

# APPENDIX

**F**

BIKE/PED  
COORDINATION  
REVIEW

# *Pedestrian & Bicycle Consideration Review*

**Bullitt County  
Item #xx-xxxx  
KY 44 Corridor Study**

Prepared for: District 5



Requested by:  
District 5

## **Bicycle and Pedestrian Consideration Review**

### **Item No. xx-xxxx**

#### **Project Overview:**

The Kentucky Transportation Cabinet (KYTC) initiated a study to evaluate KY 44 between KY 61 (milepost 12.263) and the Spencer County line (milepost 25.440), a distance of approximately 13.2 miles, shown in **Figure 1**. The objective of this study is to review existing projects, validate design assumptions, investigate new ways to optimize performance through TSMO and PBFS concepts, and develop a project priority programming scheme for the corridor. This report looks at determining the bike and pedestrian needs for the project.

#### **Local/regional Bicycle & Pedestrian Planning:**

Spencer County, Shepherdsville or Mt. Washington does not have a Bicycle and Pedestrian Master Plan.

#### **Existing Conditions:**

Sidewalks are present within the Shepherdsville and Mt. Washington urbanized areas only. Some gaps exist within the Shepherdsville area, including the area between KY 61 and the CSX railroad crossing, as well as over I-65 as there is a sidewalk across the north side of the bridge but no pedestrian facilities along the south side. In certain locations, sidewalk widths do not meet Americans with Disabilities Act (ADA) compliance of at least five feet in sections especially within the Mt. Washington sidewalk network. Crosswalks are available at urbanized signalized intersections and select mid-block locations. There is no bicycle infrastructure along the KY 44 corridor.

Bicycle and pedestrian activity is limited along KY 44 due to the limited bicycle/pedestrian infrastructure, but activity is high within the urbanized areas and the residential communities immediately adjacent to KY 44. Most of the schools along KY 44 do not have bicycle/pedestrian infrastructure connecting to or crossing KY 44. **Figure 2** shows the existing bicycle and pedestrian infrastructure as well as areas of high bicycle and pedestrian activity. **Figures 3 and 4** show the activity based on Strava data.

Bicycle and pedestrian related crashes were also reviewed. No crashes involving bicyclists were recorded within the analysis period. However, fourteen pedestrian related crashes were recorded. Of these crashes, one fatal, one serious injury, seven minor injury and three possible injury crashes were noted. Nine of the fourteen crashes involving a pedestrian occurred at night. **Figure 5** shows the location of these pedestrian crashes.

