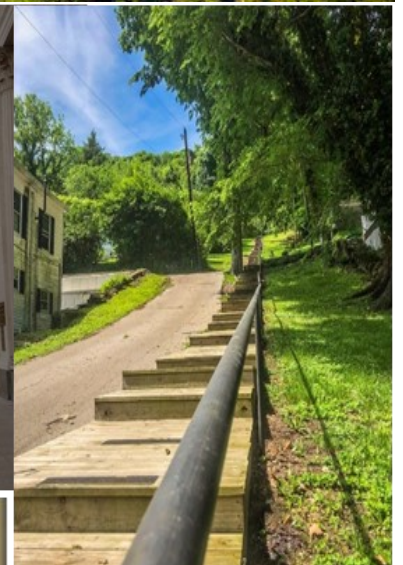


City of Maysville, Kentucky Bicycle and Pedestrian Master Plan



2021

Table of Contents

INTRODUCTION

Purpose of the Plan	3
Benefits of Walking and Bicycling	3
Vision and Goals of the Plan	4
Socioeconomic Analysis of Maysville	4
Policy Framework and Previous Work	5
Factors that Influence Walking and Bicycling in Maysville	6

DESIGN STANDARDS AND GUIDELINES

Signage and Mapping	7
Bicycle Parking	8
Definitions	8

EXISTING CONDITIONS AND ANALYSIS

Facilities Currently Available for Bicycling and Pedestrian Activities	10
Pedestrian and Bicycle Travel Generators	11
Current Users	12

RESOURCES AND PUBLIC INPUT

Community Resources	13
Public Input and Preferences	13

BIKEABILITY AND WALKABILITY AUDITS

Bikeability Audit Analysis	15
Walkability Audit Analysis	15

PROPOSED FACILITIES AND NETWORK

List of Proposed Projects	16
---------------------------	----

APPENDICES

Appendix A: Pedestrian and Bicycle Survey	19
Appendix B: Bikeability Survey	31
Appendix C: Walkability Survey	34
Appendix D: Sidewalk/Crosswalk Inventory Map	36

INTRODUCTION

This Bicycle and Pedestrian Master Plan was developed to address health, safety, tourism, and economic issues in the city of Maysville in Mason County, Kentucky. This plan focuses on bicycle and pedestrian needs and facilities in this 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 does not require special skills or expensive equipment.

PURPOSE OF THE PLAN

The purpose of the Master Plan is to identify, design, and construct needed walkways and bikeways that connect neighborhoods, business centers, parks, and schools. It sets forth ideas and strategies for making Maysville an inviting place to bike and walk. The Master Plan is a road map to guide local and state governments, developers, road builders, citizens, and bicycle and walking advocates when planning and developing projects in the community.

BENEFITS OF WALKING AND BICYCLING

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

Improved Public Health

For 2021, Kentucky was ranked the 47th healthiest state in the nation. Mason County is ranked in the higher 50%-70% in Health Outcomes as well as 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, Maysville can increase the overall health of the community.

Improved Mobility

Accommodations for walking and bicycling as an alternative means of travel appeal to a broader range of individuals within the community. Children and seniors, in particular, 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, Maysville can increase the ability to meet their complete transportation needs.

Enhanced Economy and Quality of Life

A better environment for walking and biking improves the quality of life of a community. Safe and accommodating walking and biking facilities within the community create more opportunities for social interactions. A walkable and bike-able community has 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, Maysville 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 will guide the city as it moves forward with plan implementation. A summary of the goals is provided below:

Bicycle and Pedestrian Network and Support Facilities – Develop a network that allows for safe and convenient movement throughout the city and to the regional network.

Safety, Security, and Equity - Provide safe and accommodating connections between neighborhoods, business centers, parks, recreation facilities and schools. Modal considerations should be made for all residents, especially those who do not have access to private motorized vehicles.

Transportation and Land Use – Consider all uses for adjacent land within the right-of-way of roadways, near commercial areas, and government owned properties. These areas have valuable potential for providing non-motorized travel accommodations where walking and cycling improvements are most needed.

Education and Awareness – Open the lines of communication 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.

Health Benefits - Physical activity is indisputably effective in the primary and secondary prevention of cardiovascular disease, diabetes, cancer, and other related chronic diseases. Physical activity is indisputably effective in the primary and secondary prevention of cardiovascular disease, diabetes, cancer, and other related chronic diseases.

SOCIOECONOMIC ANALYSIS OF CITY OF MAYSVILLE

The city of Maysville, Kentucky, is located in Mason County in northeastern Kentucky. It is located on the Ohio River and is approximately 66 miles northeast of Lexington. In the 2019 American Community Survey (ACS) by the US Census Bureau, there were 8,782 residents in Maysville and 17,490 living in Mason County. The city has a total area of 21.35 square miles, in which only 2.38 square miles is water. In 2010 the racial makeup was 86.1% white, 9.1% black, 1.6% Asian and 3.2% of the population are considered two or more races.

The City’s total median household income was \$35,102 for residents of Maysville in 2019, with 19.1% of its residents at or below the poverty level. Also, in 2019, the ACS provided estimates of how workers aged 16 and over got to work. Below are those estimates. It also determined that the mean travel time to work in minutes for 2017 was 20.5 minutes.

Method of Transportation	Number	Percentage of Working Population
Drove alone in car, truck, or van	2,637	80.3%
Carpooled in car, truck, or van	392	11.9%
Public transportation	15	0.5%
Walked	82	2.5%
Other (taxi, motorcycle, bike, etc)	18	0.5%
Worked at home	140	4.3%

Source: U.S. Census Bureau, Table DP03 2019 American Community Survey 5-Year Estimates

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 bicycle and pedestrian facilities with all new development and major reconstructions.

City of Maysville Comprehensive Plan

The City of Maysville completed a Comprehensive Plan in 2001 with revisions in 2006, 2011 and 2016. Several goals and objectives are mentioned that could be supported with bicycle and pedestrian facilities:

- To encourage provisions for pedestrian and bicycle traffic along major routes and residential subdivisions
- Expand the potential economic benefits of tourism and recreation related activities.
- Continue to support revitalization efforts in downtown Maysville and Old Washington.

Street Scoping & Wayfinding Study

A City group completed a study in February 2018 that looked into improvements specifically along Main Street and the downtown area. The plan laid out suggestions for sidewalk improvements and bicycling accommodations. It also included wayfinding signage needs that the city of Maysville completed.

Buffalo Trace Area Development District

The Buffalo Trace Area Development District, which includes the counties of Bracken, Fleming, Lewis, Mason and Robertson does not have an active Pedestrian/Bicycle Master Plan, but has published their Goals and Objectives. One goal is to “Maintain and improve existing infrastructure within the region while including all appropriate modes of transportation.” This goal includes two objectives which relate to Pedestrian/Bicycle Facilities:

- Pursue the incorporation of providing greenways, bicycle, pedestrian, and multi-purpose trails into project planning.
- Encourage participation from individuals representing these modes of transportation on the BTADD’s Regional Transportation Committee.

