospital, and extending towards Walmart area
East Main Street	There should be more sidewalks along East Main, River Road, Jenkins Road, Hazard Road, Hays Street and Broadway. Sidewalks need repair on West Main, Main Street, Bentley Ave, and Webb Ave.
East Main/Main Street	In between Dr Collins and Dr Narramores
Downtown	Some of the sidewalks in downtown could use some repairs, breakage on some I have seen or uneven
By-Pass	Along the bypass would be good.

Out of 176 survey responses this chart represents the majority consensus regarding the location of pedestri-

We Need Cross Walks in West Whitesburg
Need to connect Mayking to town with walk/bike trail
Bike lanes are desperately needed on Pine Mountain. While I understand the 'share the road' some bicyclist are dangerous and inattentive to drivers behind them.
A dedicated bike trail would be a good thing for the cyclists in the community. I have enjoyed the work done to the walking path through town.
A bike lane would be an awesome addition to our city.
Sidewalks are needed as well as more access to them for the disabled in wheelchairs. Whitesburg/Letcher Co not very welcoming to Disabled citizens.
We need more crosswalks and they should be textured -- brick or stone -- so drivers feel them and slow down. There should either be a light at the foot of College Hill, or Mountain Comp should be prohibited from parking in front of the building and blocking the view if the street. One-way streets should be better marked and police should start ticketing every idiot that drives the wrong way. Solomon Road between the rec center and the 3-way stop should be one way west. Hays Street should also be one-way west
Would love more hiking trails.
Convert our rail trails into bike trails

Jenkins:

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
Downtown	Down Main Street.
Downtown	Jenkins area and down towards Burdine
Downtown	In town, Near the parks, city hall and the schools.
Burdine	Toward Burdine, going out of town.
Highway 805	Farther up Hwy 805 towards KRCC apartments
Highway 805	Mudtown, Fishpond
City Limits	Lake Side
City Limits	In neighborhoods
City Limits	In town, Near the parks, city hall and the schools.
City Limits	Closer to smaller general stores or low income Areas to Assist in getting to essential places. Also closer to recreational activities in the area.

Out of 31 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.

Even a pathway leading to the Pine Mountain Tunnel would be nice, would be a nice hike and would draw attraction
A biking /walking trail would be great
The current side walks are in bad shape. On the edges of town where you could walk from the city parking lot, there are no side walks to walk. You have to walk on the street.
Unleashed dogs that bite and chase people are a huge problem and make it impossible for children to ride bikes or people to walk safely

Fleming-Neon:

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
Neon	The whole city of neon
Neon	From the gas station and snack bar to the town of neon.
Neon	Most of them between McRoberts and Neon
Fleming	The upper end of Fleming
School	Specifically around the school and all businesses in town
School	In front of the school and all around it. Lots of kids walk and have to run out into the road because the sidewalk runs out of is super narrow
School/ Fleming	By the school through Fleming
Downtown	Highway 343/ Highway 317
Downtown/ School	Many of the sidewalks need repair through Fleming and Neon; especially those near the football field

Out of 112 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.

All through the town with cross walks for crossing the street. There is zero painted lines of pedestrians crossing signs to be safe.
More lighting for cities for after dark walking/Biking for winter
I appreciate someone taking interest in our community. I would be thrilled to have anything extra, but especially help with the walking paths.
It would be so nice to have safer sidewalks by having the current sidewalks repaired to prevent tripping and fall risk due to so many broken areas and damaged concrete. It would also be wonderful to have a walking or bike path from the city to the junction for the safety of all who walk or cycle to get the necessities and for those who just want extra physical activity.
We need these in our community
Thank you so much for looking into this. It is a dream come true for me.
A bike route through Hemphill, McRoberts, Seco, towards Potters Fork onto Jenkins and Fishpond Lake would be marvelous. These places are outstanding locations for outdoor exercise. Its always cool, slightly breezy peaceful and wildlife abounds.

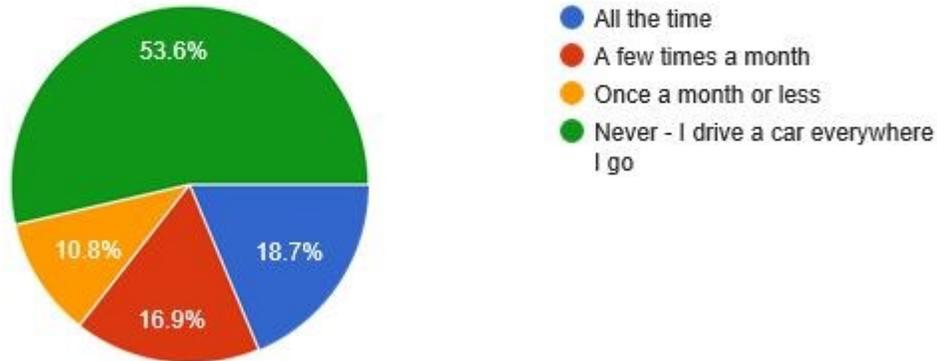
In the comments citizens voiced their concerns and enthusiasm for the improvement of existing facilities, and for some biking and walking facility's to be added. These surveys were met with eagerness and participation for the betterment of their beloved communities.

Whitesburg:

The following charts shows the percentages of people who walk or bike and who would walk or bike more.

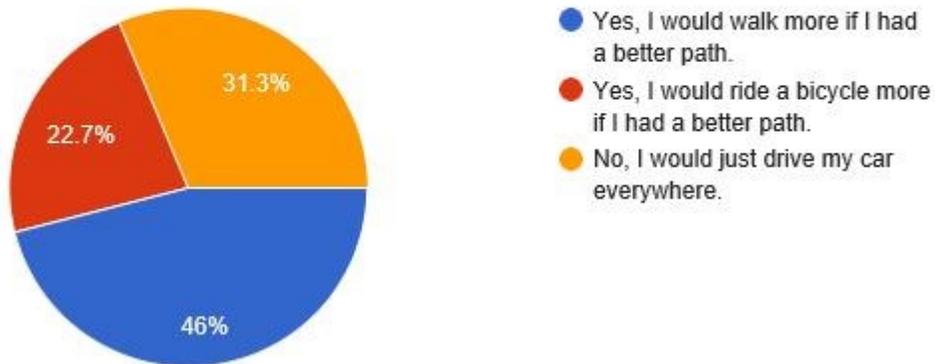
How much do you currently travel to work, shopping, parks, or other destinations just by walking or bicycling? Mark only one circle.

