



BICYCLE AND PEDESTRIAN PATH PLAN 2016

This plan was created through a grant from the Healthy Communities Program with the cooperation of the City of Cynthiana, Cynthiana Main Street, Cynthiana-Harrison County-Berry Joint Planning Commission, Harrison Memorial Hospital and Wedco District Health Department.

Table of Contents

Introduction.....	2
Purpose of the Plan.....	2
The Benefits of Walking and Bicycling.....	3
Vision and Goals of the Plan.....	4
Current Conditions.....	5
Design Standards and Guidelines.....	6
Signage and Mapping.....	6
Bicycle Parking.....	7
Proposed Section.....	7
Plan Implementation.....	9
Resources.....	11

Introduction

Purpose of the Plan

This bicycle and pedestrian path plan has been developed for Cynthiana, Kentucky. In 2015 the community applied for and was awarded a mini grant from the Healthy Communities Program to develop a Level 1 Pedestrian Plan. This plan was developed with input and active involvement from the public and from local elected officials as well as local appointed bodies.

Letters of support for the mini grant submittal were provided by the City of Cynthiana, Cynthiana Main Street, Cynthiana Harrison County Berry Joint Planning Commission, Harrison Memorial Hospital and Wedco District Health Department.

This plan will also include the issues and needs associated with bicycle travel in our community. The purpose of this bicycle and pedestrian plan is to stimulate dialogue concerning the health, transportation and tourism needs and desires of the community. This plan will also provide direction in addressing those needs through public input and deliberate action.

This plan has been developed in order to:

- Identify policies to make walking and bicycling in Cynthiana safer, easier, and more attractive
- Identify standards and guidelines for pedestrian and bicycle facility design
- Provide an action plan for future improvements to the bicycle and pedestrian network

The Benefits of Walking and Bicycling

There are a number of reasons to promote walking and bicycling Cynthiana:

Improved Public Health

Kentucky is ranked the 47th healthiest state in the nation. According to the 2015 county health rankings, Harrison County ranks 97 out of 120 counties when measuring length of life, losing and estimated 12,287 years per 100,000 for years between 2010 and 2012. Unfortunately, this measure has been getting worse for the last 20 years and continues to show a downward trend year by year. This is because, like many rural communities, Cynthiana's residents disproportionately battle a multitude of chronic diseases (many of which can be prevented or at least improved upon through regular exercise and a healthy diet). Efforts have been made through our local health department, hospital, and wellness committees to encourage and provide ways to enable our citizens to be happy and healthy. Health education alone cannot solve the issue of physical inactivity when only 43% of Harrison County's Citizens have regular access to exercise opportunities. We can create that opportunity through dedicated facilities or paths that accommodate both bicycle and pedestrian.

Improved Mobility

Opportunities for walking and bicycling provide alternative means of travel for a broader range of individuals. Children and seniors particularly benefit from having choices to get around besides driving. By making more connections and greater access to all parts of the community, Cynthiana can increase the ability to meet their complete and truly multi-modal transportation needs.

Enhanced Economy and Quality of Life

A better environment for walking and biking improves the quality of life of a community. When people are out of their cars and walking and biking in the community, more opportunities for social interactions exist. A walkable and bike-able community has economic advantages over other communities such as having higher property values, being attractive to new businesses, and being inviting to tourists. By planning for future bicycle and pedestrian accommodations, Cynthiana can become a thriving community within the region.

Vision and Goals of the Plan

“The best time to plant a tree was twenty years ago. The second best time is now.” ~Chinese proverb

The vision of this plan is to provide the information necessary to overcome the barriers to individual and community health while providing opportunities for recreation and economic development.

Goals

1. Increase and encourage non-motorized mode choices (walking and biking) through:
 - a. Infrastructure improvements: identify, develop, and construct attractive and functional bicycle and pedestrian facilities;
 - b. Connectivity and access: create bicycle and pedestrian connections between the places where we live and the places we want and need to go; and
 - c. Community building: develop policies and projects which encourage pedestrian and cyclist travel throughout the City.
2. Include pedestrian and cyclist considerations into all projects, policies, and planning processes within the City.
3. Inform and educate residents of the benefits of walking and cycling.

Current Conditions

1. There are currently no bike lanes or designated shared lanes on any roadway within Cynthiana at this time.
2. There currently are no “Share the Road” warning signs in the area.
3. Crosswalks are inconsistently and or improperly placed, and in some cases do not connect to sidewalks.

Our park, Flat Runs Veterans Park, has multiple loop trails intended for pedestrian use, but these paths do not connect to the nearby residential and commercial areas. There is no continuous sidewalk that leads to our local park from the central downtown area. The current sidewalks within this 6 blocks area are lacking ADA ramps or push buttons. High volumes of traffic mixed with the high levels of pedestrians and bicyclists within these 6 blocks to the park may warrant crosswalks, appropriate signage and caution/warning lights.

