

# City of Inez Pedestrian & Bicycle Master Plan



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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 Inez and Martin County, Kentucky. The 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 exercise while performing such daily routines as commuting to work or school. Walking is one of the most popular forms of exercise for adults since it requires no special equipment or set of skills.

## **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 Inez an inviting place to bike and walk. The Master Plan is a road map to guide local and state governments, developers, citizens, and bicycle and walking advocates when planning and developing projects in the community.

## **Benefits of Walking and Bicycling**

### Improved Public Health

For 2022, Kentucky was ranked the 43rd healthiest state in the United States. Martin County ranked 98th in Health Outcomes and 109th for Health Factors out of 120 Kentucky counties. It is widely recognized that regular daily physical activity reduces the risk for heart disease, diabetes, and obesity—major health issues in the state of Kentucky. By increasing the amount of public space for convenient and safe recreation and active transportation, Inez can increase the overall health of the community.

### Improved Mobility

Accommodation for walking and bicycling as an alternative means of travel appear to a broader range of individuals within the community. Children and seniors especially benefit from having multi-modal options for daily travel and activity. By planning and providing more connections and greater access to all parts of the community, Inez can increase the ability to meet their complete transportation needs.

### Enhanced Economy and Quality of Life

A better environment for walking and bicycling improves the quality of life of a community. Safe and accommodating walking and bicycling facilities within the community create more opportunities for social interactions. A walkable and bikeable community has positive economic advantages over other communities, such as having higher property values, being more attractive to new businesses, and having more to offer tourists. By planning for future bicycling and pedestrian accommodations and facilities, Inez can become and 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. The goals are summarized 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, and schools. Modal considerations should be made for all residents via walking and bicycling.

### Transportation and Land Use

Consider all uses for adjacent land within the roadway right-of-way, near commercial areas, and other public rights-of-way. These areas have valuable potential for providing non-motorized travel accommodation where walking and cycling improvements are most needed.

### Education and Awareness

Open the lines of communications 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 the bicycling and walking facilities are kept in good condition and work well for the intended users.

### **Socioeconomic Analysis of the City of Inez**

The City of Inez is in Martin County in eastern Kentucky. According to the 2023 American Community Survey 5-Year Estimate by the US Census Bureau, there were 760 residents in the city of Inez. In the 2023 Estimate, the racial makeup was 96.6% white, 0.0% black, 0.0% Hispanic, and 3.4% two or more races.

The median household income for residents of the City of Inez was 20,875, and the percentage of residents in Inez in poverty status in the past 12 months was 31.7% in the 2023 ACS 5-Year Estimate. The percentage of residents with a disability is 32.0%.

The American Community Survey provided estimates of how workers aged 16 and over commuted to work.

The ACS also determined that the mean travel time to work for 2023 was 11.1 minutes for the City of Inez.

<b>Method of Transportation</b>	<b>Percentage of Working Population</b>
Drove alone in car, truck, or van	89.4%
Carpooled in car, truck, or van	3.5%
Public Transportation	0%
Walked	0.4%
Other (taxi, motorcycle, bike, etc.)	0%
Worked at home	4.5%
<b>Source: US Census Bureau 2023 ACS 5-Year Estimates</b>	

### **Policy Framework and Previous Work**

Adopting this “master plan” can help improve travel conditions for pedestrians and bicyclists. The Ultimate goal is to improve and advance the

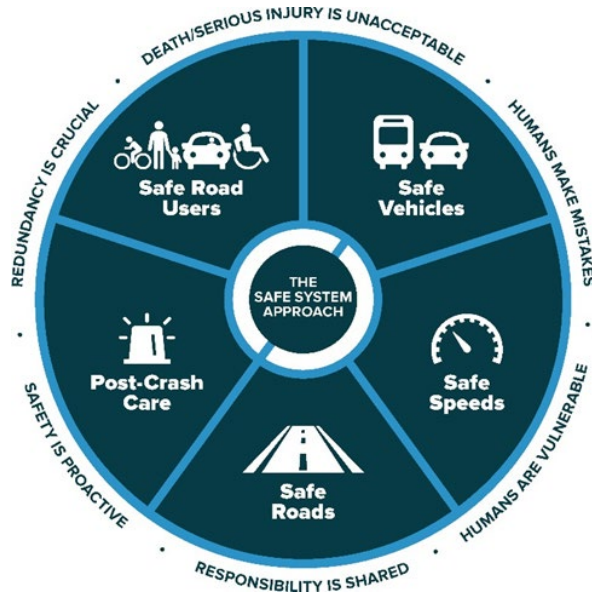
planning and implementation of bicycle and pedestrian facilities and related safety projects around Inez.

### **Kentucky Complete Streets, Roads, and Highways Manual**

The KY Complete Streets, Roads, and Highways Policy defines guidelines for accommodations and design of pedestrian and bicycle facilities and treatments within roadway projects. It also identifies maintenance responsibilities for different facility types. The 2022 Complete Streets, Roads, and Highways Manual is a big step forward with more comprehensive policies informing the planning and design phases of the project development process.

### **What is a Complete Street?**

A complete street is a street, road, or highway that is safe and accommodating for all expected users. Complete street design varies based on land use, corridor characteristics, and expected user types. Complete streets are for every community, from small towns to dense urban centers. They provide transportation choices for pedestrians, bicyclists, transit users, motor vehicle drivers, freight carriers, and others within the context of the surrounding area. Complete streets in the Commonwealth of Kentucky provide safe, connected, comfortable, equitable, and accessible transportation networks that provide people with the freedom to travel to the places they want to go and allow for the transportation of goods and services. Complete Streets utilize the Safe System Approach, as illustrated in the graphic below.



For more information on Complete Streets, read the Complete Streets, Roads, And Highways Manual here: [KYTC Complete Streets Manual and Policy](#)

The City of Inez Bicycle and Pedestrian Master Plan is intended to strengthen the notion and incorporation of bicycling and pedestrian facilities in KYTC plans. It's also there to provide guidance for making those considerations in the transportation project development process as early as possible. A copy of this plan will be provided to KYTC Central Office, KYTC Highway District Office 12, 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 Inez**

#### Destinations

Some places within the community are major attractions 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

Walking or bicycling to destinations is easier and more manageable when doing so in the urbanized downtown area than outside the city. Research shows that the average walking trip is less than 1 mile and bike trips are less than 5 miles. Trips with a "recreation" or "exercise" emphasis tend to be longer. If walking and bicycling becomes safer and more accommodating, people are more likely to do so.