166 responses



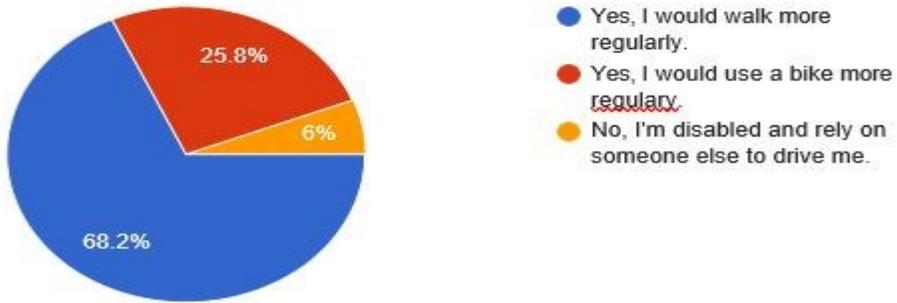
Would you consider walking/biking to those destinations instead of using a car if you had a better path?

163 responses



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

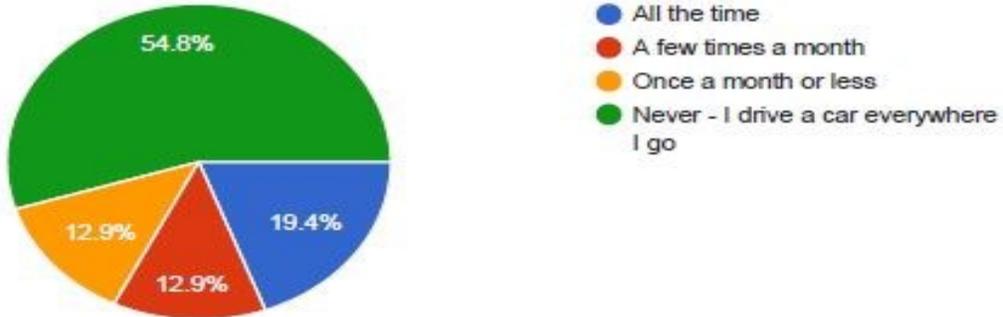
151 responses



Jenkins:

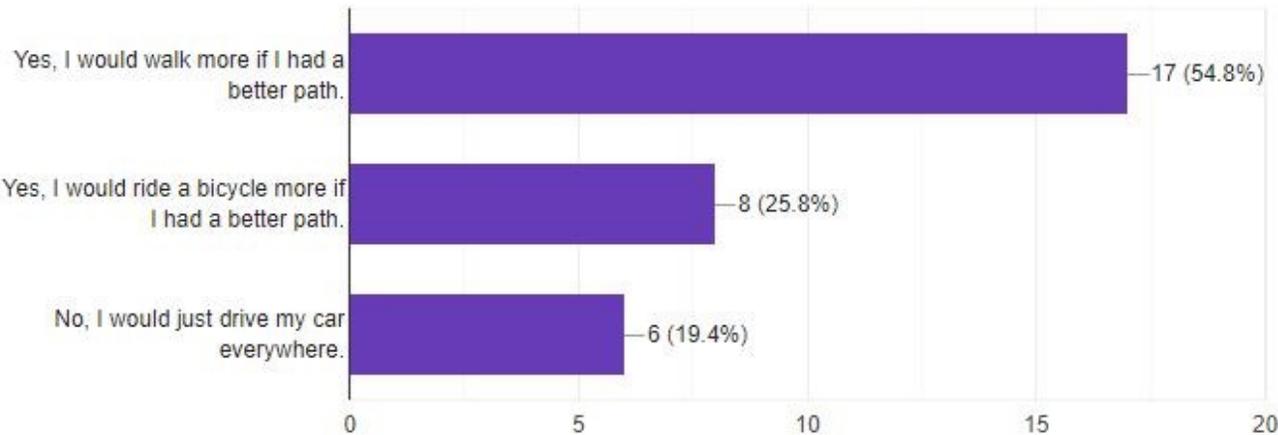
How much do you currently travel to work, shopping, parks, or other destinations just by walking or bicycling? Mark only one circle.

31 responses



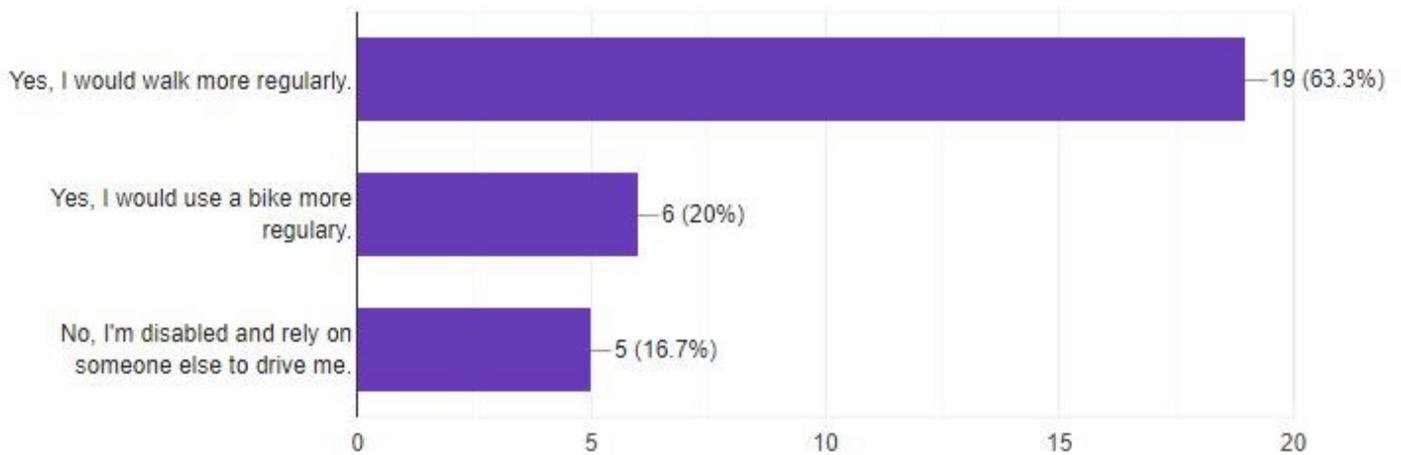
Would you consider walking/biking to those destinations instead of using a car if you had a better path?

