MAY 2025

VISION ZERO PIKEVILLE SAFETY ACTION PLAN

Safe Streets and Roads For All

James A. Carter
Mayor

CITY OF PIKEVILLE
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Reggie Hickman
City Manager

RESOLUTION

A RESOLUTION OF THE PIKEVILLE CITY COMMISION AUTHORIZING A SAFE STREETS AND ROADS ALL PROGRAM GRANT

WHEREAS, the City aspires to reduce, and eventually eliminate, traffic related fatalities and serious injuries; and
WHEREAS, the City is utilizing a planning grant through the Safe Streets and Roads for All Program (SS4A) and coordinating with the Kentucky Transportation Cabinet Office of Highway Safety Improvement Program to develop a safety action plan for Pikeville to analyze existing conditions, historical trends, systemic & specific needs and to identify projects and strategies to address identified problems; and
WHEREAS, there is a community commitment to an eventual goal of zero fatalities and serious injuries is an important component for USDOT consideration of an implementation grant through the SS4A program; and
WHEREAS, the City previously established its goal of working towards zero traffic fatalities and serious injuries by the year 2050 by resolution dated January 13, 2025; and
WHEREAS, a Vision Zero Safety Action Plan has been developed and publicly presented;
NOW, THEREFORE, BE IT RESOLVED by the board of Commissioners of the City Pikeville, Kentucky, that the Vision Zero Safety Action Plan is HEREBY APPROVED.

This 28th day of April, 2025.

James A. Carter, Mayor — Date 4/28/25

Witness: Robbi Bentley, City Clerk — Date 4/28/25

Contents

Contributors

CITY OF PIKEVILLE

Jimmy Carter - Mayor

Allison A. Powers – City Commissioner

Bob Shurtleff – City Commissioner

Pat McNamee – City Commissioner

Steve Hartsock – City Commissioner

Reggie Hickman – City Manager

Brad Slone – City Engineer

Hunter Collins – Project Manager

KENTUCKY TRANSPORTATION CABINET

Mary Holbrook, PE – Chief District Engineer

Chris James, PE & Charlie Dale, PE – District 12

Michael Vaughn, PE – Traffic Safety Branch Manager

UNIVERSITY OF PIKEVILLE

Burton Webb, Ph.D. – President

PIKEVILLE INDEPENDENT SCHOOLS

Chris McNamee – Director of Pupil Transportation

David Trimble - Superintendent

PIKEVILLE PUBLIC SAFETY

Phillip D Reed – Commissioner of Public Safety

PIKEVILLE MEDICAL CENTER

Lenny Taylor – Vice President of Facilities

CHURCH OF GOD

Sandra Layne - Pastor

COMMUNITY TRUST BANK

William Brett Keene – Pikeville Market President

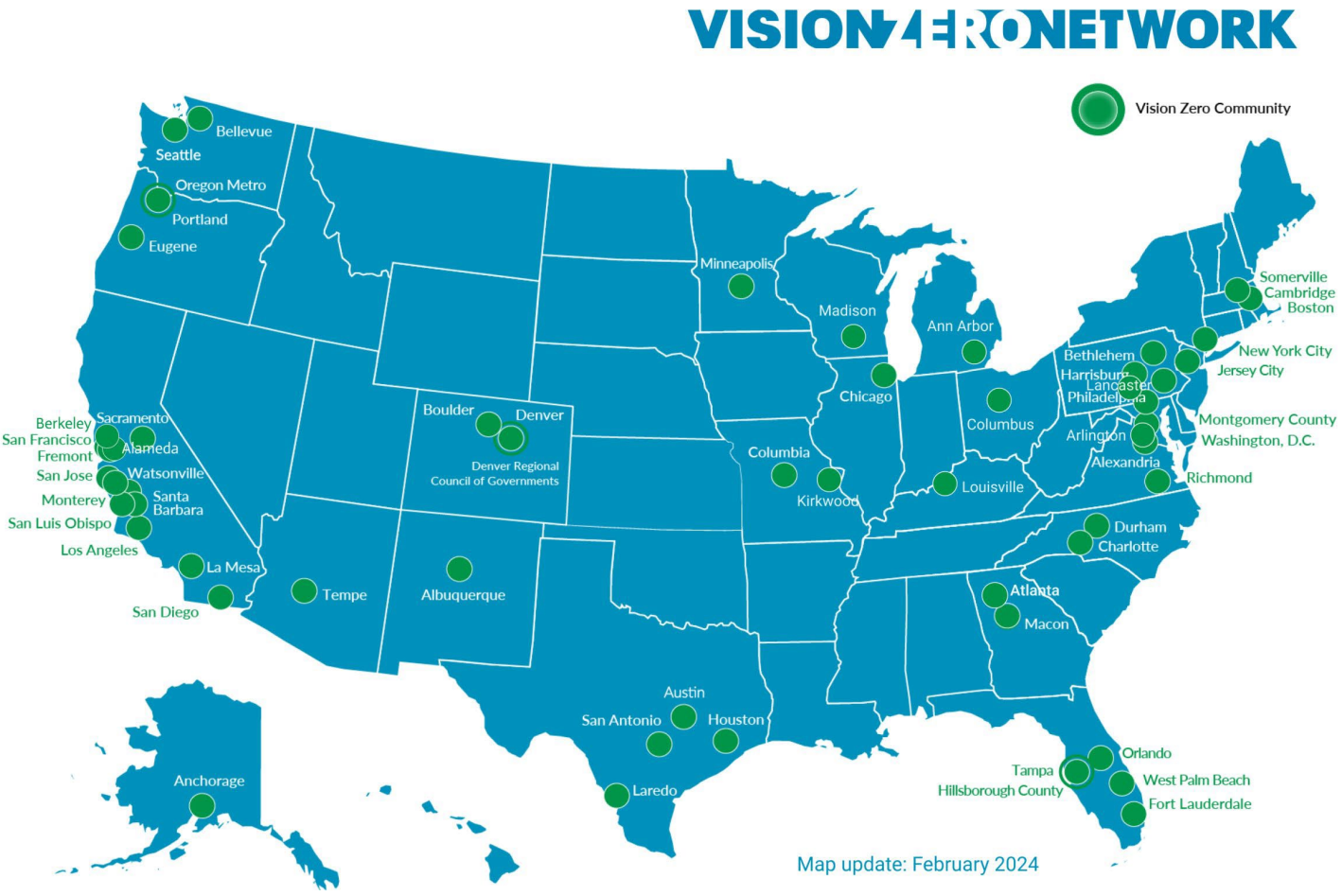
Palmer ENGINEERING

Introduction

The City of Pikeville is dedicated to achieving zero traffic deaths and serious injuries by 2050, shifting emphasis from vehicle throughput to safety, health and mobility for all road users. This commitment is the focus of the Vision Zero Safety Action Plan, initiated with support from the Safe Streets and Roads for All (SS4A) Grant Program. The plan follows the eight key components identified in the grant.

1. Leadership Commitment & Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement & Collaboration
5. Community Considerations
6. Policy & Process Changes
7. Strategy and Project Selections
8. Progress & Transparency

The City of Pikeville is aiming to become part of the Vision Zero Network by supporting the city's goal of eliminating traffic fatalities and severe injuries among all road users by 2050, while increasing safe and healthy mobility.



What is Vision Zero?

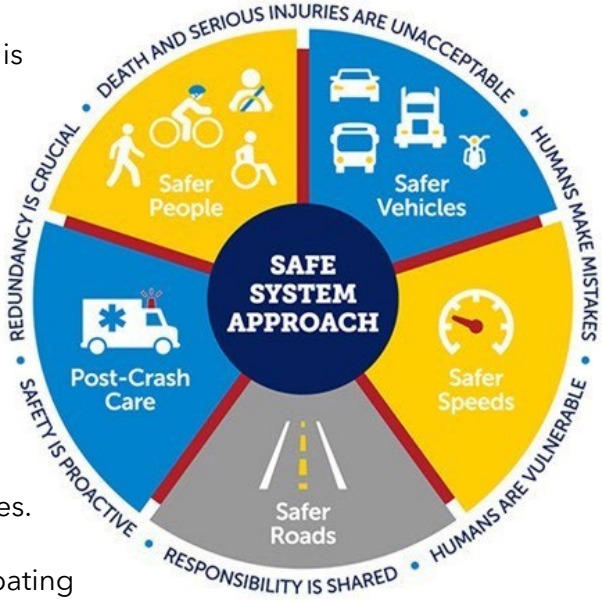
Vision Zero is a strategic commitment to eliminate all traffic fatalities and serious injuries driven by the principle that everyone has the right to move safely in their community. Originating in Sweden during the 1990's and now adopted globally by numerous cities, Vision Zero embraces the Safe System Approach and the principle that no loss of life is acceptable on our transportation network.

Safe System Approach

The Safe System Approach is a comprehensive approach based on the understanding that humans are fallible and may make mistakes, but these mistakes should not result in fatalities or serious injuries.

Safe System Key Principles

- *Death and Serious Injuries are unacceptable*. Every human life is valuable and their safety is the highest priority.
- *Humans make mistakes*. Recognizing human fallibility, we design and manage our roads to be forgiving, mitigating the potential consequences of errors.
- *Humans are vulnerable*. We design the roadway system to account for the biological limits the human body can tolerate in a crash.
- *Responsibility is shared*. Everyone, including all stakeholders, shares the responsibility for preventing fatal and serious injuries.
- *Safety is proactive*. Take a proactive stance on safety by anticipating and addressing risks before they lead to a crash.
- *Redundancy is critical*. Ensure that multiple layers of safety are embedded within the transportation system to protect people if one layer of safety fails.



Vision Zero vs Traditional Approach

The traditional approach to safety often relies on perfect behavior from all road users and tends to react to crashes rather than prevent them. In contrast, Vision Zero accepts that humans can and will make mistakes and builds a system that is geared towards minimizing the crash severity from these errors. This proactive approach is highlighted in the comparative graphic that demonstrates the shift from an individual-focused model to a system-centric model that recognizes shared responsibilities for a safe system.

TRADITIONAL APPROACH

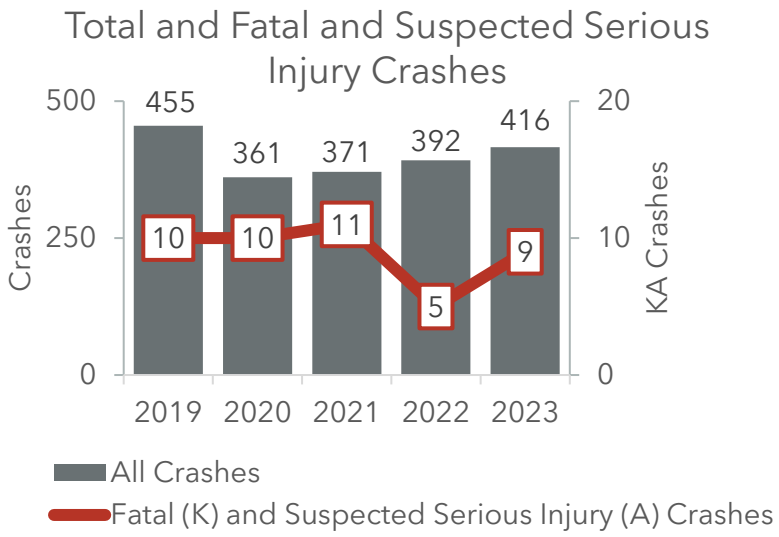
Traffic deaths are **INEVITBLE**
PERFECT human behavior
Prevent **COLLISIONS**
INDIVIDUAL responsibility
Saving lives is **EXPENSIVE**

VISION ZERO APPROACH

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMIC approach
Saving lives is **NOT EXPENSIVE**

Overview

In Pikeville, an average of nine crashes occur annually resulting in a serious injury or fatality, representing not just statistics, but valued community members. Recognizing the profound impact on families and the community, Pikeville commits to a safer transportation network through comprehensive countermeasures including infrastructure improvements, education campaigns, enforcement, and continuous evaluations identified in this Safety Action Plan. The following Safety Action Plan is based on all crashes that occurred on roads and streets in the City of Pikeville between 2019 and 2023.



City of Pikeville Crashes by Mode

(2019-2023)

Vehicle

23 SERIOUS INJURY
vehicle crashes

11 FATAL INJURY
vehicle crashes

Pedestrian

2 SERIOUS INJURY
pedestrian crashes

2 FATAL INJURY
pedestrian crashes

Motorcycle

4 SERIOUS INJURY
motorcycle crashes

1 FATAL INJURY
motorcycle crash

Bicycle

2 SERIOUS INJURY
bicycle crashes

Hambley Blvd Traffic Pattern Shift

Hambley Boulevard has emerged as a growing safety concern, especially between Elm and Division Streets. During the 2019-2023 study period, there were no reported pedestrian or bicyclist crashes in this corridor. However, in 2024 alone, **four** crashes involving pedestrians and cyclist were recorded, indicating a recent and concerning shift. Increased pedestrian activity, likely influenced by University of Pikeville campus updates, has elevated the crossing demand in this area, highlighting the need for focused safety improvements.

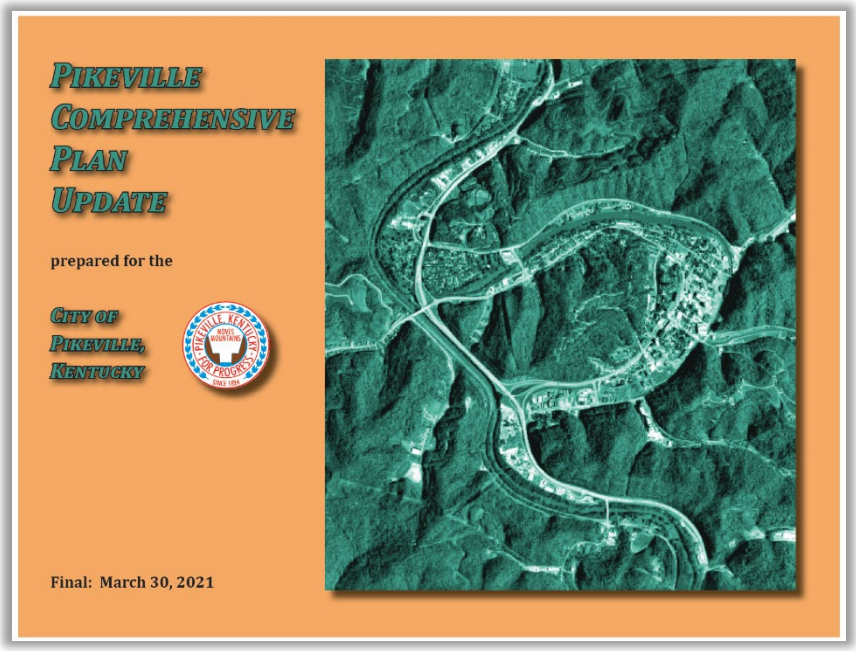
The Safety Action Plan sections follow the SS4A Safety Action Plan required components as outlined in the grant. These components reflect the process-oriented set of activities used to develop the Safety Action Plan.

1 | Leadership Commitment and Goal Setting

The City of Pikeville is dedicated to ensuring safety for all users on the city's streets and roads. The city's commitment is demonstrated by the resolution on the following page, which states that the city's leaders have established "a goal of working towards zero traffic fatalities and serious injuries by the year 2050".

The City of Pikeville leadership's strong commitment to safety and implementing safety-focused strategies and policies is supported by existing current policies and programs.

The City has demonstrated a strong commitment to transportation safety through its comprehensive planning efforts. The Pikeville Comprehensive Plan Update (2021) establishes a clear vision of a transportation system that prioritizes both operational efficiency and safety of all users, regardless of mode of travel. The Plan explicitly supports the implementation of Complete Streets principles, ensuring that roads and streets accommodates pedestrians, cyclists, and transit users in addition to motorists. The Plan also encourages safety-focused roadway design that supports appropriate land use and development patterns, reinforcing the role of transportation infrastructure in creating a safe and connected community.



Recognizing the importance of non-motorized transportation, the Plan includes provisions for expanding the city's pedestrian and bicycle network. The plan advocates for greenways, bikeways, and sidewalk improvements to provide safer, more accessible routes for pedestrians and cyclists. The city proposes a network of greenways along major streams and floodplains and aims to enhance both transportation connectivity and recreational opportunities. The City's Downtown Bikeway Project identifies locations for bike lanes and sharrows, with plans for protected bike lanes where space permits. The Plan prioritizes sidewalk connectivity, especially in downtown and along primary streets, and aims to fill existing sidewalk gaps, repair deteriorated sidewalks, and require sidewalk installations in new developments.

In addition to multimodal improvements, the Plan emphasizes the importance of traffic calming and access management strategies to enhance roadway safety. The City supports efforts to implement traffic calming measures, particularly in high-pedestrian areas like downtown and along residential corridors. Such measures could include narrower travel lanes, curb extensions, and roundabouts to reduce vehicle speeds and enhance pedestrian safety. To improve roadway safety and efficiency, the Plan encourages limiting direct access points along arterial streets by promoting the use of frontage roads and access management guidelines.

By integrating safety-focused transportation goals into its long-term planning, Pikeville is proactively addressing safety concerns while improving accessibility for all residents. The City's efforts align with best practices in roadway safety and urban mobility, reinforcing its commitment to creating a safer, more connected and more livable community.

James A. Carter
Mayor

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Reggie Hickman
City Manager

RESOLUTION

Of the City of Pikeville in Support of Vision Zero

WHEREAS, the USDOT has developed a discretionary grant program to address roadway safety through the Safe Streets and Roads for All (SS4A) grant program and the City of Pikeville was awarded a SS4A grant, and;

WHEREAS, the City aspires to reduce and eventually eliminate traffic related fatalities and serious injuries on its roadways; and

WHEREAS, the City is moving toward implementation of the SS4A grant through the efforts of developing various reports from data analysis and a community engagement program to identify safety improvement projects.

NOW THEREFORE BE IT RESOLVED, that the City of Pikeville hereby establishes a goal of working towards zero traffic fatalities and serious injuries by the year 2050.

Adopted this 13th of January, 2025

James A. Carter, Mayor — Date: 1/13/25

Attested: Robbi Bentley, City Clerk — Date: 1/13/25

The City of Pikeville is an Equal Opportunity Employer

2 | Planning Structure

In 2024, the Vision Zero Pikeville Safety Advisory Group (SAG) was established, uniting a diverse array of agencies and entities to collaborate on the Vision Zero Safety Action Plan. The multidisciplinary team, comprising key stakeholders in the community, includes:

- **City of Pikeville**
- **Kentucky Transportation Cabinet (KYTC)**
- **Pikeville Medical Center**
- **University of Pikeville**
- **Pikeville Independent Schools**
- **University of Pikeville Public Safety**

The SAG's primary objective is advising the City of Pikeville on the Safety Action Plan and monitoring development and implementation. The SAG focused on identifying safety needs and exploring both reactive and systemic safety countermeasures. By integrating diverse perspectives, the group aimed to create a comprehensive plan that aligns with the five objectives of the Safe System Approach. This collaborative structure ensures that the plan is responsive to the specific needs of Pikeville and effectively addresses various safety challenges.

The SAG is dedicated to continuous engagement and cooperation as the Safety Action Plan progresses from planning to implementation and further. Regular meetings will continue focusing on assessing the effectiveness of strategies, incorporating new data and feedback from community engagement, and making necessary adjustments. This approach ensures that the plan stays relevant and meets Pikeville's changing safety requirements effectively.

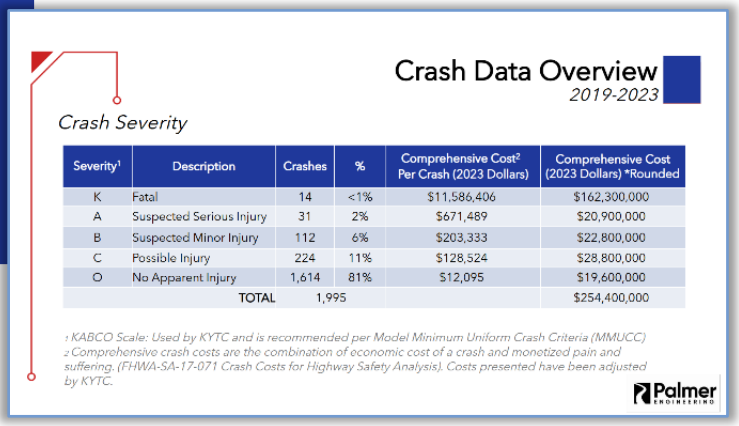
The SAG conducted in-person meetings to encourage participation. A brief summary of meetings held includes:

DECEMBER

- Reviewed the background and grant requirements
- Discussed the overall process and objectives
- Presented an overview of crash trends
- Initiated the process for identifying and ranking high-risk corridors and intersections

JANUARY

- Reviewed detailed crash analysis and trends
- Discussed reactive and systemic analysis
- Identified potential focus areas
- Discussed prioritization and top reactive lists
- Discussed proven safety countermeasures

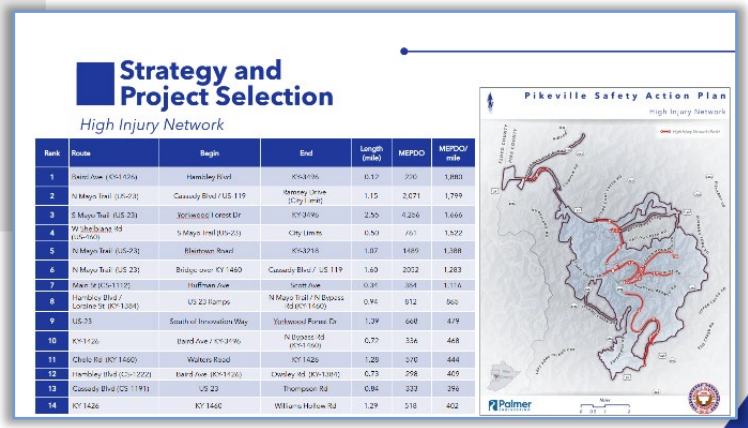


Severity[1]	Description	Crashes	%	Comprehensive Cost[2] Per Crash (2023 Dollars)	Comprehensive Cost (2023 Dollars) *Rounded
K	Fatal	14	<1%	$11,586,406	$162,300,000
A	Suspected Serious Injury	31	2%	$671,489	$20,900,000
B	Suspected Minor Injury	112	6%	$203,333	$22,800,000
C	Possible Injury	224	11%	$128,524	$28,800,000
O	No Apparent Injury	1,614	81%	$12,095	$19,600,000
	TOTAL	1,995			$254,400,000

[1] KABCO Scale: Used by KYTC and is recommended per Model Minimum Uniform Crash Criteria (MMUCC)
[2] Comprehensive crash costs are the combination of economic cost of a crash and monetized pain and suffering. (FHWA-SA-17-071 Crash Costs for Highway Safety Analysis). Costs presented have been adjusted by KYTC.

MARCH

- Reviewed online survey and public meeting input
- Introduced potential countermeasures
- Gathered feedback on potential improvements
- Presented safety focused considerations for planning
- Presented strategies and project selections



Rank	Route	Begin	End	Length (mile)	MEPDO	MEPDO/ mile
1	Baird Ave (KY-3426)	Hambley Blvd	KY-3086	0.17	200	1,880
2	N Mayo Trail (US-23)	Cassady Blvd / US 119	Ramsey Drive (City Limit)	1.15	2,071	1,799
3	S Mayo Trail (US 23)	Yorkwood Forest Dr	KY-3086	2.56	4,266	1,666
4	W Pikeland Rd (US-460)	S Mayo Trail (US-23)	City Limits	0.50	761	1,522
5	N Mayo Trail (US-23)	Elkhorn Road	KY-3215	1.87	3,489	1,388
6	N Mayo Trail (US 23)	Bridge over KY 1460	Cassady Blvd / US 119	1.69	2002	1,283
7	Main St (KY-3172)	Huffman Ave	Scott Ave	0.35	384	1,116
8	Hambley Blvd / Looney St (KY-1304)	US 23 Ramps	N Mayo Trail / N Bypass Rd (KY-1460)	0.94	912	969
9	US-23	South of Innovation Way	Yorkwood Forest Dr	1.39	668	479
10	KY-1426	Baird Ave / KY-3086	N Bypass Rd (KY-1460)	0.77	356	468
11	Chole Rd (KY 1460)	Walters Road	KY 1426	1.28	570	444
12	Hambley Blvd (KY-1222)	Baird Ave (KY-1426)	Dunkley Rd (KY-3381)	0.73	298	409
13	Cassady Blvd (CR 1191)	US 23	Thompson Rd	0.84	333	396
14	KY 1426	KY 1460	Williams Hollow Rd	1.29	518	402

3 | Safety Analysis

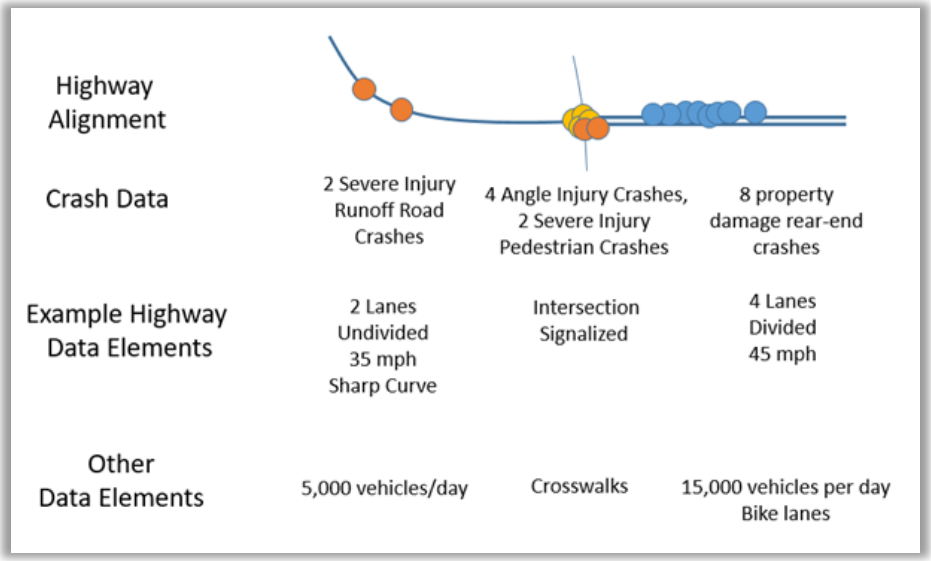
Study Area

The study area for the Safety Action Plan encompasses all public streets within Pikeville's city limits. The study period for crash data is from January 1, 2019 to December 31, 2023.

Methodology

Crash data was provided by KYTC through an agreement with the Kentucky State Police (KSP). In Kentucky, state and local police complete detailed collision reports, which include information on the individuals and vehicles involved, crash location, manner of collision, roadway characteristics, and individual injury severity. The collision reports are then submitted to KSP, reviewed for accuracy, and stored in a secure database managed by KSP. As part of KYTC's use agreement, the crash data provided used in the study does not contain personally identifiable information (PII).

KYTC provided geographic information system (GIS) files of roadway and traffic data, known as the Highway Information System (HIS) database. HIS data includes roadway characteristics and traffic data for state-owned roadways. The crash data provided was joined with GIS information to create a crash database that facilitated detailed analyses to identify crash trends, areas of opportunity, risk factors, and assist in prioritizing projects.



Crash Data

The initial crash data collected from KYTC included 3,316 crashes in the city from 2019 to 2023. There were 1,321 crashes that occurred in a parking lot. The final crash database for the study included 1,995 crashes.

3,316
Total Crashes

→

1,321
Removed Parking Lot Crashes

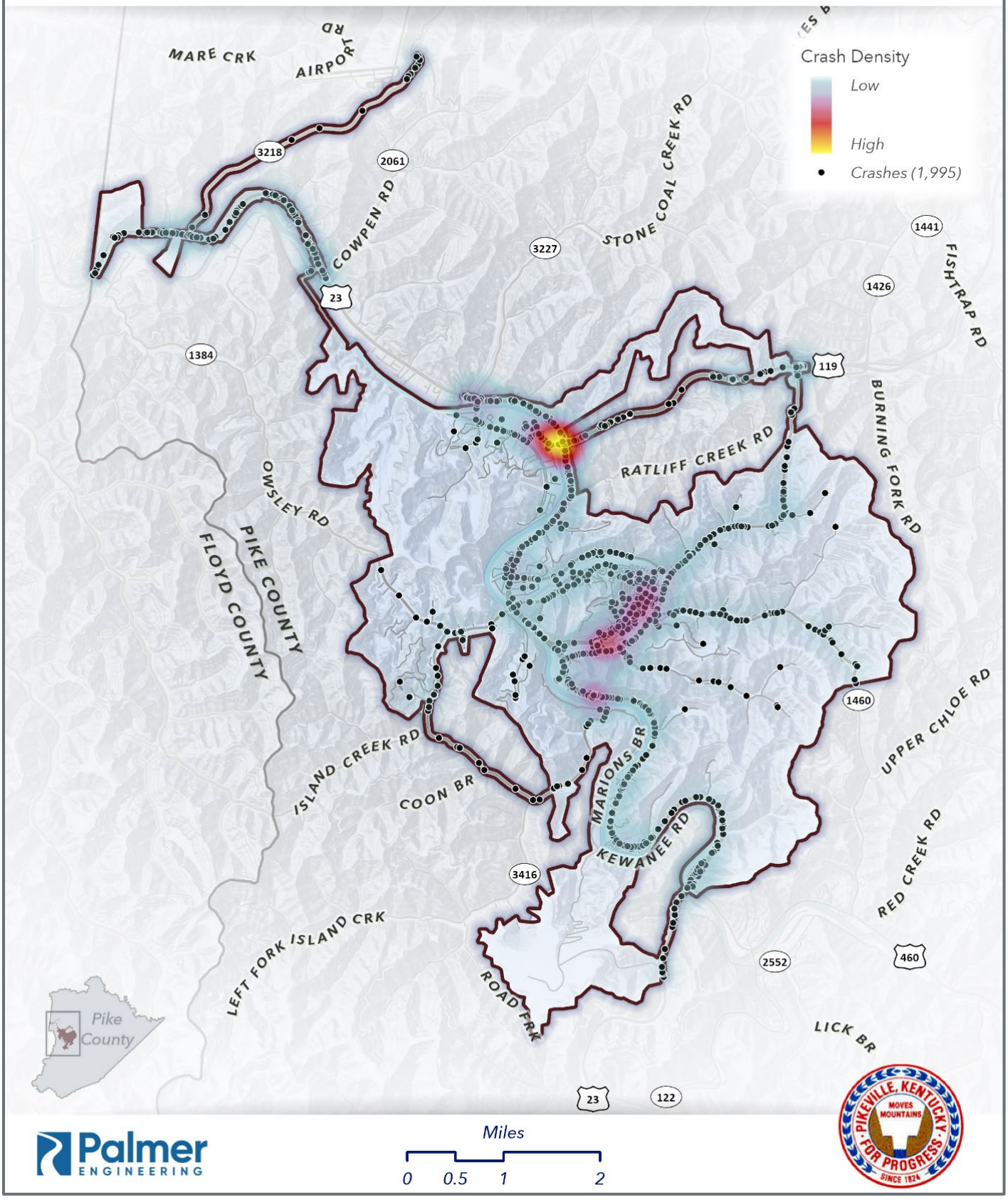
→

1,995
Study Crashes

The following map shows the density of crashes within the city. The US 23 corridor, downtown area, and US 23 and US 119 intersection experienced the highest density of crashes.

Pikeville Safety Action Plan

All Crashes - Crash Density (2019 - 2023)



The crash database provided by KYTC utilizes the KABCO Crash Severity Designation. The KABCO scale is recommended as best practice for individual injury reporting per the Model Minimum Uniform Crash Criteria (MMUCC) developed by the National Highway Traffic Safety Administration (NHTSA). The KABCO scale is used by the Kentucky State Police in the field data collection for crashes. The severity of a crash is based on the greatest severity of injury occurring in the crash. For instance, if someone is killed in a crash, the crash is coded as a "K" or fatal crash. The following table provides a breakdown of the total crashes by severity.

Severity	MMUCC Description	Crashes	%
K	Fatal	14	<1%
A	Suspected Serious Injury	31	2%
B	Suspected Minor Injury	112	6%
C	Possible Injury	224	11%
O	No Apparent Injury	1,614	81%
	TOTAL	**1,995**	

The crash maps on the following pages show crash location by severity.

FEATURED TOP STORY

Pikeville crash kills Tennessee man

APPALACHIAN NEWS-EXPRESS
THE CONSCIENCE OF EASTERN KENTUCKY

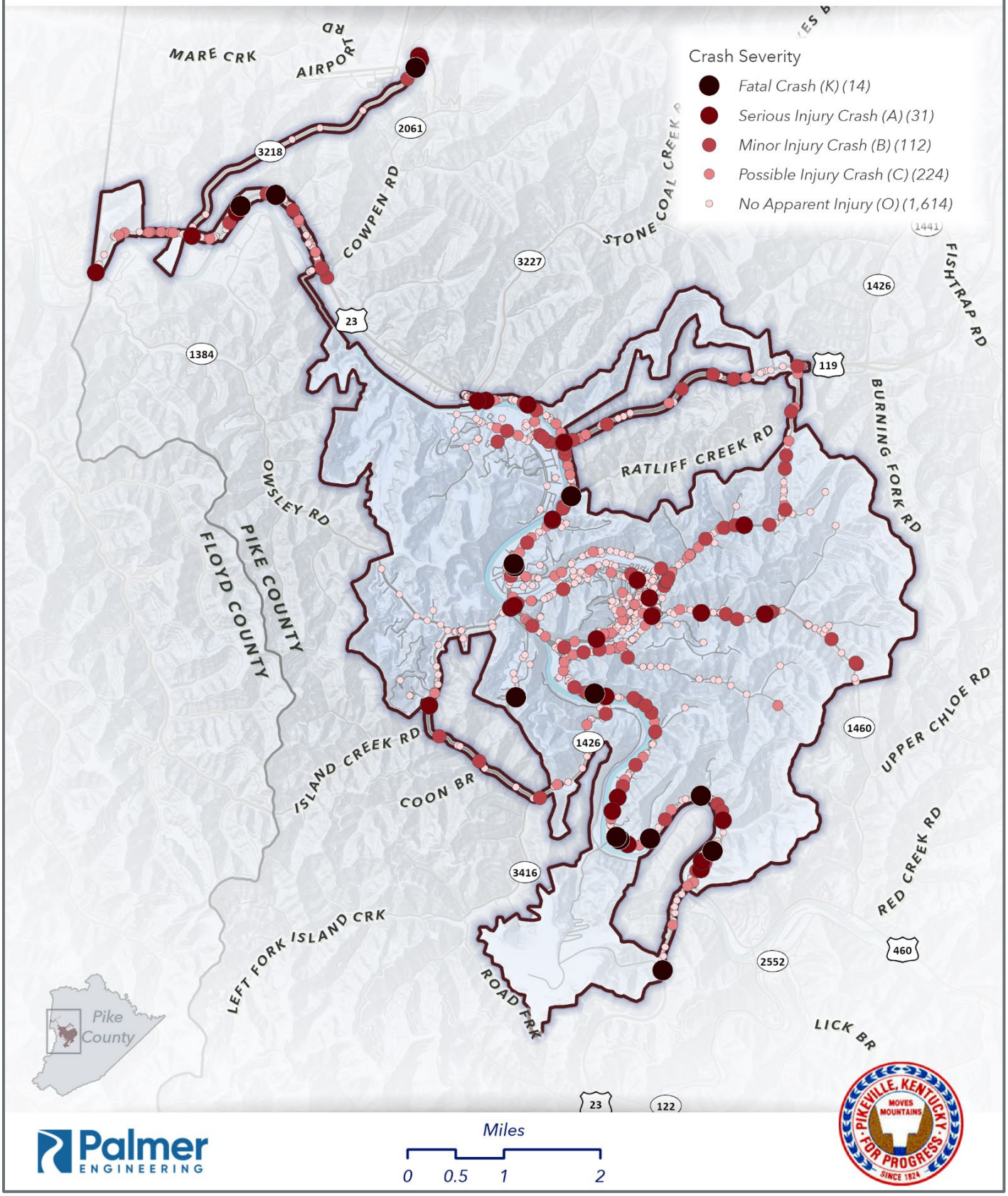
A News-Express Staff Report Oct 22, 2019

A Tennessee man was killed Saturday when his Acura Integra crossed into the path of a Chevy pickup on U.S. 23, Pikeville Police said. The wreckage of the Acura's rear half remained just south of the truck.

News-Express photos by Jeff Vanderbeck

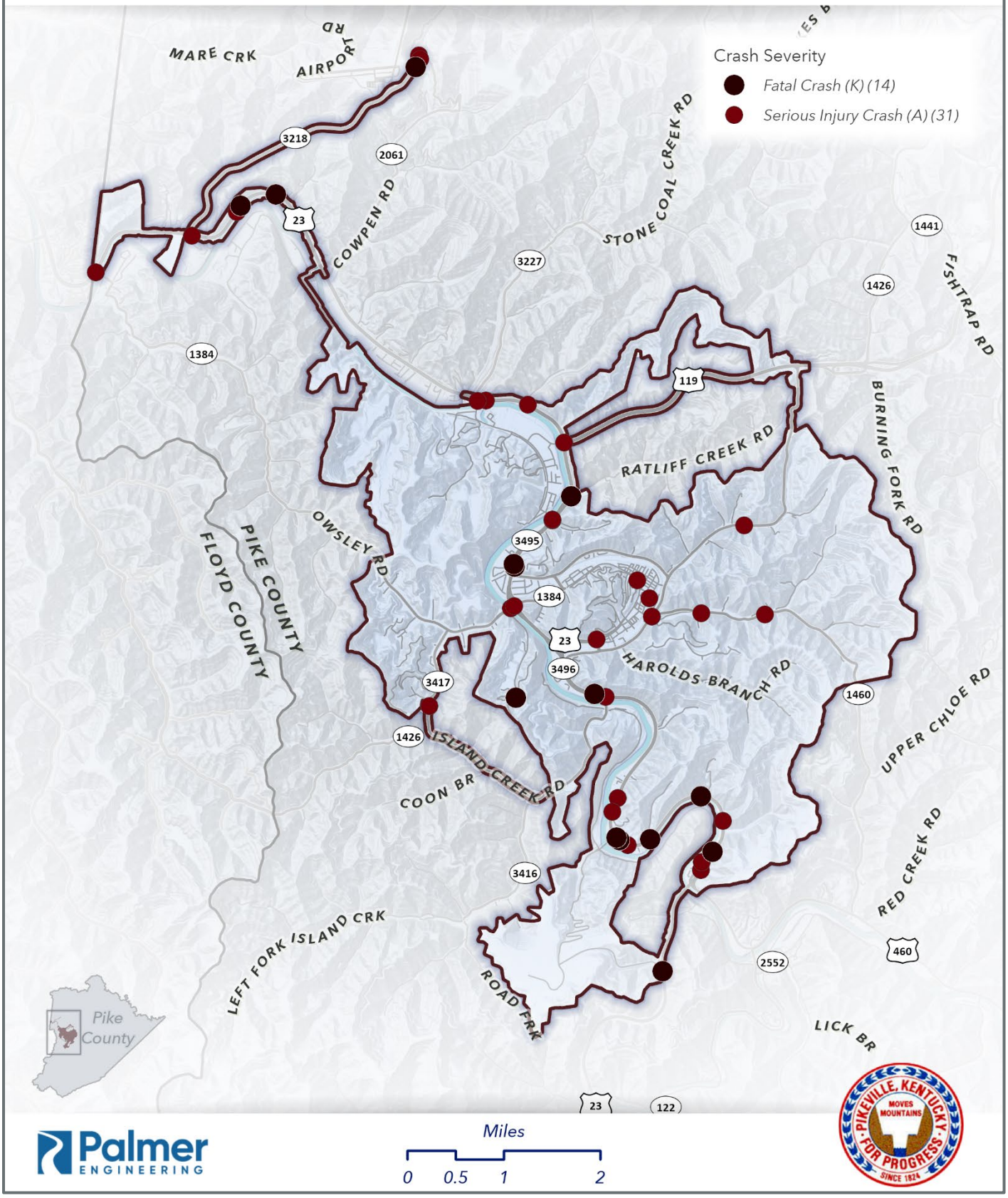
Pikeville Safety Action Plan

All Crash Severities (2019 - 2023)



Pikeville Safety Action Plan

Fatal (K) and Suspected Serious Injury (A) Crashes (2019 - 2023)

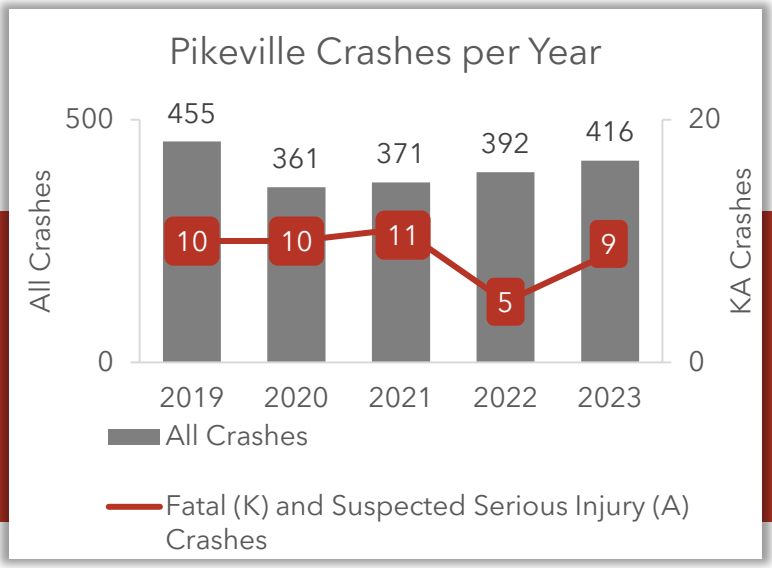


Crash Trends

Annual Crash Trends

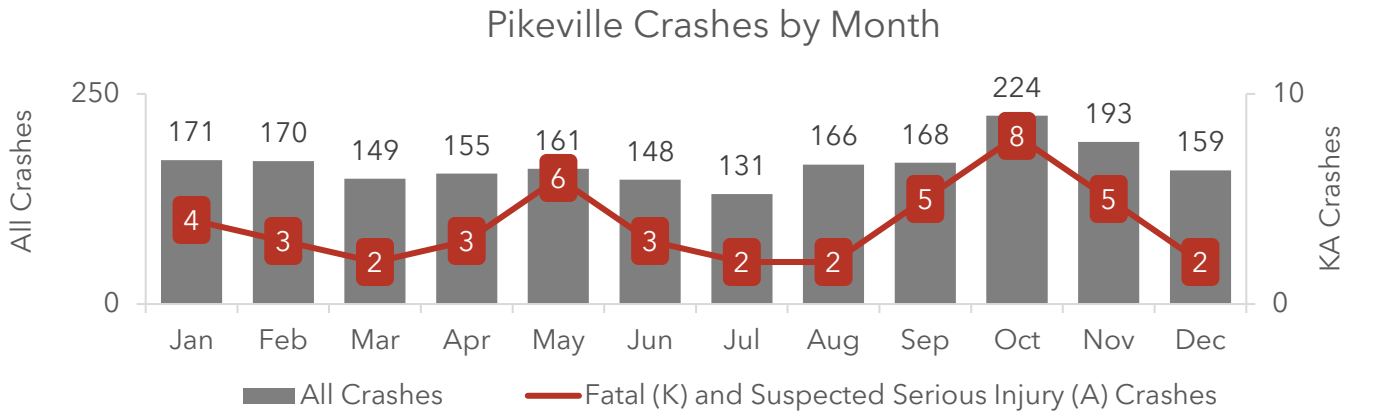
Between 2019 and 2023, annual crashes decreased by 8%, while fatal and suspected serious injury crashes remained relatively consistent.

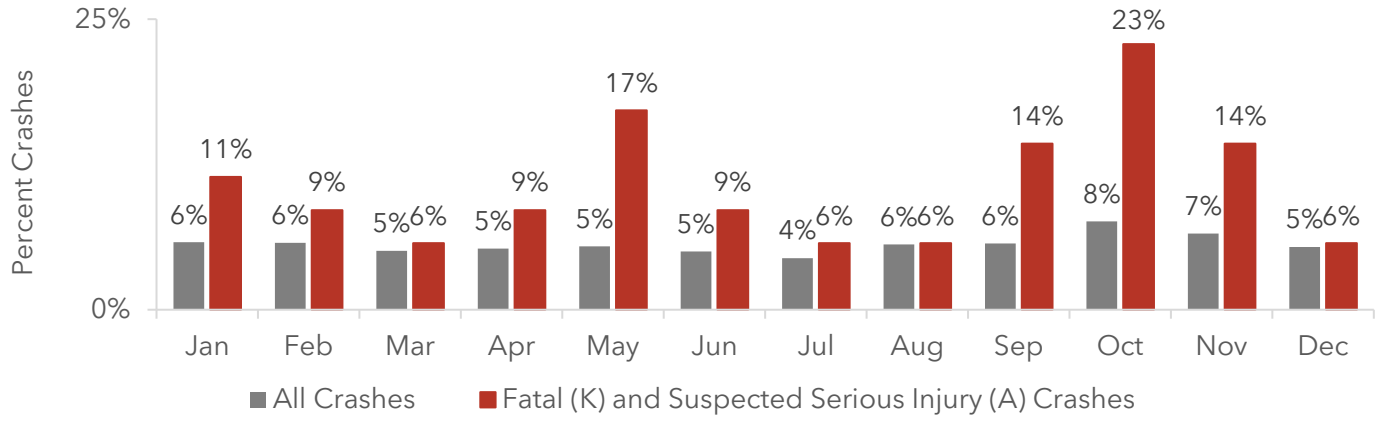
The COVID-19 pandemic greatly affected traffic patterns and crash reporting. In early 2020, to minimize potential exposure, police operating procedures were modified. Consequently, the reported number of crashes in 2020 is likely distorted, as crashes were underreported compared to the rest of the study area.



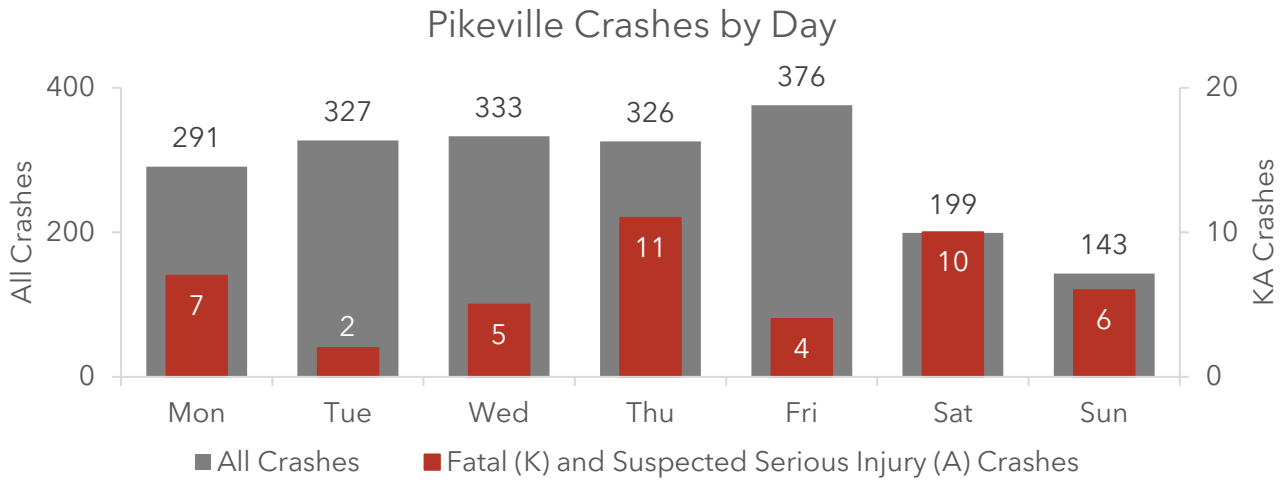
Crash Occurrence

There was a slight seasonal trend of total crashes increasing during the fall months. May, September, October and November were the highest months for fatal and suspected serious injury crashes. In Kentucky, the month of October is normally the highest crash month due to the seasonal change to fall, days becoming shorter and temperatures falling.

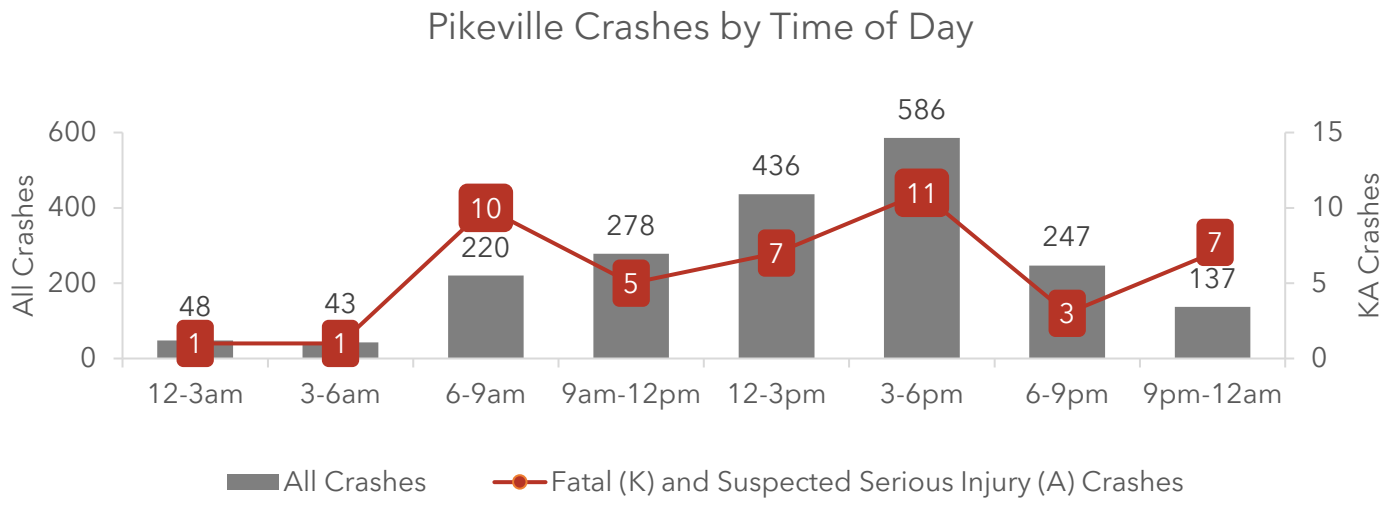




There was a higher crash occurrence on Friday than any other day of the week. The higher crashes on Friday is likely due to increased weekend travel and end of workweek driving behavior. The weekends saw the fewest overall crashes perhaps related to lower traffic volumes. However, Saturday experienced a relatively higher proportion of fatal and suspected serious injury crashes, with 10 such crashes, suggesting increased crash severity compared to other days.

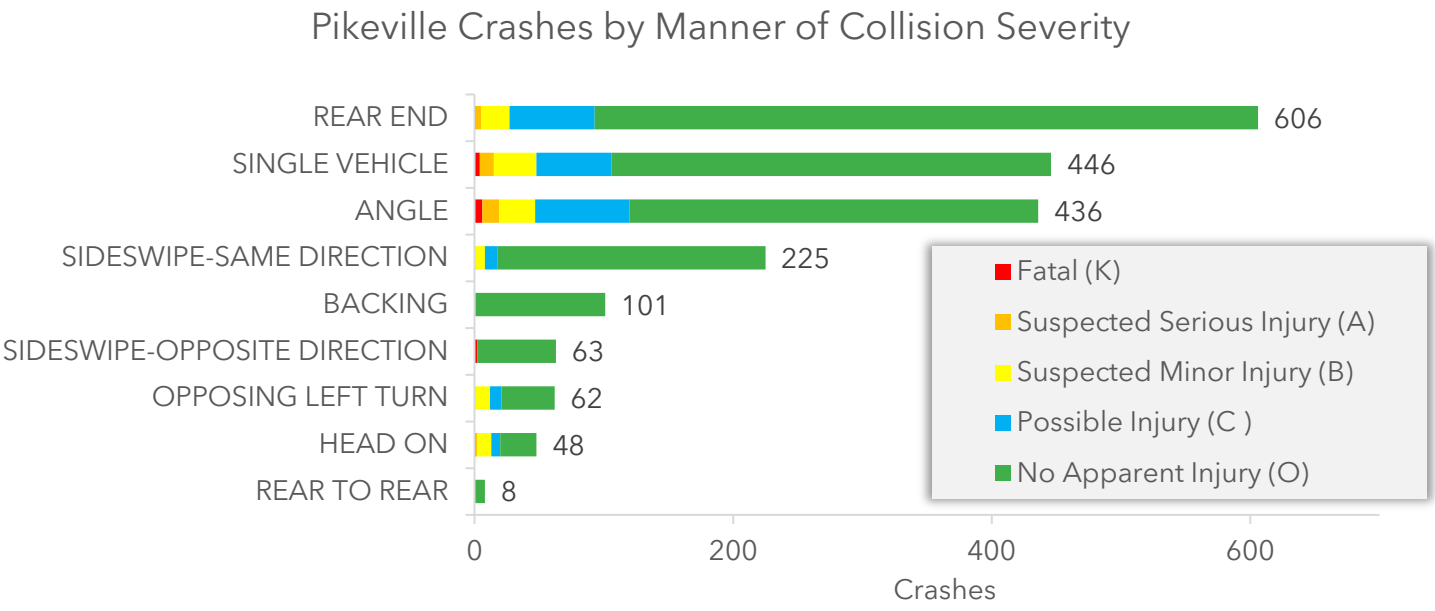


The 3:00-6:00 PM period, typically characterized by the evening rush hour, experienced the highest frequency of both all crashes (586) and fatal and suspected serious injury crashes (11). Notably, the morning rush hour (6:00-9:00 AM) shows a disproportionate number of fatal and suspected serious injury crashes (10) relative to all crashes (220), indicating that crashes occurring in the morning compared to other times, the severity of crashes is higher. Similarly, the late evening period (9:00 PM-12:00 AM) presents a disproportionately high number of severe crashes (7) despite having relatively few crashes (137).

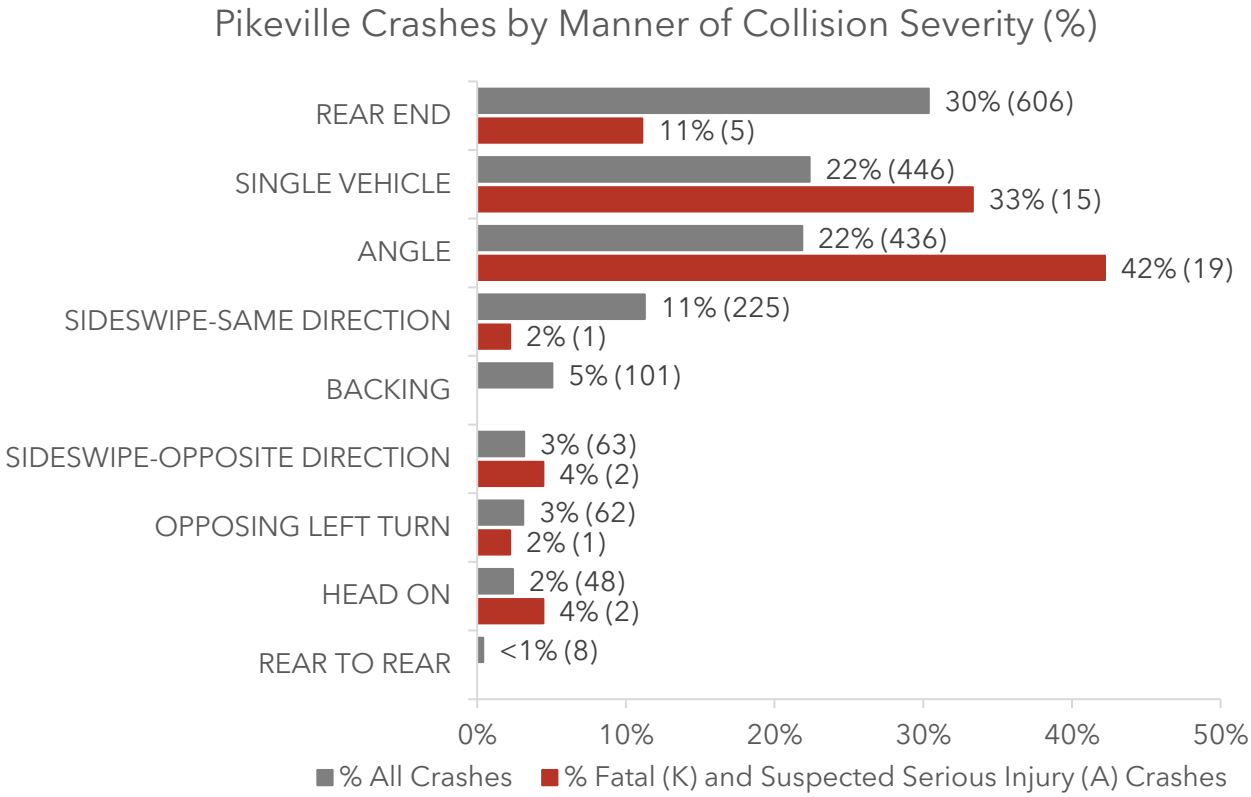


Manner of Collision

Rear-end crashes are the most frequent type of crash, totaling 606 crashes, followed by single vehicle crashes at 446.



The most severe crashes predominantly involve angle and single vehicle crashes, representing 42% and 33% of all fatal and suspected serious injury crashes, respectively. Single vehicle crashes include crashes with pedestrians and angle crashes typically happen at intersections. Both crash types typically result in more severe injuries.



Driver Behavior

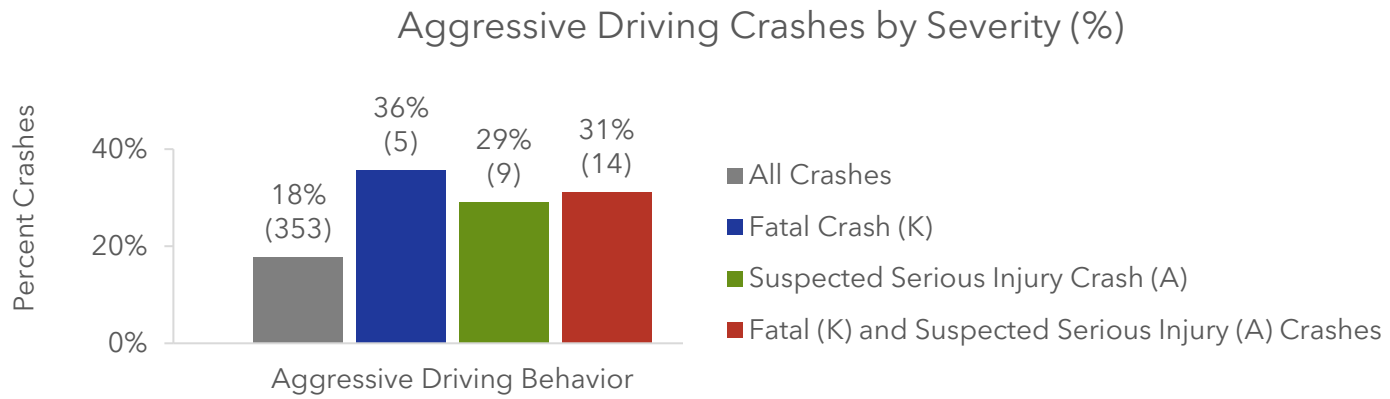
Driver behavior is a shared responsibility and can be the determining factor in a crash.

Aggressive Driving

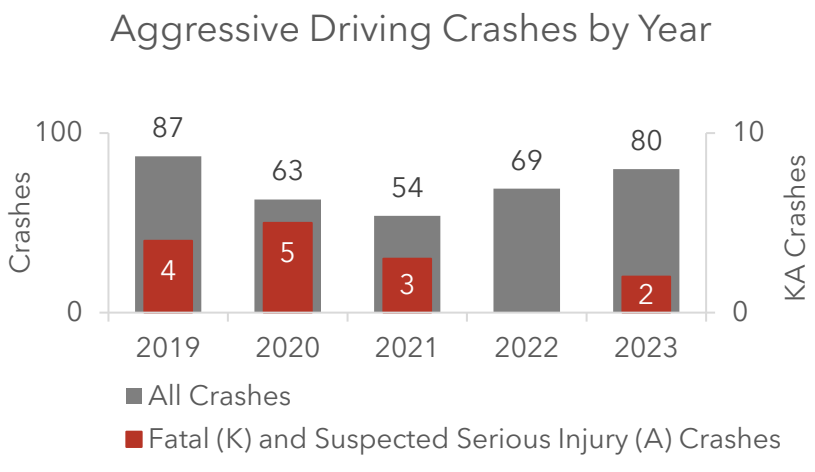
Aggressive driving is generally defined as actions by drivers that result in adverse safety effects to other drivers or pedestrians that contribute to crashes. Aggressive driving crashes are coded to have the following behaviors.

- Failure to yield to right of way
- Following too close
- Traveling too fast for conditions
- Disregarding traffic control
- Exceeding posted speed limit
- Improper passing
- Weaving in traffic

Crashes involving aggressive driving disproportionality contribute to fatal and suspected serious injury crashes compared to all crashes. While aggressive driving behaviors are identified in 18% of all crashes, they were present in 31% of those crashes leading to fatalities and severe injuries, indicating a higher risk of severity associated with aggressive driving behaviors.

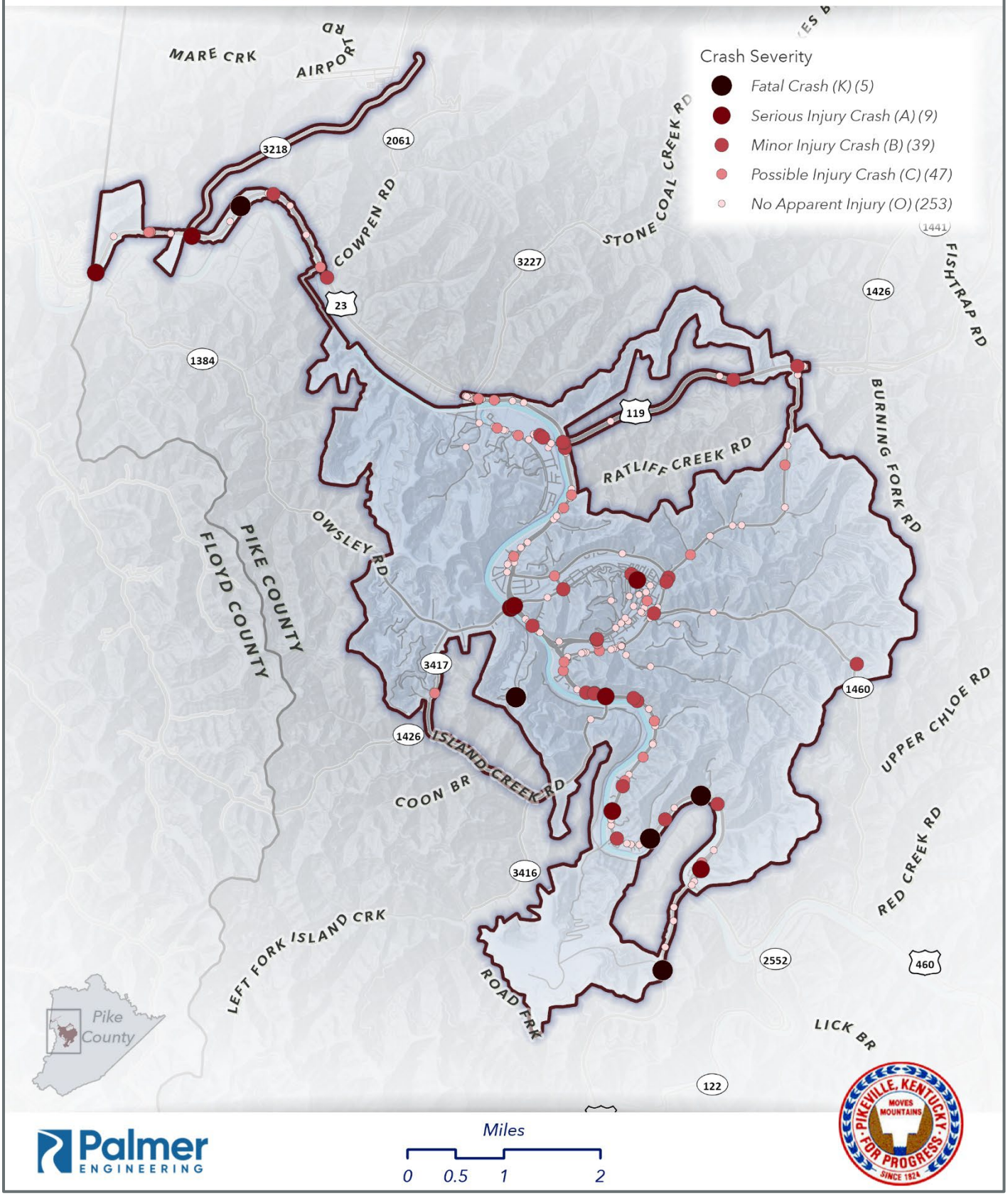


Aggressive driving crashes in Pikeville peaked at 87 in 2019 before declining to 54 in 2021 and rising again to 80 in 2023. Aggressive driving fatal and suspected serious injury crashes varied, with a high of 5 in 2020.