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 encouraging the accommodation 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 City of Maysville Bike and Pedestrian Master Plan is intended to strengthen the consideration and inclusion of bicycle and pedestrian facilities in KYTC plans and to provide guidance for making those considerations as early in the transportation project development process as possible. A copy of this plan will be provided to KYTC Central Office, KYTC Highway District Office 9, 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 MAYSVILLE

Destinations

Some places within the community are major attractors for walking and cycling. These include retail clusters, schools, parks, medical facilities, and places of employment. It is important to provide safe and accommodating 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 a mile and bike trips are less than five, with some “recreational” or “exercise” emphasis trips tending to be longer for each. People are more likely to choose walking or bicycling if it is safe and accommodating to do so.

Demographics

Those who are too young old to drive, unable to drive due to medical or economic reasons, or don't have a drivers' license rely on walking and cycling for transportation. It is important to plan for the needs of all residents of Maysville. Furthermore, the city should be sure to include residents of all abilities.

Environment

Weather and traffic play an important role in how frequently people within the community walk or bike for transportation. Hot and humid summer conditions and cold and wet winter conditions as well as narrow, curvy roads with fast moving traffic can create significant barriers to walking and biking throughout the County.

Community Attitudes

The perception of what is the socially acceptable norm can play a vital role in how frequently people choose walking or cycling for transportation or recreation. As more people choose walking and biking for recreation and transportation, perceptions toward those activities change in a positive manner.

DESIGN STANDARDS AND GUIDELINES

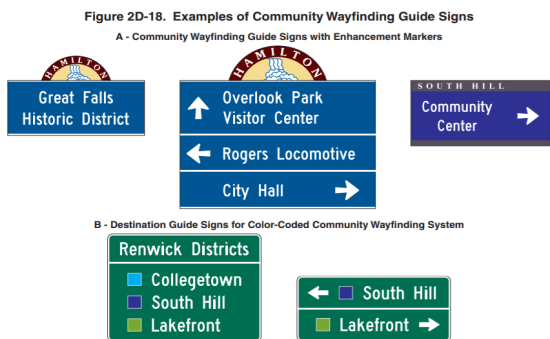
The Kentucky Transportation Cabinet (KYTC) has published Statewide Pedestrian & Bicycle Travel Policy which provides guidance on planning for and accommodating pedestrians and cyclists in our state's transportation system. It is available at <http://transportation.ky.gov/bike-walk/Pages/Laws-and-Policies.aspx>

In conjunction with KYTC District 9, the City of Maysville, and Mason County Road Department, planning activities should always include sidewalks and bicycle facilities (where feasible). Rural area roadways should consider including wide paved should (5 feet or wider) when and where feasible to further accommodated non-motorized transportation.

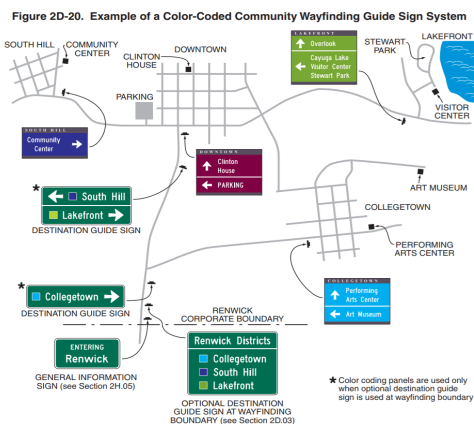
Pedestrian facilities should always be constructed to be compliant with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) to accommodate all people who live in or visit Maysville. They are available at https://www.ada.gov/2010ADAstandards_index.htm

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 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



Source: From MUTCD Manual 2009 Edition with 2012 Revisions



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 Maysville 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

A marked lane for passage of pedestrians, bicycles, etc., traffic across a road.

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

Mason County and the City of Maysville has a strong outdoor recreational community. There are competitive and non-competitive events, as well as local clubs actively encouraged by local officials for participation. Nearby Blue Licks Battlefield State Resort Park, as well as the Ohio River help Maysville with tourism efforts from out of town visitors.

From field observations, investigations and surveys filled out by local residents, very few people commute to work without some sort of motor vehicle. Some non-motorized travel was observed, but it seemed to be concentrated in lower income communities and the downtown area.

The majority of the roadway network within Maysville is locally owned/maintained (not a state or federal route)

The sidewalk network within Maysville is over 50 years old, and is in need of significant maintenance. In some areas of the city, the old sidewalks aren't easily visually identified. In these areas of the city the residents might not know there is an old sidewalk alongside their homes, and these land areas are within the roadway right-of-way.

The City of Maysville does have a public transit organization with limited service.
<http://www.cityofmaysville.com/uploads/bus-schedule4.10.10.pdf>

The majority of sidewalk network within the city are not ADA compliant. These conditions will be identified, and updated as the city implements phases of the pedestrian portion of this plan. These details will further explained in the planning process, per project development.

.FACILITIES CURRENTLY AVAILABLE FOR BICYCLING AND PEDESTRIAN ACTIVITIES

Collection Methods

Data was obtained from the Buffalo Trace Area Development District database of bicycle and pedestrian facilities. This data was checked and updated as appropriate. Aerial photography, as well as a high precision handheld GPS unit was used to locate potential project alignments.

