

# City of Adairville, Kentucky



## Mayor's Pedestrian Network Plan

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Produced with assistance from

**BARREN RIVER**



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## Introduction

The City of Adairville, located in rural southern Logan County, Kentucky, is home to 875 people.<sup>1</sup> Being approximately 30 miles southwest of Bowling Green and approximately 35 miles north of Nashville, Tennessee, Adairville's small-town nature, compact size, and distance from major cities help make it a tranquil, friendly community for those who call it home.

Adairville's downtown contains many of the City's amenities, including restaurants, shops, small businesses, City Hall, and Public Square, a park that often hosts community events. On the northern end of town, Adairville School hosts elementary and middle school students, many of whom walk to school.

Unfortunately, much of the City lacks the sidewalks necessary to become a fully walkable and accessible community. Currently, the only road in Adairville that has complete sidewalks on both sides is the residential Staggers Avenue, a non-arterial, no-outlet street off of South Ewing Street on the eastern side of the city. Still, it is unclear if these sidewalks are fully compliant with the provisions of the Americans with Disabilities Act (ADA). Moving forward, the City can proceed towards a goal of achieving complete pedestrian accessibility through the installation and maintenance of ADA-compliant sidewalks and crosswalks. To bring the City closer to this goal, a seven-phase plan of needs and improvements has been identified.

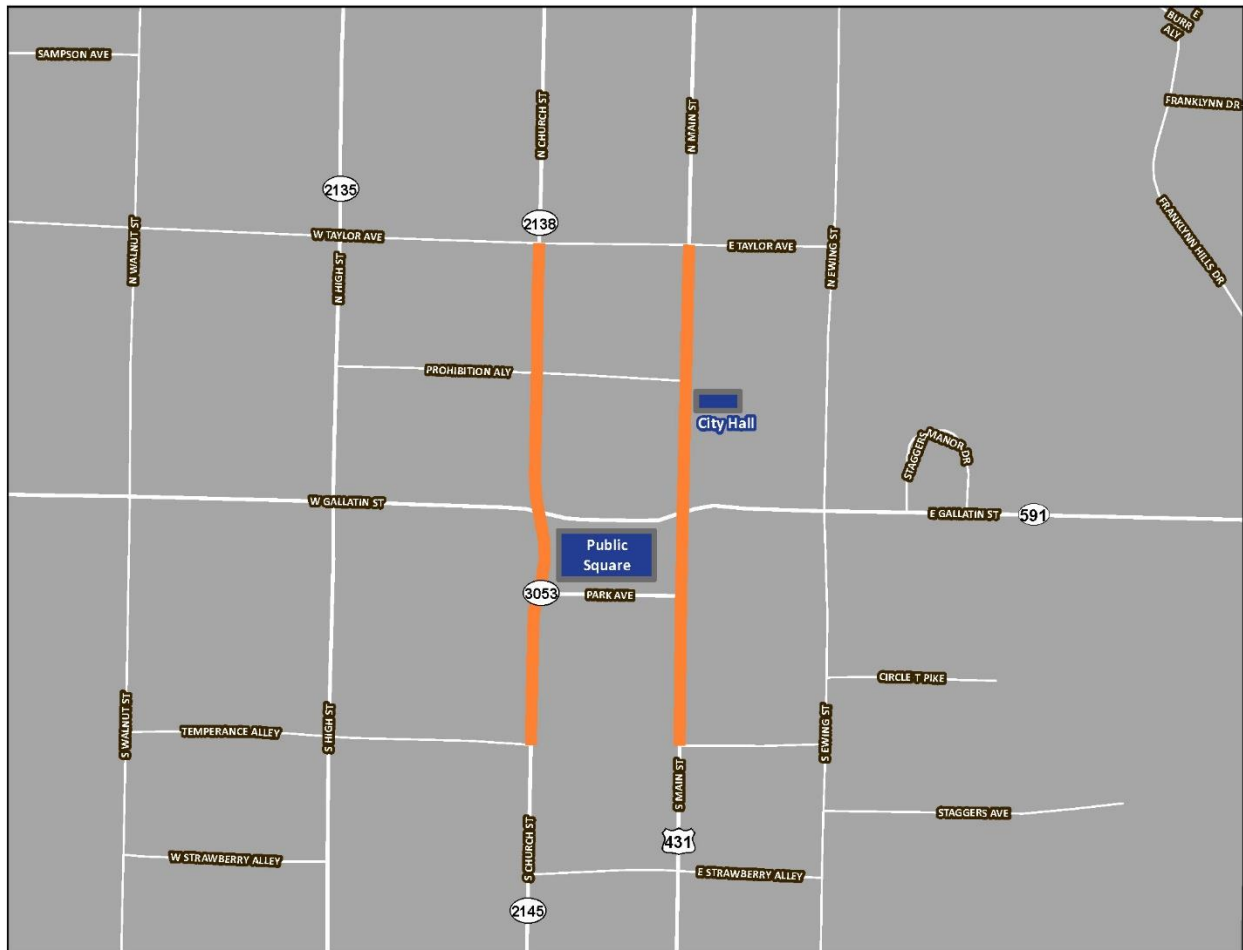
While Adairville's small population may not warrant exhaustive analysis of possibilities for future network improvements through the creation of a Pedestrian Master Plan at this time, the city's first Mayor's Pedestrian Network Plan aims to identify current needs and establish plans for low-conflict pedestrian asset improvements, including sidewalks, crosswalks, and ADA compliance. In spite of its non-exhaustive nature, establishing a written Plan allows the City to reference it in applications for grants and programs dedicated to improving pedestrian infrastructure.