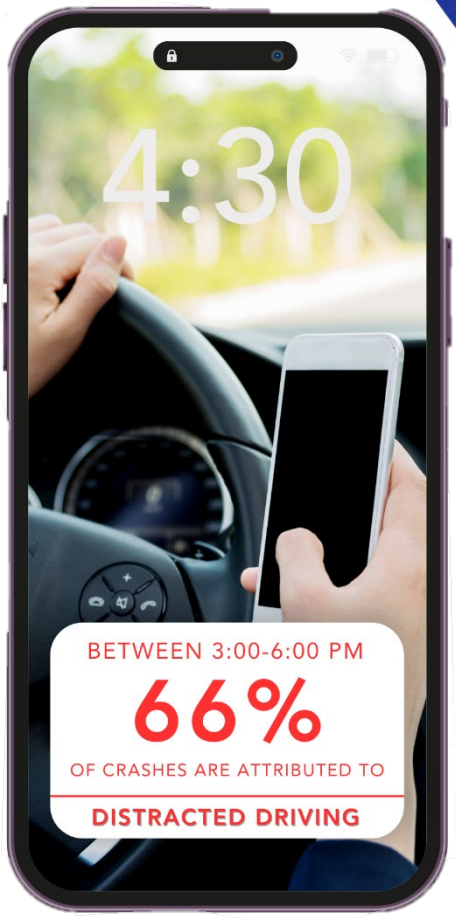
Pikeville Safety Action Plan

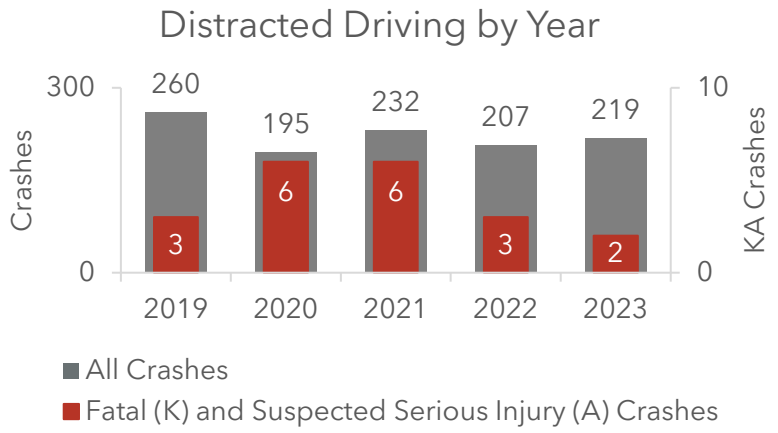
Aggressive Driver Crash Severities (2019 - 2023)



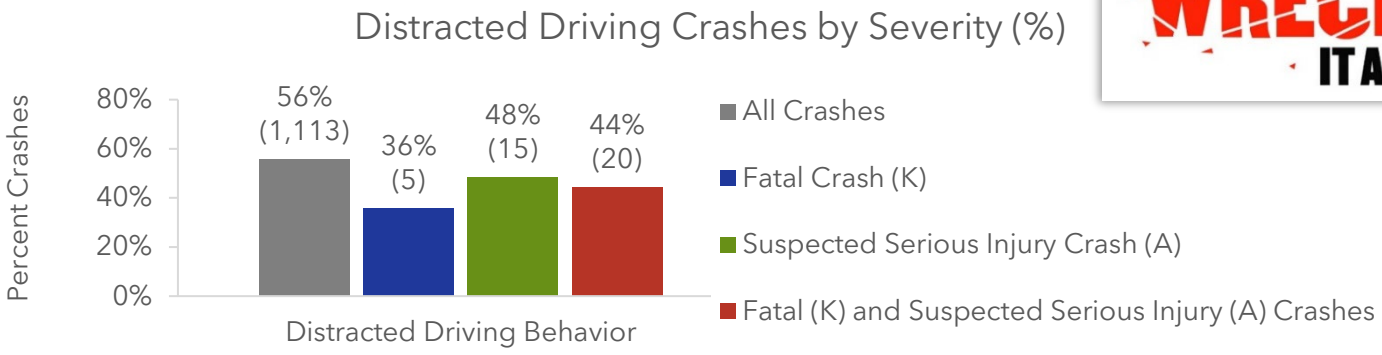
Distracted Driving

Distracted driving is any activity by the operator of a motor vehicle that has the potential to distract the operator from the primary task of driving, increasing the risk of crashing. The three main types of distracted driving involve drivers removing their eyes from the road, hands off the wheel, and mind away from driving. Distracted driving crashes in Pikeville showed a downward trend from 260 in 2019 to 195 in 2020, followed by slight fluctuations. Fatal and suspected serious injury crashes remained relatively consistent, ranging between 2 and 6 annually.





In Pikeville, distracted driving is a significant factor in crashes, being a factor in 56% (1,113) of all crashes. Of particular concern is the severity of these crashes, with 44% of fatal and suspected serious injury crashes involved distracted driving, underscoring the rising concern with distracted driving.



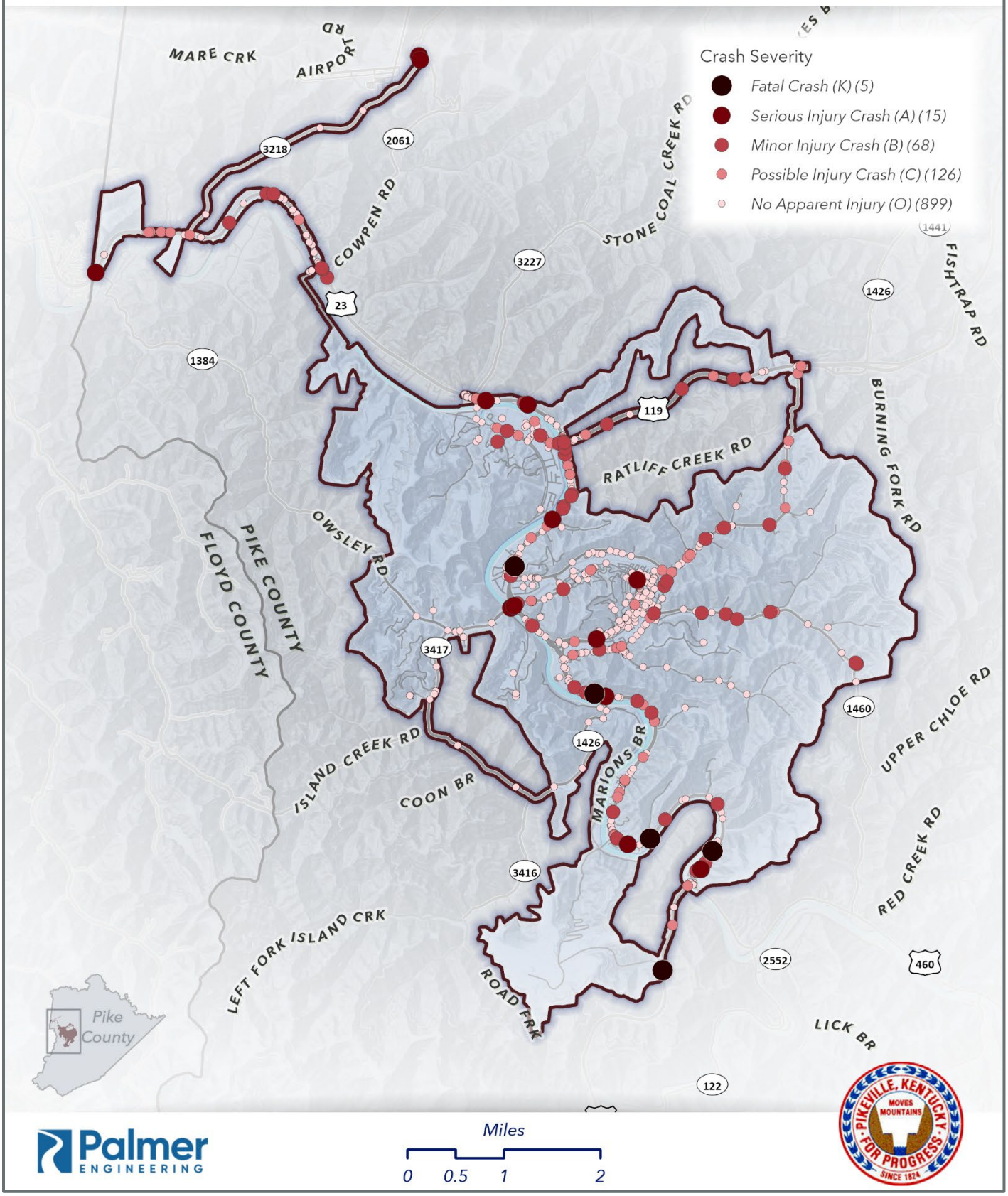
Driving while using a cell phone reduces the amount of brain activity associated with driving by:
37%
(Source: Carnegie Mellon)

Handheld or hands-free cell phone use while driving delays reaction time as much as a blood alcohol concentration at the legal limit of .08 percent.
(Source: University of Utah)

Kids are **4** times more distracting than adults as passengers and infants are **8** times more distracting.
(Source: AAA Foundation for Safety)

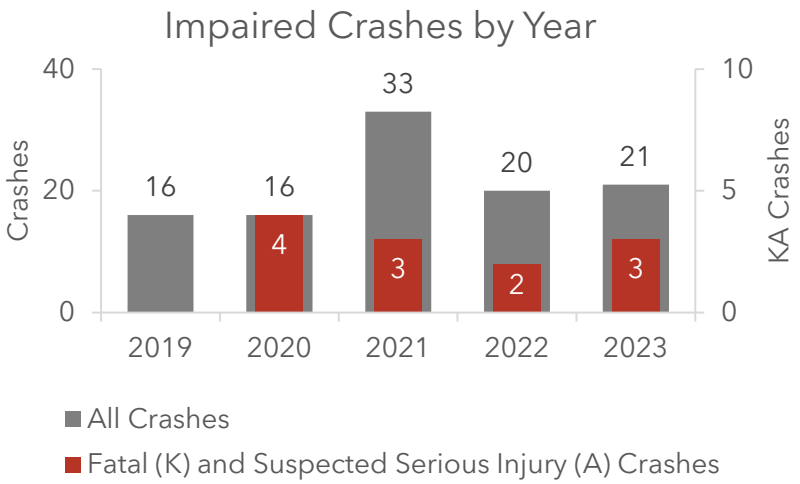
Pikeville Safety Action Plan

Distracted Driver Crash Severities (2019 - 2023)

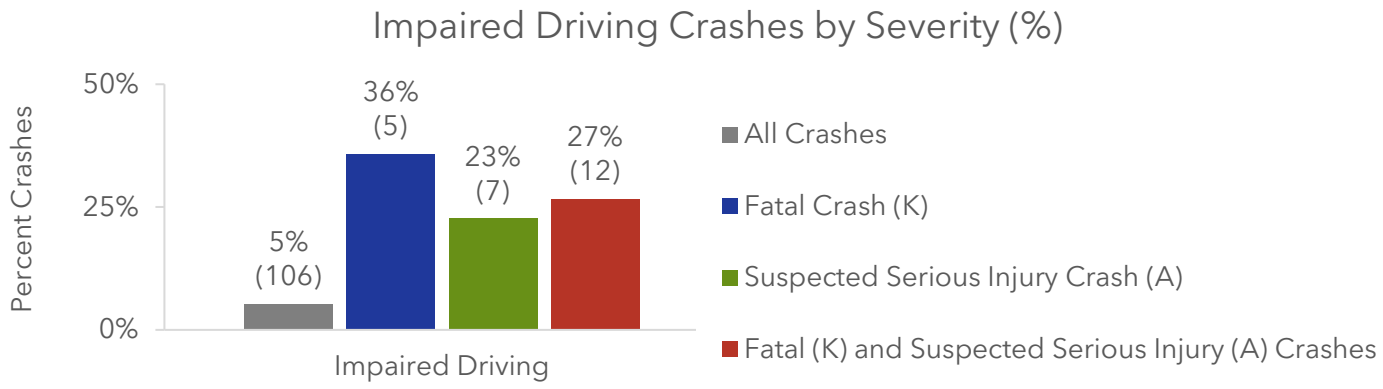


Impaired Driving

Impaired driving is recognized as driving while under the influence of alcohol or narcotics.

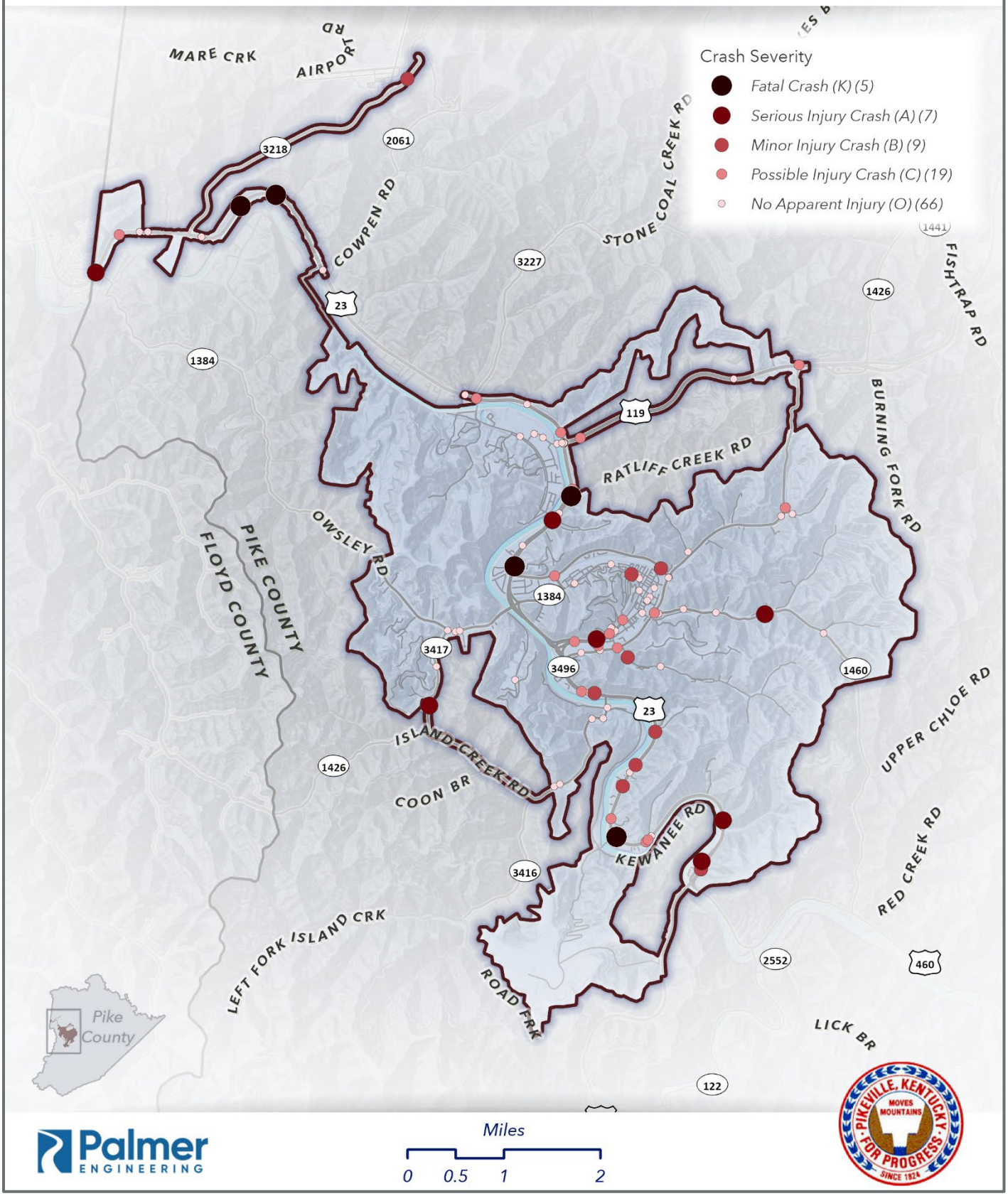


Impaired driving significantly increases the likelihood of fatal and suspected serious injury crashes. Though only 5% of all crashes involve impaired driving, impaired driving was a factor in 27% of crashes that result in fatalities or severe injuries.



Pikeville Safety Action Plan

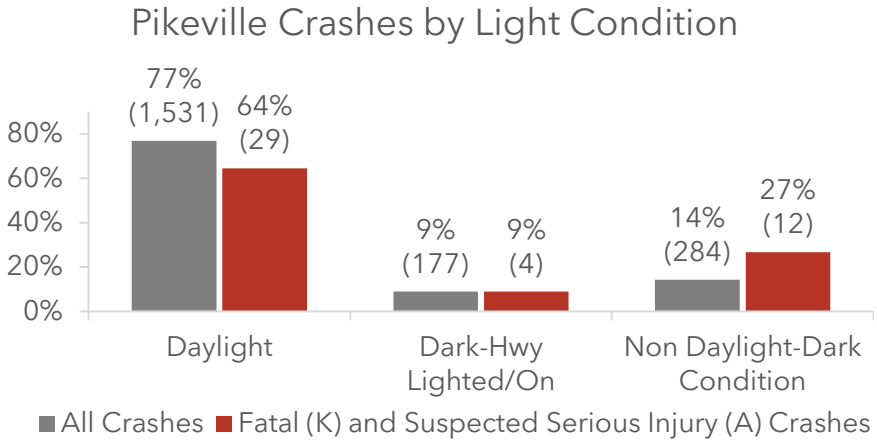
Impaired Driver Crash Severities (2019 - 2023)

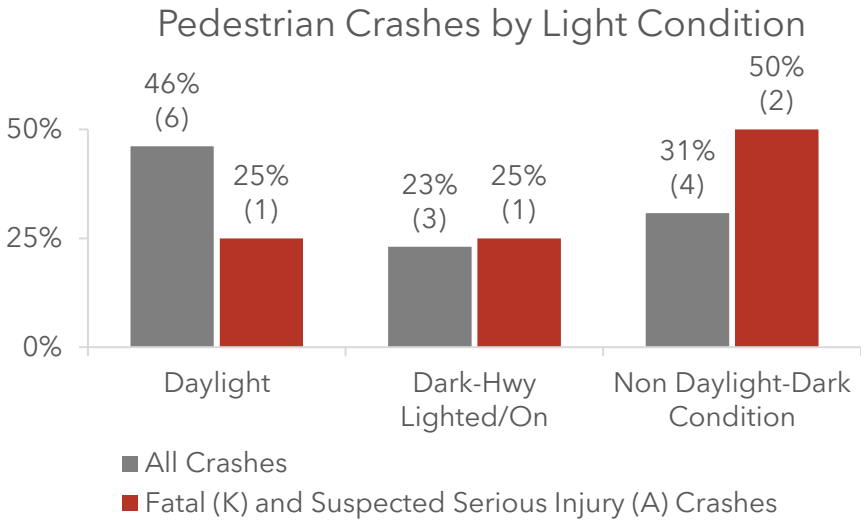


Lighting Conditions

Appropriate lighting is a factor in road safety, influencing visibility and reaction times. However, the documentation of lighting infrastructure in Pikeville is not comprehensive. The crash data available offers only anecdotal evidence about the lighting at the crash. Currently, there is no established infrastructure database detailing the presence and condition of street lighting, which poses challenges in analyzing the correlation between illumination and road safety.

The chart indicates that while the majority of crashes in Pikeville occur during daylight conditions, a disproportionate percentage of fatal and suspected serious injury crashes happen in dark conditions – 27% versus the 14% of all crash severities. This suggests that lower visibility conditions at night may be a contributing factor to the increased severity of crashes.





Pedestrian crashes in Pikeville follow a similar pattern to all crashes, with reduced visibility contributing to crash severity. While most pedestrian crashes occur during daylight, they are less likely to result in fatal or suspected serious injuries (25%) compared to crashes in non-daylight dark conditions, where 31% of all pedestrians crashes occur but account for 50% of severe crashes. This mirrors the broader crash data, where non-daylight condition makes up 14% of all crashes, but 27% of the fatal and suspected serious injury crashes.

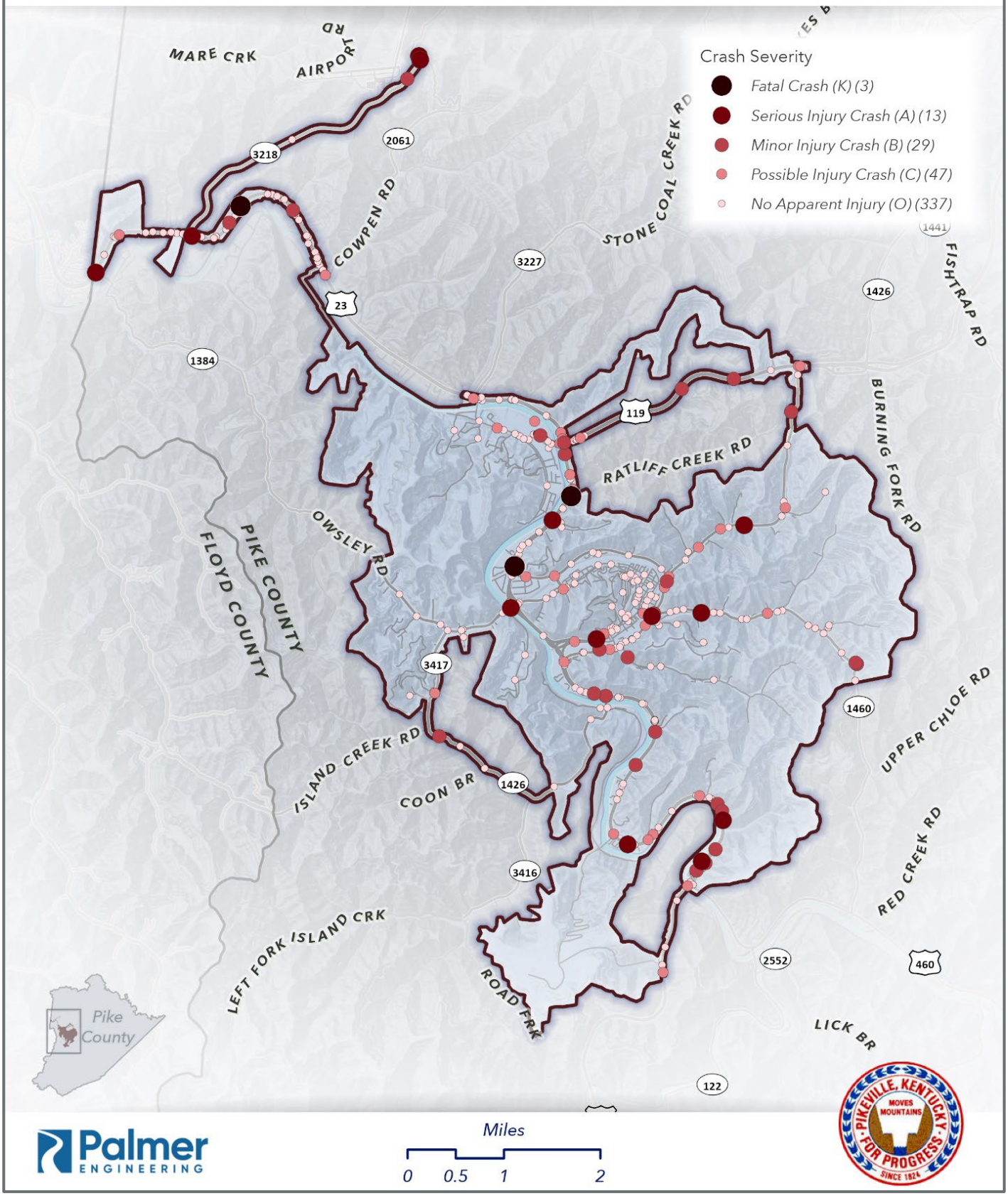
Intersection lighting can reduce pedestrian crashes by up to

42%

Source: FHWA Proven Safety

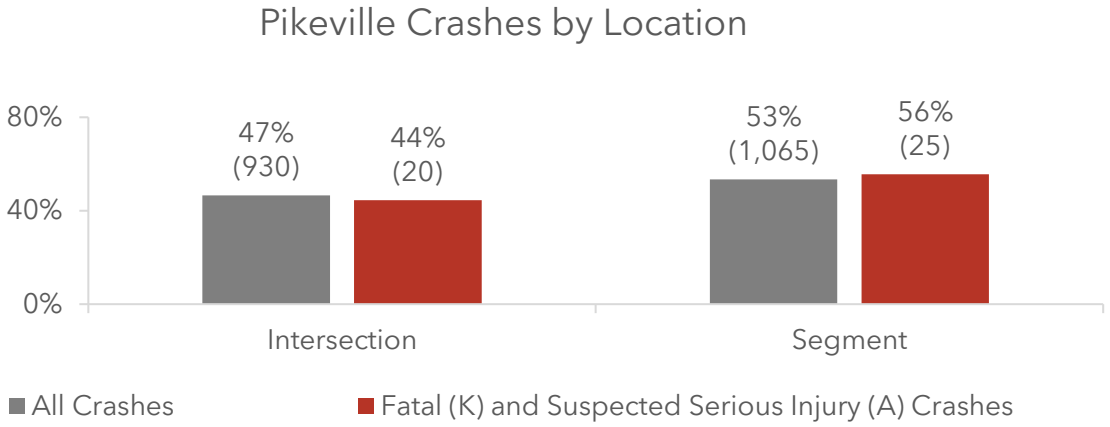
Pikeville Safety Action Plan

Non-Daylight Dark Condition Crash Severities (2019 - 2023)



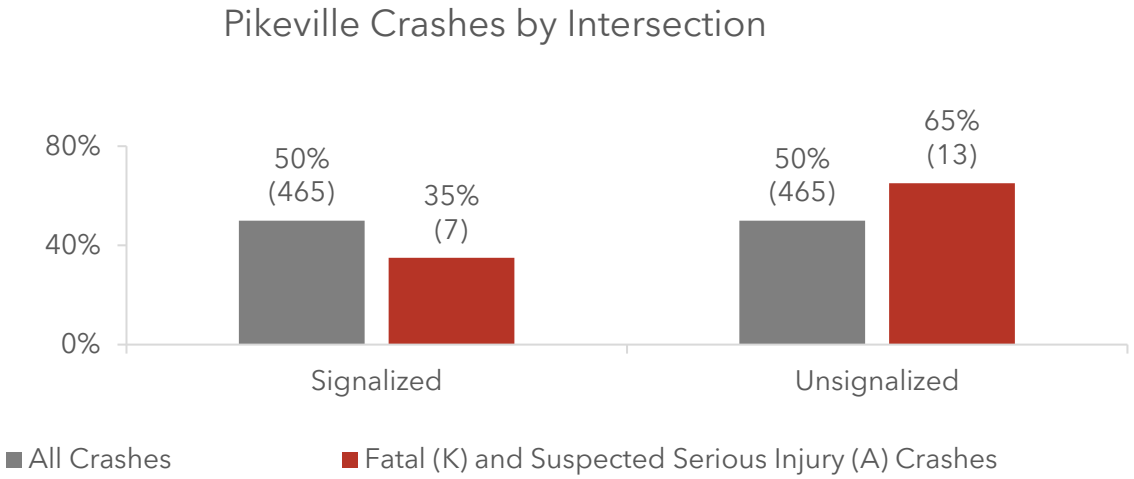
Crash Locations

In the analysis, crashes were identified based on their location: intersections and segments. A slight majority of crashes, about 53%, occurred on segments and 56% of fatal and suspected injury crashes occurred on segments.

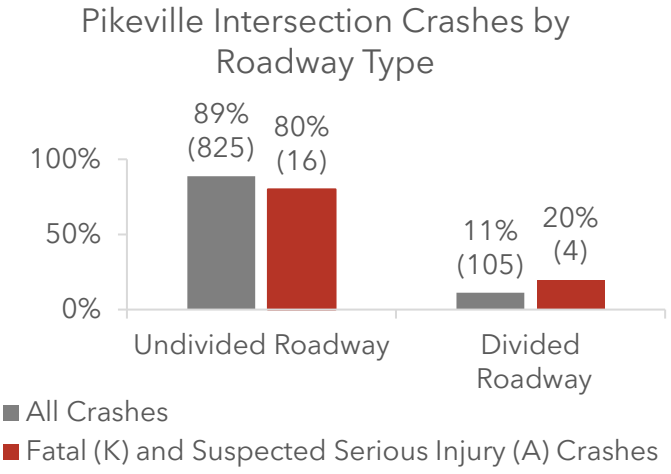


Intersections

In Pikeville, there are 408 intersections, of which 19 are signalized. Further analysis of intersection crashes shows 50% occurred at unsignalized intersections, which also accounted for 65% of the fatal and suspected serious injury intersection crashes. This indicates that unsignalized intersections disproportionately experience more severe crashes compared to signalized intersections.



Roadways are classified as either divided or undivided. A divided roadway is characterized by the presence of a physical barrier or space that separates lanes of traffic moving in opposite directions. Of the 408 intersections in Pikeville, 26 intersections are located on a divided roadway. A majority of the crashes occurred at intersecting undivided roadways. However, the crash data shows intersections on divided roadways experienced 20% of the fatal and suspected serious injury crashes while only 11% of all crashes occurred at divided roadway intersections.



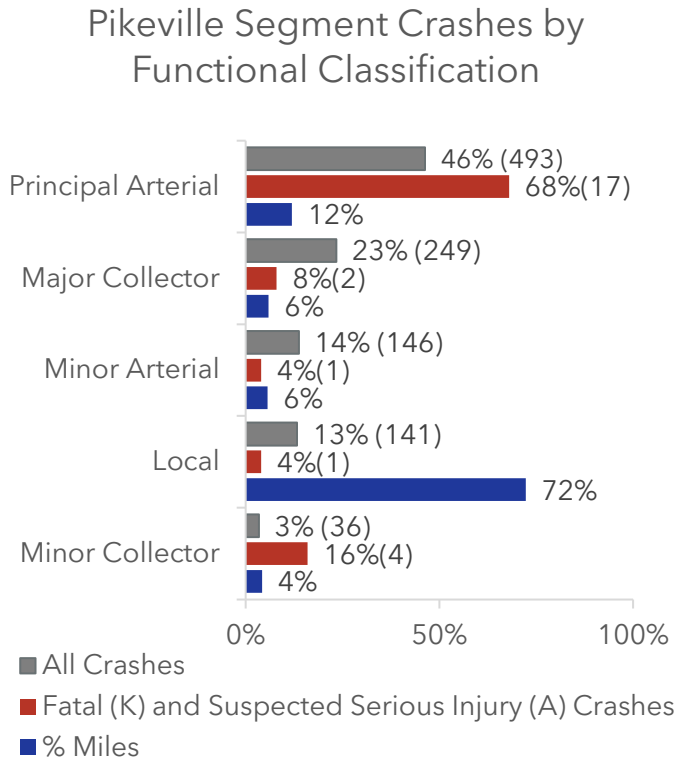
Segments

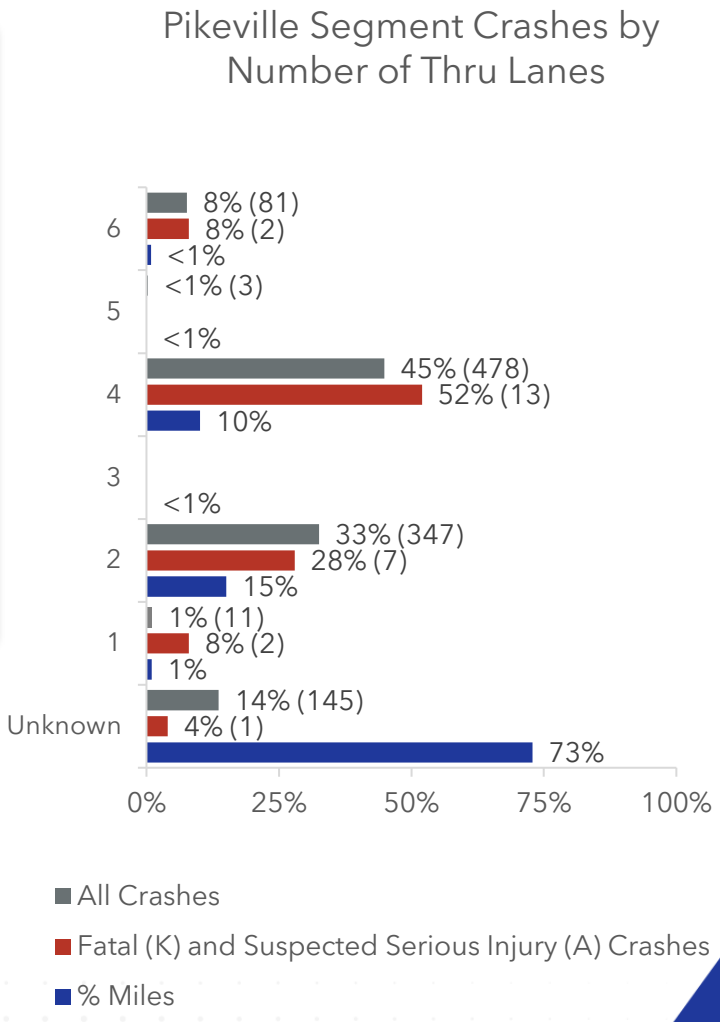
In Pikeville, 53% of all crashes occur on roadway segments, with a significant portion on Principal Arterials, such as US 23 and US 119. Principal and Minor Arterials combined account for 72% of the fatal and suspected serious injury crashes occurring on segments, despite making up only 18% of the roadway network.

Roads with the Major Collector classification include Cassidy Blvd, Thompson Rd, Chloe Rd and Town Mountain Rd north of Elkins Rd. Major Collector roads accounted for 8% of the fatal and suspected serious crashes occurring on segments.

Speeds and traffic volumes are typically higher on Principal and Minor Arterials when compared to Local and Major/Minor Collector roadways.

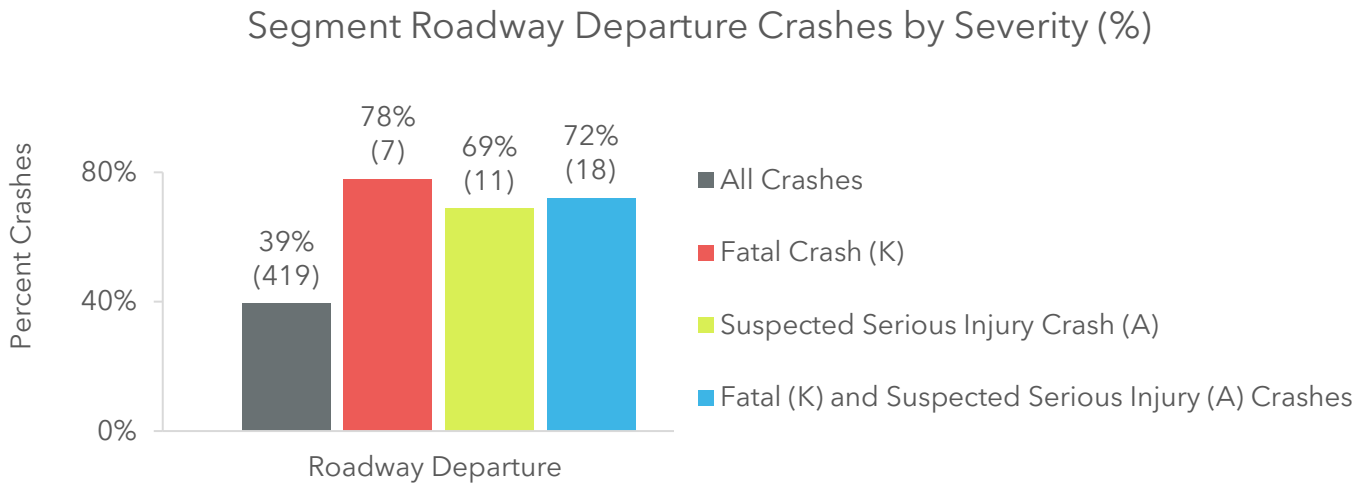
In Pikeville, a majority of the segment crashes occur on roadways with four thru lanes. Four-lane roadways account for only 10% of the roadways but experiences 45% of all crashes and 52% of severe crashes. US 23, US 119, and a small portion of US 460 have four-lane roadways in Pikeville. Four-lane roadways typically have increased traffic volumes and higher speeds, contributing factors to crashes.



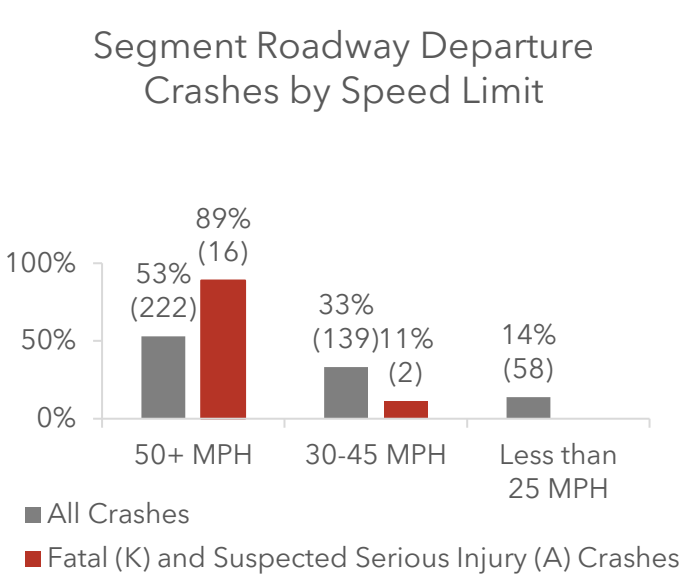


Roadway Departure Crashes

A roadway departure crash is a non-intersection crash that occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the roadway. Roadway departure crashes that occurred on segments (non-intersection) accounted for 39% (419) of all segment crashes (1,065) and 72% (18) of the fatal and suspected serious injury crashes (25) that occurred on segments.

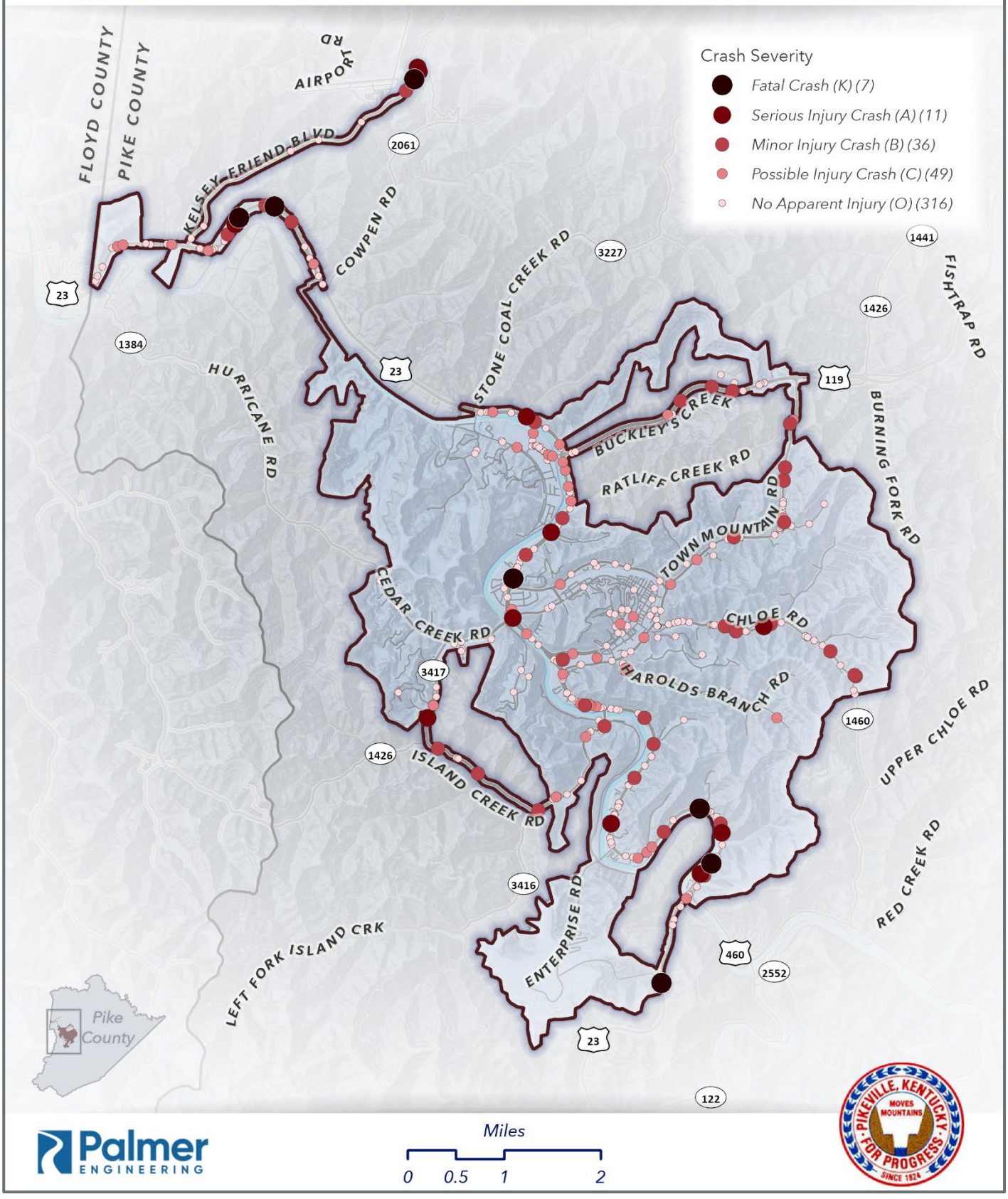


Speed plays a significant role in roadway departure crashes, with higher-speed roads experiencing a greater share of crashes and severe crashes. More than half (53%) of the roadway departure crashes occur on roads with speed limits of 50+ mph, and 89% of the fatal and suspected serious injury crashes occur on these roads. A majority of the severe roadway departure crashes (9) occurred on US 23.



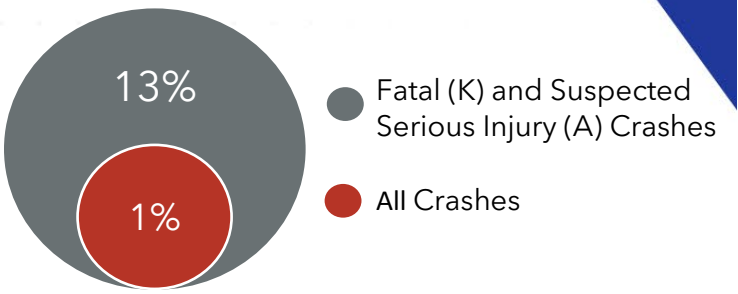
Pikeville Safety Action Plan

Roadway Departure Crash Severities (2019 - 2023)



Vulnerable Road Users

In Pikeville, vulnerable road users, which include pedestrians and bicyclists, are at an elevated risk of severe crashes in comparison to all crashes. Despite representing only 1% of all crashes, vulnerable road user crashes account for 13% of fatal and suspected serious injury crashes.

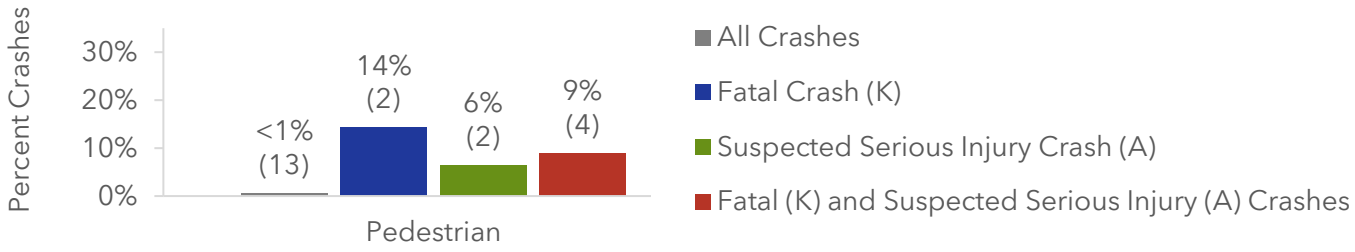


Pedestrians

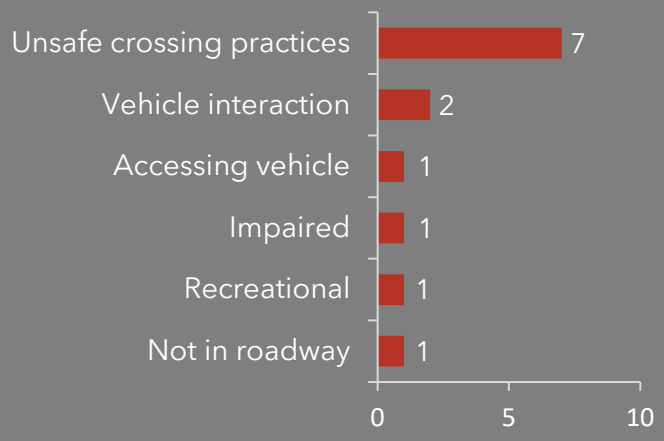
Pedestrian crashes, while less than 1% of all crashes, represent 9% of fatal and suspected serious injury crashes. Out of the 13 pedestrian crashes, 4 were severe. This discrepancy spotlights the disproportionate risks pedestrians face while traveling.

Severity	Description	Crashes	%
K	Fatal	2	15%
A	Suspected Serious Injury	2	15%
B	Suspected Minor Injury	1	8%
C	Possible Injury	6	46%
O	No Apparent Injury	2	15%
	TOTAL	13	

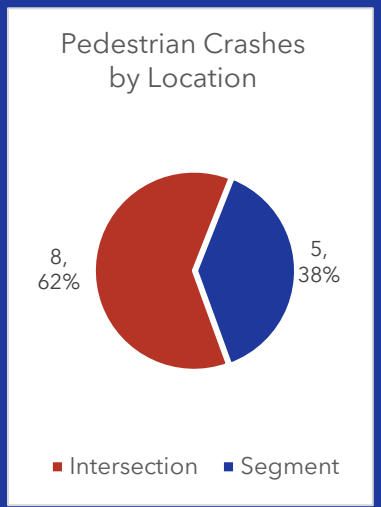
Pikeville Pedestrian Crashes by Severity (%)

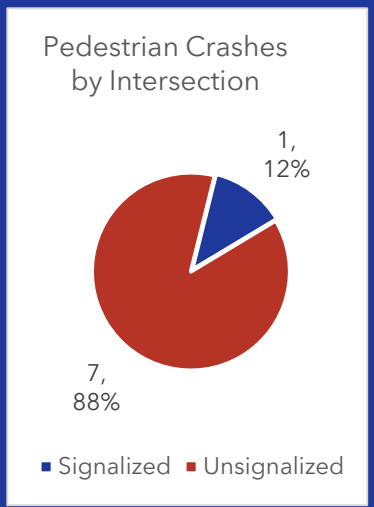


Pikeville Pedestrian Crashes Pedestrian Factors



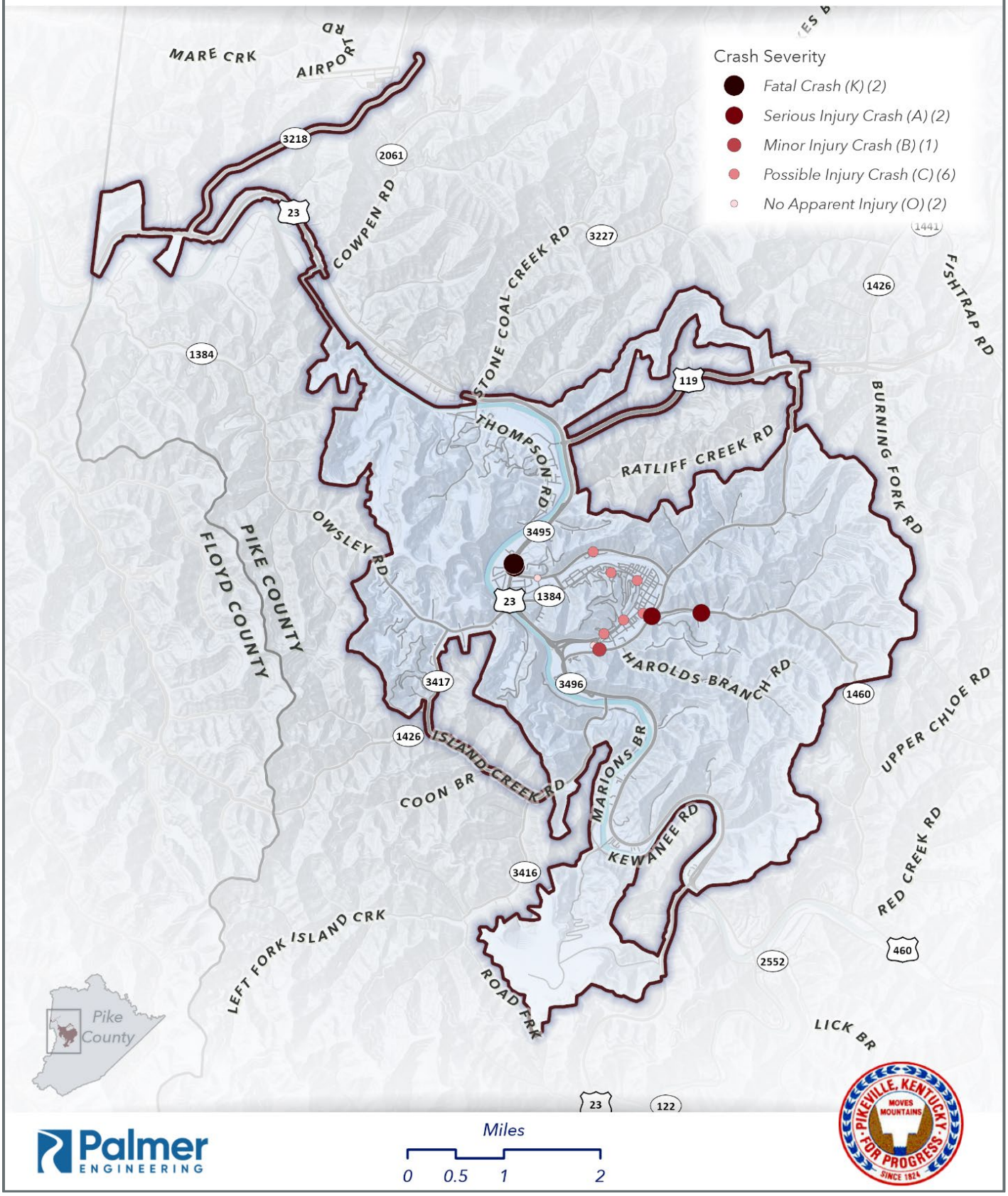
The majority of the pedestrian crashes occur at unsignalized intersections.





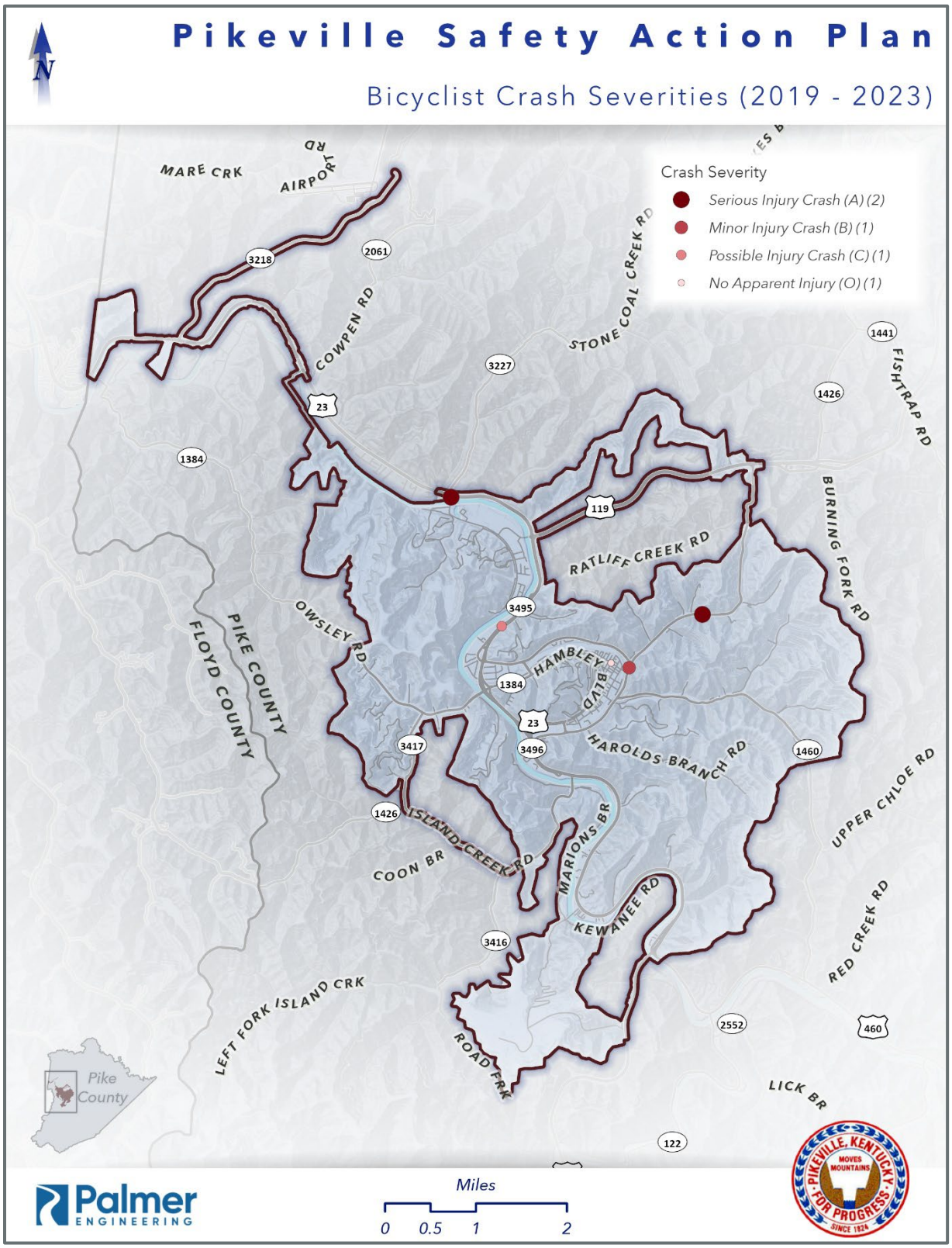
Pikeville Safety Action Plan

Pedestrian Crash Severities (2019 - 2023)



Bicyclist

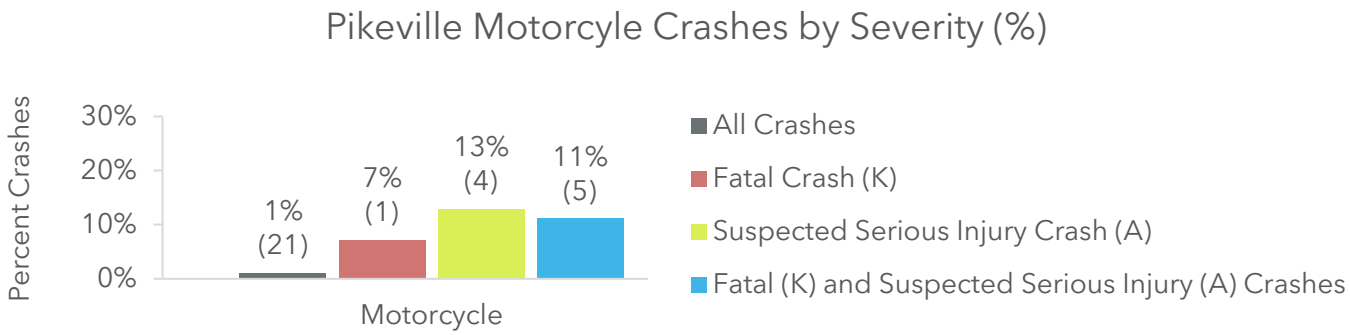
During the study period in Pikeville, there were five bicycle crashes, of which there were two suspected serious injury crashes. Given the small number of bicycle crashes, drawing conclusions could be unreliable. The rarity of these crashes suggests a need for broader data to understand the factors contributing to bicycle crash severity and frequency.



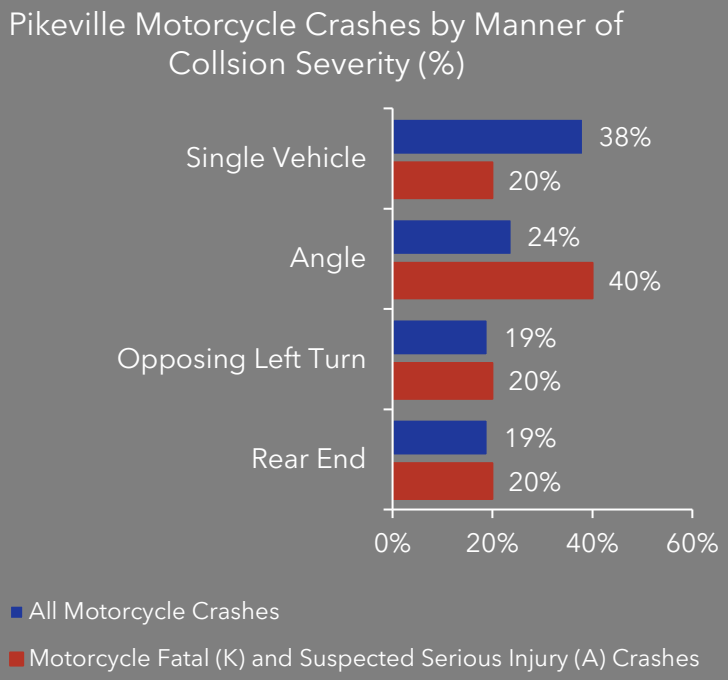
Motorcycle Crashes

From 2019 to 2023, motorcycle crashes represented 11% of Pikeville's fatal and suspected serious injury crashes, while 5 of the 21 motorcycle crashes resulting in fatalities or suspected serious injury.

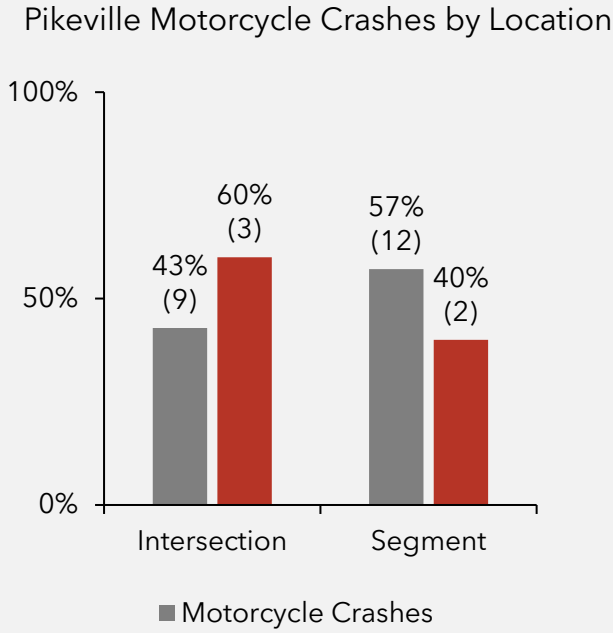
Severity	Description	Motorcycle Crashes	%
K	Fatal	1	5%
A	Suspected Serious Injury	4	19%
B	Suspected Minor Injury	4	19%
C	Possible Injury	3	14%
O	No Apparent Injury	9	43%
	TOTAL	**21**	



A majority of the motorcycle fatal and suspected serious injury motocycle crashes are angle crashes (40%).

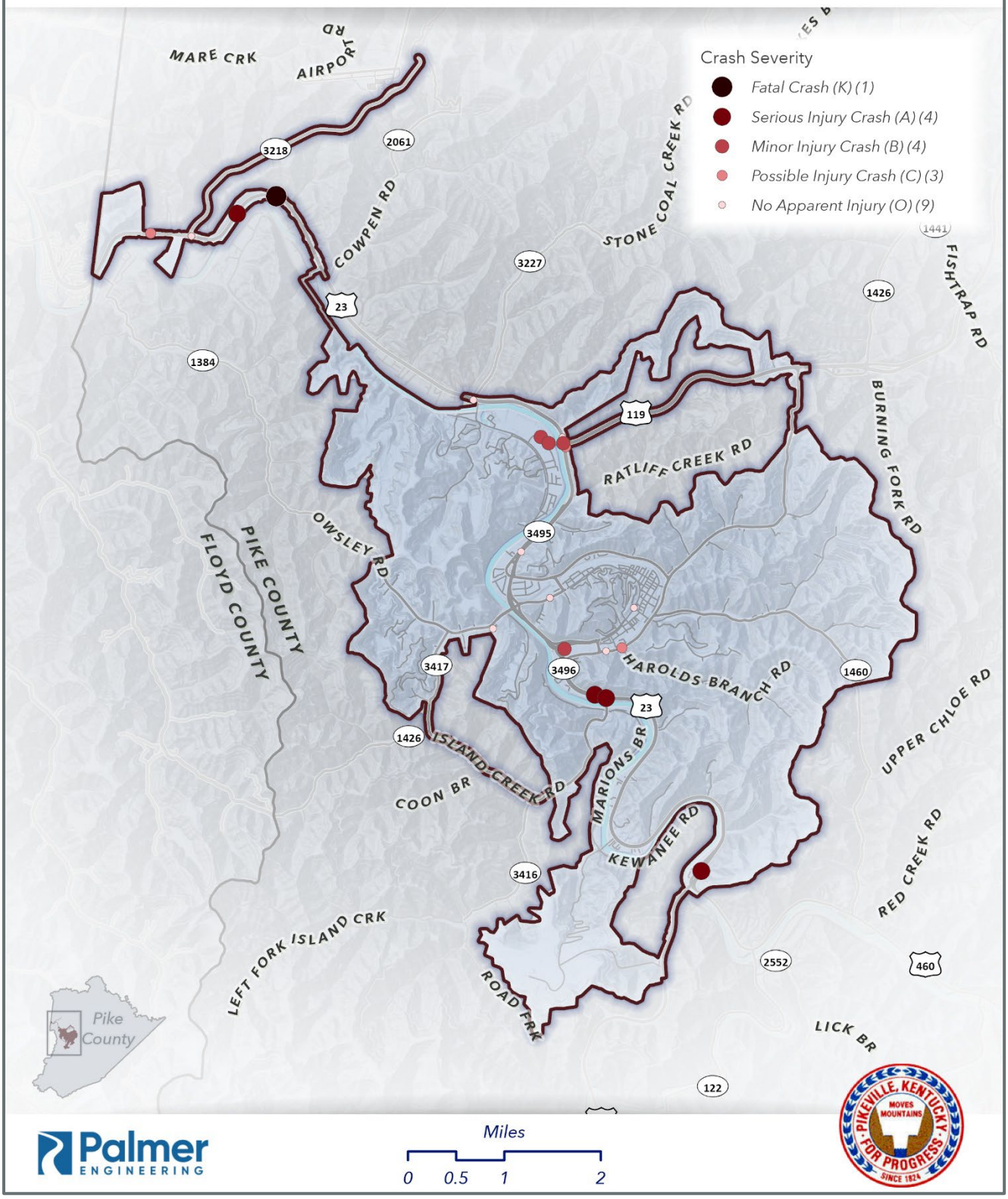


A majority of the fatal and susected serious injury motorcycle crashes occurred at intersections.



Pikeville Safety Action Plan

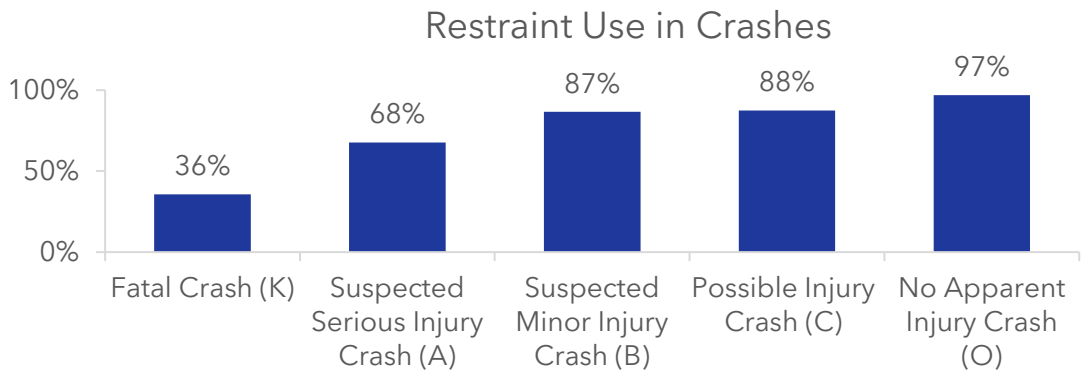
Motorcyclist Crash Severities (2019 - 2023)



Occupant Protection

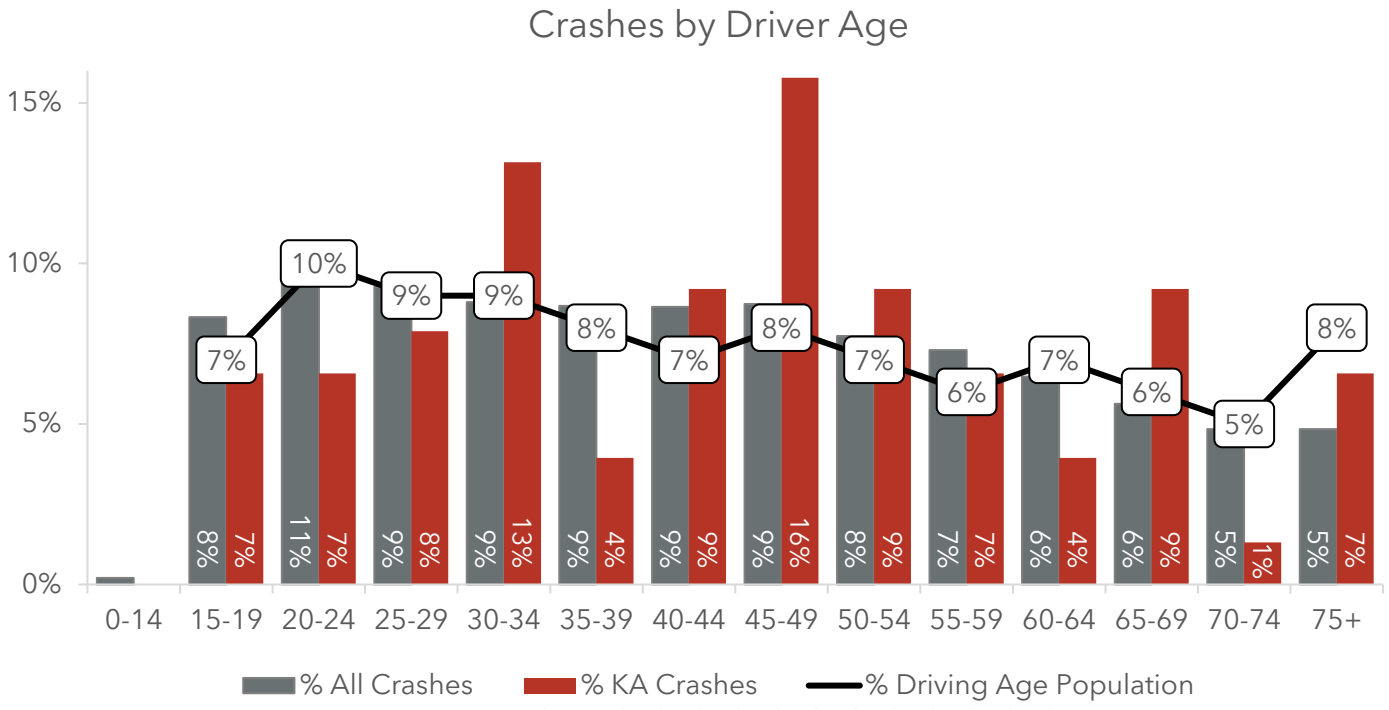
Occupant Protection involves any device which is intended for protective use in a vehicle such as a seatbelt, airbag, child safety seat or booster seat, which helps prevent death or serious injury in the event of a crash. The restraint crash data used for this study was based on all vehicle occupants restrained. If a single occupant was unrestrained, i.e. not wearing a seatbelt, then the crash was categorized as unrestrained.

In Pikeville, the data shows a clear relationship between restraint usage and crash severity. Among fatal crashes, 36% involved occupants who were all restrained, meaning that 64% of these crashes had at least one unrestrained occupant, such as someone not wearing a seatbelt. Restraint usage increases as crash severity decreases, with 68% of suspected serious injury crashes, 87% of suspected minor injury crashes, 88% of possible injury crashes, and 97% of crashes with no apparent injury involving all occupants restrained.



Driver Age

The following chart illustrates that drivers aged 40-59 are involved in a disproportionately high number of crashes when compared to the driving age population. Furthermore, the 30-34 and 45-49 age groups experience a higher rate of fatal and suspected serious injury crashes. The 70-74 and 75+ age groups have a lower crash occurrence, potentially due to reduced driving frequency.



High Injury Network

A High Injury Network (HIN) is a data-driven approach which identifies roadway segments within the City that account for a disproportionate amount of a community's fatal and serious injury crashes. Developing an HIN is a national best practice among Vision Zero communities. The HIN allows communities to focus limited resources on improving safety along those high priority, dangerous corridors. Additionally, following the Safe Systems Approach, the HIN corresponds to the Safer Roads pillar. This pillar involves designing roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Pikeville's roads witness an average of 9 fatal and suspected serious injury crashes every year. The High Injury Network (HIN) provides a data-driven and focused list of corridors where a majority of these fatal and suspected serious injury crashes are occurring. The routes identified in Pikeville's HIN will guide the city's safety improvement strategy. These strategies and more information on the HIN can be found in Chapter 7. Strategy and Project Selection.

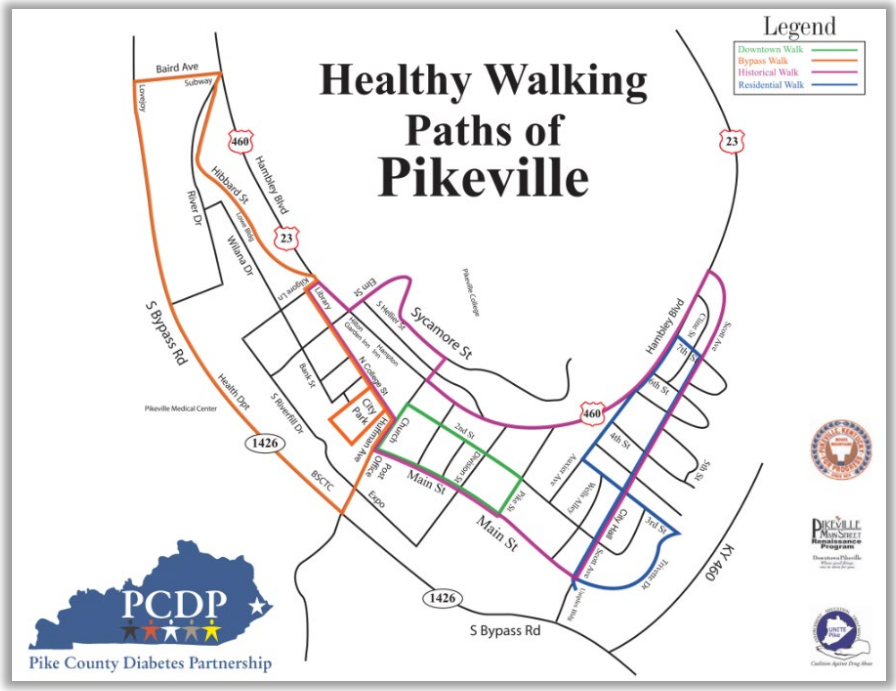
4 | Engagement and Collaboration

A key part of the planning process is meaningful engagement with the general public and stakeholders. There were various types of engagement with the general public and stakeholders, where a greater understanding of the existing conditions, safety concerns, and challenges are present. Knowing this information provides needed context for the safety analysis. Working with information that was gathered through existing studies and plans for Pikeville gives insight on the growth and possible improvements that are already being looked into. The following sections will cover existing plans and the types of engagement with the results.

City of Pikeville Pedestrian Master Plan

Public engagement for the Pikeville Pedestrian Master Plan provided valuable insights into the community's walking habits, safety concerns, and infrastructure needs. A key component of this outreach was an electronic survey, which gathered responses from 99 participants and included 71 additional comments. Survey results revealed that while many residents live within walking distance of key destinations such as parks, medical facilities, and places of worship, the majority—78.8%—still rely on motorized transportation due to insufficient sidewalks, lack of safe crossings, and distance from home.

Concerns about pedestrian safety were a recurring theme. Many respondents cited inadequate or deteriorating sidewalks and the absence of designated crosswalks as major deterrents to walking. 87.4% of those surveyed indicated they would consider walking more frequently if safer, more accommodating paths were available. Parents specifically noted that traffic conditions and limited pedestrian infrastructure discourage children from walking to school.



In addition to the survey, a walkability audit conducted by local officials and community representatives assessed sidewalk conditions, crosswalk visibility, and pedestrian access points. Observations confirmed that areas near downtown, the University of Pikeville campus, and high-traffic roadways require significant improvements to enhance pedestrian mobility and safety.

The community also expressed strong support for crosswalk enhancements, sidewalk expansions, and dedicated pedestrian routes, especially in high-traffic areas like Hambley Boulevard, Baird Avenue, and the Pauley Bridge corridor. Several residents suggested adding greenways and nature trails to encourage walking as both a recreational and transportation option.

Overall, the public input underscored the need for infrastructure improvements that prioritize pedestrian safety, connectivity, and accessibility. These findings will help guide the development of pedestrian-friendly projects and policies aimed at making Pikeville a safer, more walkable community.

Safety Action Plan Community Engagement

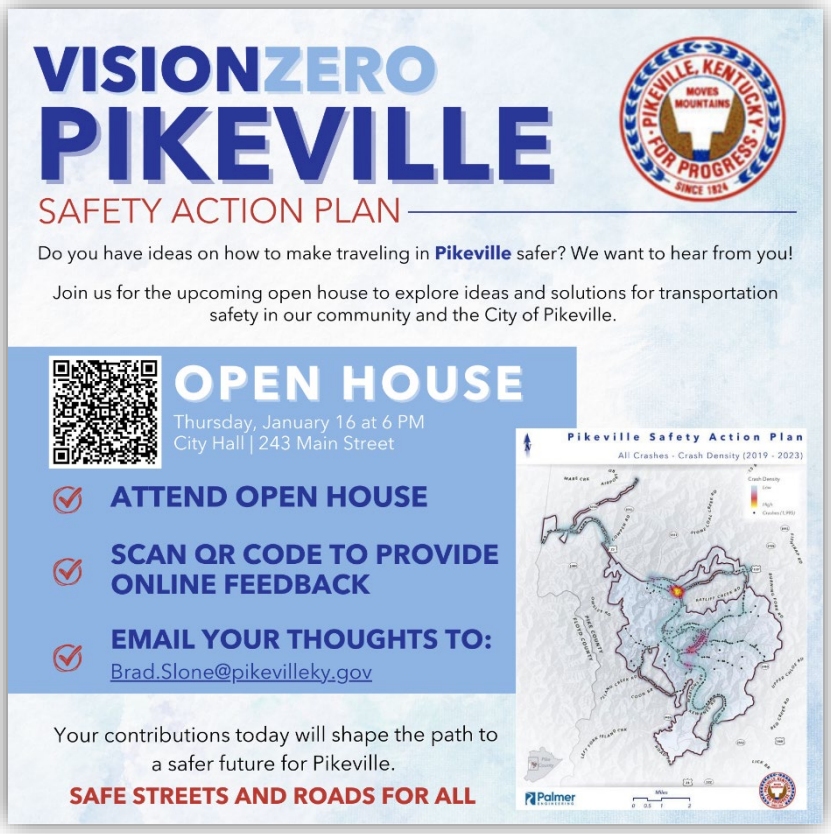
Safety Action Group

The Safety Action Group (SAG) was the planning structure for the Safety Action Plan development and was comprised of diverse members of the community. During the SAG meetings, the group provided feedback and insights on their concerns and understanding of existing safety issues.

The Safety Action Plan's development evolved through three SAG meetings. The first meeting provided an overview of the Safe System Approach and presented an overview of crash trends. The second meeting reviewed detailed crash analysis and discussed approaches to reactive and systemic analysis. Focus areas were identified based on feedback and local insights. The final meeting was focused on discussing potential improvements at the prioritized intersections and corridors on the High Injury Network. Community engagement with the Safety Action Plan provided invaluable local knowledge and insight. The SAG will continue to meet and collaborate as the Safety Action Plan moves from planning to implementation.

Public Engagement

An important part of the Safety Action Plan is to have updated and relevant public engagement. While past studies can give insight into the public's perception, it is best practice to have the most updated information possible. To collect current feedback from the public an open house and online survey were conducted. The open house was held at City Hall on January 16th 2025, where individuals were encouraged to fill out an online survey and email any additional thoughts to a provided email. A flyer advertisement of the Open House flyer was shared on the city's website and shared across several social media outlets. During the open house several paper copies of the survey were filled out and returned. The survey data used in this study was collected between the dates of January 8, 2025 through February 10, 2025 and included 459 survey responses. The survey consisted of collecting feedback on modes of transportation, perception of safety on city roads and streets, enhancement suggestions, personal crash experience, and behavior observations.



The Open House public meeting forum included boards presenting crash locations for all crashes and pedestrian crashes by severity. In addition, the FHWA Proven Safety Countermeasures were presented to share the successes of these improvements and present possible solutions to the crash trends identified in the study. The following is the survey and a summary of the responses.

Vision Zero Pikeville

SAFETY ACTION PLAN

Welcome to Vision Zero Pikeville Safety Action Plan Community Survey. As part of the City of Pikeville's commitment to eliminating all traffic fatalities and severe injuries for all road users, we invite you to contribute to the development of our Safety Action Plan. The following questions are designed to gather valuable insights and experiences regarding transportation safety in Pikeville. Your responses will be used to focus the plan to enhance safety for all users.

If you would like to receive future correspondence on the Safety Action Plan, please provide your email address:

1. Do you live in the City of Pikeville?
☐ Yes ☐ No

What county do you live in?

2. How frequent do you travel within the City of Pikeville?
☐ Daily ☐ Weekly
☐ Monthly ☐ Rarely

3. What is your primary means of transportation?
☐ Drive Alone ☐ Carpool
☐ Public Transit ☐ Walk, Bike
☐ Ride Share ☐ Wheelchair

4. With traffic safety in mind, in general, how safe do you think it is to travel within the City of Pikeville?
☐ Not At All Safe ☐ Not Very Safe ☐ Neutral ☐ Somewhat Safe ☐ Very Safe

5. Provide a specific intersection or stretch of road that needs a safety improvement.

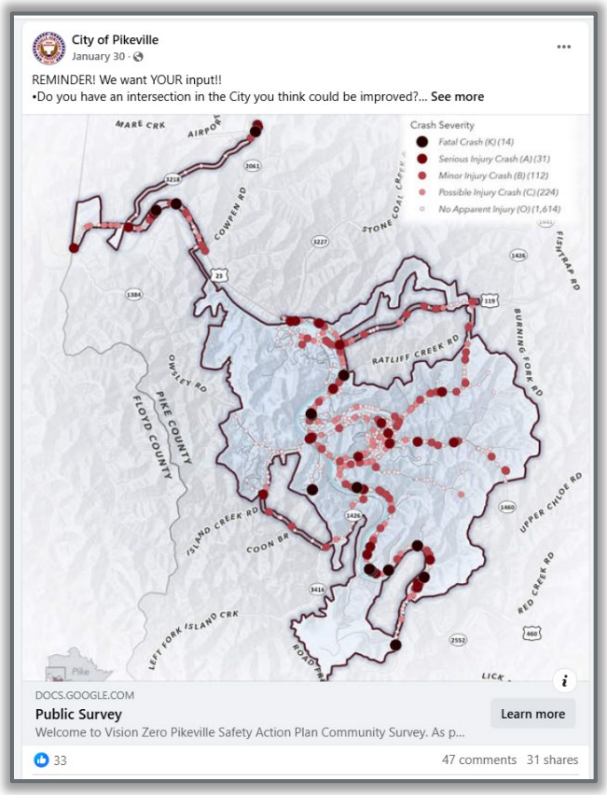
What safety improvement do you feel would have the most significant impact on reducing traffic crashes at the intersection or stretch of road?
☐ Roadway Improvement Projects ☐ Enhance Street Lighting ☐ Traffic Education Campaigns
☐ Traffic Calming Measures to Reduce Speed ☐ Increase Traffic Enforcement
☐ Other (Please Specify)

6. Provide an **additional** intersection or stretch of road that needs a safety improvement.

What safety improvement do you feel would have the most significant impact on reducing traffic crashes at the intersection or stretch of road?
☐ Roadway Improvement Projects ☐ Enhance Street Lighting ☐ Traffic Education Campaigns
☐ Traffic Calming Measures to Reduce Speed ☐ Increase Traffic Enforcement
☐ Other (Please Specify)

7. Please provide additional ideas for making our streets safer.

SURVEY CONTINUES ON BACKSIDE PAGE



8. What do you think are the top **three** challenges of traveling in Pikeville?
☐ Distracted Driving ☐ Right or Left Turning Vehicles ☐ People Driving Too Fast
☐ People Running Red Lights or Stop Signs ☐ Distracted Pedestrians ☐ Not Enough Bike Lanes/Trails
☐ Poor or Blocked Views at Intersections ☐ Drivers Not Yielding or Stopping to Pedestrians

9. Have you ever been **seriously injured** in a traffic crash in Pikeville?
☐ Yes ☐ No

If yes, how were you traveling when the crash happened?
☐ Driving ☐ Biking ☐ Walking ☐ Passenger ☐ In a Wheelchair ☐ Other:

What primary factory contributed to the crash?
☐ Distracted Driving ☐ Right or Left Turning Vehicles ☐ People Driving Too Fast
☐ People Running Red Lights or Stop Signs ☐ Someone Crossing Street ☐ Driving Under the Influence
☐ Poor or Blocked Views at Intersections ☐ Drivers No Yielding/Stopping ☐ Other:

10. Do you know someone who has been **killed** or **seriously injured** in a traffic crash in Pikeville?
☐ Yes ☐ No

If yes, how were they traveling when the crash happened?
☐ Driving ☐ Biking ☐ Walking ☐ Passenger ☐ In a Wheelchair ☐ Other:

What primary factor contributed to the crash?
☐ Distracted Driving ☐ Right or Left Turning Vehicles ☐ People Driving Too Fast
☐ People Running Red Lights or Stop Signs ☐ Someone Crossing Street ☐ Driving Under the Influence
☐ Poor or Blocked Views at Intersections ☐ Drivers No Yielding/Stopping ☐ Other:

11. Which of the following driving behaviors do you most frequently observe that contribute to unsafe conditions?
☐ Speeding ☐ Distracted Driving ☐ Aggressive Driving ☐ Failure to Yield
☐ Other:

12. Gender
☐ Male
☐ No

13. Age
☐ Under 18 ☐ 18-24 ☐ 25-34
☐ 35-44 ☐ 45-54 ☐ 55-64
☐ 65+

14. Race/Ethnicity
☐ No Answer
☐ Hispanic/Latino ☐ African American / Black
☐ White ☐ Asian/Pacific Islander
☐ Other:

Do you have more thoughts about transportation safety in Pikeville? Let us know where you think the City should focus future pedestrian, bicycle, and driver safety improvements. Email: Brad.Slone@pikevilleky.gov. Your input will help shape future safety investments in the City of Pikeville.

Location

To establish the relevancy of the survey some general information about the survey respondents was collected. This was in the form of three questions: do you live in Pikeville, what county do you live in, and how frequently do you travel within the City of Pikeville.

Live in Pikeville	Live in Pike County	Travel within Pikeville daily
55%	93%	85%

Modes of Transportation

Modes of transportation gives information about how the public travels within Pikeville.

Primary Means of Transportation

91%
- Drive

5%
- Walking
- Bicycle

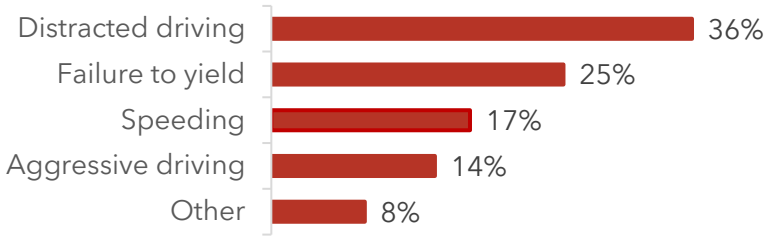
3%
- Carpool

<1%
- Wheelchair
- Rideshare
- Public Transit

Behavior Observation

Understanding observed driving behaviors is crucial for enhancing road safety. By identifying which actions – such as speeding, distracted driving, aggressive driving, or failing to yield – are most commonly witnessed, we can better tailor safety improvements and educational campaigns. These responses help in prioritizing which behaviors to address, and in designing targeted.

Which of the following driving behaviors do you most frequently observe that contribute to unsafe conditions?

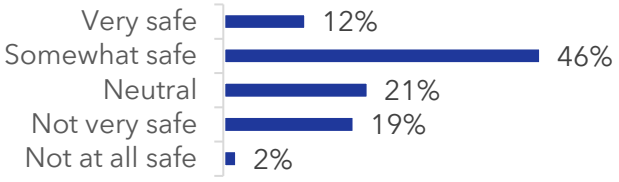


Perception of Safety

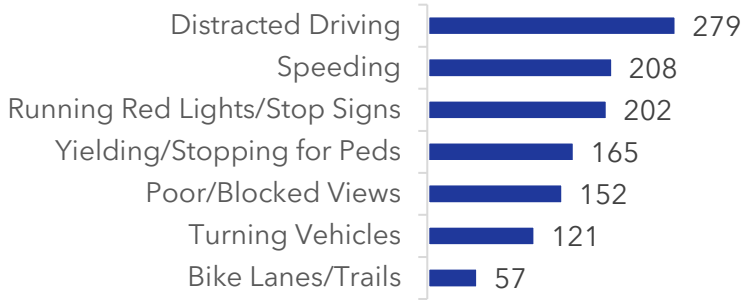
The way the public perceives safety can affect how the existing transportation system is used and how the public uses it. The public was given a range from "Not at all safe" to "Very safe" to rank how safe traveling in Pikeville is. While a majority, at 58%, find that Pikeville is very safe to somewhat safe, there are still about 21% that find it not very safe to not at all safe and 21% that are neutral on the safety of Pikeville.

Subsequently understanding the top challenges of traveling in Pikeville will help narrow down the scope of improvements. None of the potential challenges got less than 25 mentions. Insufficient bike facilities was mentioned 57 times and left or right turning vehicles was mentioned 121 times, with slightly higher mentions of poor or blocked views (151 mentions) and not yielding or stopping for pedestrians (165 mentions). The top three challenges noted by the public are distracted driving (279 mentions), speeding (208 mentions), and running red lights or stop sings (202 mentions).

With traffic safety in mind, how safe do you think it is travel within the City of Pikeville?



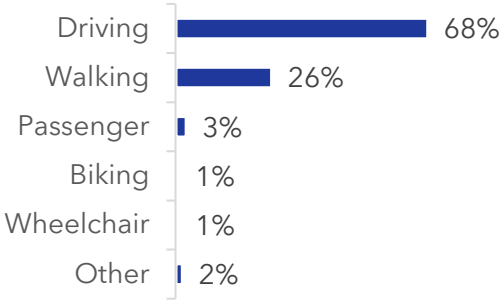
What are the top challenges of traveling in Pikeville?



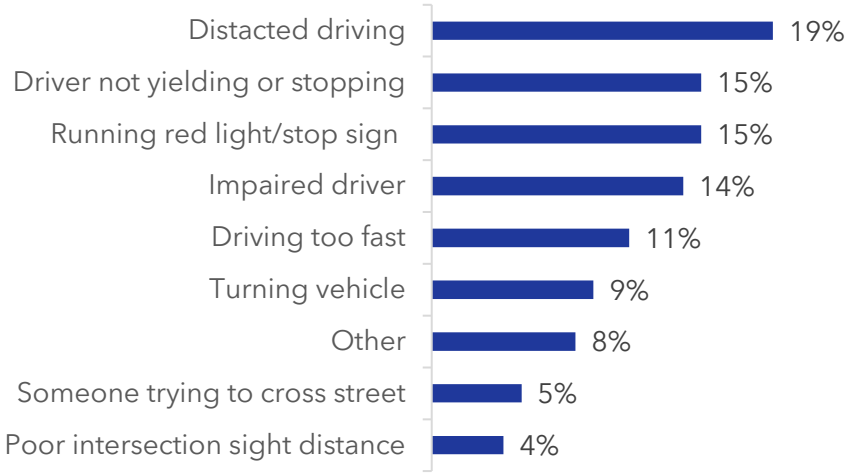
Personal Crash Experience

Do you know someone who has been killed or seriously injured in a traffic crash in Pikeville? 64% - Yes 36% - No

How were they traveling?



What primary factor contributed to the crash?

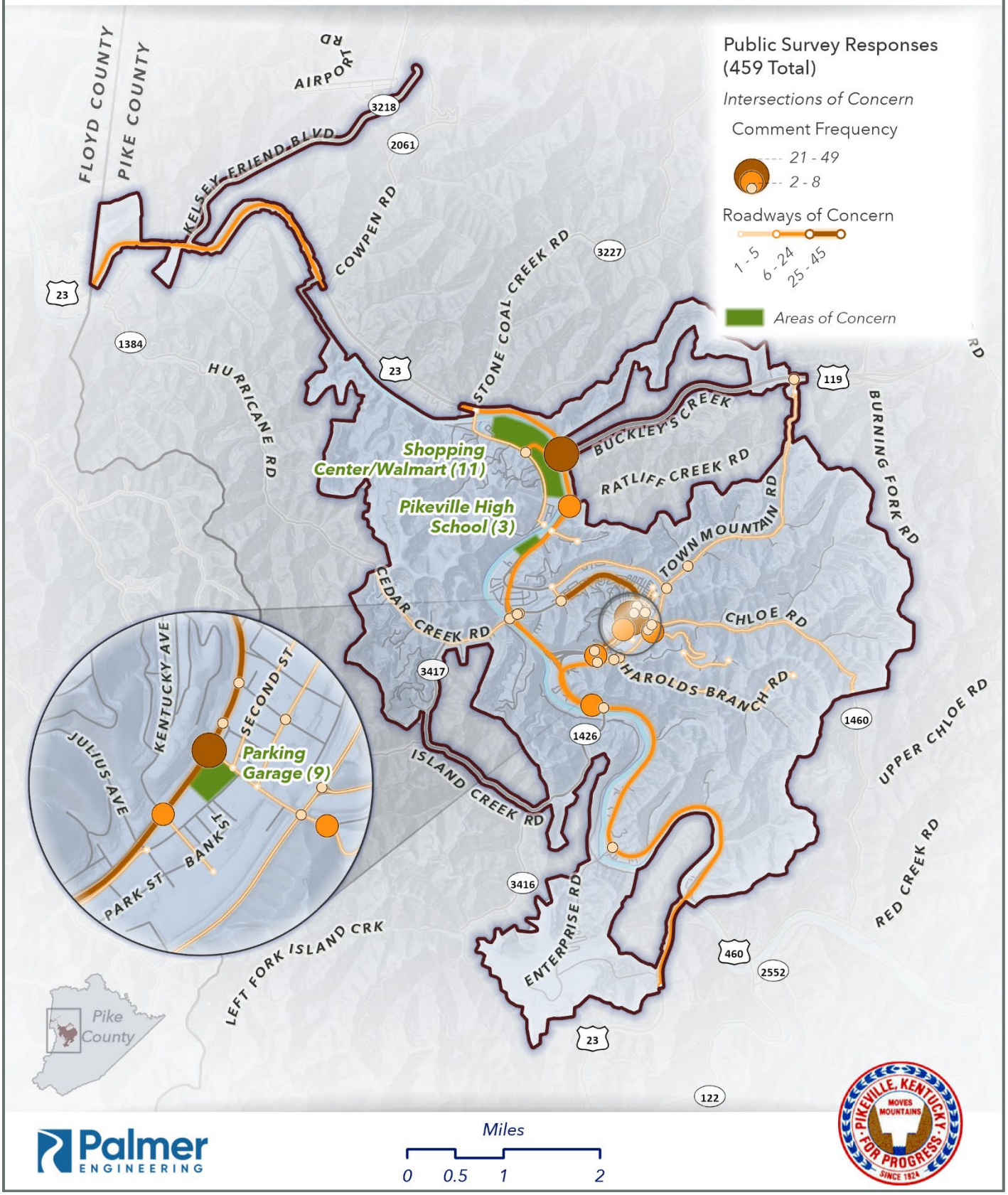


Suggested Safety Enhancement

The following is a map summary of suggested safety enhancement roadways corridors and intersections.

Pikeville Safety Action Plan

Public Survey Responses



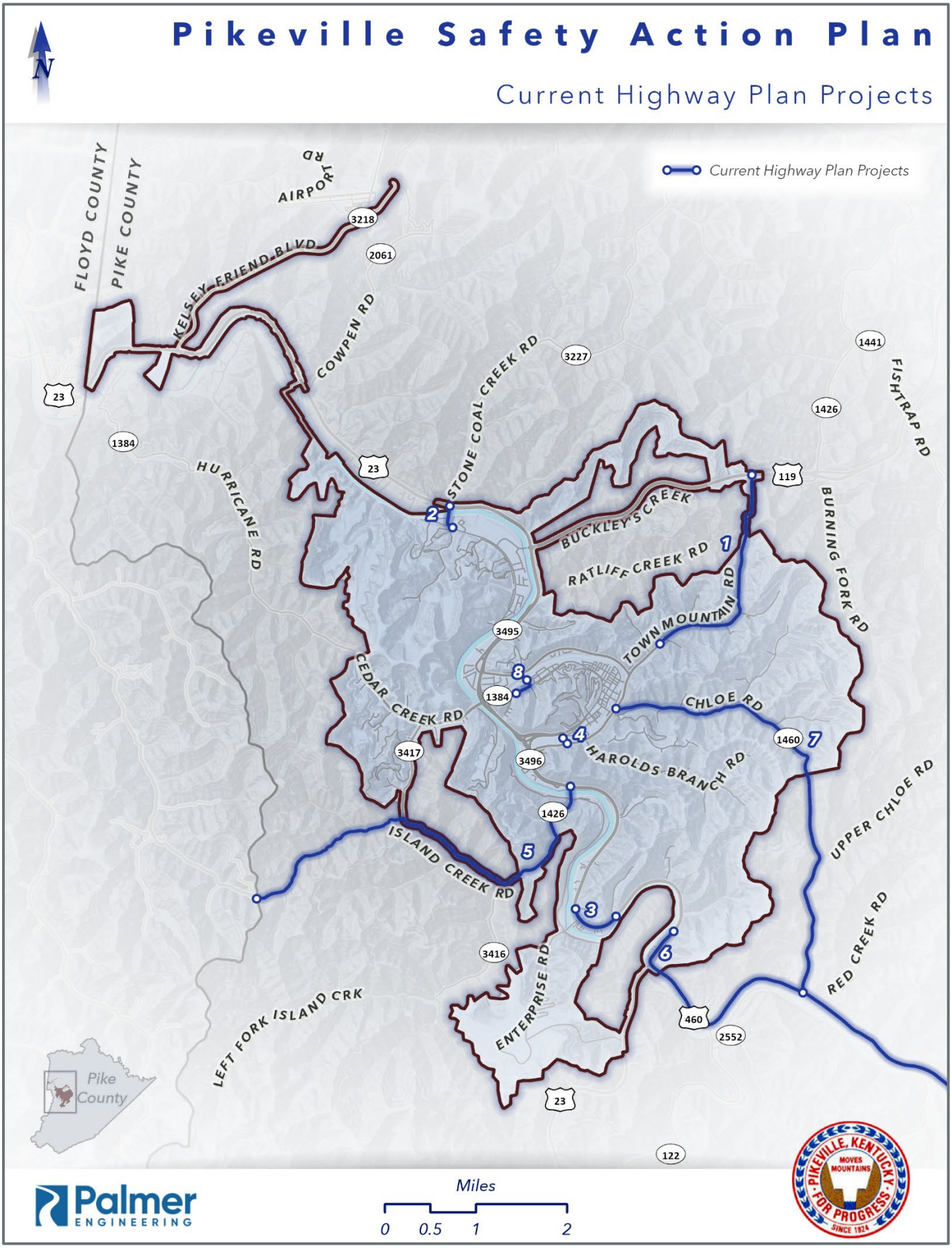
Collaboration

The transportation plans of affected stakeholders were coordinated to consider project and plan overlap with the study. The following Highway Plan Map and Table present these projects.

Map No.	KYTC Item (CHAF ID)	Route	Begin	End	Description
1	12-147.00	Town Mt Rd (KY 1426)	Bill King Hollow	Ratliff Creek Rd	Mitigate or eliminate rockfall hazards and improve roadway for better flow and efficiency in order to handle the expected congestion arising from events at the expo center.
2	12-8705.00	Thompson Rd (CS 1215)	Lykins Creek	S Mayo Trail (US 23)	Improve connectivity between Thompson Road and US 23 at Stonecoal Creek Rd.
3	12-80309.00	S Mayo Trail (US 23)	Johnson Cemetary Rd	Yorkwood Forest Dr	Make template changes to improve sight distance, drainage, and ingress/egress through this commercial section of US 23.
4	TAP 12-3013	Baird Ave (KY 1426)	Hibbard St	Bypass Rd (KY 1426)	Design and construct pedestrian improvements at the intersection of Baird Ave (KY 1426) and South Bypass Rd (KY 3496).
5	HSIP 9010(618)	Island Creek Rd (KY 1426)	Beyond City Limits	S Mayo Trail (US 23)	Add curve signing.
6	HSIP 9010(623)	W Shelbiana Rd (US 460)	S Mayo Trail (US 23)	Fishtrap Rd	Upgrade guardrail and targeted end treatment.
7	HSIP 9010(620)	Chloe Rd (KY 1460)	Bypass Trail (KY 1426)	Beyond City Limits	Signing, striping, and curve widening in select curves.
8	12-976.00 HSIP 9010(546)	Hambley Blvd (KY 1384)	Riverview Dr	Hambley Blvd	Install roundabout at the intersection of KY 1384, Lorraine St, and Hambley Ave.

Pikeville Safety Action Plan

Current Highway Plan Projects



5 | Community Considerations

A safe and accessible transportation system serves all residents by ensuring that roadway safety improvements reach areas with the greatest needs. Socioeconomic factors – including income levels, age, and disability status – influence how communities experience and respond to transportation challenges. Certain populations may face higher crash risks due to infrastructure limitations, economic constraints or reliance on walking and transit.

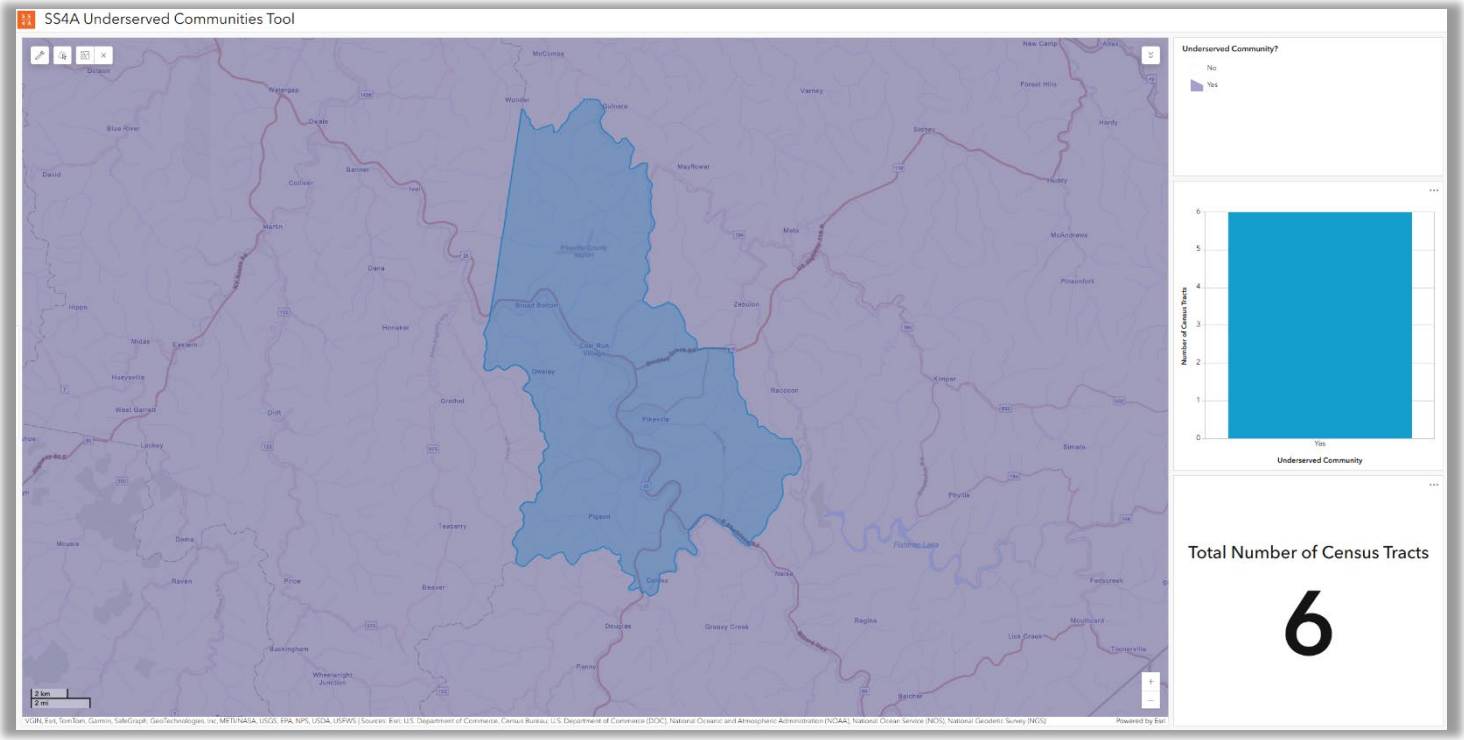
Areas of Persistent Poverty

An essential demographic in identifying underserved communities includes those impacted by persistent poverty. The Safe Streets and Roads for All funding grant suggested utilizing the Area of Persistent Poverty Project (APP) as a guideline to aid in identifying census tracts of Underserved Communities.

An "Area of Persistent Poverty" is defined by Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1), as follows :

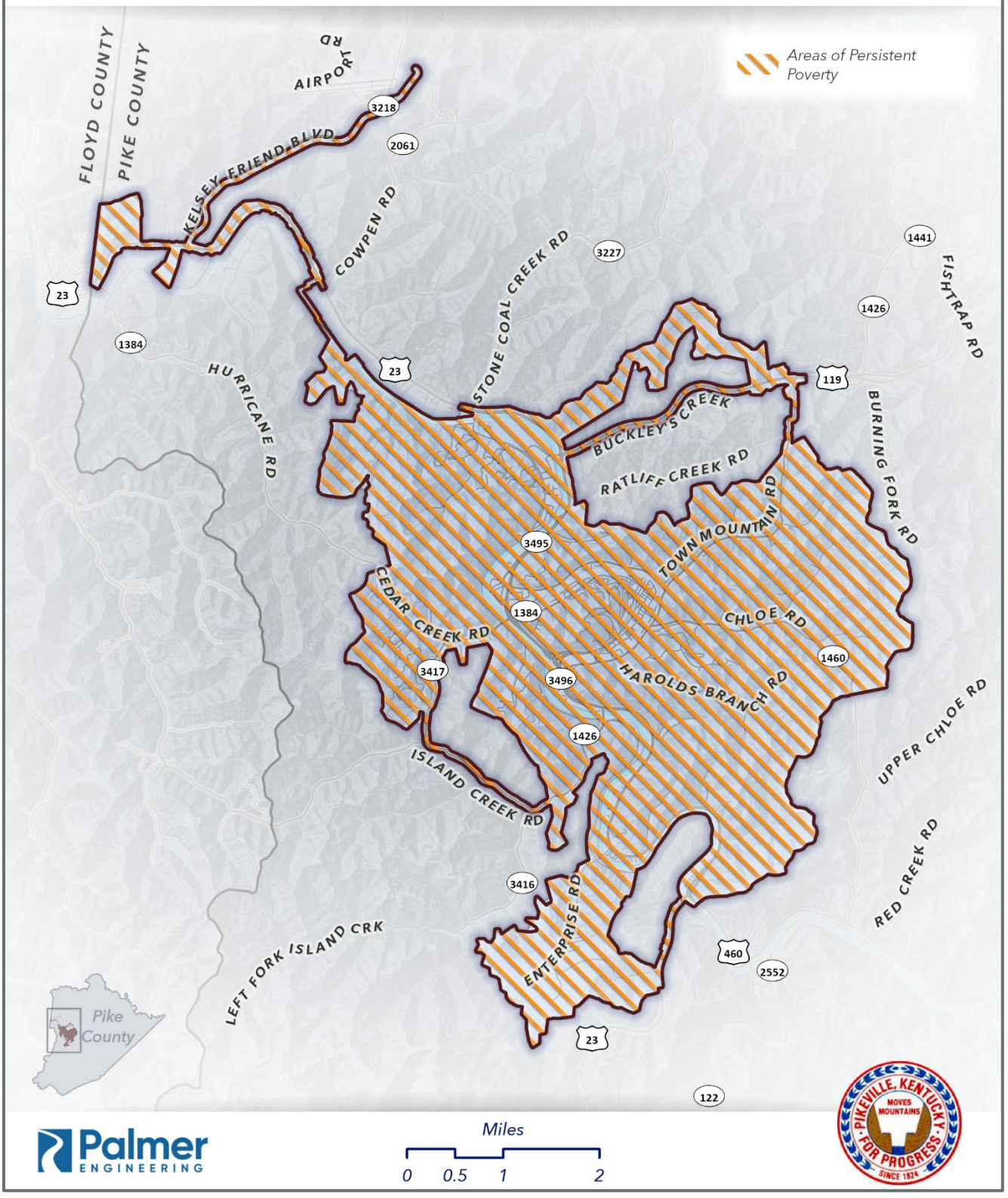
1. *Any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter, 20% or more of the population continually lived in poverty, as measured by (a) the 1990 decennial Census; (b) the 2000 decennial Census; and (c) the most recent annual Small Area Income Poverty Estimates of the Bureau of the Census;*
2. *Any Census tract with a poverty rate of not less than 20%, as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018; and*
3. *Any territory or possession of the United States.*

The City of Pikeville resides in Pike County which is considered an Area of Persistent Poverty based on the SS4A Underserved Communities Tool as provided by the Safe Streets and Roads for All Grant.



Pikeville Safety Action Plan

Areas of Persistent Poverty



Citywide Data Analysis

In our examination of the following populations, it is crucial to acknowledge that our data analysis extends beyond the geographical confines of Pikeville's city limits, due to limitations with the 2021 American Community Survey Census Data utilized. Although the primary focus of this Safety Action Plan is Pikeville, we needed to include data from census block groups both inside and outside the city limits. This broader inclusion of block groups allows for a more comprehensive understanding of the underlying factors, as phenomena such as economic influences and social dynamics often transcend municipal boundaries. By incorporating any census block group data that spans the Pikeville city border, we aim to capture a more holistic perspective of the interconnected systems shaping our investigations, facilitating accurate and meaningful conclusions regarding the identified populations. In ***Chapter 5. Community Considerations – Citywide Data Analysis***, any mention of the terms listed below (including but not limited to):

Pikeville, City, City Limits, Citywide, City Border

essentially denotes the complete area of the population detailed above.

Elderly Population

To assist in identifying certain roadway countermeasures, block groups with elderly populations were investigated. Countermeasures such as pedestrian refuge islands, Leading Pedestrian Intervals (LPIs), and raised crosswalks are among of the various improvements that are beneficial to the elderly population. This safety action plan defines the elderly population as individuals aged 65 or older. Pikeville has approximately 16.3% of all individuals who meet this definition. This is comparable to the statewide average of 17.8%.

Population Experiencing Poverty

Income significantly impacts societal, health, and recreational aspects for all individuals. The poverty population of Pikeville includes individuals with incomes below the poverty level. Pikeville has approximately 27.3% of all individuals who meet this definition. This is notably higher than the statewide average of 16.4%.

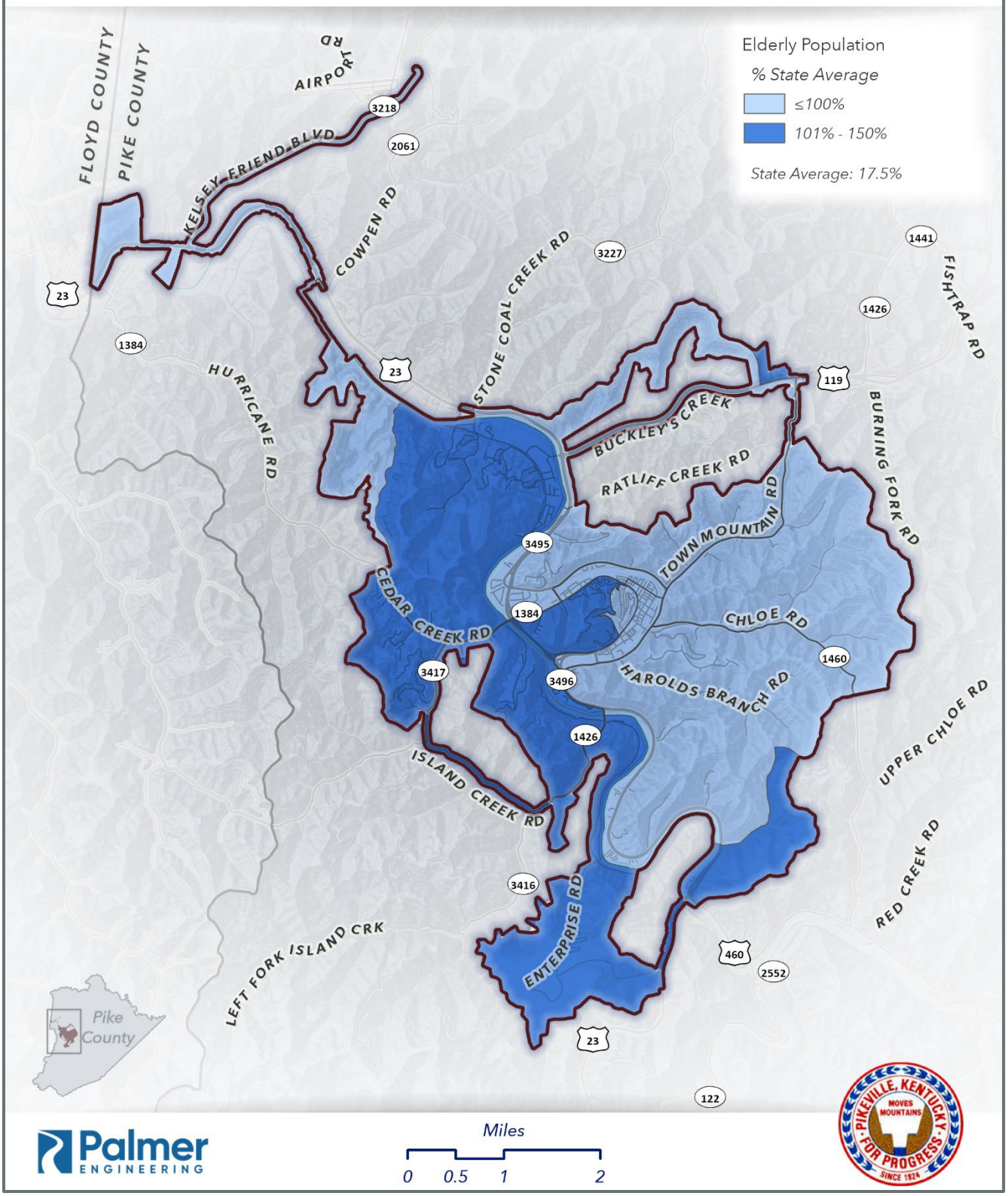
Population Impacted by Disability

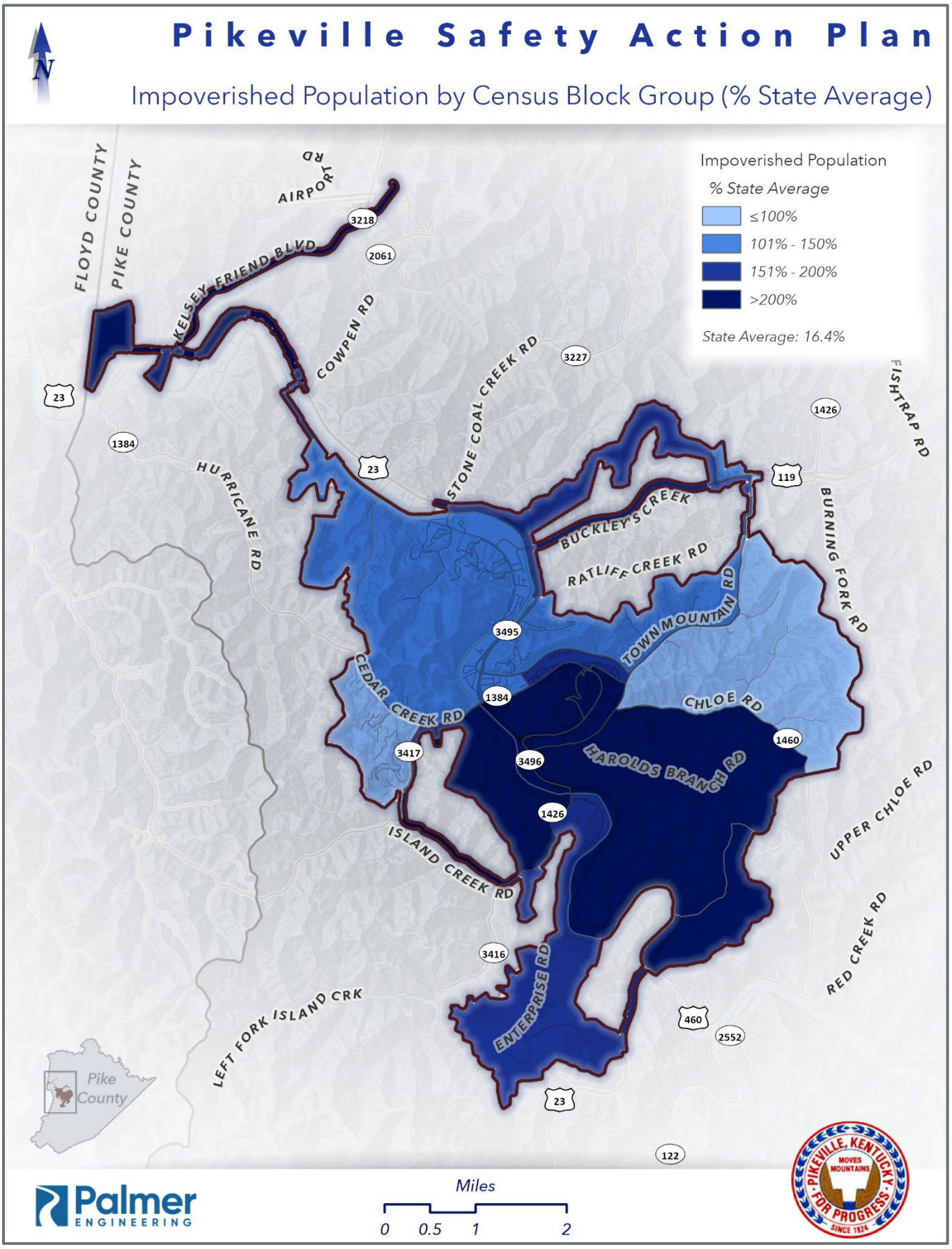
Also to help in determining certain roadway countermeasures, block groups with disabled populations were analyzed. Similar to elderly populations, there are pedestrian safety countermeasures available to support disabled populations. This safety action plan assesses disabilities on a household-by-household basis, where any residence with one or more occupants with a disability meets the disability designation. Pikeville has approximately 39.7% of all households who meet this definition. This is considerably higher than the statewide average of 13.1%

For each population identified above, any census block group exceeding 200% of the state average is considered a High-Risk Population. The following maps illustrate each of the corresponding populations.

Pikeville Safety Action Plan

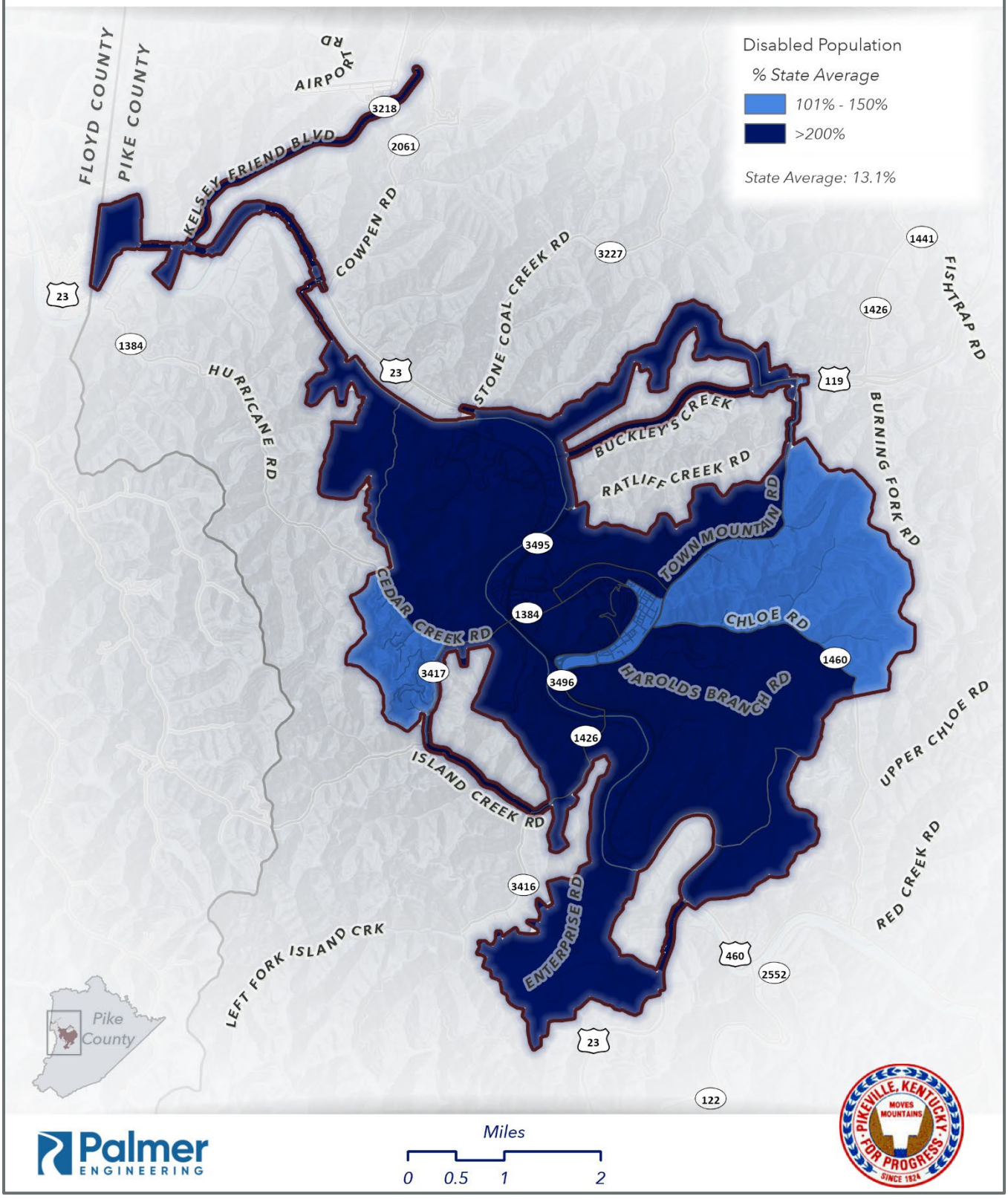
Elderly Population by Census Block Group (% State Average)




Pikeville Safety Action Plan
Impoverished Population by Census Block Group (% State Average)
Impoverished Population
% State Average
≤100%
101% - 150%
151% - 200%
>200%
State Average: 16.4%
FLOYD COUNTY
PIKE COUNTY
AIRPORT RD
KELSEY FRIEND BLVD
COWPEN RD
STONE COAL CREEK RD
HURRICANE RD
BUCKLEY'S CREEK
RATLIFF CREEK RD
TOWN MOUNTAIN RD
BURNING FORK RD
FISHTRAP RD
CEDAR CREEK RD
CHLOE RD
HAROLDS BRANCH RD
ISLAND CREEK RD
UPPER CHLOE RD
RED CREEK RD
ENTERPRISE RD
LEFT FORK ISLAND CRK
3218
2061
3227
1426
1384
23
119
3495
3417
3496
1460
3416
460
2552
122
Pike County
Palmer ENGINEERING
Miles
0 0.5 1 2
PIKEVILLE, KENTUCKY · FOR PROGRESS · MOVES MOUNTAINS · SINCE 1824

Pikeville Safety Action Plan

Disabled Population by Census Block Group (% State Average)

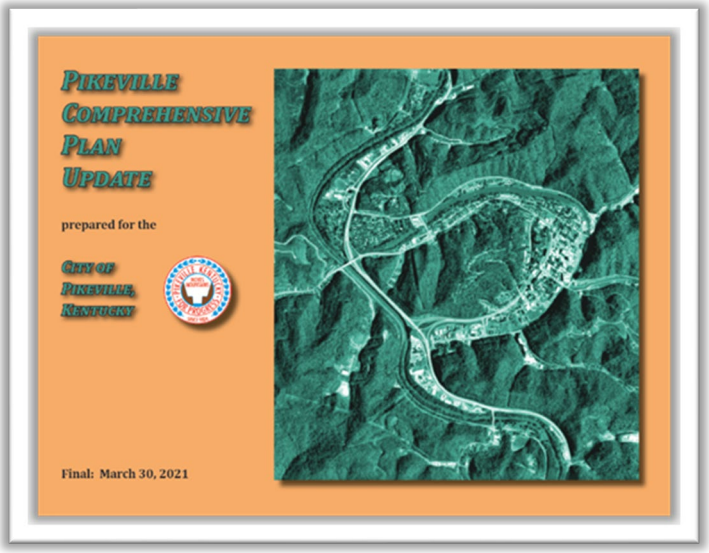


6 | Policy and Process Changes

A comprehensive review of Pikeville's existing policies, plans, guidelines, and standards has identified key opportunities to enhance transportation safety. The city aims to elevate safety as a priority while also creating a more inclusive and accessible transportation network for all users.

Pikeville KY Comprehensive Plan

March 30, 2021
Link: Pikeville Comprehensive Plan



The intent of this plan is to provide a blueprint for Pikeville's future growth. Citywide "comprehensive plans" have this name because they are comprehensive in nature by addressing a broad range of community planning issues. A series of location-specific roadway improvements are recommended. In addition to recommendations for motor vehicle improvements, a system of greenways, multi-use pathways and bikeways are also proposed, as well as sidewalk improvements. Some of these ideas incorporate the City's 2017 Downtown Bikeways Project Plan.

Location-Specific Improvements:

- Provide improvements along Hambley Boulevard, North/South Mayo Trail, Bypass Road, and Baird Avenue to enhance traffic calming, pedestrian/bicycle movement, and aesthetics.
- Reduce traffic congestion along Thompson Road and Cassidy Boulevard by providing a southern connector into Downtown via North Mayo Trail. Also, look into other opportunities for extending Thompson Road.
- Improve Town Mountain Road from Downtown out to US 119 to improve safety and support future development along the corridor.
- Improve wayfinding at interchanges to attract motorists from US 23 into Downtown.

General Improvements:

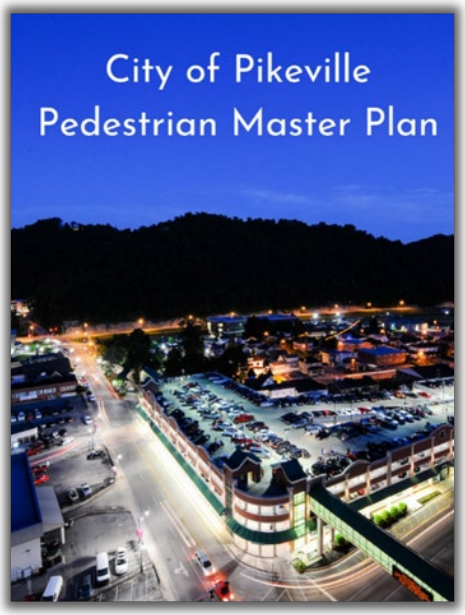
- Provide improvements within neighborhoods to provide traffic calming, pedestrian access, and alternative modes of travel.
- Look at viable corridors for future connector roads to improve traffic congestion within Downtown and open more land for future development.
- Rebalance Downtown's street network to move people more effectively, not just cars, by adopting "Complete Streets" principals giving people choices on how to best move about. Example: Second Street Streetscape.

Recommendations

Promote Safe and Accessible Transportation for All: Ensure transportation improvements address the needs of all community members. Conduct periodic analyses to identify and mitigate disparities in transportation safety and access.

City of Pikeville Pedestrian Master Plan

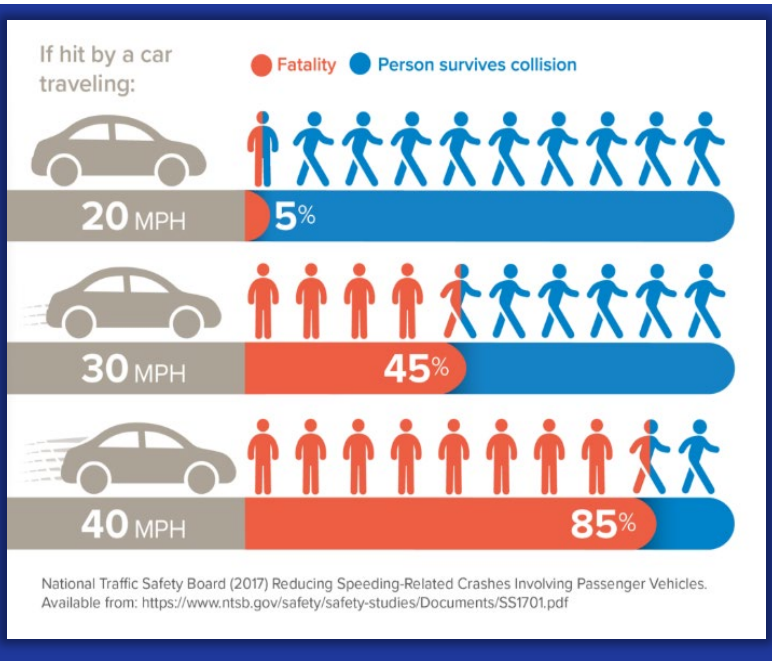
Link: [Pikeville Pedestrian Master Plan]



The purpose of the Pedestrian Master Plan is to identify, design, construct, and rehabilitate walkways that connect neighborhoods, business centers, parks, and schools. It sets forth ideas and strategies for making Pikeville an inviting place to walk. The Master Plan is a guide for city, county, and state governments, developers, citizens, and walking enthusiasts when planning and developing future projects in the community.

There are 10 listed proposed projects in the pedestrian master plan. Every project identified and described 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.

There are no recommended changes to this document.



SAFER SPEEDS

Speed plays a pivotal role in severity of crashes, particularly for pedestrians. The relationship between vehicle speed and pedestrian injury severity is both direct and unforgiving. At higher speeds, drivers have less time to react to unexpected pedestrian movement, and the force of impact is exponentially greater, leading to more severe injuries and fatalities. Implementing speed management strategies is a fundamental approach to safeguarding the most vulnerable road users and enhancing overall traffic safety.

Subdivision Regulations - 1995

Link: Subdivision Regulations

The Pikeville Subdivision regulations, last amended in 1995, establish guidelines for the orderly and coordinated development of subdivisions. They ensure a well-planned street layout, adequate open spaces, and efficient traffic flow while providing essential utilities such as water, drainage, and sewer systems. They also set minimum lot size and density requirements to prevent overcrowding. Additionally, the regulations emphasize flood damage mitigation and measures to maintain adequate light, air circulation, and fire-fighting accessibility, reinforcing the city's commitment to safety and sustainable growth.

Recommendations

Traffic Calming Measures: Consider updating regulations to include guidelines for traffic calming measures, such as roundabouts, speed humps, chicanes, and raised intersections and crosswalks in residential subdivisions to reduce vehicle speeds and enhance safety for pedestrians and bicyclists. Implementing traffic calming strategies will reduce the risk and severity of crashes.

Traffic Calming Measures

Traffic calming measures offer significant benefits for all users, especially vulnerable road users like bicyclists and pedestrians, enhancing safety and mobility. For pedestrians, improvements like raised crosswalks, median refuges, and corner extensions not only make crossing streets safer but also more accessible, especially for those with disabilities.

Speed humps were found to have a

53-60%

reduction in the odds of injury or death among children struck by a vehicle in their neighborhood.

Source: American Journal of Public Health

Pedestrian and Bicyclist Infrastructure: Consider updating pedestrian and bicyclist infrastructure requirements for new developments within the city to ensure safe access is provided for all vulnerable road users. Ensure sidewalks meet accessibility standards and provide safe crossings at all intersections. Consider the inclusion of bike lanes or shared-use paths in all new developments and require connectivity to existing pedestrian and bicycle networks.

Complete Streets Policy: Align subdivision regulations with Complete Streets principles, ensuring that all road users—including pedestrians, cyclists, and transit riders—are accommodated in new developments. Design guidelines should promote street narrowing, protected bike lanes, pedestrian refuge islands, and transit-friendly infrastructure to create safer, more accessible streets.

WHAT IS A COMPLETE STREET?

A Complete Street is a thoroughfare designed to be safe and accessible for all users, including pedestrians, cyclists, motorists, and transit riders, tailored to the specific context and characteristics of the area. It creates a diverse transportation network that supports safety, connectivity, comfort, and accessibility, aligning with the Safe System Approach to accommodate various travel needs.

7 | Strategy and Project Selection

The Safety Action Plan strategies and projects are based on the historical crash data analysis, proven practices, and stakeholder and public engagement. The reactive approach to analyzing crash data examines crashes by frequency, severity and location. This approach helps to identify locations with the highest density of crashes and crash severities. The following provides the method of prioritization for project and strategy selection.

Prioritization

The City's goal is to eliminate fatal and serious injury crashes, therefore crash severity is a major component to prioritizing projects and strategies. The crash severity cost was used to establish a scale for prioritization. The following table provides the comprehensive costs by crash severity based on research by the Federal Highway Administration (FHWA) which developed national crash costs for use as default crash unit values (Crash Costs for Highway Safety Analysis). The national costs provided by the FHWA research are adjusted to Kentucky for costs and adjusted for inflation. Comprehensive crash costs are the combination of economic cost of a crash and monetized pain and suffering.

Severity	Description	Comprehensive Cost Per Crash (2023 Dollars)
K	Fatal	$11,586,406
A	Suspected Serious Injury	$671,489
B	Suspected Minor Injury	$203,333
C	Possible Injury	$128,524
O	No Apparent Injury	$12,095

Equivalent Property Damage Only Method

The comprehensive crash costs are used to establish a value per crash severity equivalent to the No Apparent Injury Crash, also referred to as a Property Damage Only Crash. The following table shows the breakdown of the comprehensive crash costs and Equivalent Property Damage Only (EPDO) value by crash severity.

Severity	Comprehensive Cost Per Crash (2022 Dollars)	EPDO Value
K	$11,586,406	958
A	$671,489	56
B	$203,333	17
C	$128,524	11
O	$12,095	1

The comprehensive cost of a fatal crash is significantly greater than the other crash types. The EPDO method may overly emphasize fatal crashes, potentially skewing focus towards areas with fewer crashes. To address this imbalance, a modified EPDO (MEPDO) approach was used to equally consider both fatal and suspected serious injury crashes by blending their values based on their comprehensive costs and frequency. The following table provides a breakdown of the MEPDO providing a more balanced evaluation while maintaining a focus on fatal and suspected serious injury crashes.

Severity	Crashes	Comprehensive Cost Per Crash (2022 Dollars)	Severity	Weighted Average Costs	MEPDO Value
K	14	$11,586,406	KA	$4,067,241	336
A	31	$671,489			
B	112	$203,333	B	$203,333	17
C	224	$128,524	C	$128,524	11
O	1,614	$12,095	O	$12,095	1

Reactive Approach

Methodology

The reactive approach for analyzing crashes includes joining the crash data with roadway data. KYTC provided geographic information system (GIS) files of roadway and traffic data, known as the Highway Information System (HIS) database. HIS data includes roadway characteristics and traffic data for state-owned roadways. The crash data was joined with GIS information to facilitate a detailed analysis by identifying the location of the crashes by road segment and intersection.

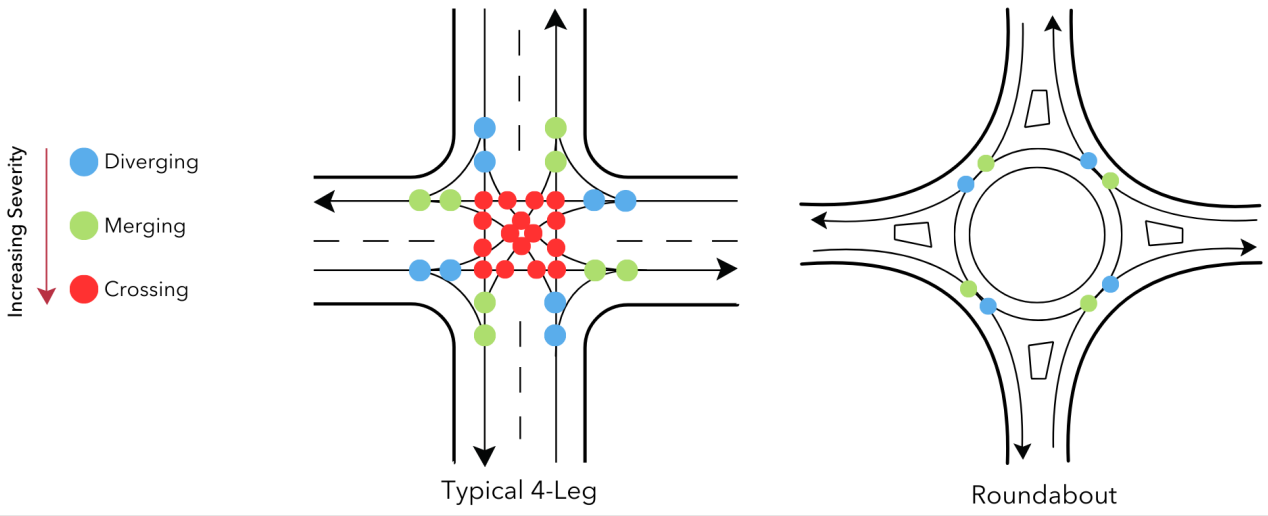
After joining the crashes to the roadway segments and intersections, the MEPDO method was applied to generate a list of prioritized intersections and corridors.

Intersections

Enhancing safety at intersections plays a crucial role in promoting a Safe System Approach across planning, design, and road infrastructure initiatives. Assessing roadway features like geometrics, traffic operation and control strategies is fundamental to eliminating fatal and serious injury crashes. Intersections serve as deliberate points of interaction, where vehicles and non-motorized users converge, significantly influencing the overall safety performance of the transportation system. These conflict points are locations where historically, fatal and serious injury crashes occur. Therefore, intersection projects offer distinctive prospects to integrate Safe System Approach principles into planning, design, and operational decision-making processes and intersection improvement strategies provide the opportunity to eliminate fatal and serious injury crashes.

The City of Pikeville experienced 20 fatal and serious injury crashes at an intersection. These crashes occurred at signalized and unsignalized intersections. Both of these type of intersections are locations of **multiple conflict points** and present an opportunity to improve safety for all users.

Intersection Conflict Points Comparison



Prioritized Signalized Intersections

The City of Pikeville has 19 signalized intersections. These intersections account for 7 fatal and serious injury crashes (16% of all fatal and serious injury crashes). MEPDO was calculated for each and ranked. The following table lists the top 10 signalized intersections by MEPDO.

Ranking	Intersection	K	A	B	C	O	KA	TOTAL	MEPDO
1	S Mayo Trail (US 23) & S Mayo Trail	1	2	9	7	35	3	54	1,273
2	N Mayo Trail (US 23) & US-119/Cassidy Blvd	0	1	9	14	159	1	183	802
3	Baird Ave & Hambley Blvd (US 23 Business)	0	1	4	1	21	1	27	436
4	S Mayo Trail (US 23) & Island Creek Rd	0	1	4	2	10	1	17	436
5	N Mayo Trail (US 23) & Stone Coal Rd	0	1	0	1	21	1	23	368
6	US 119 & Town Mountain Rd	0	0	1	5	15	0	21	87
7	Town Mountain Rd & N Bypass Rd	0	0	2	4	9	0	15	87
8	S Bypass Rd & Chloe Rd	0	0	1	3	4	0	8	54
9	N Mayo Trail (US 23) & Broad Bottom Rd	0	0	1	2	8	0	11	47
10	S Bypass Rd & River Dr	0	0	0	3	8	0	11	41

Detail maps displaying intersection crashes are provided on the following pages. Below are corresponding descriptions and insights of the crash data.

Signalized Intersections: Reactive Approach (2019 – 2023): Map highlights the locations of all signalized intersections where crashes occurred. Signalized intersection crash totals are grouped in bins based on crash frequency and displayed with different colors. The number of fatal and serious injury crashes are noted by a black outline circle. Each circle represents the number of fatal and serious injury crashes that occurred at each intersection. For example, US-23 and S Mayo Trail intersection is outlined with three black circles to represent the three fatal and serious injury crashes that occurred at that intersection.

Signalized Intersections Rankings: Map presents the top 10 signalized intersections by MEPDO score. The signalized intersections are marked with circles and sized based on the MEPDO score. The prioritized ranking score is noted for the top 10 signalized intersections. For example, US 23 and US 119/Cassidy Blvd intersection is noted with a "#2", as it is the second highest ranked MEPDO signalized intersection.

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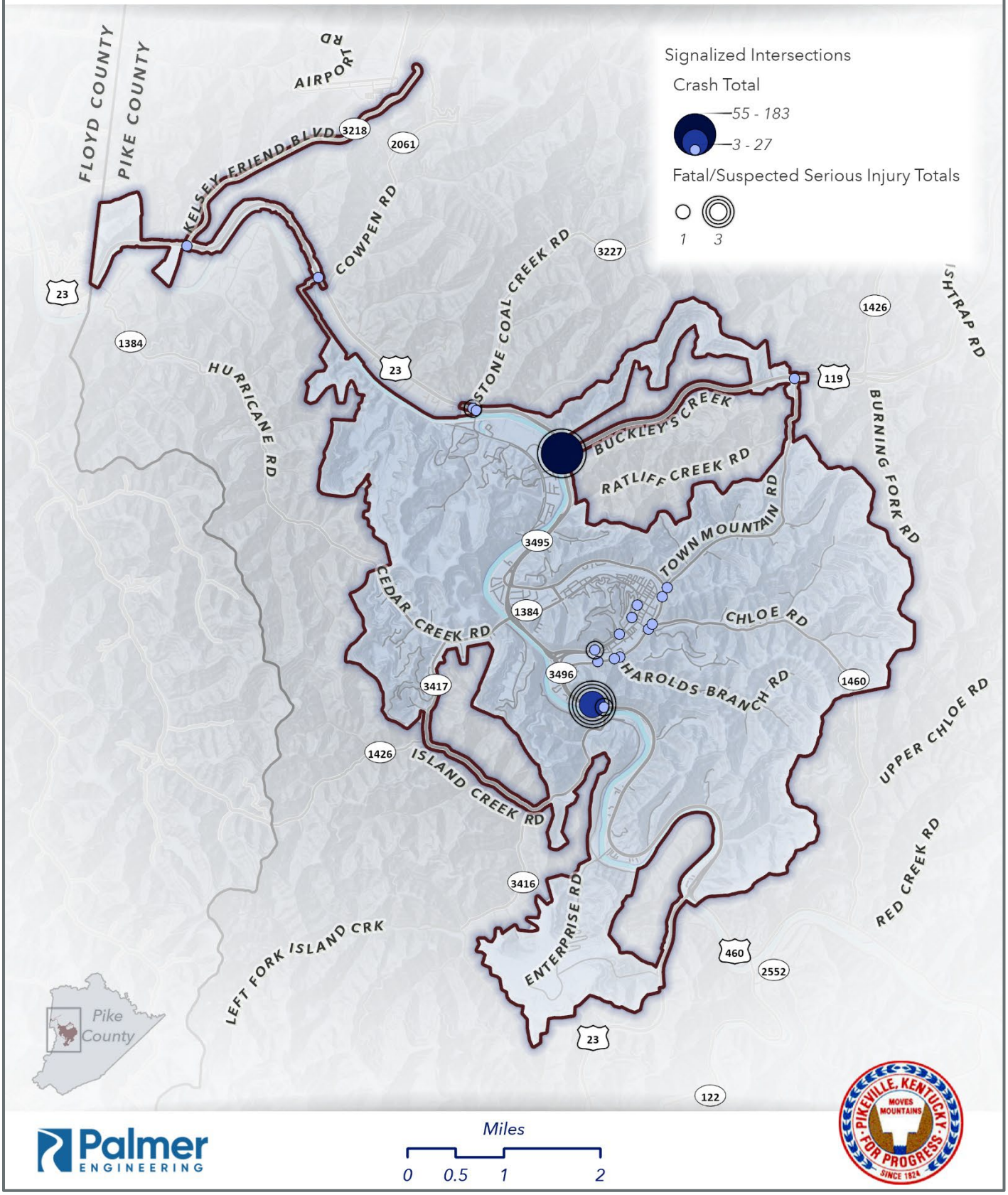
Signalized Intersections: Reactive Approach (2019 - 2023)



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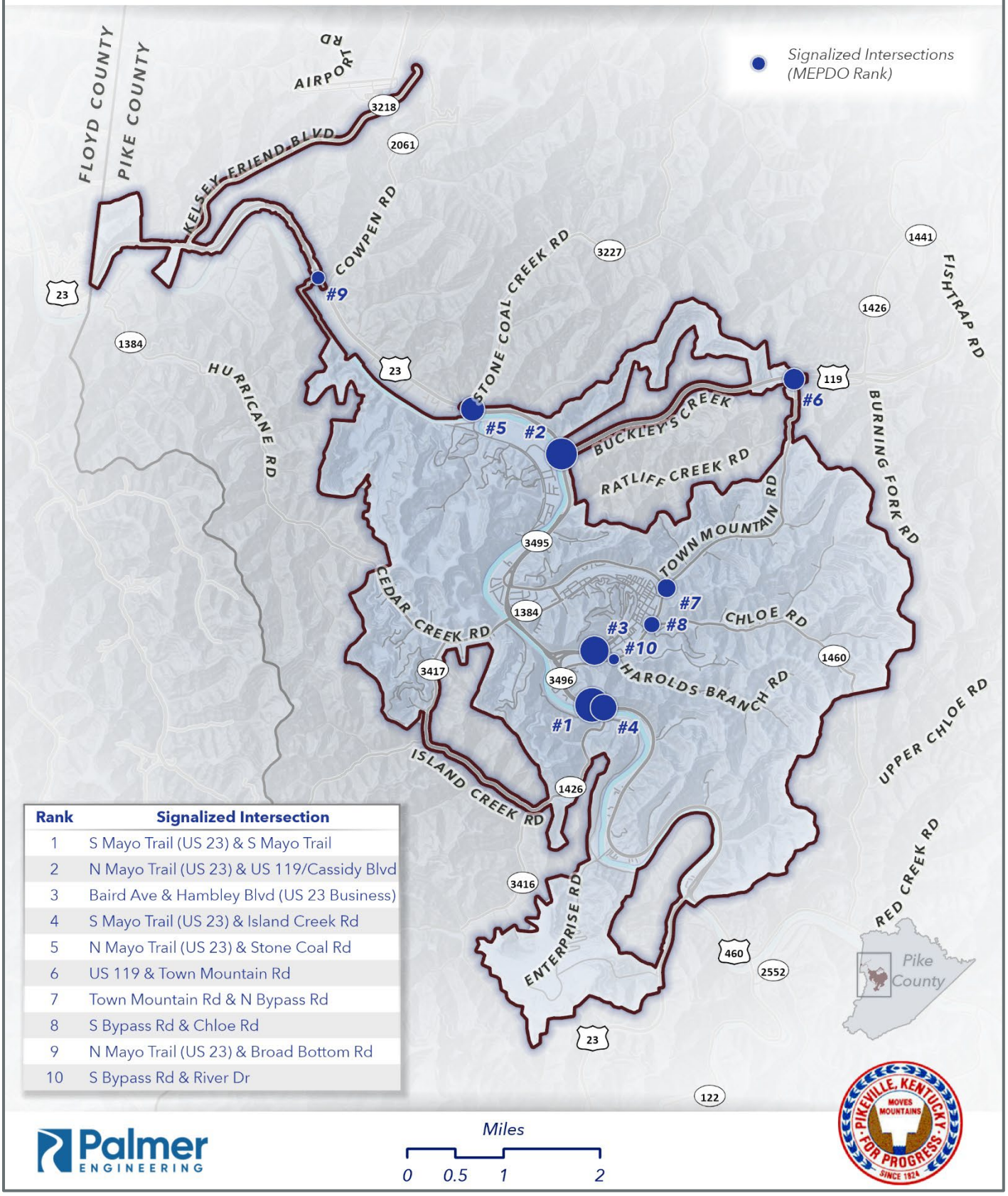
Signalized Intersections Ranking



Rank	Signalized Intersection
1	S Mayo Trail (US 23) & S Mayo Trail
2	N Mayo Trail (US 23) & US 119/Cassidy Blvd
3	Baird Ave & Hambley Blvd (US 23 Business)
4	S Mayo Trail (US 23) & Island Creek Rd
5	N Mayo Trail (US 23) & Stone Coal Rd
6	US 119 & Town Mountain Rd
7	Town Mountain Rd & N Bypass Rd
8	S Bypass Rd & Chloe Rd
9	N Mayo Trail (US 23) & Broad Bottom Rd
10	S Bypass Rd & River Dr

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Prioritized Unsignalized Intersections

There are numerous unsignalized intersections throughout the city. These intersections account for 13 fatal and serious injury crashes (29% of total fatal and serious injury crashes). MEPDO was calculated for each unsignalized intersection and ranked by MEPDO. The following table lists the top 10 unsignalized intersections by MEPDO.

Ranking	Intersection	K	A	B	C	O	KA	TOTAL	MEPDO
1	N Mayo Trail (US 23) & Ratliff Creek Rd	1	0	2	3	5	1	11	408
2	S Mayo Trail (US 23) & Rainbow Ln	0	1	0	2	6	1	9	364
3	US 23 SB Ramp & Hambley Blvd (US 23 Business)	0	1	1	0	6	1	8	359
4	S Mayo Trail (US 23) & Enterprise Rd	1	0	0	2	0	1	3	358
5	Chloe Rd & Bruce Elliot Dr	0	1	1	0	1	1	3	354
6	N Mayo Trail (US 23) & Hurricane Rd	0	1	0	1	3	1	5	350
7	Hambley Blvd (US 23 Business) & S Auxier Ave	0	1	0	1	2	1	4	349
8	S Mayo Trail (US 23) & Cherokee Dr	0	1	0	1	2	1	4	349
9	S Mayo Trail (US 23) & Douglas St	0	1	0	1	1	1	3	348
10	N Mayo Trail (US 23) & Keyser Heights Dr	0	1	0	0	7	1	8	343

Detail maps displaying intersection crashes are provided on the following pages. Below are corresponding descriptions and insights of the crash data.

Unsignalized Intersections: Reactive Approach (2019 – 2023): Map highlights the locations of all unsignalized intersections where crashes occurred. Unsignalized intersection crash totals are grouped in bins based on crash frequency and displayed with different colors. The number of fatal and serious injury crashes are noted by a black outline circle. Each circle represents the number of fatal and serious injury crashes that occurred at each intersection. For example, US 23 and Ratliff Creed Rd intersection is outlined with one black circle to represent the fatal and serious injury crash that occurred at that intersection.

Unsignalized Intersections Rankings: Map presents the top 10 unsignalized intersections by MEPDO score. The unsignalized intersections are marked with circles and sized based on the MEPDO score. The prioritized ranking score is noted for the top 10 unsignalized intersections. For example, US 23 and Ratliff Creek Rd intersection is noted with "#1" since it is the highest ranked MEPDO unsignalized intersection.

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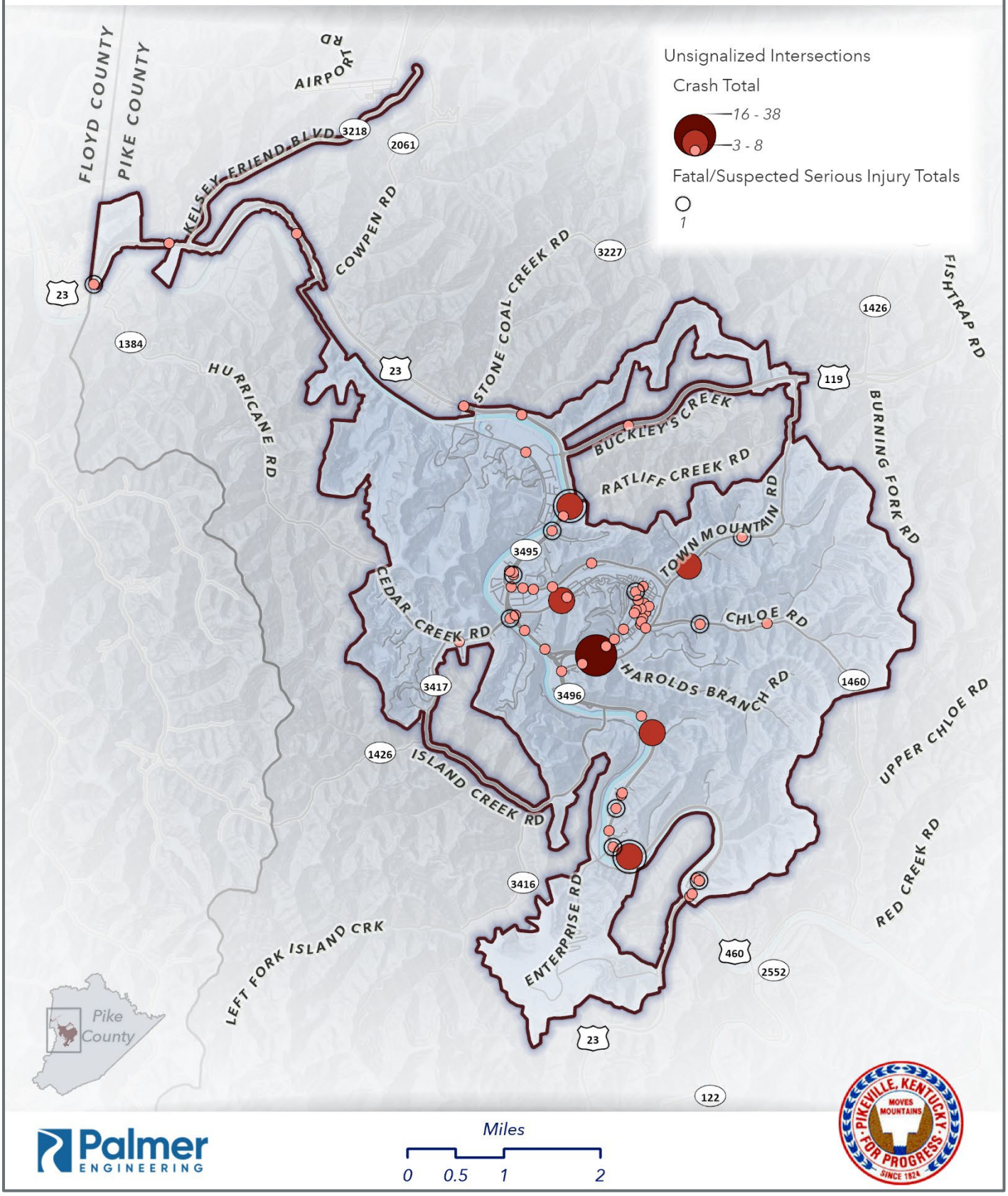
Unsignalized Intersections: Reactive Approach (2019 - 2023)



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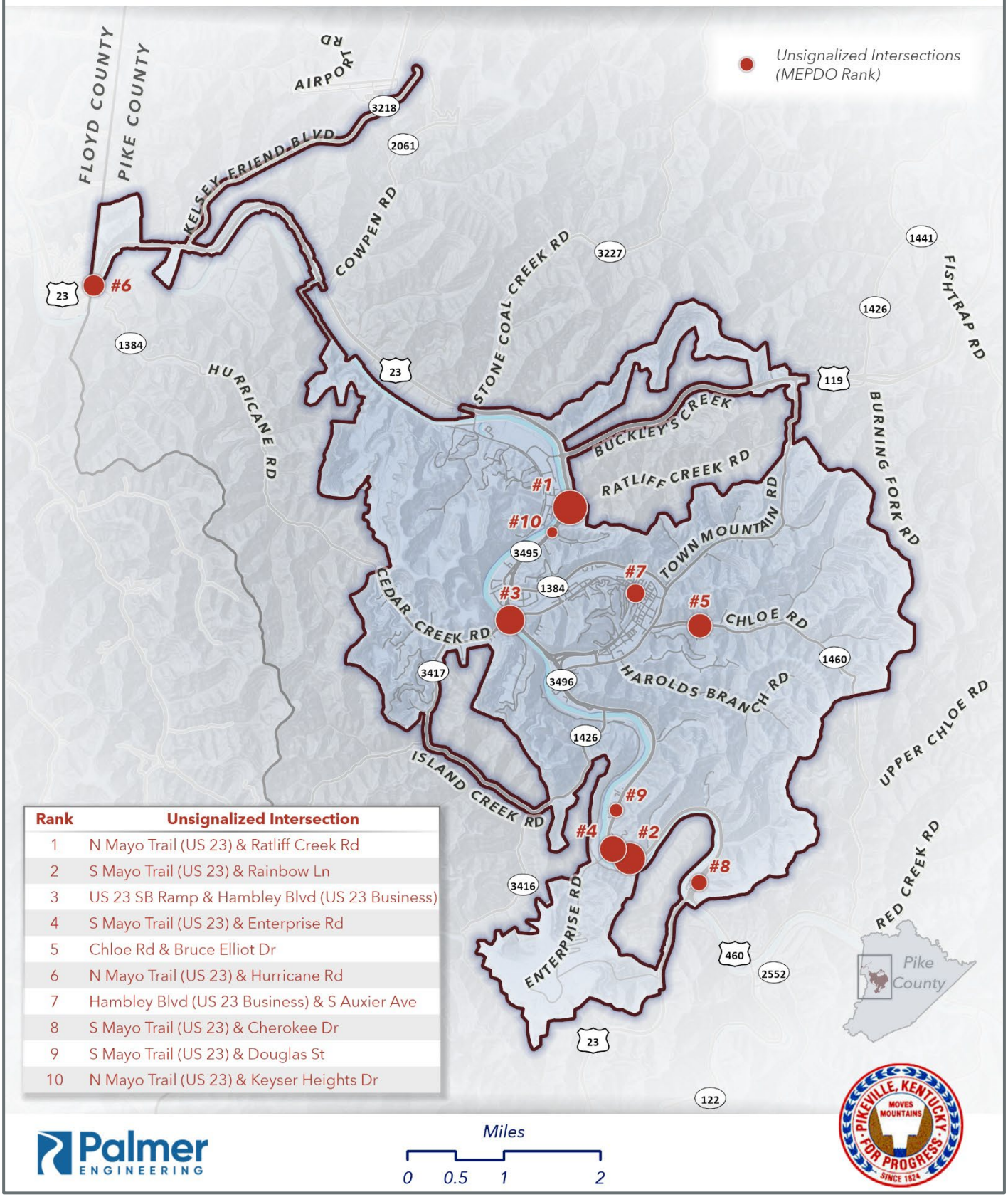
Unsignalized Intersections Ranking



Rank	Unsignalized Intersection
1	N Mayo Trail (US 23) & Ratliff Creek Rd
2	S Mayo Trail (US 23) & Rainbow Ln
3	US 23 SB Ramp & Hambley Blvd (US 23 Business)
4	S Mayo Trail (US 23) & Enterprise Rd
5	Chloe Rd & Bruce Elliot Dr
6	N Mayo Trail (US 23) & Hurricane Rd
7	Hambley Blvd (US 23 Business) & S Auxier Ave
8	S Mayo Trail (US 23) & Cherokee Dr
9	S Mayo Trail (US 23) & Douglas St
10	N Mayo Trail (US 23) & Keyser Heights Dr

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High Injury Network and Prioritized Corridors

A High Injury Network (HIN) is a data-driven approach which identifies roadway segments that account for a disproportionate amount of a community's fatal and serious injury crashes. The HIN allows communities to focus resources on improving safety along those high priority, dangerous corridors. Pikeville's HIN was developed by analyzing crash data, integrating GIS information to create a detailed crash database, analyzing and identifying corridors, and selecting corridors with high concentrations of fatal and suspected serious injury crashes. The following table and maps present Pikeville's HIN along with highlights with respect to fatal and suspected serious injury crash locations and prioritized intersections based on MEPDO.

Rank	Route	Begin	End	Length (mile)	MEPDO	MEPDO/ mile
1	Baird Ave (KY 1426)	Hambley Blvd	KY 3496	0.12	220	1,880
2	N Mayo Trail (US 23)	Cassady Blvd / US-119	Ramsey Drive (City Limit)	1.15	2,071	1,799
3	S Mayo Trail (US 23)	Yorkwood Forest Dr	KY 3496	2.55	4,256	1,666
4	W Shelbiana Rd (US 460)	S Mayo Trail (US-23)	City Limits	0.50	761	1,522
5	N Mayo Trail (US 23)	Blairtown Road	KY 3218	1.07	1,489	1,388
6	N Mayo Trail (US 23)	Bridge over KY-1460	Cassady Blvd / US-119	1.60	2,052	1,283
7	Main St (CS 1112)	Huffman Ave	Scott Ave	0.34	384	1,116
8	Hambley Blvd / Loraine St (KY 1384)	US 23 Ramps	N Mayo Trail / N Bypass Rd (KY 1460)	0.94	812	865
9	US-23	South of Innovation Way	Yorkwood Forest Dr	2.94	1,920	653
10	KY 1426	Baird Ave / KY-3496	N Bypass Rd (KY 1460)	1.16	744	639
11	Chole Rd (KY-1460)	Walters Road	KY 1426	1.29	815	634
12	Hambley Blvd (CS 1222)	Baird Ave (KY 1426)	Owsley Rd (KY 1384)	1.71	1,006	587
13	Cassady Blvd (CS 1191)	US 23	Thompson Rd	0.45	258	573
14	KY-1426	KY-1460	Williams Hollow Rd	1.29	518	402

The HIN accounts for:

87%
of the City's fatal and suspected serious injury crashes

14%
of the City's roadway miles

The HIN includes:

8 of top 10
prioritized signalized intersections

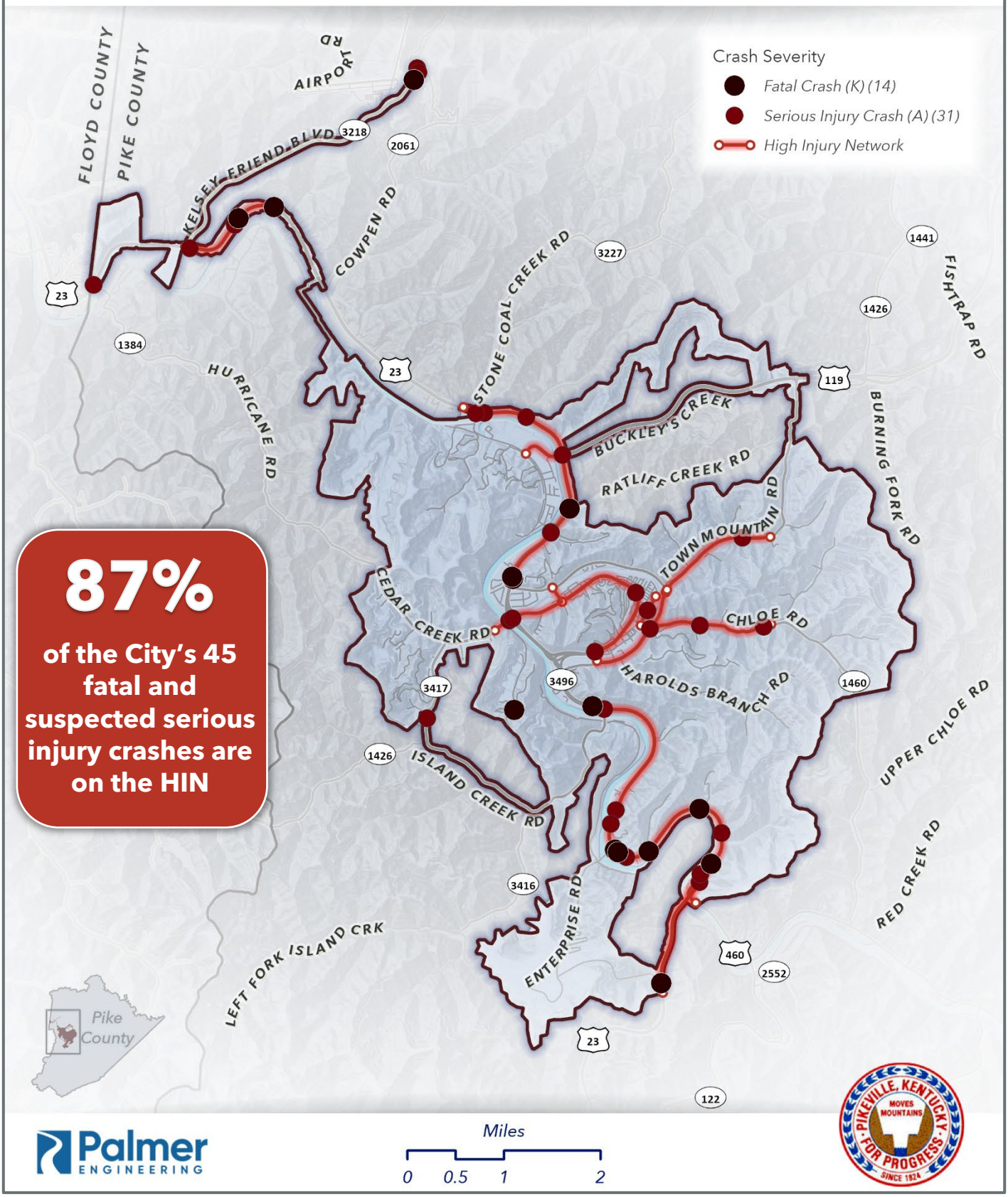
9 of top 10
prioritized unsignalized intersections

Pikeville Safety Action Plan

High Injury Network

Pikeville Safety Action Plan

Fatal (K) and Suspected Serious Injury Crashes (A) on the High Injury Network



87%

of the City's 45 fatal and suspected serious injury crashes are on the HIN

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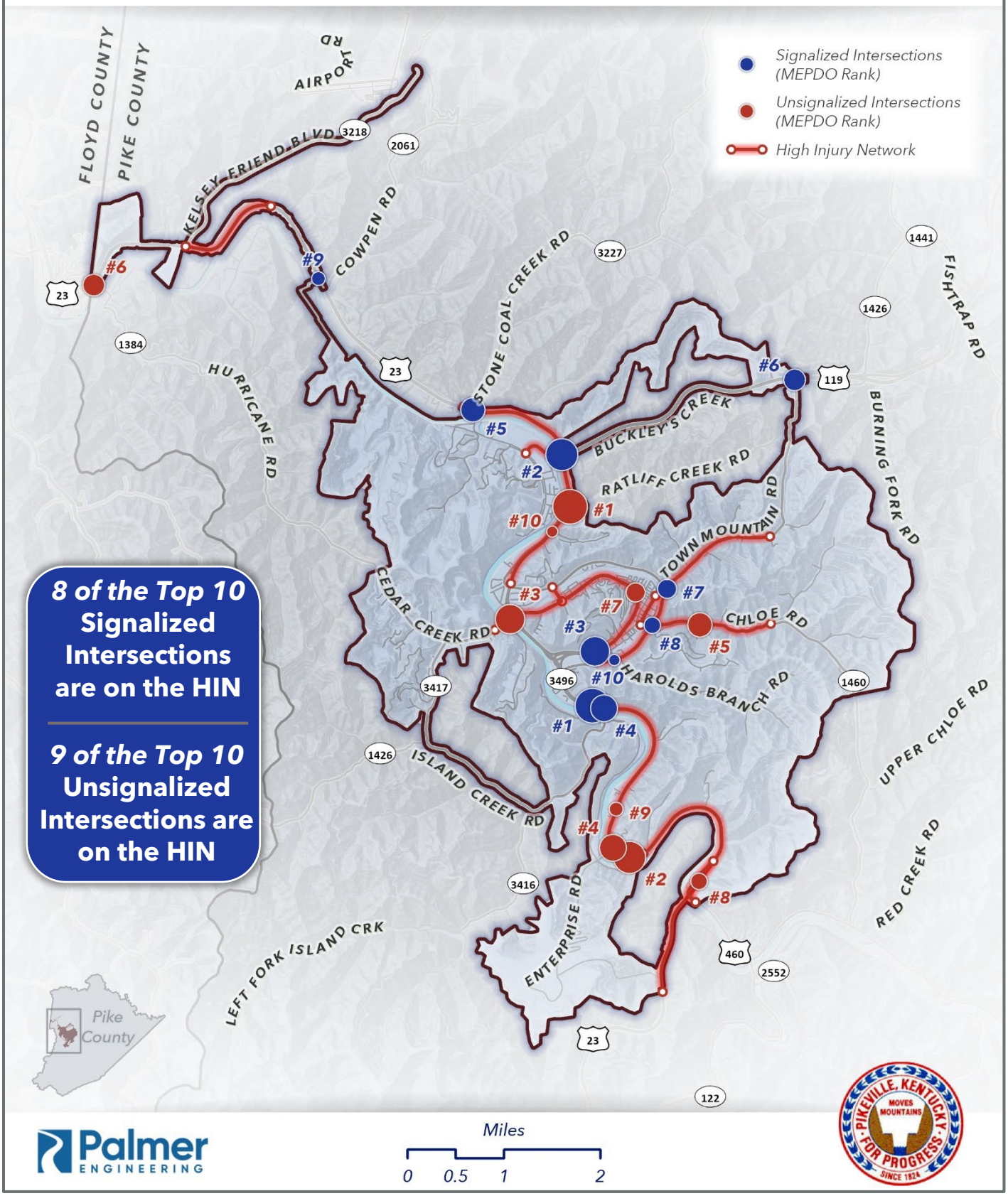
High Injury Network Prioritized Intersections



8 of the Top 10 **Signalized Intersections are on the HIN**

9 of the Top 10 **Unsignalized Intersections are on the HIN**

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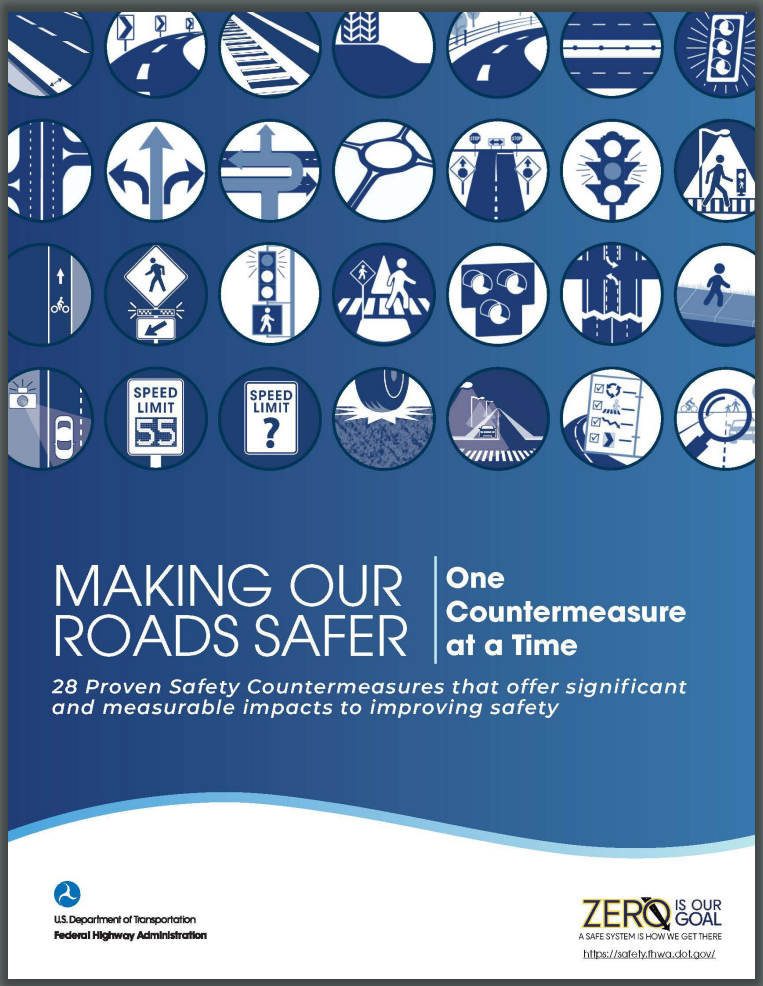
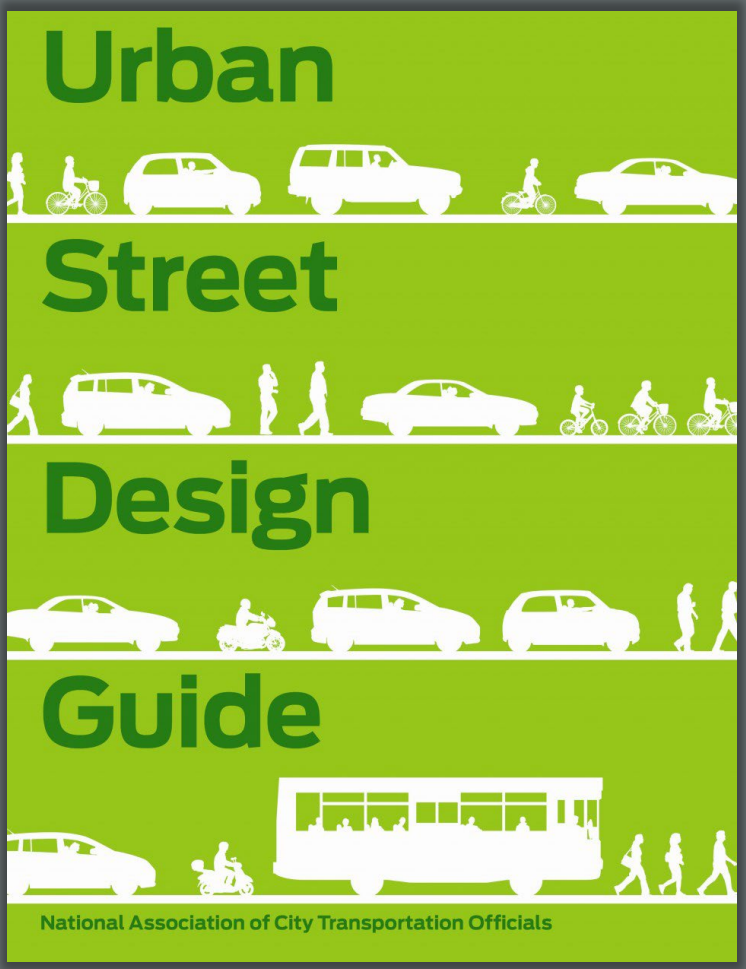
Project Selection

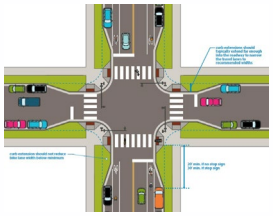
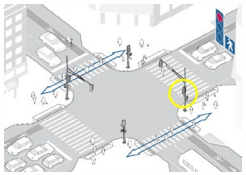
A comprehensive array of recommended strategies and safety improvements was compiled for the prioritized top ranking signalized intersections, unsignalized intersections, and the corridors on the HIN. Improvements have been developed based on the safety analysis, input from the SAG and public, and rooted in the principles of the Safe System Approach.

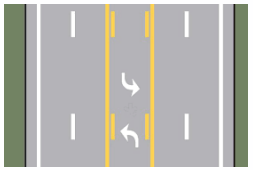
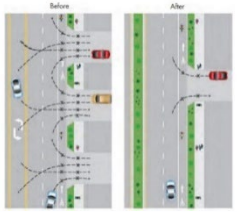
Proven Safety Countermeasures

The following tables include potential proven safety countermeasures for consideration to reduce crashes. These proven safety countermeasures are based on before and after crash data from case studies. The countermeasures have been organized into three tables: pedestrian, intersection, and segment countermeasures. Each countermeasure in the tables below include an image, a description of the countermeasure and how it can improve safety, a statistic of the estimated safety impact, and a link to learn more information. These expanded resources listed are provided by the U.S. Federal Highway Administration (FHWA) and the National Association of City Transportation Officials (NACTO). The countermeasures will be implemented where appropriate based on the prioritized list of project locations.

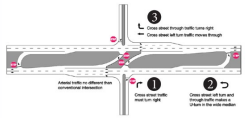
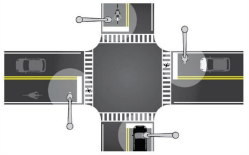
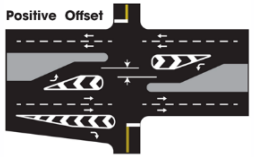


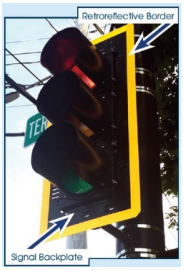
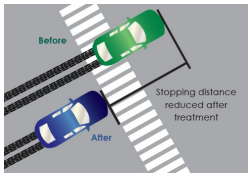
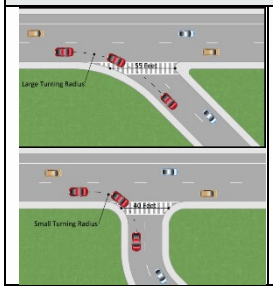


Pedestrian Countermeasures							
Countermeasure	Description	Safety Impact	Links	Countermeasure	Description	Safety Impact	Links
Raised Crosswalk				Crosswalk Visibility Enhancements			
	Ramped speed tables spanning the roadway, often placed at midblock crossings	All Crashes ↓30%	FHWA		Combination of high-visibility crosswalks, lighting, and signing and pavement markings. Can be implemented alone or in combination.	Ped Crashes ↓ 40%	FHWA
Medians and Pedestrian Refuge Islands				Advanced Stop / Yield Lines			
	Median with Marked Crosswalk Ped Crashes ↓ 46% --- Pedestrian Refuge Island Ped Crashes ↓ 56%		FHWA		Provide notice to drivers of upcoming pedestrian crossings	Ped Crashes ↓ 25%	FHWA
Curb Extensions (Bulb Outs)				Leading Pedestrian Interval			
	Extend curbs to provide additional refuge, shorten crosswalks, slow traffic	Decrease turning speed & Decrease crash severity	NACTO		Provide pedestrians 3+ sec head start to improve visibility to turning traffic	Ped Crashes ↓ 13%	FHWA
Pedestrian Beacons				Install/Implement Pedestrian Signal Improvements			
	Ped Hybrid Beacon (PHB) All Crashes ↓ 12% Ped Crashes ↓ 43% --- Rectangular Rapid Flashing Beacon (RRFB) Ped Crashes ↓ 47%		FHWA		Implementing leading pedestrian interval (LPI) and installing pedestrian pushbuttons and pedestrian countdown signals.	Ped crashes ↓ 8%	CMF

Segment Countermeasures							
Countermeasure	Description	Safety Impact	Links	Countermeasure	Description	Safety Impact	Links
Road Diet				Center Turn Lanes			
	Reallocate space within roadway to calm traffic speeds and improve safety for all users	All Crashes ↓30%	FHWA		Provide painted median to remove left-turning traffic from travel lanes	All Crashes ↓20%	FHWA
Curbed Median				Consolidate Driveways (Access Management)			
	Provide curbed median between opposing travel lanes to provide separation, reduce left-turn risks	All Crashes ↓28% --- Angle Crashes ↓55%	FHWA		Reduce number and proximity of access points to focus turning traffic to fewer locations. Reduces turning conflicts	Severe Crashes ↓25- 31%	FHWA
Dynamic Speed Feedback Signs				Shoulder Treatment – Safety Edge			
	Provides positive and negative feedback to drivers on speed.	All Crashes ↓5%	NHSTA		Shoulder installation to improve recoverability for roadway departures.	Run-Off-Road Crashes ↓21% --- Head-On Crashes ↓19% --- Severe Crashes ↓11%	FHWA

Segment Countermeasures (continued)							
Countermeasure	Description	Safety Impact	Links	Countermeasure	Description	Safety Impact	Links
Enhanced Curve Delineation				Buffered Bike Lanes			
	High visibility markings and delineators around curves	Severe Crashes ↓18%	FHWA		Provides greater shy distance between motor vehicles and bicycles	Add additional space between vehicle and bicycle traffic	NACTO
Conventional Bike Lanes				Shoulder Rumble Strips			
	On streets with < 3,000 ADT and posted speed > 25mph, creates separation	Increase bicyclist comfort and predictability between motorist and cyclist.	NACTO		Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane.	Run off Road Fatal and Serious Injury Crashes ↓13-51%	FHWA

Intersection Countermeasures							
Countermeasure	Description	Safety Impact	Links	Countermeasure	Description	Safety Impact	Links
Restricted Crossing U-Turn (RCUT)				Dedicated Left/Right Turn Lane(s)			
	Convert existing traditional intersection into RCUT signalized or unsignalized). Eliminating and reducing conflicts.	Severe Crashes ↓ 22-63%	FHWA		provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections.	Left-Turn Lane All Crashes ↓28-48%. Right-Turn Lane All Crashes ↓14-26%	FHWA
Cycle Length and Clearance Intervals				Intersection Lighting			
	Shorter cycle lengths improve driver compliance, lessen red-light running.		NACTO		Increased visibility at nighttime can improve safety for all modes of travel.	Nighttime Ped Injuries ↓40% ---------- Nighttime Crashes ↓33-38%	FHWA
Positive Left-Turn Lane Offset				Intersection Treatments for Conventional Bike Lanes			
	Provides increased visibility by preventing turning vehicles from blocking sightlines	Left Turn Crashes ↓ 36%	FHWA		Provide opportunity for cyclist to position themselves to approach and travel through intersections.	Predictability. Reduces conflict between turning motorists and bicyclists.	NACTO

Intersection Countermeasures (continued)							
Countermeasure	Description	Safety Impact	Links	Countermeasure	Description	Safety Impact	Links
Modern Roundabouts				Reflective Backplates			
	Converting existing traditional intersection (stop or signal control) into single lane roundabout. Slowing traffic while eliminating and reducing conflicts.	2-way Stop conversion Severe Crashes ↓82% --- Signal conversion ↓78%	FHWA		Improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.	Total Crashes ↓15%	FHWA
Low-Cost Countermeasures at Stop-Controlled Intersections				High Friction Surface (HFST)			
	Deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings increasing driver awareness.	Severe and Fatal Crashes ↓10% --- Nighttime Crashes ↓15%	FHWA		HFST consists of a layer of durable, anti-abrasion, and polish-resistant aggregate over a thermosetting polymer resin binder that locks the aggregate in place to restore or enhance friction and skid resistance.	Total Crashes ↓20%	FHWA
Re-align Intersection							
	Realignment of at least one leg to bring the intersection angle closer to perpendicular.		ITE				

Potential Unsignalized Intersection Strategies

Below is a table of prioritized signalized intersections based on the MEPDO values. Each location was evaluated for its existing conditions. Based on this analysis, relevant safety countermeasures were noted as potential improvements. These are summarized in the table as well.

Unsignalized Intersections – Reactive Approach											
Ranking	Intersection	Potential Countermeasures									
		Dedicated LT/RT Turn Lane(s)	Offset Left Turn Lanes	Right In / Right Out	RCUT	Roundabout	Enhanced Markings / Striping	Enhanced Signing	Access Management	Lighting	Close Entrance
1	N Mayo Trail (US 23) & Ratliff Creek Rd	X			X		X	X	X		
2	S Mayo Trail (US 23) & Rainbow Ln			X	X		X	X	X		
3	US 23 SB Ramp & Hambley Blvd (US 23 Business)						X	X			
4	S Mayo Trail (US 23) & Enterprise Rd			X	X		X	X			
5	Chloe Rd & Bruce Elliot Dr						X	X		X	
6	N Mayo Trail (US 23) & Hurricane Rd		X	X	X		X	X	X		
7	Hambley Blvd (US 23 Business) & S Auxier Ave						X	X	X		
8	S Mayo Trail (US 23) & Cherokee Dr			X			X	X			
9	S Mayo Trail (US 23) & Douglas St				X		X	X	X		X
10	N Mayo Trail (US 23) & Keyser Heights Dr		X	X	X		X	X			

Potential Signalized Intersection Strategies

The following table presents the prioritized signalized intersections based on the MEPDO values and potential safety countermeasures based on existing conditions.

Signalized Intersections – Reactive Approach											
Ranking	Intersection	Potential Countermeasures									
		Offset Left Turn Lanes	Cycle Length and Clearance Intervals	Remove Channelization/ Tighten Up Intersection	Reflective Backplates	RCUT	Roundabout	Enhanced Markings / Striping	Enhanced Signing	High Friction Surface Treatment	Re-Align Intersection
1	S Mayo Trail (US 23) & S Mayo Trail	X	X		X	X		X	X	X	
2	N Mayo Trail (US 23) & US 119/Cassidy Blvd	X	X	X		X		X	X	X	
3	Baird Ave & Hambley Blvd (US 23 Business)		X	X	X			X	X		
4	S Mayo Trail (US 23) & Island Creek Rd	X	X	X	X	X		X	X		
5	N Mayo Trail (US 23) & Stone Coal Rd		X		X			X	X		X
6	US 119 & Town Mountain Rd		X	X	X			X	X		
7	Town Mountain Rd & N Bypass Rd		X	X	X		X	X	X		
8	S Bypass Rd & Chloe Rd		X	X			X	X	X		
9	N Mayo Trail (US 23) & Broad Bottom Rd		X					X	X	X	
10	S Bypass Rd & River Dr		X				X	X	X		

Potential High Injury Network Corridor Strategies

The following table provides potential safety improvement strategies for routes along the HIN. Proven safety countermeasures and complete street design parameters were used to develop the list of safety improvements along these routes to reduce and eventually eliminate fatal and suspected serious crashes. These routes can be further studied to eventually lead to implementation.

Rank	Route Name	Begin and End Limits	Length	Potential Project Strategies
1	Baird Ave (KY 1426)	Hambley Blvd to KY 3496	0.12	Innovative intersections, rightsizing, lighting, enhanced pedestrian crossings
2	N Mayo Trail (US 23)	Cassady Blvd / US 119 to Ramsey Drive (City Limit)	1.15	Innovative intersections, lighting, access management
3	S Mayo Trail (US 23)	Yorkwood Forest Dr to KY 3496	2.55	Rumble Strips, innovative intersections, lighting, access management
4	W Shelbiana Rd (US 460)	S Mayo Trail (US 23) to City Limits	0.50	Access management, turn lanes, lighting, rumble strips
5	N Mayo Trail (US 23)	Blairtown Road to Senator Kelsey E Friend Blvd (KY 3218)	1.07	Innovative intersections, lighting, access management
6	N Mayo Trail (US 23)	Bridge over KY 1460 to Cassady Blvd / US 119	1.60	Lighting, enhanced striping and signing, access management
7	Main St (CS-1112)	Huffman Ave to Scott Ave	0.34	Rightsizing, curb bump outs, enhanced signing
8	Hambley Blvd / Loraine St (KY 1384)	US 23 Ramps to N Mayo Trail / N Bypass Rd (KY 1460)	0.94	Innovative intersections, lighting, rightsizing, enhanced pedestrian crossings
9	US 23	South of Innovation Way to Yorkwood Forest Dr	2.94	Lighting, enhanced striping and signing, access management
10	South Bypass Rd (KY 1426)	Baird Ave / KY-3496 to N Bypass Rd (KY 1460)	1.16	Innovative intersections, lighting, access management, enhanced pedestrian crossings
11	Chole Rd (KY 1460)	Walters Road to KY 1426	1.29	Rumble Strips, enhanced striping and signing
12	Hambley Blvd (CS 1222)	Baird Ave (KY 1426) to Owsley Rd (KY 1384)	1.71	Enhanced pedestrian crossings, curb bump outs, raised medians, innovative intersections, lighting, bicycle accommodations
13	Cassady Blvd (CS 1191)	US 23 to Thompson Rd	0.45	Pedestrian facilities, enhanced pedestrian crossings, access management, innovative intersections, lighting
14	Town Mountain Rd (KY 1426)	KY 1460 to Williams Hollow Rd	1.29	Rumble Strips, enhanced striping and signing
Active Highway Plan Project within HIN segment.				

Systemic Approach and Strategies

The systemic approach to safety is a comprehensive strategy to identify and address high-risk features, or factors, across the entire roadway network, rather than focusing solely on specific crash locations such as the reactive approach. The crash data and roadway data were analyzed to identify the risk factors that seem to contribute to the crash history on Pikeville's roadway network. The analysis resulted in Segments as a category with risk factors.

Systemic strategies focus on widespread implementation of improvements to address identified risk features across an area, not just at specific locations. These improvements aim to reduce both the likelihood and severity of crashes throughout an area. Systemic strategies leverage data to proactively identify and mitigate potential hazards to prevent crashes.

Roadway Segments

As previously discussed, crashes in Pikeville occur on roadway segments more often than at intersections. Approximately, 53% of all crashes occur on segments compared to 47% occurring at intersections. The fatal and suspected serious injury crash has a similar distribution, 56% of fatal and suspected serious injury crashes occur on roadway segments and 44% at intersections. The systemic approach was applied to the fatal and suspected serious injury crashes occurring on roadway segments. Based on the systemic analysis, roadways with four or more lanes with a speed limit of 55 mph accounted for 31% of all fatal and suspected serious injury crashes. The following graphic presents the fatal and suspected serious injury crashes breakdown by location, number of through lanes and speed limit. Based on the systemic analysis, number of lanes and speed on roadway segments are risk factors.

Systemic countermeasures along roadway segments include access management and speed management. In Pikeville, there are approximately 17 miles of four or more through lanes with a speed limit of 55 mph. The following map presents the locations of these roadway segments.

Pikeville Safety Action Plan

Systemic Approach: Roadway Segments

Strategy and Project Implementation

The goal of reaching zero deaths and serious injuries on Pikeville's transportation network will require coordinated efforts across multiple agencies and disciplines. The City of Pikeville, in partnership with the Kentucky Transportation Cabinet and other community stakeholders, is committed to implementing strategies to improve safety outcomes and support a safer transportation system for all users.

This section outlines a comprehensive set of safety strategies and project types that are based on the results of the crash analysis, input from the Safety Action Group, public survey, and proven practices aligned with the Safe System Approach. The strategies focus on reducing crash severity and protecting the most vulnerable users of the roadway network, including pedestrians and bicyclist. Projects such as intersection improvements, visibility enhancements, access management, and speed management can reduce the likelihood of crashes and minimize crash severity.

The following table summarizes recommended strategies and projects, organized by four main objectives: **Policy and Institutional, Human Behavior, Multi-modal, and Roadway Network**. Prioritization is based on crash history and severity (MEPDO), community feedback, High Injury Network, feasibility and implementation readiness, and multi-modal benefits. Each action is associated with an anticipated implementation timeframe – short-term (0-4 years), mid-term (5-8 years), long-term (9+ years), or ongoing—based on urgency, complexity, and resource requirements.

The effective implementation of each project, strategy, or program depends on the availability of funding, collaboration with partner agencies, and the City's capacity to execute the proposed actions. For initiatives where the City is not the lead agency, it will serve in a coordinating or supporting role to help advance progress toward shared safety objectives.

Policy and Institutional

Strategy Description	Potential Countermeasures	Timeframe	Performance Measures
Adopt Complete Streets Policy		Short-Term (0-4 years)	
Update Subdivision Regulations		Short-Term (0-4 years)	
Maintain updated Vision Zero Website with Project Information and Up-to-Date Statistics	Media Campaigns, Questionnaires/Surveys, Information on Completed or Upcoming Projects	Ongoing	Website Visits
Evaluate Before-and-After Performance of Safety Improvements		3-year Follow-up	Reduction in Fatal and Serious Injury Crashes
Continue Participation in Vision Zero Movement to Share and Gain Ideas		Ongoing	Reduction in Fatal and Serious Injury Crashes
Explore Additional Local and Grant Funding Opportunities		Ongoing	Increased Funding for Safety

Human Behavior

Strategy Description	Potential Countermeasures	Timeframe	Performance Measures
Public Awareness Campaign on Speeding and Red-light Running	Media Outlets	Ongoing	Reduction in Fatal and Serious Injury Aggressive Driving Crashes
Advocate for Increased Seatbelt and Helmet Use	Provide Speakers	Ongoing	Meeting all Requests
Increased Social Media Safety Presence	Facebook, X	Ongoing	Number of posts and followers
Driver Education Media Campaigns	"Buckle Up/Phone Down", "Arrive Alive", and "Click it or Ticket" KYTC Media Campaign Source	Ongoing	Reduction in All Crashes and Fatal and Serious Injury Crashes
Speed Awareness Signing	Dynamic Speed Feedback Signs	Ongoing	Signs rotated at speeding related high crash locations
Partner with High Schools to Provide Education Material	Safety Flyers and Educational Material	Annual	Engagements
Increased Enforcement on Impaired Crash Corridors and Hotspot Intersection for Aggressive Driving	Pikeville Police Department	Annual	Target Corridors
Explore Additional Local and Grant Funding Opportunities		Ongoing	Increased funding for safety

Multi-Modal

Strategy Description	Potential Countermeasures	Timeframe	Performance Measure
Partner with University of Pikeville to Improve Multi-modal Safety On and Near Campus.	Campus or Campus Edge Improvement Projects	Biennial	Target: 1 Project
Expand and Connect Pedestrian and Bicycle Infrastructure	Sidewalk, Bike lane, and Multi-use Path Projects	Biennial	Target: 1 Project
Install Lighting at High Crash Intersections	Lighting	Biennial	Target: 1 Project
Implement Traffic Calming Measures	Speed Tables, Curb Bulb-outs, Reduced Lane Widths, Reduced Speed Limits	Ongoing	Consideration in Capital Improvement Projects

Roadway Network (Strategy)

Strategy Description	Location	Potential Countermeasures	Timeframe	Performance Measure
Employ Access Management in Capital Improvement Projects		Raised Medians, Roundabouts, RCUT, Right-in/Right-out, Access Consolidation	Ongoing	Awareness of safety in improvement projects
Implement Low-Cost Countermeasures at Signalized Intersections	Prioritized Signalized Intersections	Striping, Signing, Lighting, Retroreflective Backplates	Biennial	Target: 1 Intersection
Implement Low-Cost Countermeasures at Unsignalized Intersections	Prioritized Unsignalized Intersections	Striping, Signing, Lighting	Biennial	Target: 1 Intersection
Innovative Intersections	Prioritized Intersection Lists and HIN	Roundabout, RCUT	Every 3 years	Target: 1 Intersection every 3 years

Roadway Network (Projects)

Project Description	Location	Potential Countermeasures	Timeframe
Conduct signal timing review	Prioritized Signalized Intersections		Short-Term (2028)
Implement Lead Pedestrian Intervals (LPIs)	Prioritized Signalized Intersections		Short Term (2028)
Hambley Blvd Safety Improvement Project	Hambley Blvd *(HIN #8 & #12, Signalized Intersection #3, Unsignalized Intersections #3 & #7)*	Innovative Intersections, Lighting, Rightsizing, Enhanced Pedestrian Crossings, Curb-bulb Outs, Bicycle Facilities, On-street Parking Improvements	Short-Term (2028)
Hambley Blvd & Loraine St Intersection Safety Improvement Project *(Current HSIP)*	Hambley Blvd & Loraine St *(HIN #8)*	Roundabout, Lighting	Short-Term (2029)
US 23 Project *(Current KYTC 6 Year Plan Project)*	US 23 *(HIN #3, Unsignalized Intersections #2 & #4)*	Innovative Intersections, Lighting, Access Management	Mid-Term (2030)
Roadway Departure Corridor	Chloe Rd *(HIN #11)* Town Mountain Rd *(HIN #14)*	Enhanced Curve Delineation, High-Friction Surface, Rumble Strips, Lane and Shoulder Widening	Mid-Term (2031)
Main St Safety Improvement Project	Main St *(HIN #7)*	Rightsizing, Curb-bulb Outs, Enhanced Signing, Enhanced Pedestrian Crossings	Mid-Term (2032)
Cassady Blvd Safety Improvement Project	Cassady Blvd *(HIN #13)*	Pedestrian Facilities, Enhanced Pedestrian Crossings, Innovative Intersections, Access Management	Mid-Term (2033)
Baird Ave Safety Improvement Project	Baird Ave *(HIN #1)*	Innovative Intersection, Rightsizing, Access Management, Enhanced Pedestrian Crossings	Long-Term (2034)
US 23 Safety Improvement Projects	US 23 *(HIN #2, #5, #6, #9)*	Innovative Intersections, Access Management, Offset Left Turns, Reflective Backplates,	Long-Term (2034)
W Shelbiana Rd Safety Improvement Project	W Shalbiana Rd *(HIN #4)*	Access Management, Turn Lanes, Lighting, Rumble Strips	Long-Term (2035)
South Bypass (KY 1426) Safety Improvement Project	South Bypass (KY 1426) *(HIN #10, Unsignalized Intersections #7, #8, & #10)*	Innovative Intersections, Lighting, Access Management, Enhanced Pedestrian Crossings	Long-Term (2037)

8 | Progress and Transparency

Pikeville is dedicated to enhancing our community's roadways into safer spaces by consistently monitoring and updating the Safety Action Plan. It is essential for Pikeville's success to track progress towards the goal of eliminating fatalities and serious injuries by 2050. The plan's oversight will be conducted openly, with a commitment to making data readily available and communicating updates clearly to the community.

Safety Performance Measurement

The City will measure safety improvements through performance metrics. Additionally, the impact of individual projects will be carefully tracked to ensure they positively impact safety.

Annual Safety Performance Measures

Crash Severity

The total number of crashes by severity will be monitored annually. The measurement will include monitoring crash severity: Fatal, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury.

Fatal and Suspected Serious Injury Crashes

The annual fatal and suspected serious injury crashes will be monitored annually. The measurement will include monitoring the total number of fatal and suspected serious injury crashes.

Vulnerable Road User Crashes

Annually, the vulnerable road user crashes will be monitored, with an emphasis on fatal and suspected serious injury crashes. 13% of the fatal and suspected serious injury crashes was a vulnerable road user crash

Project Specific Performance Measures

The City, in collaboration with stakeholders, will monitor project specific performance measures. The Safety Action Plan recommends specific improvements based on the reactive approach (historical crash analysis) and systemic approach. Project specific improvements will be tracked for the prioritized signalized intersections, unsignalized intersections, and along the corridors identified on the High Injury Network. The main project specific performance measures anticipated to be collected include:

Prioritized Locations

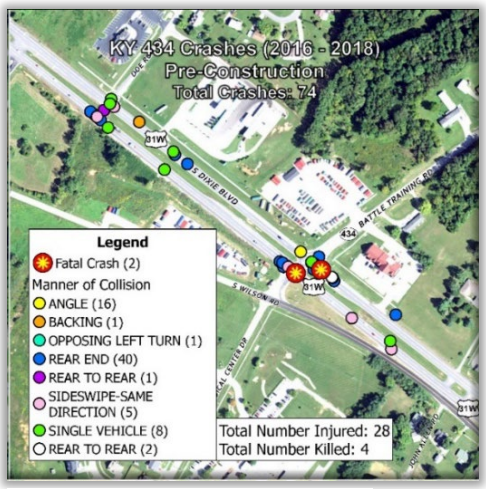
Total number of safety improvement projects being implemented at prioritized locations-- Performance measures will include the overall total number of safety focused improvement projects that are constructed from the potential improvements listed in Chapter 7. Each year the total number of safety improvements implemented at the intersections and along the corridors identified on the High Injury Network will be measured

Crash Trends

The crash trends of these implemented safety improvement projects– When a safety improvement project has been constructed, post-construction crash history can be collected to begin to document the realized crash reduction benefit. Crash trends can be measured for each project specific improvement and will aid the City in future safety improvement decisions. This performance measure will be focused on tracking fatal and serious injury crashes for each improvement project.

Studies & Design

Safety studies and design plans that are initiated and completed will be measured each year-- Safety studies and designs that include cost estimates, public engagement, NEPA documentation, and project readiness, will move the projects closer to construction. Each location that has a completed study and design will be moved closer to actual implementation and realizing the goal of eliminating fatal and serious injury crashes.



PRE-CONSTRUCTION

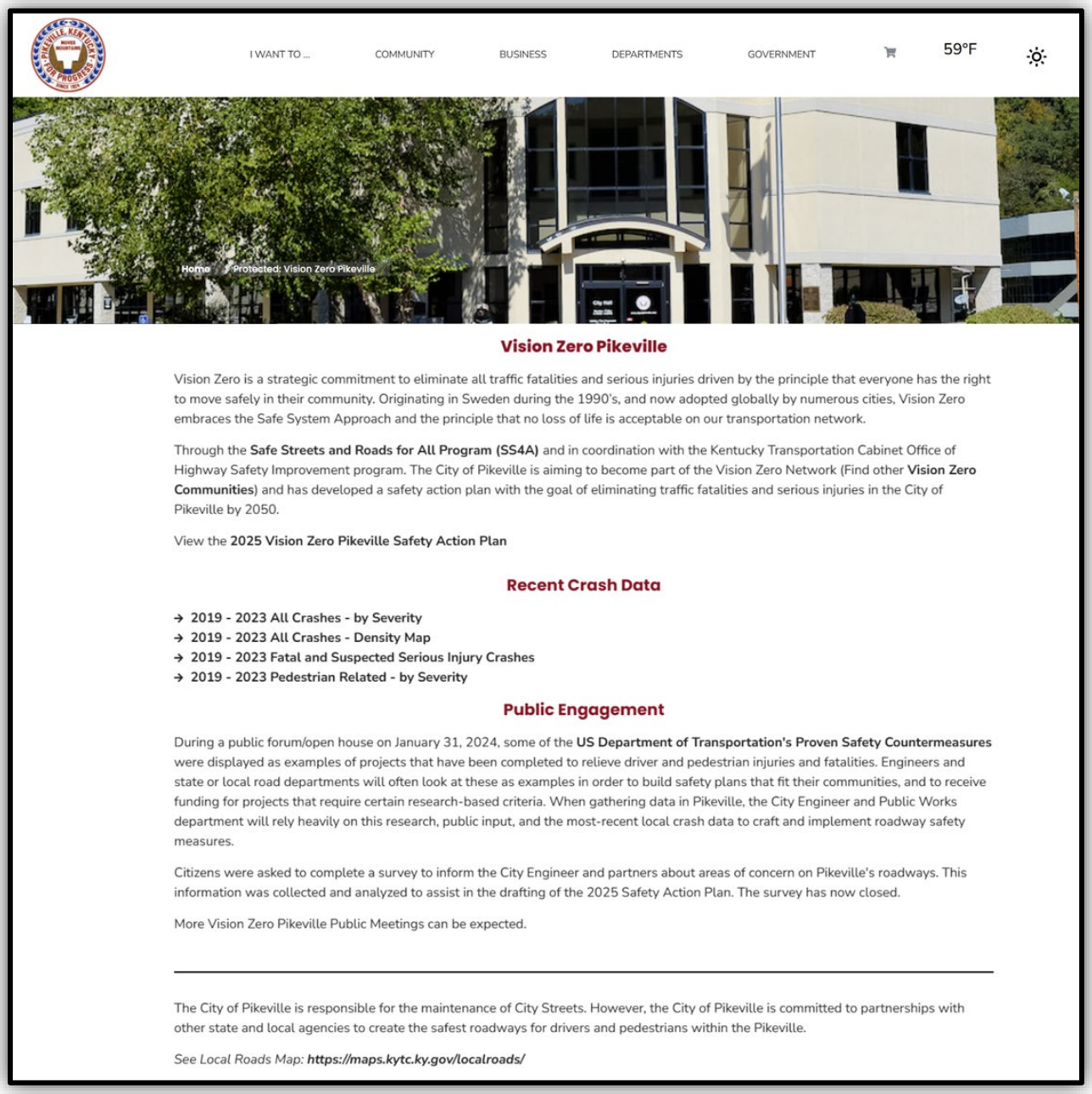
POST-CONSTRUCTION

Geospatial representation of crash trends for specific projects is an effective method to demonstrate their impact to the community. Illustrating pre and post-construction crash data, with a focus on the decrease in fatal and suspected serious injury crashes, clearly communicates safety improvements.

Transparency

The Safety Action Plan progress has been openly communicated via the Vision Zero Pikeville website. This platform served to engage the community through a survey, and to disseminate further resources including maps, the Vision Zero Network, