



2009 Sidewalk Study



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The Uniform Vehicle Code defines a sidewalk as that portion of a street between the curb lines, or the latera of a roadway, and the adjacent property lines, intended for use by pedestrians. Sidewalks on both sides of the street are generally the preferred pedestrian facility. They provide the greatest degree of comfort and their presence is associated with increased safety for pedestrians.

Introduction

Rising gas prices and a heightened awareness of global warming has increased the interest in forms of transportation other than the automobile. Since World War I, the culture of our automobile driven society has progressed into a dependence on our vehicle. From the 1950's and on into the 2000's, we no longer relied on sidewalks, bicycles or other means of transportation as cars and fuel became cheaper, incomes rose and the availability of cheaper homes on the fringes of the urban core became reality. Urban living gave way to suburban sprawl and country living. Short automobile commutes to jobs in the city was the way of life. This trend of sprawl has continued through to the present time leading to longer commute times and significant changes in the way the human landscape has developed. Many subdivisions were built without sidewalks that connected to the existing pre-WWII urban fabric. Street right-of-way widths shrunk to reflect an automobile only way of life leaving little or no room for pedestrians. With the rising costs of fuel, recent demand for pedestrian infrastructure has skyrocketed. This has left many cities, including Paducah, with the task of coming up with a strategy to fill in the gaps left between the older inner city and the newer suburban subdivisions.

This historical photograph of Paducah taken at North 5th Street and Broadway shows the older urban fabric capable of supporting different forms of transportation such as bicycle (lower right), pedestrian and automobile.



History of Sidewalks in Paducah

While sidewalks are common and important today, they began to fade in America by the mid to late 1900s. Most American families owned vehicles. To save time and effort, people began traveling everywhere by car. Recognizing that fewer and fewer citizens were walking around town, municipal leaders committed fewer and fewer dollars to developing or even maintaining sidewalk systems.

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For most of American history, sidewalks were considered an essential part of our communities. The unpaved, muddy, vehicular middle part of a street was no place for the pedestrian. Clean, dry walks along the side of the street provided a suitable, safe place for the pedestrian. Residential areas huddled close to places of work and shopping because, for most people, walking was the predominant form of getting around. Even with the coming of inter-city rail and later, intra-city streetcars, walking remained the primary way of reaching your final destination at either end of the ride. While electric trolleys opened up "street car suburbs", most homes continued to cluster within a few short blocks of the trolley stop. Sidewalks provided the means of walking from home to the streetcar. Thus, prior to the advent of the automobile, cities were generally compact in form and catered to the needs of the pedestrian.

Several factors have played into phasing out sidewalks. First, as residential areas have become more isolated from shopping areas, parks, schools and work places, we have grown to rely upon the automobile to get just about anywhere. In practical terms, where it once made sense to walk three or four blocks (about a quarter of a mile) to a nearby school, corner store or public park, these services are today often several miles away.

Second, large lot zoning has increased lot widths in many new neighborhoods to the point that installation of a sidewalk has become relatively expensive. For example, consider the cost per housing unit of providing sidewalks for three 50-foot wide lots verses one 150-foot wide lot that is common in our community's newer subdivisions.

Third, today's new developments often lack interest to encourage pedestrian activity. Homes are set back from the street great distances and lack functional front porches. Street trees are not provided for shade and streetlights are few and far between.



With the advent of more affordable automobiles, as this 1950 Ford Motor Company ad represents, families moved further out of town and had less need for pedestrian and bicycle facilities. This is reflected in many of Paducah's more recent subdivision developments.



Subdivision developments like this one are common throughout city limits past 28th Street. No sidewalks and narrower streets are common, creating unsafe walking and bicycling conditions for today's citizens.

GOAL 4.3.3 A community that is pedestrian- and bicycle-friendly, offering increased opportunities for non-motorized transportation.

Objective A: Achieve a comprehensive, continuous and connected system of pathways and linkages.

Objective B: Invest and reinvest in sidewalks and other essential pedestrian improvements in both new and old areas of the City and County.

Objective C: Seize opportunities for use of stream corridors, greenway linkages and enhanced roadway corridors for leisure, sight-seeing and recreational purposes.

Background

Paducah's Comprehensive Plan, adopted in July of 2007, identified the need for pedestrian and bicycle facilities.

Walkability is the cornerstone and key to an urban area's efficient ground transportation. Every trip begins and ends with walking. Walking remains the cheapest form of transport for all people and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct and maintain. Source: Walkable Communities, Inc.

The plan further identifies the need for pedestrian and bicycle facilities by stating that planning for pedestrian and bicycle mobility involves more than simply requiring sidewalks as part of the subdivision development process. While this is an integral part of becoming a more "walkable" community, in fact, the pattern of land use and connectivity of the street system has significantly influenced the propensity of this travel choice. In other words, sidewalks that end at the edge of a neighborhood, are intermittent within the development or do not offer convenient access to desirable destinations do not lead to regular use. Instead, pedestrians will most often choose to drive or, alternatively, walk along the edge of the street where there is a continuous hard surface for walking or bicycling.

Through the citizen involvement process conducted during the reconnaissance and discovery phase of the comprehensive plan, there were numerous comments articulated by residents regarding the availability – or lack thereof - of sidewalks and pedestrian pathways throughout the City and County. In particular, there were comments made about the maintenance of sidewalks in "tired" areas of the community and missing sections in both new and old neighborhoods. Residents expressed their preferences to see sidewalks required and

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constructed on both sides of all streets within the City and County; reconstructed and repaired sidewalks in the older sections of town; more greenways and linear linkages tying neighborhoods together and connections to schools, parks and activity centers.

Purpose

The purpose of this study is to address the gaps in sidewalk connections throughout the city limits and to create reasonable pedestrian linkages to major destination points. The study evaluates existing sidewalk infrastructure, identifies the gaps in service and prioritizes pedestrian corridors that will help create a safe, convenient and accessible pedestrian system throughout the city.

In the majority of crashes between pedestrians and motor vehicles, the pedestrian is trying to navigate in an environment designed primarily for automobile use.

-- National Highway Traffic Safety Administration

How to Develop a Pedestrian Safety Action Plan



In-lieu of sidewalks, trails can be an effective means for meeting pedestrian mobility needs.

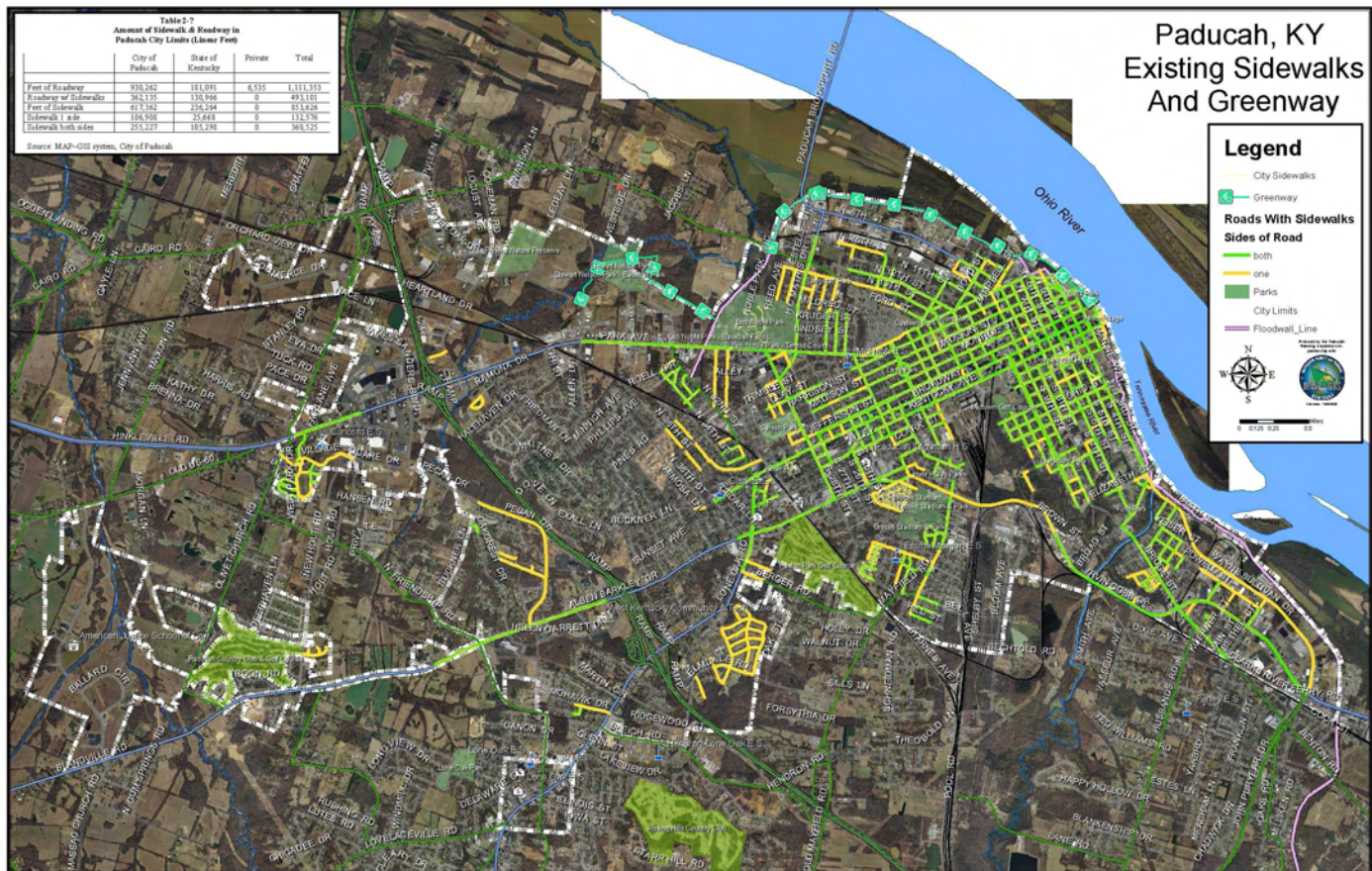


Existing Facilities

The Pedestrian Study is based on a survey of the City’s existing street conditions, an analysis of sidewalk conditions and an evaluation of destinations that are likely to generate pedestrian traffic.

The map below illustrates the existing sidewalk network in the city. A larger version of the map is provided in the List of Figures at the end of the document. An obvious gap in service is apparent past Joe Clifton Drive (28th Street) as you travel west from downtown. Intermittent service is then provided in more recent subdivisions mainly past the I-24 corridor. Sidewalk construction, along with curb and gutters, ended when the Works Progress Administration (WPA) funding ended in 1943. Storm sewers and curb box inlets exist well beyond 28th Street due to the fact that they were installed in advance of sidewalks, curb and gutter.

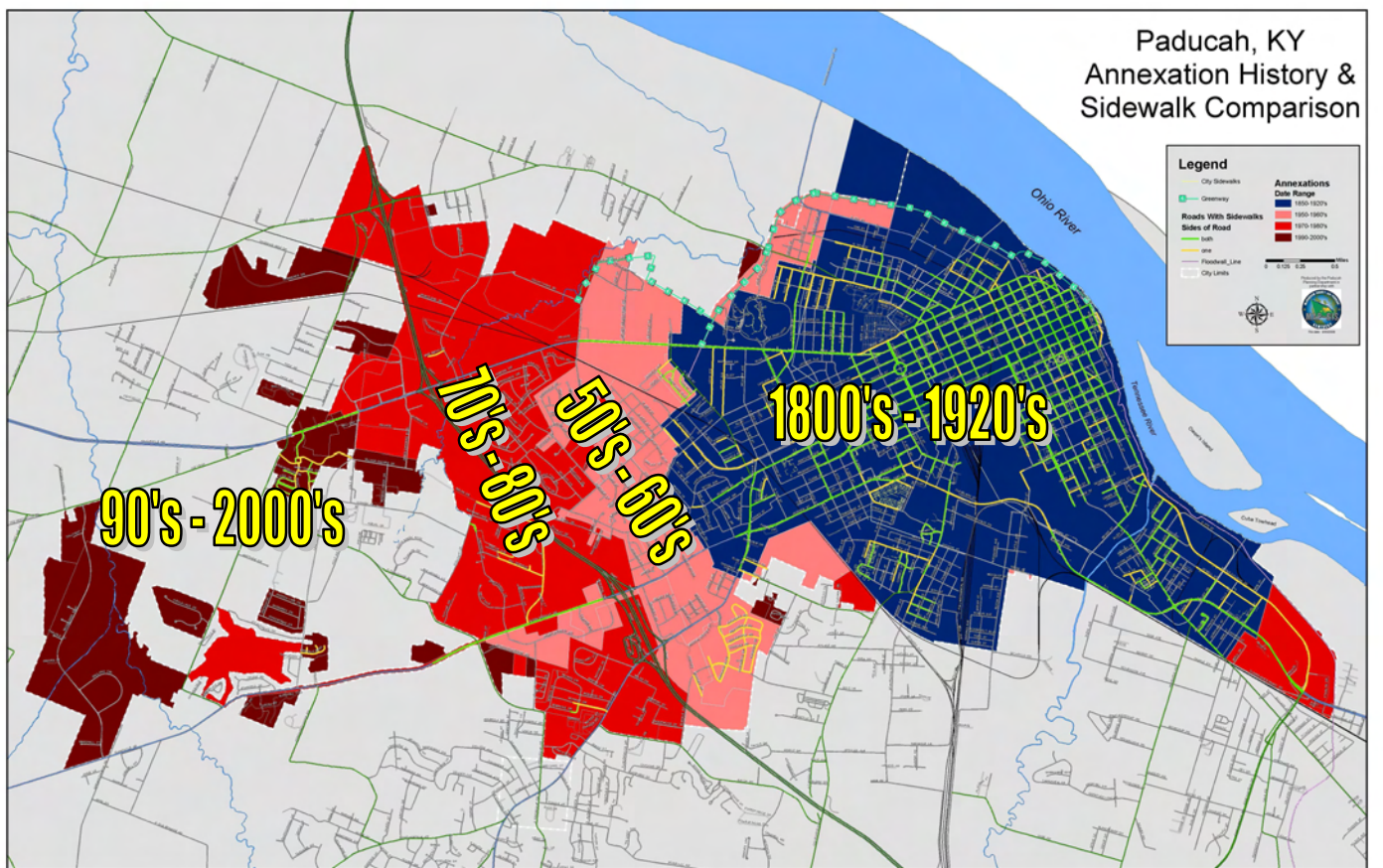
Figure 2.1



Chapter II – Existing Facilities

The gap in the sidewalk service past Joe Clifton Drive is estimated to be a direct reflection of a change in culture from the street car, walking and bicycling as the major form of transportation, to the automobile driven society we know today. In order to provide data to support this theory, a map was generated correlating sidewalks with city growth in the form of annexations. The map below indicates a decade time series map with the sidewalks plotted on it.

Figure 2.2



The dark blue area represents the city limits in a time period from 1850 to 1930. Virtually no annexations happened from the time period of 1930 to 1950. The light red color represents annexations from the 1950's to 1970, medium red 1970 to 1990 and the dark red from 1990 to the 2000's. Green lines represent streets with sidewalks. This map by its self does not tell us anything in particular. However, a strong relationship is apparent. The end of the contiguous sidewalk service

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follows almost exactly with the extent of Paducah’s city limits around 1930. This adds further proof to the theory that the onset of the automobile culture, which started in the 1930’s, played a major role in the disappearance of sidewalk service in Paducah.

Another factor that has played a role in the absence of sidewalks after the 1930's are the differences in subdivision regulations between the City of Paducah and McCracken County. The city has required sidewalks for new subdivisions since the regulations were written in the early 1960's. McCracken County has never required sidewalks. As the map (Figure 2.2) shows, there were no annexations into city limits in the 1940's and 1950's. Most of the land developed during this time period was done under the county's jurisdiction where no sidewalks were required. Annexations of these areas occurred after development and the city accepted these developments as built. Factor that in with the aforementioned culture change and one can see the reason for the pattern created by the data in Figure 2.2.

Existing Policies and Responsibilities

There are three basic types of right-of-way ownership; private roads, city streets and state roadways. Maintenance of private roads and associated sidewalks are the responsibility of the developer or residents of the development. City streets and sidewalks are the responsibility of the city Engineering and Public Works Department. State rights-of-way have a different arrangement of responsibilities. The Kentucky Department of Transportation owns the land and installs and maintains the roadways. However, the city is responsible for the maintenance of the sidewalks on state rights-of-way.

As outlined in the City of Paducah Code of Ordinances, the policy for replacing sidewalks, or sidewalk maintenance, falls under the purview of the City Engineer. When considering which sidewalk is to be replaced in the maintenance program, several factors enter into the decision. The



North 36th Street looking Northwest.



The area East of North 36th Street was annexed into Paducah in 1927. A sidewalk exists in this location. This annexation occurred before automobiles became prevalent in American society.



The area West of North 36th Street was annexed into Paducah in 1963. The automobile had become the primary means of transportation. No sidewalk exists on this side of the street.

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Engineering and Public Works Department has a street ranking system that includes the condition of the roadway, curb/gutter and the sidewalk. The system is based on a scale of 1 to 10 rating, where a 1 is the worst and 10 is the best condition of the road. A roadway is considered for repair if it is rated five or below. Figure 2.3 below illustrates the street rankings. Highlighted in red are streets that are rated five or below. Streets in blue are rated above five. A low ranking of one does not necessarily mean that a road is going to be the next in line to be replaced. Other factors involved in the decision making process are described below.

Figure 2.3



The street rankings are used only as a reference and starting point in the decision making process. The system is reviewed as a whole including condition of the pavement, drainage system, pending underground utility work, curbs & gutters, and sidewalk. This is to ensure that any money spent on repairs is spent wisely. For example, one would not

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want to replace a big portion of a sidewalk if the roadway is scheduled to be repaved within the next two years. The system is designed to work for the safe movement of people and automobiles while ensuring that storm water is shed from the system without causing excessive damage or wear to the system or adjacent property.

Other factors to consider are connections to existing or new facilities, targeted project areas and areas where water drainage problems may exist. Costs to properly repair the system are also a key factor. The budget for infrastructure improvements is always significantly less than the amount of need. The funding gap for infrastructure improvements is getting worse, given today's economy and soaring costs of oil, asphalt and concrete.

Installation of new sidewalks along existing roadways has generally not been accomplished due to inherent costs. Design of the entire roadway system has to be considered. In addition to the cost of the design, other necessary work may have to be done such as reconstruction of the road, drainage system and possible property acquisition. However, when major reconstruction of a roadway without sidewalks is contemplated, the addition of sidewalks is factored into the new design.

Installation of sidewalks in combination with a new roadway is generally the responsibility of the developer. The Paducah Planning Commission requires sidewalks for new developments. The McCracken County Planning Commission does not. In the recent past, developers on the fringe of the city limits have gained approval of the subdivision plans in the county and then subsequently annexed the development into the city to avoid some of the city requirements. In cases where the subdivision is constructed within the city limits, sidewalks are required. However, there have been recent cases where sidewalks were allowed to be installed on only one side of the street. When the city constructs a new



Joe Clifton Drive is considered the boundary for where the prevalence of sidewalks diminishes.



This view is toward Noble Park, near Clay Street. The City of Paducah has more sidewalks on the East side of Joe Clifton Drive (toward downtown) than on the west side. The area of Joe Clifton Drive was annexed in 1927.

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roadway, sidewalks are considered in the design, but not always installed.

The Numbers

Within Paducah city limits there are approximately 790,887 linear feet or 150 miles of sidewalk.

Table 2.1

Amount of Sidewalk & Roadway in Paducah City Limits (Linear Feet)

| | City of Paducah | State of Kentucky | Private | Total |
|----------------------|-----------------|-------------------|---------|-----------|
| Feet of Roadway | 930,262 | 181,091 | 6,535 | 1,111,353 |
| Roadway w/ Sidewalks | 362,135 | 130,966 | 0 | 493,101 |
| Feet of Sidewalk | 617,362 | 236,264 | 0 | 853,626 |
| Sidewalk 1 side | 106,908 | 25,668 | 0 | 132,576 |
| Sidewalk both sides | 255,227 | 105,298 | 0 | 360,525 |

Source: MAP~GIS system, City of Paducah

There are approximately 1,399,433 linear feet or 265 miles of roadway within Paducah city limits. This equates to an estimated 58% of the city roadways being served by sidewalks. 118,000 linear feet of sidewalks are along city maintained streets with the remaining 672,887 linear feet being located in state rights-of-way. Table 2.1 below shows the estimates based on the McCracken And Paducah Geographic Information System (MAP~GIS) information.

However, as mentioned above, the City of Paducah is responsible for the maintenance of all of the sidewalks in right-of-way that is owned by both the State of Kentucky and the City of Paducah resulting in the city maintaining 853,626 feet of sidewalk.

The US DOT has adopted a policy incorporating three key principals regarding pedestrian and bicycling facilities:

1. A policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.
2. An approach to achieving this policy has already worked in State and local agencies.
3. A series of action items that a public agency, professional association or advocacy group can take to achieve the overriding goal of improving conditions for bicycling and walking.

-- Federal Highway Administration

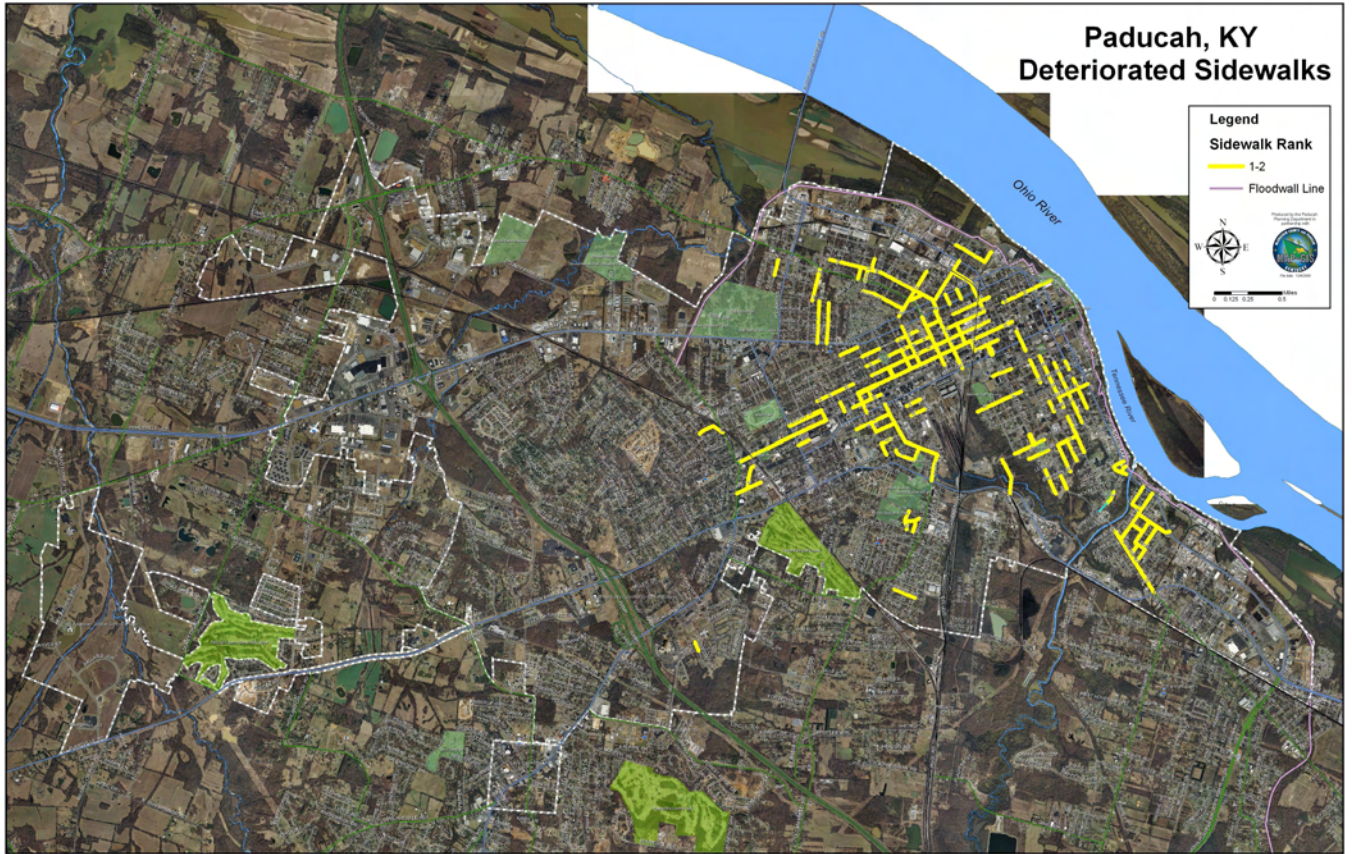
Design Accommodating Bicycle and Pedestrian Travel: A recommended approach



Pedestrian traffic flow is unimpeded on this sidewalk, even next to a large tree, due to careful landscaping and pruning techniques. Pictured above is Max's Brick Oven Café.

The map below shows deteriorated sidewalks with a ranking of one or two as designated by the Engineering Department.

Figure 2.4



A sidewalk that has a rating of two or less is considered to be in need of repair or replacement. According to Table 2.2 below, there are 133,685 feet of sidewalk that need repairs. Using 2008 sidewalk cost figures of \$32 per linear foot, this equates to \$4,277,920 dollars. Using the comprehensive approach, actual costs for repairs will be much greater than this when adding in needed curb, gutter and street repairs.

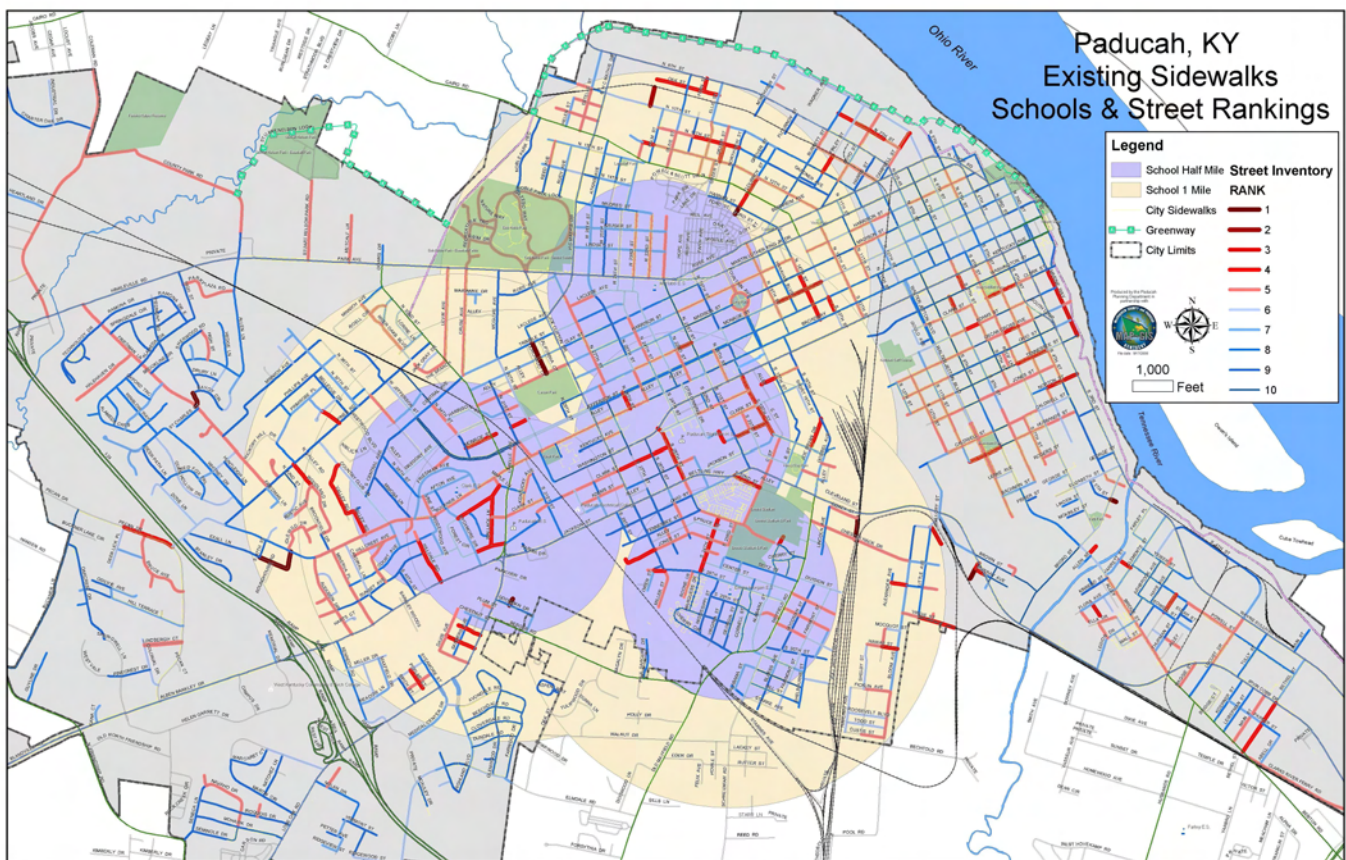
**Table 2.2
Sidewalk Repair Need**

| Ft. Ranked 1 or 2 | 2008 cost per linear ft. | Total Repair Need |
|-------------------|--------------------------|-------------------|
| 133,685 ft. | \$32 per foot | \$4,277,920 |