Results

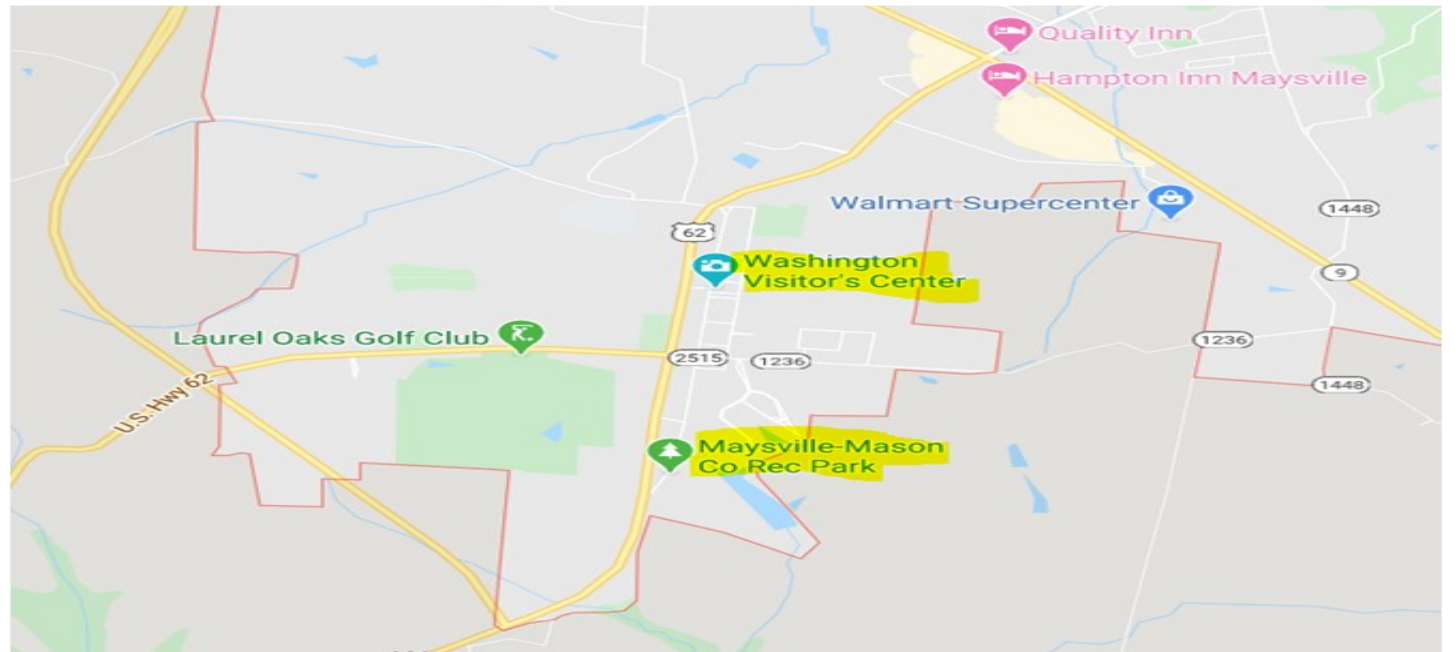
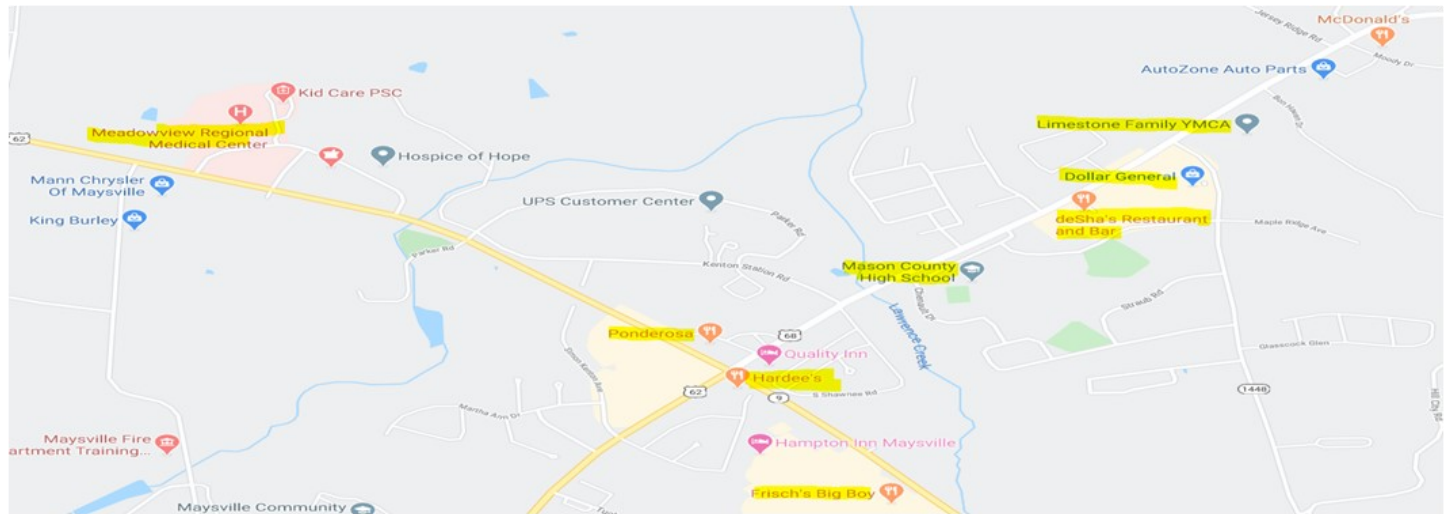
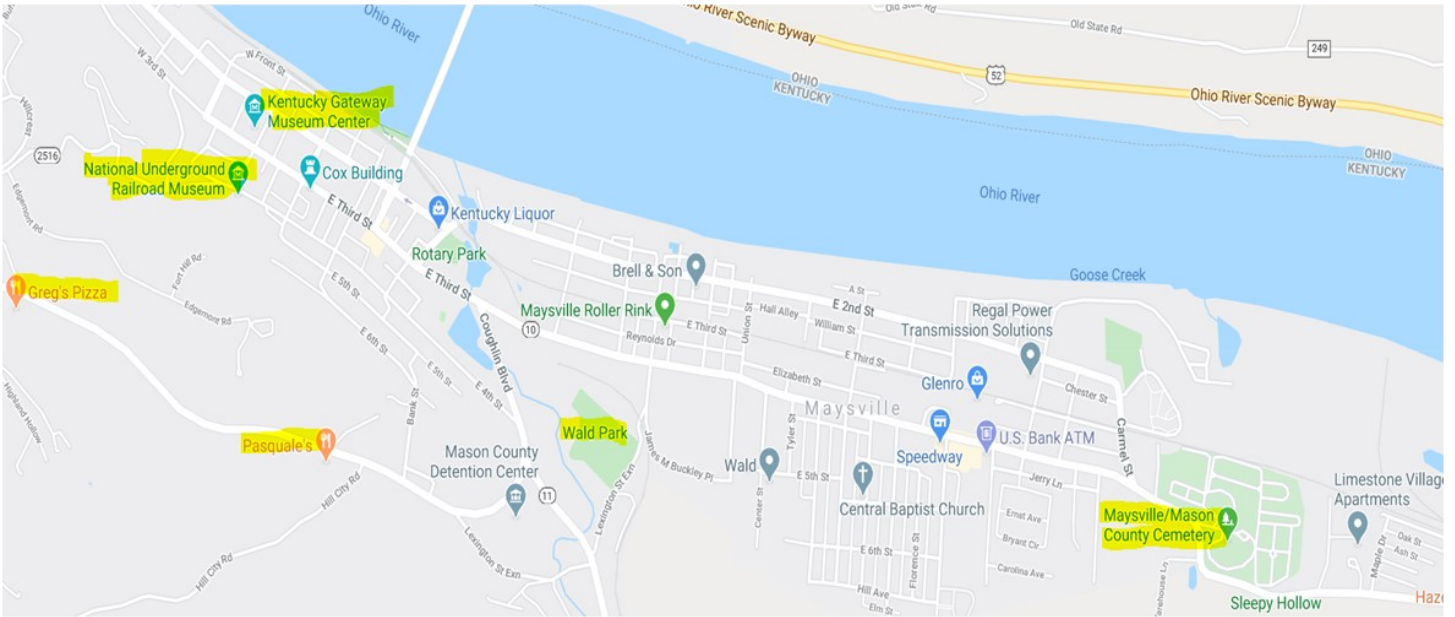
The City of Maysville has a comprehensive network of sidewalks in the downtown area. There are gaps in connectivity due to deteriorated or missing sidewalk sections. The total length of sidewalks in the city is approximately 26 miles. Marked crosswalks are placed inconsistently around the city. There are fewer sidewalks outside of the downtown area.

The counts of bicyclist, pedestrians, and recreational runners that use the transportation system in Mason County are not reliable. Evidence shows that there are regular walkers and runners as well as cyclist. The number of cyclist that are visiting is equal or greater than those who live within the City. Starva heat maps help indicate routes heavily used by bicyclist and/or pedestrians.

Highlights

Special events and festivals attract a great number of visitors from throughout the region. A list of these activities includes Halloween, numerous theatrical productions by the Maysville Players, "The Old Reliable Germantown Fair", the Simon Kenton Festival, Frontier Christmas, Maysville Uncorked, Oktoberfest, Twilight Christmas Parade, Veterans Parade, Parade for Christ, Pig Out in Maysville, and numerous 5K races.

