

Scottsville, Allen County, KY Pedestrian & Bicycle Master Plan



ACKNOWLEDGEMENTS

The City of Scottsville would like to recognize and thank the community leaders and members who contributed to the development of the *City of Scottsville Bicycle and Pedestrian Master Plan*. We appreciate the support and work of the Kentucky Department of Public Health, Barren River Area Development District, and the Kentucky Transportation Cabinet District 3 in their commitment to make Scottsville and Allen County a more bike- and pedestrian- friendly community.

This opportunity is supported by Cooperative Agreement number NU58DP006497, funded by the Centers for Disease Control and Prevention (CDC). Funding is awarded to the Kentucky Department for Public Health to implement the project “Kentucky State Physical Activity & Nutrition Program.”

TABLE OF CONTENTS

INTRODUCTION

| | |
|---|---|
| Purpose of the Plan | 3 |
| Benefits of Walking and Bicycling | 3 |
| Vision and Goals of the Plan | 4 |
| Community Profile of Scottsville | 4 |
| Policy Framework and Previous Work | 4 |
| Factors that Influence Walking and Bicycling in Scottsville | 5 |

DESIGN STANDARDS AND GUIDELINES

| | |
|---------------------------------------|-----|
| Signage and Mapping / Design Guidance | 6-8 |
| Bicycle Parking | 9 |
| Definitions | 10 |
| Kentucky Complete Streets Guidelines | |

EXISTING CONDITIONS AND ANALYSIS

| | |
|--|----|
| Existing Bicycle and Pedestrian Scores / Walkscore.com | 11 |
| Existing Pedestrian Resources and Events | 12 |
| Facilities Currently Available for Bicycling and Pedestrian Activities | 13 |

RESOURCES AND PUBLIC INPUT

| | |
|-------------------------------|-------|
| Community and Civic Resources | 14 |
| Public Input and Preferences | 14-15 |

PROPOSED FACILITIES AND NETWORK

| | |
|------------------------------------|-------|
| List/map of Facilities & Locations | 16-18 |
|------------------------------------|-------|

APPENDICES

| | |
|---|-------|
| Appendix A: Pedestrian and Bicycle Survey | 20-25 |
| Appendix B: Survey Results | 26-27 |
| Appendix C: Walkability Safety Issues | 27-28 |
| Appendix D: Sidewalk Crosswalk Locations | 29 |

INTRODUCTION

Bicycle and Pedestrian Master Plans are developed to address health, safety, tourism, and economic needs. The City of Scottsville and Allen County, Kentucky plan focuses on the needs of the bicyclists and walkers/pedestrians in the area. According to Kentucky's Vision for Access to Physical Activity Report, active transportation, such as walking or bicycling, allows residents to get physical activity while performing daily routines, such as commuting to work or school. Walking is one of the most popular forms of physical exercise for adults because it is less strenuous than using weights and does not require a lot of skill. This opportunity is supported by Cooperative Agreement number NU58DP006497, funded by the Centers for Disease Control and Prevention (CDC). Funding is awarded to the Kentucky Department for Public Health to implement the project "Kentucky State Physical Activity & Nutrition Program.

PURPOSE OF THE PLAN

The purpose of the Master Plan is to identify locations for walk/bike facilities in need of design, construction, and rehabilitate to/from places that connect neighborhoods, business centers, parks, and schools. It sets forth ideas and strategies for making Scottsville and Allen County an inviting place to bike and walk. The Master Plan is a guide for city, county, and state governments, developers, road builders, citizens, and bicycle and walking enthusiasts when planning and developing future projects in the community.

BENEFITS OF WALKING AND BICYCLING

Improved Public Health

In 2022, Kentucky was ranked the 41st healthiest state in the nation. Allen County ranks 80th in Health Outcomes and 55th 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. By increasing the amount of public space for convenient and safe recreation and active transportation, Allen County can increase the overall health of the community.

Improved Mobility

Accommodation for walking and bicycling as an alternative means of exercise and travel may appeal to a broader range of individuals within the community. Adults who have small children at home will likely use the walkways to enjoy the beautiful scenery that surrounds this area. Multi-modal facility options will also help those who must use other means of transportation. Small children and the elderly would greatly benefit from having multi-modal choices (non-motorized transportation options) for daily travel and activity. By planning and providing more connections and greater access to all parts of the community, Allen County can increase the ability to meet transportation needs and help improve the health of its residents.

Enhanced Economy and Quality of Life

A better walking and biking environment improves the quality of life for the surrounding community. Accommodating and safe walking and biking facilities in the community will create more opportunities for social interactions. A community that is walkable and bike-able for all ages will have positive economic advantages over other communities, such as having higher property values, being more attractive to new businesses, being more inviting for new home buyers, and having more to offer tourists. By planning for future bicycle and pedestrian facilities and accommodations, Allen County can additionally benefit and become an even more thriving community within the region.

VISION AND GOALS OF THE PLAN

The overall goals and content of the Bicycle and Pedestrian Master Plan will guide the city, county, regional, and state planning organizations as they move forward with implementing the plan. A goal summary is provided below:

Bicycle and Pedestrian Network and Support Facilities – Developing a network for safe and easy mobility throughout the city, county, and to the regional network.

Safety, Security, and Equity - Providing safe and useful connections between neighborhoods, business centers, parks, recreation facilities and schools. Modal considerations should be made with all residents, especially those who do not have access to private motorized vehicles in mind.

Transportation and Land Use – The adjacent land within the right-of-way of roadways, near commercial areas, and government owned properties should be considered for all uses. These areas are valuable with potential when providing non-motorized travel accommodations where walking and cycling improvements are most needed.

Education and Awareness – Communication lines should remain open 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 – Maintain biking and walking facilities in good condition and serve the purpose for the intended users.

FACTORS THAT INFLUENCE WALKING AND BICYCLING IN ALLEN COUNTY

Destinations

The community has places that can be major attractions for people walking and cycling. These include retail stores, churches, playgrounds, schools, parks, medical facilities, and places of employment. It is important to provide safe and obliging options for all modes of transportation, other than just for motorized travel.

Time and Distance

Walking and biking to destinations are easier and more manageable when doing so in the urbanized downtown area than in the rural sections of the county. Research shows that the average walking trip is less than 1 mile and bike trips are less than 5 miles. Trips with a “recreational” or “exercise” emphasis tend to be longer. If walking and biking becomes safer, community members are more likely to do so.

Demographics

Those who are unable to drive due to age, medical or economic reasons, or don’t have a drivers’ license due to traffic violations rely on walking and cycling for transportation. It is important to plan for the needs of all residents of Allen County. Furthermore, the county should include residents of all abilities.

Geography and Topography

Modifying the built environment is known to make it easier and more encouraging for people to walk and bicycle. In some areas of Kentucky this can be more challenging than others. Design, construction, and maintenance of walking and bicycling infrastructure in/on mountainous terrain in small urban areas must deal with the lack of available “flat” space, building on steep slopes, unstable terrain, potential for landslides, environmental concerns with water run-off, and the need for more expensive construction techniques. Another challenge is the competition for the “flat” space along roadway rights-of-way. If given the choice between adding or widening sidewalks in a small residential area verse having a space your cars/trucks to park, sadly most residents choose the space for their cars/trucks.

Stakeholders, planners, elected officials, and citizens must prioritize areas and corridors for non-motorized infrastructure. The balance between transportation modes is a community issue, and citizens should be involved as to how, when, and where these modes of accommodation are included and prioritized within the overall transportation system.

Environment

Weather and traffic play an all-important role in how often people in the community walk or bike for transportation. Traffic conditions, such as winding roads and high-speed limits can create unsafe conditions for cyclists and pedestrians. Extremes in weather conditions, like heat advisories or freezing temperatures create barriers to walking and biking within the county.

Community Attitudes

A positive perception can play a very important role in how frequently a person walks or bikes for transportation or recreation purposes. Positive perception and awareness of walking and biking as healthy and productive means of transportation and recreation can drastically impact community outlook on these activities.

COMMUNITY PROFILE OF SCOTTSTVILLE AND ALLEN COUNTY, KY

Allen County, KY is the 49th largest county in Kentucky by land area and is characterized by a population of 20,588 (about the seating capacity of Madison Square Garden) residents (U.S. Census, 2020). In 2023, Scottsville, KY had a population of 4.39k people with a median age of 37.5 and a median household income of \$36,259. Between 2022 and 2023 the population of Scottsville, KY grew from 4,332 to 4,391, a 1.36% increase and its median household income grew from \$34,835 to \$36,259, a 4.09% increase. The percentage of residents in Allen County below the poverty level was 31% in 2020. The 5 largest ethnic groups in Scottsville, KY are White (Non-Hispanic) (91.3%), Two Races Excluding Other, & Three or More Races (Non-Hispanic) (3.8%), White (Hispanic) (2.94%), Black or African American (Non-Hispanic) (1.48%), and Two Races Including Other (Non-Hispanic) (0.387%).

Allen County ranks 75th in health and wellness among the 120 counties of Kentucky. This statistic was drawn from several indicators derived from lack of leisure-time physical activity and low access to amenities that promote health and wellness (County Health Rankings, 2025). Allen County and Scottsville are characterized by a growing population of adults aged 65 and older, comprising 17.9% and 19% of the population respectively. 23.1% of residents in Scottsville are disabled, with many experiencing ambulatory and independent living difficulty. 10.4% of Scottsville's population have been diagnosed with diabetes. (U.S. Census American Community Survey, 2023).

While Allen County and Scottsville are experiencing a growth in population, 24.9% of residents commute and work outside of Allen County with an average commute of 25.3 minutes (BRADD, 2021). Top industries in Allen County include Manufacturing, Healthcare, Social Assistance, and Education. Though these industries are in high demand, socioeconomic factors are preventing growth for the local economy and incentivizing residents to seek opportunities outside of Allen County.

Scottsville, Kentucky, offers opportunities for both walking and bicycling, with a mix of trails and parks. The [Twisted Oliver Trail](#) is a popular biking trail, [according to AllTrails.com](#), and Scottsville is also near

[Barren River Lake State Resort Park](#): This park offers trails for walking and hiking, with scenic views of the lake.

[Dugas Community Park](#): nonprofit community park established with accessible walking and hiking trails that are both paved and natural surfaces.

[Allen County Park](#): a 120-acre park for recreational sports that will include shared use paths.
Bicycling:

[Twisted Oliver Trail System](#): This trail is specifically mentioned as a biking trail on All Trails and is a popular choice among the local community.

It is our hope that by adopting this Master Plan, momentum can be gained and lead into adoption of favorable communal policies and ordinances, to finally require consideration, planning, and implementation of adequate future bicycle and pedestrian facilities with all new development and major reconstructions.

DESIGN STANDARDS AND GUIDELINES

The United States Department of Transportation (DOT) released a statement with its support for bicycle and pedestrian accommodation regulations and recommendations, and encourages states, local governments, professional associations, community organizations, public transportation agencies, and other government agencies to adopt policies that incorporate safe and convenient walking and bicycling facilities. The DOT recommends these agencies to indicate their commitment to safe, attractive, accessible, sustainable, and convenient bicycling and walking networks. Such actions include:

Consider walking and biking as efficient transportation modes and prioritizing these networks in roadway design.

Ensure multiple transportation options for people of all ages and abilities and meet safety and accessibility standards.

Anticipate future demands for walking and bicycling facilities when designing roadways.

Collect data on walking and bicycling trips to track trends and prioritize investments.

Make improvements to non-motorized facilities during resurfacing and other maintenance projects.

More guidance and recommendations from the DOT can be found here:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm

In 2022, the Kentucky Transportation Cabinet (KYTC) published a Complete Streets, Roads, and Highways Manual which provides guidance on implementing safe and equitable transportation strategies for facilities in urban and rural Kentucky. It is available at [Complete Streets, Roads, and Highways Manual.pdf](#). The Manual provides best practices and recommendations for policy, design elements, and implementation that make facilities safer and more accessible for drivers, cyclists, and pedestrians alike.

Pedestrian facilities should always be constructed to be compliant with the U.S. Access Board Public Right-of-Way Accessibility Guidelines to accommodate all people who live in or visit Scottsville. These guidelines contain scoping and technical requirements to ensure that pedestrian facilities located within the public right-of-way are readily accessible and usable by pedestrians with disabilities. Guidelines are available at <https://www.access-board.gov/prowag/complete.html>.

In conjunction with KYTC District 3, the City of Scottsville, and Allen County Road Department, planning activities should always include sidewalks and bicycle facilities where feasible. Rural area roadways should consider including wide paved shoulders (5 feet or wider) when and where feasible to further accommodate non-motorized transportation.

Paved roadway shoulders in urban areas should include bicycle gaps within the rumble strips/strips (10' gaps space every 40') to allow cyclists to exit either the shoulder or the roadway at reasonable intervals. The rumbles should not extend continuously onto side roads. Shoulder rumbles that are deemed necessary within the urban boundaries should be the press rolled type, as opposed to the more aggressive milled type.

Barren River Area Development District

The Barren River Area Development District (BRADD), which includes the counties of Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren, works with communities to plan for all modes of travel and active recreation (walking and bicycling). The BRADD's Comprehensive Economic Development Strategy includes many strategic goals for both the region and Allen County that involve developing plans for the improvement of bicycle and pedestrian infrastructure, which are directly supported by this Master Plan. Specifically, this Master Plan supports Objective Allen T.1.2., which is: "By December of 2026, develop a sidewalk improvement plan to include an inventory of existing sidewalks and transit stops for the purpose of determining where improvements to existing sidewalks/transit stops are needed and where the construction of new/additional sidewalks and crosswalks are needed."

Kentucky Transportation Cabinet Bicycle and Pedestrian Plan

The Kentucky Transportation Cabinet (KYTC) shall include appropriate facilities to meet the needs of all users of the transportation system as the Cabinet plans, builds, and reconstructs, and state jurisdiction streets, roads, and highways. KYTC and its District Offices shall partner with Metropolitan Planning Organizations (MPOs), Area Development Districts (ADDs), transit agencies, local municipalities, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), local elected officials, and stakeholders:

Identify opportunities to promote and provide safe, convenient access and travel for all users of the transportation network while reducing crash rates and the severity of crashes.

Improve mobility and accessibility of all individuals, including those with disabilities in accordance with the ADA.

Determine public interest and demand for bicycle accommodations at the planning and preliminary engineering public-involvement stages.

Safely integrate intermodal connections across the transportation network to maximize the efficient use of existing transportation facilities.

Support mode shift to non-motorized transportation and transit in appropriate situations.

Ensure early coordination during project scoping to identify and document potential actions or strategies to address impact of rehabilitation, reconstruction or new construction projects to bicyclists, pedestrians, and transit riders of all ages and abilities.

Offer internal and external training opportunities and other resource tools in the areas of planning, engineering, environmental services, education, encouragement, and evaluation to the state legislature, local elected officials, stakeholders, and local citizens.

The Scottsville/Allen County Bicycle and Pedestrian Master Plan is intended to strengthen the notion and incorporation of bicycle 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 3, and to local officials to ensure that this analysis can be used to help develop projects in the area.

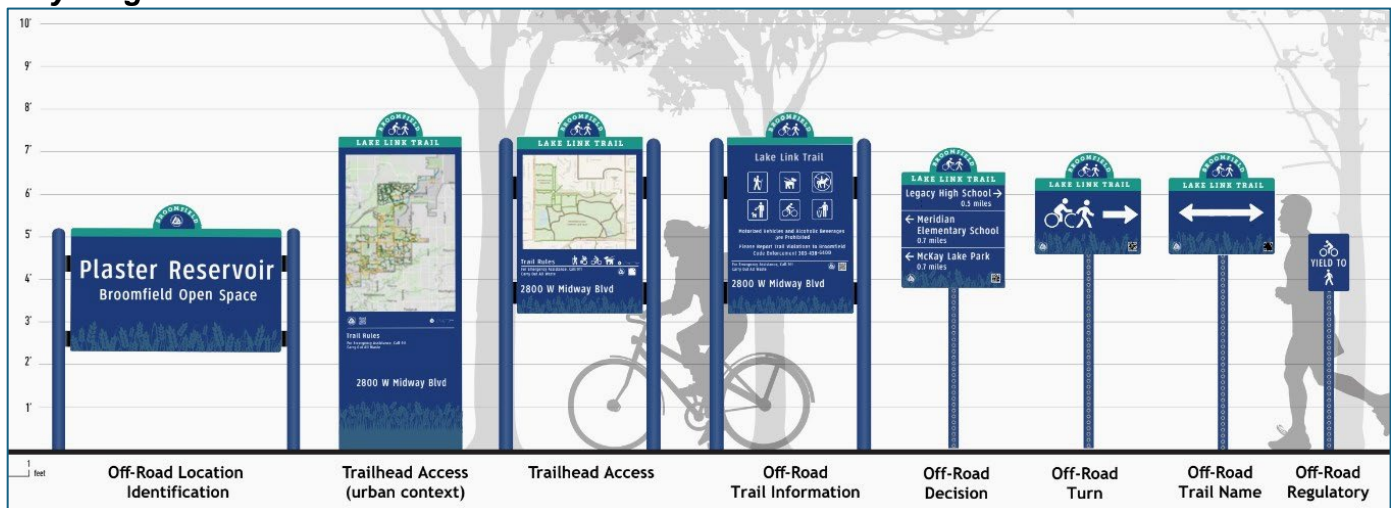
SIGNAGE AND MAPPING

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



Source: From MUTCD Manual 2009 Edition with 2012 Revisions

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. 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. **Examples of signage that could be adopted in Scottsville and Allen County to promote walking and bicycling.**



BICYCLE PARKING

The City of Scottsville should seek to encourage and incentivize businesses and organizations that provide secure and accessible bike parking that is convenient for users. In general, bicycle racks should be in a highly visible area to prevent theft, be unobstructed, nor cause any obstruction to other traffic, and be mounted solidly to the ground or building in such a way that it cannot be easily removed. There should be a minimum clearance of 48" around the bike parking area and 72" should be allowed for a single bike lengthwise unless the rack allows vertical mounting. If feasible and possible bike parking should be covered to protect cyclists and their bikes from the weather.

Please refer to the *Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines* for more details at http://www.apbp.org/?page=Bike_Parking

DEFINITIONS

Bicycle Boulevard

Motorists and bicyclists share the roadway, but it is modified to be desirable for bicycle travel via traffic calming and speed reduction techniques, signage and pavement markings, and intersection crossing treatments. Bicycle boulevards typically provide for the through movements of cyclists while discouraging through trips by motorists (except those directly accessing properties along the route). Bicycle boulevards are typically planned and installed on low-volume, low speed shared streets that run parallel to a major vehicular corridor that is less desirable for bicycling.

Bicycle Gap

A recurring short gap in continuous shoulder rumble strips designed to allow for ease of movement of bicyclists from one side of the rumble to the other. A typical pattern is gaps of 10 to 12 feet between groups of the milled-in elements at 50 feet.

Bike Lane

A portion of the roadway is designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes can increase bicyclist comfort and safety, promote proper riding, discourage sidewalk riding, and increase awareness and visibility of cyclists to motorists. Bike lanes may also be paired with a painted buffer space to create a **"buffered bike lane"** which further separates the bicycle lane from adjacent motor vehicles lanes or parking lanes. Bike lanes may also be physically separated from motor vehicle traffic by grade or a barrier, such as a median, curb, or parking lane. These **"cycle tracks"** can increase the comfort of less skilled cyclists.

Bicycle Rack

Bike racks are basic infrastructure for a bicycle-friendly community. Bicyclists need a secure location to park their bike just as motorists need a place to park their car.

Bicycle Route

"Bike Route" signage is installed along shared roadways to provide wayfinding and to connect facilities and destinations. For instance, a bike route might be signed along a residential street that connects two trails. It may also identify a preferred route to a destination or through an area of town. The signage also provides a visual clue to motorists that they are driving along a bicycle corridor and should use caution.

Bikeway

Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Crosswalk

That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the travelable roadway, and in the absence of a sidewalk on one side of the road- way, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the center line, or any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface, which might be supplemented by contrasting texture, style, or color.

Crosswalk Lines

White pavement marking lines that identify a crosswalk.

Curb Cut

A solid (usually concrete) ramp graded down from the top surface of a sidewalk to the surface of an adjoining street. It is designed for pedestrian uses and commonly found in urban areas where pedestrian activity is expected.

Shared Use Path

Shared use paths are designed for multiple users, including pedestrians, wheelchairs, bicyclists, and inline skaters. They are physically separated from motorized vehicular traffic by an open space or barrier. They are either within the roadway right-of-way, or within an independent right-of-way, often along stream corridors or abandoned rail lines.

Paved Shoulder

At least 4 feet of smooth riding surface, exclusive of rumble strips, is provided for use by cyclists and pedestrians and for disabled motor vehicles.

Rumble Strip

A *shoulder rumble strip* is a longitudinal safety feature installed on a paved roadway shoulder near the outside edge of the travel lane. It is made of a series of milled or raised elements intended to alert inattentive drivers (through vibration and sound) that their vehicles have left the travel lane. An *edge line rumble strip* is a special type of shoulder rumble strip placed directly at the edge of the travel lane with the edge line pavement marking placed through the line of rumble strips.

Sharrow

Bicyclists and motorists share the travel lane, but it is marked with Shared Lane Markings (SLM) or Sharrows to help position bicyclists within the shared lane and to encourage safe passing.

In Road or In Street

Bicycle and or pedestrian warning signage may be installed along shared roadways to alert motorists of the presence of bicyclists or pedestrians along high-use bicycle corridors. For instance, signage might be installed along a popular bicycle commuter route through a neighborhood or along a recreational route regularly used by cyclists in a rural area.

Sidewalk

A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

EXISTING CONDITIONS AND ANALYSIS

Allen County and the City of Scottsville have a strong outdoor recreational community. There are many outdoor activities for enthusiasts to take part in such as paddling, mountain and road biking, and hiking.

From field observations, investigations, and community surveys, statistics show that very few people commute to work without some sort of motor vehicle. Some non-motorized travel was observed, but it seemed to be concentrated in low-income neighborhoods in the city and throughout the county. Scottsville is considered a car-dependent city.

Car-Dependent ?

Scottsville, Kentucky, 42164

Commute to **Downtown Scottsville**

2 min 1 min 2 min 1 min View Routes

Favorite

Map

Nearby Scottsville Apartments on Redfin

Looking for a home for sale in Scottsville? [View homes for sale](#)

Walk Score
45

Car-Dependent

Most errands require a car.

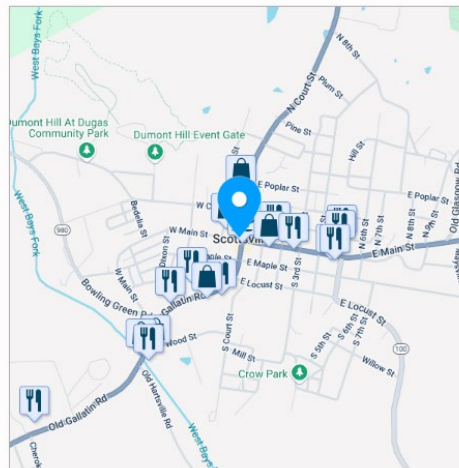
Bike Score
29

Somewhat Bikeable

Minimal bike infrastructure.

[About your score](#)

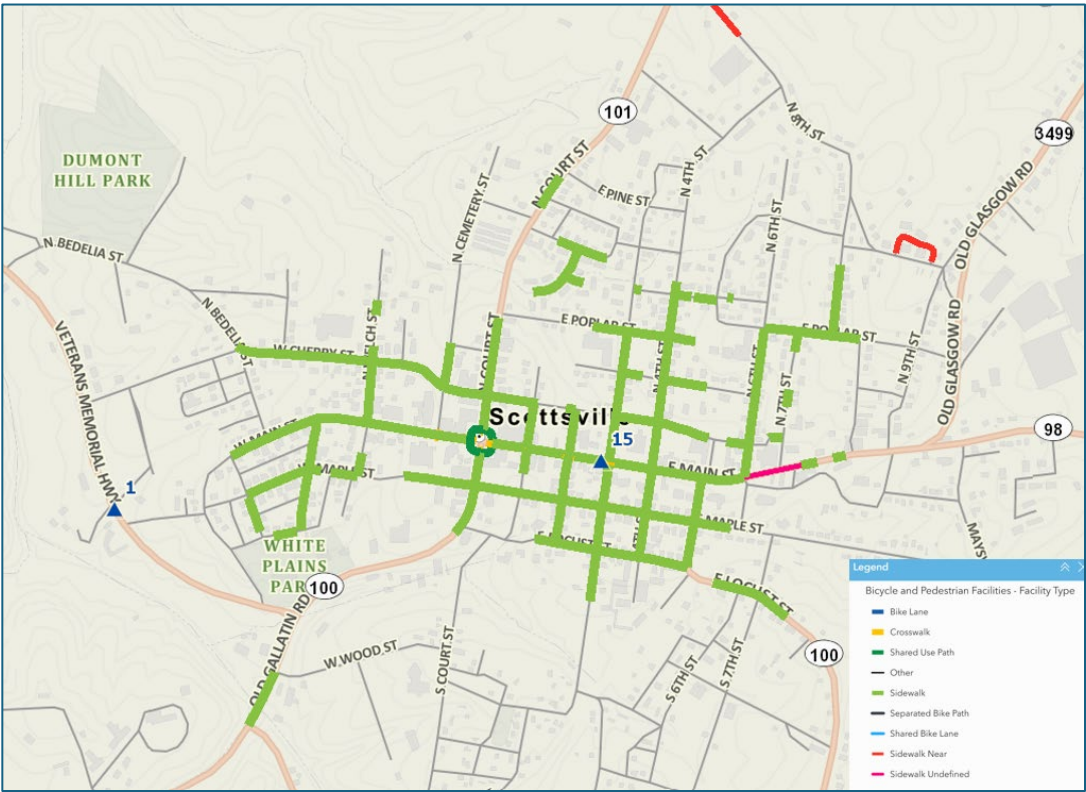
[Add scores to your site](#)



Walk Score measures walkability of any address through analysis of walking routes to nearby amenities. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics. Walk Score relies on open-source data from Google, OpenStreetMap, the U.S. Census, and other sources that are added by the Walk Score user community.

Walk Score evaluation for Scottsville, KY / <https://www.walkscore.com/score/scottsville-ky>

Existing walk/pedestrian Facilities



Existing pedestrian facilities (sidewalks) in Scottsville, KY / KYTC interactive map with right of way facilities

Repair Sites and Priorities for Sidewalk Network



Priorities for pedestrian facilities (sidewalks) repair in Scottsville, KY / City of Scottsville GIS Department. To view the results of this study, please visit the Story Map link: <https://arcg.is/re1ni0>

Collection Methods

Data was obtained from the Barren River Area Development District database of bicycle and pedestrian facilities. This data was reviewed and updated as appropriate.

In April 2025, an audit was conducted by the City of Scottsville's GIS Department to determine current conditions of pedestrian facilities in Scottsville. This audit was conducted to determine repair priorities within the network and categorized priorities based on surface conditions, slope, connectivity, and accessibility standards.

Results

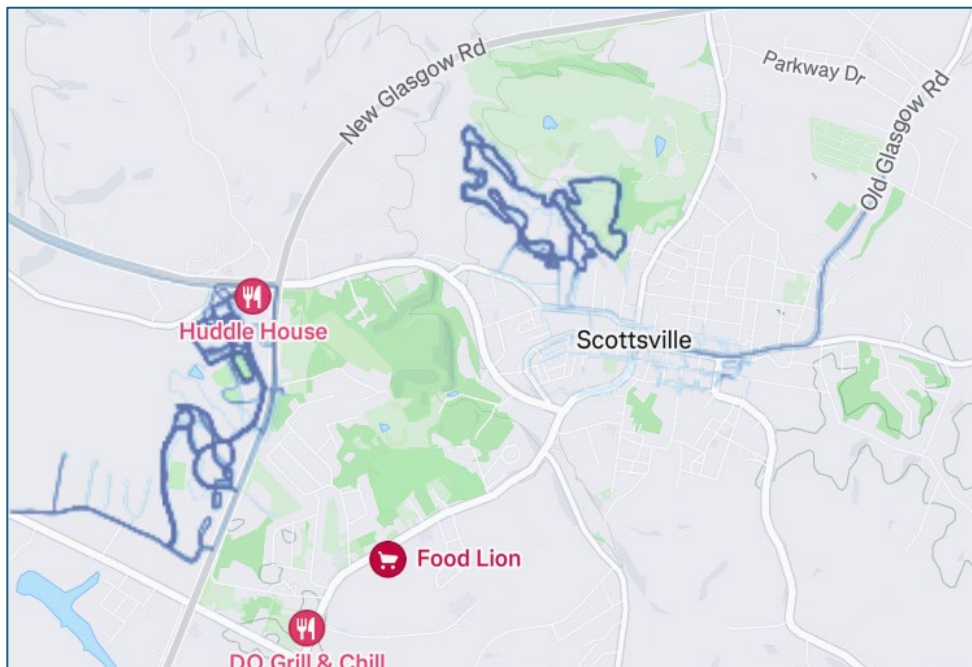
The City of Scottsville has a network of sidewalks in the downtown area. There are gaps in the connectivity due to deteriorated or missing sidewalk sections. The total length of sidewalks in the city is approximately 7.59 miles. Marked crosswalks are placed/marked inconsistently around the city. The numbers of bicyclists, pedestrians, and recreational runners that use the transportation system in Scottsville and Allen County are not reliable. What little documentation we have identifies the number of people walking, running, and bicycling in the community is low. Strava heat maps help indicate routes most used by bicyclists and/or pedestrians.

Highlights

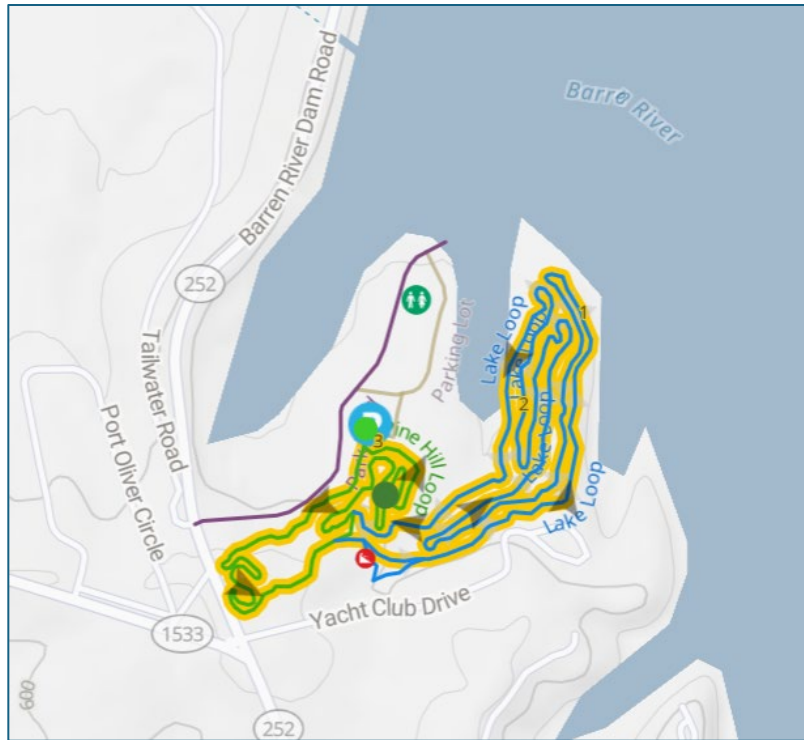
Scottsville, KY, hosts a variety of events and festivals throughout the year. These include the Jacksonian Festival, the First Friday Festival, and a Farmers Market held on Scottsville Square. Additionally, Scottsville is known for its historic downtown, local businesses, and community events.

STRAVA MAPS /

The use of Strava Heat Maps can be used in determining the popular areas for bicycling and walking. The maps below show areas for residents walking in Scottsville. The areas with no dedicated pedestrian or bicycle facilities should have proper signage so drivers of motorized vehicles can be aware.



Strava Heat Map of Pedestrian/Bicycling activity in Scottsville, Kentucky



Twisted Oliver Trail System located near Barren River Lake.

<https://cavecountrytrails.com/trails/twisted-oliver-trail-lake-loop/>

RESOURCES AND PUBLIC INPUT

COMMUNITY AND CIVIC RESOURCES

The Allen County School System consists of Allen County Primary Center, Allen County Intermediate Center, James E. Bazzell Middle School, Allen-Scottsville High School, and the Patriot Academy. The Allen County Public Library is located at 106 W Public Square. The courthouse and City Hall are located on Main Street.

Allen County has an abundance of recreational facilities. There are baseball/softball fields, basketball courts, pickle ball courts, a playground, several shelters, a walking track, and skateboard park. There is also a walking track located at Dugas Community Park.

The area of downtown Scottsville is a mixture of commercial and residential development. There are retail businesses, restaurants, as well as banking and city government offices. There are also churches in the downtown area. The shopping center in town contains a grocery store, department stores, health care facilities, gym, and restaurants.

PUBLIC INPUT AND PREFERENCES

Electronic Survey

The early stages of the plan development process included an electronic survey. The survey link was shared on the social media pages of the city, county, the ADD, and other local organizations. The survey included questions for the citizens of Scottsville and Allen County to provide input on their walking and biking habits and preferences. This information was used in the development of the proposed bicycle and pedestrian facility networks and informed the development of goals and objectives. During the time the survey was being posted there were 63 responses and 52 comments. Results are in Appendix A.

There are several issues and challenges for children being able to safely walk/bike to/from school in Scottsville. The lack of dedicated non-motorized facilities, connectivity of these facilities, and motorized traffic issues all create a discouraging environment for active living.

Parks, Medical Facilities/Pharmacy, Friend's/Relatives House, and Church are within 2 miles of home that

residents could walk or bike to. However, 56.3% of the survey respondents said they used a motorized vehicle as their main source of transportation.

The main factors noted as reasons residents don't walk or bicycle around town were insufficient sidewalks/no sidewalks, no bike lanes, and too far from home. 87.5% of people surveyed would consider walking and biking more if they had an accommodating and safer path.

The two biggest concerns that discourage people from walking or biking to areas that are close to their place of residence there are not enough sidewalks and traffic.

Bike/Walk Events

There are several walking and bicycling events in the City of Scottsville with many of the organizations in the city. The Allen County Scottsville Historical Society features historical and legacy tours that explore the history and heritage of prominent community leaders that paved the way for Scottsville's development. The Heart of Scottsville hosts an event on the First Friday of each month, closing streets to host a series of events and vendors in the Public Square. These events encourage walking and biking.

BIKEABILITY AND WALKABILITY AUDITS

BIKEABILITY AUDIT ANALYSIS

There are currently no bike lanes or bike facilities in Scottsville. A bike ability audit was not conducted. Future bicycle usage studies and surveys may be needed to determine where facilities may be needed and what type of facility may be most appropriate. Bike lanes and other future facilities will be designed, constructed, and marked according to the U.S. Department of Transportation's Manual on Uniform Traffic Control Devices (MUTCD) and the American Association of State Transportation Officials (AASHTO).

WALKABILITY AUDIT ANALYSIS

Representatives from the Kentucky Department for Public Health, City of Scottsville, The KYTC D-3 staff, and the Barren River Area Development District conducted a Walkability Audit of downtown Scottsville and surrounding areas. An inventory was taken as to where crosswalk signals were not working/not available, sidewalks that were broken or unlevel, and other issues for pedestrians. Some of the results are listed in Appendix C.

Some of the questions brought up during the Walkability Audit of Scottsville included:

Location?

Is there a presence of a suitable walking surface?

Is there potential for conflict with motor vehicle traffic due to driveway crossing, speed and volume of traffic, large intersections, and low pedestrian viewing?

The presence and visibility of crosswalks on roads intersecting the segment? Traffic signals meet pedestrian needs with separate walk lights that provide sufficient crossing time.

Is there cracking, buckling, overgrown vegetation, standing water, etc. on or near the walking path?

What is the useful path width, accounting for barriers to passage along pathway?

Is there a space separating the path from the adjacent roadway?

How is the access for the mobility impaired?

What is the proximity of construction zones, fences, buildings, noise pollution, quality of land usage and pedestrian oriented features?

What is the amount of shade accounting for different times of day?

PROPOSED FACILITIES AND NETWORK

LIST OF PROPOSED PROJECTS

Every project identified and described in this section is intended to fill an existing need. These projects have been planned to take advantage of existing state or city owned property whenever possible. They have been planned to provide safe, accommodating, and cost efficient non-motorized transportation solutions.

Map of proposed projects can be seen in Appendix Figure 1 and Figure

The City of Scottsville has a Walk Score of 45 out of 100. Walk Score measures pedestrian friendliness by analyzing population density and road metrics. This score is based on the categories of dining and drinking, groceries, shopping, errands, schools, and culture and entertainment. The city is considered Car-Dependent meaning that most errands require a car. These locations listed below were identified as priority areas in need of additional pedestrian accommodation, enhancement, rehab, or safety treatments. The city may identify additional areas in need with additional studies.

Project 1: Sidewalk Repairs

Repair existing walks by edging, eliminating trip hazards, adding proper crossing signs, widening and properly draining low places. Sidewalks should meet Americans with Disabilities Act (ADA) standards. The City of Scottsville should work on identifying priority locations to start with. These locations may also need re-marked/marked crosswalks.

East/West Maple Street

East Locust Street

Holland

North 3rd Street

6th Street

South Dixon

East Main Street

Project 2: Identify Places for New Pathways (walk or bike)

Several locations in Scottsville need new pedestrian facilities. By providing better pathways, it will better accommodate active travel (walking and bicycling). There is a need to connect existing sidewalks in areas that have mixed use development with shopping, restaurants, and medical facilities. Proper lighting with these facilities would also create safer spaces, making pedestrians more visible. Each new controlled intersection should have new marked crosswalks.

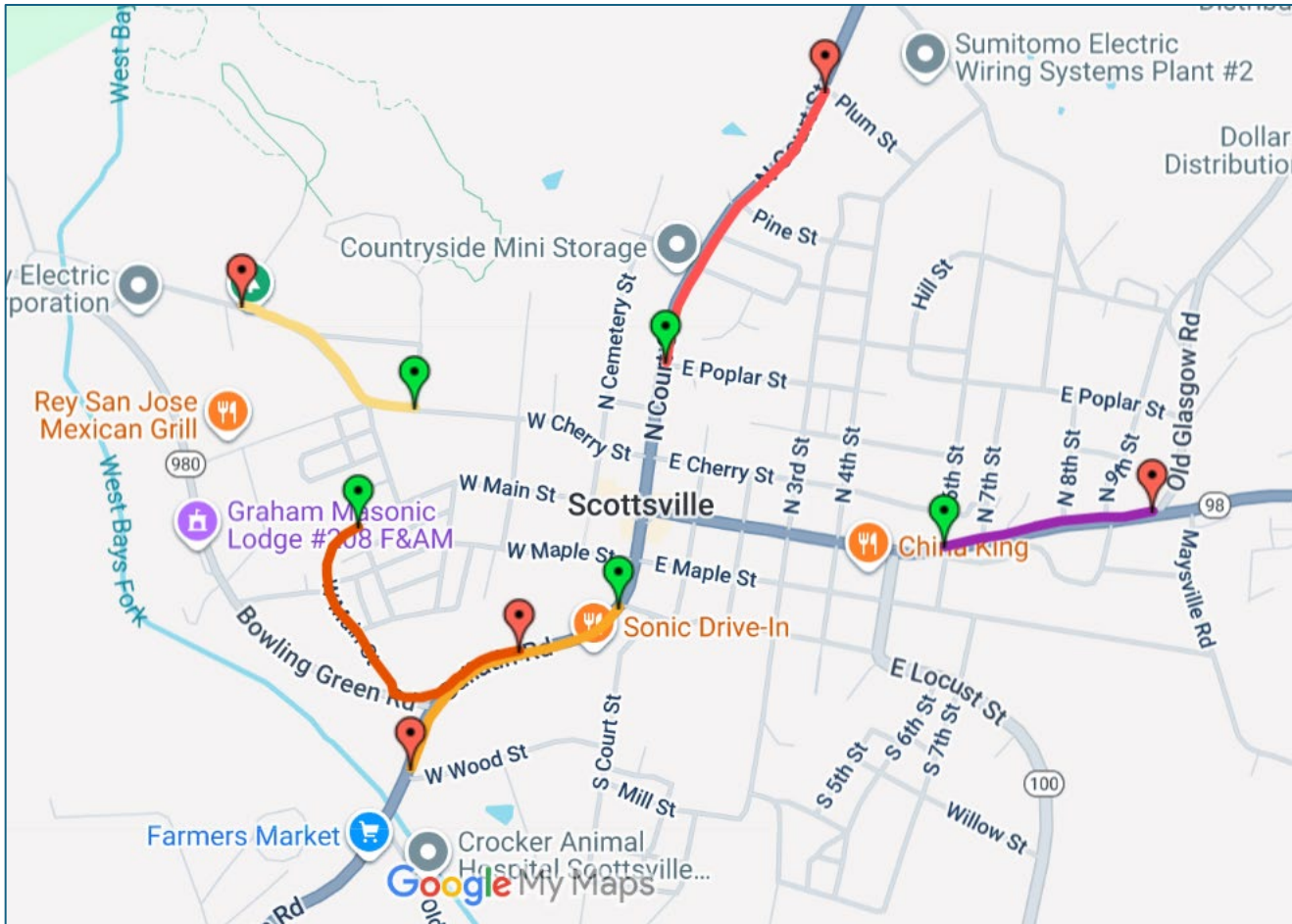
W Main Street to Gallatin Road. Sidewalks (5' minimum).

New sidewalks (may need extra wide sidewalks or multi-use trail) along Old Gallatin Road/KY-100 from mile point 14.30-14.72. Connect to existing sidewalks on the corner of West Wood Street & Old Gallatin Road. Suggested location on the cardinal side location (in bound).

New sidewalks along North Court Street/KY-101 from mile point 0.172-0.57

New/reconstruct sidewalks along East Main Street from 6th Street to Old Glasgow Road mile point 0.0-0.319

Shared use path along West Cherry & North Bedelia Street from Dumonth Hill Street to Dugas Community Park



New Projects Google interactive map /

<https://www.google.com/maps/d/edit?mid=1NkpLvuZLAmI0HSn6K0k7OEGu1woyr7A&usp=sharing>

Project 3: Connectivity and Signage of Future Bike Routes

For safety awareness of both cyclists and motor vehicles, bicycle warning signs MUTCD W11-1 (https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm) signs may be installed in appropriate locations to remind drivers that other forms of transportation are in the area. Shared lane markings, also called “sharrows,” may be used to indicate shared space for bicyclists and motorists on streets that have low posted speed and low traffic volume. These roads typically don’t have space for traditional bike lanes. Bike lanes may be installed on roadways with adequate width (4’ minimum bike lane width, excluding the gutter pan). These treatments may be added or changed when roadways are resurfaced. If space allows, some bike lanes can be marked with a buffered (minimum 2 feet preferred). We will work with the KY Transportation Cabinet on opportunities to re-mark and reallocate space on roadways during resurfacing jobs.

A separate feasibility study can be done to show proposed locations, treatments, and installation details for a bikeway system in Scottsville.

Project 4: Pedestrian Crossings

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs. At non-intersection locations, crosswalk markings legally establish the crosswalk.

Some locations where pedestrians cross the roadway at a non-crosswalk location may warrant signage to alert motorists of this situation. The proper signage for this use is the MUTCD W11-2

(https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm).

Appropriate signage should also be added on Main Street approaching town. The warning signs should be placed per AASHTO and FHWA guidance.

New/ Existing Pedestrian Crosswalk and Signage Location:

Re-marking or marking crosswalks at all appropriate controlled intersections. Priority locations include (but not limited to):

N Bedelia and W Cherry St / Local Streets. This location needs more traffic control or other safety treatments before pedestrian crosswalk markings can be added.

Old Gallatin Rd and Woodland Circle Dr / Local Streets. This location needs more traffic control or other safety treatments before pedestrian crosswalk markings can be added.

Old Gallatin Rd and W Wood St/ Local Streets. This location needs more traffic control or other safety treatments before pedestrian crosswalk markings can be added.

Old Gallatin and Franklin Rd / Local Streets. This location needs more traffic control or other safety treatments before pedestrian crosswalk markings can be added.

Project 5: Create Rest Areas for Bicyclists and Pedestrians

It is recommended that bike racks should be located near businesses and other points of interest in the city. Benches should be added throughout the city where space allows, as well as at all city schools and parks. Benches will provide an option for bicyclists to park their bike and pedestrians to rest in between visits to a store, restaurants, or on their way to and from work. Benches should also be placed throughout the city to provide a place to rest while walking.

Project 6: Walking Tours of Scottsville

Allen County and the City of Scottsville have many historical features with its architecture and natural assets that are appealing to people who live in or from out of town. Throughout the year and during special occasions stakeholders put together a Walking Tour to show all the uniqueness of the city. This tour includes all the historical events that's happened in the community, the old and new modern architectural buildings and churches, and the museum in the city.

Project 7: Wayfinding Signage

The City of Scottsville should indicate public parking areas in the community with wayfinding signs as needed. Walking paths with smaller mileage signs could be created to show how far a pedestrian has walked along a corridor. Signs to show out-of-town visitors where to park would be extremely helpful. A map that shows where all the businesses are in the city could also be created and placed in hotels in all the area for out-of-town visitors.

Project 8: Provide Better ADA Accessibility

While doing the walkability audit, it was noted that some of the sidewalks in the downtown area are not handicap accessible. The City of Scottsville should strive to promote accessibility for all with additional dedicated handicapped parking spots on Main Street, side streets, and city owned parking lots. Parking spots that have ample room for someone with a wheelchair ramp to load and unload from the vehicle should be placed throughout the city. The city shall ensure that the sidewalk ramps are not too steep for wheelchair users. Brick pavers should be avoided due to becoming trip hazards for those who walk with the assistance of a cane or walker. When handicapped ramps are not feasible handrails should be added along the steps of the sidewalks to assist those climbing stairs.

All walking hazards such as poles, flowerpots, and benches (street furniture) should not block public sidewalks as to hinder access for all persons that may want to or need to use these facilities (4' minimum width for walkways).

[Project 9: Shared use Path](#)

Survey results suggest the need for a shared-use path.

Examples of a shared use path that can be built for the use of pedestrians in the community. The path can be a natural surface or a paved trail.



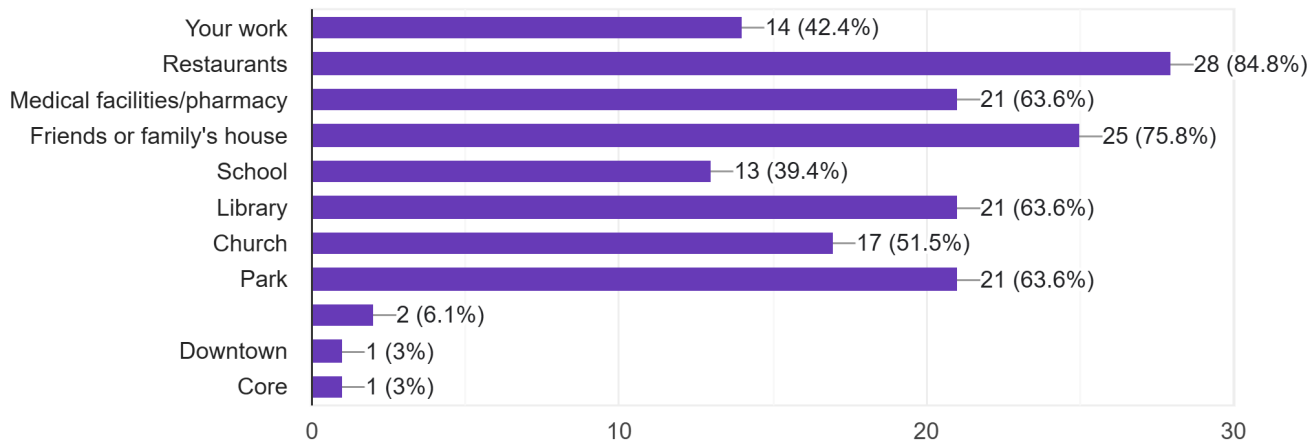
Appendix A

Pedestrian and Bicycle Survey Results

From July 6, 2025, to August 28, 2025, the Active Living Team conducted a Pedestrian/Bicycle Survey. The survey was available online and advertised on social media. Below are the questions that were asked:

