KYOVA’S BICYCLE & PEDESTRIAN PLANNING EFFORTS

2017 BIKE SUMMIT – SEPTEMBER 24-25, 2017

JODY SIGMON

KYOVA INTERSTATE PLANNING COMMISSION
KYOVA NON-MOTORIZED STUDIES
BICYCLE/PEDESTRIAN SECTIONS

- Documented Existing conditions
- Identification of Gaps
- Survey conducted
- Recommendations
- Public Involvement
- Master Plan
LAWRENCE COUNTY NON MOTORIZED STUDY

Tasks:

- Mobility Study – Address issues with opening of the new Ironton-Russell bridge

- **Lawrence County and City of Ironton Bicycle/Pedestrian Plan**

- Park Avenue Traffic Study – Develop short and long term improvements to improve safety and corridor operations for Park Avenue from 6th Street to US 52 ramps

- Ironton Sidewalk Assessment – Assess for ADA compliance
**Walking Environment:** Pedestrian facilities are lacking on most roadways in the study area, but sidewalks do exist in some parts of more urban areas, such as in the City of Ironton and the villages of Proctorville and Coal Run, Ironton has a robust sidewalk network, especially in the downtown area around Park Avenue. Residential neighborhoods east of Downtown also feature sidewalks.

**Bicycling Environment:** There are no signed and marked bicycle facilities within the study area.

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**Survey Results:** In April and May 2017 a public survey was distributed to stakeholders in Lawrence County.
Concept Routes
The table on the right lists the draft bicycle and pedestrian facilities in these locations. In addition, pedestrian routes for the Lawrence County for Ironton, the routes are preliminary at this time, pending results of a more detailed study of the areas. Sidewalks are recommended as part of the Ironton Non-Motorized Plan. The on all of the streets (E-2), so they are shown on "E" routes designate connecting gaps in the the projects as shaded areas, not routes. Where existing bicycle/pedestrian network "N" routes bicycle facilities are specifically recommended designate new bicycle/pedestrian network in urbanized areas, missing sidewalks should facilities.

County Wide Concept Map

Study Area Concept Map

- **Rural Bicycle/Pedestrian**: Dotted line network. Bicycle/Pedestrian routes designated by dashed line network. Bicycle/Pedestrian routes designated by dashed line network.
- **Bicycle On-Street**: Solid line network. Bicycle/Pedestrian routes designated by dashed line network. Bicycle/Pedestrian routes designated by dashed line network.
- **Bicycle/Pedestrian Off-Street**: Dotted line network. Bicycle/Pedestrian routes designated by dashed line network. Bicycle/Pedestrian routes designated by dashed line network.
- **Study Area**: Solid line network. Bicycle/Pedestrian routes designated by dashed line network. Bicycle/Pedestrian routes designated by dashed line network.
The Kentucky Non-Motorized Transportation Plan for Boyd and Greenup Counties will help establish a roadmap to ongoing walking and biking improvements. This plan will reinforce and support the ongoing efforts and will empower those willing to create positive change.

The goal is to create a future in the two counties with accessible, comfortable, and connected pedestrian and bicycle facilities for those of all ages and abilities.
Figure 8.1: Priority Pedestrian and Bicycle Recommendations in the City of Ashland

Non-Motorized Transportation Plan for Boyd and Greenup Counties, KY
The purpose of this study is to evaluate the complete transportation system with a focus on specific non-motorized bicycle and pedestrian facilities and multi-modal connections within Cabell County. The study is in response to the growing need for bicycle and pedestrian facilities and to enhance connectivity and destination linkages for better accessibility throughout the City of Milton and Village of Barboursville, West Virginia. This study shall identify the current conditions of these facilities and locations of sidewalks and provide recommendations, an estimated schedule, and cost estimates for improvements.

Evaluating connectivity and livability measures of bicycle and pedestrian facilities throughout the area while balancing the needs of the motorized and non-motorized modes of transportation.

- Task 1 – Milton Non-Motorized Transportation Plan
- Task 2 – Village of Barboursville Non-Motorized Transportation Plan
The Paul Ambrose Trail for Health (PATH) is a growing bicycle and pedestrian trail system providing free, healthy recreational and alternative transportation opportunities for the City of Huntington and surrounding areas. Through grants, sponsorships and individual contributions, over $4 million has been raised to support the construction and maintenance of PATH.

PATH is a vital part of Huntington’s continued efforts toward the redevelopment and growth of the city, because it:

- Serves as a central walking, cycling and meeting place that has shown to revive vulnerable areas throughout the city
- Connects businesses, schools and communities as a means of alternative transportation in Huntington
- Enhances mixed development and redevelopment strategies with greater accessibility to green space
- Contributes to the growth of municipal revenue as a result of increased property values
Bike/Pedestrian Trail
On Map:
Separate right-of-way from motor vehicles. Connects open areas and parks. Trails may not be paved
Used by/for:
Kids, family recreation, adult exercise, skaters, joggers, walkers, and exercise walkers

Bike Lane:
On Map:
Within vehicle right-of-way, but separated by signage and roadway/striping. Vehicle speeds may be fairly high, but road width is adequate for vehicles and cyclists.
Used by/for:
Adult recreation, commuters, and serious cyclists

The Paul Ambrose Trail for Health (PATH) (Huntington, West Virginia)
www.pathforhealth.org

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2006 - **History** - RTI creates trails division

2007 - **History** - Trail system becomes a reality

2008 - **History** - PATH gets its name

2009 - **History** - First construction, fundraising & Fit Fest creation & **Funding** - CMAQ grant awarded to City of Huntington

2010 - **History** - PATH design, Pedal for the PATH & 2nd annual Fit Fest & **Funding** - 1st & 10 Foundation, Empowerment Zone & Community Participation

2011 - **History** - St. Cloud Commons & Spring Hill Cemetery construction & **Funding** - Floodwall sections, Pedal for the PATH & 3rd annual Fit Fest

2012 - **History** - Tour de PATH, Pedal for the PATH, 4th annual Fit Fest & **Funding** - Pedestrian bridge, Pedal for the PATH, 4th annual Fit Fest

2013 - **History** - Tour de PATH & 5th annual Fit Fest & **Funding** - 5th annual Fit Fest

2014 - **History** - Tour de PATH, Ohio River Sweep & New Construction & **Funding** - 6th annual Fit Fest, Washington Blvd Trail

2015 – **History & Funding** - 7th annual Fit Fest, History - Tour de PATH & **Funding** - $500K TAP grant
COHENSIVE BICYCLE AND PEDESTRIAN FOR THE TRI-STATE REGION?
For questions or more information please contact:

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