

APPENDIX C
BICYCLE / PEDESTRIAN
ASSESSMENT

Bicycle and Pedestrian Consideration

**Bicycle and Pedestrian Review
US 31W (Louisville Road) Scoping Study
Old Porter Pike (MP 16.558) to KY 957 (Plum Springs Loop
Road) (MP 18.084)
Warren County**

Prepared for:



Prepared by:
Troy Hearn
Division of Planning
Kentucky Transportation Cabinet
August 19, 2015

Bicycle and Pedestrian Review for Warren County

Project Overview:

US 31W (Louisville Road) Scoping Study
Old Porter Pike (MP 16.558) to KY 957 (Plum Springs Loop Road) (MP 18.084)
Warren County

Local/regional Planning:

The link to the Bowling Green/Warren County bike/ped plan: http://warrenpc.org/greenways/master_plan.php. This plan is currently being updated

Existing conditions:

- US-31W
 - a) ADT is 20196 (2013/T% 7.8 Sta. B48) @ MP 18.3
 - b) ADT 28275 (2013/T% 3.5 Sta. A99) @ MP 16.7
 - c) Posted speed limit is 45 MPH and 55 MPH
 - d) No shoulder space (except for a small section at MP 16.55-16.85 that has a 6 foot shoulder)
 - e) Bicyclists Comfort Index (BCI₁) rating is a E (the lowest)
 - f) Strava Heat Map shows current usage of this area by cyclists and pedestrians (Figure 1)

The KYTC Bicycle and Pedestrian Program Team recommendations are:

Best:

Construct a 10 ft (or wider) shared use path (Figure 2) along the south eastern section of US-31W (entire length of project). This would provide a safer and more complete connection to the proposed greenways system (Figure 3), Weldon Peete Park, Commercial businesses, and current routes (Figure 3) to outlying rural secondary roads used by recreational road cyclists. This would provide a linkage to the already planned shared use path with project # 3-199.00. This would serve both pedestrians and cyclists. This would improve the BCI to A for this section of roadway.

Good:

Construct an 8 foot or wider shoulder and provide a 10 foot gap space in the rumble strip every 40 feet (figure 4). This would improve the BCI to a D. Construct a sidewalk (5 ft or wider) on the south eastern section of US-31W for the entire length of the project. Provide crossings at all signalized intersections.

Fair:

Construct an 8 foot or wider shoulder and provide a 10 foot gap space in the rumble strip every 40 feet. This would improve the BCI to a D.

Pedestrian Crossings:

Provide marked crosswalks at all signalized intersections. The MUTCD provides guidance on marked crosswalks, including: crosswalk width should not be less than 6 feet (ft).

(<http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf>)

- Crosswalk lines should extend across the full width of the pavement (to discourage diagonal walking between crosswalks).
- Crosswalks should be marked at all intersections that have “substantial conflict between vehicular and pedestrian movements.”
- Crosswalk markings should be provided at points of pedestrian concentration, such as at loading islands, midblock pedestrian islands, and/or where pedestrians need assistance in determining the proper place to cross the street.

1. BCI Data Page / <http://transportation.ky.gov/Bike-Walk/Documents/Metadata%20Page%20updated%202014.pdf>
2. Strava Heat map with current cycling activity / <http://labs.strava.com/heatmap/#14/-86.40138/37.01359/gray/bike>