School Safety

Safe transportation of children to and from school is of paramount importance. As the cost of fuel rises, more school systems have to rethink the strategy and cost of providing bus transportation to and from schools. Paducah is no exception. The Paducah Independent School System made a decision a few years ago to not provide bus transportation to children within ¼ of a mile from the school they are attending. The original proposal was for ½ mile. This has increased the need to take a closer look at the sidewalk infrastructure surrounding these facilities. Figure 2.5 below shows a map of school locations versus sidewalks. The circles in light blue represent a ½ mile radius from schools and the circles in yellow represent a 1-mile radius from schools.

Figure 2.5



Many of the roadways in the blue and yellow circles have sidewalks in less than ideal condition and several have no sidewalks at all.

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Crosswalks are relatively non-existent in the area outlined on the map with the exception of the intersection immediately adjacent to the school facilities. Many of these crosswalks are in need of signaling, signage or new striping.

Constraints

Design – The life of a sidewalk varies greatly depending on the condition of the roadway, drainage system and type of concrete. According to the National Research Council in Canada, the average service life of concrete sidewalks is 20 to 40 years, but failure can occur as early as one to five years after construction.¹ This makes maintenance of sidewalks a difficult task when a new sidewalk installed in a well-designed system lasts 40 years and the same new sidewalk installed in a poorly designed system lasts only 5 years. The issue then becomes one of not just repairing a dilapidated sidewalk, but redesigning and reconstructing the poor roadway and drainage system causing the premature sidewalk failure.

Right-of-Way Widths – Many of the right-of-way widths start to narrow beyond the areas of existing sidewalk service beyond 28th Street. As previously described, this is thought to be a reflection of the change in culture where sidewalks became less relevant in our daily lives as we used the automobile to travel everywhere. In several of these areas with narrow rights-of-way widths, property acquisition would be necessary to gain enough land to have proper sidewalk construction. Costs of construction can rapidly become prohibitive in these situations.

Public Perception / Auto Culture – Some question whether people would ever resume using sidewalks as a primary form of transportation. Most people have a commute to work where the distance from home does not make walking an option. However, the majority of people still live in

¹ National Research Council Institute for Research in Construction, Canada.
http://irc.nrc-cnrc.gc.ca/pubs/ctus/54_e.html

All new sidewalk construction must include places for people to walk on both sides of a street or roadway. Space for future sidewalks must always be secured and/or reserved when a new right-of-way is being created or an existing one is being developed. If roadways are to be widened, additional right-of-way must be acquired.

-- Federal Highway Administration

Recommended Guidelines/Priorities for Sidewalks and Walkways



Sidewalks can provide enjoyment and recreation for people of all ages. This sidewalk serves the elderly population of the Jackson House and the W.B. Sanders Retirement Center.

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urban or suburban environments that provide many conveniences and services within a short distance. If sidewalks are provided in these areas, walking can then become a form of primary transportation or recreation.

The National Safe Routes to School organization offers some evidence of the barriers associated with parents allowing their children to walk to school. These statistics can be applied to the general attitudes of most persons walking to any activity including work, entertainment, etc.

Not long ago, children routinely moved around their neighborhoods by foot or by bicycle and that was often how they traveled to and from school. That is no longer the case. Whether looking at the total proportion of children walking and bicycling to school, or just those children that live within a mile of the school, the decline is apparent.

- *In 1969, 42 percent of children 5 to 18 years of age walked or bicycled to school.*
- *In 2001, 16 percent of children 5 to 18 years of age walked or bicycled to school.*
- *In 1969, 87 percent of children 5 to 18 years of age who lived within one mile of school walked or bicycled to school.*
- *In 2001, 63 percent of children 5 to 18 years of age who lived within one mile of school walked or bicycled to school.*

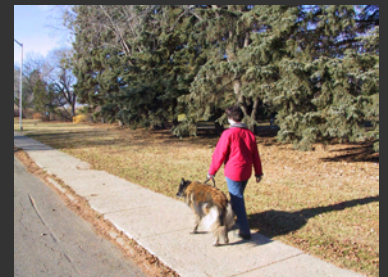
The circumstances that have led to a decline in walking and bicycling to school did not happen overnight and have created a self-perpetuating cycle. As motor vehicle traffic increases parents become more convinced that it is unsafe for their children to walk or bicycle to school. They begin driving them to school, thereby adding even more traffic to the road and sustaining the cycle. Understanding the many reasons why so many children do not walk or bicycle to school is the first step in interrupting the cycle.

Many factors contribute to the reduction in children walking and bicycling to school. The U.S. Centers for Disease Control and Prevention has published the findings from two nationwide surveys of parents that identify barriers that prevent them from allowing their children to walk to school. In the 2004 survey, 1,588 adults answered questions about barriers to walking to school for their youngest child aged 5 to 18 years. Parents cited one or more of the following six reasons:

A transportation system that is conducive to walking can reap many benefits in terms of reduced traffic congestion and improved quality of life.

-- walkinginfo.org: Benefits of walking

Pedestrian and Bicycle information center.



Sidewalks also provide recreation and exercise to pets. Pets should be secured with leashes when walking with their owners to ensure the safety of the pet, other pedestrians and motorists.

| Barrier | Percentage of parents identifying with the barrier |
|---------------------------------|---|
| Distance to school: | 61.5 |
| Traffic-related danger: | 30.4 |
| Weather: | 18.6 |
| Crime danger: | 11.7 |
| Opposing school policy: | 6.0 |
| Other reasons (not identified): | 15.0 |

Source:

www.saferoutesinfo.org/guide/introduction/the_decline_of_walking_and_bicycling

Costs & Budget – Due in large part to many of the factors previously described, construction costs and budgetary concerns remain the largest constraint for most sidewalk projects. Even in new subdivisions, developers often look at removing sidewalks from the development to cut expenses. Some developers claim that the sidewalks do not make their development more marketable, nor do their perspective buyers demand them.

Costs to install sidewalks, in 2008 dollars, are running approximately \$32 a linear foot. Prices have continued to significantly increase each year. This does not include any costs associated with designing or preparing the proper roadway system. Take ¼ mile of new road for example (approximately four city blocks). 1,320 feet of roadway at \$32 per foot equals \$42,240. Multiply that number by two for sidewalk on both sides of the street and you get \$84,480. This directly serves about 50 to 60 houses assuming approximate 1/5-acre lot sizes. In less dense areas with 1-acre lots, this would directly serve about 15 to 20 houses. This sidewalk installation example equates to a range of approximately \$1,700 per house in more dense areas of the city, such as the mid-town area, to as much as \$5,600 per house in less dense areas of the city such as the west end.



Crossing Guards, such as the one seen here, are a common safety feature used at busy intersection in school zones.



The Paducah Tilghman High School is served by sidewalks to the nearby neighborhoods.

Chapter II – Existing Facilities

The City of Paducah receives money from the State of Kentucky for roadway maintenance. Additionally, the City Commission can allocate additional monies out of the general fund as well. Every year, the city receives approximately \$425,000 in state monies from the gas tax program. For the 2009 fiscal year, the City Commission dedicated an additional \$800,000 for roadway improvements including sidewalk maintenance. These dollars include roadway repaving, fixing curb / gutter drainage issues and sidewalk replacement. If the entire \$1,225,000 was allocated to just sidewalk installation at \$32 a linear foot, that would install 38,281 feet (7.25 miles) of sidewalk. This would not account for any design, acquisition or other associated costs that would be necessary with some projects.

Other Constraints

- Many arterial streets have large volumes of motor vehicle traffic that “can inhibit a person’s feeling of safety and comfort and create a ‘fence effect’ that makes crossing those streets difficult”.²
- More pedestrian signaling is needed. This includes crosswalks, visible crossings and lights.
- Large intersections and I-24 interchanges make pedestrian movement across those barriers difficult to manage.
- Important ingredients for a walkable city such as benches, bus shelters and street trees are missing.
- Large potential pedestrian generators such as the hotels near Exit 4 have no sidewalk infrastructure. These are located in areas with major barriers.

² Federal Highway Administration 2002b. p. 8.

In a society that values choice and freedom, people should be able to walk safely, whether for fun and recreation, errands, getting to work or school, shopping or other reasons.

-- National Highway Traffic Safety Administration

How to Develop a Pedestrian Safety Action Plan



Sidewalks are useful and convenient when serving major traffic generators. Pictured above is a sidewalk leading to Western Baptist Hospital (background).

Successes

While Paducah has a long way to go in making the city more walkable (recommendations for improvements are in following chapters), the city has made significant progress in several areas.

Design Approach – In most new roadway projects the city has designed, sidewalks have been a component of the design. One example of this is the Pecan Drive/Buckner Lane extension completed in 2007. Additionally, the city has requested that when the state redesigns or constructs new roadways such as the proposed outer loop, that sidewalks or hiking/cycling trails be incorporated.

Sidewalk Replacement – The Engineering Department takes a comprehensive approach when looking at improvements to any part of the transportation system including roadway condition, drainage conditions, curb-and-gutter, pending underground utility improvements, and sidewalk condition. If one aspect of the system is faulty and needs replacement, the entire system is repaired with a proper design. This approach has been successful in extending the life of the roadway improvements and drainage, while requiring less maintenance in the long run.

Through the city Engineering & Public Works Department, the City of Paducah has a sidewalk replacement program. This program is somewhat complicated and in some circumstances may provide the labor to residents who wish to replace existing sidewalks in front of a residence. For those occasions, the homeowner purchases the material at the city's cost and Public Works employees construct the sidewalk in need of replacement. This program only applies to the sections of sidewalk that may be hazardous to pedestrians.

Handicapped Accessibility – Over the past several years, the city has made a concentrated effort to replace sidewalk corners at intersections

Sidewalks, like roadways, should be designed to serve all users. This includes children, older people, parents with strollers, pedestrians who have vision impairments and people using wheelchairs and other assistive devices. Just as a roadway will not be designed for one type of vehicle, the design of sidewalks should not be limited to only a single type of pedestrian user. Because the sidewalk is the basic unit of mobility within the overall system of transportation, every route and facility must be usable.

-- Federal Highway Administration

Providing Accessible Sidewalks and Street Crossings



This is an example of a well landscaped sidewalk. The area is kept clean and the viewshed is visually pleasing.

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that were not handicapped accessible. This effort has removed barriers not only for persons in wheel chairs, but also for parent’s with strollers and persons in general who do not wish to have to step up onto the sidewalk.

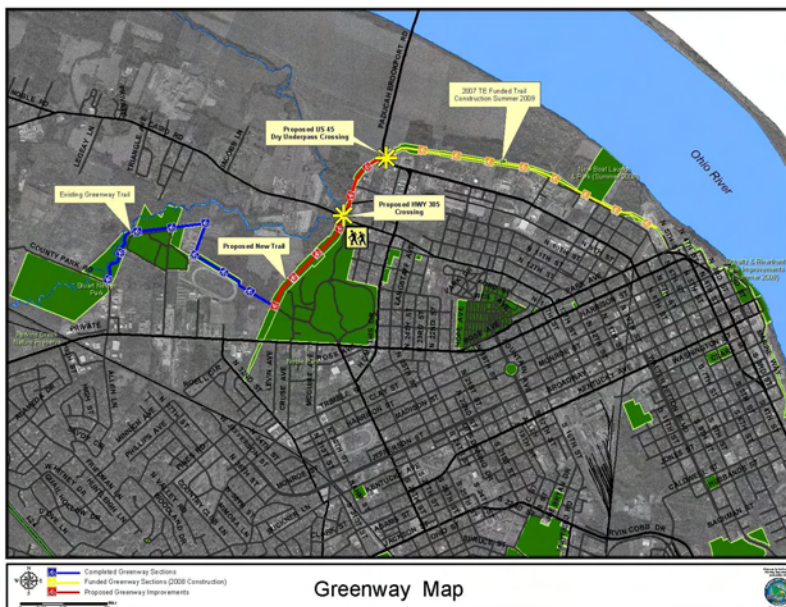
Subdivision Regulations – The Paducah Planning Commission has a requirement through its subdivision regulations that all new development must have sidewalks on both sides of the street. In the past, those requirements have been waived or allowed to be on one side of the street. More recently, the Planning Commission has held to that requirement.

Greenway – Paducah has been fortunate in recent years to secure funding for construction of a greenway trail system. The greenway is a 10-foot wide trail constructed for non-motorized vehicle transportation that is separate from any right-of-way. In Paducah’s case, there are approximately 5.5 miles of trail funded by state grants that links four city parks (Perkins Creek Nature Preserve, Stuart Nelson Park, Noble Park and Shultz Park), from County Park Road to downtown Paducah. This is the start of a system that is anticipated to eventually encompass the entire city limits.



Sidewalks are important in getting to and from Paducah’s cultural and historical destinations. The sidewalk above links the Museum of the American Quilter’s Society to downtown restaurants, shops and recreation.

Figure 2.6



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Funding – Funding for sidewalks and greenways are generally available in the form of grants. Paducah has taken advantage of these sources for the greenway including Land & Water grants, Recreational Trails Grants and Transportation Enhancement grants all administered by the state. The City Commission has matched these funds in order to make the projects happen.

In addition to dollars for greenway development, sidewalk replacement has also been funded by the city. As previously explained, the city replaces sidewalks using gas tax monies received from the state in conjunction with street repairs. The City Commission has also allocated additional funds from the general budget to help with this effort.

Grants are available to help fund improvements to the pedestrian network around schools. The “Safe Routes To School” program provides these funds. City staff is currently exploring the requirements of these funds and their availability.

Paducah desires to build upon these successes and expand opportunities to make the community more walkable. The remaining chapters of this study are devoted to identifying projects and recommending a strategy to implement them so those goals are accomplished.

Funding for Future Sidewalks— If sidewalks are not installed at the time of development, there needs to be clear regulations as to who (developer, property owners or governmental agency) will pay for the sidewalks. Whoever is paying for the road must pay for the sidewalk. If there is money for a road, there is money for a sidewalk. Developer contributions to sidewalks must be set aside in an account at the time of development.

-- Federal Highway Administration

Recommended Guidelines/Priorities for Sidewalks and walkways



This sidewalk in front of Cynthia’s restaurant in downtown Paducah has been restored and landscaped to be appealing to the pedestrian.

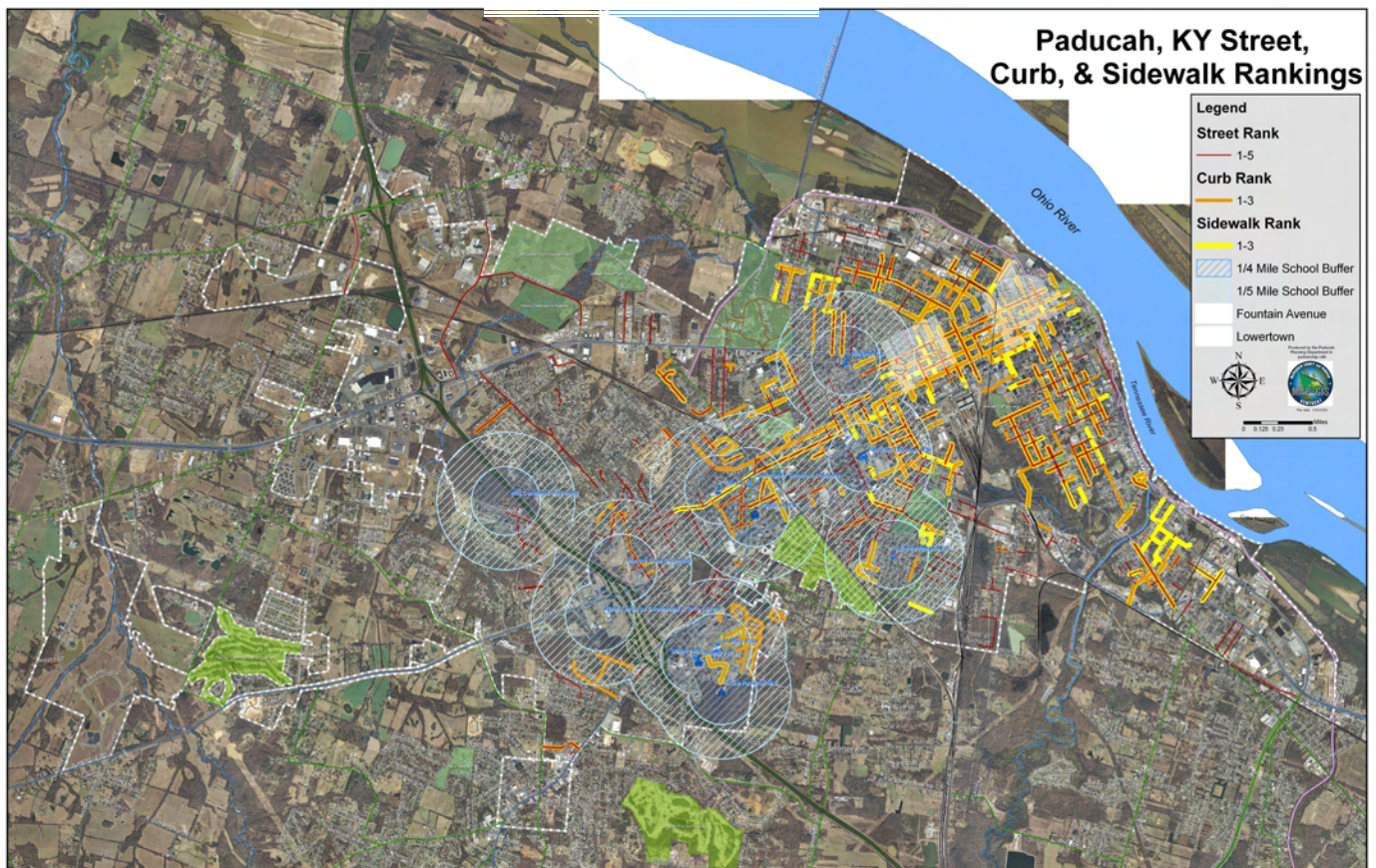
Recommended Improvements

This chapter is divided into three main sections, Existing Facilities, New Facilities and Signage, Signaling & Crosswalks. Each section will have projects identified, associated costs to make improvements and a priority ranking for each project.

Improvements to Existing Facilities

The existing facilities identified in the previous section were ranked as part of the Engineering & Public Works Department Street Inventory based on the condition of the street system as a whole. Additional factors were considered when figuring the priority for the sidewalk segments. These factors include proximity to schools as mentioned in the previous section, proximity to parks or the Paducah Greenway system, locations within special project areas and locations within population centers or neighborhood densities.

Figure 3.1



Chapter III – Recommended Improvements

Figure 3.1 above illustrates the areas of the city that have a less than desirable street, sidewalk and curb along with its proximity to schools and special project areas of Fountain Avenue and Lowertown.

Ranking Methodology

For existing sidewalk facilities, the Engineering & Public Works Department 2007 Street Ranking database was used to obtain a base score for each segment of sidewalk, streets and curbs. Only street segments with existing sidewalks were used. Areas not currently being served by sidewalks are identified and prioritized in the New Facilities section of this chapter.

Streets are ranked on a scale of 1 to 10 and sidewalks & curbs on a scale of 1 to 5. The base score for each segment was obtained by taking the street ranking and dividing that number by two in order to equalize the street ranking to the curb and sidewalk rankings. Then the average score of the curbs, plus the average score of the sidewalks was added to the street rank. The lower the score, the worse condition the street system is as a whole, resulting in the lowest score segment being the highest priority. Below is an example of the formula for obtaining a base number.

| Segment | From | To | St Rank | Curb N/W | Swalk N/W | Curb S/E | Swalk SE | Total Base |
|-------------|----------|---------------------|---------|----------|-----------|----------|----------|------------|
| Harrison St | Fountain | 19 th St | 5 | 1 | 2 | 1 | 1 | 7.5 |

$$\text{Adj. Street of } 2.5 + \text{AVG Curb } (1 + 1 / 2) \text{ of } 1 + \text{AVG Sidewalk } (1 + 1 / 2) \text{ of } 1.5 = 5$$

$$2.5 + 1 + 1.5 = 5$$

Once a base score for each road segment with sidewalks was obtained, the other remaining factors mentioned above were weighted and scored based on the following criteria:

[Sidewalks are] good for business—Providing pedestrian access to retailers and commercial centers provides economic benefits and can promote tourism and further economic development.

-- Federal Highway Administration: A Resident's Guide for Creating Safe and Walkable Communities.

http://safety.fhwa.dot.gov/ped_bike/ped_cmunity/ped_walkguide/resource2.cfm



Sidewalks are crucial to the fabric of downtown Paducah for pedestrians to be able to walk to their destinations.

Chapter III – Recommended Improvements

- Proximity to a School
 - Elementary School
 - Within ¼ mile radius = -3
 - Within ½ mile radius = -2
 - Middle School
 - Within ¼ mile radius = -2
 - Within ½ mile radius = -1
 - High School
 - Within ¼ mile radius = -1
 - Within ½ mile radius = -1
 - College or University
 - Within ¼ mile radius = -1
 - Within 1/5 mile radius = -1
- Within a special project area (Fountain Ave., Lowertown, etc.) = -1
- Is a connector to a city park or greenway = -1

Based on these determining factors, each segment's base score was then weighted and given a final score to determine its priority. The lower the score, the higher the priority. Taking the previous example, we will assign a final priority to the segment of Harrison Street by using a GIS analysis of its location in relation to the factors above. The identified segment of Harrison Street is located within the ½ mile buffer of McNabb Elementary School. The segment is also partially located in the Fountain Avenue Neighborhood target area (it provides an important connection from the neighborhood to the school). Based on the weighted factors above, 2 points are subtracted for its proximity to an elementary school and 1 point is subtracted for being part of a targeted neighborhood.

According to a study by the Center for Disease Control, school-age children most likely to walk to school are ages 5-11. In the study, parents reported that their child walked to or from school at least once per week. The average number of trips per week to or from school averaged 7.1.

-- Center for Disease Control

Barriers to Children Walking to or from School



Sidewalks that serve high-density residential are invaluable to the residents that live there. The sidewalk above serves the Anderson Community.

Chapter III – Recommended Improvements

| Segment | From | To | Base Score | School Area | Project Area | Target Area | Final Score |
|-------------|----------|---------------------|------------|-------------|--------------|-------------|-------------|
| Harrison St | Fountain | 19 th St | 5 | -2 | -1 | 0 | 2 |

Base score = **5** – **2** for proximity to school – **1** for neighborhood = **2**

This process was accomplished for each of the segments identified to have an existing sidewalk ranking of 3 or less. Once the final score was obtained, the segments were classified into three categories: Safe Routes to School, Special Project Areas and Sidewalk Rankings.

The Safe Routes to School category consists of sidewalks within ¼ mile radius of a school. These would be the most likely segments eligible for funding through the federal and state Safe Routes to School grant program. This specialized funding is available only to sidewalks that meet specific criteria as required by the grant program.

The Special Project Areas category includes areas such as Fountain Avenue and Lowertown that have been targeted by the City Commission for redevelopment. This category also includes areas around large parks that provide important pedestrian connectors (Noble Park, Brooks Stadium, etc.). Often these projects become a special priority and get designated funds to accomplish improvements necessary for functions and events that occur in these areas.

The remainder of the sidewalk segments was prioritized in the category of Sidewalk Rankings. This category will help determine the normal course of maintenance of sidewalks in the city.

Measures to improve pedestrian safety should not be limited to engineering treatments; education and enforcement are also important for pedestrians.

-- National Highway Traffic Safety Administration

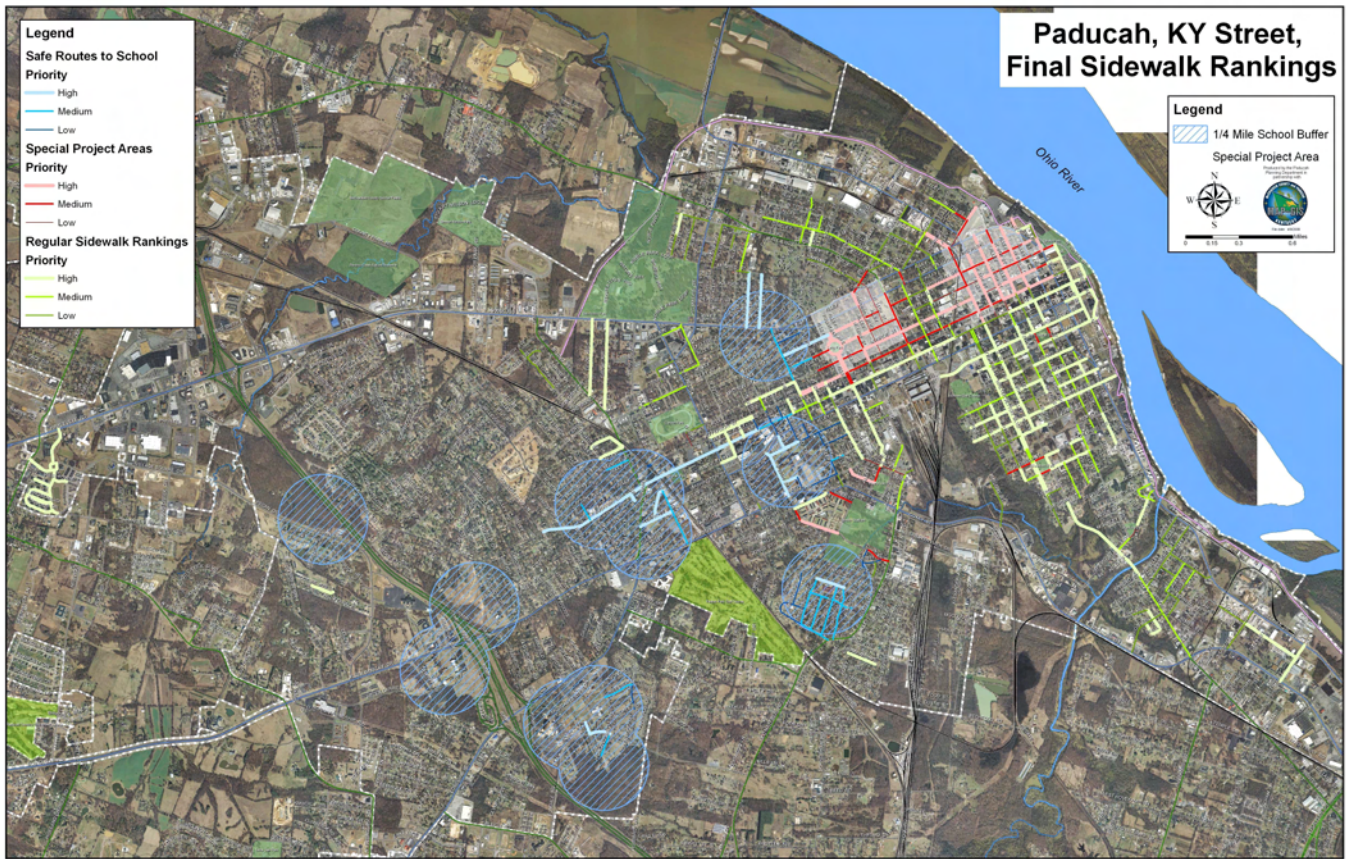
How to Develop a Pedestrian Safety Action Plan



The Safe Routes to School program provides grant funds to help prevent situations as shown in the above picture.

Figure 3.2 below illustrates the high, medium and low priority sidewalks in each category.

Figure 3.2



The tables below show the rankings of the high priorities for each category.

Table 3.1
Safe Routes To School Category
High Priority Rankings

| Street Segment | From Road | To Road | Base | Final Rank |
|-------------------|------------|----------------|------|------------|
| MAPLE LANE | BUCKNER | WALLACE | 8.50 | 1.50 |
| BUCKNER LANE | LONE OAK | S COUNTRY CLUB | 9.50 | 1.50 |
| SOUTH 25TH STREET | WASHINGTON | JACKSON | 2.00 | 2.00 |
| HARRISON STREET | FOUNTAIN | N 19TH | 5.00 | 2.00 |
| HARRISON STREET | N 19TH | N 21ST | 2.50 | 2.50 |
| CLARK STREET | S 31ST | LONE OAK | 7.50 | 2.50 |

Chapter III – Recommended Improvements

| | | | | |
|-------------------|--------------|------------|-------|------|
| ADAMS ST | S 24TH | S 25TH | 2.50 | 2.50 |
| ELMDALE ROAD | HIGHLAND | JAMESWOOD | 10.50 | 2.50 |
| KENTUCKY AVENUE | S 31ST | CLARK | 8.00 | 3.00 |
| WASHINGTON STREET | OTIS DINNING | S 25TH | 3.00 | 3.00 |
| SOUTH 24TH STREET | KENTUCKY | WASHINGTON | 3.00 | 3.00 |
| NORTH 23RD STREET | PARK | MILDRED | 6.50 | 3.50 |
| NORTH 22ND STREET | PARK | MILDRED | 6.50 | 3.50 |
| BROADWAY | N 25TH | LONE OAK | 7.50 | 3.50 |
| SOUTH 28TH STREET | MISSISSIPPI | CORNELL | 3.50 | 3.50 |
| JAMESWOOD DRIVE | ELMDALE | END | 9.50 | 3.50 |

Source: Paducah and McCracken Geographic Information Systems (MAP~GIS), Department of Engineering, City of Paducah.

Table 3.2
Special Project Area Category
High Priority Rankings

| RD_NAME | FROM_RD | TO_RD | BASE | FINAL_RANK |
|-------------------|-----------|----------------|------|------------|
| HARRISON STREET | HARAHAN | N 16TH | 4.50 | 1.50 |
| HARRISON STREET | FOUNTAIN | N 19TH | 5.00 | 2.00 |
| HARRISON STREET | N 16TH | FOUNTAIN | 2.50 | 2.50 |
| MONROE STREET | N 13TH | N 16TH | 3.50 | 2.50 |
| 5TH ST | HARRISON | MADISON | 2.50 | 2.50 |
| 5TH ST | MLK JR | HARRISON | 2.50 | 2.50 |
| FOUNTAIN AVENUE | MONROE | JEFFERSON | 7.00 | 3.00 |
| HARAHAN BOULEVARD | PARK | MLK | 3.00 | 3.00 |
| JEFFERSON STREET | FOUNTAIN | N 21ST | 7.00 | 3.00 |
| FOUNTAIN AVENUE | MONROE | JEFFERSON | 7.00 | 3.00 |
| NORTH 6TH STREET | MADISON | MONROE | 3.00 | 3.00 |
| NORTH 6TH STREET | MONROE | JEFFERSON | 3.00 | 3.00 |
| NORTH 6TH STREET | HARRISON | MADISON | 3.00 | 3.00 |
| NORTH 6TH STREET | MLK JR | HARRISON | 3.00 | 3.00 |
| MONROE STREET | N 4TH | N 7TH | 3.50 | 3.50 |
| NORTH 8TH STREET | MLK JR | MONROE | 3.50 | 3.50 |
| JEFFERSON STREET | N 3RD | N 7TH | 3.50 | 3.50 |
| NORTH 8TH STREET | MONROE | JEFFERSON | 3.50 | 3.50 |
| NORTH 9TH STREET | MADISON | BROADWAY | 3.50 | 3.50 |
| MADISON STREET | HARAHAN | FOUNTAIN | 8.00 | 4.00 |
| 4TH ST | PARK | N 4TH | 4.00 | 4.00 |
| FOUNTAIN AVENUE | HARRISON | MONROE | 8.50 | 4.50 |
| SOUTH 25TH STREET | TENNESSEE | BROOKS STADIUM | 8.50 | 4.50 |
| NORTH 16TH STREET | MONROE | JEFFERSON | 5.50 | 4.50 |
| 5TH ST | MONROE | JEFFERSON | 4.50 | 4.50 |
| N 9TH ST | BOYD | PARK | 4.50 | 4.50 |
| NORTH 7TH STREET | MADISON | JEFFERSON | 4.50 | 4.50 |
| N 3RD STREET | HARRISON | MADISON | 4.50 | 4.50 |

Long-term data shows a declining trend in pedestrian/motor vehicle collisions. Since 1975, pedestrian deaths have declined from 17% to 11% in 2005. The rate of pedestrian deaths per 100,000 people decreased from 3.5 in 1975 to 1.6 in 2005.

-- Pedestrian Accident Statistics

<http://legalcatch.wordpress.com/2008/03/18/pedestrian-accident-statistics/>



These pedestrians have found a shady spot to sit near Paducah's floodwall. Benches along the City's sidewalks are a welcome amenity to pedestrians.

Chapter III – Recommended Improvements

| | | | | |
|------------------|----------|----------|------|------|
| HARRISON STREET | N 3RD | N 4TH | 4.50 | 4.50 |
| N 5TH STREET | PARK | MLK JR | 4.50 | 4.50 |
| WHEELER AVENUE | JACKSON | B | 7.00 | 5.00 |
| MONROE STREET | N 9TH | N 13TH | 6.00 | 5.00 |
| HARRISON STREET | N 9TH | N 11TH | 6.00 | 5.00 |
| NORTH 7TH STREET | HARRISON | MADISON | 5.00 | 5.00 |
| NORTH 7TH STREET | MLK JR | HARRISON | 5.00 | 5.00 |
| NORTH 7TH STREET | PARK | MLK JR | 5.00 | 5.00 |
| CAMPBELL STREET | N 6TH | N 7TH | 5.00 | 5.00 |
| MADISON STREET | N 7TH | N 8TH | 5.00 | 5.00 |

Source: Paducah and McCracken Geographic Information Systems (MAP~GIS), Department of Engineering, City of Paducah.

Table 3.3
Regular Sidewalks Category
High Priority Rankings

| RD_NAME | FROM_RD | TO_RD | BASE | FINAL_RANK |
|--------------------|---------------|--------------|------|------------|
| CLARK STREET | S 4TH | S 6TH | 2.00 | 2.00 |
| NORTH 26TH STREET | JEFFERSON | BROADWAY | 2.00 | 2.00 |
| OSCAR CROSS AVE | S 5TH | S 6TH | 2.00 | 2.00 |
| TENNESSEE STREET | WALTER JETTON | END | 2.50 | 2.50 |
| WALTER JETTON BLVD | CALDWELL | LEAKE | 2.50 | 2.50 |
| CALDWELL STREET | S 6TH | S 7TH | 2.50 | 2.50 |
| SOUTH 5TH STREET | KENTUCKY | WASHINGTON | 2.50 | 2.50 |
| CLARK STREET | S 3RD | S 4TH | 2.50 | 2.50 |
| ADAMS ST | S 8TH | S 9TH | 2.50 | 2.50 |
| MONROE STREET | N 21ST | N 22ND | 5.50 | 2.50 |
| CLARK STREET | S 7TH | S 8TH | 2.50 | 2.50 |
| SOUTH 6TH STREET | KENTUCKY | WASHINGTON | 2.50 | 2.50 |
| REED AVENUE | N 13TH | N 14TH | 2.50 | 2.50 |
| CRUSE AVENUE | PARK | TRIMBLE | 2.50 | 2.50 |
| ADAMS ST | S 4TH | S 5TH | 2.50 | 2.50 |
| ADAMS ST | S 6TH | S 7TH | 2.50 | 2.50 |
| JONES STREET | S 8TH | S 9TH | 2.50 | 2.50 |
| LEVIN AVENUE | PARK | N 32ND | 2.50 | 2.50 |
| OHIO STREET | S 11TH | S 12TH | 2.50 | 2.50 |
| OHIO STREET | S 12TH | S 13TH | 2.50 | 2.50 |
| OSCAR CROSS AVE | S 8TH | S 9TH | 2.50 | 2.50 |
| WALTER JETTON BLVD | ADAMS | ABANDONED RR | 3.00 | 3.00 |
| HENDRICKS STREET | ELLA | WALL | 3.00 | 3.00 |
| SOUTH 7TH STREET | WASHINGTON | CLARK | 3.00 | 3.00 |
| HARRISON STREET | N 32ND | N 34TH | 5.00 | 3.00 |
| BARNES STREET | LEGION | WALL | 3.00 | 3.00 |
| WALL STREET | HENDRICKS | BARNES | 3.00 | 3.00 |
| BROAD STREET | S 4TH | GUM | 3.00 | 3.00 |
| SOUTH 17TH STREET | BROADWAY | KENTUCKY | 3.00 | 3.00 |



Shared use paths, such as the Paducah Greenway, can serve as an alternate form of pedestrian travel other than the sidewalk.



Rehabilitation of sidewalks was a key component with the Artist Relocation Program and Lowertown revitalization plan. A grant was obtained through the Federal Transit Administration and matched with local tax dollars to repair the portions of the sidewalks that were an obstacle to pedestrians. Sidewalks are an important part of the infrastructure to ensure that tourists and visitors can easily walk from one gallery to another, such as the Egg and I, pictured above.

Chapter III – Recommended Improvements

| | | | | |
|----------------------|----------------|--------------------|------|------|
| ADAMS ST | S 9TH | WALTER JETTON | 3.00 | 3.00 |
| TENNESSEE STREET | S 4TH | S 5TH | 3.00 | 3.00 |
| BRIDGE STREET | BROAD | JARRETT | 3.00 | 3.00 |
| MONROE STREET | N 22ND | N 25TH | 6.50 | 3.50 |
| MONROE STREET | N 2ND | N 3RD | 3.50 | 3.50 |
| SOUTH 5TH STREET | BROADWAY | KENTUCKY | 3.50 | 3.50 |
| 2ND ST | MADISON | BROADWAY | 3.50 | 3.50 |
| MADISON STREET | N 32ND | N 34TH | 7.50 | 3.50 |
| SOUTH 11TH STREET | CALDWELL | HUSBANDS | 3.50 | 3.50 |
| OHIO STREET | BELTLINE | S 25TH | 3.50 | 3.50 |
| SOUTH 11TH STREET | OSCAR CROSS | TENNESSEE | 3.50 | 3.50 |
| SOUTH 27TH STREET | BROADWAY | KENTUCKY | 3.50 | 3.50 |
| OGILVIE AVENUE | DEER LICK | END | 3.50 | 3.50 |
| OSCAR CROSS AVE | S 4TH | S 5TH | 3.50 | 3.50 |
| BETHEL STREET | WAYNE SULLIVAN | IRVIN COBB VILLAGE | 3.50 | 3.50 |
| WEST PARK DRIVE | HINKLEVILLE | SQUARE | 3.50 | 3.50 |
| POWELL STREET | LOCUST | TULLY | 4.00 | 4.00 |
| POWELL STREET | TULLY | BETHEL | 4.00 | 4.00 |
| JEFFERSON STREET | N 25TH | JOE CLIFTON | 9.00 | 4.00 |
| WALTER JETTON BLVD | WASHINGTON | ADAMS | 4.00 | 4.00 |
| WEST TOWNE DRIVE | WEST PARK | WEST PARK | 4.00 | 4.00 |
| SOUTH 9TH STREET | EDGE OF WOODS | BROAD | 4.00 | 4.00 |
| EXECUTIVE BLVD | N 3RD | N 4TH | 4.00 | 4.00 |
| WEST BROOK BLVD | PARK SIDE | WEST PARK | 4.00 | 4.00 |
| SUNNYBROOK DRIVE | WEST PARK | END | 4.00 | 4.00 |
| BROADWAY | FOUNTAIN | S 19TH | 4.00 | 4.00 |
| NORTH 20TH STREET | JEFFERSON | BROADWAY | 7.00 | 4.00 |
| TENNESSEE STREET | S 5TH | S 6TH | 4.00 | 4.00 |
| TENNESSEE STREET | S 3RD | S 4TH | 4.00 | 4.00 |
| BROADWAY | N 13TH | FOUNTAIN | 4.00 | 4.00 |
| BROADWAY | N 11TH | N 13TH | 4.00 | 4.00 |
| BROADWAY | N 3RD | S 7TH | 4.00 | 4.00 |
| BROADWAY | WATER | S 3RD | 4.00 | 4.00 |
| PARK SIDE DRIVE | WEST PARK | PARK SIDE | 4.00 | 4.00 |
| WEST PARK DRIVE | VILLAGE SQUARE | HANSEN EXIT | 4.00 | 4.00 |
| VILLAGE SQUARE DRIVE | OLIVET CHURH | WEST PARK | 4.00 | 4.00 |
| KENTUCKY AVENUE | MARKET HOUSE | S 3RD | 4.50 | 4.50 |
| JEFFERSON STREET | WATER | N 2ND | 4.50 | 4.50 |
| SOUTH 17TH STREET | KENTUCKY | CLARK | 4.50 | 4.50 |
| SOUTH 9TH STREET | TENNESSEE | JONES | 4.50 | 4.50 |
| SOUTH 17TH STREET | CLARK | GUTHRIE | 4.50 | 4.50 |
| CLARK STREET | WALTER JETTON | GOULD | 4.50 | 4.50 |
| SOUTH 2ND STREET | KENTUCKY | BROADWAY | 4.50 | 4.50 |
| SOUTH 4TH STREET | NORTON | HUSBANDS | 4.50 | 4.50 |
| NORTH WATER STREET | JEFFERSON | BROADWAY | 4.50 | 4.50 |
| NORTH 19TH STREET | JEFFERSON | BROADWAY | 4.50 | 4.50 |

Of the 20.9 million people riding bicycles, the majority reported doing so for exercise/health (41%) and recreation (37%).

-- League of American Bicyclists

http://www.bikeleague.org/media/facts/#how_many



It is imperative that the City maintain crosswalks and other safety features on sidewalks. Paducah has events such as the BBQ on the River and the Quilt Show (pictured above) that draw pedestrians out onto the sidewalk.

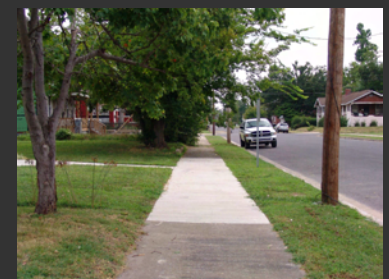
Chapter III – Recommended Improvements

| | | | | |
|--------------------|----------------|------------|------|------|
| WASHINGTON STREET | MARINE | S 3RD | 4.50 | 4.50 |
| WASHINGTON STREET | S 3RD | S 4TH | 4.50 | 4.50 |
| WASHINGTON STREET | S 9TH | WALTER | | |
| | WALETER | JETTON | 4.50 | 4.50 |
| WASHINGTON STREET | JETTON | END | 4.50 | 4.50 |
| | | WALTER | | |
| OHIO STREET | S 9TH | JETTON | 4.50 | 4.50 |
| CLARK STREET | FLOODWALL | S 3RD | 4.50 | 4.50 |
| SOUTH WATER STREET | KENTUCKY | CLARK | 4.50 | 4.50 |
| MARKET HOUSE | | | | |
| SQUARE | BROADWAY | KENTUCKY | 4.50 | 4.50 |
| SOUTH 2ND STREET | WASHINGTON | CLARK | 4.50 | 4.50 |
| NORTH 21ST STREET | MONROE | JEFFERSON | 5.00 | 5.00 |
| KENTUCKY AVENUE | S 27TH | S 28TH | 8.00 | 5.00 |
| CALDWELL STREET | S 8TH | S 9TH | 5.00 | 5.00 |
| NORTH 11TH STREET | HARRISON | MADISON | 5.00 | 5.00 |
| SOUTH 19TH STREET | KENTUCKY | GUTHRIE | 6.00 | 5.00 |
| HAMPTON AVENUE | N 12TH | N 13TH | 5.00 | 5.00 |
| SOUTH 9TH STREET | CALDWELL | HUSBANDS | 5.00 | 5.00 |
| SOUTH 9TH STREET | BROADWAY | TENNESSEE | 5.00 | 5.00 |
| SOUTH 7TH STREET | KENTUCKY | WASHINGTON | 5.00 | 5.00 |
| SOUTH 7TH STREET | OSCAR CROSS | OHIO | 5.00 | 5.00 |
| MARKHAM AVENUE | SCHNEIDMAN | FAIRMONT | 7.00 | 5.00 |
| HUSBANDS STREET | S 8TH | S 9TH | 5.00 | 5.00 |
| HUSBANDS STREET | S 7TH | S 8TH | 5.00 | 5.00 |
| HUSBANDS STREET | S 8TH | S 7TH | 5.00 | 5.00 |
| SOUTH 4TH STREET | OSCAR CROSS | OHIO | 5.00 | 5.00 |
| OHIO STREET | S 3RD | S 4TH | 5.00 | 5.00 |
| OSCAR CROSS AVE | WAYNE SULLIVAN | S 4TH | 5.00 | 5.00 |
| OSCAR CROSS AVE | S 7TH | S 8TH | 5.00 | 5.00 |
| TENNESSEE STREET | S 6TH | S 8TH | 5.00 | 5.00 |
| NORTH 22ND STREET | JEFFERSON | BROADWAY | 8.00 | 5.00 |
| WASHINGTON STREET | S 4TH | S 6TH | 5.00 | 5.00 |
| WASHINGTON STREET | S 6TH | S 9TH | 5.00 | 5.00 |
| ADAMS ST | S 5TH | S 6TH | 5.00 | 5.00 |
| | | WALTER | | |
| JONES STREET | S 9TH | JETTON | 5.00 | 5.00 |
| NORTH 27TH STREET | JEFFERSON | BROADWAY | 5.00 | 5.00 |
| OHIO STREET | S 4TH | S 5TH | 5.00 | 5.00 |
| OHIO STREET | S 5TH | S 6TH | 5.00 | 5.00 |
| | | WALTER | | |
| TENNESSEE STREET | S 9TH | JETTON | 5.00 | 5.00 |
| TENNESSEE STREET | MARINE | S 3RD | 5.00 | 5.00 |
| | | EDGE OF | | |
| SOUTH 9TH STREET | BACHMAN | WOODS | 5.00 | 5.00 |

Source: Paducah and McCracken Geographic Information Systems (MAP~GIS), Department of Engineering, City of Paducah.



Creating a pedestrian friendly environment involves removing barriers both real and perceived. Clearly marked paths can make a route feel safe and encourage travel on one path versus another. The sign above is obviously not pedestrian friendly.



Sidewalk replacement helps to create a pedestrian friendly environment. This portion of sidewalk was recently replaced as part of the Fountain Avenue Revitalization Program. This portion of sidewalk is located at 1615 Madison Street.

Chapter III – Recommended Improvements

Cost Estimates

As stated in Chapter II – Existing Facilities, the 2008 cost of repairing or replacing existing sidewalks is approximately \$32 per linear foot. The smallest categorized list is the Safe Routes to School category. Just the high priorities in this smallest category would total \$675,490.

Each year the City Commission determines the budget for the entire city including dollar amounts, if any, that will be used for street paving, sidewalks and curbs. For the past few years, allocations from the commission have ranged from \$0 dollars to \$800,000 dollars. This makes it difficult to create a plan of action for sidewalk maintenance and repair. Chapter IV – Implementation identifies potential funding sources that may be available for sidewalk repair.

New Facilities

This section of the study addresses underserved or unserved areas of the city. Two categories are identified for new facilities. The first is the gaps in the existing grid system. The second is larger capital projects along collector streets to connect the west end of the city to the downtown core. At this time the focus of new facilities will be on making connections through un-served areas rather than putting new sidewalks in older subdivisions where no existing connections are made.

Grid System Gaps

Chapter 2 – Existing Facilities identifies the breakdown of the sidewalk network around Joe Clifton Drive (28th Street). The most logical place to begin constructing new facilities is to continue what the city forefathers began by filling in gaps in the grid system.

Figure 3.3 below defines the gaps in the existing system east of 28th Street. Where the green lines outlined in yellow are broken are where



This deteriorated sidewalk is located on Madison Street between North 13th Street and North 14th Street. Note the water standing on the sidewalk.



This sidewalk is deteriorating along Park Avenue near Paducah Ford.

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the gaps in the grid system exist. As dollars come available to repair or construct new sidewalks, these areas should be a priority, especially when located near a school. If an adjacent sidewalk segment is to be replaced, then the gap in the sidewalk system should be installed at the same time the existing segment is repaired.

Figure 3.3
Gaps In Grid System



Generally speaking, these sections identified above have adequate right-of-way widths to construct sidewalks. In most cases, the sidewalk construction was stopped when the WPA project ran out of funds in 1943 due to the onset of America’s involvement in World War II.

Collector Connections

The largest proposed capital projects fit into this category of providing sidewalk service to the west end of the city. Sidewalks are virtually non-existent in this part of the city due to reasons described in the previous sections. Each identified segment in this category will generally involve a major multi-million dollar reconstruction and likely private property acquisition. Given this fact, funding for these projects would likely have

Increasing street connectivity creates a safer, more pedestrian friendly street system by:

Reducing walking distances.

Offering more route choices along quiet local streets.

Dispersing motor vehicle traffic with more two-lane, neighborhood commercial streets, which relieves motor vehicle traffic from arterials to make streets safer for pedestrians to walk along.

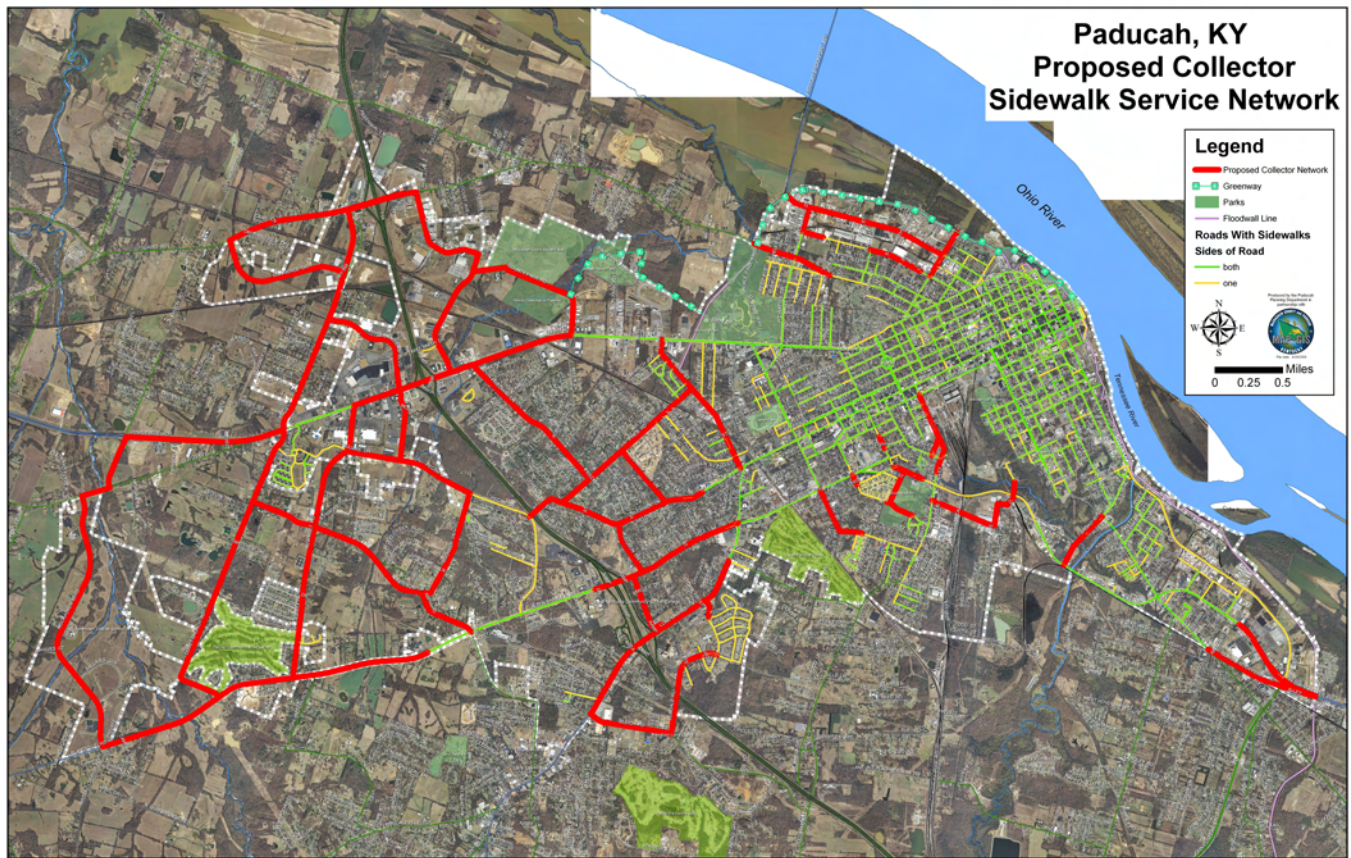
Reducing the need for wide, difficult to cross streets and intersections by providing more connections.

-- National Highway Traffic Safety Administration

How to Develop a Pedestrian Safety Action Plan

to come from the State and/or Federal level. Figure 3.4 below illustrates the proposed sidewalk network extension to the west end.

Figure 3.4
Collector Sidewalk Service Network



Five factors were considered in ranking and prioritizing the above segments. The first factor was the number of properties to be served by the proposed segment. Using the geographic information system, the number of parcels that would be served by each proposed sidewalk segment was identified by selecting the adjacent properties. The number of individual properties to be served were then tallied and entered into the system. This number was then divided by the length of the segment in feet and multiplied by 100 to obtain the ratio of number of parcels served per 100 ft of proposed sidewalk. The results were then classified and categorized into a high, medium and low category using the Jenks Natural Breaks classification with three classes. Sidewalk segments that

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served the most properties were high and given a value of 3, medium 2 and low a value of 1.

The second factor considered for each segment was the potential connection to existing sidewalks. If the proposed new sidewalk segment connected to an existing sidewalk on one end, it was given a value of 1, if it made a connection to existing sidewalks on both ends; it was given a value of 2.

Connections to business districts or neighborhood population centers were factored in the ranking as well. If the proposed new sidewalk segment connected or passed through one of these areas, it was assigned a value of 1.

The fourth factor considered for each segment was if it served as a connection to or a new service to a park. Each segment was given a value of 1 if this consideration was met.

Proximity to schools was the last factor considered. If a proposed new sidewalk segment fell within ¼ mile of a school, then a value of 1 was assigned to the segment.

All five of the factors were then tallied together to obtain a final ranking for each segment. The final rankings ranged from 0 to 7, with 7 being the highest rank and 0 the lowest rank. For example, the segment of Buckner Lane from Sycamore Street to Pecan Drive had a final ranking of 7. This was obtained from serving a medium number of properties (2), making a connection to existing sidewalks on both ends (2), passing through a neighborhood population center (1), passing by and serving Boyles Park (1) and being in close proximity to Clark Elementary (1).



Pictured is George Rogers Clark Elementary School. This school is in close proximity to sidewalks that parallel Buckner Lane.



The area around Kentucky Oaks Mall presents an opportunity and a challenge. The regional trade center lacks sidewalks, which end at Paducah Ford on the East and Fazoli's/ Red Lobster on the West. However, due to turning lanes, curb cuts, wide street crossings and high traffic counts, this area could be precarious to pedestrians.

Chapter III – Recommended Improvements

| Segment | From | To | Properties Served | Sidewalk Connect. | Population Center | Park Served | School Served | Final Rank |
|---------|----------|-------|-------------------|-------------------|-------------------|-------------|---------------|------------|
| Buckner | Sycamore | Pecan | 2 | 2 | 1 | 1 | 1 | 7 |

Source: Paducah and McCracken Geographic Information Systems (MAP~GIS), City of Paducah.

The top ranked collector segments identified by the ranking system are listed below in Table 3.4.

**Table 3.4
Top Ranked New Sidewalks Collector Network**

| ROAD SEGMENT NAME | FROM ROAD | TO ROAD | FINAL RANK |
|-------------------|----------------|--------------------------|------------|
| SOUTH 21ST STREET | 21st | Joe Bryan | 7.00 |
| BUCKNER LANE | Sycamore | Pecan | 7.00 |
| SOUTH 28TH STREET | Jackson | S24th | 6.00 |
| 32ND ST | Park | Broadway | 6.00 |
| SOUTH 21ST STREET | Clark | Adams | 6.00 |
| SOUTH 25TH STREET | Jackson | Ohio | 5.00 |
| MAYFIELD ROAD | Guthrie | Wheeler | 5.00 |
| ALBEN BARKLEY DR | Lone Oak | Memorial | 5.00 |
| NORTH 10TH STREET | Ellis | Alley btw Flour. / Burn. | 4.00 |
| BROAD STREET | Irvin Cobb | Bridge | 4.00 |
| PINES ROAD | N32nd | Buckner | 4.00 |
| JOE BRYAN DRIVE | S16th | Guthrie | 4.00 |
| SOUTH 25TH STREET | Alabama | S23rd | 4.00 |
| BURNETT STREET | N6th | N10th | 4.00 |
| CAIRO ROAD | Palm | City Limits | 4.00 |
| GOEBEL AVENUE | N16th | Guthrie | 4.00 |
| IRVIN COBB DRIVE | Wayne Sullivan | 3100 Irvin Cobb | 4.00 |
| NEW HOLT ROAD | Hinkleville | Blandville | 4.00 |

Source: McCracken & Paducah Geographic Information Systems (MAP~GIS), City of Paducah.

Cost Estimates

Most of these projects are large capital investments that will exceed the amounts allocated for sidewalks and streets in the city budget. According to the Federal Highway Administration *Recommended Guidelines/Priorities for Sidewalks and Walkways*:



Installing sidewalks along an existing roadway is often an expensive proposition. Ideally, the sidewalk would be installed at the same time the road is developed, rather than years after road construction.

Chapter III – Recommended Improvements

The cost of constructing 6-foot sidewalks alone is relatively low; typically running between \$12 to \$20 per lineal foot. Therefore, constructing sidewalks on both sides of the street will cost between \$24 to \$40 per lineal foot or \$150,000 to \$250,000 per mile. The costs of providing curb-and-gutter, which presumes the need to also provide a street drainage system, run much higher than the cost of sidewalk alone.

Other studies have shown that construction of curb-and-gutter can add an additional \$10 to \$20 per linear foot depending on the level of engineering and/or earthwork needed. This pushes the cost factors to a range of \$44 to \$80 per linear foot (approximately \$230,000 to \$425,000 per mile) for construction of a new sidewalk, curb-and-gutter and drainage system. This cost factor still does not consider the potential cost of land acquisition that may be required to construct the system.

Table 3.5 below shows the top ranked segments with the projected cost ranges of \$44 to \$80 per linear foot cost of construction. Projects that require land acquisition have the real potential of increasing the actual cost of construction exponentially higher. Implementation and potential funding sources are discussed in the next chapter.

**Table 3.5
New Sidewalk Segment Projects Cost Ranges**

| SEGMENT NAME | FROM RD | TO RD | SEGMENT LENGTH | COST LOW | COST HIGH |
|-------------------|------------|--------------------------|----------------|--------------|--------------|
| SOUTH 21ST STREET | 21st | Joe Bryan | 1223.37 | \$53,828.16 | \$97,869.38 |
| BUCKNER LANE | Sycamore | Pecan | 7425.98 | \$326,743.27 | \$594,078.67 |
| SOUTH 28TH STREET | Jackson | S24th | 2662.71 | \$117,159.12 | \$213,016.58 |
| 32ND ST | Park | Broadway | 6008.67 | \$264,381.40 | \$480,693.45 |
| SOUTH 21ST STREET | Clark | Adams | 489.28 | \$21,528.43 | \$39,142.60 |
| SOUTH 25TH STREET | Jackson | Ohio | 412.12 | \$18,133.28 | \$32,969.60 |
| MAYFIELD ROAD | Guthrie | Wheeler | 543.43 | \$23,910.75 | \$43,474.08 |
| ALBEN BARKLEY DR | Lone Oak | Memorial | 6198.09 | \$272,715.87 | \$495,847.04 |
| NORTH 10TH STREET | Ellis | Alley btw Flour. / Burn. | 2164.08 | \$95,219.55 | \$173,126.45 |
| BROAD STREET | Irvin Cobb | Bridge | 2441.45 | \$107,423.90 | \$195,316.17 |



This section of sidewalk along Trimble Street ends right after California Court. Joe Clifton Drive is in the background, where sidewalks exist along both sides of the street. The sidewalk along Joe Clifton Drive is 260 feet away from the end of this sidewalk.

Chapter III – Recommended Improvements

| | | | | | |
|-------------------|----------------|-----------------|----------|--------------|--------------|
| PINES ROAD | N32nd | Buckner | 6722.96 | \$295,810.33 | \$537,836.97 |
| JOE BRYAN DRIVE | S16th | Guthrie | 783.39 | \$34,469.33 | \$62,671.51 |
| SOUTH 25TH STREET | Alabama | S23rd | 1118.32 | \$49,206.17 | \$89,465.76 |
| BURNETT STREET | N6th | N10th | 2009.85 | \$88,433.43 | \$160,788.06 |
| CAIRO ROAD | Palm | City Limits | 3218.33 | \$141,606.32 | \$257,466.04 |
| GOEBEL AVENUE | N16th | Guthrie | 404.69 | \$17,806.18 | \$32,374.86 |
| IRVIN COBB DRIVE | Wayne Sullivan | 3100 Irvin Cobb | 3667.65 | \$161,376.40 | \$293,411.64 |
| NEW HOLT ROAD | Hinkleville | Blandville | 11068.90 | \$487,031.61 | \$885,512.02 |

Source: McCracken & Paducah Geographic Information Systems (MAP~GIS), City of Paducah.

Signage, Signaling, & Crosswalks

Throughout the City of Paducah, clearly marked crosswalks are intermittent. Those intersections that are marked are in need of continual re-stripping or additional signaling to increase safety.

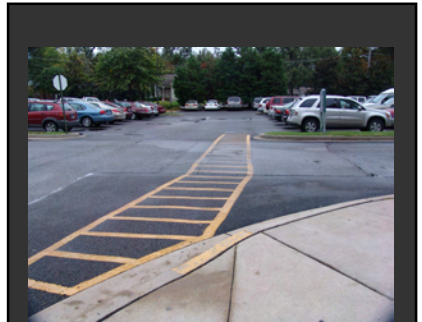
According to the Safe Routes to School guide, a marked crosswalk can benefit pedestrians by directing them to cross at locations where appropriate traffic control, including traffic signals currently exist or can be provided. However, marked pedestrian crosswalks, in and of themselves, do not slow traffic or reduce pedestrian crashes. The document further describes three reasons to install marked crosswalks:

- To indicate a preferred pedestrian crossing location.
- To alert drivers to an often-used pedestrian crossing.
- To indicate school walking routes.

Providing crosswalks that are very visible helps remind drivers that these are important pedestrian crossings.¹ Marked crosswalks should only be installed at controlled intersections or where flashing caution lights denote the crossing. Crosswalks should not be installed where no regulatory signage, such as stop signs, exist.

Visible marking of crosswalks should begin by re-stripping or painting striping on clear pedestrian corridors within ¼ mile of schools and other busy pedestrian intersections such as around heavily utilized park

¹ SRTS guide. Marked Crosswalks.
http://www.saferoutesinfo.org/guide/engineering/marked_crosswalks.cfm.



Clearly marked crosswalks, such as the one above, are essential to the awareness of automobile drivers and the safety of pedestrians. This crosswalk is located at Western Baptist Hospital.

Chapter III – Recommended Improvements

facilities and the downtown business district. Costs associated with these improvements will range from the cost of the paint, to \$50,000 or more for signage or signalization. However, most of the intersections within the school zones will only require painting and signage.



The City of Paducah has proposed a collector sidewalk service network to connect the areas primarily West of Joe Clifton Drive to the existing sidewalk infrastructure. A junction of the network will be located at Country Club Lane and Pines Road.



Another way to ensure the enjoyment of sidewalks is to make sure trees are properly pruned back. The homeowners association of West Park Village is enhancing the viewshed by trimming these river birches.

Implementation

This document is intended to act only as a guide and not a sole source decision-making tool. The information included here should be used as a resource to aid in the decision making process with regards to sidewalk projects. External factors such as political forces, available funding, disasters or various other influences can, and often do, affect which sidewalks are repaired and where new sidewalks are constructed.

According to the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets (also known as “the Green Book”): “Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way.”

It is common sense that there be well-designed, safe places for people to walk along public rights-of-way. How this will be accomplished will depend upon the type of road, whether it is new construction or a retrofitted area and funding availability.¹

Paducah has had several successes in the past few years with regards to improving the existing sidewalk infrastructure. However, there are numerous missing links where no sidewalks exist, especially past 28th Street. The remainder of this document provides guidance on how to continue to improve the existing network and strategies to provide links to the un-served west side. The chapter is divided into three sections. The first is Action Strategy, which outlines recommendations to be taken into account for the existing sidewalk network, new sidewalks and signage, signaling and crosswalks. The second section contains Policy

¹ Federal Highway Administration (FHWA). Recommended Guidelines/Priorities for Sidewalks and Walkways.

In 1999, the Federal Highway Administration (FHWA) sent a memorandum to its field offices, stating, “We expect every transportation agency to make accommodations for bicycling and walking a routine part of their planning, design, construction, operations and maintenance activities.”

Typically, communities should focus on: (1) improving conditions for people who are currently walking (including improved accessibility to sidewalk facilities for pedestrians with disabilities), (2) increasing levels of walking and (3) reducing the number of crashes involving pedestrians.

-- Federal Highway Administration

Chapter IV – Implementation

Recommendations or ways to approach replacement of sidewalks or installation of new infrastructure. The third section outlines potential funding sources for sidewalks.

Action Strategy

In general, the existing sidewalk network has been adequately maintained and progress has been made to make the system more walkable. However, new sidewalk linkages have failed to be made in the past. Safe and visible crosswalks, signage and signaling are lacking in many areas.

Existing Network

The existing sidewalk network has been on a continuous maintenance program for many years, with good success. The following recommendations look to build upon those successes.

1. Continue the sidewalk, street and curb-and-gutter ranking system. The data should continue to be updated on an annual basis. The ranking system should be maintained in the city's Geographic Information System in order to provide up to date analysis of the sidewalk network.
2. Continue replacing street corners with handicap accessible corners. This effort has done the most to remove barriers to walking in Paducah and made pedestrian transportation a more viable means of travel in the city.
3. Continue the sidewalk replacement program. Cost sharing is one of the best ways to leverage more dollars for sidewalk replacement. Both the homeowner and the city benefit from this program. Additionally, the city should continue the replacement of sidewalks using this document and the street ranking system data as a guide.
4. Look for alternate funding. Currently, grants are available for the replacement of sidewalks within school zones. To date, the city has not taken advantage of these grants.

The following are suggested criteria for establishing priorities:

1. **Speed**— There is a direct relationship between speed and the number and severity of crashes.
2. **Street Classification**— Arterial streets should take precedence because they generally have higher pedestrian use and are the main links in a community.
3. **Crash Data**— Pedestrian crashes seldom occur with high frequency at one location, but there are clearly locations where crashes occur due to a lack of sidewalks.
4. **School Walking Zones**— School walking zones typically extend from residential areas to an elementary school. Children are especially vulnerable, making streets in these zones prime candidates for sidewalks.
5. **Transit Routes**— Transit riders need sidewalks to access transit stops.
6. **Neighborhoods With Low Vehicle Ownership**— Twenty percent of the U.S. population has a disability and 30 percent of our population does not drive. Walking is the primary mode of transportation for many of the people in this country.
7. **Urban Centers/Neighborhood Commercial Areas**— Areas of high commercial activity generate high pedestrian use, even if they are primarily motorists who have parked their car.
8. **Other Pedestrian Generators**— Hospitals, community centers, libraries, sports arenas and other public places are natural pedestrian generators where sidewalks should be given priority.
9. **Missing Links**— Installing sidewalks to connect pedestrian areas to each other creates continuous walking systems.
10. **Neighborhood Priorities**— Neighborhood groups or homeowners associations can provide a prioritized list of locations where they see a need for sidewalks. Agencies should be cautious about using this criterion, as it is not desirable to let neighborhood pressure override addressing a key safety concern.