31 responses



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

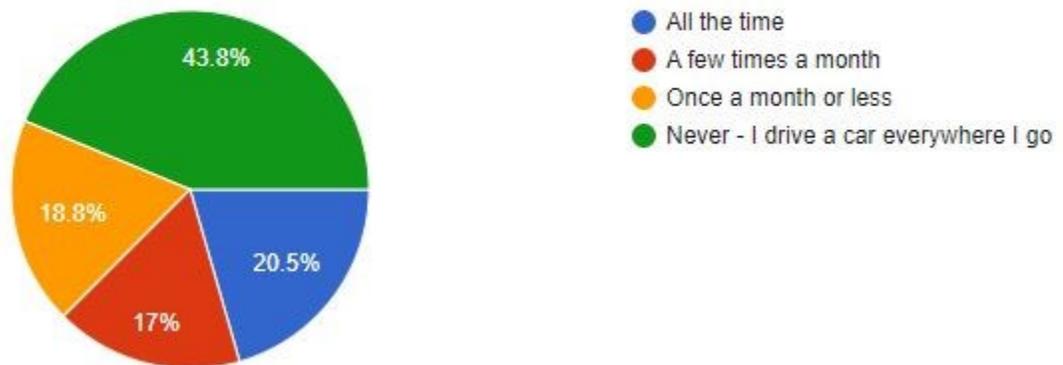
30 responses



Fleming-Neon:

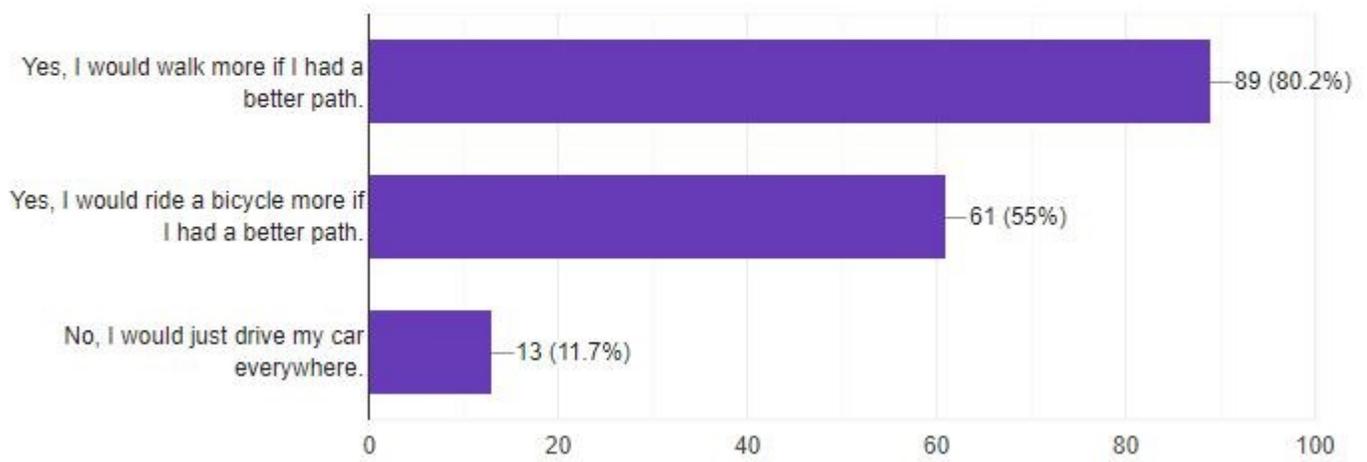
How much do you currently travel to work, shopping, parks, or other destinations just by walking or bicycling? Mark only one circle.

112 responses



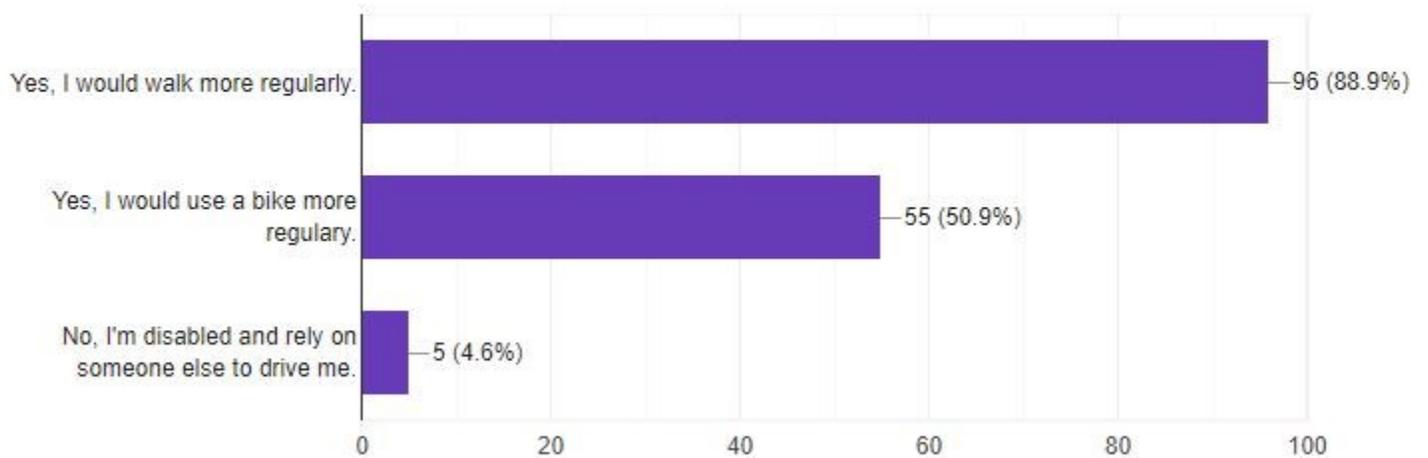
Would you consider walking/biking to those destinations instead of using a car if you had a better path?

111 responses



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

108 responses



Appendix C

Walkability Survey

In the months of September and 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 Whitesburg, Jenkins, and Fleming-Neon. There are several places in Jenkins where the sidewalk is not up to ADA Standards. Along the housing projects on Highway 805 ramps need to be added for easy wheel chairs access. In Fleming-Neon the sidewalks along Highway 343 need to be rehabilitated in front of the school and housing. Whitesburg needs to rehabilitate sidewalks on Bentley Street, West Main, and Webb Street. There is a need for more visible crosswalks throughout the cities, especially near the schools and housing projects. 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).

