

APPENDIX H KYTC BICYCLE AND PEDESTRIAN REVIEW

Bicycle and Pedestrian Review for Project #9-231.00

Project Overview:

This route, utilizing three separate state routes (KY 59, KY 344, and KY 377), serves as the most direct thoroughfare for those traveling between the Cities of Morehead and Vanceburg.

Local/regional Planning:

No known bicycle or pedestrian planning for this area

Existing conditions:

- For KY-377 (Rowan County MP 0-15.25))
 - a. ADT is 1170 (2011)
 - b. Posted Speed Limit is 35 MPH (MP 0.0-.614, 4.7-5.34)
 - c. Posted Speed Limit is 55 MPH (.615-4.69, 5.35-15.84)
 - d. No shoulder space
 - e. Interviews with local citizens have indicated that the segments with 35 MPH posted speed limits are not enforced and the motorists maintain the 55 MPH in all segments.
 - f. Bicyclists Comfort Index (BCI) rating is C (average for entire segment).
- For KY-377 (Lewis County MP 0-8.5)
 - a. ADT is 370 (2013)
 - b. Posted Speed Limit is 55 MPH
 - c. No shoulder space
 - d. Bicyclists Comfort Index (BCI) rating is C
- For KY-344 (Lewis County MP 13.85-18.5)
 - a. ADT is 663 (2011)
 - b. Area has horse and buggy warning signs (MP 0.112)
 - c. Posted Speed Limit is 55 MPH
 - d. No shoulder space
 - e. Bicyclists Comfort Index (BCI) rating is C
- For KY-59 (Lewis County MP 18.1-24.22)
 - a. ADT is 1556 (2012)
 - b. Posted Speed Limit is 55 MPH (MP18.1-22.56)
 - c. Posted Speed Limit is 45 MPH (MP 22.57-24.05)
 - d. Posted Speed Limit is 35 MPH (MP 24.06-24.22)

 - e. No shoulder space

- f. Interviews with local citizens have indicated that the segments with 35 MPH posted speed limits are not enforced and the motorists maintain the 55 MPH in all segments.
- g. Bicyclists Comfort Index (BCI) rating is C

The KYTC Bicycle and Pedestrian program team recommendations are:

- This route currently provides a direct connection to and from several small communities, residential areas, commercial areas, recreational areas, and provides regional connectivity for both motorized and non-motorized travel. The segment leaving north from Morehead (Rowan County) has the highest known use by local cyclists (MP 3.2-9.5). The local governments currently do not have specific bicycle or pedestrian planning activities for this area.

The proposed options are:

Good: Construct a paved shoulder of 8 feet (or wider) within the highway. Better accommodate cyclist in the shoulder by providing a gap spacing of 10-14 feet within the rumble strips every 40-60 feet. The BCI rating would be a B.

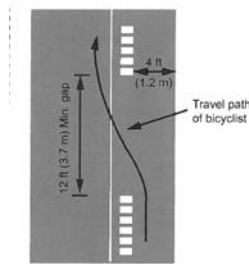


Figure 4-8. Rumble Strips

Fair: Construct a shoulder of 8 feet (or wider) within the highway w/o rumble gap spacing. The BCI rating would NOT improve because the milled rumbles would virtually make the shoulder space unusable for most cyclists.

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