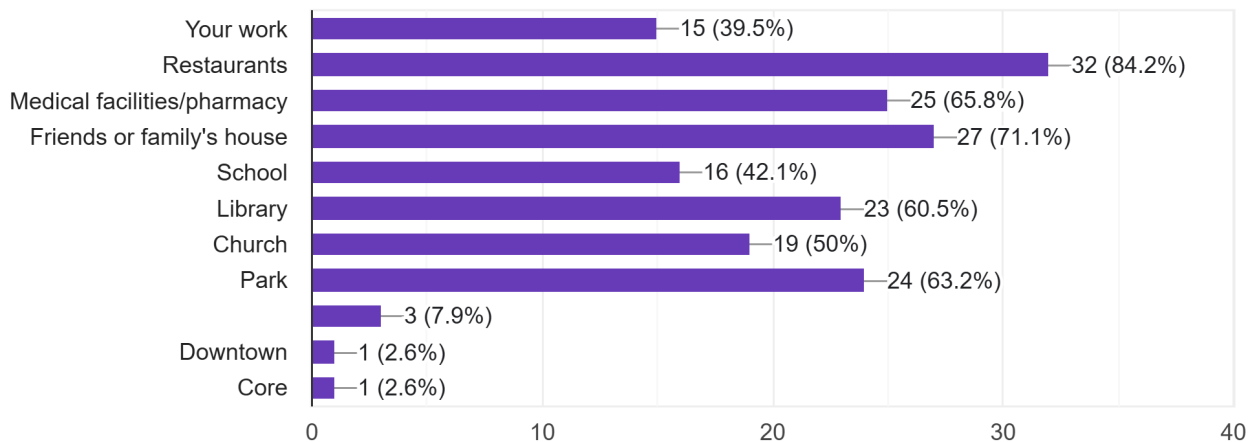
Select all of the following that are within 2 miles of your home.

33 responses



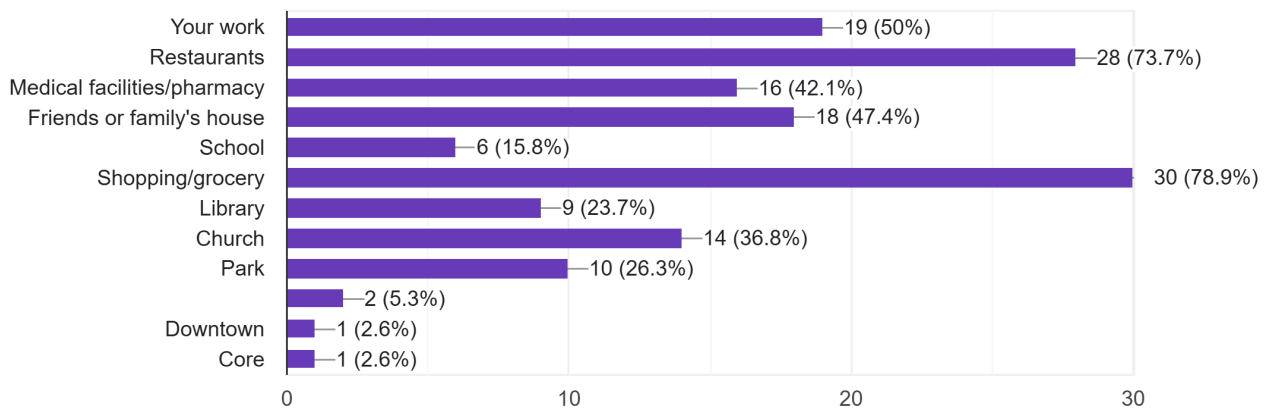
Select all of the following that are within 2 miles of your home.

38 responses



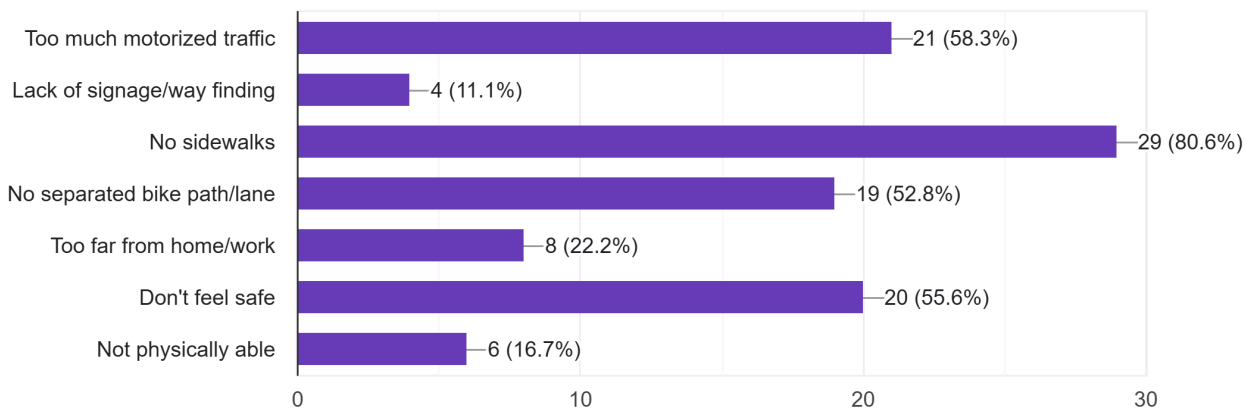
Which locations do you visit/travel most

38 responses



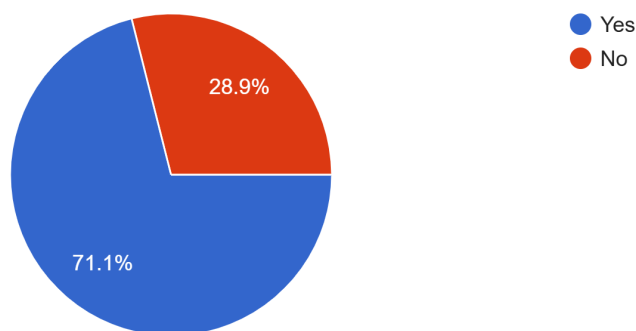
Please select all factors that discourage you from making more trips on foot or bicycle.

36 responses



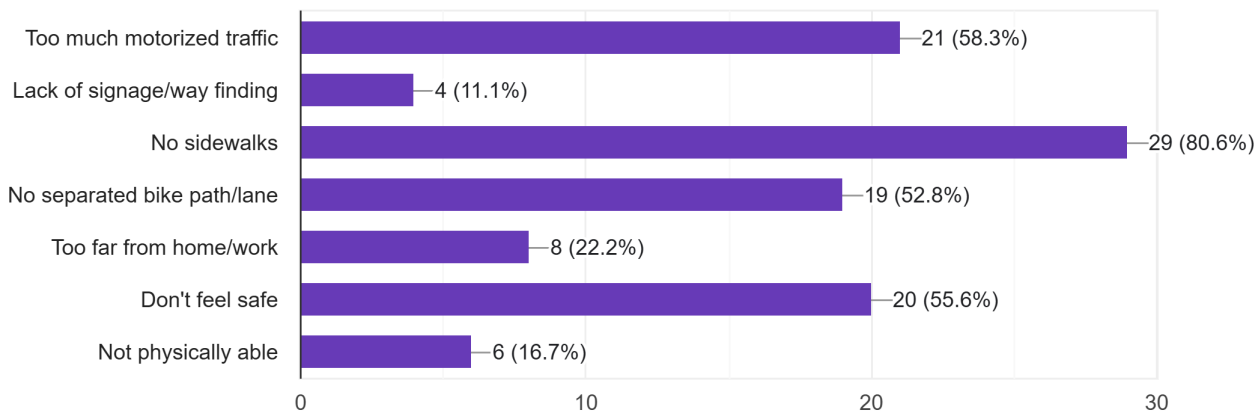
Would you travel to weekly destinations via walking or bicycling if you had a better (safer and more accommodating) facility to do so?

38 responses



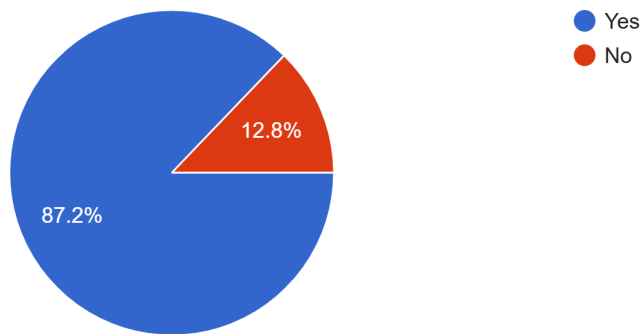
Please select all factors that discourage you from making more trips on foot or bicycle.

36 responses



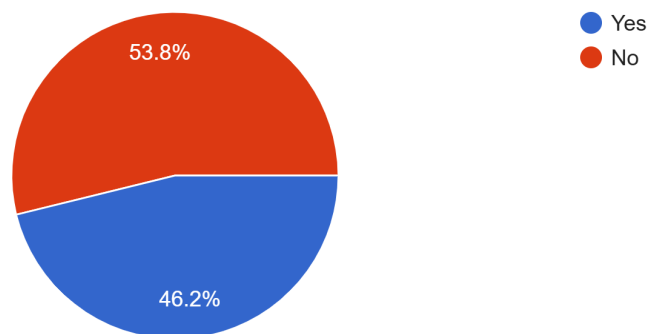
Do you walk for recreation/exercise?

39 responses



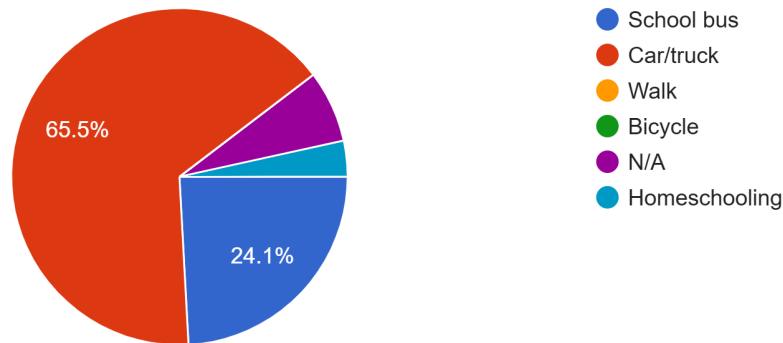
Do you bicycle for recreation/exercise?

39 responses



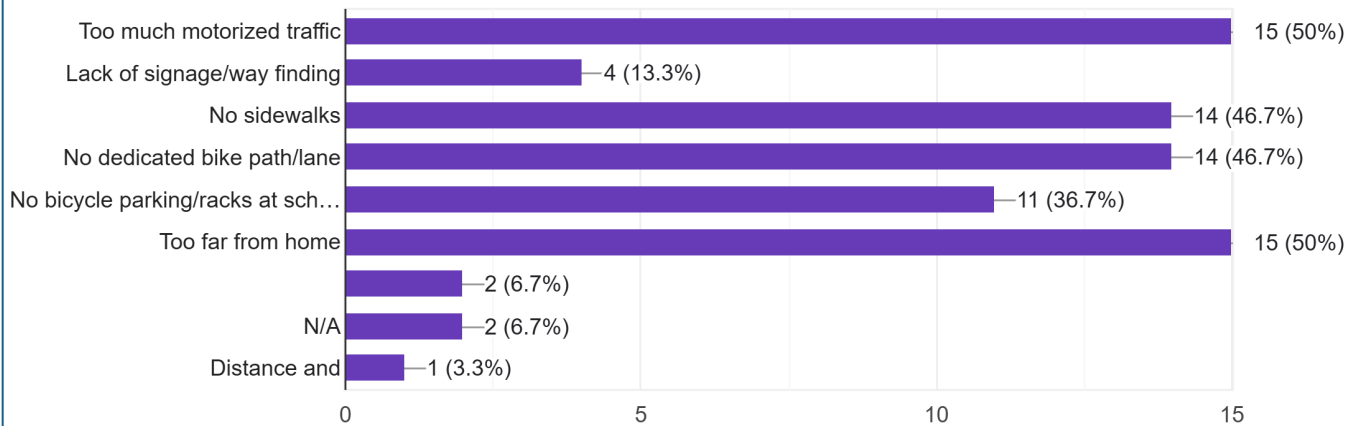
How do your kids/grandkids get to school most often?

29 responses



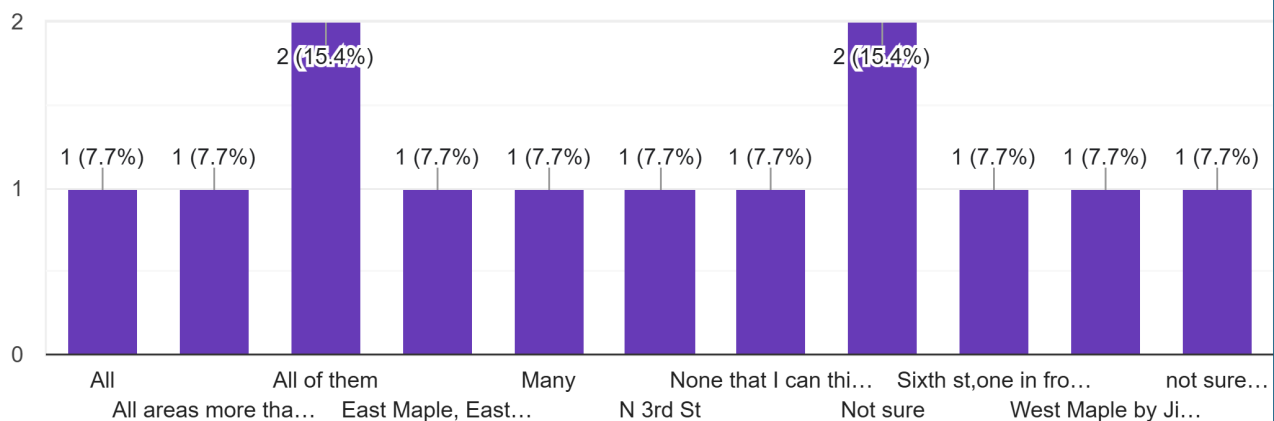
What challenges affect the ability for kids/grandkids to walk or bike to school?

30 responses



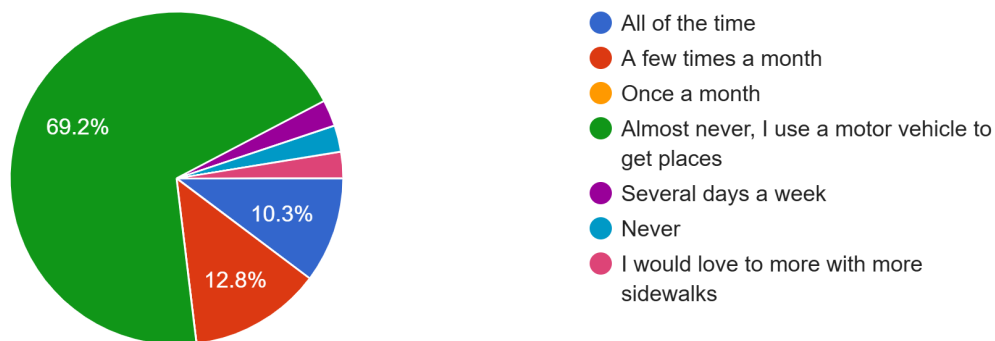
What city streets need sidewalk repair?

13 responses



How much time do you currently travel to work, shop, parks, or other destinations via walking or bicycling?

39 responses



What city streets need new sidewalks (specific locals listed below)?

Old Gallatin

Old Gallatin Road. Particularly needs a multiuse path

Brownsford Rd, N Court St, Old Gallatin Rd

East Locust, East Maple, Holland

Need sidewalks in White Plains area

Old Gallatin Road, N Bedelia

Old Gallatin Rd

North Court by Southern Financial

The street behind Scottsville Baptist; S. Court out past Smuckers

N 4th Street from 505 N 4th up to the end East Cedar Street N 3rd Street starting at 399 N 3rd and up toward the skate park

Old Gallatin Rd from down to roadside park

West Cherry. Need sidewalks to Dumont Hill and Food Lion and Crescent Hill

Old Glasgow Rd and N Court St

Please provide additional comments related to walking/bicycling in and around your community.

Too much traffic

Dangerous on "old" 231 (white plains area into town) for bikers or walkers.

The only safely walk/bike able path from the square to the White Plains area required going down 31E greatly increasing the distance and travel time for those walking or biking. There is no safe way to utilize Old Gallatin Road to reach the other side of town without crossing a bridge with heavy traffic and walking/biking through a very rough shoulder on one side.

Brownsford Rd has a lot of foot traffic and there is no place to get out of the road

The sidewalks need ramps for strollers and wheelchair users. Right now, it is difficult in some areas to get my son's wheelchair onto the sidewalk. There are also sidewalks that are so broken that they are unusable for wheelchair users. This is why we see so many individual wheelchair users on the road instead of the sidewalk in some areas. It's very unsafe. Please also consider our community members who use walkers, canes, and other types of assistive mobility equipment as well.

I live in the subdivision near the apartments behind Minute Mart. I see a lot of people walking from the apartments to the business area in White Plains. There isn't enough room to safely walk on the side of the road.

Areas lacking sidewalks and bike paths are state highways with no shoulders and are high traffic areas to Food Lion, to Dugas Park. Costs would be quite high to construct new sidewalks in these areas because of the distance.

There are many pedestrians walking on Old Gallatin Rd which is a major thoroughfare for groceries and restaurants.

There are several areas in Scottsville where there are either no sidewalks or damaged ones, especially in neighborhoods where kids walk to school, play at the skate park, or where seniors walk for exercise. Adding sidewalks and repairing existing ones would make a big difference in safety and accessibility for pedestrians and bicyclists.

Would love to see sidewalk to White Plains

Do not feel this is needed. Funding should be focused on drug issues and other legitimate problems rather than on the sidewalk or bicycles. Also, could have used funds from having so many speed bumps. Some are needed but there is a ridiculous number in our town. Very bad judgement and overkill on them.

I would love to be able to bike around Scottsville

I live in the Parkway area and it's difficult to get to town via walking or riding a bicycle because those main roads don't have safe access to do so.

It would be nice to have a dedicated bike lane to navigate around town and the city streets
From the roadside park at Fred Hale all the way down into town. Foot and bike traffic have become common but there are no sidewalks or bike lanes. It would be such a great addition to have a safer path for those of us who run, walk, and bike to be able to get back and forth more safely.

Appendix B

Walkability Audit Results

In July of 2024, stakeholders in the city, the Barren River Area Development District, and members of the KYTC D-3 office completed an in-person event to identify selected streets' walkability throughout the city limits of Scottsville.

Walkability Evaluation (average score per street location)

These results are for the average evaluation score of the street section reviewed within this study. The evaluation resourced used is from the Office of Federal Highways (<https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/walkingchecklist.pdf>). The scale is from 1-6 (1 being the lowest or less favorable, and 6 being the highest or more favorable) for each factor/question, and a scale of 5-30 for the overall street evaluation/score.

East Main Street:

Did you have room to walk? 2.5 out of 6

Was it easy to cross the street? 3 out of 6

Did drivers behave well? 3 out of 6

Was it easy to follow safety rules (for you and children)? 2 out of 6

Was your walk pleasant? 3 out of 6

The results of the overall evaluation? 21 out of 30 / *"Celebrate a little, your neighborhood is pretty good"*

North/South Court Street:

1. Did you have room to walk? 3 out of 6

2. Was it easy to cross the street? 3 out of 6

3. Did drivers behave well? 4 out of 6

4. Was it easy to follow safety rules (for you and children)? 2 out of 6

5. Was your walk pleasant? 4 out of 6

The results of the overall evaluation? 16 out of 30 / *"Ok, but needs work"*

Cherry Street:

1. Did you have room to walk? 3.5 out of 6

2. Was it easy to cross the street? 3 out of 6

3. Did drivers behave well? 4 out of 6

4. Was it easy to follow safety rules (for you and children)? 2 out of 6

5. Was your walk pleasant? 4 out of 6

The results of the overall evaluation? 16.5 out of 30 / *"Ok, but needs work"*

West Main Street:

1. Did you have room to walk? 4 out of 6

2. Was it easy to cross the street? 3 out of 6

3. Did drivers behave well? 4 out of 6

4. Was it easy to follow safety rules (for you and children)? 3 out of 6

5. Was your walk pleasant? 4 out of 6

The results of the overall evaluation? 18 out of 30 / *"Ok, but needs work"*

Public Square:

1. Did you have room to walk? 4 out of 6

2. Was it easy to cross the street? 3 out of 6

3. Did drivers behave well? 4 out of 6
 4. Was it easy to follow safety rules (for you and children)? 4 out of 6
 5. Was your walk pleasant? 4 out of 6
- The results of the overall evaluation? 19 out of 30 / *“Ok, but needs work”*

Jim Secrest Way:

1. Did you have room to walk? 2 out of 6
 2. Was it easy to cross the street? 3 out of 6
 3. Did drivers behave well? 4 out of 6
 4. Was it easy to follow safety rules (for you and children)? 2 out of 6
 5. Was your walk pleasant? 2 out of 6
- The results of the overall evaluation? 13 out of 30 / *“It needs lots of work”*

Additional information and details from the July 2024 walkability audit is available upon request from the city staff or the Active Living team.

Appendix C

Locations documented with accessibility and or safety issues.

Repair or rebuild sections of sidewalk on the roadway routes where sidewalks we reviewed during the July 2024 Walk audit and deemed in poor condition; additional review should be done to determine a priority. Noticed several areas with small gaps in the sidewalk network. Plan and work in areas of opportunity to construct new facilities and connect to existing facilities to create a better and more connected network. The KY Transportation Cabinet policy relinquishes all maintenance to the local government once sidewalks and bicycle facilities are constructed along state-maintained routes.

Section of sidewalk on North Court Street from West Cherry to West Main surface quality seems to be in poor condition

Sections of sidewalk along South Court Streets (outbound side) from West Maple to McDonalds seem to have excessive debris (gravel, construction material, and garbage)

Several large storm waters drain grates (with wide space gaps in the grates) were documented along several portions of the roadway routes in this study. South Court Street and Gallatin Road seem to have the most of these type of wide opening drain grates. Suggest replacing with a finer/smaller screen covers with a perpendicular travel orientation to the sidewalk.

Replace or repaint marked crosswalk location. Some locations may need an enhanced visual style crosswalk (piano style instead of just the two white lines). The city should coordinate with the KY Transportation Cabinet’s (KYTC) district office for opportunities to complete this task with resurfacing projects on state routes. Local streets can have crosswalks replaced on the city’s maintenance schedule, or as allowed. A legally defined crosswalk is the roadway space between two existing pedestrian facilities (sidewalks) typically in a signalized or controlled intersection. Install or replace (with new high viz version colors, patterns, or other appropriate devices) pedestrian warning signs and pavement markings in certain road crossing locations where signalization is not present, or in areas where there are significant distances between signalized intersections (mid-block crossings occur).

All legal crosswalks along main routes should have the crosswalks repainted/marked, or new markings added. Some locations may warrant high-viz crosswalk markings.

Mid-block crosswalk locations in the downtown square should have pedestrian warning signs installed or reinstalled in select locations.

Mid-block crosswalk locations should have marked high-viz pavement marking.

All sidewalks should have a clear and smooth unobstructed path with a 4' minimum width (per ADA requirements). Potted plants and other planting containers should not be placed on or near the sidewalk within the 4' minimum width. Street furniture (restaurant seating and sidewalk benches) should not obstruct the 4' minimum width space. Motor vehicles should not park on or obstruct pedestrian facility space. Utilities are one of the few obstructions that may be allowed as a technical infeasibility.

Cars and trucks should not block or obstruct the 4' minimum travel space on sidewalks. Concrete (or other types) of stop bars or barriers should be installed in locations where street parking causes this to happen. Flowers pots and other planters were documented along several roadway route sidewalks included in this study. These planters were both on the ground and hanging. The hanging planters seemed to block view of the roadway in several location (also blocking the motorist view of pedestrians). Several pedestrian refuge islands along these routes need to have ADA compliant curb ramps installed and allow for a smooth ADA compliant transition space. Some locations were documented to have sidewalk pavers installed as the surface type. (stone, concrete, or brick mix). Many of these locations are now uneven due to the pavers settling. These sections should be re-constructed to be smooth and free from tripping hazards. The Public Square and West Main Street seemed to have several of these sections.

Additional information associated with the July 2024 Walk audit is available upon request.

Other General Project Recommendations:

Gaps in the existing sidewalk network should be completed or improved. Some locations appear to have old/non-maintained sidewalks, while other areas have no sidewalks at all. Most of these locations seem to have ample space within the roadway right-of-way for the installation of a standard sidewalk. All new construction should follow current KYTC/FHWA design standards (included ADA elements).

Deciding which street locations to complete the sidewalk network (with new construction) should be decided and prioritized through community engagement and objective data (like the Strava Heat Map data). The City of Scottsville is 100% responsible for the planning and construction of sidewalks within the right-of-way of locally owned roadways. The planning, design, and construction of all streets/roadways in KY should follow guidance of (but not limited to) the KY Transportation Cabinet and the Office of Federal Highways. Sidewalk construction for state-maintained roads should be identified, and details coordinated with the KYTC Highway District 3 office. Appropriate documentation, such as encroachment permits and plan specifications, should be provided.

Additional studies should be conducted to determine specific treatments, retrofits, improvements, and new construction details for certain streets within the city. These additional studies can help determine engineering and NEPA (National Environmental and Protection Act) challenges, along with basic construction cost estimates.

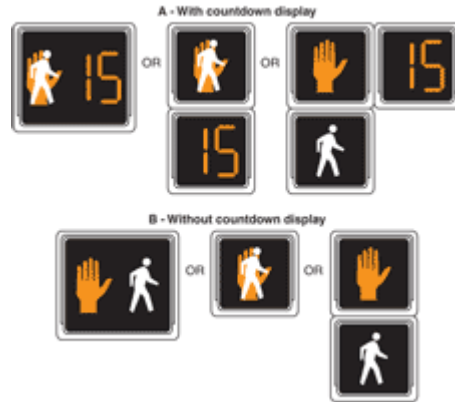
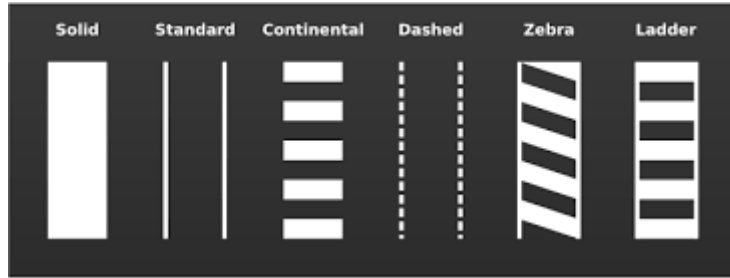
These recommendations follow the guidance from both the Kentucky Transportation Cabinet's Pedestrian and Bicycle Program and Federal Highways current non-motorized travel policies (see references below).

Appendix D

High Visible Pedestrian Crossing Needed

Pedestrian cross boxes should be added to all high pedestrian traffic areas. The existing markings need to be repainted, and boxes should be checked for blown bulbs and lights. Streets and roads with high pedestrian traffic should have high visibility signs with flashing lights and posted warnings for operators of motor vehicles. Examples of the equipment, signage, and crosswalk paintings that can be installed.

Figure 4E-1. Typical Pedestrian Signal Indications



The Scottsville-Allen County Bicycle/Pedestrian Plan was completed in partnership of the following entities:

City of Scottsville

201 W. Main Street St. #10

Scottsville, KY 42164

Phone: 270-237-3238

www.cityofScottsvilleky.org

Allen County Fiscal Court

201 W. Main Street

Scottsville, KY 42164

Phone: 270-237-3631

www.Allencounty.ky.gov

Allen County Board of Education / School

570 W. Oliver Street

Scottsville, KY 42164

Phone: 270-618-3181

<https://www.allen.kyschools.us/>

Allen County Health Department

107 N. Court Street

Scottsville, KY 42164

Phone: 270-237-4423

<https://www.allencountyhd.com/>

Barren River Area Development District

177 Graham Ave

Bowling Green, KY 42101

Phone: 270-781-2381

<https://www.bradd.org/>

Allen County Extension Services

200 East Main Street

Scottsville, KY 42164

Phone: 270-237-3146

www.Allen.ca.uky.edu

Allen County Public Library

106 W. Public Square

Scottsville, KY 42164

Phone: 270-237-3861

<https://www.Allencountylibrary.com>

Cabinet for Health and Family Services

State Physical Activity and Nutrition (SPAN) Program

275 E. Main Street HS1EE

Frankfort, KY 40621

Phone: 502-564-9358