#### Demographics

Those who are too young to drive, unable to drive due to medical or economic reasons, or do not have a driver's license rely on walking and bicycling for transportation. It is important to plan for the needs of all residents of Inez. 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 barrier to walking and biking throughout Martin County.

#### Community Attitudes

The perception of what is socially acceptable 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 direction.

## Design Standards and Guidelines

The Kentucky Transportation Cabinet (KYTC) has published KY Complete Streets, Roads, and Highway Policy, which provides planning and design guidance for pedestrians and bicycle accommodations within our state's transportation system. It is available at <https://transportation.ky.gov/BikeWalk/PublishingImages/Complete%20Streets%20Policy.pdf>

In conjunction with KYTC District 12, the City of Inez Road Department 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 feasible to further accommodate non-motorized transportation.

Pedestrian facilities should always be constructed to be compliant with the Americans with Disabilities Act (ADA) to accommodate all people who live in or visit Inez. They are available at <https://www.access-board.gov/prowag/>

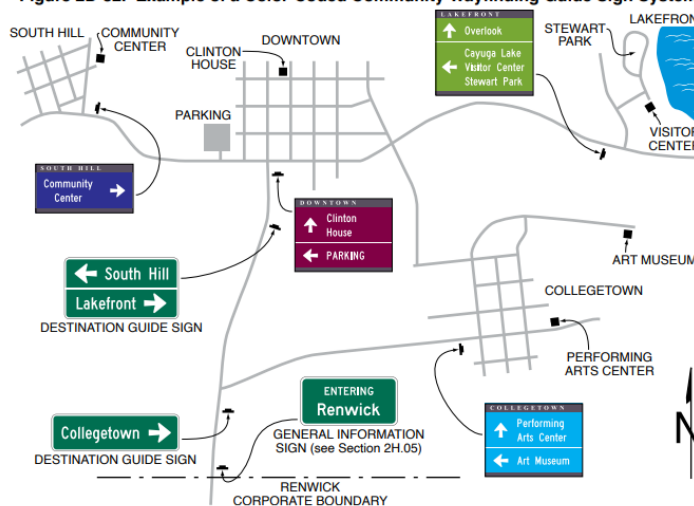
Paved roadway shoulders (5' or wider) should include bicycle gaps within the rumble strips (10' gaps spaced every 40') to allow for bicycle movement. The shoulder rumble strips should not extend continuously onto side roads.

## Signage and Mapping

Figure 2D-30. Examples of Community Wayfinding Guide Signs



Figure 2D-32. Example of a Color-Coded Community Wayfinding Guide Sign System



Source: From MUTCD Manual 11<sup>th</sup> Edition, 2023

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\\_11th\\_Edition.htm](https://mutcd.fhwa.dot.gov/kno_11th_Edition.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 Inez should seek to encourage and incentivize businesses and organizations that provide secure and accessible bicycle parking that is convenient for users. Currently there are limited options for bicyclists to park or store bicycles in/at businesses and other points of termini.

In general, bicycle racks should be in a highly visible area to prevent theft, be unobstructed, not obstruct 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, bicycle parking should be covered to protect cyclists and their bikes from 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

This is a roadway that has been marked (Sharrow pavement symbols) and or signed (Bicycle May Use Full Lane) to alert bicyclists and other roadway users of the desired use for bicycle travel. These roadways are typically low speed and low motorized vehicle volume

### 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 cyclist 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 vehicle lanes or parking lanes. Bike lanes may also be physically separated from motor vehicle traffic by grade or 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 a shared roadway 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 space for passage of pedestrian traffic across a roadway, or the roadway space between pedestrian facilities at controlled intersections.

### Curb Cut

A graded ramp up/down to/from a sidewalk to the surface of an adjoining street. It is designed for pedestrian uses and commonly found in urban areas.

### Shared-Use Path

Shared use paths are designed for multiple users including pedestrians, wheelchairs, and bicyclists. 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.

#### Rumble Strips/Stripes

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 that their vehicle has 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.

#### Sharrows

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 signs 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 use by pedestrians.

#### **Trail Resources**

**Gods promise/Fisher trap** (pictured below) is a trail off HWY 908 in downtown Inez is a 1-mile walking trail. The trail system begins at the Collier community center, and includes a small church style gazebo, bible verses along the trail and an altar at the top

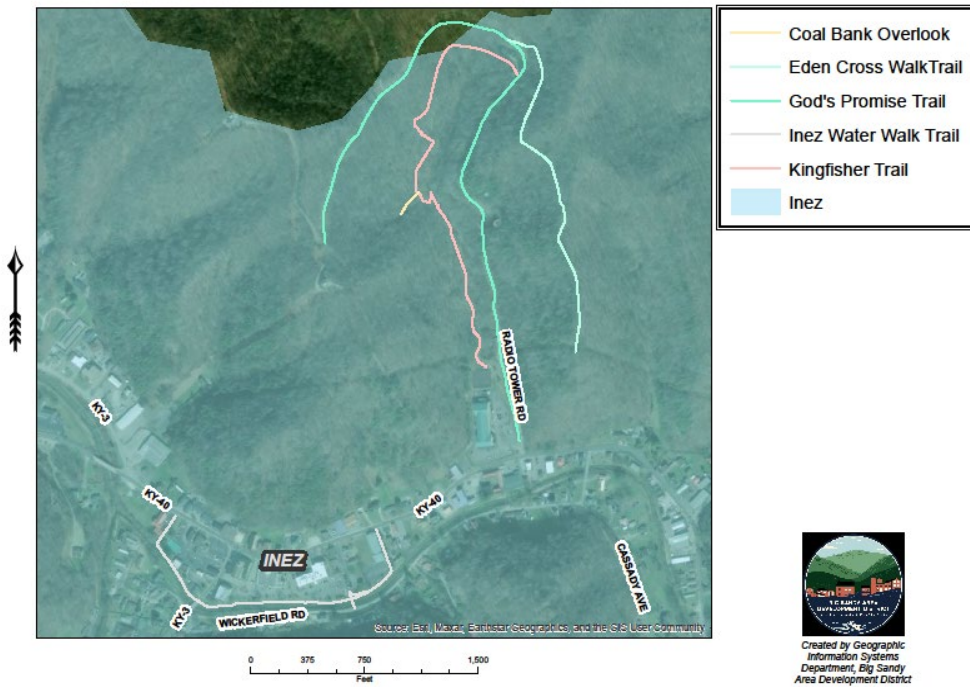


**Inez City Walk or Story Walk** (pictured below) is a ½ mile path that combines walking and movement with reading a book to encourage families and friends to be active together.