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August 19, 2015

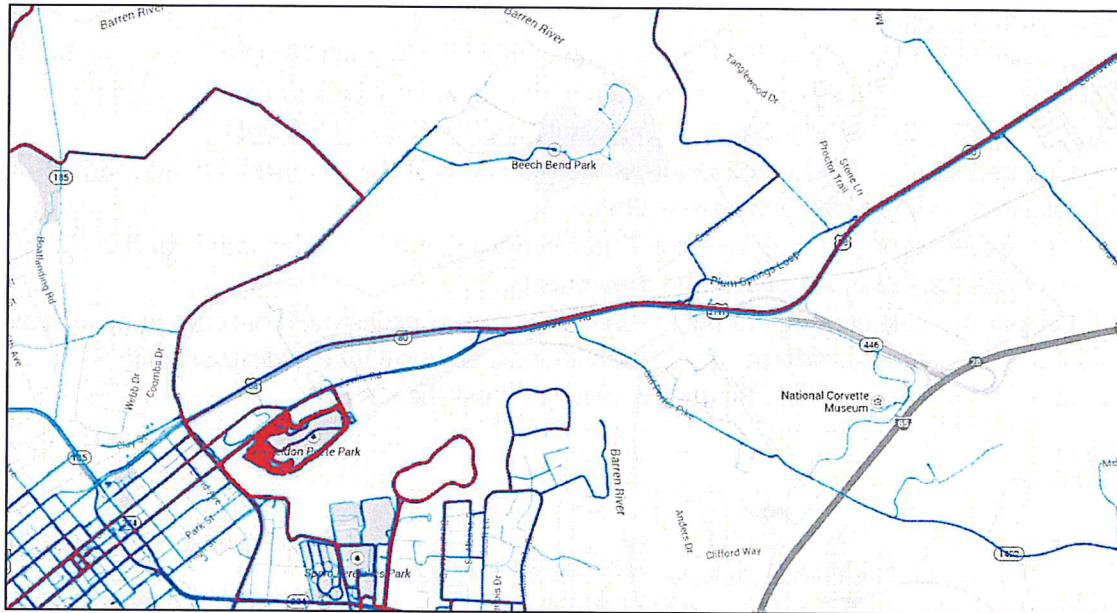


Figure 1

Figure 1/ Strava Map / bright red = heavier usage; light blue = light usage
 Strava Heat map with current cycling activity / <http://labs.strava.com/heatmap/#14/-86.40138/37.01359/gray/bike>

