

# Manchester-Clay County Kentucky



## Pedestrian & Cycling Master Plan

Developed 2018

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The Manchester-Clay County, Kentucky, Pedestrian & Cycling Master Plan  
was developed in partnership with the following entities:

Cumberland Valley District Health Department  
470 Manchester Square #200  
Manchester, Ky 40962  
Phone: 606-598-5564  
<http://cvdhealthdept.com/>

Sponsor of:  
The Healthy Clay Coalition  
&  
Pedestrian & Cycle Safety Subcommittee of the Healthy Clay Coalition

Cumberland Valley Area Development District  
342 Old Whitley Road  
P.O. Box 1740  
London, Ky 40743  
Phone: 606-864-7391  
<http://www.cvadd.org/home.html>

Lead Author:  
Christopher J. Dickerson, Ph.D.  
Dickerson Academic Consulting  
Hima, Ky 40951  
[dickersonacademicconsulting@gmail.com](mailto:dickersonacademicconsulting@gmail.com)

Based on:  
“The City of Williamsburg, Kentucky, Bicycle and Pedestrian Plan”  
Lead Author:  
Jessica Blankenship Bray  
Regional Transportation Planner  
Cumberland Valley Area Development District

## **INTRODUCTION**

This Pedestrian and Cycling Master Plan was developed to address health, safety, tourism, and economic issues in Clay County, and the city of Manchester, Kentucky. This plan expands on existing transportation infrastructure by focusing on pedestrian and cycling needs and facilities in the area so all means of transportation, particularly active transportation, are available to residents of and visitors to Manchester & Clay County. 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." (1) Walking is the popular form of physical exercise with an estimated 60% engaging in it (2). Requiring no special skill or expensive equipment, walking is easily accessible. In Clay County, walking is the second most popular form of commuting at 2.7% of households (3); but negligible in Manchester at 0% (4). Roughly 20 percent of the US population bicycles in the US, ~ 66 million individuals (5), but it is not a significant form of transit in Clay County (3).

## **PURPOSE OF PLAN**

The purpose of the Master Plan is to identify, identify appropriate and flexible design solutions, construct, and maintain needed walkways and bikeways that connect neighborhoods, business centers, parks, and schools. It sets forth ideas and strategies for making Manchester an inviting place to bike and walk; and Clay County inviting for cycling. 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 based on community-identified need, project opportunities such as timing and finances, and community buy-in.

## **BENEFITS OF WALKING & CYCLING**

There are several reasons to promote walking and cycling in Manchester & Clay County:

### **IMPROVED PUBLIC HEALTH**

For 2017, Kentucky was ranked the 42<sup>nd</sup> healthiest state in the nation (6). Clay County, is ranked 111 in Health Outcomes and 120 in Health Factors out of 120 counties in the state (7). Clay County is also recognized as being at high risk of heart disease, diabetes, and stroke all of which are influenced by obesity and inactivity (8). It is widely recognized that regular, daily physical activity reduces these risks. By increasing the amount of physical space for convenient and safe recreation and active transportation, Manchester and Clay County can increase the overall health of residents, the community, and the environment.

### **IMPROVED MOBILITY**

Bicycling and walking as alternative means of travel appeal to a broader range of individuals in the community. Children and seniors, in particular, benefit from multimodal choices (non-motorized transportation options) for daily travel and activity. Additionally, 13.6% of households in Clay County own no vehicle (3), making bicycling a potential alternative form of commuting if adequate infrastructure is in place. By planning and providing more connections and greater access to all parts of the community, Manchester and Clay County can increase the ability to meet their complete transportation needs.

## **ENHANCED ECONOMY & QUALITY OF LIFE**

A better environment for walking and biking improves the quality of life in a community. Safe and accommodating walking and cycling facilities within the community create more opportunities for social interactions. Walkable & bike-friendly communities have 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 (9). By planning for future bicycle and pedestrian facilities, Manchester and Clay County benefit and thrive better as a community enhancing the region.

## **VISION & 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** – Plan & Develop a network that allows for safe and convenient movement throughout the city and county and connect to regional networks.

**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 as well as recognize and observe traffic safety laws.

**Maintenance and Operations** – Ensure that biking and walking facilities are kept in good condition and work well for the intended users.

## **SOCIOECONOMICS OF MANCHESTER & CLAY COUNTY**

The city of Manchester, Kentucky is the county seat of Clay County, Kentucky. Located along and north of the “Hal Rogers Parkway,” Manchester is 72.8 miles south-southeast of Lexington, Kentucky. Founded in 1807 on the banks of Goose Creek near a salt works, the origin of the name is not entirely certain (10). The area of the city is 2.837 square miles; 2.809 land and 0.028 water (11).

As of the 2010 U.S. Census, there were 1,255 residents; 92.5% were white only, 6.3% were African-American only, 0.6% were white & American Indian/Alaskan Native, with all other races combined the remaining 0.6%. One percent of the population identified as Hispanic or Latino (4).

In the city of Manchester, according to the 2010 U.S. Census, 18.5% of the population is under age 16 while 16.2% is over age 65 (4).

In 2016, the median household income for Manchester was \$20,865 and 36.6% of individuals lived below the poverty level (4).

Founded in 1806, Clay County was named for Revolutionary War General Green Clay and formed from parts of Madison, Floyd, & Knox Counties (12). Located in southeastern Kentucky, Clay County is surrounded by Laurel, Knox, Bell, Leslie, Perry, Owsley, & Jackson Counties. In area, the county is 471.131 square miles; of that 469.292 square miles are land and 1.839 are water (13).

As of the 2010 U.S. Census, there were 21,730 residents; 94.2% were white only, 4.2% were African-American only, 0.5% were white & American Indian/Alaskan Native, with all other races combined the remaining 1.1%. Of the population, 1.8% identified as Hispanic or Latino (3).

In Clay County, according to the 2010 U.S. Census, 18.6% of the population is under age 16 while 12.1% is over age 65 (3).

In 2016, the median household income for the county was \$22,174 and 41.0% of individuals lived below the poverty level (3).

The 2016 American Community Survey by the U.S. Census Bureau provided 5-year estimates of how many workers there are over the age of 16 and their method of commuting to work (included below). For those who commuted, the average travel time for Manchester residents was 18.9 minutes (4) and 28.6 minutes for residents of Clay County overall (3).

MEANS OF TRANSPORTATION TO WORK	Manchester (4)		Clay County (3)	
Drove alone	365	81.70%	4223	75.70%
Carpooled	69	15.40%	999	17.90%
Public transportation (excluding taxicab)	0	0.00%	5	0.10%
Walked	0	0.00%	151	2.70%
Bicycle	0	0.00%	22	0.40%
Taxicab, motorcycle, or other means	4	0.90%	67	1.20%
Worked at home	9	2.00%	112	2.00%
Totals	447	100.00%	5579	100.00%

## **POLICY FRAMEWORK AND PREVIOUS WORK**

It is hoped that by adopting this Master Plan, momentum can be developed which could lead into adoption of complimentary municipal policies and ordinances, to require consideration, planning, and implementation of adequate bicycle and pedestrian facilities with all new development and major reconstructions.

## **HEALTHY CLAY COALITION DESIRES FOR THE CITY OF MANCHESTER & CLAY COUNTY**

Several goals and objectives have been discussed that could be supported with bicycle and pedestrian facilities:

- To increase safe transit options in and around Manchester and across the county
- To expand public space
- To increase the welfare, wealth, and overall quality of living for families in the community
- To improve family health
- To foster a caring community
- To create programs to attract visitors
- To create and maintain a desirable and efficient multi-modal transportation system

## **CUMBERLAND VALLEY AREA DEVELOPMENT DISTRICT**

The Cumberland Valley Area Development District, which includes both the City of Manchester and Clay County, 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 CVADD’s Regional Transportation Committee.

## **KENTUCKY TRANSPORTATION CABINET BICYCLE AND PEDESTRIAN PLAN**

The state of Kentucky adopted a Pedestrian and Bicycle Policy in 2002, 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 Manchester & Clay County 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 II, 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 MANCHESTER & CLAY COUNTY**

### **Destinations**

Some places within the community are major attractors for walking and cycling. These include retail clusters, schools, parks, 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**

It is easier and more accommodating to walk and bike to destinations within the urbanized downtown area than in the rural portions of the county. Research shows that the typical walking trip is less than a mile and the largest proportion of bike trips are less than thirty minutes long; “recreational” or “exercise” emphasis trips may be longer for each (14). People are more likely to choose walking or bicycling if it is safe and accommodating to do so.

### **Demographics**

Those who are too young or too old to drive and those who do not drive for medical or economic reasons rely on walking and cycling for transportation. It is important to plan for the needs of all residents of Manchester and Clay County.

### **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/Lawsand-Policies.aspx>

In conjunction with KYTC District 11, the City of Manchester and Clay County Road Departments planning activities should always include sidewalks and bicycle facilities (where feasible) within city limits. Rural area roadways should consider including wide paved shoulders (5 feet or wider) when and where feasible to further accommodate 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 Williamsburg. They are available at [https://www.ada.gov/2010ADAstandards\\_index.htm](https://www.ada.gov/2010ADAstandards_index.htm)

Paved roadway shoulders should include bicycle gaps within the rumble strips/strips (10' gaps space every 50') to allow cyclists to exit either the shoulder or the roadway at reasonable interval. The shoulder rumble strips should not extend continuously onto side roads. Shoulder rumble strips deemed necessary within the urban boundaries should be the rolled type, as opposed to the more aggressive milled type.

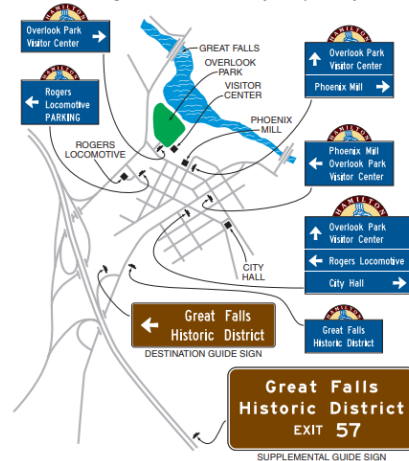
## SIGNAGE AND MAPPING

Figure 2D-18. Examples of Community Wayfinding Guide Signs



Source: From MUTCD Manual 2009 Edition with 2012 Revisions

Figure 2D-19. Example of a Community Wayfinding Guide Sign System Showing Direction from a Freeway or Expressway



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](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm).

It is recommended that a citywide 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 Manchester and Clay County should seek to encourage and incentivize businesses and organizations that provide secure and accessible bike parking that is convenient for users. Currently there are no bike racks around the city or county.

In general, bicycle racks should be located in highly visible areas 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](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

Manchester and Clay County are currently working to develop strong outdoor recreation opportunities for citizens and visitors. Much of the county is contained within the Redbird Purchase of the Daniel Boone National Forest and in the eastern portion of the county is part of the Redbird Crest Trail; host of the Redbird Crest 100K endurance race. Manchester has been classified a “Kentucky Trail Town” for the kayaking and canoeing opportunities on Goose Creek and the South Fork of the Kentucky River. Additionally, due to the presence of numerous of such bridges, Clay County is designated the “Land of Swinging Bridges” for tourism.

With 13.6% of households in Clay County lacking a vehicle, alternative forms of transportation, such as walking and cycling, become much more important. Safe walking at night has recently become an important topic of discussion and activity in the county leading community entities like the newspaper and a primary care clinic to give away reflective safety vests to increase visibility of walkers along county roads.

## EXISTING RESOURCES AND EVENTS

In Manchester and Clay County there are no dedicated stores for recreational gear; the only seller of outdoor equipment on a limited basis is national general retailer. There are no dedicated cycling routes with signage or bike lanes in the community nor are there currently regularly planned cycling rides within Manchester and Clay County.

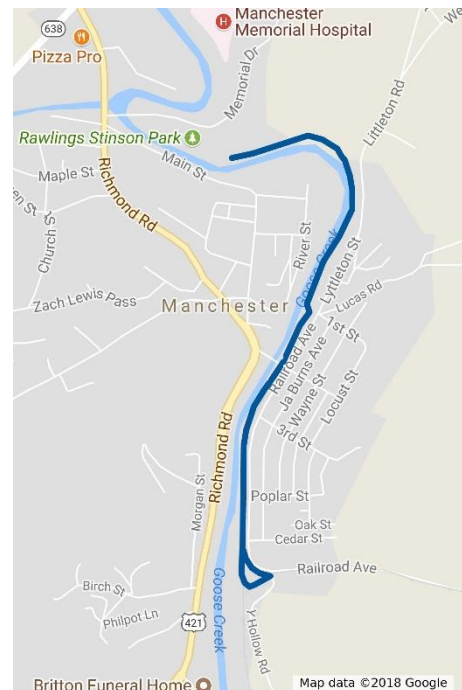
There is pedestrian activity in the city and county which is divided between necessary transit and recreational activity. Currently closed while the adjacent road is rerouted and rebuilt, Rawlings-Stinson park has long hosted a 2/5-mile walking track open to all users. Across the county, school walking tracks are available for during non-school hours for recreational walking. Periodically, 5k walks are conducted by various entities in the county.

There is one multi-use path in Manchester, the Riverwalk Trail (shown at right) connecting Rawlings-Stinson Park with Riverside Park and the Salt Works Village. It follows Goose Creek providing recreation opportunities even during the closure of Rawlings-Stinson Park.

### **POTENTIAL CONNECTIONS**

London, Kentucky, in Laurel County, 20 miles west of Manchester, is represented as the “Cycling Capital of Kentucky.” It annually hosts the Redbud Ride which is an opportunity for Clay County to link to existing events in the region as facilities are developed.