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<sup>1</sup> 2018 U.S. Census Bureau estimate

**Focus Areas**

## Phase I



**Road segment(s):** Main Street and Church Street between Temperance Alley and East Taylor Avenue

**Official road designation(s):** U.S. Route 431 (Main St.); KY Route 2145 (Church St.)

**Existing assets:** Sidewalks, crosswalks

**Improvement type(s):** ADA accessibility; sidewalk expansion; crosswalks; resurfacing

**Improvement status:** Conceptual

**Current projects:** None

Main Street (US-431) is the primary arterial that runs through the City of Adairville, collecting traffic from many of the City's other streets. Its intersection with Gallatin Street (KY-591) is the center of downtown Adairville, with shops, City Hall, and Public Square all located within the immediate vicinity.

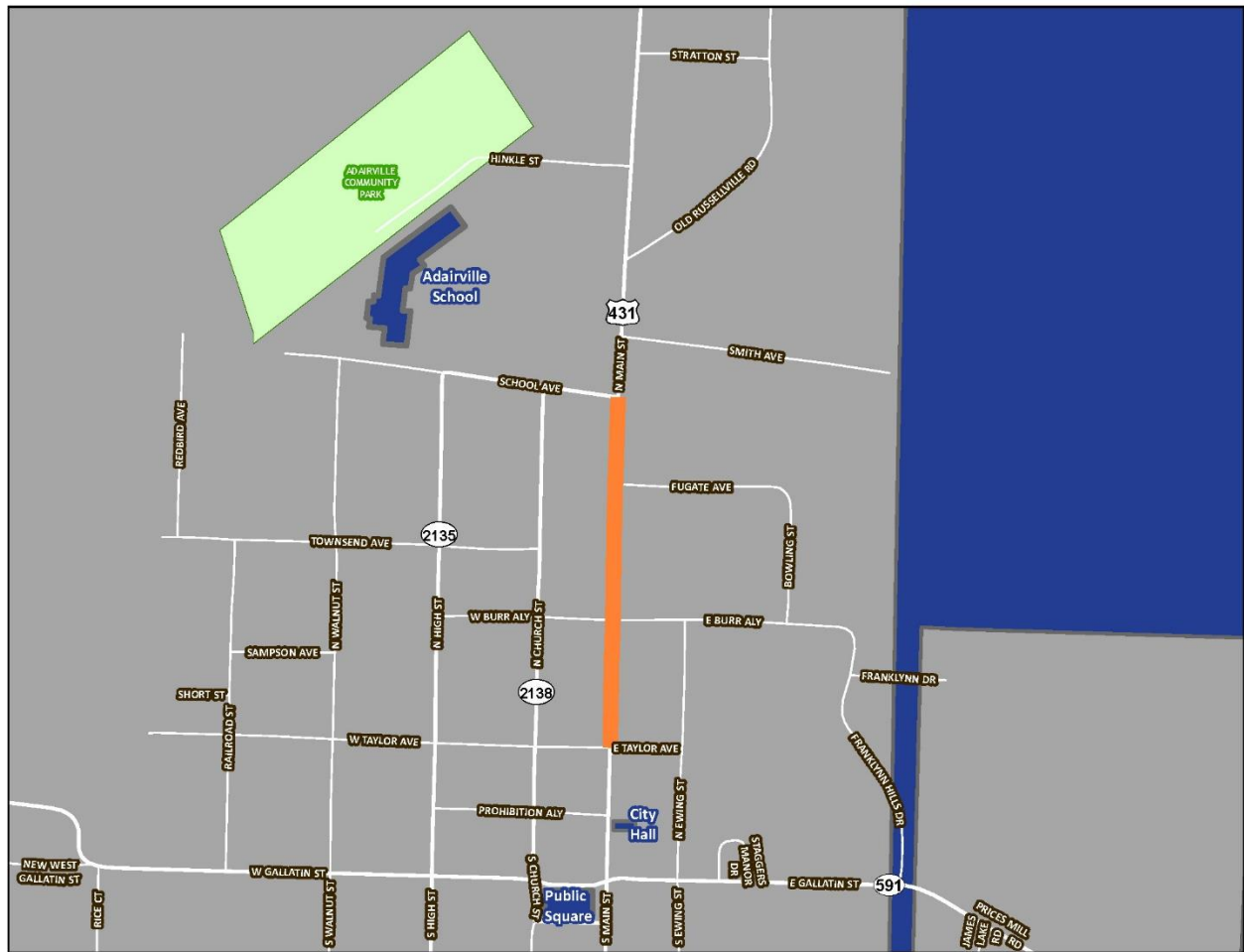
Within this area, north of Gallatin Street Main Street's only sidewalk is a short stretch between Gallatin Street and Prohibition Alley, on the western side of Main Street. On the other side of the street, there is an undesignated pedestrian pathway between Gallatin