-- Federal Highway Administration

Chapter IV – Implementation

5. Start replacing high priority sidewalks from each of the three categories of Safe Routes to School, Special Project Areas and Regular Sidewalks.

New Sidewalks

In most cases, new sidewalk services extending toward the west end will be major capital expenditures. However, strides can be made continuing construction of the older grid pattern that was stopped in the 1940's while funding is sought for the larger projects.

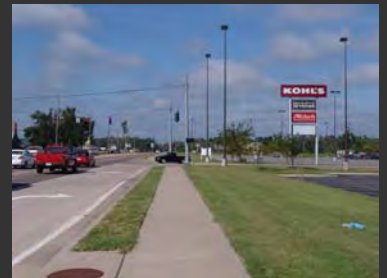
1. Continue the existing sidewalk grid when working on existing connections or when near a gap in service. When a sidewalk is scheduled to be replaced in an area where there is a gap in service either completing a connection or extending a service, then installing a new sidewalk should be considered.
2. Continue to require sidewalks with new developments, both commercial and residential, and when done by public or private entities.
3. Explore the use of greenways in lieu of sidewalks. In some areas of the city, a separate hike and bike trail system may be more economical and efficient providing links to commercial and residential areas. The city should create a comprehensive greenway plan and provide connections where possible.
4. Look for alternate funding opportunities. Currently, grants are available for the installation of new sidewalks within school zones. To date, the city has not taken advantage of these grants.

Crosswalks, signage, signaling

Providing crosswalks that are very visible helps remind drivers of important pedestrian crossings. In general, Paducah does not have many crosswalks marked. Directly adjacent to schools are the best-marked crosswalks. Some have flashing school zone lights, crossing guards, signs and painted crosswalks. Other crosswalks have varying degrees of visibility.



To comply with Federal Americans with Disabilities Act (ADA) guidelines, newly constructed sidewalks must be accessible to people with disabilities.



Sidewalks should be continuous; interruptions may require pedestrians to cross a busy arterial street mid-block or at an unsignalized location to continue walking. Sidewalks should also be fully accessible to side streets and adjacent sidewalks and buildings. This sidewalk "jogs around" the Kohl's turning lane.

Chapter IV – Implementation

1. Repaint or paint all existing crossings within ¼ mile of school zones. Specific walking routes may be defined by the school system. Adequate signage in accordance with AASHTO should be installed along these routes to encourage use of the designated routes.
2. Existing pedestrian routes should be repainted and signage installed in high pedestrian areas such as the parks, downtown, Western Baptist Hospital and the Jefferson/Broadway/Kentucky corridors.
3. At busy intersections, signaling needs should be continually evaluated at crosswalks, including walk / don't walk electronic signaling, especially on high traffic state routes managed by the Kentucky Transportation Cabinet.
4. Coordination with the Kentucky Department of Transportation for regular maintenance of crosswalks crossing state or federal right of way.
5. Regular painting and maintenance of crosswalks should be incorporated into the maintenance plan.

Policy Recommendations

Changes in policies may be necessary in order to better track progress, implement the sidewalk plan and take advantage of potential funding.

1. The street ranking system and sidewalk data should be field verified for accuracy. The city's GIS sidewalk layer has been derived from aerial photography, which is not always interpreted correctly. Field verification will improve the overall accuracy of the system and will allow for better project planning.
2. The priority segments listed in Chapter 3 should be reviewed and updated on an annual basis to coincide with project selection on the state's 6-Year Plan and the city's Capital Improvements Plan.
3. While the Greenway system and bicycle network is being addressed as a separate plan, both it and this sidewalk study address the pedestrian network in the city. For this reason, the

Planning so that pedestrians, bicyclists and motorists alike can travel safely and harmoniously is sometimes a difficult balancing act, but the positive benefits reaped by a comprehensive transportation plan are overwhelming.

-- Pedestrian and Bicycle Information Center

www.bicyclinginfo.org/develop/

There will always be more improvements to be made than can be accommodated. Thus, a prioritization system needs to be developed to rank the various competing projects.

-- National Highway Traffic Safety Administration

How to Develop a Pedestrian Safety Action Plan

Chapter IV – Implementation

two documents should be viewed together and consulted equally when selecting projects.

4. The Paducah Independent School System in conjunction with the City of Paducah should develop a separate Safe Routes to School Plan according to state guidelines. This must be done in order to take advantage of available funds for replacing existing sidewalks, installing new sidewalks, crosswalks, signage and education in and around school zones.

Potential Funding Sources

Several funding sources are available and have been used by the city in funding sidewalks. In the past, the city has been successful in implementing sidewalk repairs using local tax dollars and state/federal gas tax monies. Additionally, the city has been fortunate to obtain grants through the Transportation Enhancement program and the Federal Transit Authority for sidewalk repairs. New sidewalk installation dollars have come from the state for road projects in the 6-yr plan. The following recommendations seek to capitalize on those funding opportunities and identify potential new sources of funding.

State/Federal Funding Sources

Paducah has been most successful in obtaining Transportation Enhancement grants. These grants have been successfully utilized for replacing downtown sidewalks and building Paducah's Greenway system. Paducah also receives dollars through the state from the gas tax. In past years, the gas tax dollar amount has been approximately \$425,000. These dollars are not just allocated to repairing sidewalks, but also to repairing/repaving streets and curb-and-gutter.

1. Continue to use a portion of the gas tax dollars for sidewalk repair. City staff should explore the use of these dollars as matching funds for grant monies.
2. Continue to apply for Transportation Enhancement grants. One of the eligible activities through this program is pedestrian and



The SRTS Program is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative; and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

-- Kentucky Transportation Cabinet

<http://saferoutes.ky.gov/>

Chapter IV – Implementation

bicycle facilities. Currently, greenways are the main thrust of the program and sidewalks by themselves would likely not be funded. Staff should explore the possibility of a greenway trail connection in lieu of sidewalks where possible. These grants are very competitive, but Paducah has been successful in obtaining them over the past five years.

3. Create a Safe Routes to School (SRTS) program. The most directly related program for sidewalk repair and new installation is the Safe Routes to School program. This is a relatively new program that provides funds to make areas around schools more walkable by improving the pedestrian network and providing traffic education and enforcement. Projects must have an education component to be funded. Portions of this study can be tailored into a SRTS plan. The Paducah Independent School System and the City of Paducah should combine efforts to create a SRTS plan and ensure that the public hearing requirements are met. A plan must be in place before an application can be submitted.
4. Another funding source for larger sidewalk projects is to request dollars through the state for a specific project. This request can be made by the transportation planning process of putting the project on the unscheduled needs list and eventually the 6yr Plan to await funding or by asking for a direct appropriation.

Local Funds

Sidewalk replacement and repairs have been funded with local tax dollars. The city commission should continue funding the maintenance of the system and, if possible, fund the installation of the smaller projects that fill in the gaps of the grid system. These local dollars spent could match grant project dollars. In today's increasingly difficult economic times, dollars for infrastructure are difficult to find.

1. In the 2008 Fiscal Year, the City Commission allocated dollars from the additional payroll tax, which a portion was earmarked for quality of life issues. If possible, the Commission should

Most of the improvements that reduce pedestrian crashes are relatively inexpensive when compared to efforts to reduce motor vehicle crashes

-- National Highway Traffic Safety Administration

How to Develop a Pedestrian Safety Action Plan

Safe Routes to School is a national program that encourages youth and their families to choose walking, cycling and other active ways to get to and from school.



The Safe Routes to School program can be tailored to meet the needs of your school and community. Initiatives include adult-supervised walks to school, infrastructure improvements and safety enhancements such as sidewalks, crosswalks and crossing guards, designated walking paths and reduced speed zones.

Chapter IV – Implementation

continue to fund sidewalk installation and repair from these funds.

2. A possible funding source for larger projects are municipal bonds. Though likely not the most desirable option, staff and the Commission should explore the use of bonds if or when the project circumstances warrant.
3. Another possible option is a Neighborhood or Business Improvement District. These are special taxing districts where additional taxes are paid by residents or business owners within a defined boundary. These additional tax dollars could then only be spent within the defined boundary for infrastructure improvements. This funding mechanism, while effective, would likely not be easily implemented in today's economy since it involves additional taxes.

Private Funds

Paducah's Sidewalk Replacement Program is a successful partnership between city tax dollars and private funds. The property owner pays for the cost of the material and the city provides the labor to install the concrete sidewalks.

One hundred and seventy-eight million adult Americans took walks during the summer months of 2002, or 6 out of every 7 adults.

-- Sidewalks Promote Walking:
Bureau of Transportation
Statistics

http://www.bts.gov/publications/issue_briefs/number_12/pdf/entire.pdf



The City of Paducah takes great pride in our sidewalk rehabilitation. Landscaped sidewalks such as these abound in downtown.

Paducah, KY Annexation History & Sidewalk Comparison

Legend

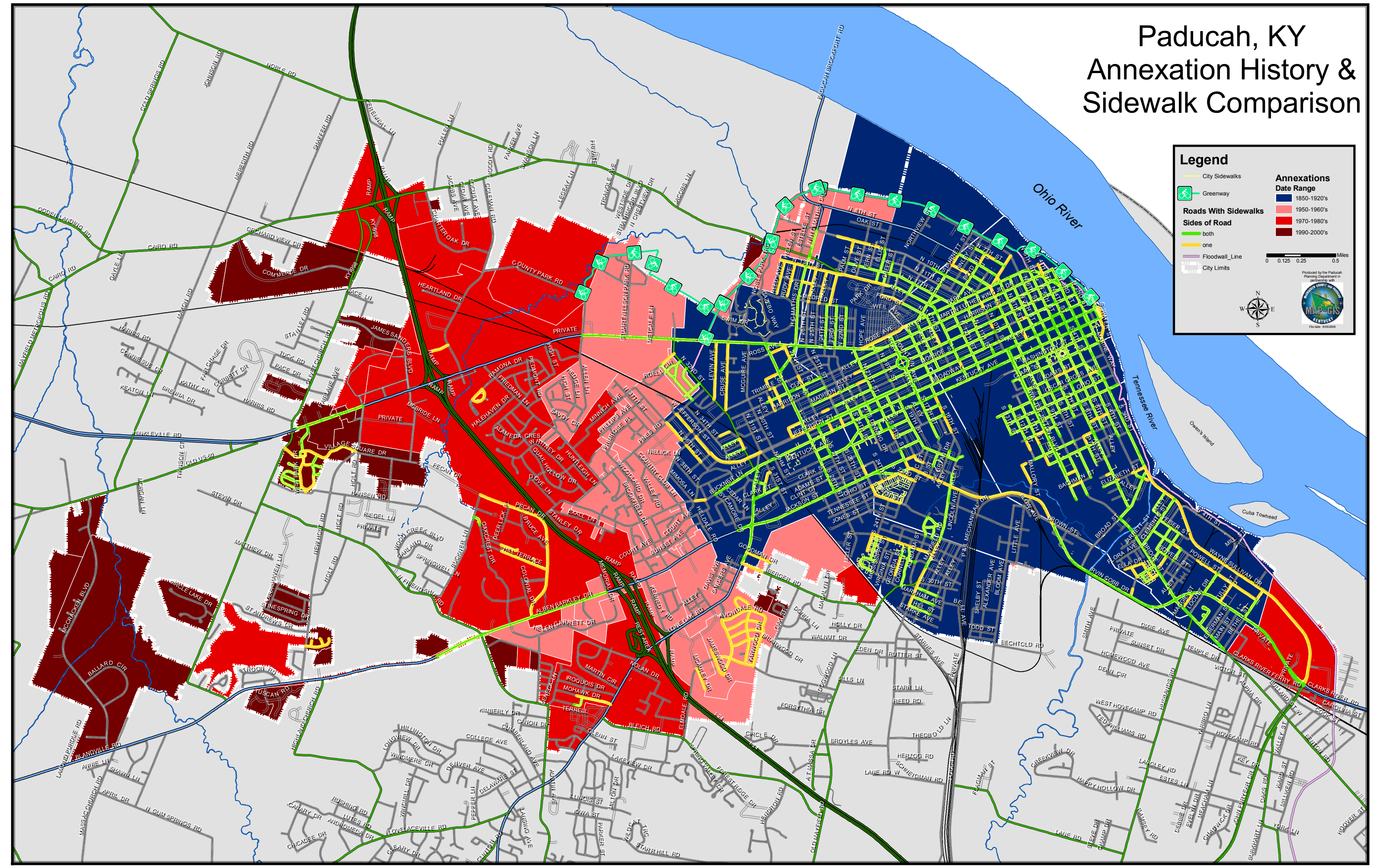
- City Sidewalks
- Greenway
- Roads With Sidewalks
- Sides of Road
- Floodwall_Line
- City Limits

**Annexations
Date Range**





- 1850-1920's
- 1950-1960's
- 1970-1980's
- 1990-2000's

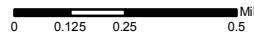
0 0.125 0.25 0.5 Miles

Produced by the Paducah
Planning Department in
partnership with
MAP-GIS
Kentucky
File Date: 5/10/2008










 Completed Greenway Sections
 Funded Greenway Sections (2008 Construction)
 Proposed Greenway Improvements



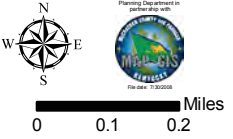
Greenway Map



Legend

-  City Sidewalks
-  Greenway
- Roads With Sidewalks**
- Sides of Road**
-  both
-  one
-  Parks
-  City Limits

Produced by the Piedmont Planning Department in partnership with WPA-CRS



0 0.1 0.2 Miles

Gaps In Grid System