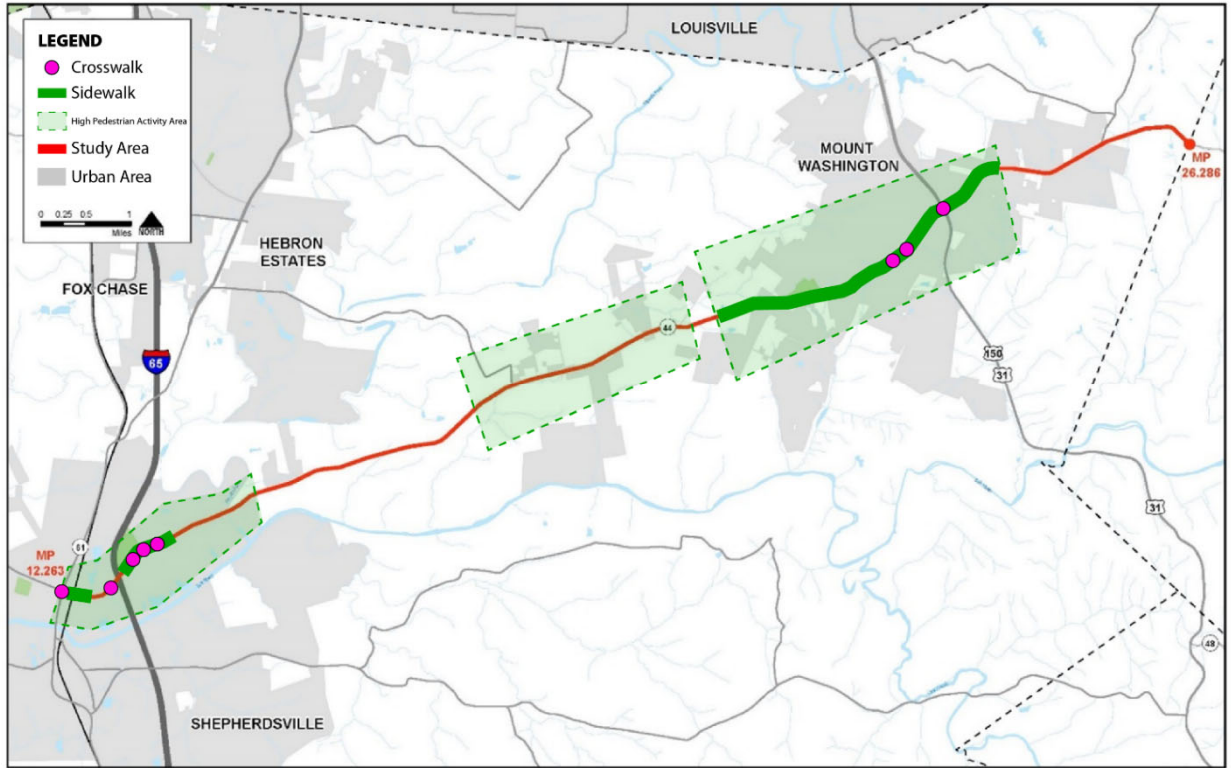
## Existing Data

### 15-KY-0044-000

- a. **ADT: 17,686 (2016)**
- b. **Heavy Truck Percentage: 6.816%**
- c. **Posted Speed Limit is 55 mph**
- d. Large Urban Area
- e. Functional Class: Minor Arterial
- f. Bicycle Comfort Index average rating is a level E
- g. Pedestrian Comfort Index average rating is a Level E
- h. Strava Heat Map indicates moderate bicycle activity in the project area (Figure 3)**
- i. Strava Heat Map indicates no activity in the project area however heavy activity is indicated on each end of the project. If a ped facility was constructed, then it would be utilized. **(Figure 4)**