Inez walking trails mapped below

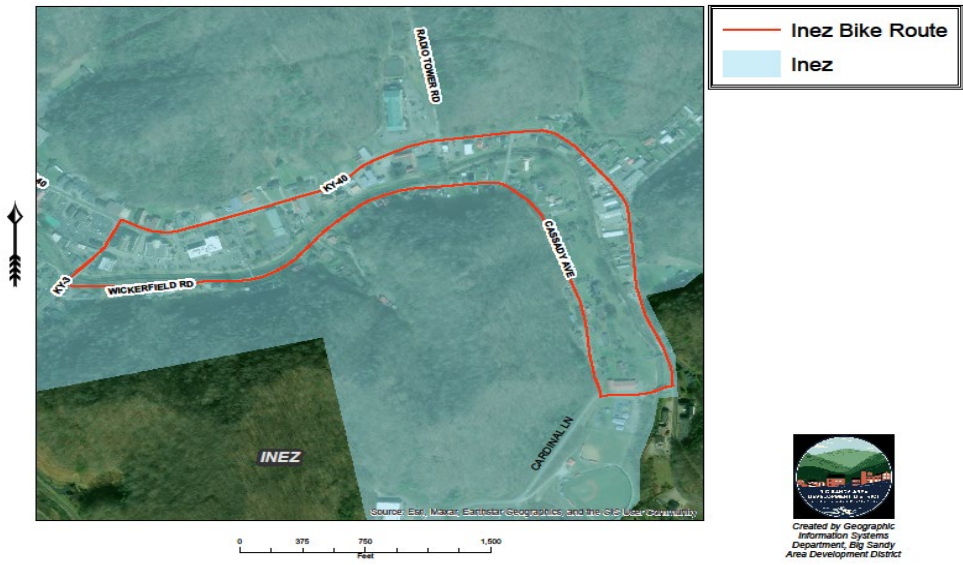
### INEZ WALKING TRAILS



Created by Geographic Information Systems Department, Big Sandy Area Development District

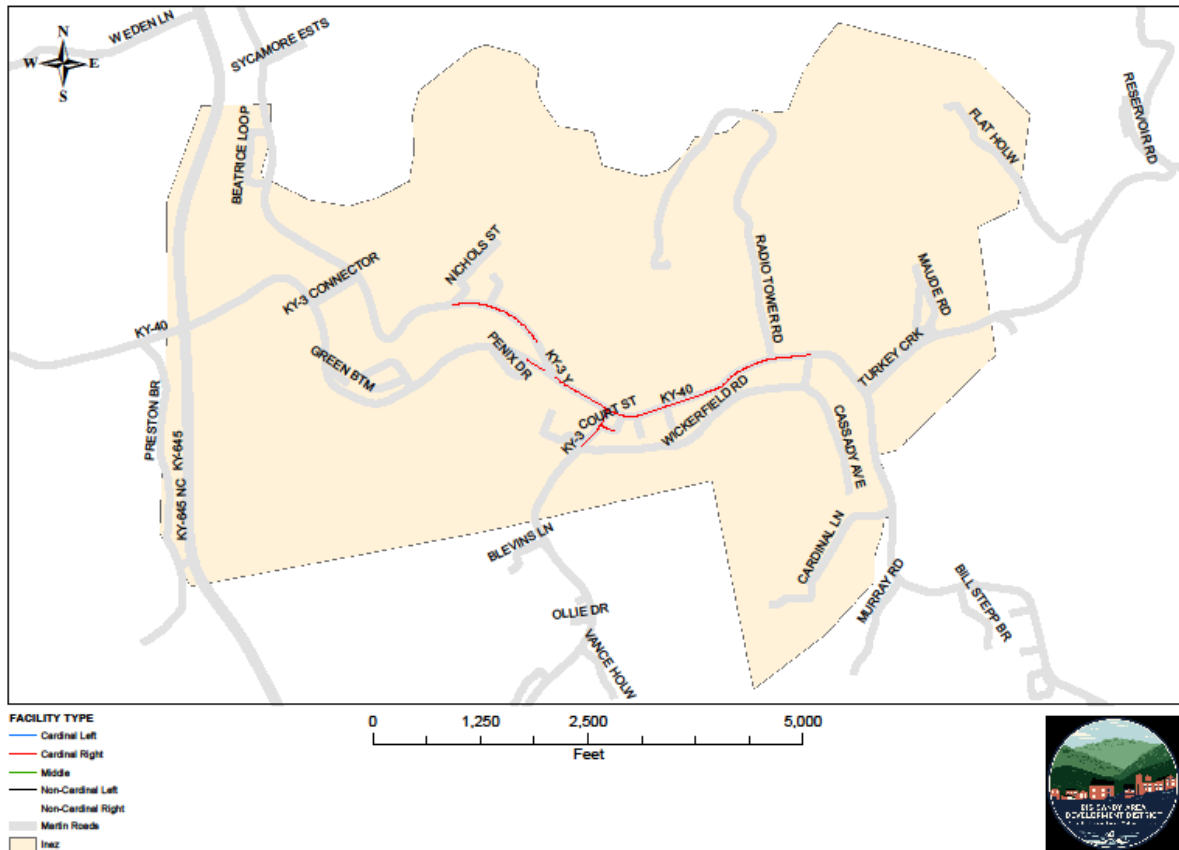
**The Inez Bike Route** is a loop that is approximately 2 miles and begins at Collier Community Center. The route travels through Ky-40 E, Cassidy Avenue, and Whickerfield Road.