Bicyclist and Pedestrian Data

There are no reliable counts of how many bicyclists, pedestrians and recreational runners use the transportation system in Cynthiana. We have used the web application “Strava” to show the current activity for walking and bicycling in this area (Figure 2); Anecdotal evidence suggest that there are regular walkers and runners and a smaller number of active cyclists while the number of visiting cyclists are equal to or greater than those who live within the City.

Crash Data

Within the last 3 years, from 2013- Present, there have been 11 accidents on Oddville Ave. 2 of those 11 accidents resulted in injuries.

Design Standards and Guidelines

The Kentucky Transportation Cabinet (KYTC) has published a statewide Pedestrian & Bicycle Travel Policy which provides guidance on planning for and accommodating pedestrians and cyclists in our state's transportation system:

http://transportation.ky.gov/BikeWalk/Documents/Task%20Force%20FINAL%20June%2018_02%20policy%20rec%20to%20Sec%20Codell.PDF

KYTC (District 6) and the City of Cynthiana have coordinated planning activities that denote the consideration of sidewalks and bicycle lanes (where feasible) within city limits on all roadways. The construction and or improvements to roadway shoulders (possible shoulder bikeways) should be considered and installed when and where feasible. Additional accommodations for bicycle and pedestrian travel in these roadway shoulders should include (but not limited to) such treatments as; gap patterns in the rumble strips/strips, possibly not installing rumbles in the urban boundaries, additional roadway striping, and appropriate signage.

The use of continuous shoulder rumble strips should not be considered and instead new roadways or upgrades to existing roadways should include bicycle gaps to allow cyclists to escape either the shoulder or the roadway at reasonable intervals and should not extend continuously onto side roads. It is recommended that any rumble strips installed should be of the rolled type versus the milled type.

Pedestrian facilities should always be constructed to be compliant with the Americans with Disabilities Act Accessibility Guidelines (ADAAG & PROWAG)) to accommodate all people who live in or visit Cynthiana:

http://www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards_prt.pdf

Signage and Mapping

For general signage, local project planners should refer to the Manual of Uniform Traffic Control Devices and consult KYTC for guidance before recommending or placing signage adjacent to roadways: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd0_9r1r2editionhl.pdf

It is recommended that a citywide bicycle and pedestrian map be developed and produced. Wayfinding signage should be developed and implemented, in conjunction with a citywide navigational map as new facilities are built, to aid new users and visitors in getting around the city.

Bicycle Parking

Cynthiana should seek to encourage and incentivize businesses and organizations to 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:

http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf

Proposed Section

Beginning at the Harrison County Court House 111 South Main Street, the path will go northward along Main Street for two blocks, then turning east onto East Mill Street. In one block, turn north onto Walnut Street. In one-half block, turn right onto Oddville Avenue. Follow Oddville Avenue for four blocks to reach Flat Run Veterans Park.