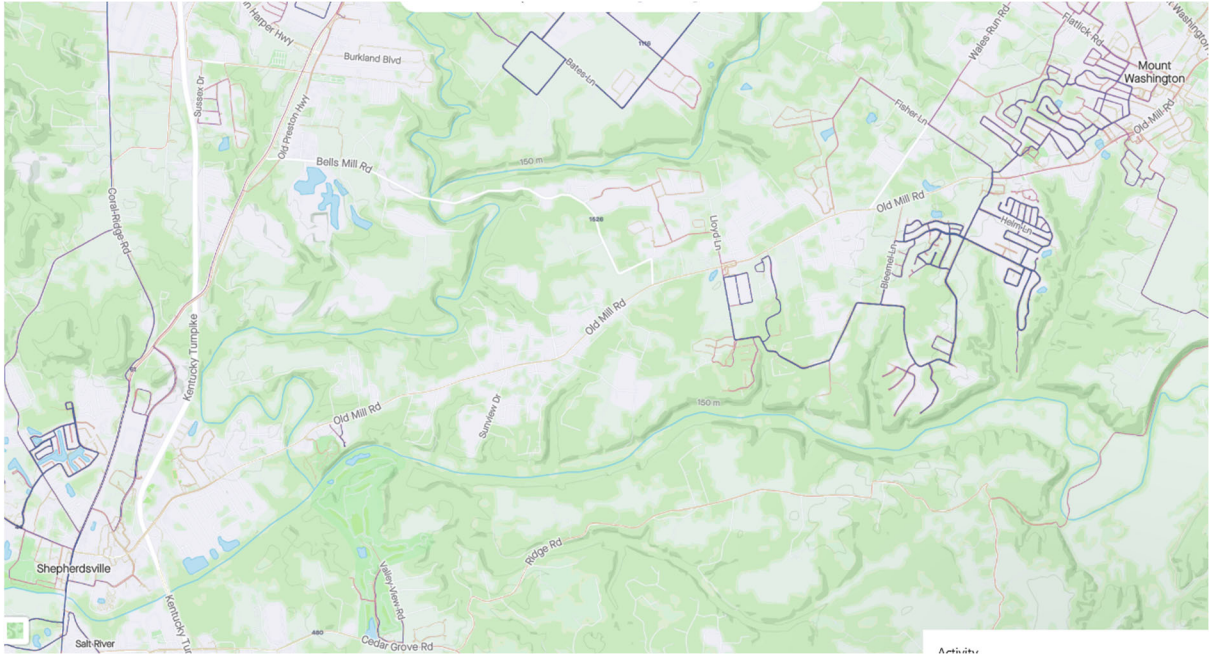


(Figure 1) Project Area

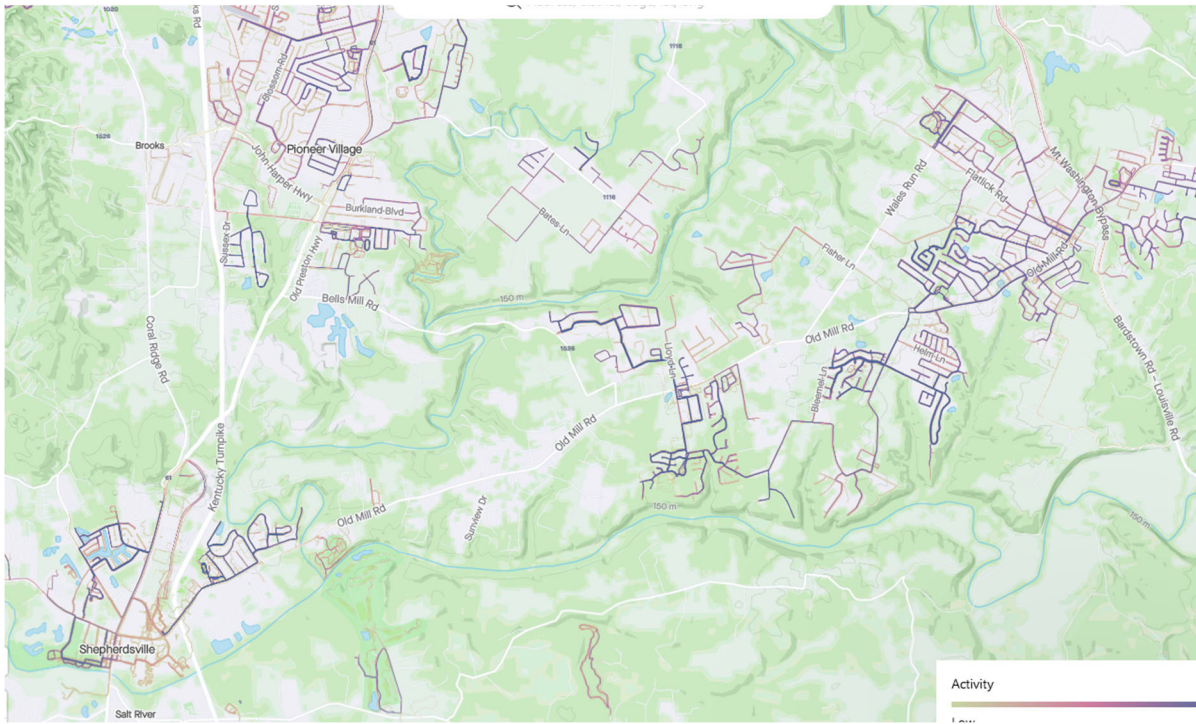


**Figure 2: KY 44 Bicycle and Pedestrian Facilities and Activity**

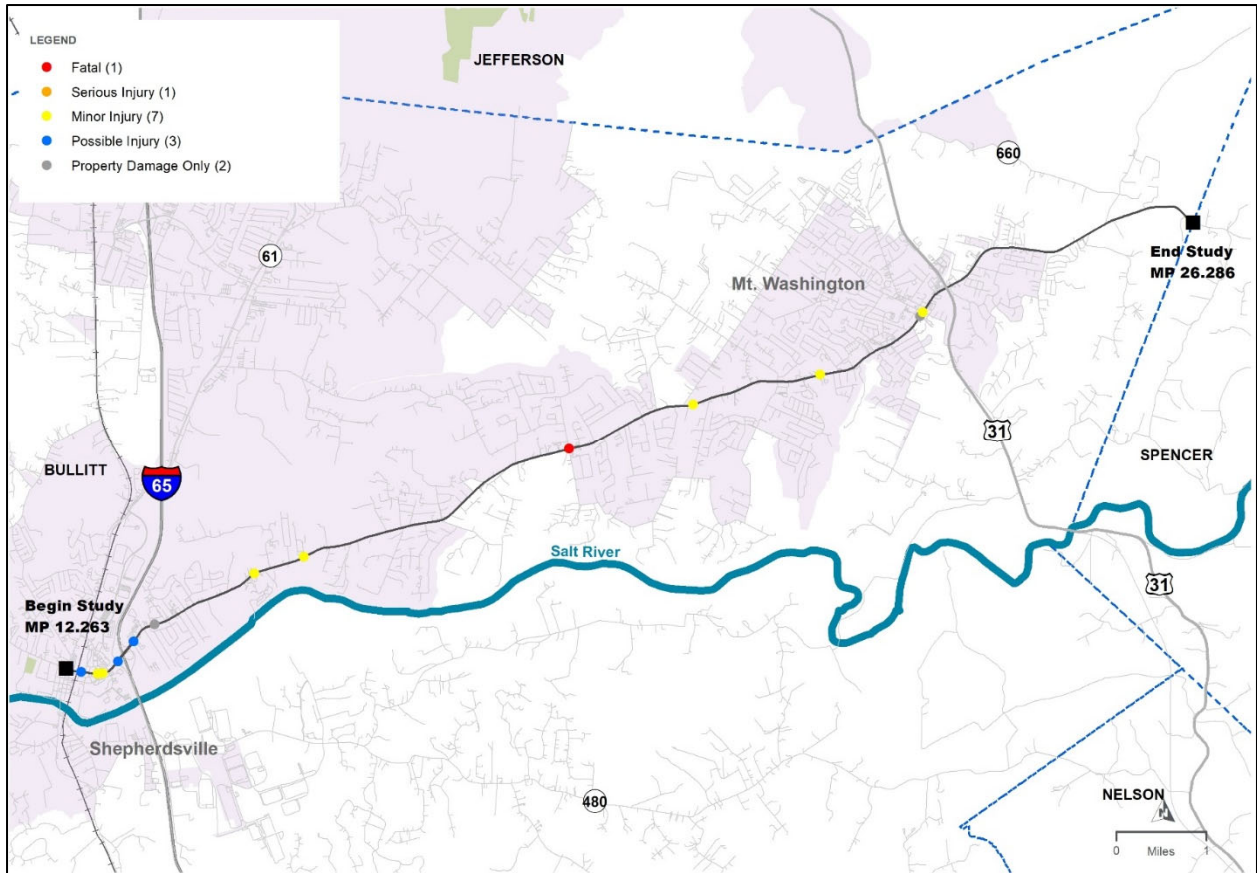




**(Figure 3) Strava Heat Map of bicycle activity in project area**



**(Figure 4) Strava Heat Map of pedestrian activity in project area**



**Figure 5 KY 44 Pedestrian Crashes (2017-2021)**

**The KYTC Bicycle and Pedestrian program team recommendations are:**

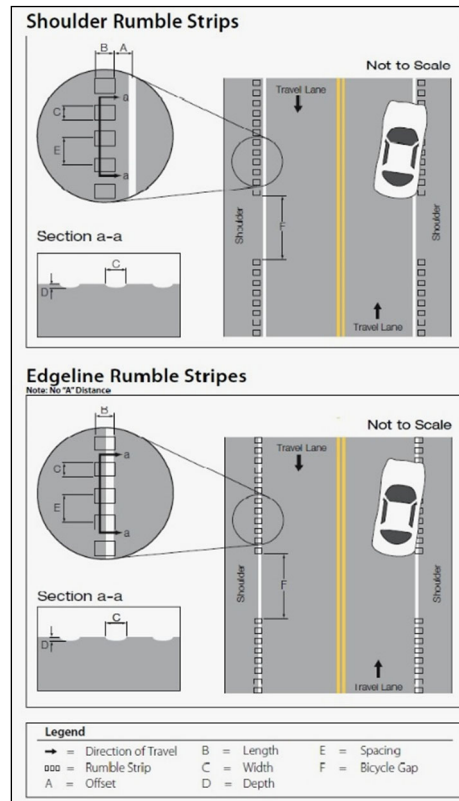
**Best:** Reconstruct the road as a complete street meeting the needs of all modes of travel including bicycle and pedestrian modes. Reconstruction should include appropriate bike facilities, sidewalks and appropriate streetscape elements. Areas with existing sidewalks within the Shepherdsville and Mt. Washington urbanized areas need to be ADA compliant. Sidewalk gaps within the Shepherdsville area, including the area between KY 61 and the CSX railroad crossing and the area over I-65 need to be completed. Sidewalk widths that do not meet Americans with Disabilities Act (ADA) compliance of at least five feet in sections within the Mt. Washington sidewalk network and need to be