PEDESTRAIN AND BICYCLE TRAVEL GENERATORS



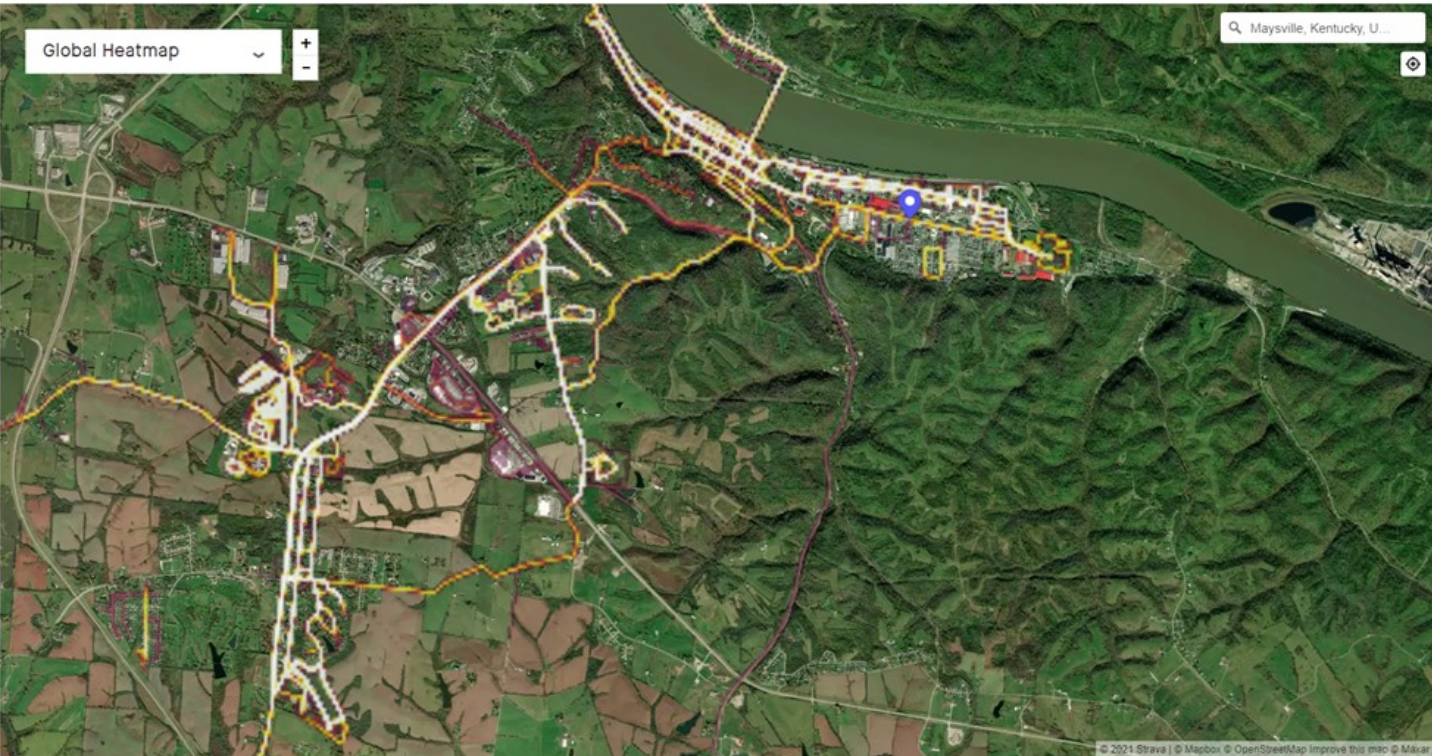
STRAVA MAPS OF CURRENT USERS

One resource that can be used in determining the popular areas for bicycling and walking is the use of the Strava Heat Map. Below are the areas for bicycling and walking in Maysville. Looking at the maps both activities trend to the same areas. Once you move out of the downtown area then you start to see that pedestrian traffic move to centralized areas like neighborhoods or local parks where as bike traffic continues on out into the county on major routes.

Strava Heat Map of Bicycle Facility Activity in Maysville, Kentucky



Strava Heat Map of Pedestrian Facility Activity in Maysville, Kentucky



PUBLIC INPUT

COMMUNITY RESOURCES

Mason County is served by a variety of recreation facilities, both public and private. There are small parks located at Dover, Germantown, and May's Lick. The May's Lick and Germantown parks have a walking path.

The Cummins Nature Preserve fulfills the last wish of Dr. Claude E. Cummins, who wanted the land to be used as a preserve, to be open for public use and enjoyment. Since 2002, the Mason County Fiscal Court has worked to turn the land into a nature preserve with nature trails, a primitive camp for Scouts and other groups, a wildlife educational area, a rustic shelter, and small restrooms.

The largest park is the Maysville-Mason County Recreation Park, located just outside of Old Washington. This park encompasses 57 acres and includes two pools, a par-three golf course, a miniature golf course, two softball fields, three tennis courts, various picnic sites, a one mile walking path, and a 12-acre fishing lake. Smaller parks are also scattered throughout the City: January Park, Mulberry Park, the Adair Park, AMVETS Memorial Park, Wood Street Park, Wald Park, and Beechwood Park. Also, there are various pocket parks scattered throughout the County.

The Maysville Marina and Campground is located on the Ohio River on the eastern edge of the City. This park features 30 camp sites, a boat dock and launch, a picnic area, and a playground. Other recreation facilities include the Limestone YMCA, the Tom Browning Girls and Boys Club, and three golf courses: Kenton Station Golf Course (public), Laurel Oaks Golf Club (public), and the Maysville Country Club (private).

PUBLIC INPUT AND PREFERENCES

Electronic Survey

The plan development process included an electronic survey. The survey link was shared on social media pages of the city, county, the ADD, and other local organizations. The survey included questions for Maysville/Mason County citizens to provide input on their walking and biking habits and preferences. This information was used in the development of the proposed bicycle and pedestrian facility networks and also informed the development of goals and objectives. The following is a summary of some of the survey results. Results are in Appendix A.

- ◆ Parks, Shopping, Schools, Church, and Main Street Businesses are within 2 miles of home that residents could walk or bike to. However, 40.9% 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 was reasoning for why parents are discouraged from allowing their children to walk to/from school in Corbin.
- ◆ 78.7% of residents would consider traveling more on foot or bike to work, shopping, or other trips if they had a safer and more accommodating way of doing so.
- ◆ Several indicated that there does not need to be bike lanes and that proper signage beyond yard markings would be beneficial.

Mason County/Maysville Healthy Community Coalition

A Bicycle and Pedestrian Advisory Committee was formed to assist staff with the development of draft goals and objectives, draft bicycle and pedestrian networks, and criteria to be used to prioritize projects represented by the proposed networks. The Coalition consists of 15 members with representatives from City Council, Planning Commission, social service agencies, and interested citizens. All meetings were open to the public.

Bike/Walk Events

Combined efforts by multiple organizations work yearly on planning and executing several events for bicycling and walking. Some of the most well attended events include the “Filthy 5K” and “Two Bridge Run,” where residents walk/run a 10 miles that encompasses two states. There are also several other running events throughout the year.

Limestone Cycling League ride throughout the year and help to promoted and educated citizen awareness of bicycling safety, as well as promotion and education for healthy/active transportation (non-motorized).