Street and Prohibition Alley, but this undesignated path is merely a running driveway into a busy gas station and auto service center. North of Prohibition Alley, there are simply no facilities for pedestrian use until Taylor Avenue. South of Gallatin Street to Temperance Alley, Main Street has complete sidewalks on both sides of the road. In spite of this, however, much of these sidewalks are in need of ADA-compliance upgrades and resurfacing.

Church Street (KY-2145) is not a major arterial, but it helps comprise downtown Adairville and serves as the western boundary of Public Square. South of Gallatin Street, Church Street has no sidewalks until Temperance Alley.

Downtown Adairville's nature – and potential – is conducive to walkability and accessibility, but this cannot be realized without improvements to the existing pedestrian network. In this area, these improvements must include the rehabilitation of existing sidewalks, upgrades to comply with the Americans with Disabilities Act's standards, and the installation of new sidewalks and crosswalks to allow for complete walkability on Main Street and Church Street between Taylor Avenue and Temperance Alley.

## Phase II



**Road segment(s):** Main Street between School Avenue and Taylor Avenue

**Official road designation(s):** U.S. Route 431

**Existing assets:** Sidewalks

**Improvement type(s):** ADA accessibility; sidewalk expansion; crosswalks; resurfacing

**Improvement status:** Conceptual

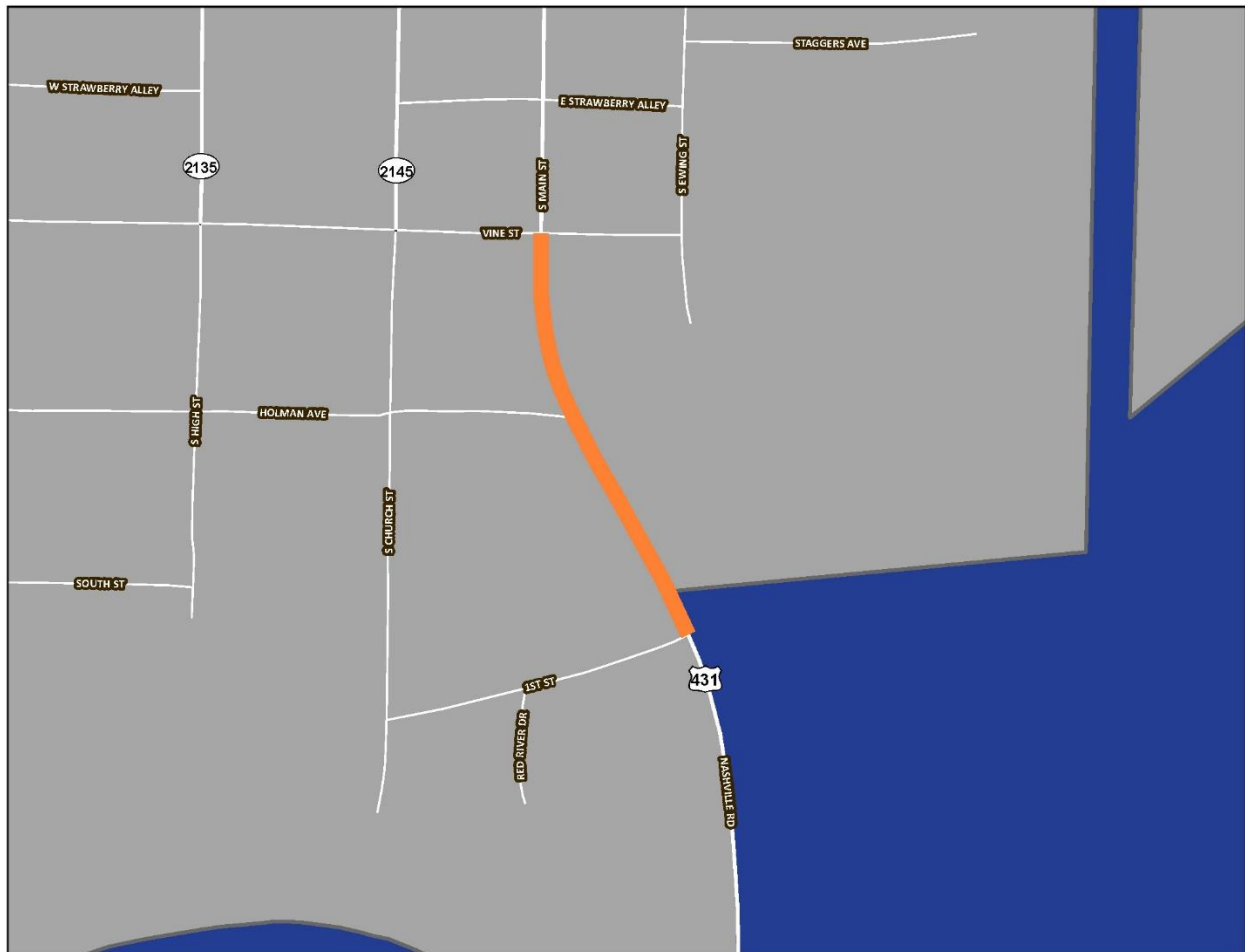
**Current projects:** None

Between School Avenue and Taylor Avenue, Main Street is lined with single-family homes and is exclusively residential. Unfortunately, there is no consistent sidewalk that connects these two points, and one segment (in the vicinity of Fugate Avenue) contains over 700 feet of no sidewalks on either side of the road. Elsewhere, the sidewalks included in this Phase are damaged and/or not compliant with the ADA.

While residents on this stretch of Main Street would benefit from having improved walkability to downtown Adairville, the primary interest in completing this segment

comes from the fact that many students use Main Street to walk to school at the nearby Adairville School (on School Avenue). Completing this phase of Main Street's sidewalks – in addition to ADA compliance upgrades and the installation of crosswalks as needed, primarily at School Avenue – would allow students living on nearly any part of this corridor to be able to safely walk to school without needing to walk on the side of the road or on private property. Completing this phase would also allow future development north of School Avenue on Main Street to access a pedestrian network that fully connects to downtown Adairville.

## Phase III



**Road segment(s):** Main Street between Vine Street and 1<sup>st</sup> Street

**Official road designation(s):** U.S. Route 431

**Existing assets:** Sidewalks

**Improvement type(s):** ADA accessibility; sidewalk expansion; crosswalks; reconstruction

**Improvement status:** Conceptual

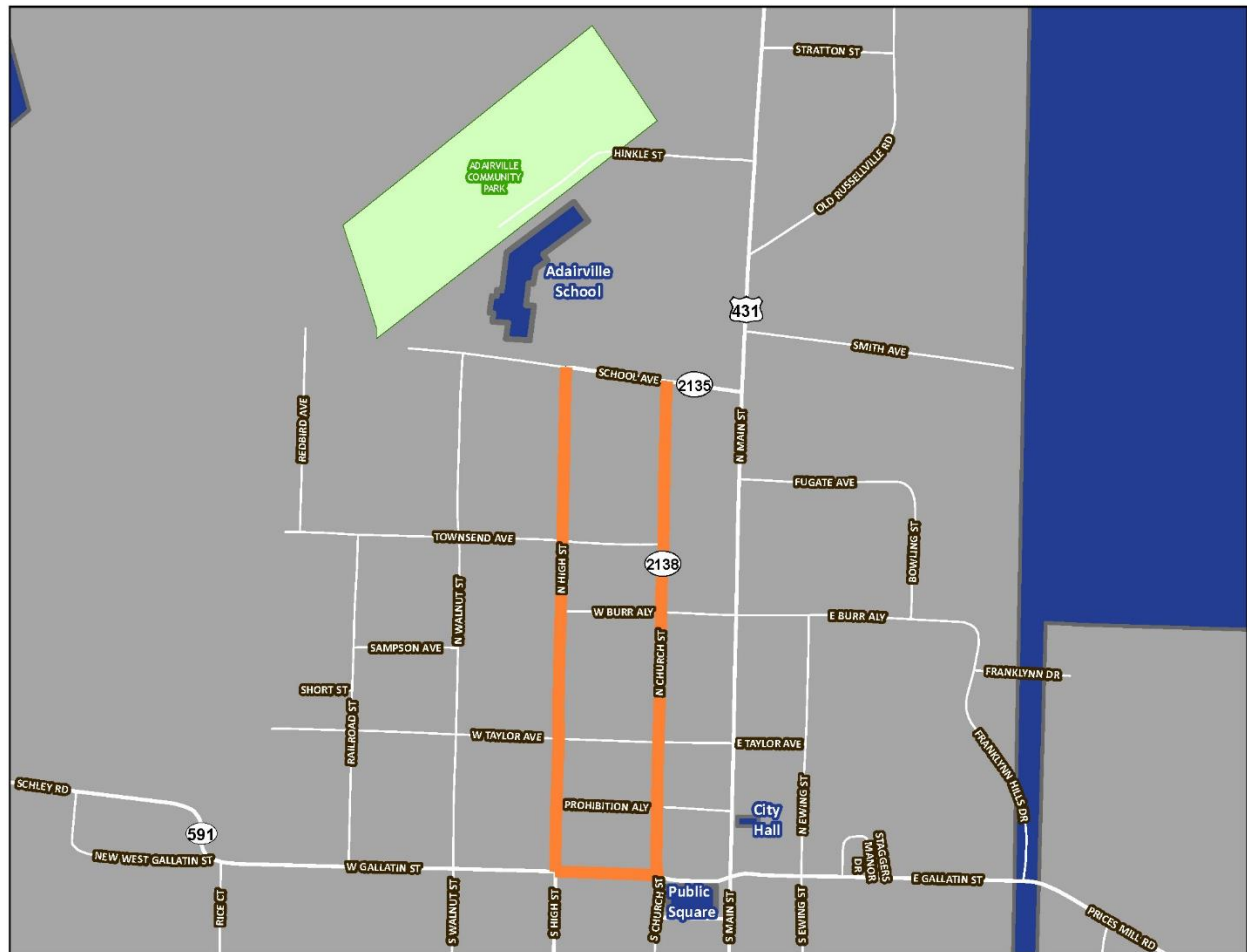
**Current projects:** None

Phase III includes the eastern side of Main Street between West Strawberry Alley and 1<sup>st</sup> Street, and the western side of Main Street between 1<sup>st</sup> Street and Vine Street. As the southern gateway into the city, completing this stretch of Main Street (in addition to the previous Phases) would allow for all of Main Street between School Avenue and 1<sup>st</sup> Street to have complete, ADA-compliant sidewalks.

There are no sidewalks on the eastern side of Main Street between Vine Street and 1<sup>st</sup> Street. On the western side of the road, the sidewalks are, in many places, cracked,

narrow, and/or not compliant with the ADA, and there is currently no sidewalk at all south of 545 South Main Street. Completion of this Phase would include the installation of a new sidewalk on the eastern side of Main Street, the extension of the western sidewalk to 1<sup>st</sup> Street, and the complete upgrade of the existing western sidewalk to ADA standards, along with crosswalks as needed.

## Phase IV



**Road segment(s):** North High Street between School Avenue and West Gallatin Street; North Church Street between School Avenue and West Gallatin Street; West Gallatin Street between High Street and Church Street

**Official road designation(s):** KY Route 2135 (High St.); KY Route 2138 (Church St.); KY Route 591 (Gallatin St.)

**Existing assets:** Sidewalks

**Improvement type(s):** ADA accessibility; sidewalk expansion; crosswalks; resurfacing

**Improvement status:** Conceptual

**Current projects:** None

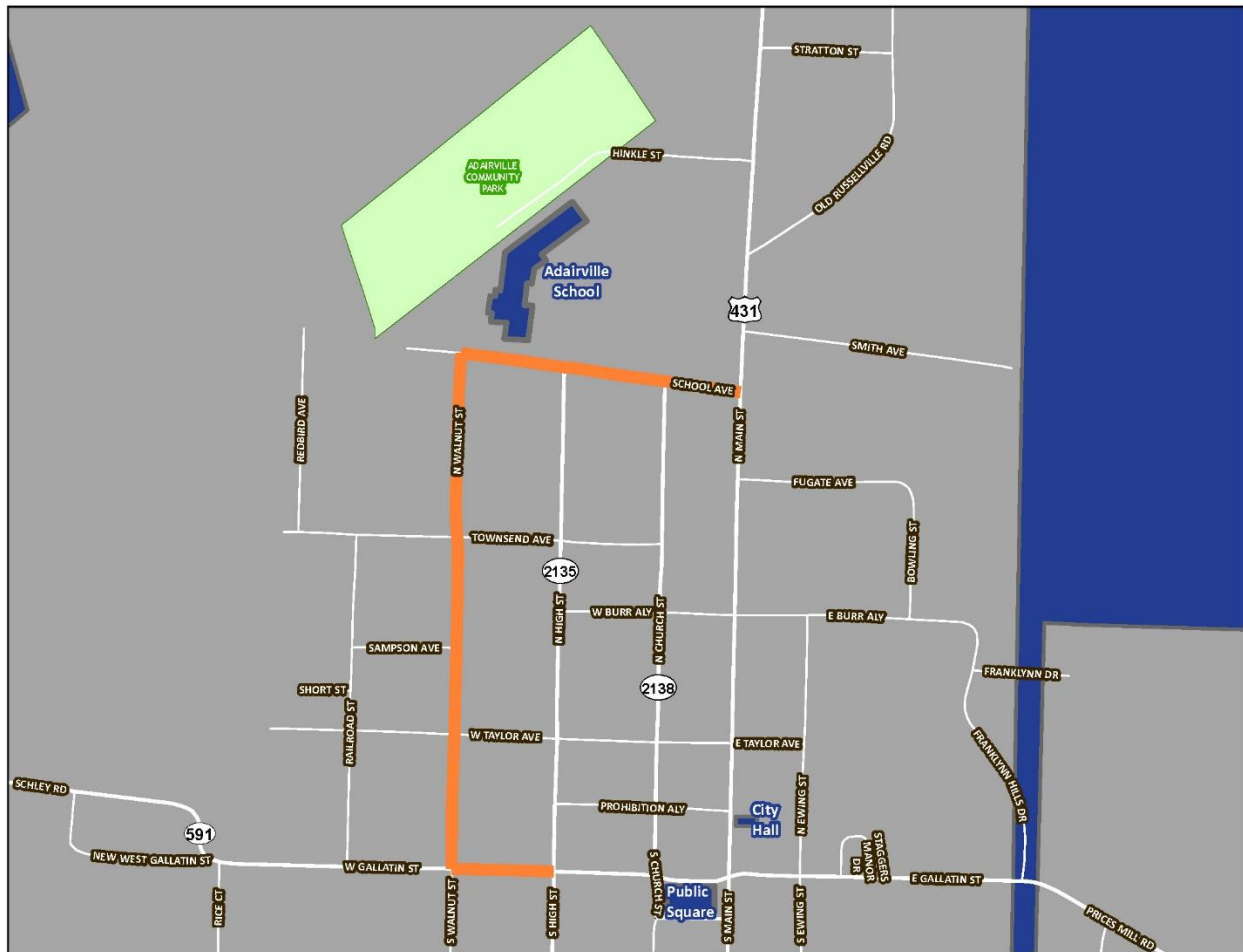
North High Street and North Church Street are both streets that almost exclusively serve residential buildings. While this Phase's pedestrian facilities are generally in better condition than elsewhere in the city, there are still gaps and inadequacies present that must be addressed in order to achieve complete pedestrian accessibility throughout the City.

North High Street provides direct access to the Adairville School for pedestrians and vehicles alike. Yet, only the western side of North High Street has a complete sidewalk, and the eastern side only has a sidewalk between West Burr Alley and north of Prohibition Alley. This existing sidewalk on the eastern side of the road is, in some parts, narrow and overgrown, and throughout it is not ADA-compliant. If a complete sidewalk were installed on the eastern side of the road between School Avenue and West Gallatin Street, these issues with the current sidewalk could be resolved.

Between Gallatin Street and Taylor Avenue, Church Street only has a complete sidewalk on its western side; on the eastern side, the sidewalk ends roughly halfway between Gallatin Street and Prohibition Alley. North of Taylor Avenue, outside of the immediate downtown area, there is no sidewalk at all on the eastern side of the road, and the western side of the road has only two paved sidewalk segments, both of which are not compliant with modern standards. Additionally, Church Street is another road that provides access to the Adairville School, and serves young children walking to school.

Lastly, West Gallatin Street between High Street and Church Street provides direct access from these streets (and the west side of Adairville) to downtown and Public Square. This segment of West Gallatin Street is a gap in the City's pedestrian network, as it lacks complete, proper sidewalks on both sides of the road. On the southern side of the road, there is no sidewalk at all; and on the northern side of the road, there is currently pavement in front of a fire station that serves as an undesignated pedestrian path. Installing complete sidewalks on both sides of this section of West Gallatin Street will help to complete the downtown area pedestrian network and provide more access to Public Square and other destinations.

## Phase V



**Road segment(s):** School Avenue between North Main Street and North Walnut Street; North Walnut Street between School Avenue and West Gallatin Street; West Gallatin Street between South Walnut Street and South High Street

**Official road designation(s):** KY-591 (West Gallatin Street)

**Existing assets:** Sidewalks

**Improvement type(s):** ADA accessibility; sidewalk expansion; crosswalks; resurfacing

**Improvement status:** Conceptual

**Current projects:** None

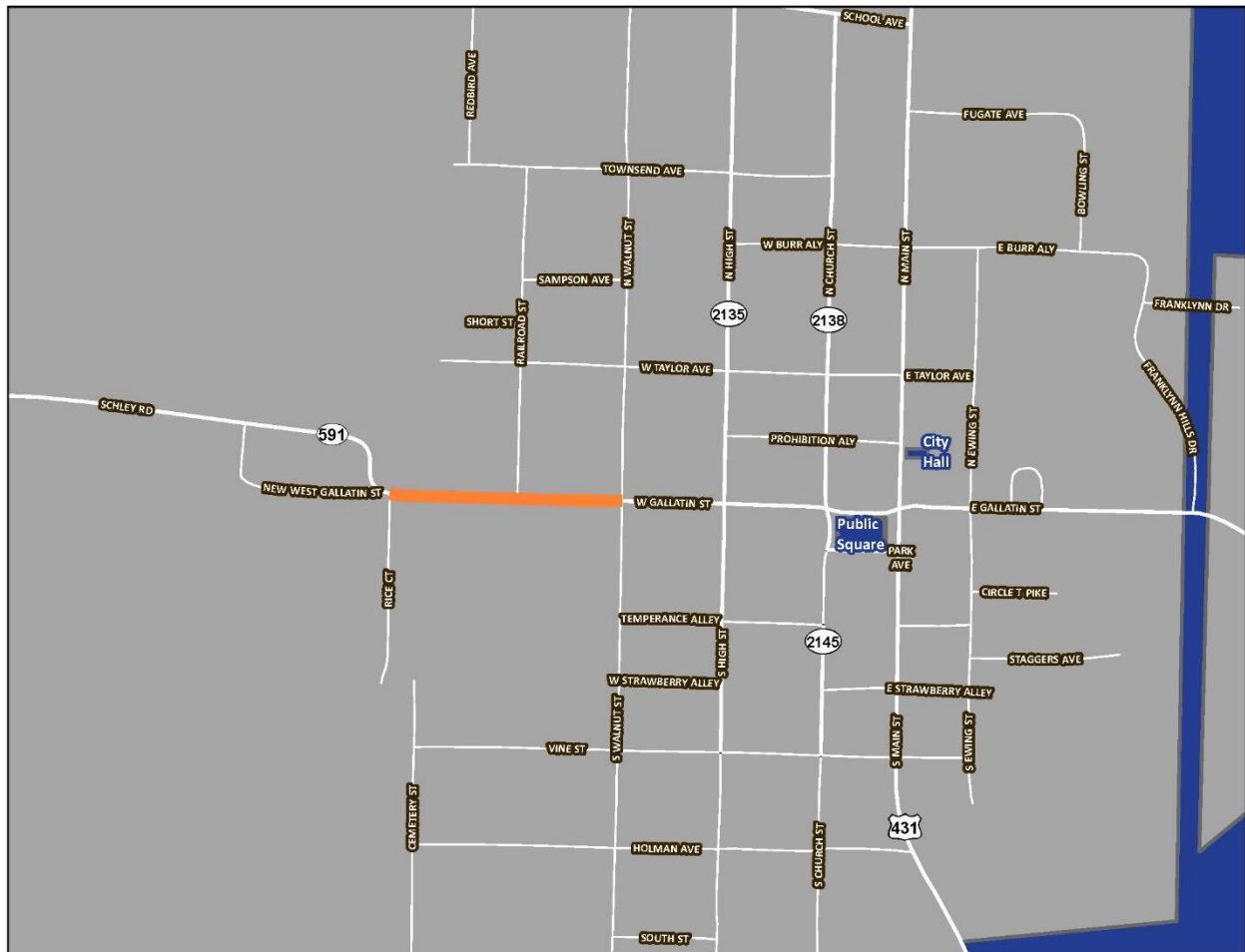
Despite providing direct access to the Adairville School for children walking to school, School Avenue only has sidewalks on the northern side of the road between Main Street and the western entrance into the Adairville School. While these sidewalks are ADA-compliant, School Avenue still lacks sidewalks on its southern side and on both sides west of the Adairville School. Additionally, there is only one crosswalk (near the entrance