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** = _____

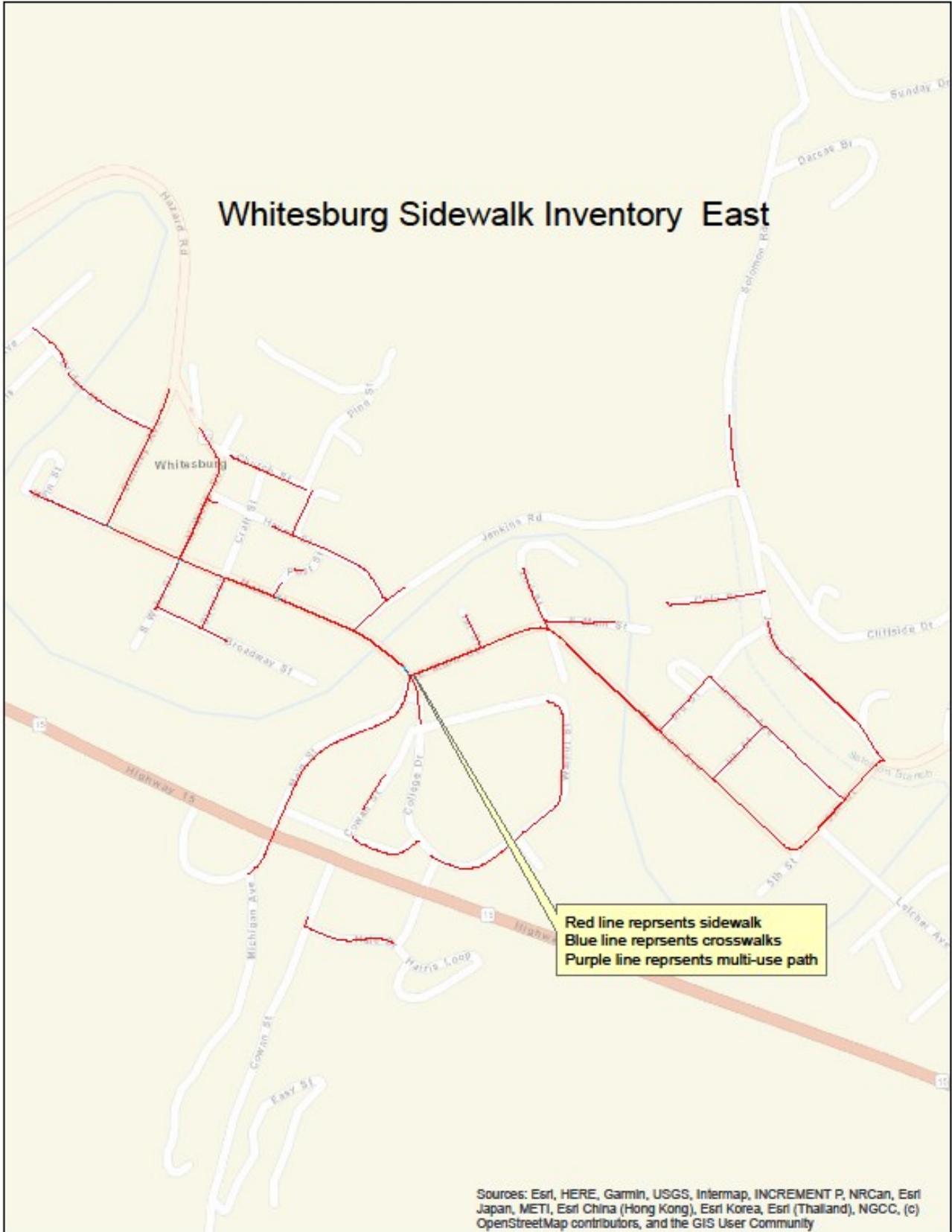
Total Score: _____ / 100

Observations

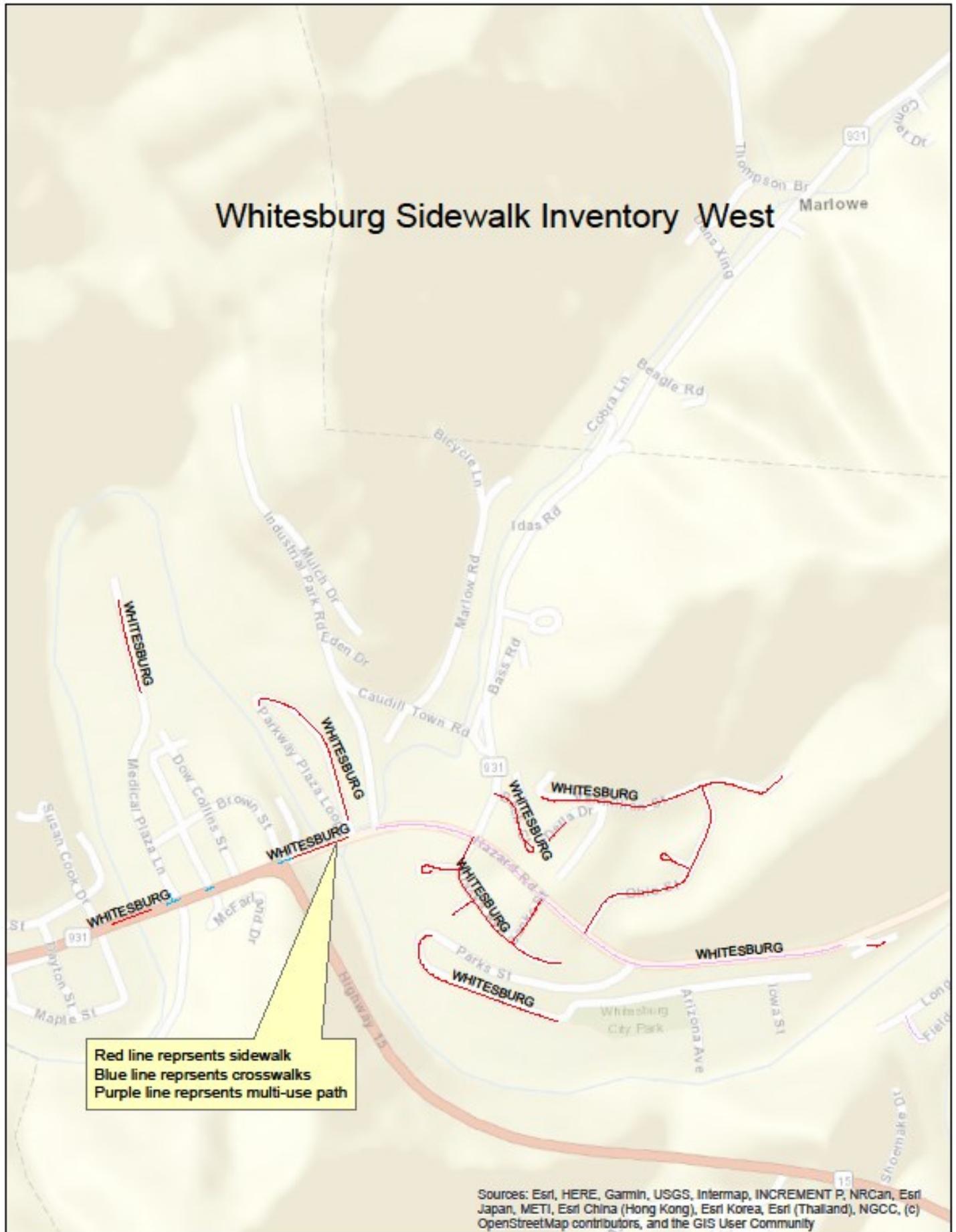
1. What is the most dangerous location along this segment?
2. What is the most unpleasant element of this segment?
3. What improvements would make this segment more appropriate for pedestrian use?
4. Would it be possible to design a more direct route to connect the ends of this segment?
5. Are the conditions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

Appendix D

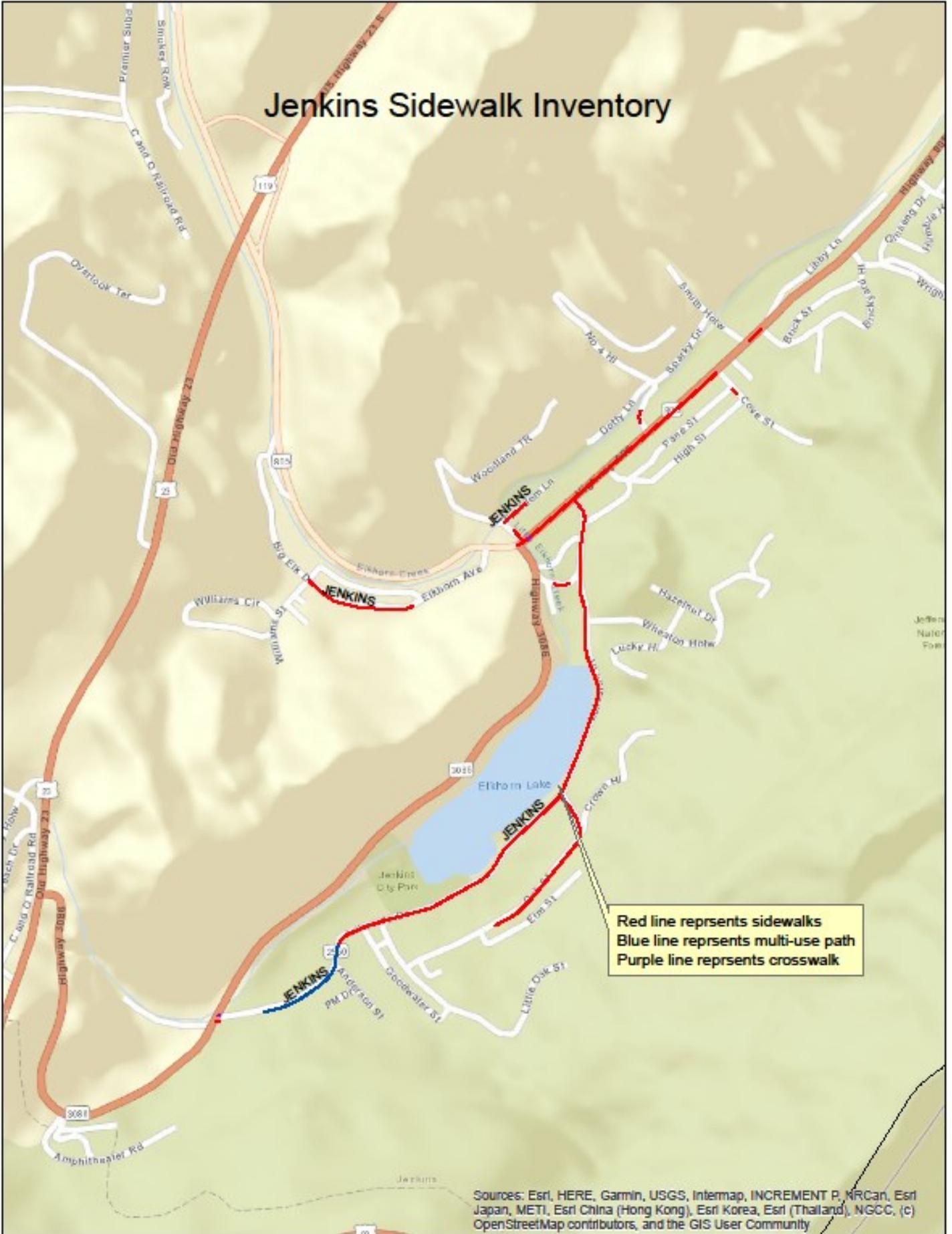
Sidewalk/Crosswalk Inventory Map



Whitesburg Sidewalk Inventory West



Jenkins Sidewalk Inventory



Red line represents sidewalks
 Blue line represents multi-use path
 Purple line represents crosswalk

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Appendix E

Sidewalk Repair Maps

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



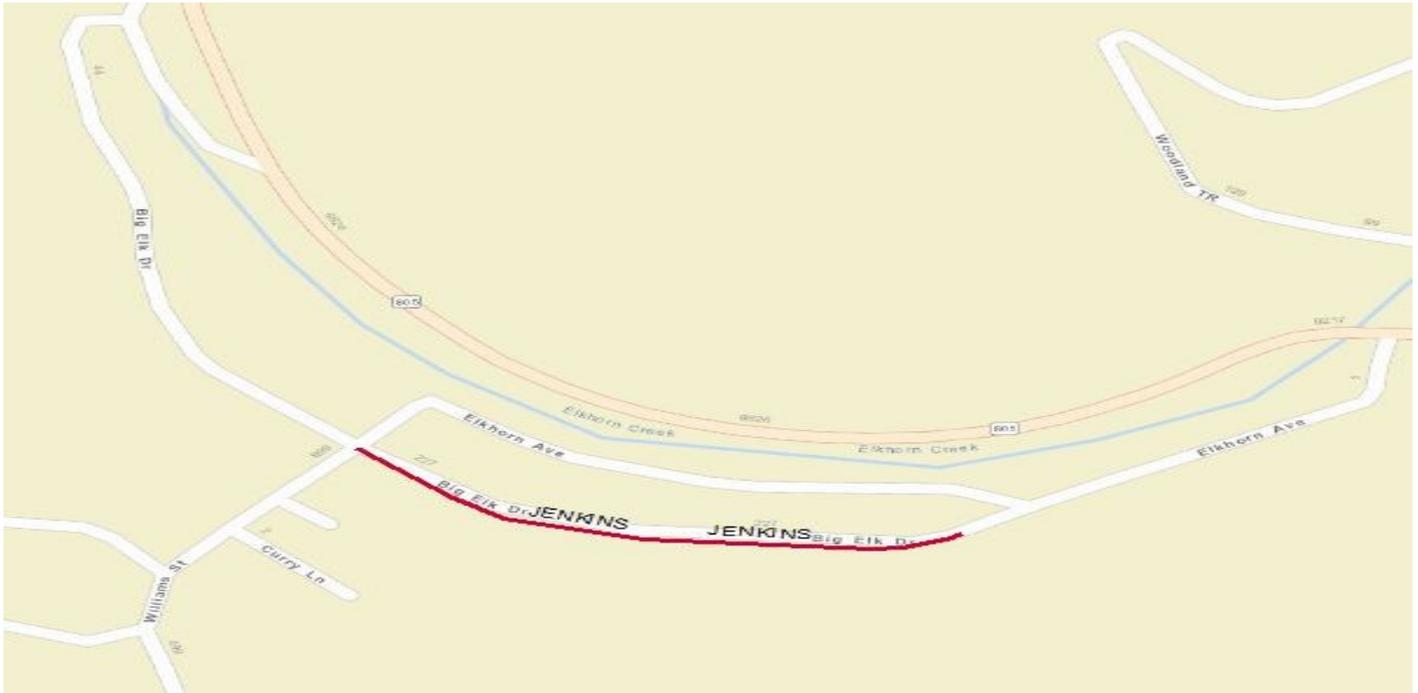
- Hayes Street from Jenkins Road to Webb Street
- Bentley Avenue from Hazard Road to Main Street
- Webb Street from Main Street to Broadway
- Main Street from Bentley Avenue to Parking Lot
- Liberty Street



- Madison Avenue from 3rd Street to 5th Street
- 3rd Street from Indiana Ave. to Madison Ave.
- 4th Street from Indiana Ave. to Madison Ave.
- 5th Street from Indiana Ave. to Madison Ave.
- Jenkins Roads from 5th Street to Indiana Ave.