widened. Crosswalks are available at urbanized signalized intersections and select mid-block locations. Project should look at other opportunities to provide improved enhanced crossing complete with audible signals and enhanced cross walks at all intersections.

There is no bike infrastructure along KY 44 between the two communities. The project could include a shared-use path (10' or wider) along the roadway (entire project area) to create pedestrian and bicycle network connections along the project area. Coordinate with the local government for opportunities to accommodate future pedestrian access along this roadway. This would serve the current and future local planning and residential/commercial development for both bicycle and pedestrian travel (including ADA access). Create an agreement or update an existing agreement with the local government regarding the pedestrian and bicycle facility maintenance responsibilities. The BCI average would improve to a level A, and the PCI average would improve to a level A (for the project area).

**Good:** Construct bike lanes and sidewalk along the corridor connecting to the existing sidewalks along roadway. This would better accommodate the bike and pedestrian travel in the area, as well as providing better ADA compliance. Place or replace marked crosswalks at all appropriate signalized intersections. The Bicycle Comfort Index would elevate to a level B and Pedestrian Comfort Index would increase to a Level A.

Fair: Construct paved shoulders (6' or wider) on both sides of the roadway to better accommodate pedestrian and bicycle travel along this roadway corridor. Place 10' gaps every 40-50' in the rumbles strips to better accommodate bicycle travel (Figure 6). The BCI average would improve to a level C, and the PCI average would remain a level E (for the project area).





(Figure 6) Bicycle Gap Spacing in Rumble Strips

- 1 KY Complete Streets Policy:  
<https://transportation.ky.gov/BikeWalk/Documents/Complete%20Streets%20Policy.pdf>
- 2 BCI:  
<https://transportation.ky.gov/BikeWalk/Documents/BCI%20Metadata%20Page%20Updated%202018.pdf>
- 3 PCI:  
<https://transportation.ky.gov/BikeWalk/Documents/Metadata%20Page%20PCI%202019.pdf>
- 4 Rumble Strips  
[https://safety.fhwa.dot.gov/roadway\\_dept/pavement/rumble\\_strips/bike\\_fs/](https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/bike_fs/)

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