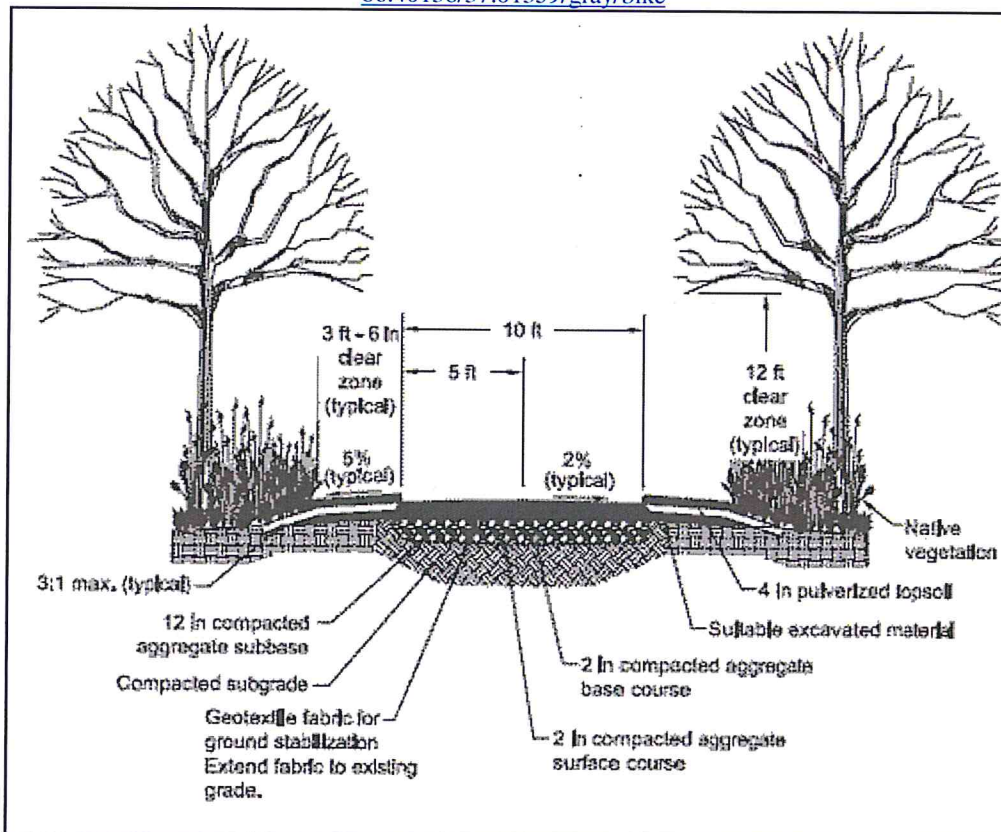


Figure 2 /

http://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/page06.cfm

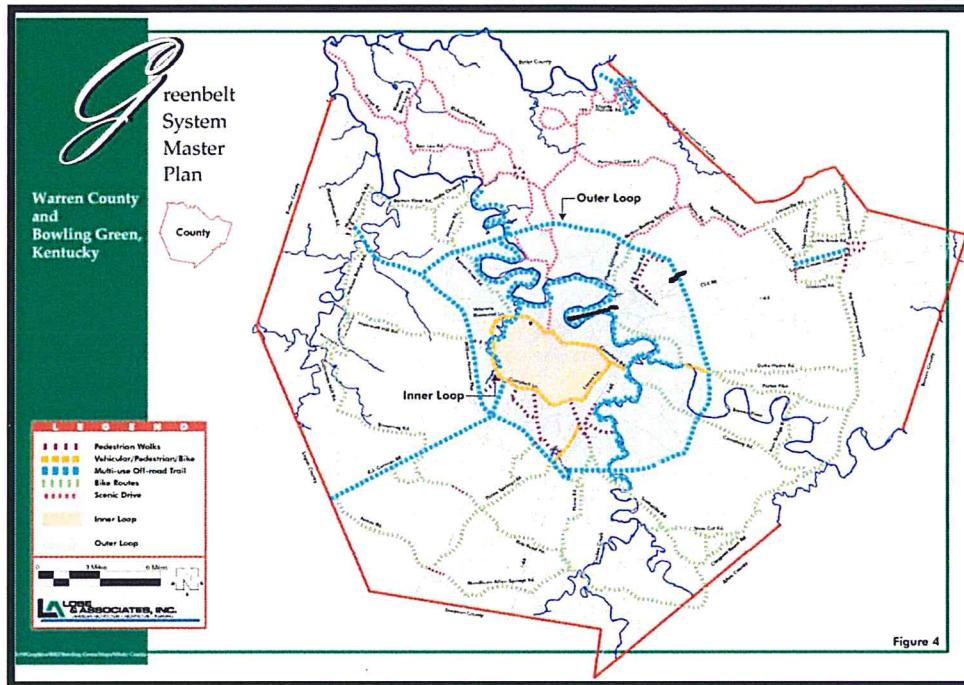


Figure 3/ http://warrenpc.org/greenways/master_plan.php

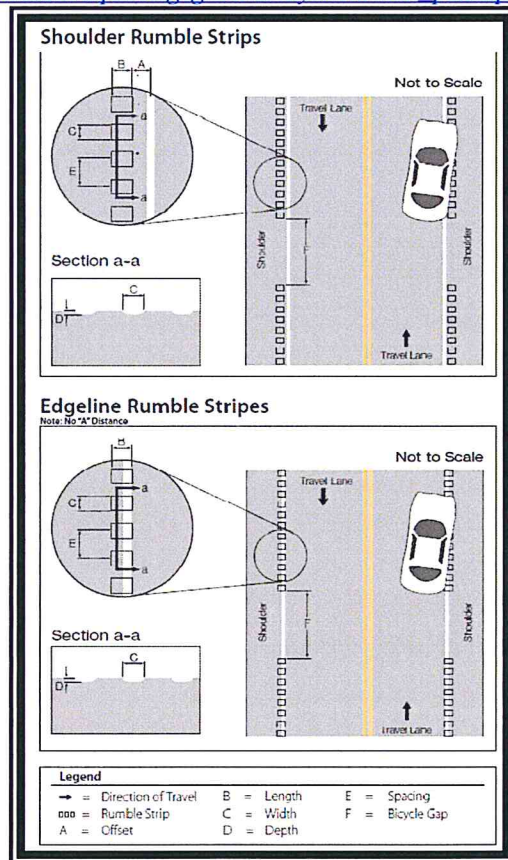


Figure 4 / FHWA Rumble Strip Guidance

http://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/t504039/