# INEZ BIKING TRAILS



Map of Facilities Currently Available for Bicycling and Pedestrian Activities

# BIKE AND PEDESTRIAN FACILITIES - INEZ

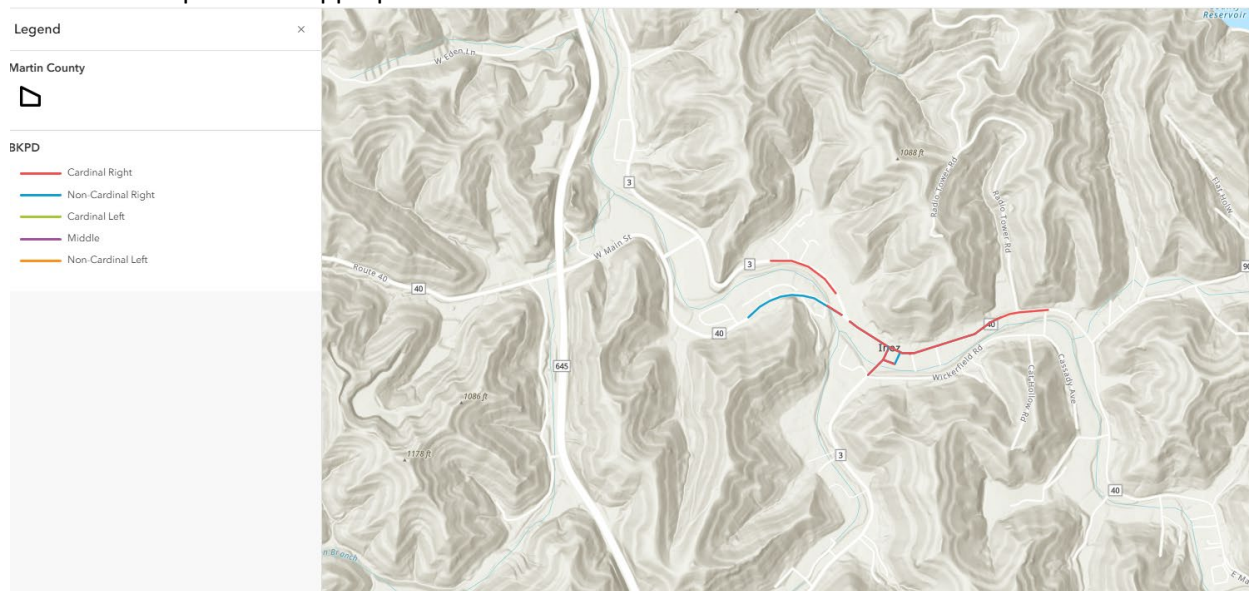




<https://maps.kytc.ky.gov/bikeandpedestrianfacilities/>

## Data collection methods

Data was obtained from the Big Sandy Area Development District database of bicycle and pedestrian facilities. This data was checked and updated as appropriate.



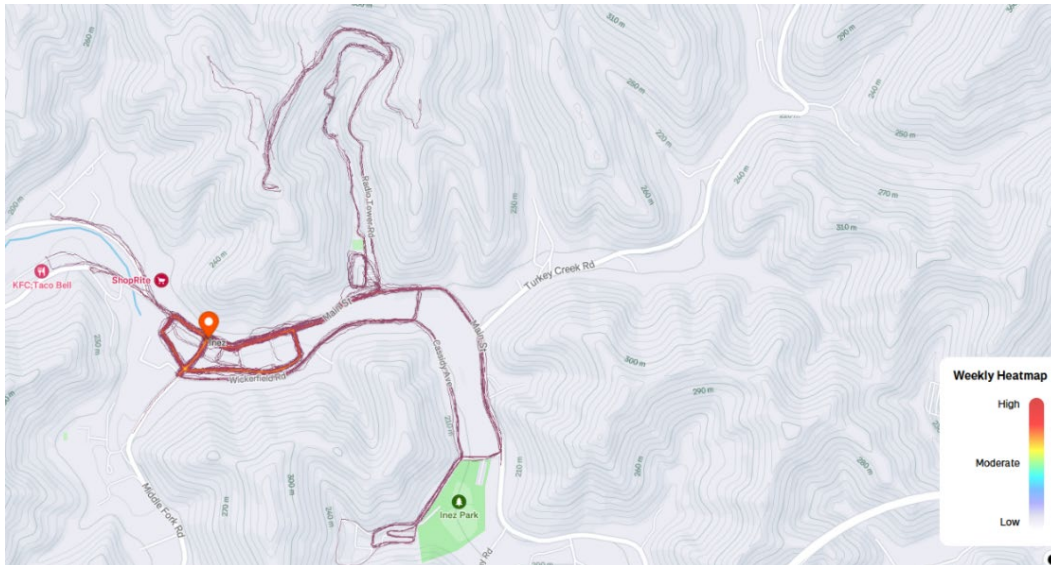
<https://arcg.is/1zfyj52>

The above link will take you to the interactive map to view the many different points collected.