TWO
BRIDGE
RUN



BIKEABILITY AND WALKABILITY AUDITS

BIKEABILITY AUDIT ANALYSIS

Due to no bike lanes or bike facilities in the county; bikeability audits were no conducted. In the future when bike lanes and bike facilities are added the City of Maysville and Mason County will conduct such audits. The following questions will be used when performing a bikeability audit. Bike lanes will be marked according to the U.S. Department of Transportation Manual on Uniform Traffic Control Devices.

- Location of Bike Ride
- Do you have a place to bicycle safely?
 - On the Road, sharing the road with motor vehicles?
 - 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 for you to use your bike?
- What did you do to make your ride safer?

WALKABILITY AUDIT ANALYSIS

Representatives from the Buffalo Trace Area Development District conducted a Walkability Audit of downtown Maysville. Inventory was taken as to where crosswalk signals were not working/not available, sidewalks that were broken or unlevel, and other issues for pedestrians. For the most part, drivers behaved pretty well, but for the most part, speeding was identified as the most dangerous behavior.

Some of the questions brought up during the Walkability Audit of Maysville included:

- Name of Street?
- Is there presence of a suitable walking surface?
- Was it easy to cross streets?
- Was it easy to follow safety rules? Could you and your child:
 - Cross at crosswalks or where you could see and be seen by drivers?
 - Stop and look left, right, and then left again before crossing streets?
 - Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
 - No light available?
- Is there a curb ramp for the handicap (ramp going from sidewalk to the street)?
- Do the streets that you are surveying connect with the street adjacent with a sidewalk?
- Are there street lights?
- Are pets contained and fenced in?
- How does your neighborhood stack up? Add total rankings on this survey.

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 pedestrian see on coming traffic, as well as help motorist on side street enter onto the major street in a safer manner.

It was also noted that there are not many benches in downtown Maysville to promote walking with areas to rest. Also, there were only a few trash cans in the downtown area.

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

Continue to 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 Maysville has worked on identifying and repairing trip hazards on existing sidewalks. They are working on repairing other sidewalks that need to be destroyed and rebuilt.

East Second Street / KY 2513 & Forest Avenue KY- 10



Project 2: Identify Places for New Sidewalks

There are several locations in Maysville that need new sidewalks installed, along with proper street lighting. By providing sidewalks, it will assist those walking to do so in a safer 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 for a safer area so that pedestrians are more visible.

Project 3: Connectivity and Signage of Existing 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 don’t have 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



Project 4: Pedestrian Crossings

Cross walks are designed for large groups of people to congregate and cross a busy road or street at the same time and safely. Safe pedestrian crossings determine how many and how often walkers are in the area. Throughout Maysville, there are crossings that are either not marked, or not well marked. In high traffic areas, not all crossings have lights. Some crossings do not have long visibility, and some pedestrians, especially students, cross where there are no crosswalk, traffic light, or sign to slow the traffic down. Several areas were identified that need crossing protection, or proper markings. Crosswalks and signage should be added at all major intersections. Crosswalks should be repainted and signage added where needed. All crosswalk boxes should be checked for functionality and mechanical issues on a regular basis.

Project 5: Create Rest Areas for Bicyclists and Pedestrians

It is recommended that bike racks are located near businesses throughout the city, as well as at all city schools and city parks. This would provide an option for bicyclists to park their bike and visit a store, go to work, or eat. Benches should also be placed throughout the city to provide a place to rest while walking.

Project 6: Create a History Tour of Mayville

The city of Maysville has got some historical features with its architecture and natural assets. Stakeholders such as local business owners, tourism, historical society, and economic development should put together a Walking History Tour to showcase the uniqueness of the city..

Project 7: Wayfinding Signage

The city of Maysville should continue to 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. With all of the business growth in the downtown area, having signs helping out of town visitors know where to park would be extremely helpful.

A map showing where all the business are in the city should be kept up to date and placed in all local hotels for out of town guest.

Project 8: Provide Better ADA Accessibility

Upon doing the walkability audit, it was noticed that sidewalks on East Second Street were no handicap accessible. The City of Maysville should strive to promote accessibility for all with additional dedicated handicapped parking spots on side streets and city owned parking lots. Parking spots that have ample room for someone with a wheelchair ramp to load and unload from the vehicle should be placed throughout the city. The city shall ensure that the sidewalk ramps are not too steep for wheelchair users. Brick pavers should be avoided due to becoming trip hazards for those who walk with assistance of a cane or walker.

Appendix A

Pedestrian and Bicycle Survey & Results

A Pedestrian/Bicycle Survey. The survey was available online via Google Survey and was advertised online and on social media. Below are the questions that were asked:

1. Do you currently travel all or part of your trips to work, shopping, parks or other destinations by foot or bike?

- a) Yes
- b) No

2. Are any of the following destinations within 2 miles of your home:

- a) Work
- b) Restaurant
- c) Doctor Office
- d) Relative House
- e) School
- f) Shopping
- g) Pharmacy
- h) Library
- i) Recreation/Gym
- j) Hospital
- k) Church
- l) Health Department
- h) Other (list)

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) Library
- i) Recreation/Gym
- j) Hospital
- k) Church
- l) Park
- m) Health Department
- n) Other

4. Would you consider traveling more on foot or bike to work, shopping or other trips (compared to driving a car) if you had a better path?

- a) Yes
- b) No

5. What discourages you from making more trips on foot or bike.

___ Insufficient Sidewalk

- No Bike Lane
- High Vehicular Traffic
- Insufficient Signage
- Not Physically Able

6. Do you like to walk or bike for recreation or exercise?

- a) Yes
- b) No

7. If Maysville had more user friendly pedestrian and bicycling routes would you use them regularly (three or more times per week)?

- a) Yes
- b) No

8. Please provide locations where pedestrian facilities are needed or improvement?

a) :

9. How do your children/grandchildren get to and from school most often?

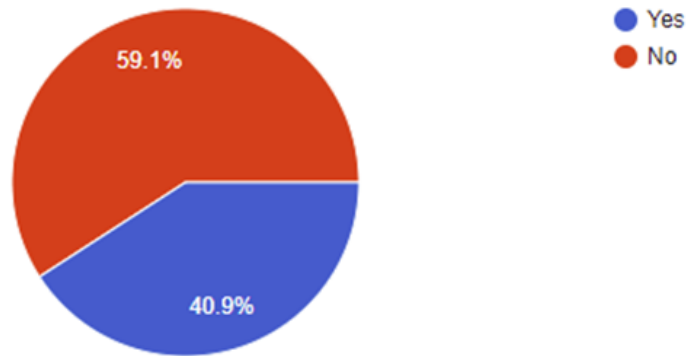
- a) Bus
- b) Car
- c) Bike
- d) Walk

9. What factors discourage you from letting your children either walk or bike to and from school? (Can select more than one)

- a) Traffic
- b) Lack of Safety Signs
- c) Insufficient Sidewalks or Bike Lanes
- d) Child is Not Old Enough
- e) Other