Sidewalk Repair Maps

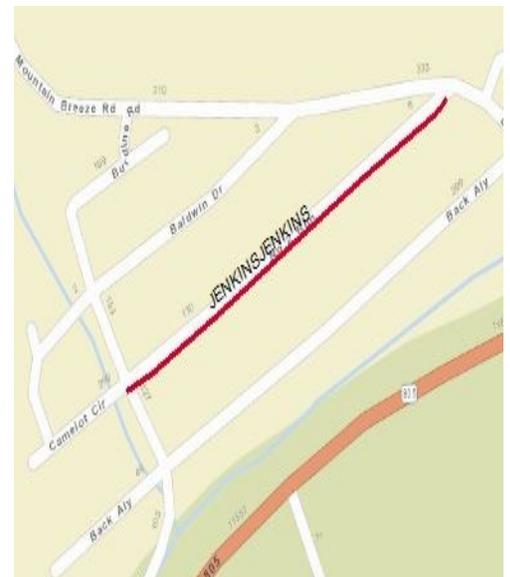
Below are maps showing the locations of sidewalks in the Jenkins City limits that have been identified as having trip hazards or in need of replacement.



- Big Elk Drive from Williams Street to Elkhorn Avenue

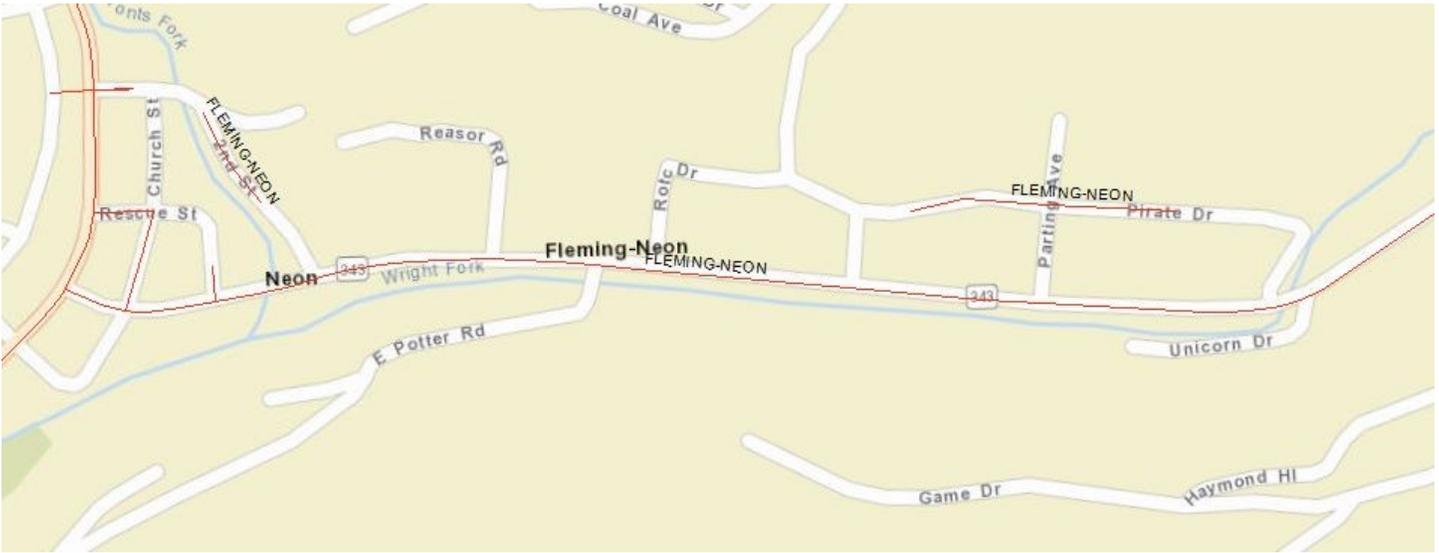


- Highway 805 from High Street to Cove Street
- No. 2 Bottom from Burdine Road to Camelot Circle