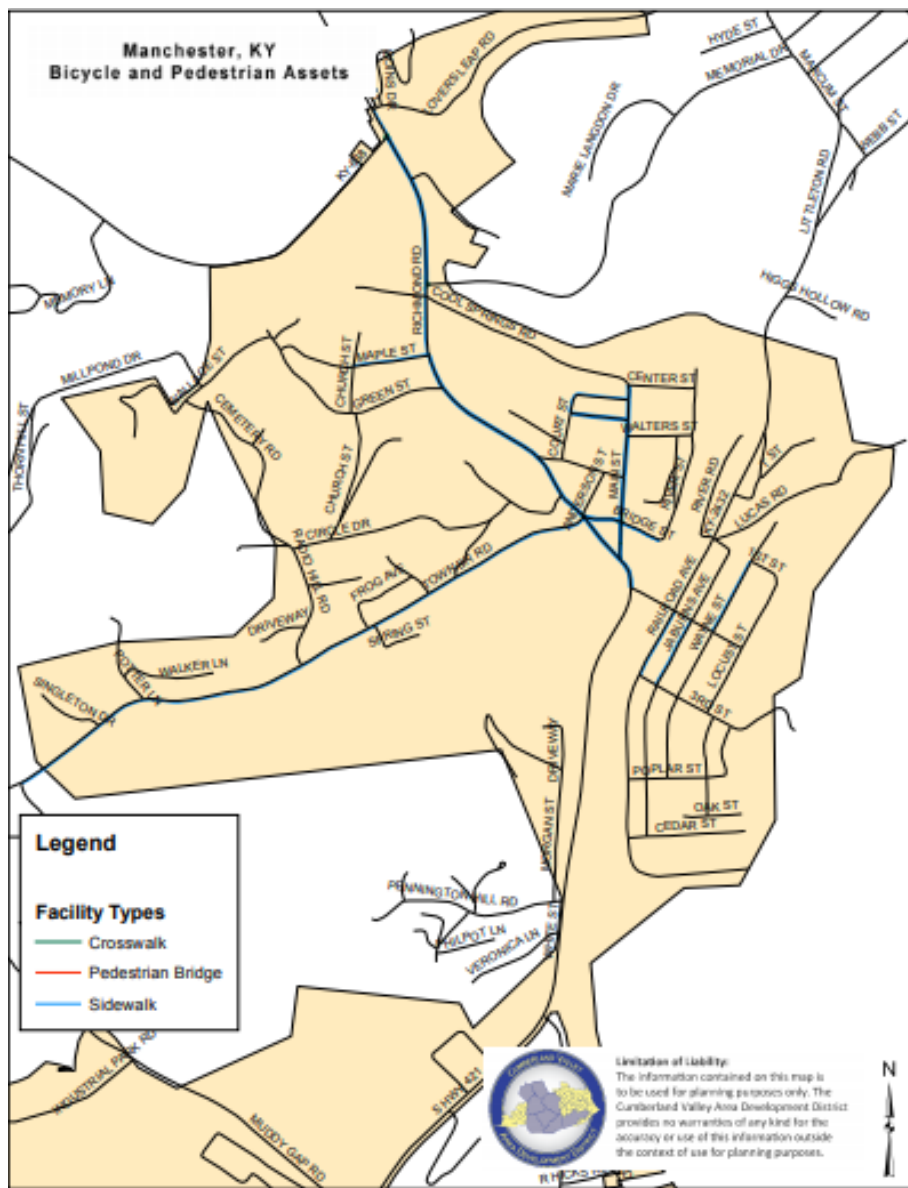
Added facilities could lead to the additional recreation and tourism opportunities like the War Hammer 100 mile endurance along the Sheltoewe Trace between Red River Gorge in Powell County and Wildcat Mountain in Laurel County.



## FACILITIES CURRENTLY AVAILABLE FOR CYCLING AND PEDESTRIAN ACTIVITIES

In January 2017, the Healthy Clay Coalition reported the results of a survey conducted about where in and around Manchester most needed Pedestrian Facilities. Of the 235 total responses where individuals could select multiple options, half concerned downtown Manchester, KY Highway 2076 (Muddy Gap Road), U.S. 421 between downtown and the intersection with KY Highway 80 West, and Main Street & the Courthouse Area. The other half was divided among several areas surrounding the city of Manchester (Appendix A).

The system of sidewalks in the city of Manchester is largely limited to primary thoroughfares. One sidewalk extends north 1.2 miles along U.S. 421 from the city limits to Manchester Elementary School.



Map courtesy the Cumberland Valley Area Development District

## **RESOURCES AND PUBLIC INPUT**

### **COMMUNITY AND CIVIC RESOURCES**

The Clay County School System has 10 elementary, middle, or high schools which are mostly scattered throughout the county. Additionally, there is a vocational-technical school operated by the public education system. The county also has four private schools each affiliated with a different Christian denomination but provide alternate academic opportunities for students at all levels of primary and secondary education. Most of the public elementary schools, the public high school, and one of the private high schools have walking tracks available for recreational exercise during non-school hours.

Manchester is the site of an extended campus of Eastern Kentucky University. Situated between downtown and the primary commercial center, along U.S. 421, it is a site often used for public events.

One of the main commercial areas in the city of Manchester is located near Exit 20 of the Hal Rogers Parkway. A large chain shopping store, clothing stores, restaurants, and other retailers are located within 0.5 mile of the exit. Other than store-front sidewalks, there is no pedestrian or cycling infrastructure within the center or connecting it to the downtown area.

The downtown Manchester area is a mixture of commercial and residential development. There are some retail business areas, but mainly offices and government buildings. There are several churches in the downtown area, however, other large churches are found in the county though currently lack pedestrian or cycling access.

In and around the city of Manchester are six parks.

- Rawlings-Stinson Park (currently closed) has three picnic shelters, a shelter housing a historic rock with petroglyphs, a 2/5s mile walking path, green space for events, playgrounds, and anchors one end of the Riverwalk Multi-Use Trail.
- Anchoring the other end is Riverside Park, which has a single picnic shelter, & Goose Creek Salt Works Village. A reconstructed pioneer village, the Goose Creek Salt Works Village is a small event space with a stage for music and theatric productions.
- Ramsey Sports Park houses public facilities for baseball, softball, and basketball.
- East of the city is the Bert T. Combs Park & Lake allowing for boating and camping opportunities.
- There are also two small community parks, one along KY Highway 687 (Town Branch Rd), which has a splash pad and skateboarding facilities, and Martin L. King Park in the Pennington Hill neighborhood, with a picnic shelter and playground (15).
- In the Horse Creek community of the county is Eddie White Memorial Park consisting of a small playground and baseball field.
- Across Clay County there are community parks in Burning Springs, Oneida, and Redbird.

One asset is the Clay County “B School,” formerly the African-American School, this building has served as the site of the Clay County Farmer’s Market during the summer.

The Redbird Purchase District of the Daniel Boone National Forest is headquartered in the Big Creek Community of Clay County and covers much of Clay & Leslie Counties. The Redbird



Crest trail system, a 69-mile loop, with branches ranging from five to fourteen miles in length, is located in eastern Clay and western Leslie Counties. The trail system is developed for off-highway vehicles, horseback riding, hiking, and mountain bikes and is open year-round (16).

## **PUBLIC INPUT AND PREFERENCES**

### **ELECTRONIC SURVEY**

The early stages of the plan development process included an electronic survey that included questions for Manchester and Clay 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 informed the development of goals and objectives. The following is a summary of some of the survey results. Results are in Appendix A.

- Work and shopping are the two most common reasons respondents travel each week with ~60% for each option.
- Workplace, Shopping, Schools, and Parks/Trails were identified by respondents as being within two miles of their home (percentages ranged from 19% to 35%), however, the most common response was “None of the Above” with 45%
- Seventy-five percent of respondents would walk or bike on trips to Manchester if there was a better path for doing so.
- Only 6% of respondents indicated they do not like to walk or bike for fun or exercise and only ~17% would not utilize user-friendly pedestrian and cycling route regularly if there were more available.

### **HEALTHY CLAY COALITION**

A Pedestrian and Cycling Safety Committee was formed to develop 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 members representing health and social service agencies, Clay County Public Schools, Kentucky Transportation Cabinet, Manchester City Council, and interested citizens. All meetings were open to the public and were often attended by additional interested citizens.

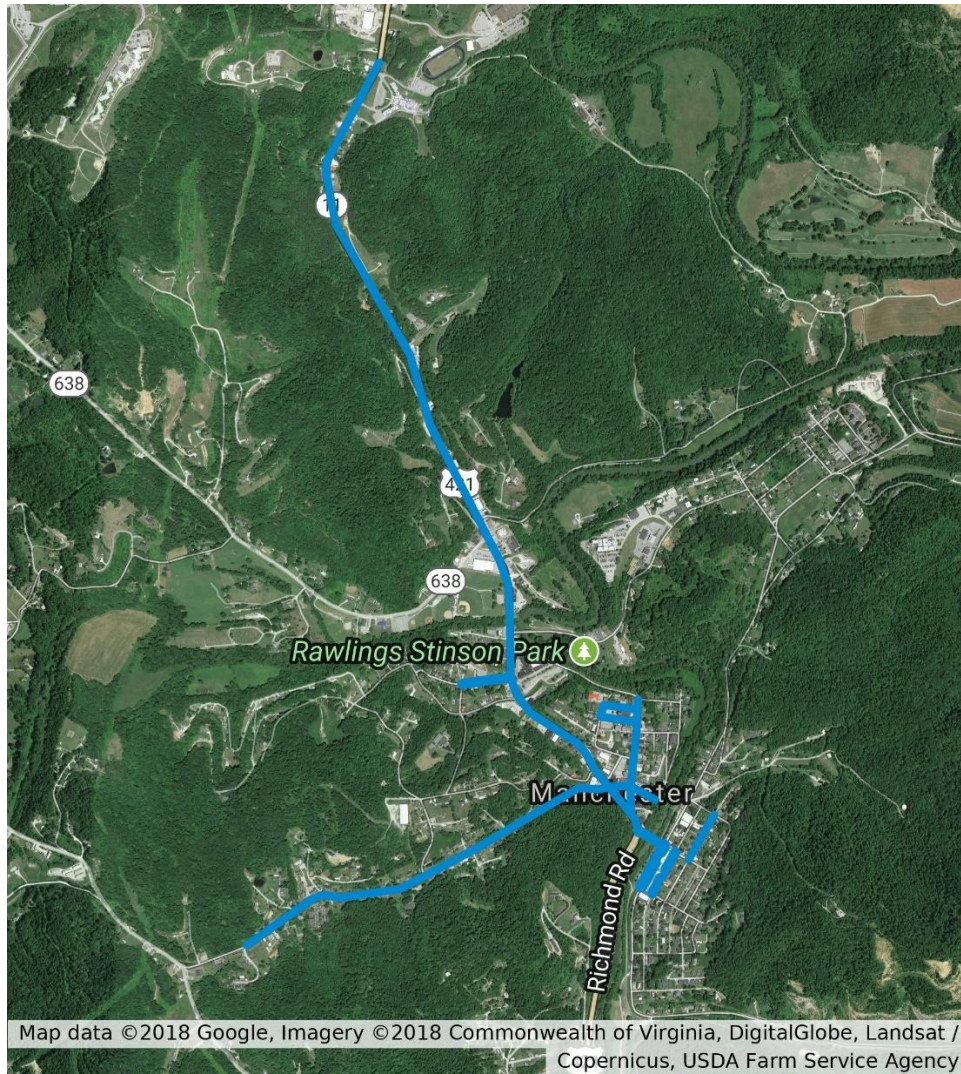
## PROPOSED FACILITIES AND NETWORK

The Pedestrian & Cycling Master Plan sets forth the development of a network for walking and cycling to guide policy makers in the city, county, and state. This plan consists of four parts: 1) expansion of the existing network of Sidewalks in the city of Manchester and the community of Garrard; 2) establishment of a network of Multi-Use Paths within and around the city of Manchester; 3) development of a network of Bike Routes within the county for transit and recreational purposes; 4) advocating for the establishment and development of State Historic or Scenic Trails/Bikeways for through hiking and cycling.

### SIDEWALKS

#### **1. EXISTING SIDEWALKS**

Conduct a thorough review of the existing sidewalks in the city of Manchester. Rework and rebuild to ensure they are ADA compliant.



## **2A. MEMORIAL DRIVE - LYTTLETON ROAD**

Restore and extend a sidewalk along the reconstructed Memorial Drive from the junction with U.S. 421 (Richmond Road) to the junction with Cotton Bend Road. The purpose is to provide sidewalk access to the existing network for the residential neighborhood of Littleton including low-income housing.

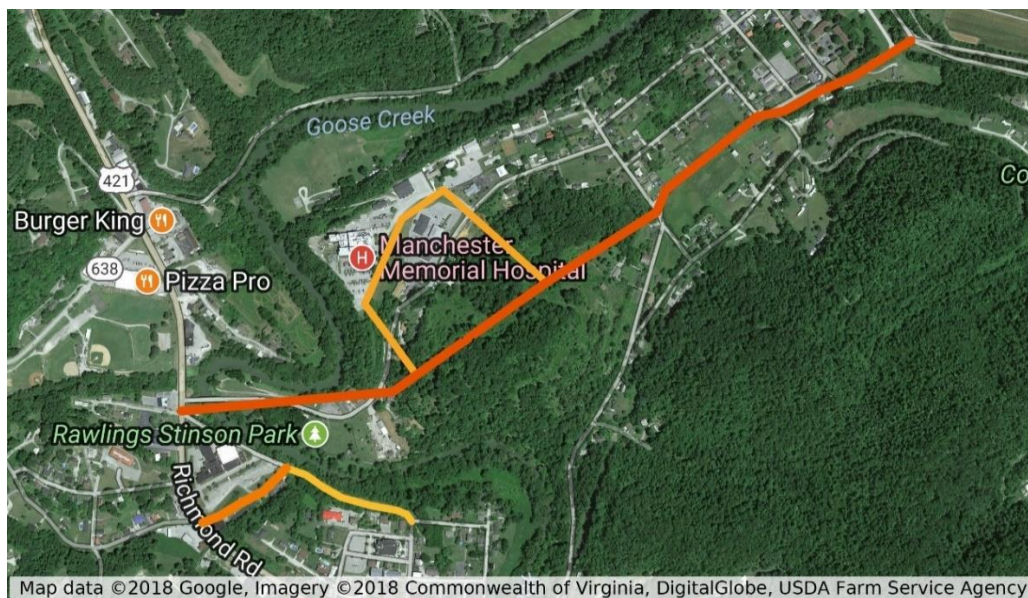
## **2B. MEMORIAL HOSPITAL-MARIE LANGDON DRIVE**

Work with the city, state, and hospital to construct a sidewalk along the new loop being created in association with the reconstruction of Memorial Drive. Developing this sidewalk will provide safe pedestrian access to the hospital and the growing clinics co-located on the hospital campus.