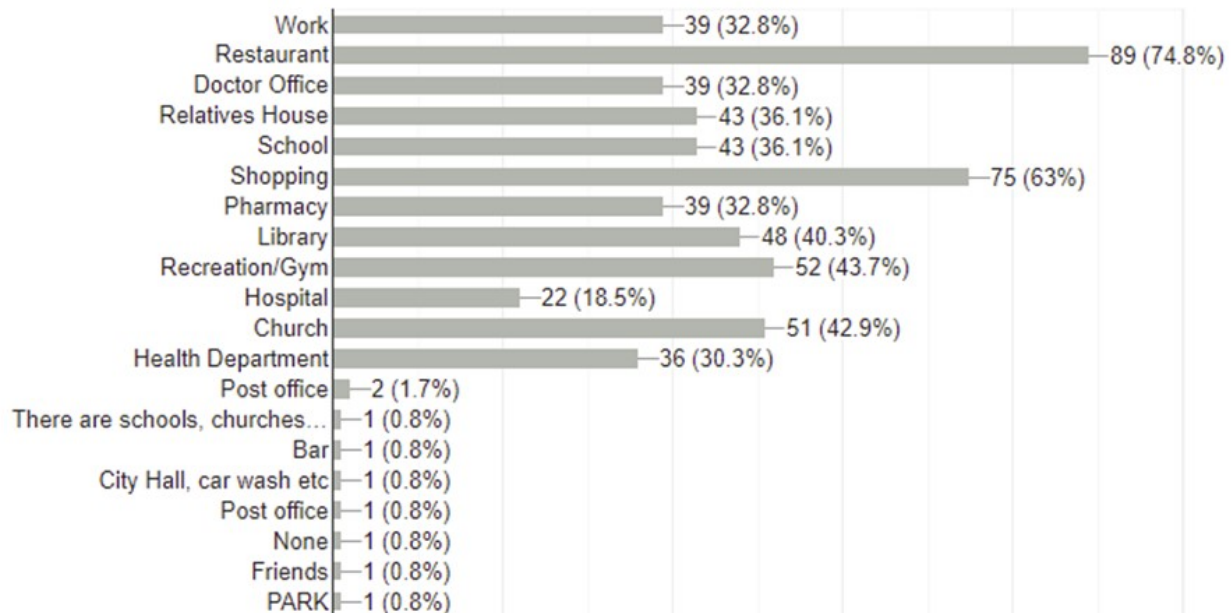
Do you currently travel all or part of your trips to work, shopping, parks, or other destination by foot or bike

137 responses



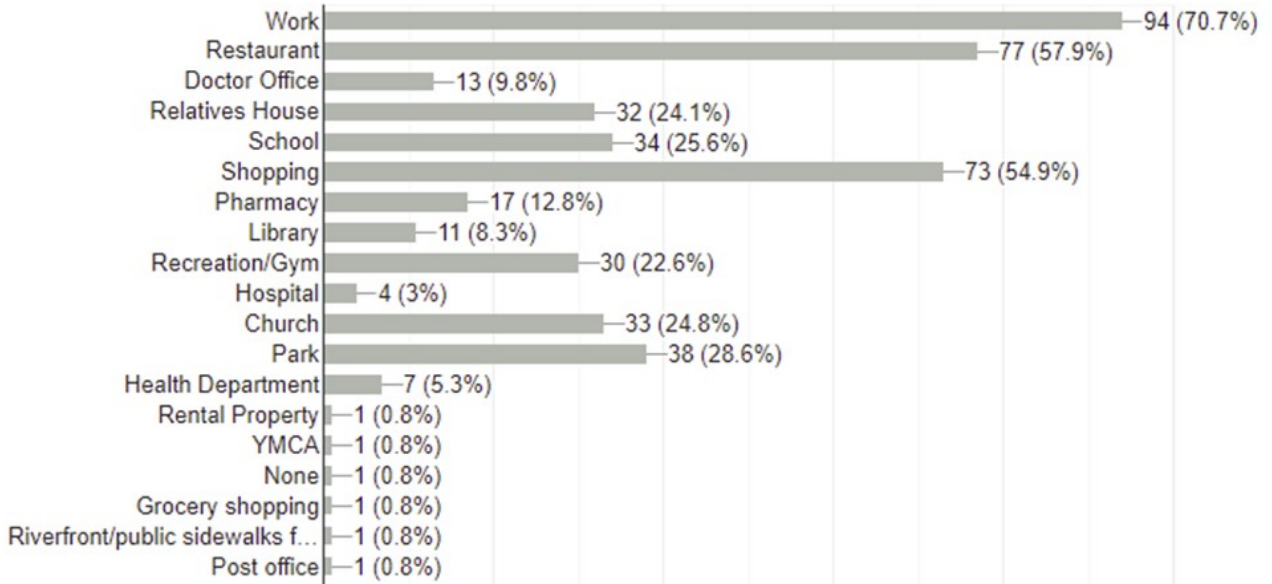
Are any of the following destinations within 2 miles of your home:

119 responses



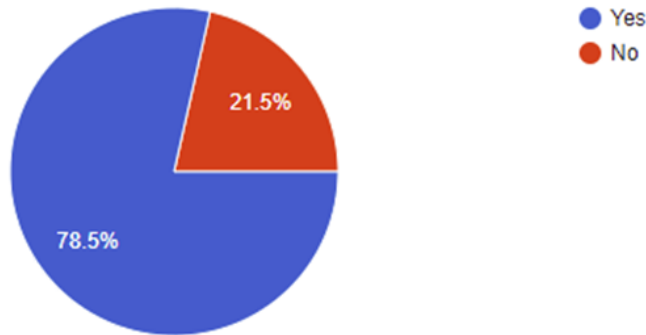
Select all of your most frequent destinations (3+ visits per week) by any form of transportation:

133 responses

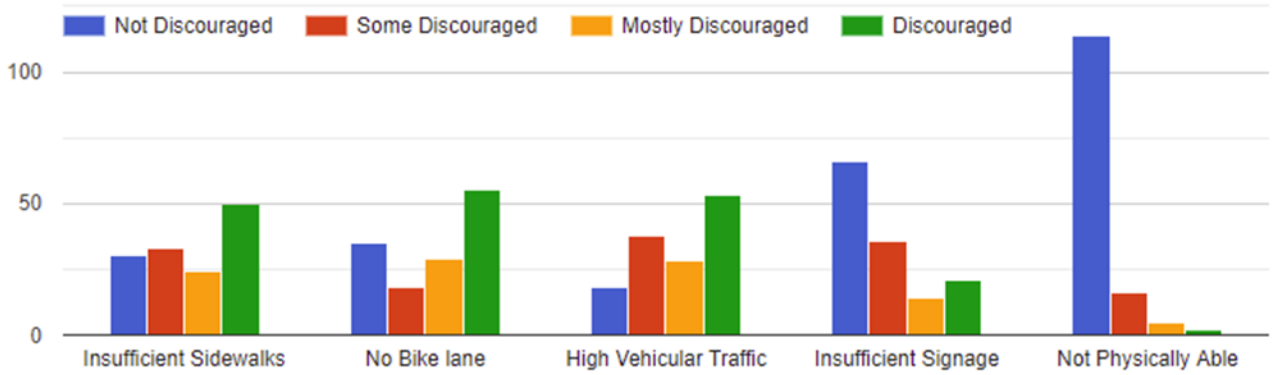


Would you consider traveling more on foot or bike to work, shopping or other trips (compared to driving a car) if you had a better path?