to the Adairville School) connecting School Avenue with any of the four roads that connect to it.

North Walnut Street, an entirely residential street, completely lacks sidewalks between School Avenue and West Gallatin Street, which is another impediment to students using the street to walk to school.

Between Walnut Street and High Street, West Gallatin Street only has sidewalks on the southern side of the street, with no sidewalk at all on the northern side.

## Phase VI



**Road segment(s):** West Gallatin Street between Rice Court and South Walnut Street

**Official road designation(s):** KY-591 (West Gallatin Street)

**Existing assets:** Sidewalks

**Improvement type(s):** ADA accessibility; sidewalk expansion; crosswalks; resurfacing

**Improvement status:** Conceptual

**Current projects:** None

Currently, West Gallatin Street has a sidewalk between east of Rice Court and South Walnut Street on only the southern side of the road. This sidewalk is in poor condition, with many segments overgrown or not up to modern standards. Extending this sidewalk to Rice Court, and installing a sidewalk on the northern side of West Gallatin Street, would effectively complete the corridor and, in conjunction with the other Phases in this plan, would allow for all of Gallatin Street between Rice Court and Ewing Street to be walkable and accessible.

## A detailed map of Adairville, Missouri. The map shows a grid of streets including Stratton St, Hinkle St, School Ave, Smith Ave, Fugate Ave, Bowling St, E Burr Aly, Frankllyn Dr, E Gallatin St, S Main St, S High St, S Walnut St, Rice Ct, New West Gallatin St, W Gallatin St, Short St, Sampson Ave, Townsend Ave, N Church St, W Taylor Ave, Prohibition Aly, and Schley Rd. Key landmarks include Adairville Community Park (green area), Adairville School (blue building), City Hall (blue building), and Public Square (blue building). A red rectangle highlights a specific area bounded by Railroad St, N Walnut St, and Townsend Ave. Two blue circles with numbers are also present: one labeled '2135' near Townsend Ave and another labeled '2136' near N Church St. Highway shields for 431, 591, 2135, and 2136 are shown. The map also indicates the location of the Adairville School and Adairville Community Park.

**Current projects:** None

Of the phases listed in this Plan, this Phase is the only one without any current pedestrian assets. Townsend Avenue and Railroad Street, on the west side of town, currently have no sidewalks whatsoever. In addition to filling a gap in the existing system, installing sidewalks on Townsend Avenue and Railroad Street would (with the exception of side streets) create a complete, ADA-compliant pedestrian network north of Gallatin Street and south of School Avenue.

Outside of the Phases listed here, the City will still have areas to improve to achieve a goal of complete pedestrian accessibility and safety. Namely, although they are currently far less densely-populated than the areas north of Gallatin Street, the areas south of Gallatin Street will eventually require the installation of sidewalks and crosswalks.

With the creation of a Pedestrian Plan, the City of Adairville now establishes a precedent where pedestrians are seen and included within the planning process. This Plan serves as a backbone for a walkable Adairville in the future. Walkable communities are stronger communities – and Adairville now has the opportunity to become even stronger.

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