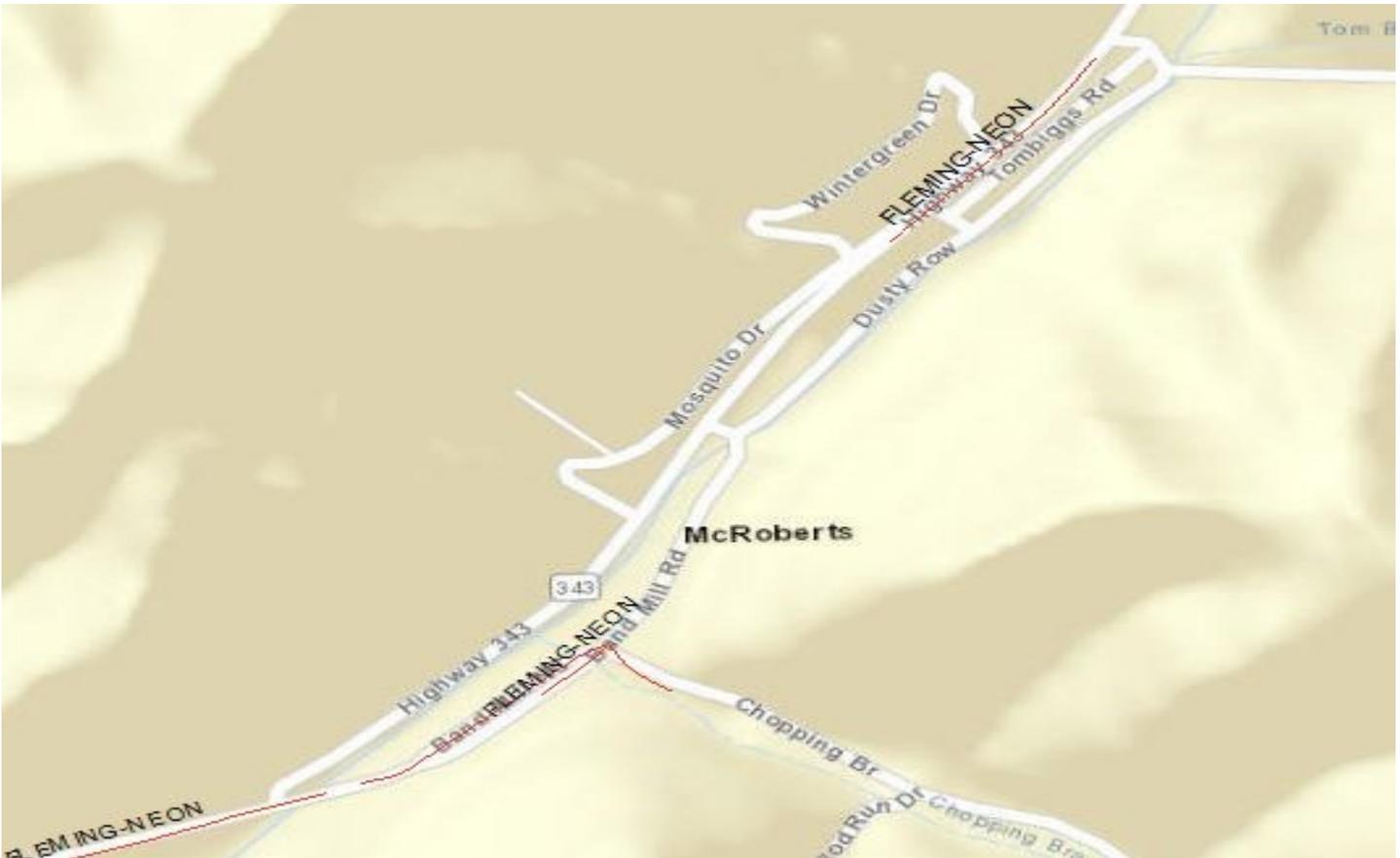


Sidewalk Repair Maps

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



- Highway 343
- Highway 317
- Band Mill Road
- Pirate Drive



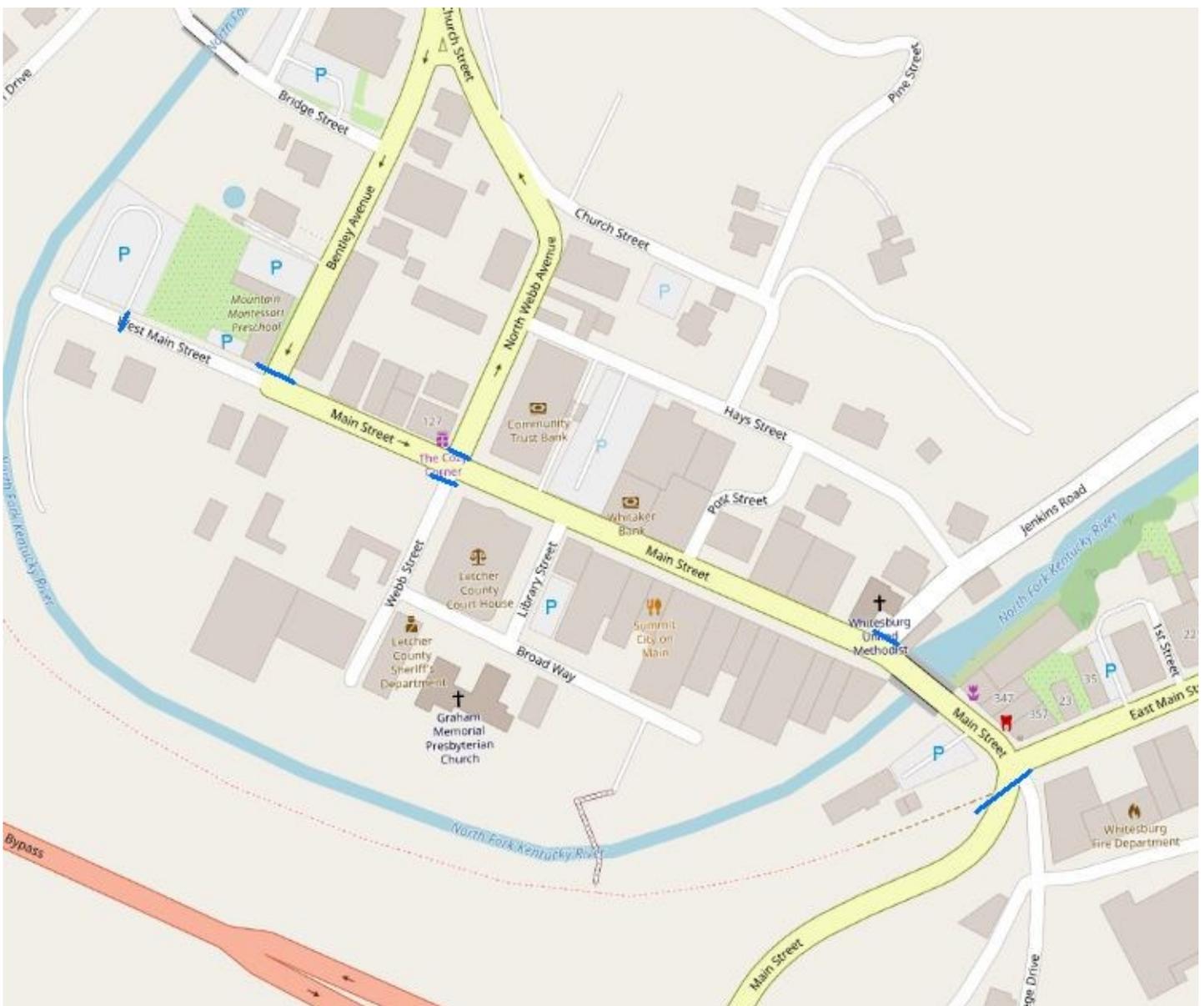
Appendix F

Crosswalk Upgrade Map: Whitesburg

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

Crosswalks need to be added or updated on:

- West Main Street at the parking lot
- College Drive at the intersection with Main and East Main Street
- At the intersection of Jenkins Road and Main Street
- On Webb Street at the intersection with Main Street

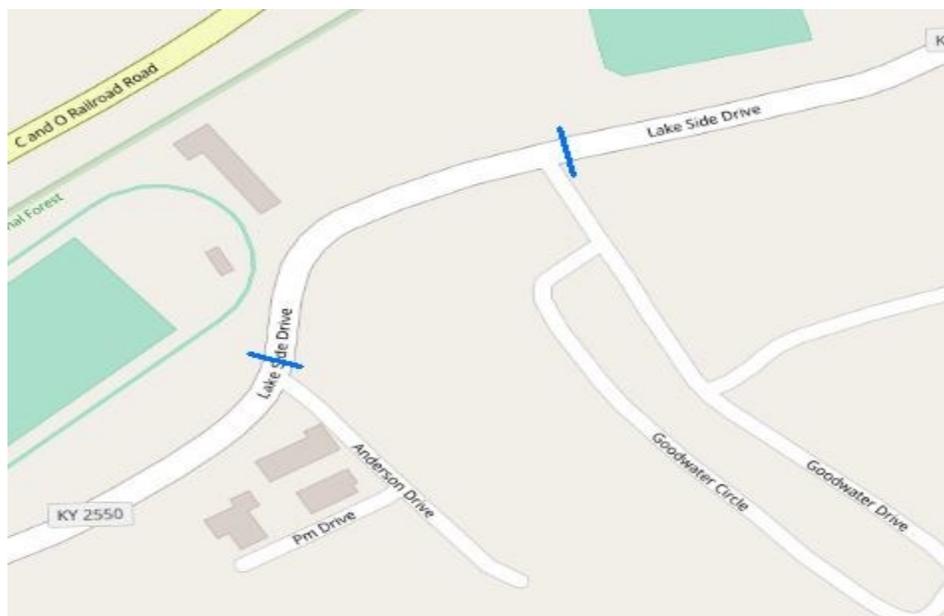
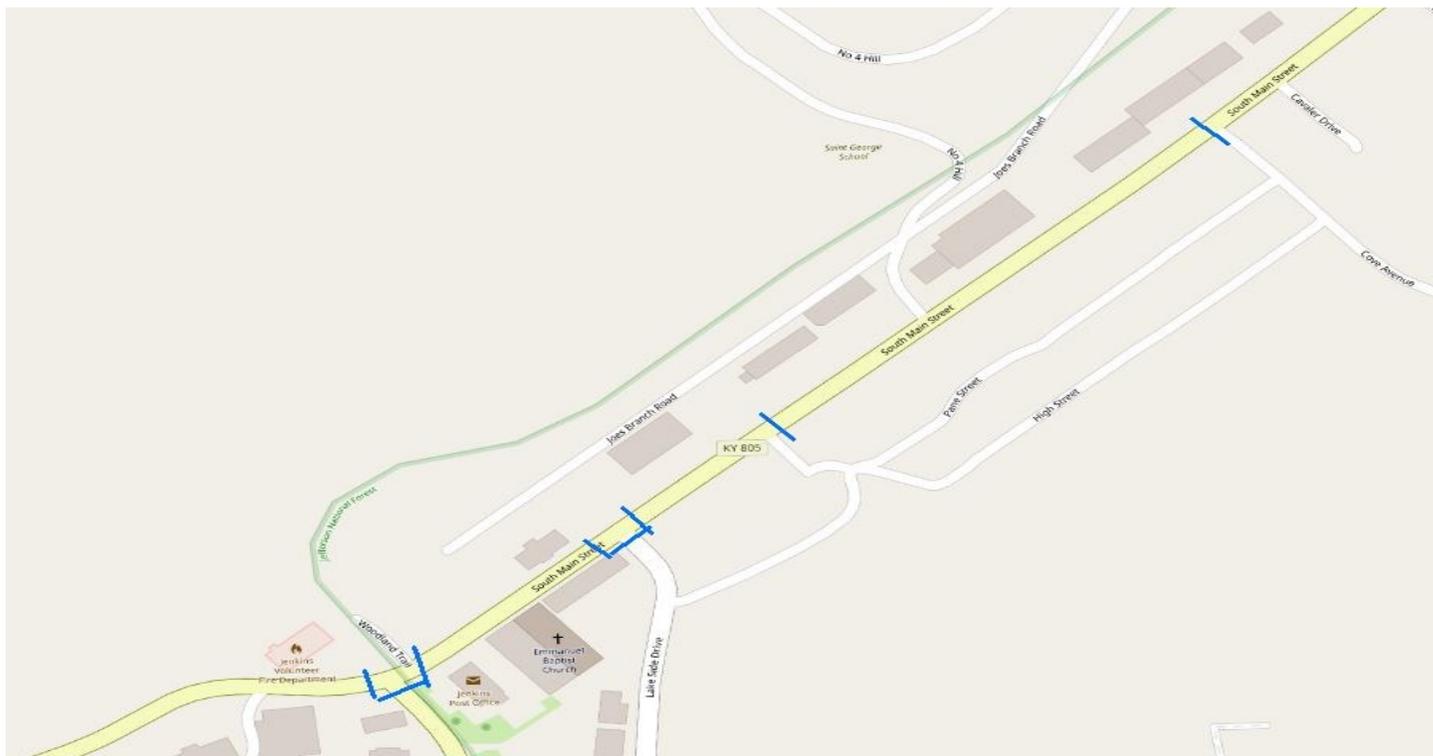


Crosswalk Upgrade Map: Jenkins

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

Crosswalks need to be added or updated on:

- Lakeside Drive at Anderson Drive and Goodwater Drive
- Highway 805 at the intersection with Highway 3086
- Highway 805 at the intersection with Lakeside Drive
- Highway 805 at the intersection of Cove Avenue and Pane Street



Crosswalk Upgrade Map: Fleming-Neon

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

Crosswalks need to be added or updated on:

- Highway 317 at intersection with Highway 343
- Highway 343 at football field
- Pirate Drive at intersection with Highway 343
- Pirate Drive at intersection with Highway 317



Appendix G

Promoting Bicycle and Walking Events in Letcher County

Throughout the year the cities in Letcher County host numerous events. In the late summer months there are many festivals and events. The City of Jenkins has the festival Jenkins Days the 3rd week in August. The City of Fleming-Neon has the festival Neon Days the 2nd weekend in September. The City of Whitesburg has the festival Mountain Heritage Festival the 3rd weekend of September. Starting in the month of May and ending in the month of September there is a Cruise In where citizens cruise the city in the cars, motorcycles, and ATV's. Whitesburg has an special event in October called Oktoberfest. In the summer months there is a Mayfest held along with an Independence Celebration in July.





Kentucky Public Health
Prevent. Promote. Protect.



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

Letcher County Health Department
115 E Main Street
Whitesburg, KY 41858
Phone: 606-633-2945
www.krdhd.org

City of Whitesburg
38 E Main Street
Whitesburg, KY 41858
Phone: 606-633-3700
www.cityofwhitesburg.com

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

Letcher County Fiscal Court
156 Main St. STE. 107
Whitesburg, KY 41858
www.letchercounty.ky.gov

City of Jenkins
9409 Highway 805
Jenkins, KY 41537
Phone: 606-832-2142

City of Fleming-Neon
955 Main Street
Fleming-Neon, KY 41840
Phone: 606-855-7916

Letcher County Board of Education
224 Parks Street
Whitesburg, KY 41858
Phone: 606-633-4455
www.letcher.kyschools.us

Letcher County Public Library
220 Main Street
Whitesburg, KY 41858
Phone: 606-633-7547
www.lclcd.org

Letcher County Extension Services
478 Extension Drive
Whitesburg, KY 41858
Phone: 606-633-2362
www.letcher.EXT@uky.edu

COOPERATIVE EXTENSION