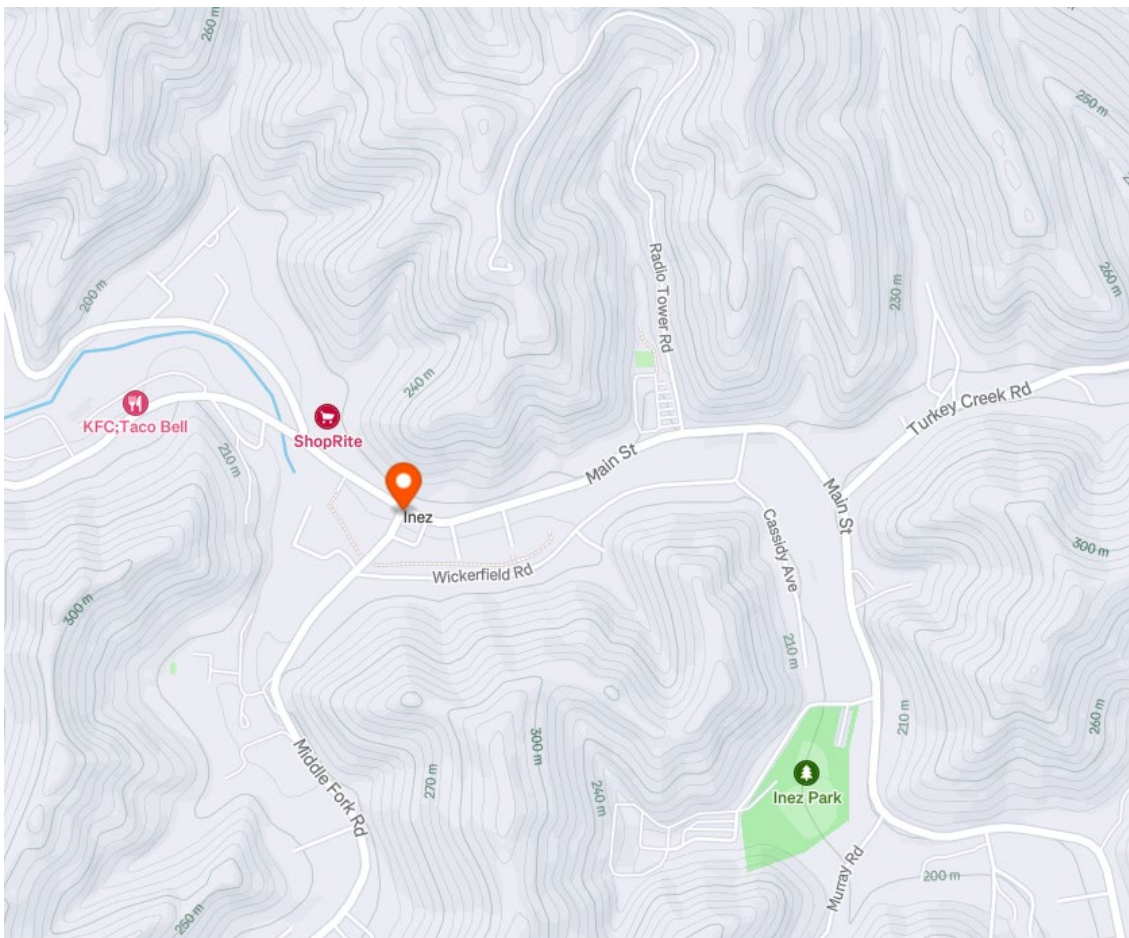
## Strava Heat Maps of Current Users

One resource that can be used in determining the popular areas for bicycling and walking is the use of the Strava Heat Map.

## Strava Heat Map of Pedestrian Activity in Inez, Kentucky



**Strava Heat Map of Biking Activity in Inez, Kentucky**



*Strava indicated there is no biking data*

## Resources and Public Input

### Community and Civic Resources

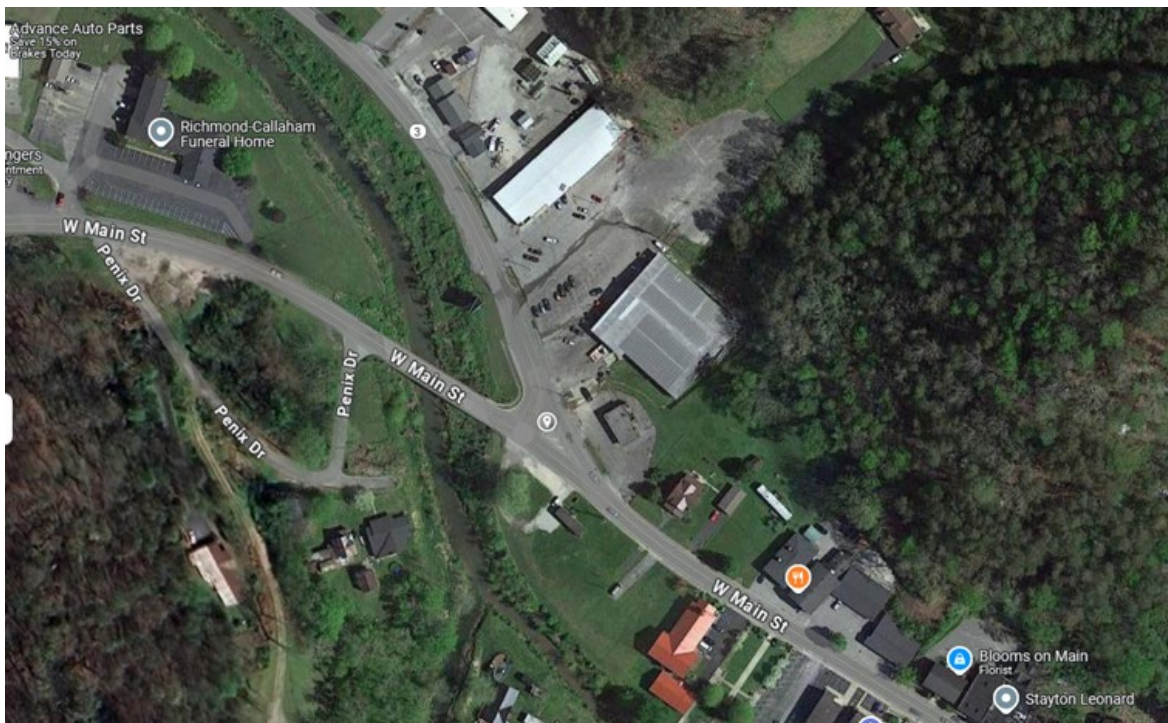
The City of Inez has one elementary school and a high school. The Collier community center, which has a public library. Inez also has multiple courthouse buildings. Inez has an abundance of recreational facilities. There are two baseball fields and a swimming pool. There are walking tracks, basketball courts, multi-use trails. There are retail business areas, restaurants, as well as banking and city government offices. There are also several churches and banks in the area.

## Public Input and Preferences

Electronic Survey: The early stages of the plan development process included an electronic survey. The survey included questions for Inez citizens to provide input on their walking and bicycling 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. The full results of the survey are in Appendix A.

## Proposed Facilities and Network

**KY-3 to KY-40 Sidewalk Improvements/Construction:** Improve/update existing sidewalks (construct curbs, curb cuts and rehab small sections of broken pavement) and construct new sections to complete network (pictured below).





No sidewalks on the other side of the roadway approaching a cluster of retail establishments.

**Community center Sidewalk Construction:** Improve/update existing sidewalks (construct curbs, curb cuts and rehab small sections of broken pavement) and construct new sections to complete network





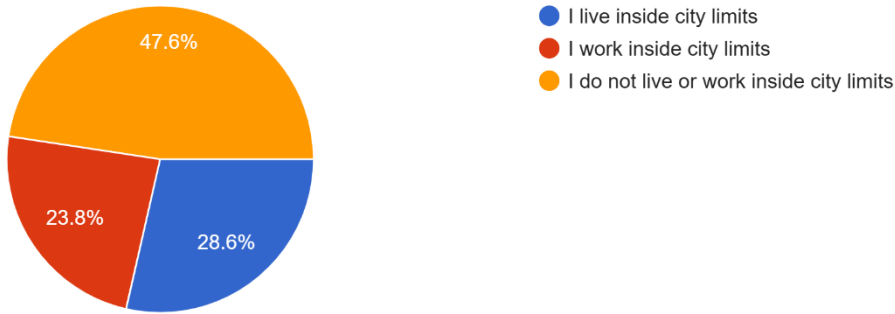
**Rock castle creek ped bridge construction:** Construction of a pedway to provide pedestrian access across Middle Fork of Rockcastle Creek for connectivity to goods and services. Project is so constructing a bridge beginning at the Skeeze Ward Manor Housing Complex, crossing Rockcastle creek (pictured below).



## Appendix A

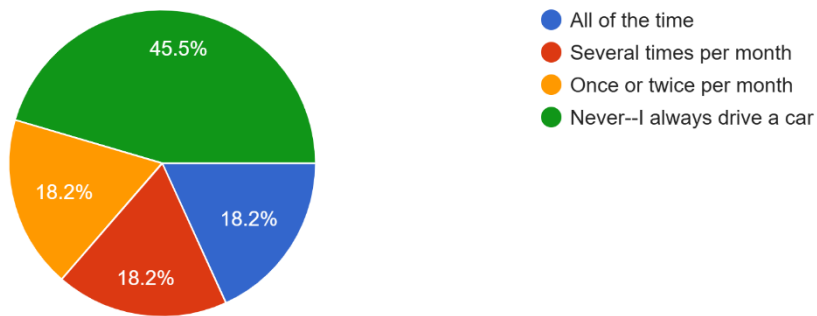
Where do you live/work in Inez, KY?

42 responses



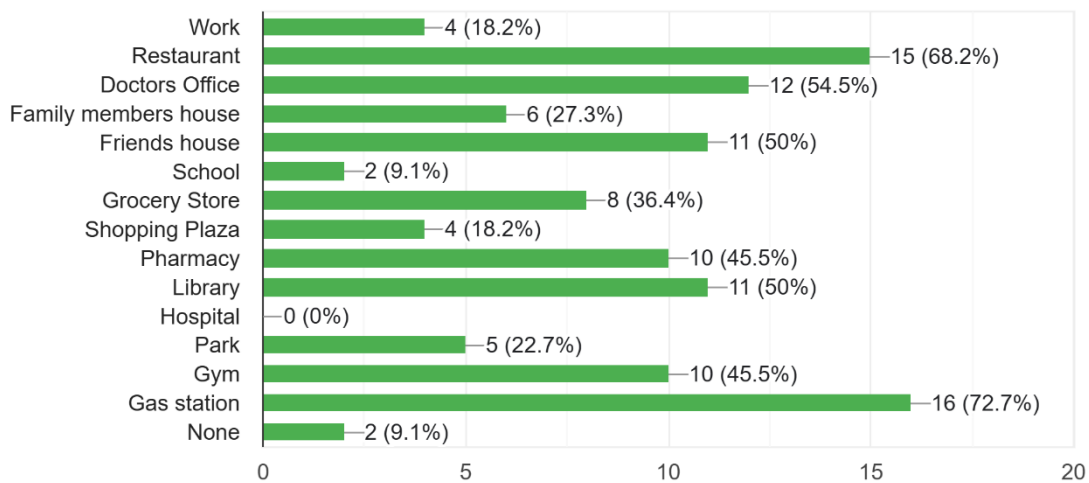
1. How often do you currently travel to work, shopping centers, parks, or other locations strictly by walking or biking?

22 responses



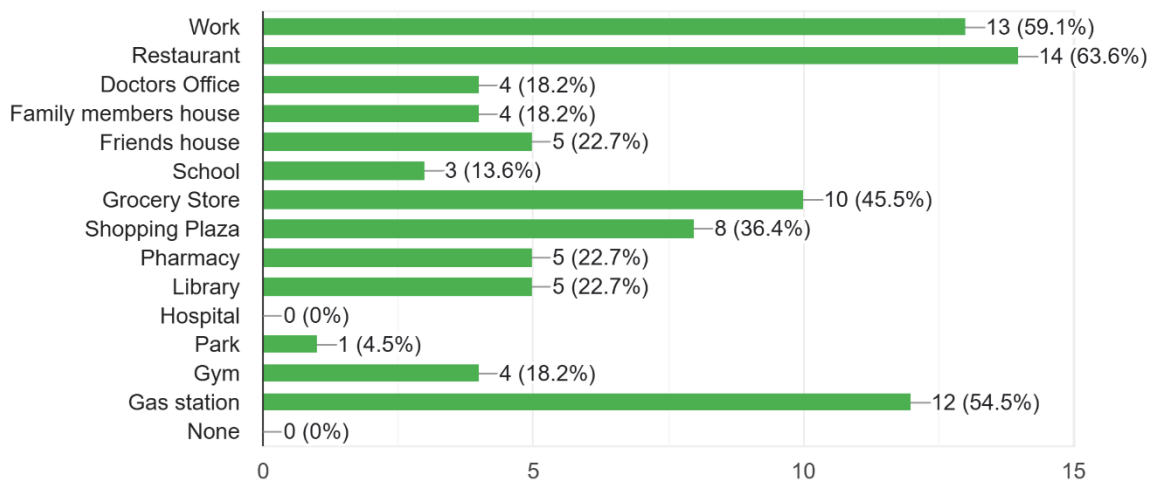
2. Select all of the following destinations that are 2 miles or less from your house (check all that apply).

22 responses



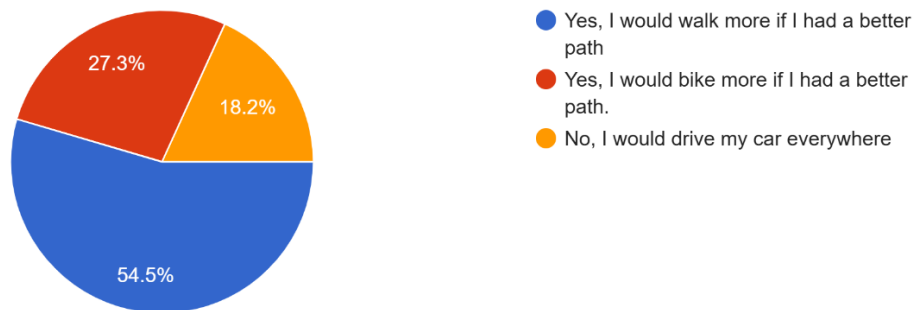
3. Select all of your most frequent destinations (3+ visits per week) by any form of transportation (check all that apply).

22 responses



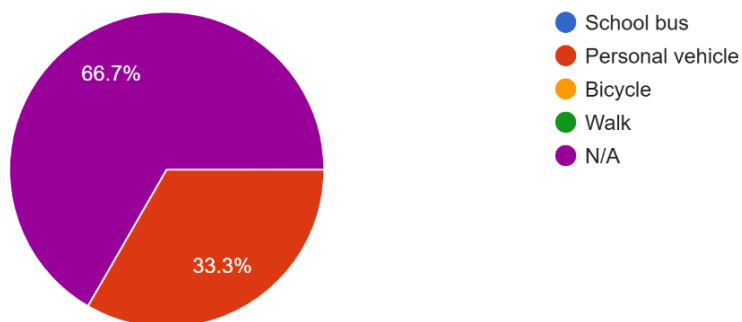
4. Would you consider walking/biking to those locations instead of driving a car if you had a better path?

22 responses



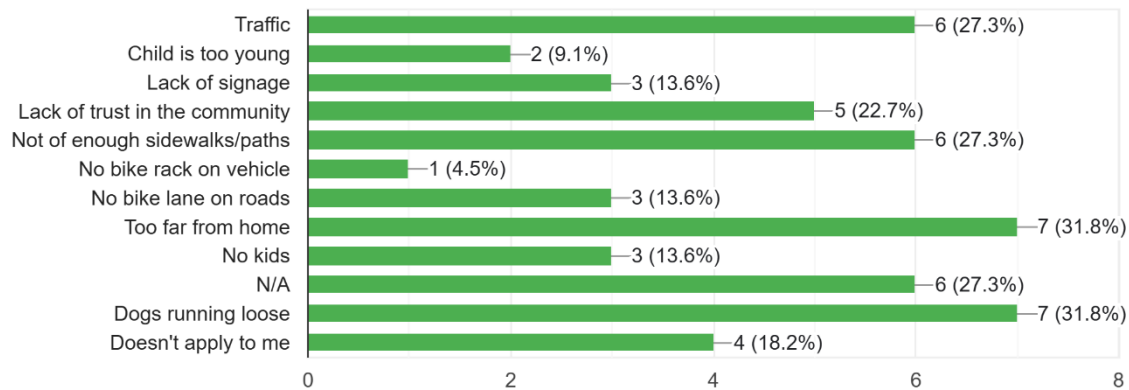
5. By what mode of transportation do your children/grandchildren get to school?

21 responses

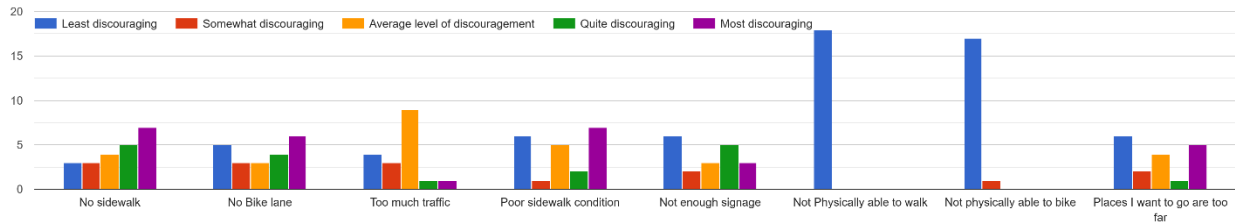


6. Select all of the factors that discourage you from allowing your child/grandchild from walking or biking to school:

22 responses

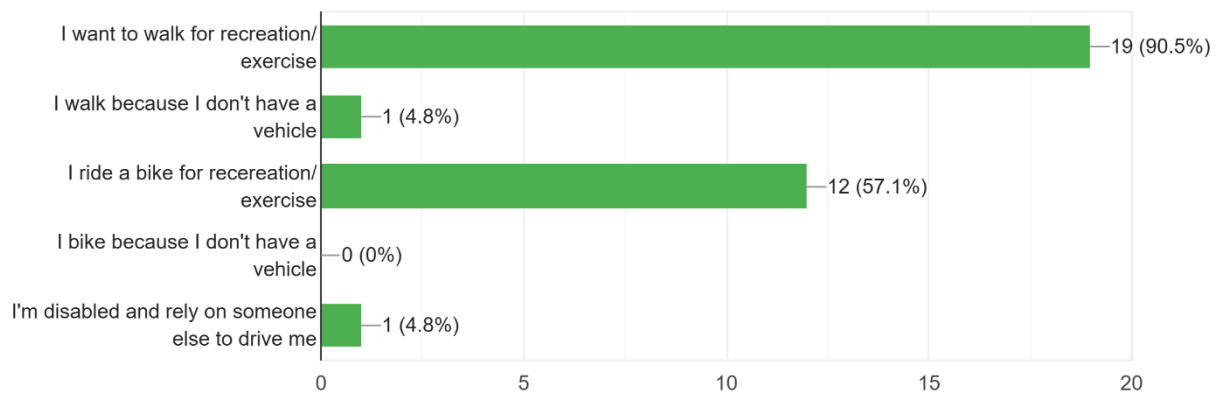


7. Please choose how impactful the following items are in discouraging you from walking/biking more in Inez:



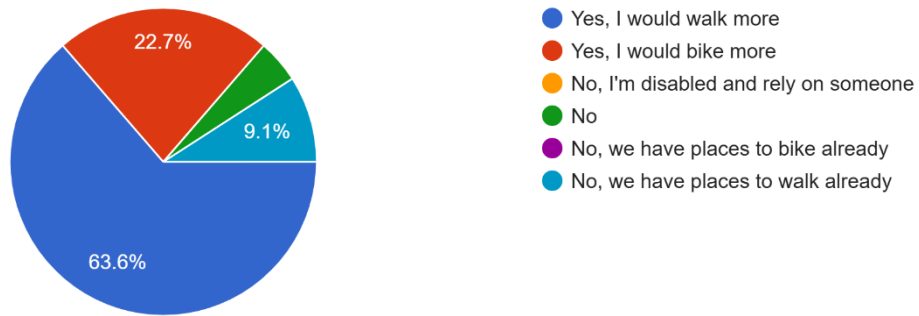
8. Select each true statement

21 responses



## 9. If Inez had safer walking/bike routes, would you use them 3+ times per week?

22 responses



Please provide locations where pedestrian facilities are needed (or improved)

### Survey answers:

- In front of Community Center/Library, Rt 3 to UK Extension Office, 40 W to ball field and playground, 40E to swimming pool area, Rt 3 to Skeeze Ward Manor and a pedestrian bridge to Post Office area from Ward Manor
- Pave Trail around the ray fields park; major side improvements from Wickerfield to Inez post office (and throughout the city, including access to the bridges); walkways from Quail Hollow to the areas near the post office (including completing the ped-way bridge project started by Mayor Fraley).
- Main St and E Main St
- Most places
- The walking path along the creek needs cleaned up a bit
- Sidewalks:
  1. Sidewalks extended from First Baptist Church to Post Office, Horn ballfields and to 645.
  2. Sidewalks from housing units on old Route 3, past health department to Main St.
  3. Sidewalks or path south on Main St. from Collier center to 645.
  4. "Share the Road" signs along 645 and new Route 3. Plus routine cleaning of the shoulder so cyclists can safely ride without debris.
  5. Suggestion, the questions in this survey should have been multiple answer. Why choose between walking and cycling? Most would choose both given the opportunity
- Right side of community center on roadway
- Grassy, Rockcastle area of the County
- In front of community center
- Near the community center & Evan's hardware/Pawnshop, near swimming pool -pizza stop
- Everywhere within city limits
- Wickerfield road walking bridge needs flooring for dogs and small children to be able to use and lighting
- Old Route 3, Skees Ward Manor, health department, Boardwalk

- All over the City of Inez
- main street! people fly down those streets and when we have parades or events with a bunch of people driving or walking around some do not know when/where would be the safest place to walk across etc.



#### Resources for Planning, Design, Construction, and more:

- KY Transportation Cabinet's [Complete Streets, Roads, and Highways Manual](#)
- KY Transportation Cabinet's [Complete Streets Policy](#)
- Pedestrian & Bicycle Travel Planning: <https://transportation.ky.gov/BikeWalk/Pages/Bicycle-and-Pedestrian-Travel-Planning-Resources.aspx>
- Manual of Uniform Traffic Control Devices (MUTCD) 11<sup>th</sup> Edition: [https://mutcd.fhwa.dot.gov/kno\\_11th\\_Edition.htm](https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm)
- The American Association of State Highway and Transportation Officials Bicycle Guide (5<sup>th</sup> Edition): <https://aashtojournal.transportation.org/aashto-releases-5th-edition-of-comprehensive-bicycle-guide/>
- Federal Highway Administration: [Guide for the Planning, Design, and Operation of Pedestrian ...](#)
- The Americans with Disabilities Act Accessibility Guidelines for Public Roadway/Rights-of-Way: <https://www.access-board.gov/prowag/>

#### The Inez/Martin County Bicycle/Pedestrian Plan was completed in partnership of the following entities:

Big Sandy Area Development District  
110 Resource Court, Prestonsburg, KY  
606-886-2374  
<https://bigsandy.org/>

City of Inez  
380 E. Main Street  
P.O. Box 540  
Inez, Kentucky 41224  
606-298-4602 - Office  
<https://www.facebook.com/p/City-of-Inez-100071039752856/>

Martin County Fiscal Court  
P.O. Box 309 / 42 East Main St.  
Inez, KY 41224  
<https://www.martincountyky.com/>

Martin County Health Department  
261 Main Street  
Inez, KY 41224  
Phone: 606-298-7752  
<https://martinhealthky.gov/>

Martin County Tourism  
606-298-2800  
[tourism@martincountyky.com](mailto:tourism@martincountyky.com)

Martin County Board of Education  
7900 Highway 645  
Inez, KY 41224  
606-298-3572  
<https://www.martin.kyschools.us/page/board-of-education>

Cabinet for Health and Family Services  
State Physical Activity & Nutrition (SPAN) Program  
275 E. Main Street HS1EE  
Frankfort, KY 40621  
Phone: 502-564-9358  
[https://www.chfs.ky.gov/agencies/dph/dpqj/cdpb/Pages/p\\_hysact.aspx](https://www.chfs.ky.gov/agencies/dph/dpqj/cdpb/Pages/p_hysact.aspx)