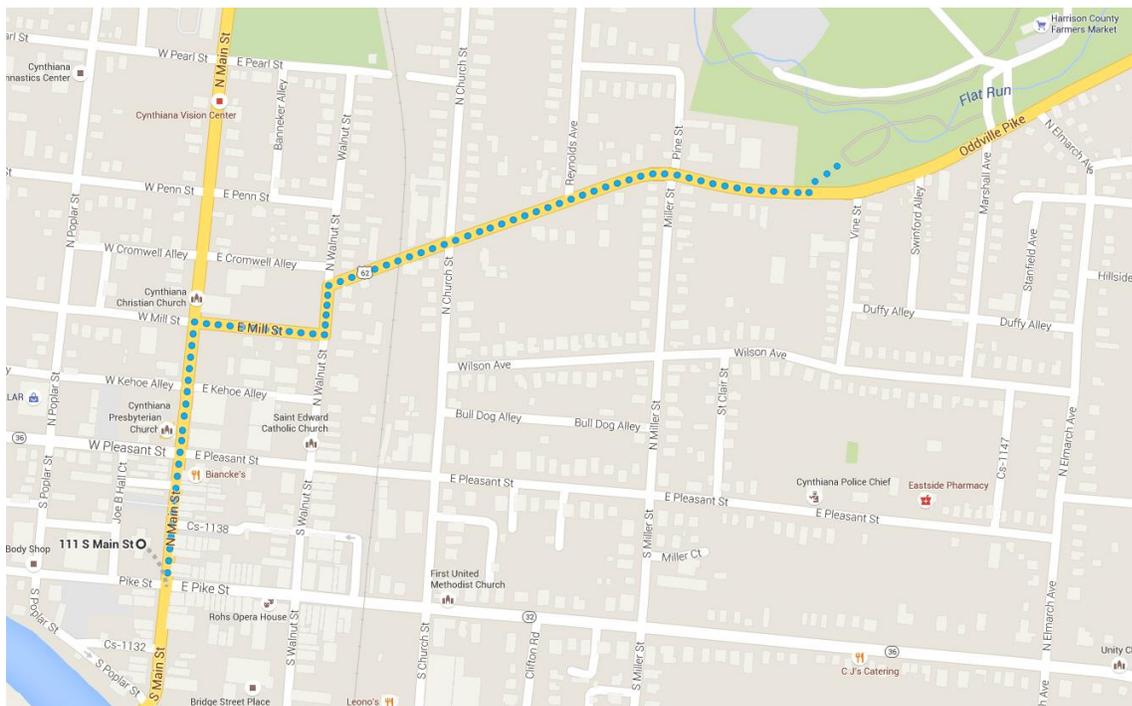


Figure 1

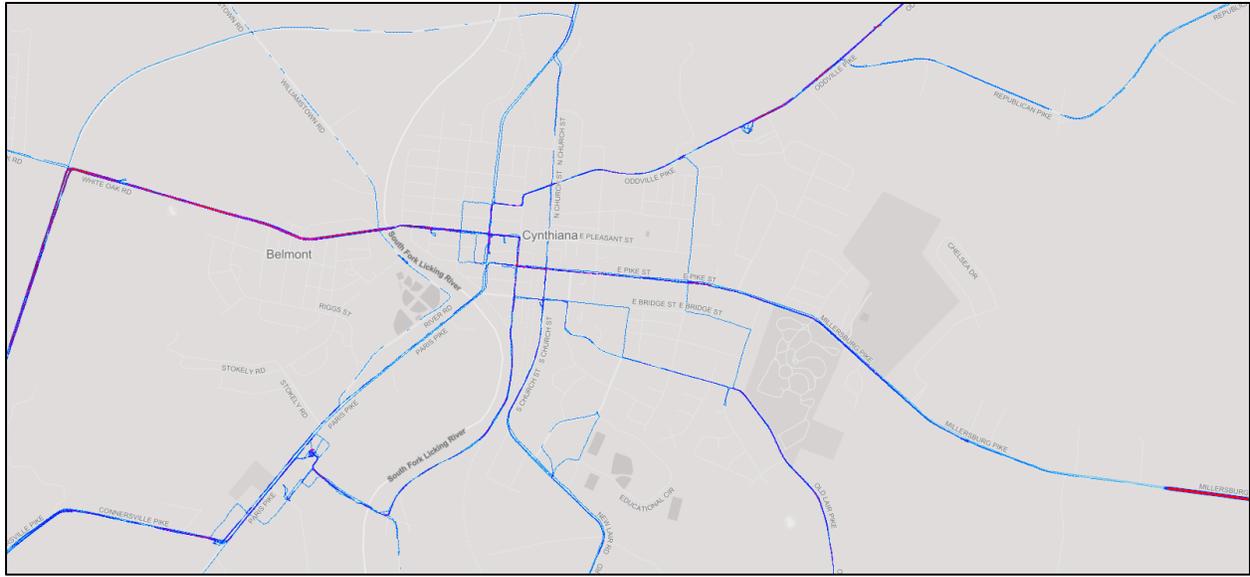


Figure 2 / Strava Heat Source Map for Bicycle Travel / <http://labs.strava.com/heatmap/#15/-84.29144/38.38969/gray/bike>

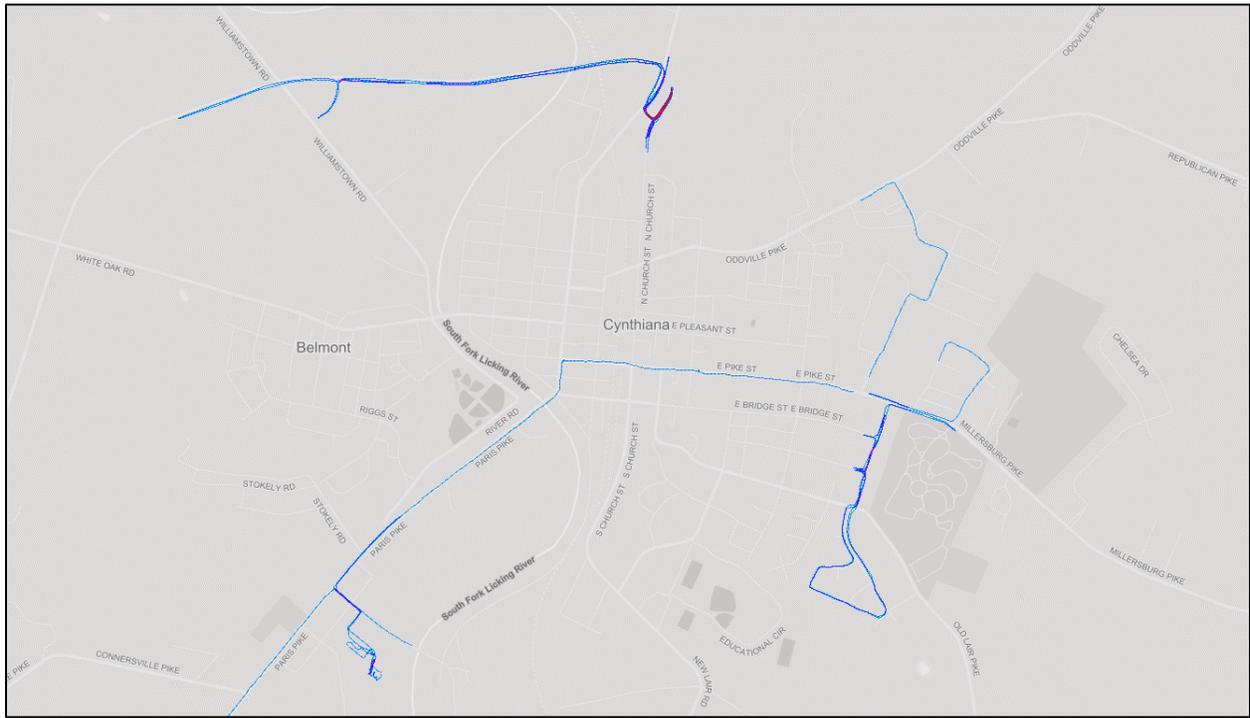


Figure 3 / Strava Heat Source Map for Recreational Pedestrian Activity / <http://labs.strava.com/heatmap/#15/-84.29338/38.39070/gray/run>

Plan Implementation

For this plan to be fully effective the next steps shall include:

1. Adoption of the Plan. In June 2016 the Final Draft Plan will be presented to the Cynthiana City Commission. Any requested Plan revisions will also be presented in June of 2016. It is recommend to review this plan annually and updates should occur within five years (by May 2021) or as needed.

2. Publication of the Plan. After the plan is finalized by adoption it will be presented to the public in digital format. It is advisable that the plan be made available online for public download from the City of Cynthiana's website. Print copies will be provided to each elected body and any appointed bodies that have an interest in the plan, including but not limited to:

- City of Cynthiana
- Harrison County Fiscal Court
- Cynthiana- Harrison County- Berry Joint Planning Commission
- Harrison County Health Department
- Kentucky Transportation Cabinet District
- Kentucky Transportation Cabinet Central Planning
- Bluegrass Area Development District
- Cynthiana Harrison County Parks and Recreation
- Harrison Memorial Hospital
- Cynthiana Harrison County Chamber of Commerce
- Licking Valley Trail Towns Committee

Creation of a Bicycle and Pedestrian Advisory Committee (BPAC)

It is advised that the elected bodies of Cynthiana authorize a Bicycle and Pedestrian Advisory Committee (BPAC) to review development proposals that affect the city and provide recommendations to said elected bodies as well as to other interested bodies and organizations. The BPAC should be made up of five (but no less than three) interested members that represent a broad spectrum of stakeholders within the city if possible, including but not limited to: people with mental and/or physical disabilities, minorities, those below poverty, those over 65 and those under 18, the school system, law enforcement, public health, Fire/EMS/SAR, citizen advocates, and other interests.

The BPAC should meet no less than four times a year and should identify goals and objectives to guide the committee within six months of formation.

Identify potential funding sources

Based on the type of facility, the need, and the timing the following funding sources may be relevant for proposed projects within the City:

- Recreational Trails Program
- Bell Helmets grant
- Safe Routes to School
- Land and Water Conservation grants
- Fish & Wildlife grants
- TIGER grants
- Paula Nye Memorial Education Grant
- Local public and private funding.

Project Development and Construction of Identified Priority Projects.

The projects described within this plan must be further developed before they can progress to construction and eventual enjoyment by the public. There are many processes that must be completed and in some cases the sections and recommended treatments may not be appropriate and other solutions must be found for furthering the vision of this Plan. Additional public input and support is advised to guide the planning and development process outlined within this plan.

Resources

County Health Rankings: Premature death. <http://www.countyhealthrankings.org/app/kentucky/2015/measure/outcomes/1/map>

County Health Rankings: Access to exercise opportunities. <http://www.countyhealthrankings.org/app/kentucky/2015/measure/factors/132/map>

Five Elements of Well-

being: <http://www.gallup.com/businessjournal/126884/five-essential-elements-wellbeing.aspx>

Kentucky Transportation Cabinet: <http://transportation.ky.gov/bike-walk/>

Pedestrian and Bicycle Information Center:

http://www.pedbikeinfo.org/data/factsheet_general.cfm