## **2C. COOL SPRINGS ROAD**

As part of the reconstruction of Memorial Drive, Cool Springs Road following Goose Creek from the Clay County Courthouse to a junction with U.S. 421 (Richmond Road) north of the Clay County Middle School is being rebuilt and rerouted. The reroute will move the junction with U.S. 421 (Richmond Road) from the current location north of Clay County Middle School, across from House Avenue, to south of Clay County Middle School, across from Green Street. Establishing a sidewalk along the revised route will improve pedestrian access to the “courthouse hill” area of Manchester from northern sections of town.

If a safe sidewalk cannot be constructed along the section abutting Goose Creek due to lack of space, then a sidewalk is to be built on the new two-lane section running northeast-to-southwest south of Clay County Middle School. The remaining existing section running southeast-to-northwest along Goose Creek would be converted to single-lane road creek-side (downhill). The hillside lane (uphill) would be converted to a multi-use path patterned after changes made to Mountain Life Museum Road in Levi Jackson-Wilderness Road State Park in London, Ky, as the fastest, most cost-effective means of enhancing the walking and cycling network on “courthouse hill.” During events requiring the closure of U.S. 421 (Richmond Road) through downtown, vehicle use of the hillside lane (uphill) could be restored on a temporary basis.

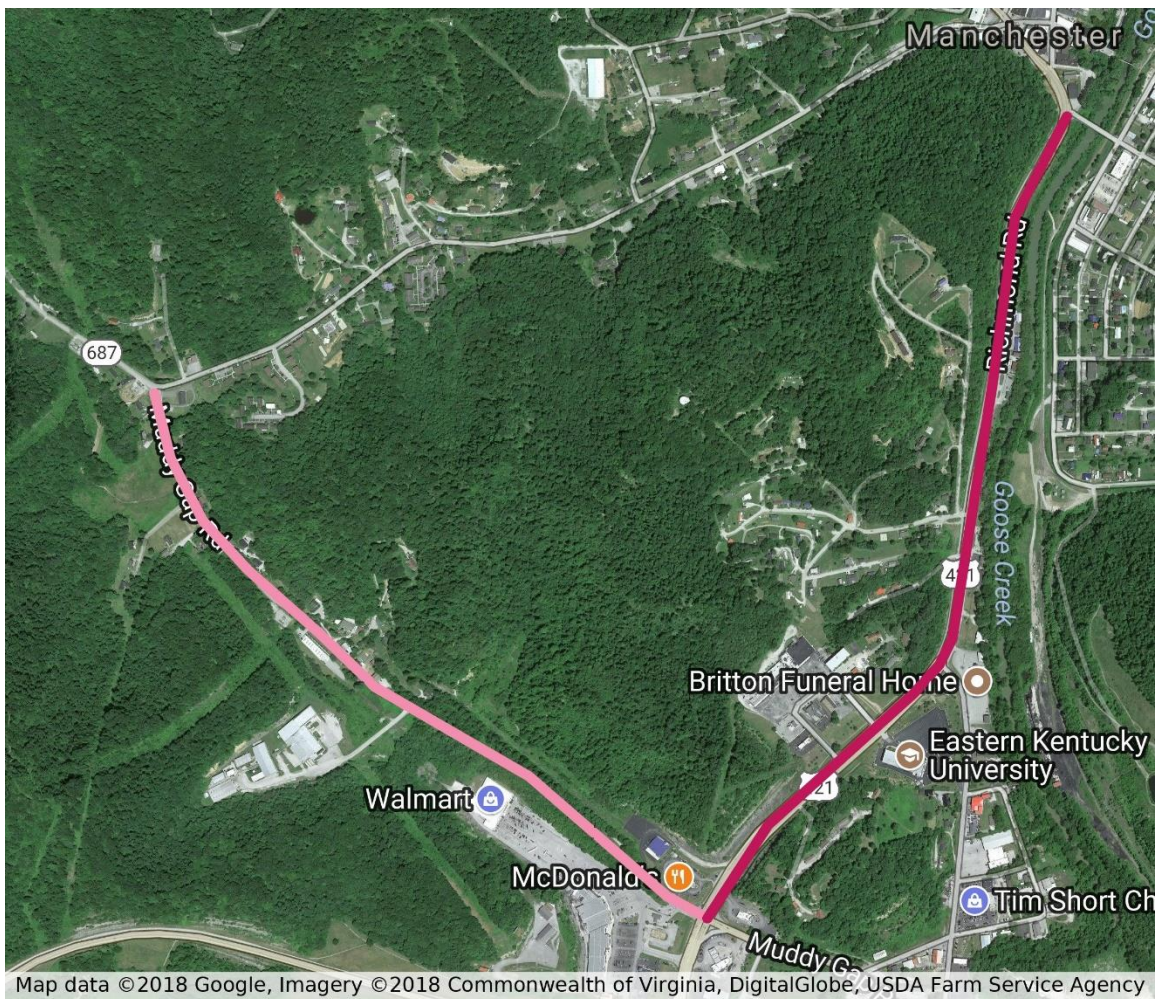


### **3A. U.S. 421**

Use a combination of new sidewalk construction and access measures to develop a sidewalk on the east side of U.S. 421 between the junction with 2<sup>nd</sup> Street and the junction with KY Highways 80 and 2076; colloquially termed “the four-lane.” Connecting downtown with the primary commercial areas, and passing Eastern Kentucky University-Manchester, this is a heavily trafficked road both by vehicles and pedestrians along with some cyclists. Crosswalks would provide access the Pennington Hill Neighborhood and a secondary shopping center containing the U.S. Post Office for Manchester, Ky, and apartments for low income senior citizens. The goal is to improve pedestrian safety in an existing pedestrian route.

### **3B. KY 2076 (MUDDY GAP ROAD)**

Establish a sidewalk along KY Highway 2076 (Muddy Gap Road) between the junction with KY Highway 687 (Town Branch Road) and the junction with U.S. 421 and KY Highway 80. At the east end of the highway is primary commercial area with shopping and restaurants, moving west is an industrial park and residences, before ending at a junction with KY Highway 687. Developing this sidewalk would provide more direct pedestrian access to the commercial area to those living along Town Branch Road; including several complexes for low-income families. Already used as a pedestrian route, constructing a sidewalk would improve pedestrian safety along a highway currently lacking shoulders.



#### **4A. U.S. 421/KY 80 (WEST END)**

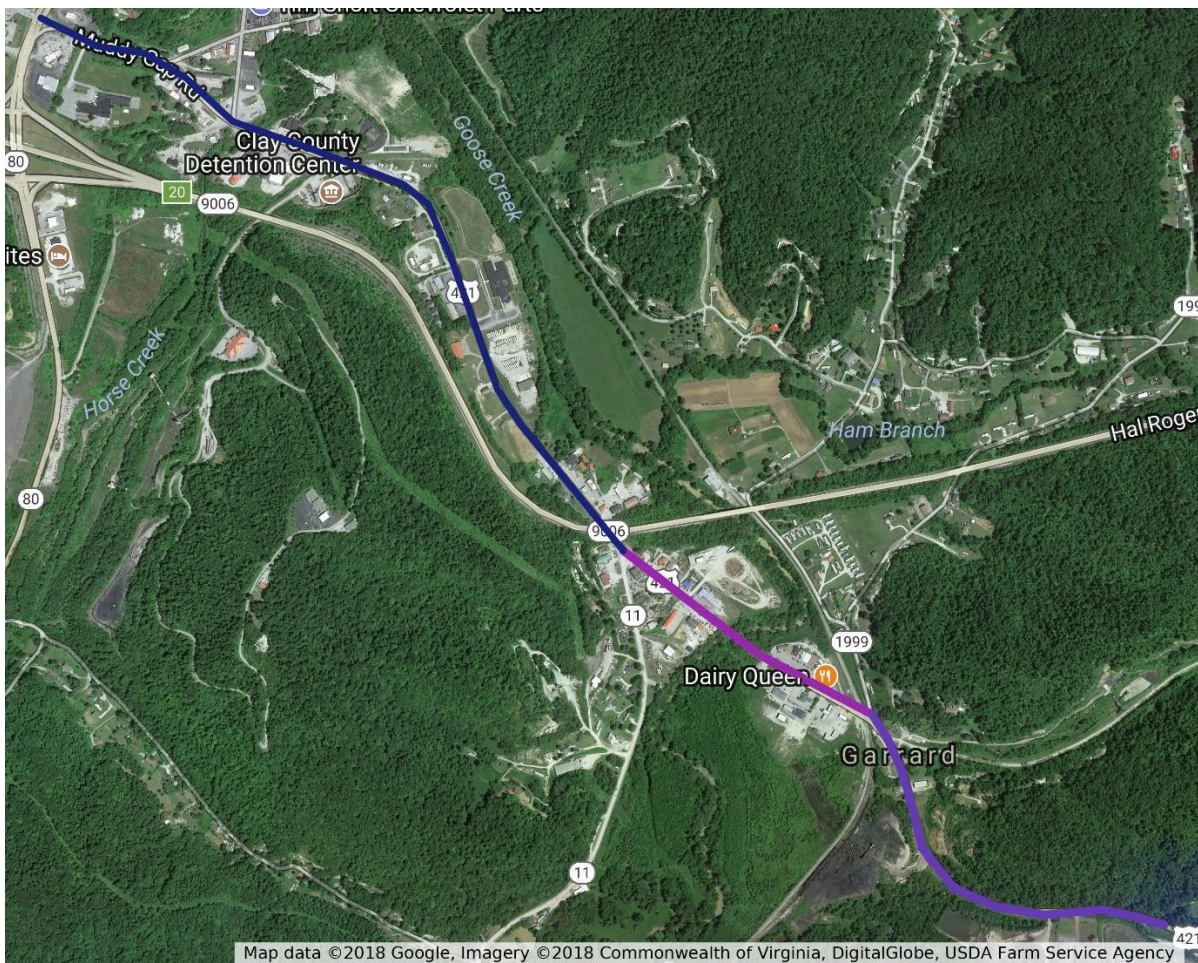
Establish sidewalks along the combined U.S. 421/KY Highway 80 from the junction with KY Highway 2076 to the junction with KY Highway 11 South. An existing pedestrian route, it connects the Garrard community and businesses to the primary commercial area of Manchester. Several businesses, some with apartment & townhouse residences above, exist along the highway as do Paces Creek Elementary, the Clay County Detention Center, and access to the Clay County Health Department. Improvement of pedestrian safety is the primary goal.

#### **4B. U.S. 421/KY 80 (GARRARD-EAST)**

Construct a sidewalk along the south side of the combined U.S. 421/KY Highway 80 from the junction with KY Highway 1999 east 0.6 miles to provide safe pedestrian access to a small shopping center with a grocery store and a general merchandise store among other businesses.

#### **4C. U.S. 421/KY 80 (GARRARD-WEST)**

Build sidewalks along the combined U.S. 421/KY Highway 80 from the junction with KY Highway 11 South and KY Highway 1999. Primarily a commercial area with several businesses, this is the heart of the Garrard community of Clay County. A highly trafficked highway crossing Goose Creek, with no separation between pedestrians and vehicles and coal operations nearby, pedestrian safety is the purpose of this project.



## **5. KY 638 (GREENBRIAR ROAD)**

Establish a sidewalk on the south side of KY Highway 638 (Greenbriar Road) from the junction with U.S. 421 (Richmond Road) west 0.7 miles to the junction with Liberty Road. Anchored on the east end by the primary commercial area for the northern section of Manchester, including restaurants, KY Highway 638 (Greenbriar Road) passes the Ramsey Sports Park as well as the Community Center. Already used as a pedestrian route, improved pedestrian safety and access is the main purpose of this project.



## **6. NEW BRIDGE TO Y HOLLOW**

Construct a new highway bridge with sidewalks over Goose Creek between U.S. 421 (Richmond Road) near Pennington Hill Road and the southern portion of Railroad Avenue near the Salt Works Village.



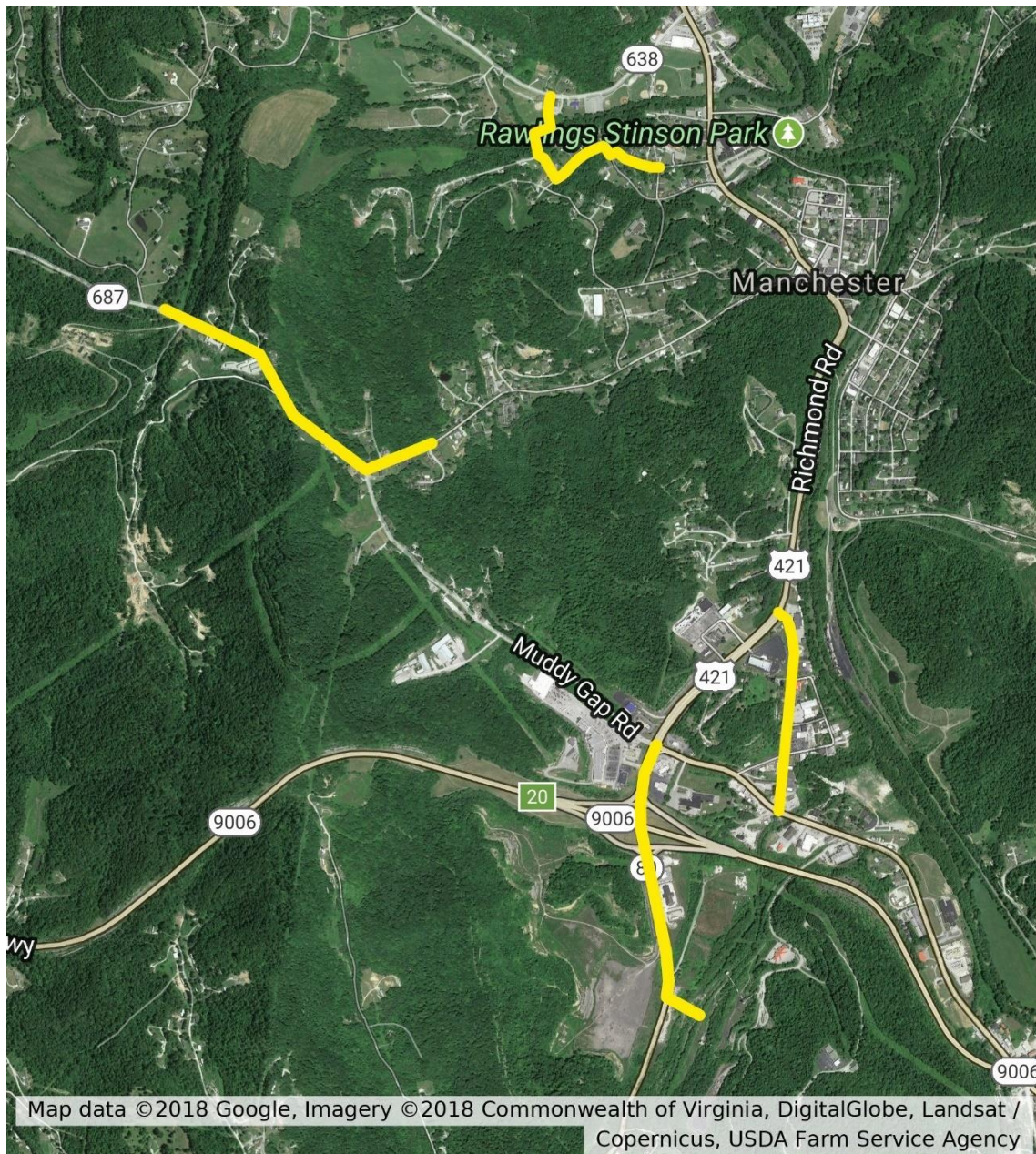
## **OTHER PROJECTS**

Old U.S. 421

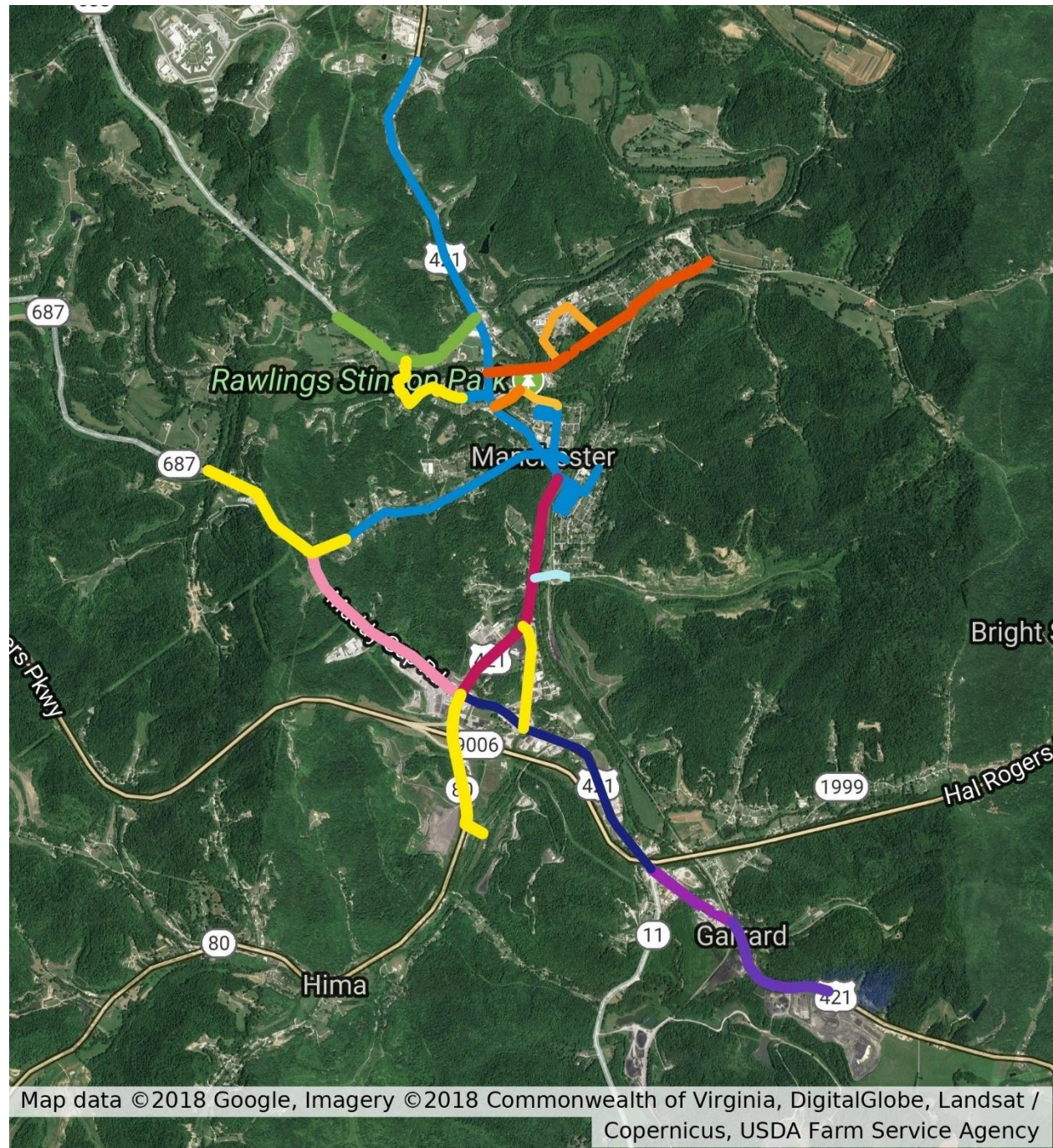
Cross Parkway (Junction of U.S. 421, KY Highway 80, and KY Highway 2076 to 0.6 miles south on KY Highway 80 or 0.4 miles south of the Hal Rogers Parkway before turning east and crossing Horse Creek on a new pedestrian bridge)

KY Highway 687 (Town Branch Road) Extension (Where sidewalks currently end to bridge over Little Goose Creek)

Maple Street to Community Center on KY Highway 638 (Maple Street intersection with Church Street west to Green and Wallace Streets, turning north on Millpond Hollow Road and continuing north across a new pedestrian bridge to KY Highway 638 (Greenbriar Road))



## **PROPOSED COMPLETED SIDEWALK NETWORK**



- Blue = Existing Sidewalks
- Oranges = Memorial Drive & Related Projects
- Pink & Burgundy = U.S. 421 & KY 2076 (Muddy Gap Road)
- Purples = U.S. 421 & KY Hwy 80
- Green = KY 638 (Greenbriar Road)
- Pale Blue = New Bridge to Y Hollow
- Yellow = Other Projects

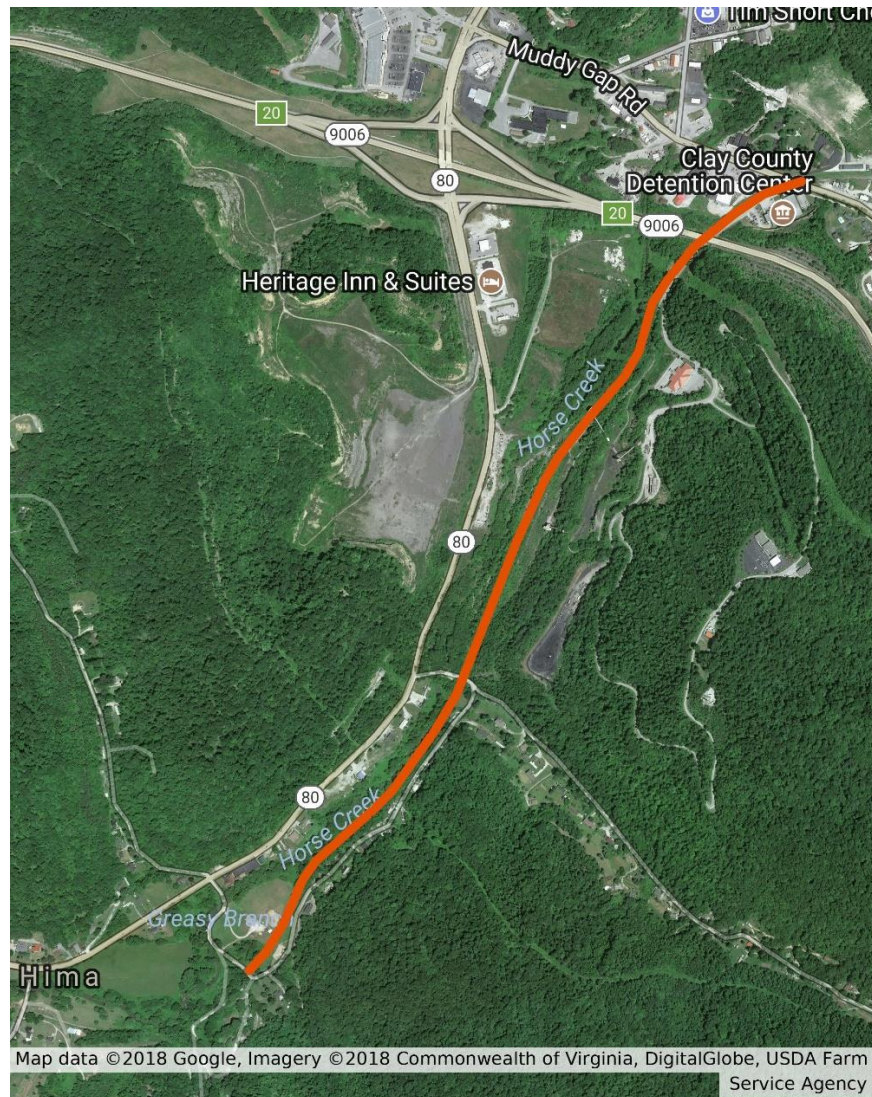


## MULTI-USE PATHS

One multi-use path exists in the city of Manchester, the Riverwalk Trail (page 10). The proposed multi-use paths would create a network of highway-separate routes in and around Manchester for walking and cycling along former rail lines and streams.

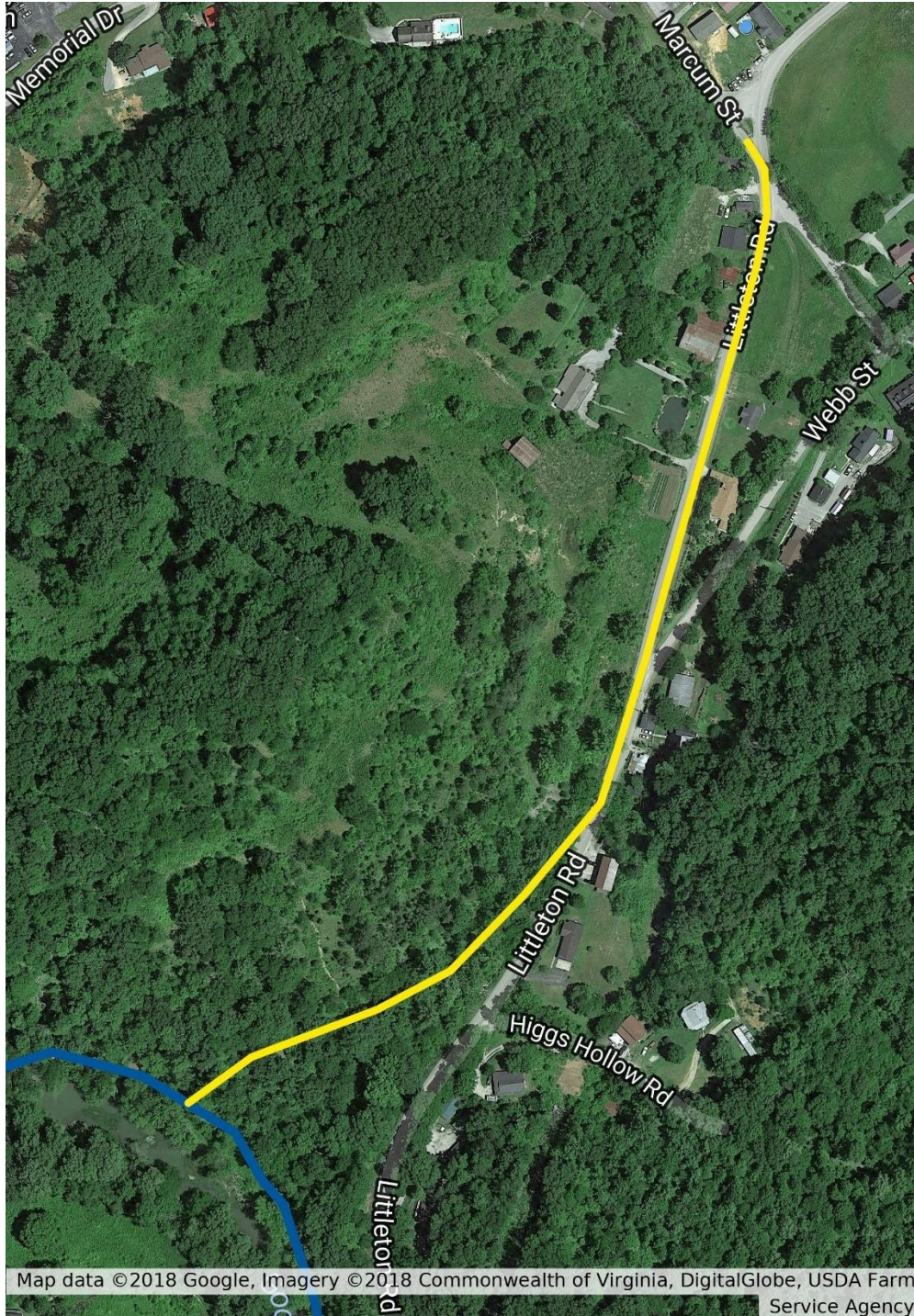
### **1. HORSE CREEK - EAST**

The former Louisville & Nashville branch line along Horse Creek beginning at the crossing with U.S. 421/KY 80 parallels KY Highway 80 west. Establishing a multi-use path would facilitate pedestrian safety and develop a safe cycling route for recreation and transit for the residential areas of Add Hollow, Morning Glory, and Greasy Creek who currently use KY Highway 80; a busy vehicle route with limited visibility and shoulders which is periodically used as a detour route for the Hal Rogers Parkway. At the east end of the path are the Clay County Health Department & clinic, Clay County Detention Center, and the University of Kentucky Extension Service Office for Clay County. The south end would be at Eddie White Memorial Park which consists of a baseball field and small playground.



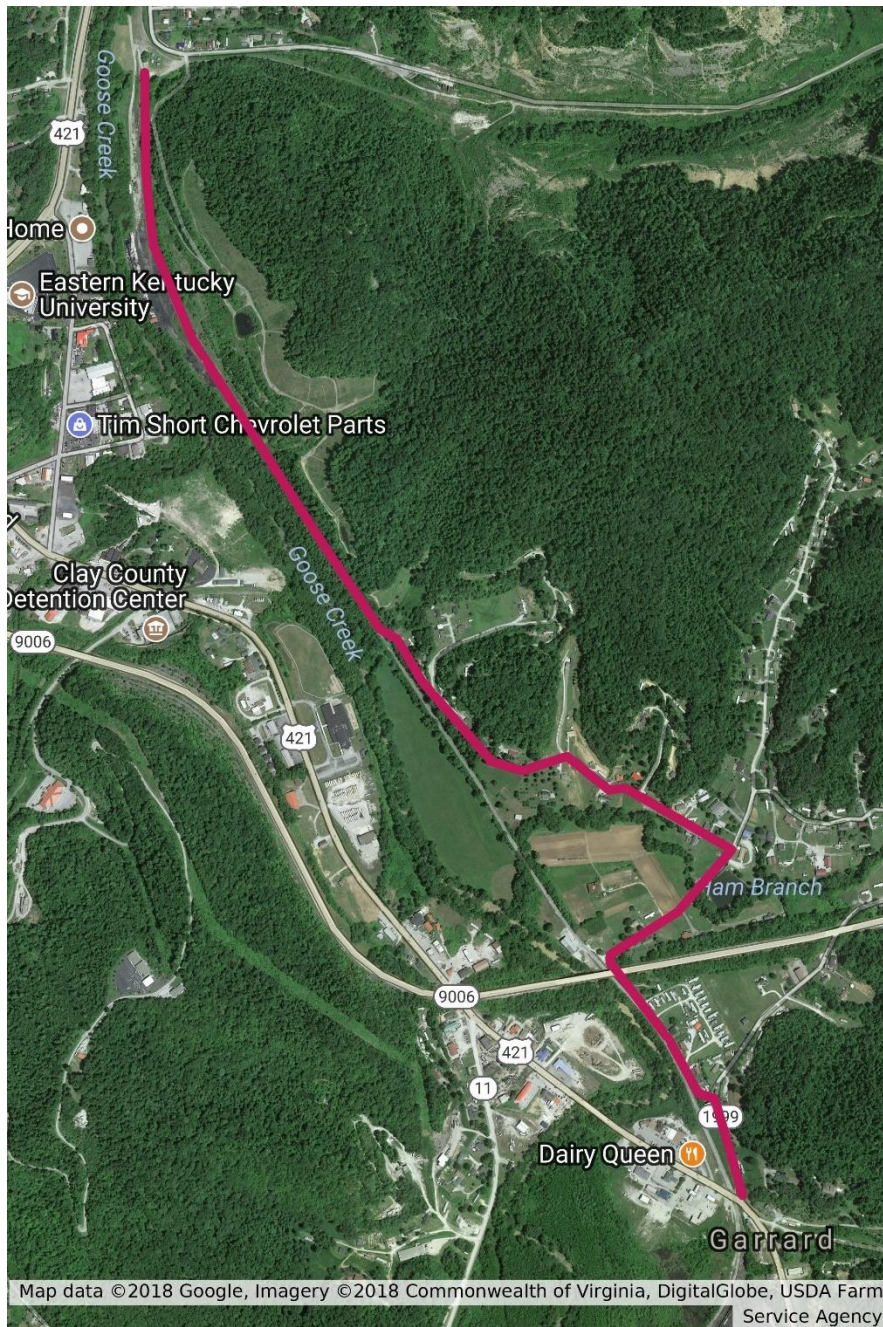
## **2. LYTTLETON ROAD-RABBIT RIDGE**

Paralleling, in conjunction with part of the existing Riverwalk Trail, Littleton Road, developing a multi-use path following a small feeder stream of Goose Creek would allow safe travel between the Littleton Community and East Manchester with access to travel along U.S. 421 via the 2<sup>nd</sup> Street bridge. Due to the topography of Littleton Road, sidewalk construction is not a viable option. The path would connect the Riverwalk Trail (in Blue) with the reconstructed Memorial Drive at the junction with Littleton Road and Marcum Street.



### **3. Y HOLLOW-HAM HOLLOW**

Anchored at the north end by the Goose Creek Salt Works Village, this multi-use path will parallel Goose Creek on the east bank providing recreation and transit cycling access between downtown Manchester and the Garrard commercial district. Heavily trafficked roads travel the west side of Goose Creek reducing pedestrian and cycling safety. The route would make use of the what remains of the northern end of the former Louisville & Nashville Cumberland & Manchester Subdivision; part of which has been converted to the Riverwalk Trail. Just south of the point known as Horse Creek Junction, where the former branch line along Horse Creek met, the trail would transition to existing roads: Smith Road, Ham Branch Road, and KY Highway 1999 to the junction with U.S. 421/KY Highway 80.



#### **4. HORSE CREEK - WEST**

Continuing to utilize the former Louisville & Nashville Horse Creek branch line roadbed, the multi-use path would extend from Eddie White Memorial Park through the Hima community and turn north on the road bed of a former branch line up Gregory Branch; ending at KY Highway 80. The primary purpose is to increase pedestrian and cyclist safety by paralleling KY Highway 80 and allowing access to communities of Hima, Sibert & Paw Paw Road, Gregory Branch, and Crawfish Branch (and by extension Curry Branch); thus the entire lower Horse Creek community. Recreation opportunities could be developed as the route passes through a former campground & event space and ends adjacent to a large church with an active youth program.



#### **5. GOOSE CREEK BRIDGE**

Consisting of the final section of the former Louisville & Nashville branch line along Horse Creek, developing this as a multi-use path would go from the crossing with U.S. 421/Ky 80 to Horse Creek Junction on the planned Y Hollow-Ham Hollow path. The bridge would create a single network connecting Manchester (Memorial Drive, Littleton, & Downtown), Garrard, and Horse Creek.



## **6. LITTLE GOOSE TRAIL**

Develop a multi-use path for recreation on the north bank of Little Goose Creek from where it crosses under KY Highway 687 to where it crosses under U.S. 421 (Richmond Road) just before flowing into Goose Creek. The trail would pass along the Ramsey Sports Park and the eastern end would be near Rawlings-Stinson Park allowing access to the Riverwalk Trail and the rest of the proposed network.



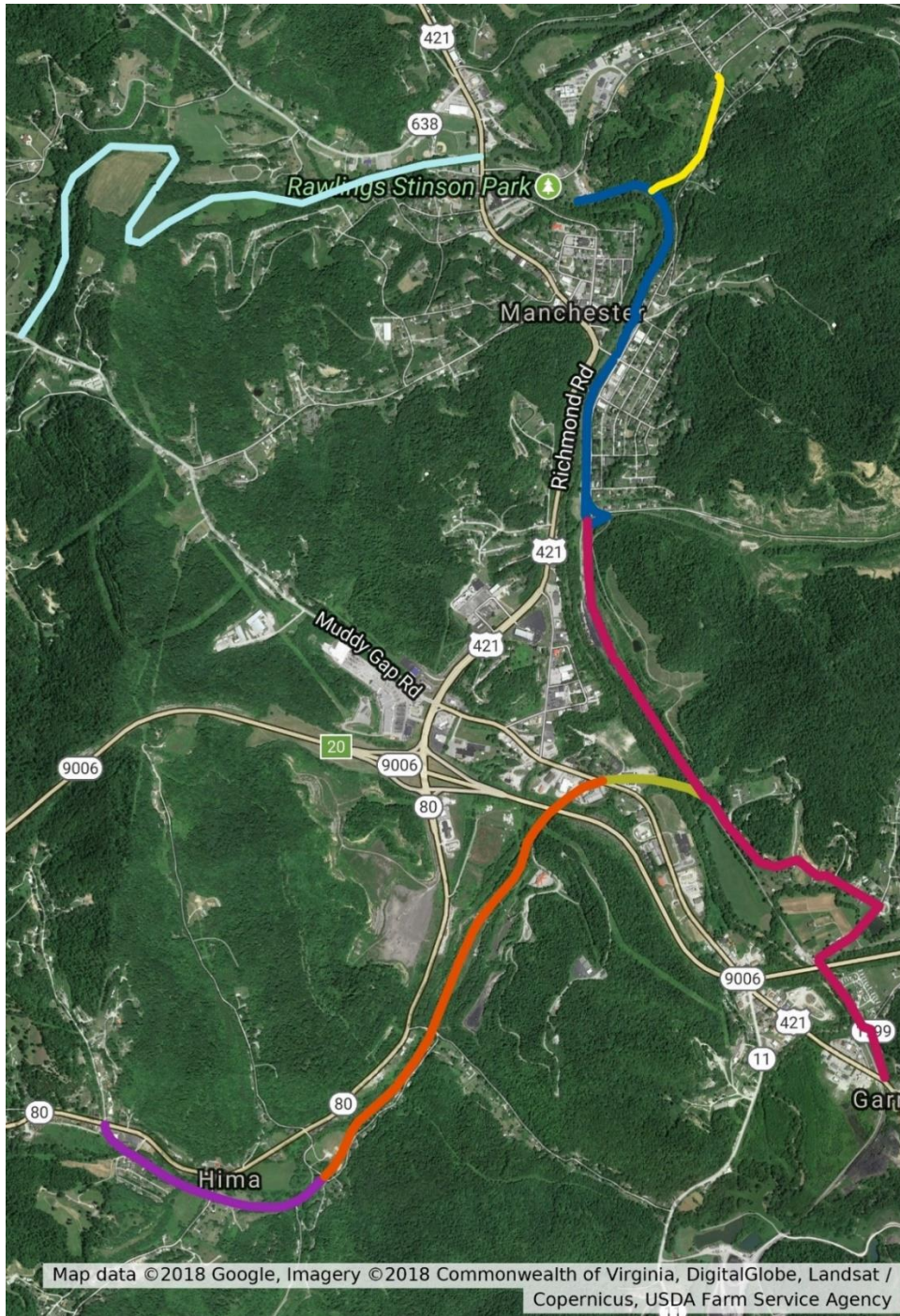
## **OTHER PROJECTS**

(Not Shown Here)

Improvement and development of a recreational network of unpaved multi-use trails for walking, mountain biking, and/or horseback riding. An existing trail, largely along ridgetops, connecting the Y Hollow to Coal Hollow, Sally Little Branch, and the Beech Creek areas would be improved. An extension would be added linking to Elk Mountain, and the Elk Mountain Industrial Park, and then connecting on to the Redbird Crest Trail network in eastern Clay County and Leslie County. As the Redbird Crest network is further developed by the U.S. Forest Service, connections may be made further east with Perry County.

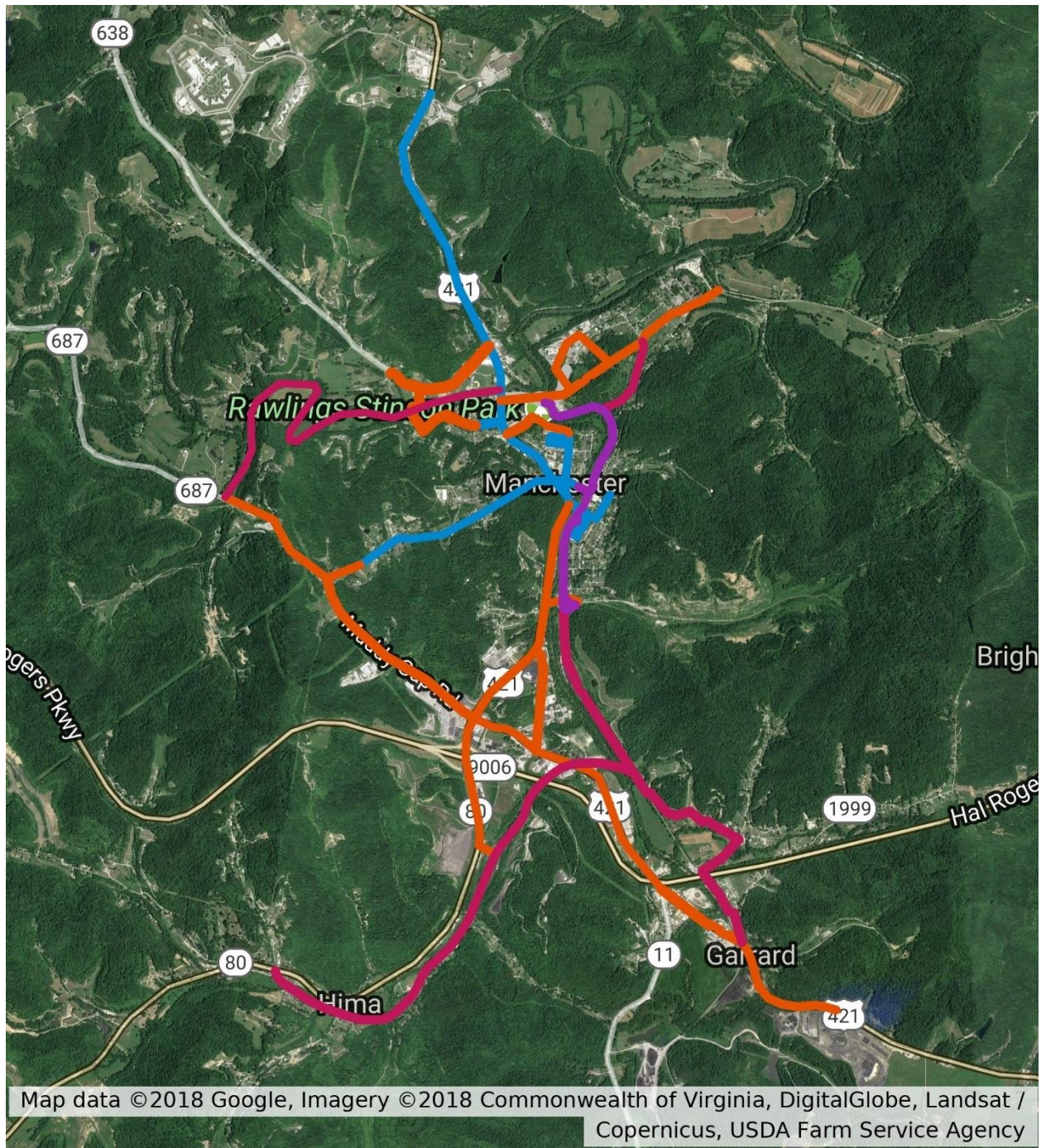
Located in the Beech Creek Wildlife Management Area, thus accessible via the Y Hollow-Beech Creek Trail, would be a new trail around the perimeter of Combs Lake for walking and mountain biking. As this network is developed, opportunities for collegiate cycling competitions in conjunction with Union College in Barbourville, Ky, may be possible.

## **PROPOSED COMPLETED MULTI-USE PATH NETWORK**



- Orange = Horse Creek - East
- Yellow = Lyttleton Road-Rabbit Ridge
- Burgundy = Y Hollow-Ham Hollow
- Purple = Horse Creek - West
- Green = Goose Creek Bridge
- Pale Blue = Little Goose Trail

## PROPOSED COMPLETED SIDEWALK AND MULTI-USE PATH NETWORK



- Blue = Existing Sidewalks
- Orange = Proposed Sidewalks
- Purple = Riverwalk Trail
- Burgundy = Proposed Multi-Use Paths

## **BIKE ROUTES**

Through the use of signage and safety improvements, a series of interconnected County Bike Routes will be developed on existing highways for recreational, tourism, and transit purposes. To establish cyclist safety, "Share the Road" signage, paved shoulders as routes are repaved or reconstructed, and bicycle gaps will be implemented along the designated routes. Each route will be numbered and signed as a "Clay County Bike Route" to allow for mapping and easy visual determination of route by riders.

### **CLAY COUNTY BIKE ROUTES**

U.S. 421 from the junction with KY Highway 1350 to the junction with KY Highway 66 North at Big Creek with a detour over Keith Lane, KY Highway 1524, and KY Highway 2443 for cyclist safety through the Goose Rock community.

KY Highway 687 from the junction with U.S. 421 (Richmond Road) to the junction with Grayfork Road, utilizing Grayfork Road to KY Highway 638, and KY Highway 638 to the junction with KY Highway 472.

KY Highway 472 from the junction with KY Highway 638 to the junction with Bray Creek Road and continuing on Bray Creek Road to the junction with U.S. 421.

KY Highway 1350 from the junction with U.S. 421 through the combined KY Highways 1350 & 577 (or via Ball Road and/or Ellis Branch Road) then continuing on KY Highway 577 to the junction with KY Highway 11 in Owsley County.

KY Highway 11 from the junction with U.S. 421 near the Fall Rock Community to the junction with KY Highway 577 in Owsley County.

Memorial Drive/Littleton Road from the junction with U.S. 421 to Cotton Bend Road, Cotton Bend Road/Panama School Road to Phil Young Road, and Phil Young Road over Goose Creek to Frazier Road.

Frazier Road from the junction with KY Highway 11 continuing through the junction with Bowling Branch Road to the Bowling Branch Road junction with U.S. 421.

Beech Creek Road from the junction with Cotton Bend Road to junction with KY Highway 11.

Laurel Branch Road from the junction with KY Highway 11 to the junction with KY Highway 66.

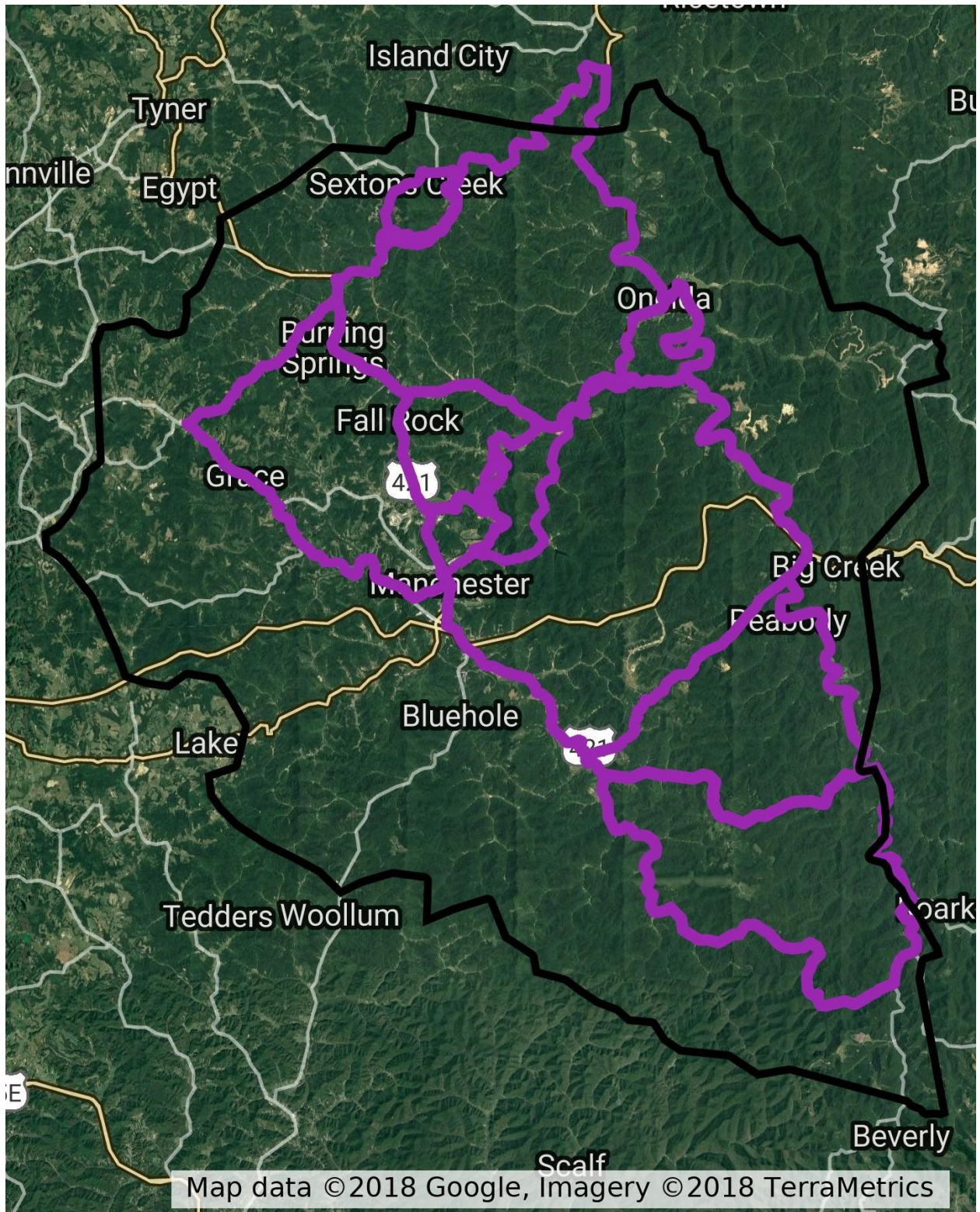
KY Highway 66 from the junction with KY Highway 11 to the junction with KY Highway 1524.

KY Highway 1524 from the junction with KY Highway 2443 to the junction with KY Highway 66.

KY Highway 2000 from the junction with KY Highway 1524 to the junction with KY Highway 66.



**PROPOSED COMPLETED CLAY COUNTY BIKE ROUTES**



Purple = Bike Routes

## **STATE HISTORIC OR SCENIC TRAIL BIKEWAYS**

As part of the Pedestrian and Cycling Master Plan, advocacy for development of multicounty bikeways within the state is the final portion with the purpose of increasing opportunities for tourism and recreation. These bikeways would largely be along existing roads and highways in the state and be signed as unified Bike Routes; when multi-use paths are, or become, available, those would be preferred routes to increase cyclist and hiker safety. The routes, in certain areas, may be primarily for hiking and mountain biking due to currently existing conditions.

In Clay County, two potential State Trail Bikeways would be available for development.

### **WARRIORS PATH STATE HISTORIC TRAIL**

Predating the Wilderness Road, the Warriors Path went from the Ohio River across from the mouth the Scioto River, modern day South Portsmouth, Ky, to the Cumberland Gap. Passing through Clay County from the northwest to modern day Manchester and then following Goose Creek to its source below Paint Gap, as well as branching to ascend Otter Creek to its source below War Gap, the trail followed the same route as the Wilderness Road between what is now Flat Lick, KY in Knox County and Cumberland Gap (17).

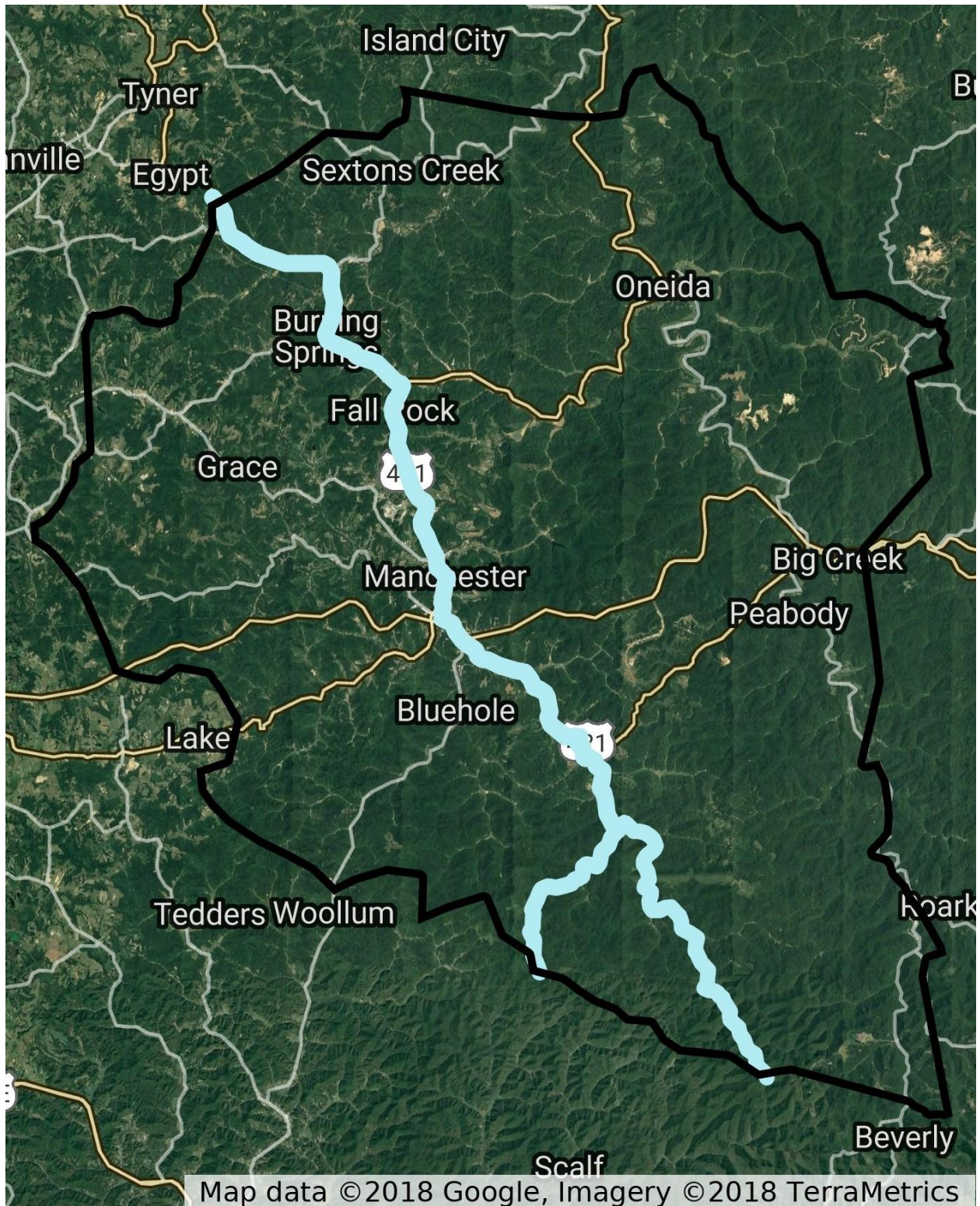
In Clay County, the Warriors Path State Historic Trail would, entering from Jackson County, follow U.S. 421, Keith Lane (in Goose Rock), KY Highway 1524, KY Highway 2467, and George Jackson Road to its endpoint; part of KY Highway 1524, KY Highway 2467, and George Jackson Road being the east branch. The west branch would diverge from KY Highway 1524 to follow Otter Creek Road to its endpoint. To be a through trail, hiking/mountain bike trails would need to be established to the connecting roads (Wolf Creek/Houston Broughton Road and Paint Gap Road) in Knox County. Initially, through Manchester the route would follow U.S. 421 and Old U.S. 421, but, as the multi-use path network is developed, would be shifted to the Riverwalk Trail and Y Hollow-Ham Hollow Path.

### **KENTUCKY RIVER SCENIC BIKEWAY**

Using the “Great River Road” as an inspiration, the state should establish Scenic Bikeways along each of the major rivers and their significant tributaries across the state.

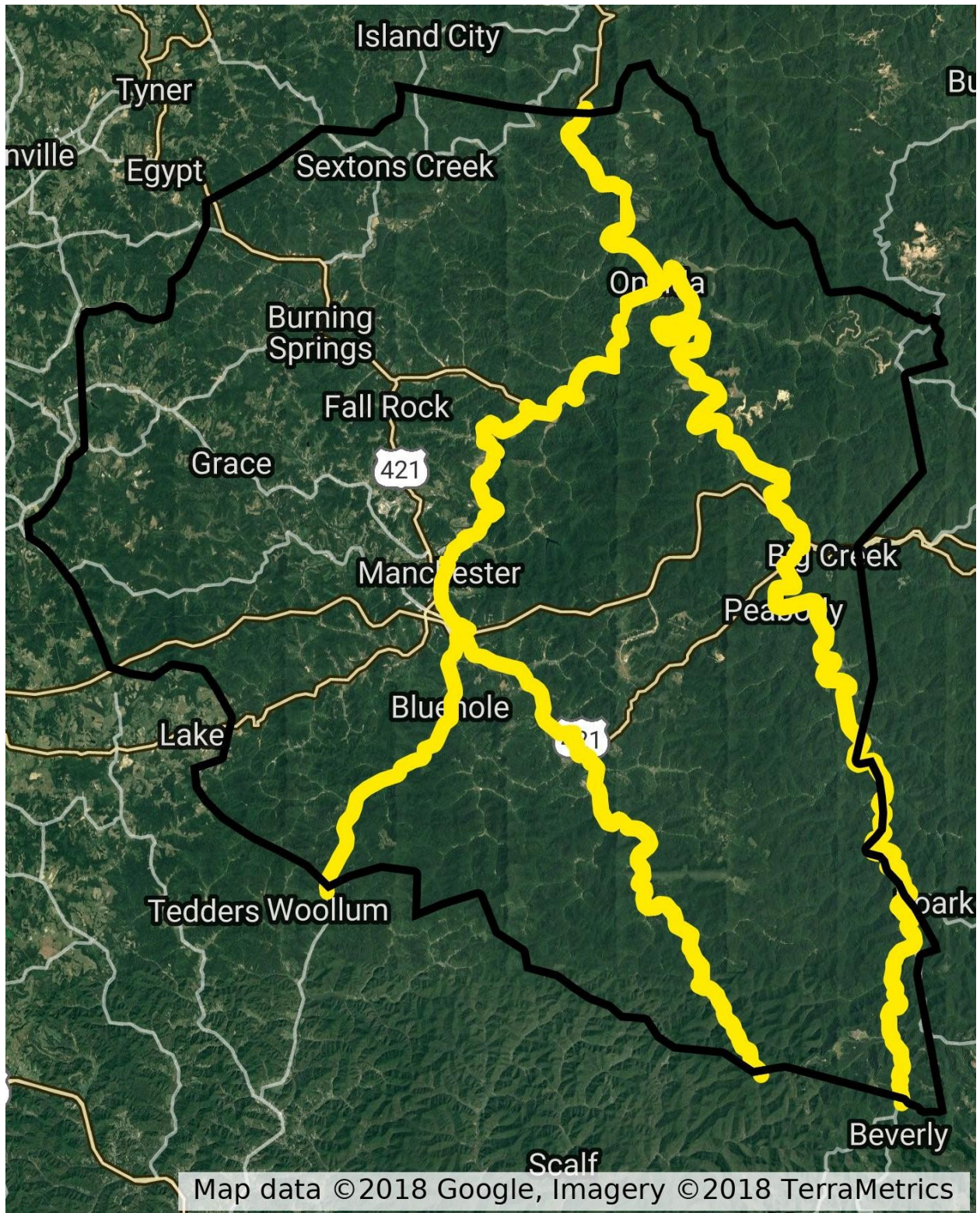
Clay County would have routes related to the Kentucky River Scenic Bikeway (KRSB) system. The South Fork KRSB would follow KY Highway 11 from the Owsley/Clay County border to its junction with KY Highway 66. The Redbird River KRSB would utilize KY Highway 66 from the junction with KY Highway 11 to the Clay/Bell County border; ending just over the border in Beverly, Bell County, KY. Goose Creek KRSB would follow KY Highway 11 from the junction with KY Highway 66 to Frazier Road, Phil Young Road, Cotton Bend/Panama School, Littleton Road/Memorial Drive, U.S. 421, Keith Road, KY Highway 1524, KY Highway 2467, and ending at the head of George Jackson Road. (As the Multi-Use Path network is developed the route would shift from Memorial Drive & U.S. 421 through downtown Manchester to Littleton Road-Rabbit Ridge, Riverwalk, and Y Hollow-Ham Hollow Trails to U.S. 421 in the Garrard Community.) The Collins Fork KRSB would be on KY Highway 11 from the junction with U.S. 421/KY 80 to the Clay/Knox County border continuing to its endpoint in Girdler, Knox County, Ky.

**PROPOSED WARRIORS PATH STATE HISTORIC TRAIL - CLAY COUNTY SEGMENTS**



Pale Blue = Warriors Path

**PROPOSED KENTUCKY RIVER SCENIC BIKEWAY - CLAY COUNTY SEGMENTS**



Yellow = Kentucky River Scenic Bikeway

## SOURCE INFORMATION

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## Other Resources

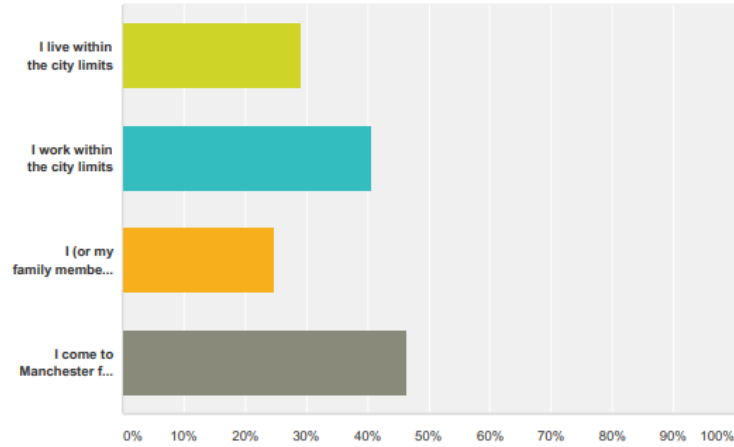
1. <https://transportation.ky.gov/Highway-Design/Pages/Standard-Drawings.aspx>
2. <https://mutcd.fhwa.dot.gov/>
3. <https://www.transportation.org/>
4. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/guidance\\_2015.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2015.cfm)
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6. <https://www.strava.com/heatmap#12.83/-83.76211/37.15274/bluered/all>

# APPENDIX A

## Healthy Clay Pedestrian & Cyclist Safety Survey Results

### Q1 What brings you to Manchester? Please choose all that apply.

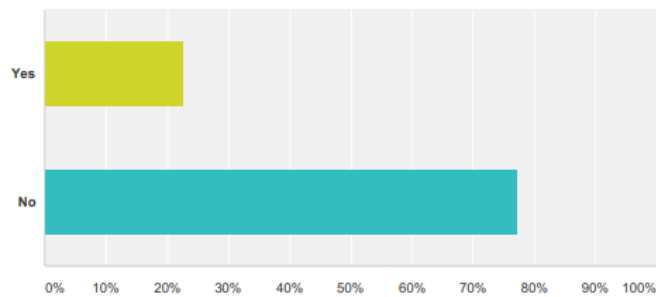
Answered: 231 Skipped: 5



Answer Choices	Responses
I live within the city limits	29.00% 67
I work within the city limits	40.69% 94
I (or my family members) go to school within the city limits	24.68% 57
I come to Manchester for shopping, appointments, recreation, or entertainment	46.32% 107
<b>Total Respondents: 231</b>	

### Q2 Do you ever travel all or part of your trips for work, shopping, parks, or other places in Manchester by walking or riding a bike?

Answered: 233 Skipped: 3



Answer Choices	Responses
Yes	22.75% 53
No	77.25% 180
<b>Total</b>	<b>233</b>

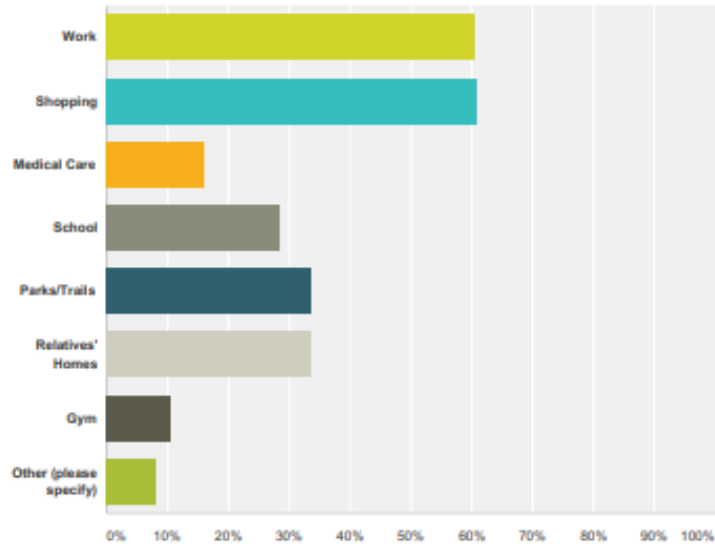
### Q3 What percentage of you trips are by:

Answered: 47 Skipped: 189

Answer Choices	Responses
Walking?	91.49% 43
Biking?	72.34% 34

### Q4 What are your most frequent travel destinations each week? Please choose all that apply.

Answered: 220 Skipped: 16

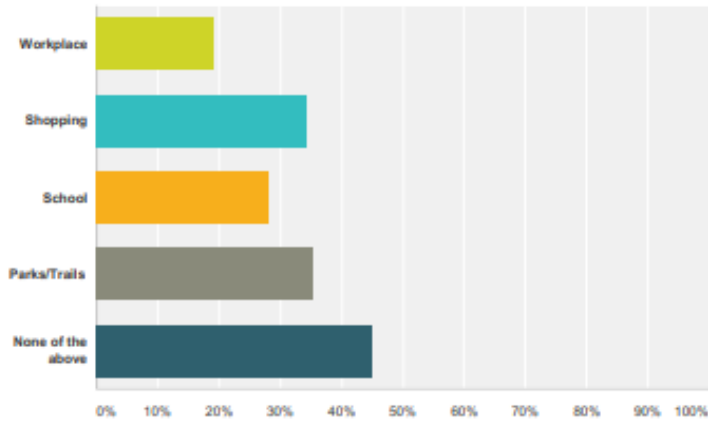


Answer Choices	Responses
Work	60.45% 133
Shopping	60.91% 134
Medical Care	15.91% 35
School	28.64% 63
Parks/Trails	33.64% 74
Relatives' Homes	33.64% 74
Gym	10.45% 23
Other (please specify)	8.18% 18
<b>Total Respondents: 220</b>	



### Q5 Are any of the following within 2 miles of your home?

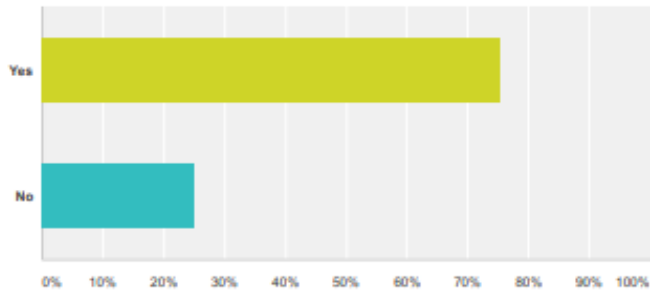
Answered: 215 Skipped: 21



Answer Choices	Responses	
Workplace	19.67%	41
Shopping	34.42%	74
School	27.91%	60
Parks/Trails	35.35%	76
None of the above	45.12%	97
<b>Total Respondents: 215</b>		

### Q6 Would you think about walking or riding a bike more (compared to driving a car) for trips in Manchester if you had a better path?

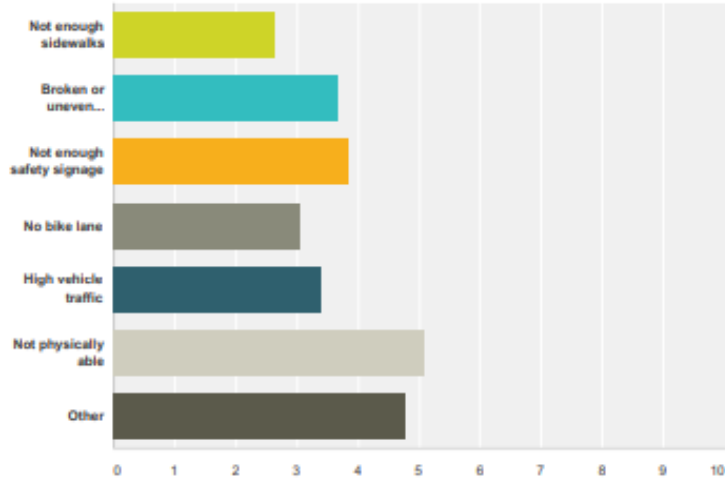
Answered: 221 Skipped: 15



Answer Choices	Responses	
Yes	75.11%	166
No	24.89%	55
<b>Total</b>		<b>221</b>

**Q7 With 1 being the MOST IMPORTANT and 7 being the LEAST IMPORTANT, rank the factors that keep you from making more trips by walking or riding a bike:**

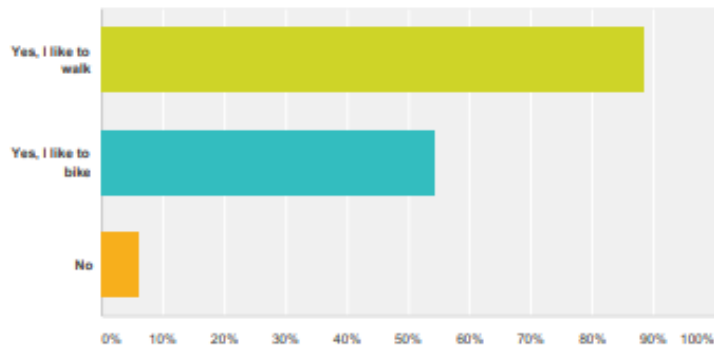
Answered: 197 Skipped: 39



	1	2	3	4	5	6	7	Total	Weighted Average
Not enough sidewalks	37.78% 51	19.26% 26	13.33% 18	15.56% 21	5.19% 7	1.48% 2	7.41% 10	135	2.65
Broken or uneven sidewalks	8.03% 11	16.79% 23	18.98% 26	27.74% 38	15.33% 21	10.22% 14	2.92% 4	137	3.68
Not enough safety signage	5.19% 7	12.59% 17	24.44% 33	22.98% 31	23.70% 32	8.15% 11	2.96% 4	135	3.84
No bike lane	25.53% 36	20.57% 29	17.02% 24	14.18% 20	10.64% 15	7.09% 10	4.96% 7	141	3.05
High vehicle traffic	22.93% 36	17.20% 27	14.01% 22	8.92% 14	19.75% 31	12.74% 20	4.46% 7	157	3.41
Not physically able	18.92% 28	3.38% 5	3.38% 5	2.03% 3	8.11% 12	25.68% 38	38.51% 57	148	5.08
Other	20.93% 9	6.98% 3	4.85% 2	6.98% 3	2.33% 1	16.28% 7	41.86% 18	43	4.79

**Q8 Do you like to walk or bike for fun or exercise? Choose all that apply.**

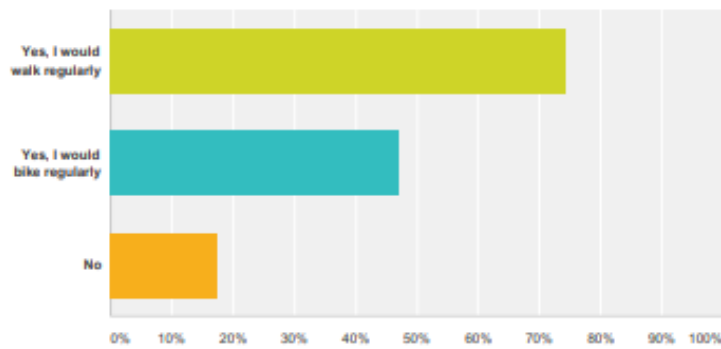
Answered: 201 Skipped: 35



Answer Choices	Responses	Count
Yes, I like to walk	88.56%	178
Yes, I like to bike	54.23%	109
No	5.97%	12
<b>Total Respondents: 201</b>		

**Q9 If Manchester had more user-friendly pedestrian and bicycling routes, would you use them regularly (2 or more times per week)?**

Answered: 201 Skipped: 35

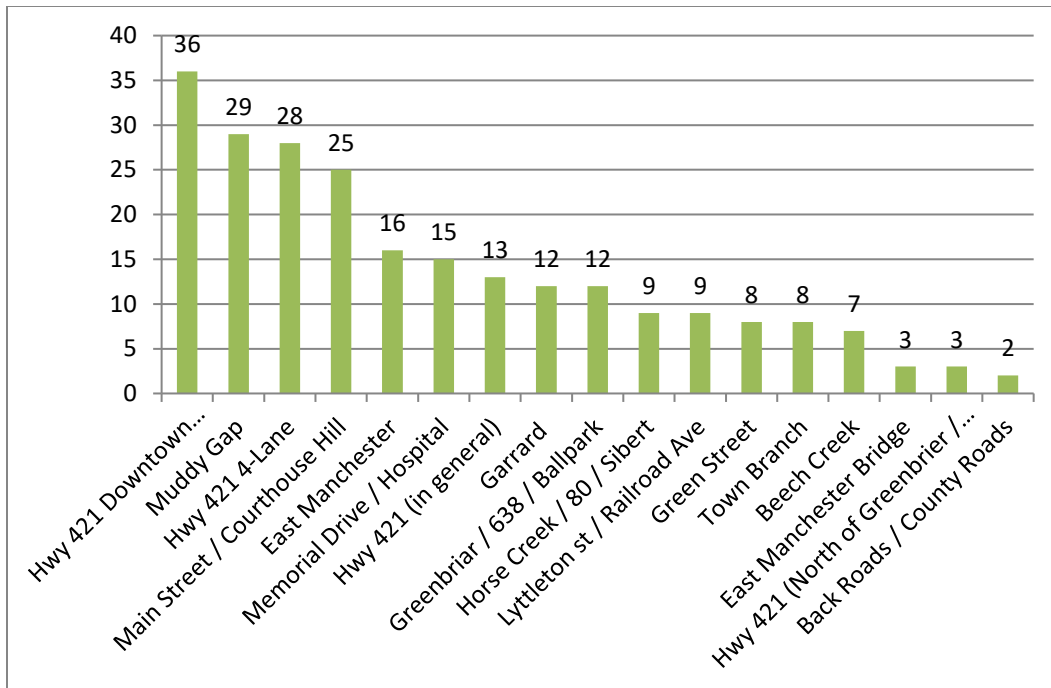


Answer Choices	Responses	Count
Yes, I would walk regularly	74.13%	149
Yes, I would bike regularly	47.26%	95
No	17.41%	35
<b>Total Respondents: 201</b>		

**Q10 Please give three street/road locations in Manchester where you think pedestrian facilities (like sidewalks, crosswalks, etc.) are MOST NEEDED or MOST NEED TO BE IMPROVED:**

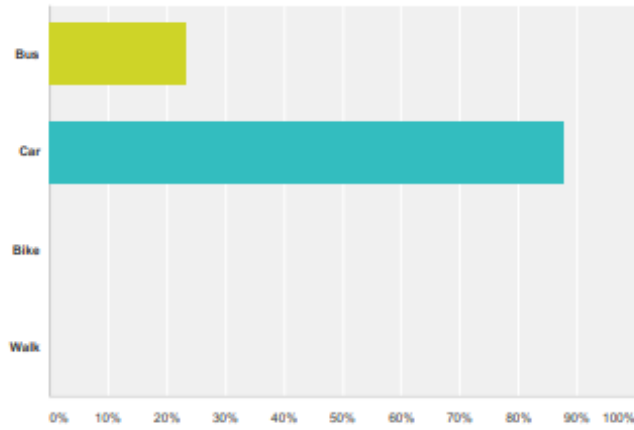
Answered: 111 Skipped: 125

Answer Choices	Responses	
1)	99.10%	110
2)	76.58%	85
3)	57.66%	64



**Q11 If you have children, how do they get to and from school on most days?**

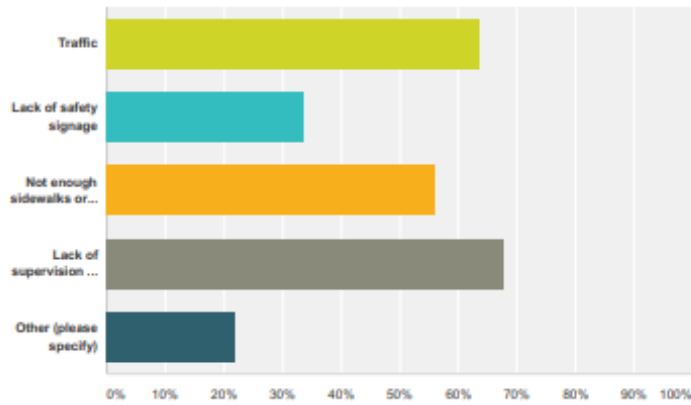
Answered: 121 Skipped: 115



Answer Choices	Responses	Count
Bus	23.14%	28
Car	87.68%	106
Bike	0.00%	0
Walk	0.00%	0
<b>Total Respondents: 121</b>		

**Q12 What factors keep you from letting your child(ren) walk or bike to school, recreational activities, the library, or other places? Please choose all that apply:**

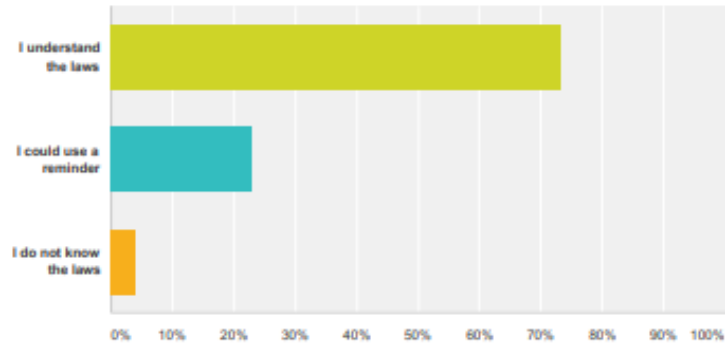
Answered: 137 Skipped: 99



Answer Choices	Responses	Count
Traffic	63.50%	87
Lack of safety signage	33.58%	46
Not enough sidewalks or bike lanes	56.20%	77
Lack of supervision / Safety concerns	67.88%	93
Other (please specify)	21.90%	30
<b>Total Respondents: 137</b>		

**Q13 Which of the following best fits your understanding of traffic laws about PEDESTRIAN CROSSWALKS?**

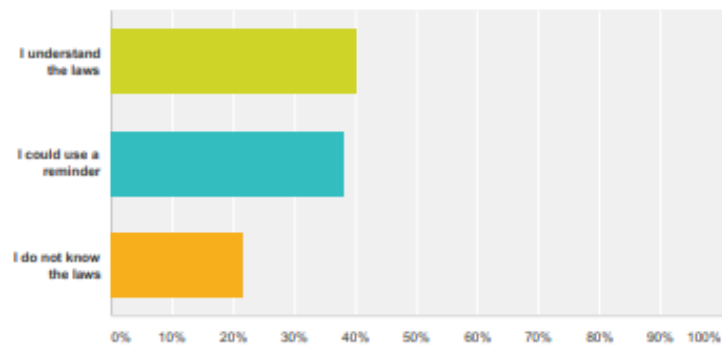
Answered: 188 Skipped: 56



Answer Choices	Responses	
I understand the laws	73.33%	132
I could use a reminder	22.78%	41
I do not know the laws	3.89%	7
<b>Total</b>		<b>180</b>

**Q14 Which of the following best fits your understanding of traffic laws about CYCLING?**

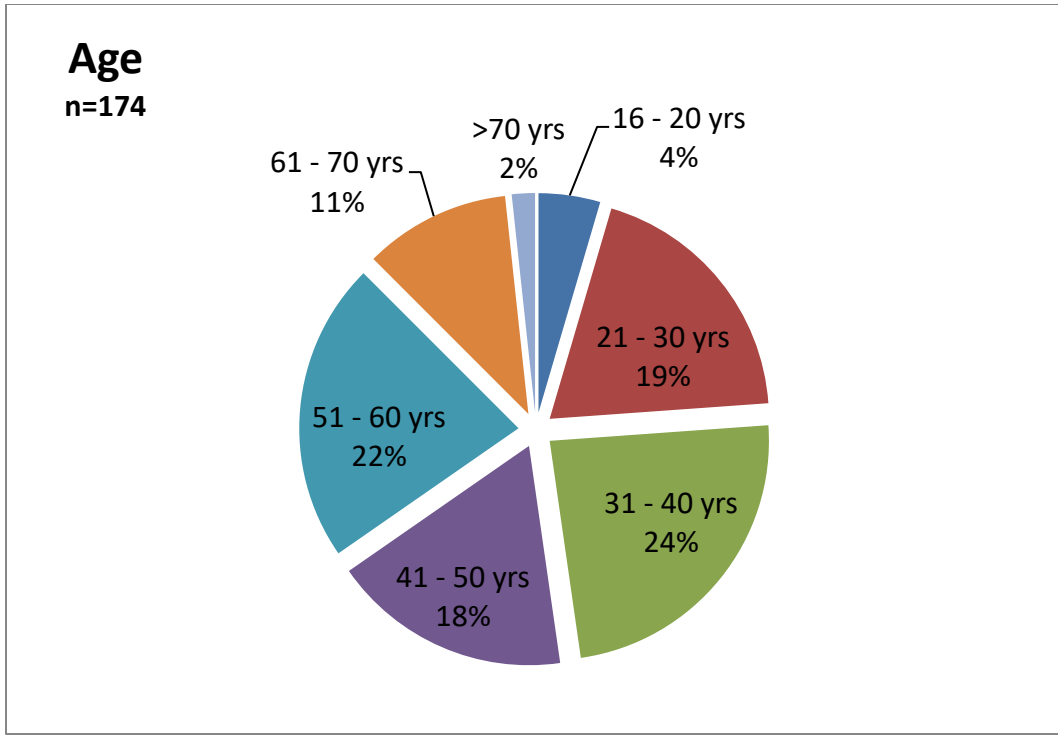
Answered: 179 Skipped: 57



Answer Choices	Responses	
I understand the laws	40.22%	72
I could use a reminder	37.99%	68
I do not know the laws	21.79%	39
<b>Total</b>		<b>179</b>

### Q15 What is your age?

Answered: 176 Skipped: 80



### Q16 What is your gender?

Answered: 177 Skipped: 59

