

City of Auburn, Kentucky



Mayor's Pedestrian Network Plan

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Produced with assistance from

BARREN RIVER



AREA DEVELOPMENT DISTRICT

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Introduction

The City of Auburn is a small, tight-knit community located in eastern Logan County, Kentucky, about fifteen miles southwest of Bowling Green. While Auburn has the highest median household income of Logan County's four incorporated cities, its infrastructure needs are still great.

Unfortunately, like many cities, Auburn's pedestrian infrastructure network has been neglected far more than its road network. Across the City, sidewalks are in a state of disrepair, and many of the sidewalks that are in fair condition are not compliant with many modern standards, including those set by the Americans with Disabilities Act (ADA). In this regard, many sidewalks are disjointed, with dead-ends or steps that are non-compliant with the Act. In some instances, property owners have even re-surfaced private driveways over existing sidewalks.

In recent years, the City has refocused its efforts onto maintenance of the existing pedestrian network through both trip hazard removal and code enforcement. Through these efforts, over the past five years the City has removed over 500 trip hazards with the assistance of a private contractor who specializes in concrete cutting.

While Auburn'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.

Focus Areas

Main Street

Official road designation: U.S. Route 68X

Existing assets: Sidewalks, crosswalks

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

Improvement status: Conceptual

Current projects: None



Main Street (US-68X) is the primary arterial that runs through the City of Auburn. It is the spine of Downtown Auburn, where many of the City's other major roads convene, and is home to small businesses, residences, City Hall, and police and fire services. However, very few of Main Street's sidewalks are ADA-compliant, the current sidewalk "dead-ends" near the center of the existing downtown, and Main Street has only three painted crosswalks along its entire length in the City limits. In Downtown specifically, raised sidewalks with steps down to at-grade street crossings create a severe fall and trip hazard to pedestrians, especially the elderly and those with mobility issues.

In the Barren River Area Development District's most recent Sidewalk Inventory, a stretch of paved concrete (used primarily for stormwater drainage and on-street parking) on the northern side of Main Street between Caldwell Street and an unnamed alley past the new Fire Department building has been identified as an "undesigned pedestrian path". This undesigned path poses several issues for pedestrians. In addition to being noncompliant with the ADA, it is often blocked by cars parking on Main Street and trucks entering or exiting the new fire station. Unfortunately, this is currently the best path for pedestrians to take in this area, as there is no viable path on the opposite side of Main Street,

The nature of Main Street necessitates a revamped pedestrian right-of-way that is safe, accessible, and consistent – specifically, with full, ADA-compliant pedestrian access between Caldwell Street and Belcher Drive. Such improvements could potentially cause the relocation of parking spaces, but can result in improved and accessible sidewalks, additional crosswalks, and reduced risks of death or injury to pedestrians.

College Street

Official road designation: KY Route 103

Existing assets: Sidewalks, crosswalks

Improvement type(s): ADA accessibility; sidewalk expansion; at-grade railroad crossing

Improvement status: In development

Current projects: TAP grant



College Street (KY-103) serves several purposes for several types of users. It is one of three gateways into the City from the realigned US-68. It serves Auburn's lone school, Auburn Elementary School. On its northern end, it is the gateway for many City residents into an expanding shopping center on Sugar Maple Street that includes a Dollar General, restaurants, and health services. Yet, College Street lacks sidewalks north of Auburn Elementary School,

In April of 2019, the City was awarded a Transportation Alternatives Program (TAP) grant in the amount of \$293,920 to install sidewalk facilities between Auburn Elementary School and Sugar Maple Street. This project is still in the early phases of development and will include an at-grade pedestrian crossing of the railroad tracks that run parallel to Maple Street.

Outside of this project's scope, many of the existing facilities between Main Street and Auburn Elementary School will additionally need to be upgraded to modern standards, including full ADA compliance.

Auburn McCutchen-Coke Municipal Park/Spring Street

Official road designation: N/A

Existing assets: Sidewalks, crosswalks, recreational trails

Improvement type(s): ADA accessibility; sidewalk expansion; possible crosswalk

Improvement status: Conceptual

Current projects: None



Auburn is home to the Auburn McCutchen-Coke Municipal Park, an expansive multi-use park that draws visitors from across Logan County and the surrounding area as a whole. With frequent sporting events and community gatherings, the park is an invaluable asset to the community.

In spite of the park's importance to the community, it has insufficient access for pedestrians. Both of the park's two entrances (on Spring Street and Amanda Gordon Drive) lack direct pedestrian access into the park, and both entrances are directly adjacent to industrial buildings.

Any potential sidewalk and pedestrian entrance has the opportunity to connect to future recreational trails which will run throughout the park. On Amanda Gordon Drive, such a connection would first require a further extension of sidewalks along Main Street. However, Spring Street currently has sidewalks (and a crosswalk) that directly connect to the center of Main Street. These sidewalks are inconsistent and outdated, but a completion (and reconstruction) of these sidewalks, in addition to a crosswalk into the park if needed, could provide pedestrians with a direct, short route to the park's amenities.

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