135 responses

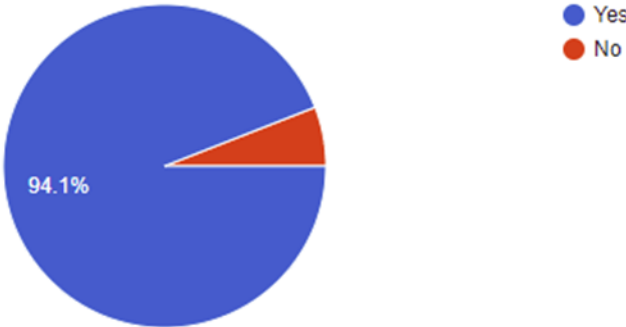


What discourages you from making more trips on foot or bike



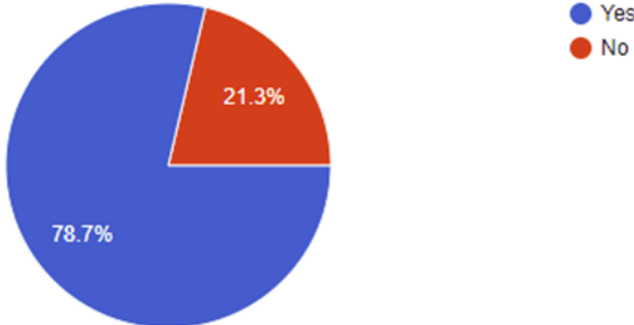
Do you like to walk or bike for recreation or exercise?

135 responses



If Maysville had more user friendly pedestrian and bicycle routes would you use them regularly? (Three or more times per week)

136 responses



Please provide the locations where pedestrian facilities are needed (or improved)

85 responses

Washington

Jersey Ridge

Along 68 from HS area to McDonald's.

Bike path /lane to new bridge with lights

All over the city, especially on top of 68 hill and on Jersey Ridge Rd

east end down to limestone landing

repurpose the unused railroad to paris

Rural locations

Old Washington

Rec park - I hate competing with cars & trucks.

Jersey Ridge Road

EAST 2ND ST , WEST 2ND ST

Around the hospital/medical complex

Ky 9. Aa

Rec Park- currently it is dangerous with vehicles able to drive on the path.
Downtown- sidewalks are not level and some steps.

Jersey Ridge Rd!!!

We need a river walk.

All areas of Maysville

Kenton Station Rd

Route 8

Sidewalks downtown and up second street

Jersey ridge road from Midpoint (jersey heights) to mcdonalds. US68 from downtown to washington, including bridge at bus68 / AA intersection. This will also drastically help the school.

Jersey Ridge, down town and route 8, any anything on top of the hill

Downtown and recreation park

Bike lanes everywhere. 😊

Need riverside bike /walking trail from east end to downtown Maysville

AA, 68, 62

Washington Rec Park. There is so much vehicular traffic that it is impossible to walk, run, or bike safely. Small children on bikes and mothers with strollers struggle to make it around the lake due to all of the traffic.

Along the river and US hwy 68

East end

Along the river

Up on the hill.

Need a clear pedestrian path from the rotary park to the library. Need better sidewalks from Forest Avenue to the library. Need cross walks at major points on East Second.

Shopping centers

Anywhere off Jersey Ridge, Clarks Run and and street where bicycles hinder traffic. Bicycles cause many problems on the street and making people mad.

The intersection of Hill City Road and bottom of 62 hill. That is a good connector for linking downtown to old Washington and other areas up on the hill.

Martha Comer Dr

East 2nd Street US 68

Scenic river walk, recreation park (without car traffic)

Along normal traffic routes as other communities have.

Kenton Station drive, 62, 68 Tucker drive, AA, "the hill to downtown"

More connection between subdivisions and businesses more walkable accessibility to downtown

around restaurants near school and hotel

A connection from downtown to uptown, a connection from Maysville to Old Washington

old washington, and US 68/62 between AA and downtown, around rec park lake, tucker drive and martha comer blvd, all around Mason County school campus, high school and straub

68 hill to downtown, uptown to Walmart and hospital on the AA, Tucker drive, old Washington to the park,

Downtown

Schools, grocery stores/shopping, all routes need bike lanes

62 between AA and Washington

Washington Park

Cedarwood to Old Washington. See many people jogging and riding bikes on weekend, but dangerous as there is no shoulder/sidewalk. I would walk from the subdivision to Cafe Cream with the kids(burn off the ice cream calories), or the farmers market or little Jumbo's during spring/summer but it isn't safe to do so.

A connector path in front of the flood wall between limestone landing and east end.

2nd street and forest avenue

Along the AA

Would like to have bike trails.

East 2nd st

Downtown sidewalks need repaired and improved. Not stroller friendly at all.

Sidewalks on east second street

The side walks on forest avenue need to be widened by the parker warehouse. I think more bike trails would be helpful if they could be made for longer distances. For example: Roads are made for cars and other automobiles instead of the option of walking or biking. Bike trails could give people more of an option Especially if they don't have cars or vehicles.

west third street from wall to the end, cars drive way too fast on that street

Throughout the old part of Maysville, below the hill and on safe portions on south end of Maysville as well.

All the US 68 intersections, up and down either side of US 68 to allow foot traffic to restaurants and schools, on jersey ridge everywhere. Kids ride their bikes on the road there and walk to relatives houses. I would feel much safer if there was a walk way and a bike lane for them.

Improvements throughout the areas surrounding the main commercial areas downtown - uneven sidewalks, narrow roadways, lack of bike lanes.

Forest Avenue

Lexington Pike

Each street downtown. Often, folks driving motorized vehicles do not pay very close attention to crosswalks or cyclists. I would love to see a bike lanes added for each street and the dead end sidewalks connected (I.e. next to the park where Bridge St. meets 2nd St., Eastern portion of McDonald Parkway, etc.).

Rec park, bike lanes

Downtown sidewalks

Jersey Ridge Rd, US 68/62

I would like a long expanse of bike or walking only trails.

Downtown and paths from upper levels of town to/from downtown. Bike paths along 68 and 11 to provide access to stores and facilities. The path along Maple Leaf is not sharable with bikes and walkers. Paths need to be single file use not three and 4 abreast. Headphones must be prohibited on paths for safety.

Kentucky law says Bikes are vehicles and cannot use sidewalks. Its difficult to combine bikes and pedestrians on same path without designating lanes.

Share lanes on roads for Bikes can quickly be adopted in low traffic areas.

Old train tracks turned into bike path

Washington or any high traffic road around on top of the hill, minus Mapleleaf.

Downtown and paths from upper levels of town to/from downtown

Old Washington

Eastend

Out in the county

West Third street and west second street

From my house to the whole house

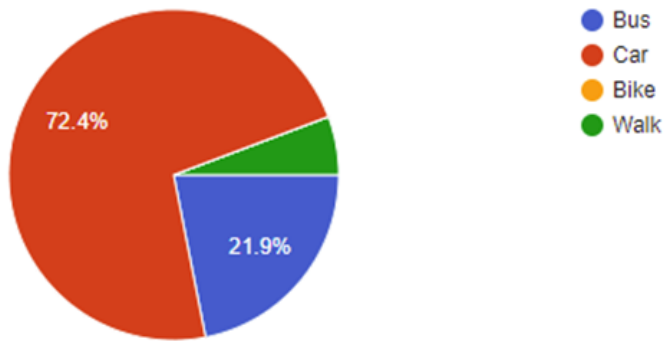
In parks

1. From downtown a wide path behind or next to the flood wall to the River Park. 2. Designated bike lanes and improved sidewalks throughout. 3. Mark a bike lane on Maple Leaf (walking path not wide enough for cyclists...it's a wide sidewalk) 4. Designated path/route from downtown area past Wald Park, over to old Hill City Rd ..which is closed to vehicles. This would connect downtown to Maple Leaf near a gym, outdoor facilities, school campus, pharmacy & shopping at Bluegrass Center.

Old Washington....walking trail or sidewalk to the park.

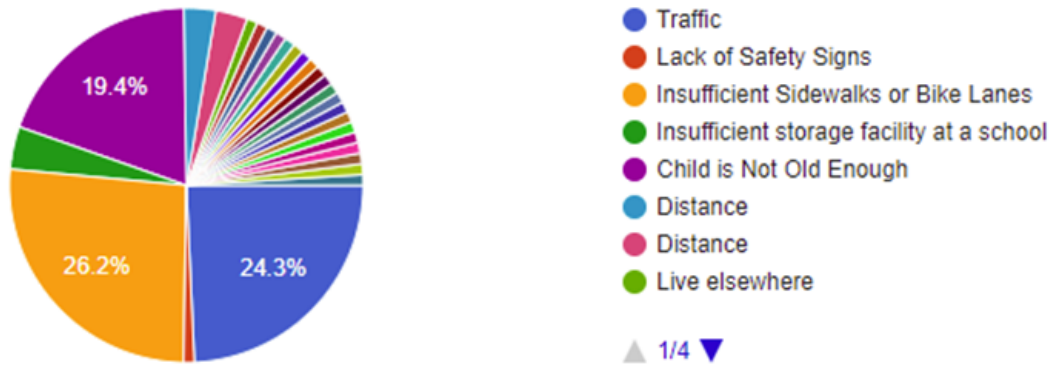
How do your children/grandchildren get to and from school most often

105 responses



What factors discourage you from letting your children either walk or bike to school? (Can select more than one answer)

103 responses



Appendix B

Walkability Survey

Buffalo Trace Area Development District completed a survey to identify each street's walkability through out the city limits of Maysville. The focus area was Second Street, E McDonald Parkway and Forest Avenue.

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

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

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

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?

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?

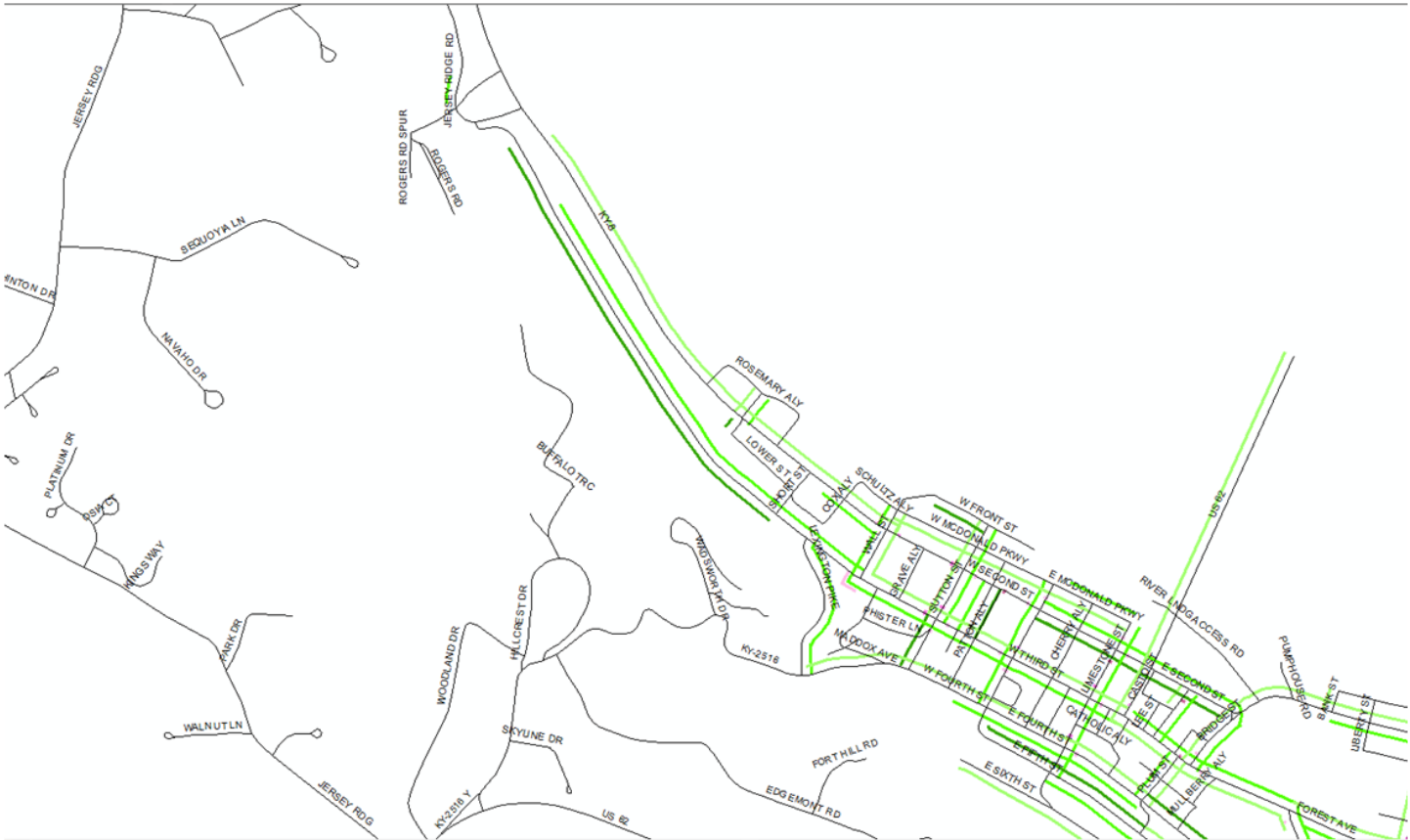
Findings/Observations

E McDonald Parkway is need

Appendix C

Sidewalk/Crosswalk Inventory Map





Appendix D

Sidewalk Repair Maps



McDonald Parkway needs consistent sidewalks. Sidewalks along this area are patchy



East Second Street & Forest Avenue



This opportunity is supported by Cooperative Agreement NU58DP006497, funded by the Center for Disease Control and Prevention. Funding is awarded to the Kentucky Department for Public Health to implement the project "Kentucky State Physical Activity & Nutrition Program"

The City of Maysville, Kentucky, Bicycle and Pedestrian Plan was completed in partnership of the following entities:

City of Maysville
216 Bridge Street
Maysville, KY 41056
Phone: 606-564-9419
www.cityofmaysville.com

Buffalo Trace District Health Department
130 E. Second Street
Maysville, KY 41056
Phone: 606-564-9447
www.buffalotracehealth.com

Buffalo Trace Area Development District
201 Government Street
P.O. Box 460
Maysville, KY 41056
Phone: 606-564-6894-7391
www.btadd.com



P.O. Box 460 Maysville, KY 41056
606-564-6894 800-998-4347
www.btadd.com