

City of McKee, Kentucky Bicycle and Pedestrian Master Plan



2022

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INTRODUCTION

This Bicycle and Pedestrian Master Plan was developed to address health, safety, tourism, and economic issues in the city of McKee in Jackson 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 McKee 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 McKee:

Improved Public Health

For 2020, Kentucky was ranked the 45th healthiest state in the nation. Jackson County ranked in among the least healthy counties (0-25%) in Health Outcomes and for Health Factors. Over 44% of the population in Jackson County was considered obese and 37% of adults over 20 years of age reported no leisure-time physical activity.. 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, McKee 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, McKee 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, McKee 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.

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

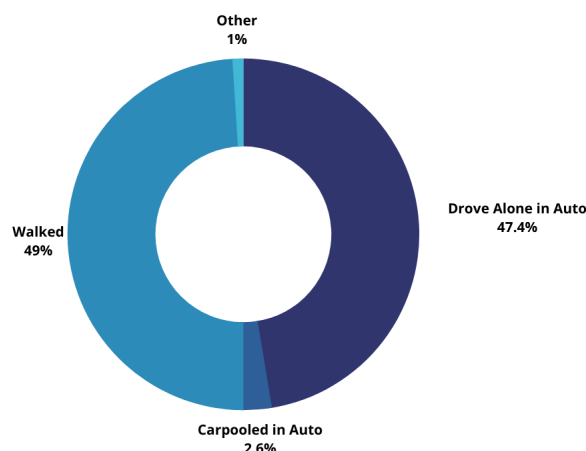
SOCIOECONOMIC ANALYSIS OF CITY OF MCKEE

The city of McKee, Kentucky, is located in Jackson County in southeastern Kentucky. In the 2020 American Community Survey by the US Census Bureau, there were 1,065 residents in McKee. The city was founded in 1882. The city has a total area of 2.41 square miles.

Of the population in 2020, 97.7% of residents are white, 1.0% are African American, and less than 1.3% each are 2 or more races. There is 0.8% of the population that are considered Hispanic or Latino.

The total median household income is \$20,061 for residents of McKee in 2020 and the percentage of residents in McKee below the poverty level is 40.0% in 2020. The Average Travel Time to Work was 14.2 minutes in McKee. Below is how workers 16 years and older got to work in McKee (total is 194 workers. (2020 American Community Survey 5-Year Estimate, Table S0801: Commuting Characteristics by Sex))

How McKee Workers Age 16 and Older Got to Work



Source: US Census Bureau, American Community Survey, 2016-2020, Table S0801: Commuting Characteristics by Sex

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 finally require consideration, planning, and implementation of adequate bicycle and pedestrian facilities with all new development and major reconstructions.

Cumberland Valley Area Development District

The Cumberland Valley Area Development District, which includes both the City of McKee and Jackson 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 City of McKee 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 11, 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 MCKEE

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

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 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 due to traffic violations rely on walking and cycling for transportation. It is important to plan for the needs of all residents of McKee. 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 11, the City of McKee Road Department planning activities should always include sidewalks and bicycle facilities (where feasible) within city limits. 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 McKee. 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 should 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.

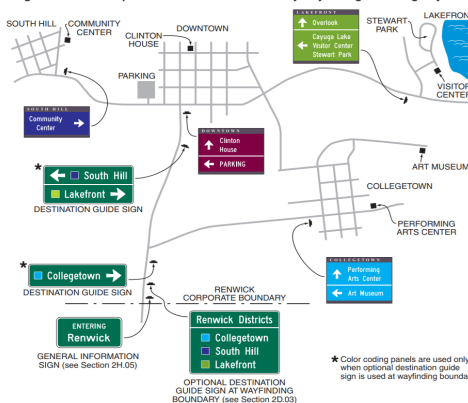
SIGNAGE AND MAPPING

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



Source: From MUTCD Manual 2009 Edition with 2012 Revisions

Figure 2D-20. Example of a Color-Coded Community Wayfinding Guide Sign System



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 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 McKee 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 in town.

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

Jackson County and the City of McKee have strong outdoors recreational communities. There are competitive and non-competitive events, as well as local clubs actively encouraged by local officials for participation. Nearby Sheltoewe Trace and Flat Lick Falls help McKee with tourism efforts from out of town visitors. McKee is considered a Trail Town, hosting a wide variety of trails, including the US Bike Route 76 and nearby Sheltoewe Trace.

It was documented from observations during field investigations and interviews with local residents that most residents commute to work via their cars. Some non-motorized travel was observed (walking); this was concentrated in low income and the central downtown area.

EXISTING BICYCLE RESOURCES AND EVENTS

There are no organized citizen groups that gather for bicycle rides. There are no bicycle shops in the area. There are no bike lanes. There are no bicycle racks in McKee. [US Bike Route 76](#) does run through the city of McKee.

EXISTING PEDESTRIAN RESOURCES AND EVENTS

The majority of the current pedestrian activity within McKee is mostly recreational and for school. There are several running tracks associated with the local high schools, but most of the running/walking activity in the area occurs in downtown area.

McKee does not have any specialty sporting goods stores. Bicycles are not sold anywhere. Residents would need to travel to London or Richmond to obtain these items. A local hardware store has indicated that they will be providing bike repair items for those traveling through.

No running/walking events are held in the community. No designated walking tours exist of the downtown area. Interviews with residents and responses to the public survey also indicate a desire for enhanced marked pedestrian friendly crosswalks downtown.

Within Jackson County, outdoor enthusiasts can enjoy the Sheltoewe Trace Trail and Flat Lick Falls, both of which provide off-road walking facilities.

FACILITIES CURRENTLY AVAILABLE FOR BICYCLING AND PEDESTRIAN ACTIVITIES

Collection Methods

Data was obtained from the Cumberland Valley 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 McKee has a comprehensive network of sidewalks in the downtown area, although gaps in connectivity may occur due to deteriorated or missing sections. There are 2.864 miles of sidewalks within the City limits of McKee. Marked crosswalks are placed inconsistently around the city. There are fewer sidewalks outside of the downtown area. A map of the facilities is included in Appendix E.

There are no dedicated bicycle facilities in McKee.

There are no reliable counts of how many bicyclists, pedestrians, and recreational runners use the transportation system in McKee. Anecdotal evidence suggests that there are regular walkers and runners and a smaller number of active cyclists while the number of visiting cyclists are equal to or greater than those who live within the city. Strava heat maps help indicate routes heavily used by

bicyclists and/or pedestrians.

Highlights

The City of McKee has been maintaining sidewalk surfaces with the use of specialized equipment. McKee City Road Department has identified critical areas in need of repair and replacement of sidewalks.

Sections of 8 National and Regional TRAILS currently or soon to be in Jackson County, which continues to grow as a Trail Town:

- Shelton Trace Hiking, Horse, and Mt Bike Trail - 280 mi (38 miles in JC)
- TransAmerican Bike Route 76 – 4,262 mi (27 miles in JC)
- Scenic Byway Hwy 89 Auto Tour - 35.5 mi (32 miles in JC)
- Warriors Path National Historic and Heritage Trail - 300 mi (40 in JC)
- Freedom Ridge/Back Roads of Appalachia Motorsports -125 mi (65 miles in JC)
- First Frontier Appalachian Trails for off roaders (160 plus miles in JC)
- Kentucky Adventure Tour, or KAT – 1,000-mile loop street-legal motorcycles and 4x4 vehicles (38 to 50 miles in Jackson County)
- Red Bud Ride – 100-mile road

Jackson
(45 miles in
County)

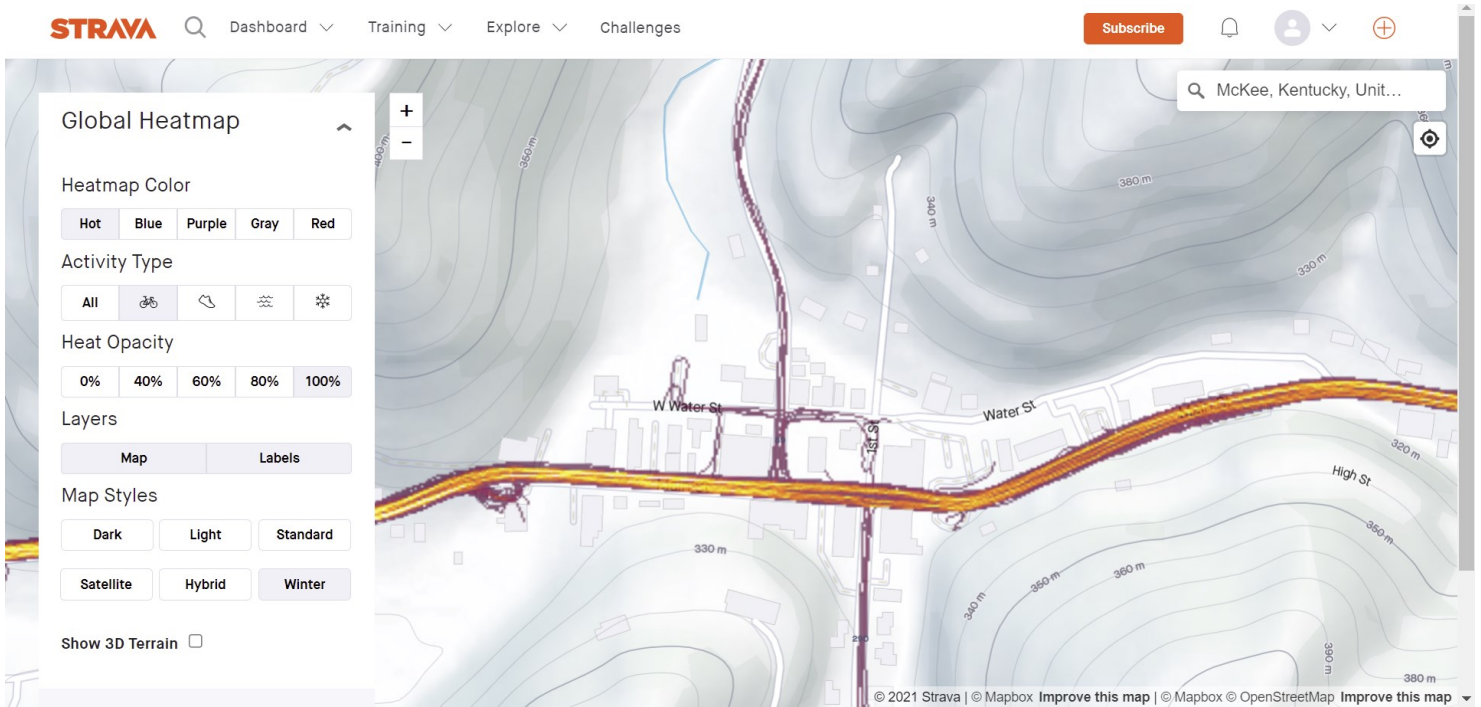
Bike loop in Laurel, Rockcastle, and
County
Jackson



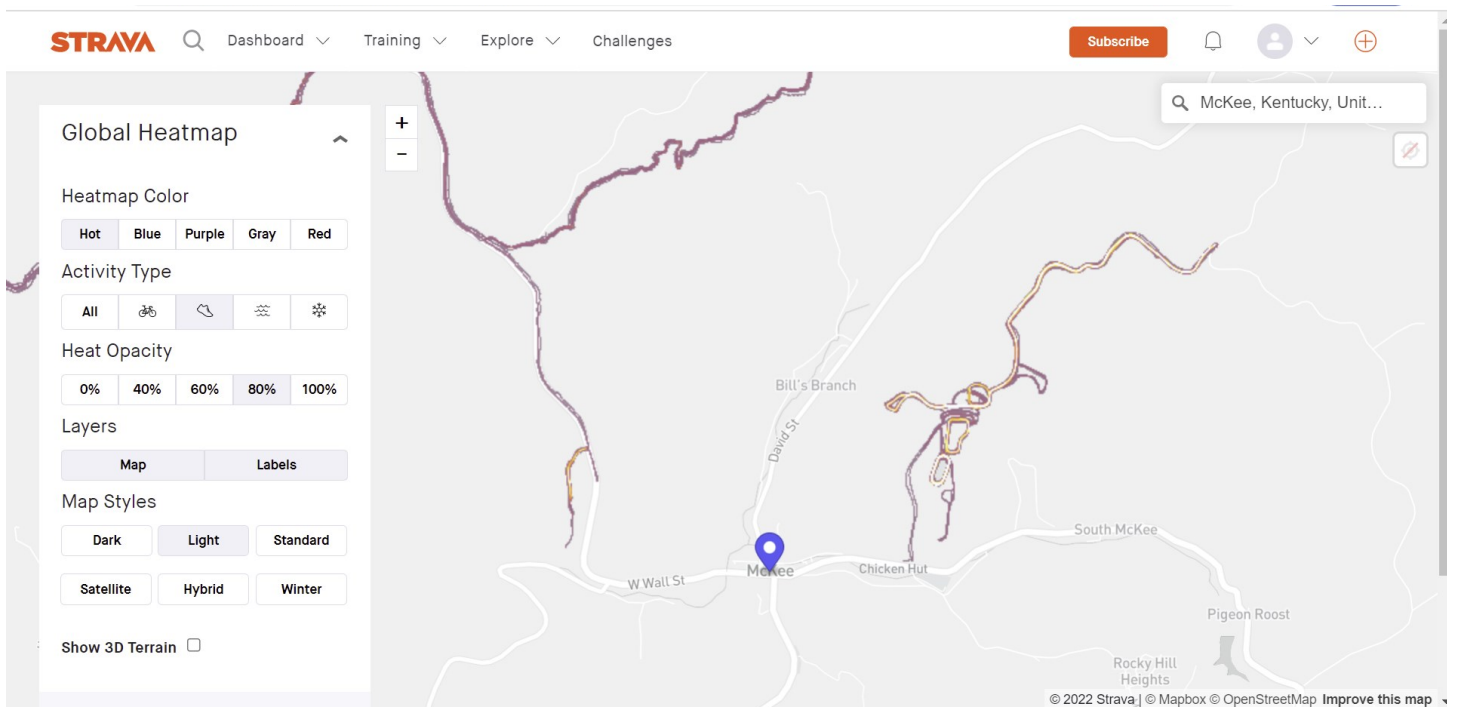
STRAVA MAPS OF CURRENT USERS

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 McKee. For bicycling, the hot areas include Main Street. For pedestrians, there was some indication thru Strava of walking/running activity near Jackson County High School, as well as on the Sheltoewe Trace nearby.

Strava Heat Map of Bicycle Facility Activity in McKee, Kentucky



Strava Heat Map of Pedestrian Facility Activity in McKee, Kentucky



RESOURCES AND PUBLIC INPUT

COMMUNITY AND CIVIC RESOURCES

The Jackson County School System has 3 elementary, 1 middle, and 1 high school which are mostly scattered throughout Jackson County. There is also the Jackson County Area Technical Center and Community Theater.

The Daniel Boone National Forest covers 56,000 acres of Jackson County. The U.S. Forest Service operates 2 campgrounds and picnic areas in the county - S-Tree and Turkey Foot Campgrounds. Hikers enjoy traveling the Shelton Trace National Recreational Trail that runs the entire length of Jackson County. The Shelton Trace is within walking distance of downtown McKee, allowing hikers to stop and rest and pick up supplies.

Jackson County is also home of Flat Lick Falls, McCammon Branch Falls, Alcorn Branch Falls, Resurgence Cave, Beulah Lake, and more. KY-89 was named a Kentucky Scenic Byway in 1996 and runs through the town of McKee.

McKee has 4 parks within the community. Bond Memorial Park has playgrounds, picnic shelters, festival area, baseball field, t-ball field, restrooms, and a sheltered stage. Jack Gabbard Park features a playground, picnic shelter, park benches, horseshoes, tennis court, and a walking path that is less than 1/8 mile in length. McKee Park has a picnic shelter, walking track that is 1/8 mile, and track field. Just south of McKee is the Jackson Energy Farm and Recreational Field.

McKee has two banks, a variety of dining, two grocery stores, two general goods stores, and a host of natural and historical curiosities. Downtown also includes a mixture of retail, churches, and government offices. Just outside of town is the Jackson County Industrial Park. Thanks to PRTC, the county has gigabit internet speeds, allowing people to work from home and access the internet faster than surrounding counties.

PUBLIC INPUT AND PREFERENCES

Electronic Survey

The early stages of the plan development process included an electronic survey that has been posted on the city's website. The survey included questions for McKee 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, 75.7% 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 McKee.
- ◆ 67.6% 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.

Jackson County Health Improvement Partners (JCHIPS)

The Jackson County Health Improvement Partners (JCHIPS) was formed as a grassroots community health coalition serving Jackson County, Kentucky. Meetings are held monthly to assess the needs of the community, as well as inform each other of upcoming events.

Bike/Walk Events

No bike/walk events are held in Jackson County or the City of McKee at this time.

BIKEABILITY AND WALKABILITY AUDITS

BIKEABILITY AUDIT ANALYSIS

The Jackson County Health Department and Cumberland Valley Area Development District conducted a Bikeability Audit on the existing bike lanes in the city of McKee. Some of the questions they asked included the following:

- 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?

A copy of the results are in Appendix B.

WALKABILITY AUDIT ANALYSIS

Representatives from the Jackson County Health Department and Cumberland Valley Area Development District conducted a Walkability Audit of downtown McKee. 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 McKee included:

- Name of Street
- Did you have room to walk?
- Was it easy to cross streets?
- Did drivers behave well?
- 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.

For the most part, drivers behaved pretty well. However speeding was identified as the most dangerous behavior. Traffic calming solutions should be identified to help. There is a need of crosswalks painted at the intersection of US-421 and 1st Street, as well as US-421 and 2nd Street near the Jackson County Fiscal Courthouse.

It was also noted that there are several benches along in downtown McKee. There were a few trash cans in the downtown area. For those sidewalks that had a trip hazard, it is suggested that the city replaces the sidewalk or use special equipment to shave down the sidewalks to be even. As a result, the sidewalks would be restored to ADA compliance so that everyone can use them safely. For the most part, sidewalks had very little issues, if any.

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 McKee 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.

[Project 2: Identify Places for New Sidewalks](#)

There are several locations in McKee that need new sidewalks installed, along with proper street lighting. By providing sidewalks, it will assist those walking to do so in a safe manner. There is a need for sidewalks and lighting along Main Street. Proper lighting would also create a safer neighborhood so that pedestrians are more visible.

[Project 3: Connectivity from Sheltoewe Trace to Downtown McKee](#)

The Sheltoewe Trace is within 2 miles of downtown McKee from its intersection of US-421 and Elisha Branch Road. It should be connected through proper signage and a sidewalk or multiuse path. This would allow hikers to walk into town for needed supplies, rest, or meal. This trail is used by people training for the Appalachian Trail. Currently travelers will stop in McKee to send/receive supplies at the post office or a local lodging. A safer route to town would provide better accessibility to those along the route. A feasibility study should be completed to determine the best connection.

[Project 4: Pedestrian Crossings](#)

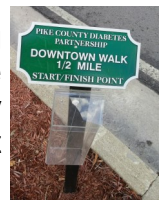
Cross walks are designed for large groups of people to congregate and cross a busy road or street at the same time and safely. Safe pedestrian crossings determine show many and how often walkers are in the area. Throughout McKee, there are crossings that are either not marked, or not well marked. It is recommended that crosswalks should have the zebra or Abbey Road style striping. This will allow better visibility to know to watch for pedestrians crossing the street.

[Project 5: Create Rest Areas for Bicyclists and Pedestrians](#)

It is recommended that more bike racks are located near businesses throughout the city, as well as at the Jackson County Courthouse, McKee City Hall, Health Department, and parks. This would provide an option for bicyclists to park their bike and visit a store, go to work, or eat. Bike Racks should also have Solar Charging Stations to allow the ability to charge electric devices. Benches should also be placed throughout the city to provide a place to rest while walking.

[Project 6: Wayfinding Signage](#)

The city of McKee should indicate public parking areas in the community with wayfinding signs. They could also create a walking path with smaller mileage signs that indicate how far a pedestrian has walked along a corridor, such as the Public Library to Dairy Queen. 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.



[Project 7: Provide Better ADA Accessibility](#)

Upon doing the walkability audit, the team noticed that there is very little handicapped parking along Main Street and on most side streets. The City of McKee should strive to promote accessibility for

all with additional dedicated handicapped parking spots. The city should strive to have spots that have ample room for someone with a wheelchair ramp to load and unload from the vehicle. Furthermore, the city should ensure that the end of sidewalk ramps are not too steep for wheelchair users. Brick pavers should be avoided due to becoming trip hazards.

Project 8: Convert Old Jail into Visitor Center

The project team indicated that the Old Jail in the City of McKee could be converted into a Visitor Center with ADA accessible restrooms, benches, bike racks, etc. It could also have historical information, as well as vendors to provide food and items for sale. With McKee being at the crossroads with so many trails, this would be an excellent resting location.

Project 9: Stabilize Creek and Revitalize Pedestrian Access

Behind McKee City Hall is a creek, as well as Veterans Park and an old storefront that is being renovated into a store/restaurant. The project team indicated that they would like to work with the USDA-Natural Resource Conservation Service & Jackson County Conservation District in methods to stabilize the creek. There should also be benches and perhaps sculptures placed near the Veterans Park that emphasize the community.

Project 10: Update Sparks Park Mural

Sparks Park has a large mural that needs updated, plus a kiosk of local information and wayfinding signs. The lower panels will feature different trails in the county. Other items that need to be added include a bike rack, benches, garbage cans, and flower planters.

Project 11: Trail Development

Develop Mountain Bike Trails and a Pump Track at the Big Turtle Trailhead along with restroom facilities.

Appendix A

Pedestrian and Bicycle Survey Results

In April 2019, the City of McKee conducted a Pedestrian/Bicycle Survey. The survey was available online via Google Survey and was advertised online, as well as in local newspapers, Chamber of Commerce meetings, and city council meeting. Below are the questions that were asked:

1. How much do you currently travel to work, shopping, parks, or other destinations by foot or bike?

- a) Always (all the time)
- b) Sometimes (a few times a month)
- c) Rarely (once a month or less)
- d) Never

2. Which of the following destinations are within 2 miles of your home:

- a) Work
- b) Shopping/Grocery
- c) Restaurant
- d) School
- e) Medical Services
- f) Park
- g) Relative/Friend House
- h) Other (list)

3. What are your most frequent travel (three or more times per week) destinations? (Can select more than one)

- a) Work
- b) Shopping/Grocery
- c) Restaurant
- d) School
- e) Medical Services
- f) Park
- g) Relative/Friend House
- h) Other (list)

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. Rank factors on a scale of 1 (least worry) to 5 (most worry) that discourage you from making more trips on foot or bike in the city of McKee.

- ___ No Sidewalk
- ___ No Bike Lane
- ___ There is too much traffic
- ___ Sidewalk is in poor condition
- ___ Not enough pedestrian/bicycling safety signage
- ___ I'm not physically able to walk/bike
- ___ Places I want to go to are too far from home
- ___ Other _____

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

- a) Yes – Walk for Recreation/Exercise
- b) Yes – Bike for Recreation/Exercise
- c) No

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

- a) Yes – To walk more regularly
- b) Yes – To bike more regularly
- c) No – I don't plan to use them regularly

8. Where are pedestrian facilities (sidewalks/crosswalks/signage) needed or improvement?

- a) Suggested Location Needed:
- b) Suggested Location for Improvement:

9. Do you use the existing bicycle lanes on 4th Street, 5th Street, and Depot Street in McKee?

- a) Yes
- b) No

10. Where do you think additional bike lanes need to be added?

- a) Suggested Location:
- b) Suggested Location:
- c) We don't need anymore.

11. How do your children get to and from school most often?

- a) Bus
- b) Car
- c) Bike
- d) Walk
- e) I don't have kids that attend school.

12. 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 signage
- c) Insufficient sidewalks or bike lanes
- d) Don't trust your children
- e) Insufficient storage facility at school site

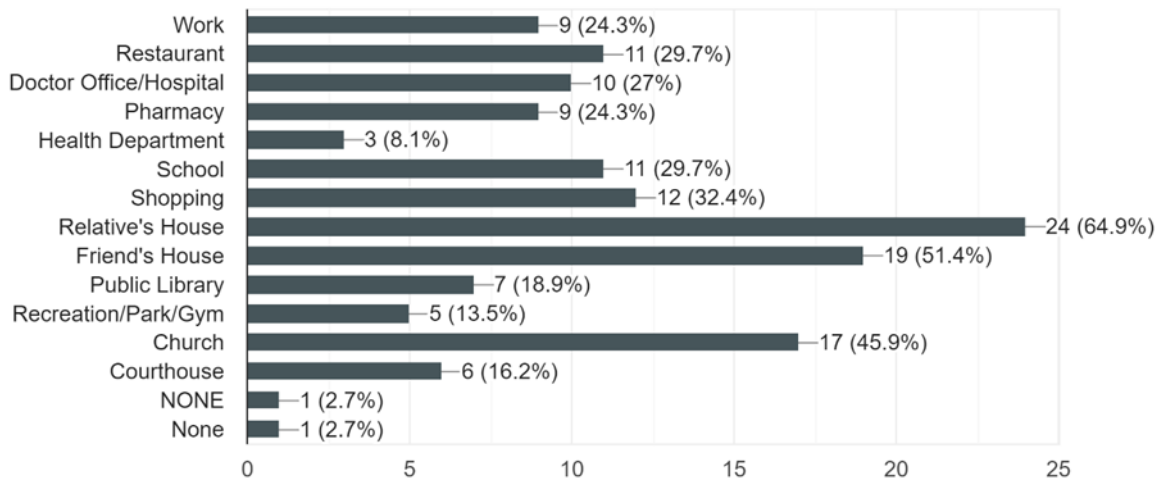
How much do you currently travel to work, shopping, parks, or other destinations just by walking or bicycling?

37 responses



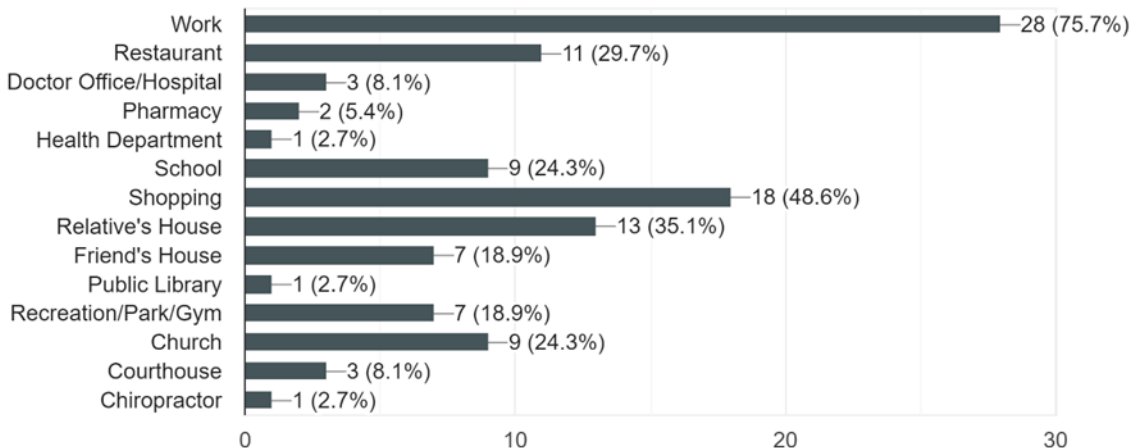
Select ALL of the following that are 2 miles or less from your house:

37 responses



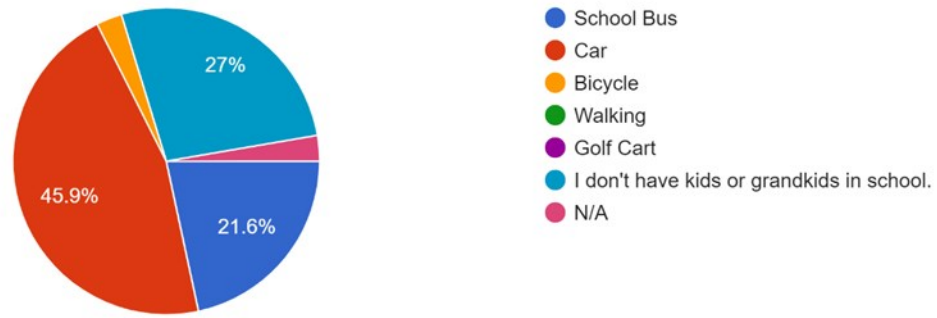
Check off all of your most frequent destinations (3+ visits per week) by any form of transportation:

37 responses



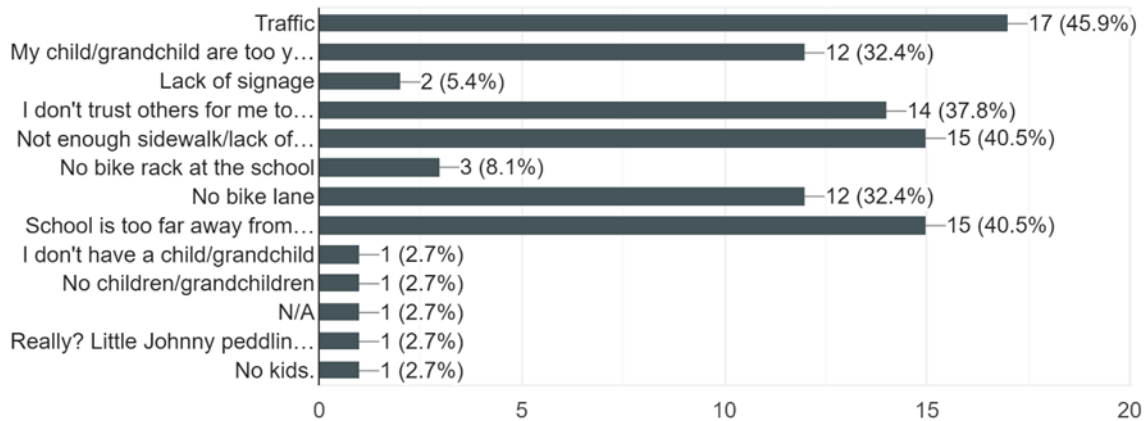
How do your children/grandchildren get to school most often? (Check One)

37 responses



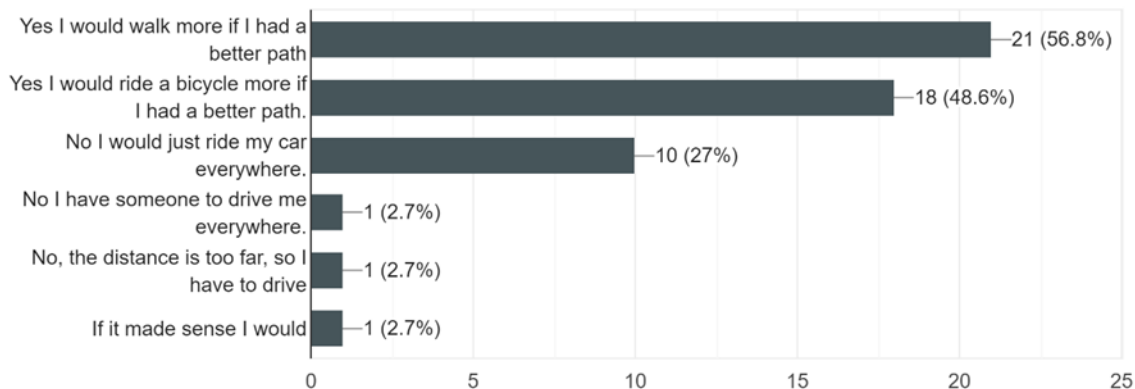
Check off all factors that discourage you from allowing your child/grandchild from walking or bicycling to school?

37 responses



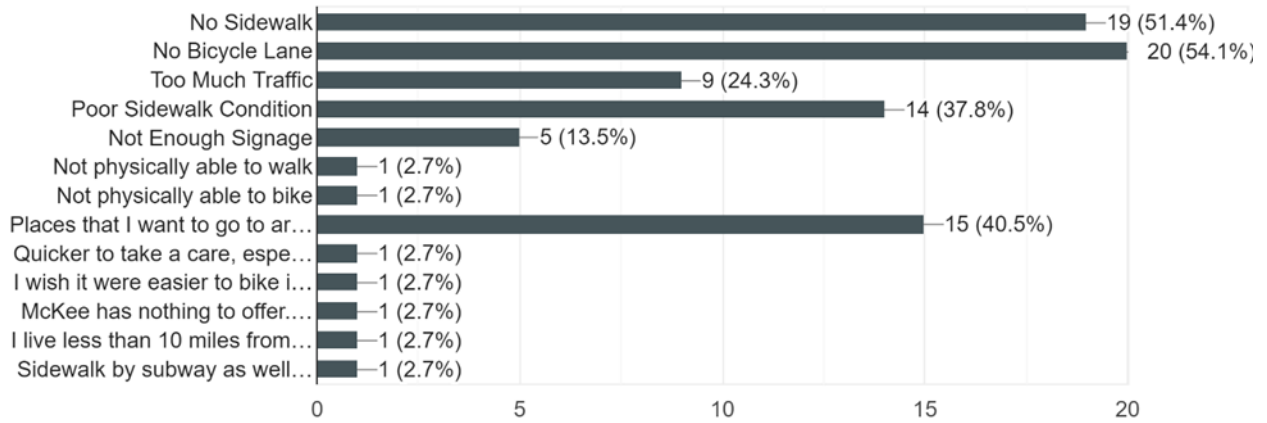
Would you consider walking/biking to those destinations instead of using a car if you had a better path?

37 responses



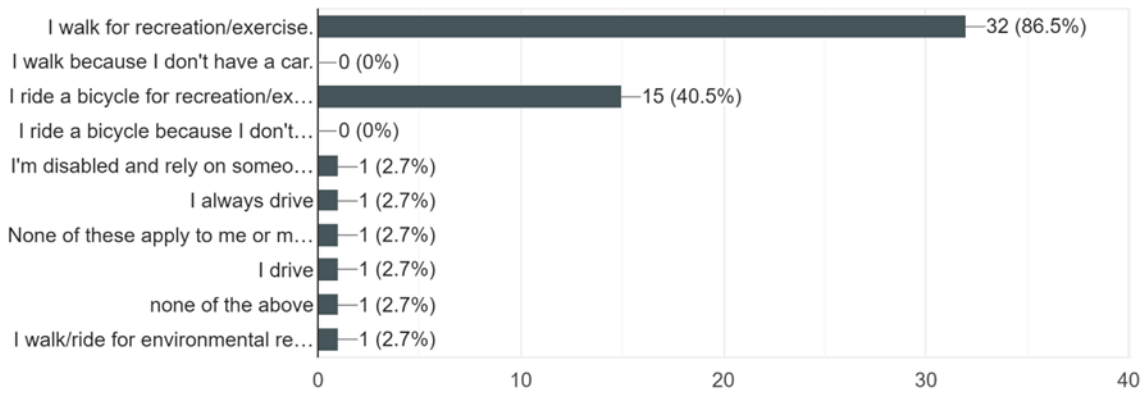
What discourages you from walking/bicycling more in McKee?

37 responses



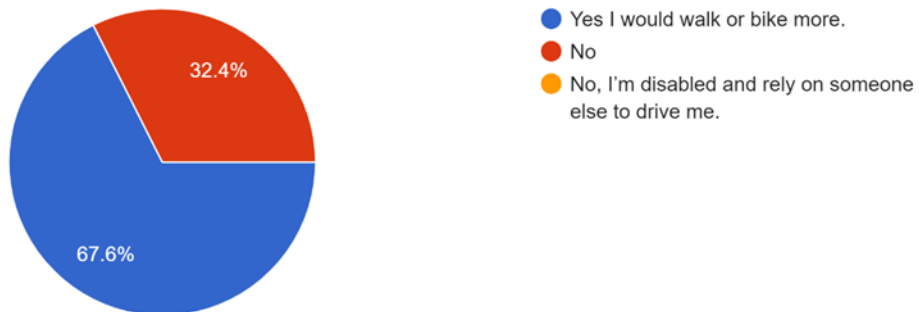
Check off each statement that is true for you.

37 responses



If McKee had safer routes to walk/bike, would you use them more than 3 times a week?

37 responses



What sidewalks are in need of repair/replacement in the City of McKee? Where should the city place more sidewalks?

- ⇒ There is a lack of sidewalks in between Shell and Walgreens and between Dairy Queen and the High School.
- ⇒ If anywhere, from Stoplight going to Save a Lot and in the opposite direction extended to Walgreens.
- ⇒ The section beside the bridge next to Shell.
- ⇒ The sidewalks are not continuous for biking, you have no shoulders or have to cross the main road. There needs to be a loop or circle.
- ⇒ Near the manor for the elderly that walk to places from there.
- ⇒ Extend the sidewalks 1-2 miles outside of the city.
- ⇒ Downtown McKee, Dairy Queen area
- ⇒ The city should place more sidewalks from the Big Turtle Trailhead all the way down to the Extension office.
- ⇒ The city needs more side walks from old iga parking lot to the funeral home. And also from the court house to subway.
- ⇒ The 421 section of McKee
- ⇒ Sidewalks are needing from The extension office to Walgreens.
- ⇒ They could all use some attention in one regard or another. maybe clearing them off from debris occasionally would be nice. maybe having a city staff member paid to do that would be nice. but syringes in the park is a larger issue IMO... maybe they could focus on that first
- ⇒ Area around park and Jackson Manor
- ⇒ Need sidewalks and connecting paths in the bond memorial park/Mckee manor area,also would be nice to have a connector from town to the Sheltoewe trailhead
- ⇒ All sidewalks need some repair, more sidewalks along 421
- ⇒ Need sidewalks to all parks and trail heads from all apartment complexes
- ⇒ We don't really have many
- ⇒ AT LEAST everywhere within city limits. Wide, safe sidewalks. I would feel safer using sidewalks than bike lanes.
- ⇒ From the courthouse past percent maintenance as well as kawanis park. No one wants to walk through 3 c bottoms, Dwight Bishop never thought those out.
- ⇒ It would be beneficial to have sidewalks from one end of the city to the other.

Where do you think bike lanes are needed in McKee?

- ⇒ Every where
- ⇒ I don't think they are needed
- ⇒ In all City Limits since it is a part of the Trans Continental Bike Route
- ⇒ You don't see enough people Cycling to require a bike lane
- ⇒ Between the courthouse and McKee ballpark
- ⇒ Needs to be continuous or a loop where you don't have to get on main road or cross the road.
- ⇒ Yes, for those people that bike long distances, so they don't accidentally get ran over.
- ⇒ Within the city limits
- ⇒ Downtown McKee
- ⇒ I think Bike lanes are needed from the Big Turtle Trailhead all the way down to the Extension Office.
- ⇒ Everywhere
- ⇒ The 421 section of McKee
- ⇒ Bike lanes are needed on 421 as it's unsafe for bikers.
- ⇒ Absolutely no where, its dangerous enough to drive through there without more pedestrians on the highway.
- ⇒ On the square
- ⇒ Throughout the City of McKee
- ⇒ Need Bike lanes to all parks from apartments and most needed is a bike lane on US 421 where that Trans America Bike Route 76 travels.
- ⇒ City limits
- ⇒ From the Trail head into town

Any additional comments in regards to bicycling and walking in McKee?

- ⇒ It's just another way to waste money on things that are not used in McKee, why not do something about the big puddles of water that form in front of Opals Resturant or the old Johnston Dollar Store every time it rains?
- ⇒ It would be nice to have sidewalks to safely walk but I don't see Bicycle lanes as a necessity in the City
- ⇒ I would love to see McKee have sidewalks and bike lanes in the entirety of our city limits. I especially would like them near the Manor so that the elderly could walk safely if they chose to.
- ⇒ This would be an asset to our county & community!
- ⇒ No
- ⇒ Bike/Pedestrian lanes will allow locals and tourists to access businesses easily and safely.
- ⇒ I know this probably isn't immediately feasible, but working with surrounding communities to make getting to key features more accessible/connected would go a long way to seeing them utilized more and bringing in tourism. People come from as far as Louisville for the Kentucky gravel championship.
- ⇒ Let's utilize our time and funds appropriately. bike lanes are the least of Mckee's needs. theres absolutely nowhere a person would want to bicycle to in mckee. i do not suspect people who would bicycle for pleasure would be doing so to go to DQ for deep fried goodness, or buy some groceries to hang from their handlebars at the dollar store of your choosing or ride down to shell for a six-pack and box of marlboro lights, you know since they are bicyclists. the highways are dangerous enough, after the bicyclist passed through mckee they would only become a hazard on the highway. i see no practical purpose to utilize funds to attract more folks to become road hazards on an already dangerous highway. My suggestion would be to develop the city. I mean bring in something other than PRTC, a sleazy pool hall, liquor stores and a tattoo shop. Then hold a population interested in bicycling, not meth and welfare since theres nothing to do and no jobs in Mckee. Then ask yourself if this is a practical utilization of time and resources.
- ⇒ Might attract tourism to offer more for bikers and hikers
- ⇒ Not only would it help residents to have this infastructure,it would encourage cyclists and hikers to stop and spend time and money in Mckee instead of passing straight through
- ⇒ It would be great if we had more sidewalks to walk and ride bikes on
- ⇒ Need to connect the Big Turtle trail head to town by way of a bridge, sidewalk and bike lane so people have a safety way to access it.
- ⇒ If we had biking, we would need bike racks to put the bikes on.
- ⇒ We need a change, we need bike and walking paths to make it safe for our children

Appendix B

Bikeability Survey Audit Results

A bikeability audit was conducted and it was noted that there are no bike lanes in the city limits of McKee. There is a need of Share the Road Signs along the state highway to give notice to motorists that bicyclists are in the area. There are no bike racks in the community and with those, it would encourage more to come to town on bicycles and park safely frequently visited. Overall, traffic is fast moving especially when school and local businesses are opening and closing for the day.

Furthermore, there needs to be signage indicating where the US Bike Route 76 runs through town.

Appendix C

Walkability Audit Results

A walkability audit was completed with a focus along the downtown corridor of McKee. Overall, the sidewalks were in great condition with some recently replaced. There was ample room for someone in a wheelchair to navigate throughout the downtown area.

It was noted that there was a need for additional handicap parking spots in the downtown area. Sidewalk ramps were ADA compliant.

It is suggested that the city works with Kentucky Transportation Cabinet officials to paint Abbey Road style crosswalks across US-421 at 1st and 2nd Streets to make them more visible to motorists.

It is also suggested that more benches be placed throughout the city, as well as signage indicating how far someone has walked along a fitness walk.

There is a flashing sign with crosswalk near PRTC building for pedestrians to walk safely from the parking lot area.

Appendix D

Sidewalk/Crosswalk Inventory Map

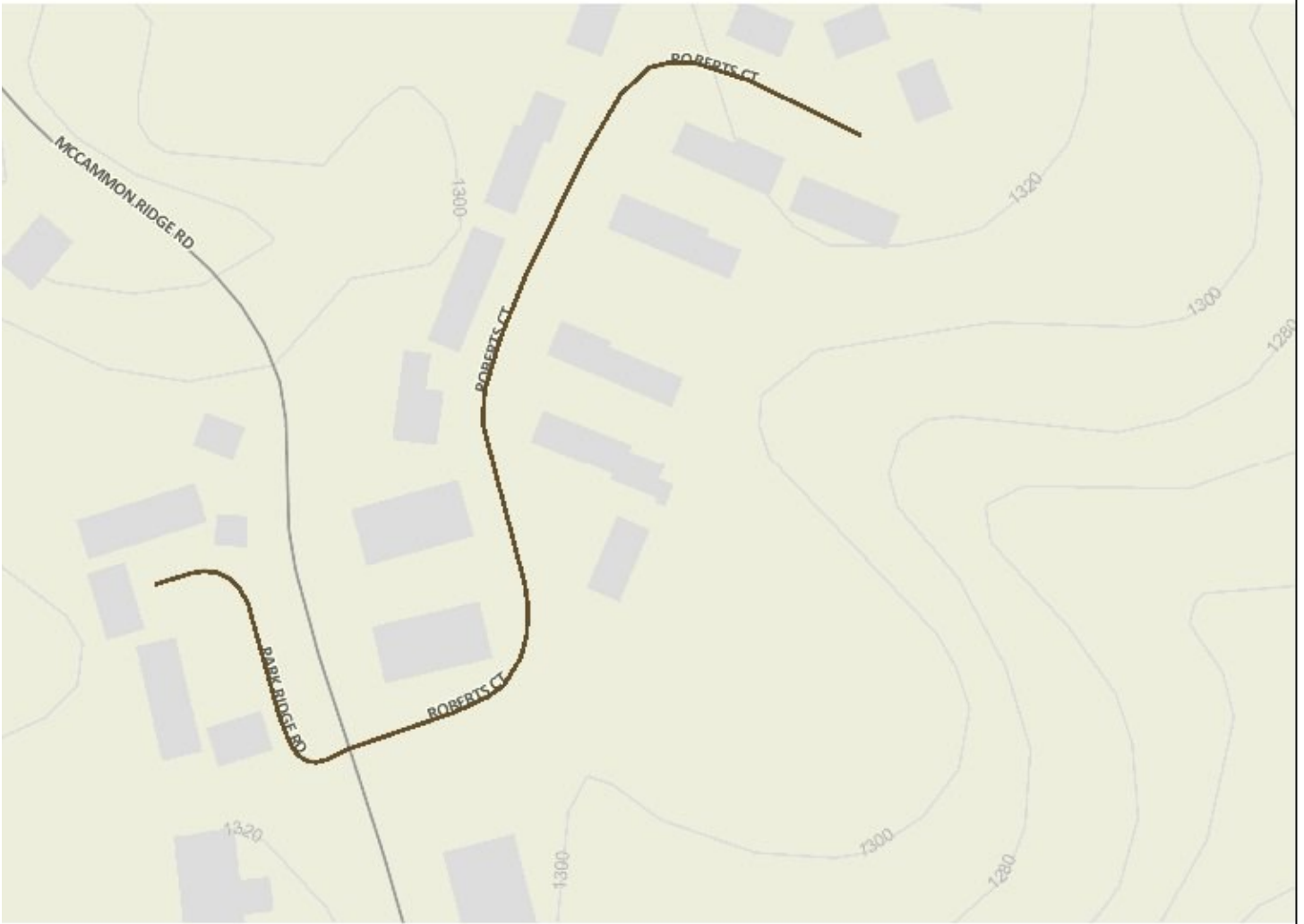


Source KYTC

Legend	
Multi-Use Paths	Cave Country Bike Tour
Multi-Use Path	Kentucky's TransAmerica Bike Trail
Pedestrian Bridge	Ramblin' River Tour
Walking Trail	Underground Railroad
US Designated Bike Routes	
Daniel Boone Bike Tour	

0.09 0.045 0 0.09 mi





Source KYTC

Legend	
Multi-Use Paths	Cave Country Bike Tour
Multi-Use Path	Kentucky's TransAmerica Bike Trail
Pedestrian Bridge	Ramblin' River Tour
Walking Trail	Underground Railroad
US Designated Bike Routes	
Daniel Boone Bike Tour	

0.045 0.0225 0 0.045 mi



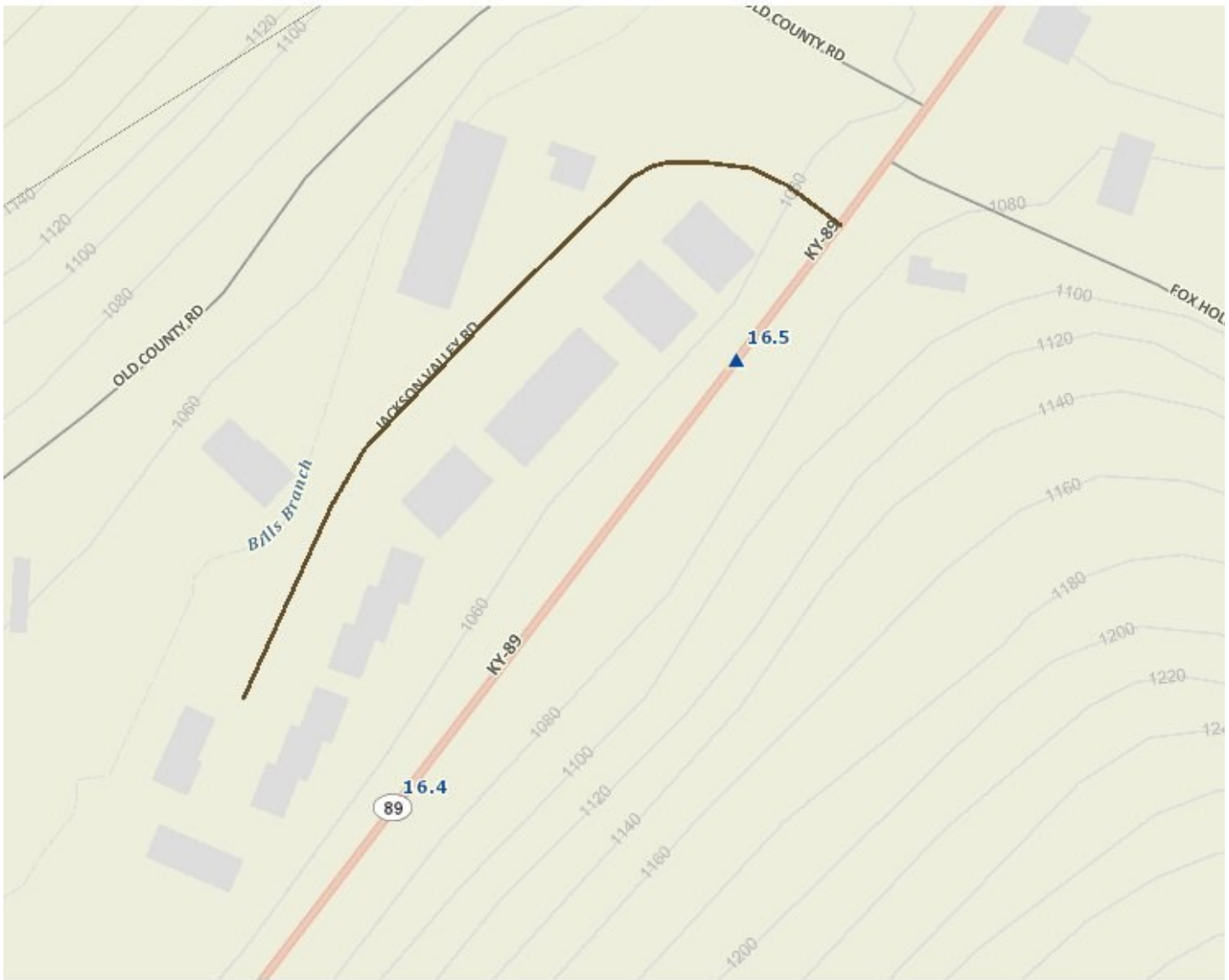


Source KYTC

Legend	
Multi-Use Paths	Cave Country Bike Tour
Multi-Use Path	Kentucky's TransAmerica Bike Trail
Pedestrian Bridge	Ramblin' River Tour
Walking Trail	Underground Railroad
US Designated Bike Routes	
Daniel Boone Bike Tour	

0.09 0.045 0 0.09 mi





Source KYTC

Legend	
Multi-Use Paths	Cave Country Bike Tour
Multi-Use Path	Kentucky's TransAmerica Bike Trail
Pedestrian Bridge	Ramblin' River Tour
Walking Trail	Underground Railroad
US Designated Bike Routes	
Daniel Boone Bike Tour	

0.045 0.0225 0 0.045 mi



Appendix F

High Visible Crosswalks Needed

Below are maps showing the locations of crosswalks (in red) in the McKee City limits that have been identified as needing more visibility features, such as warning flashing lights, better striping, and signage



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

Cumberland Valley District Health Department
456 Main Street
McKee, KY 40447
Phone: 606-287-8421
www.cvdhealthdept.com

City of McKee
526 Main Street
PO BOX 455
McKee, KY 40447
Phone: 606-287-8305
www.mckee.ky.gov

Jackson County Tourism
www.visitjacksoncountyky.org

Cumberland Valley Area Development District
342 Old Jackson Road
P.O. Box 1740
London, KY 40743
Phone: 606-864-7391
www.cvadd.org

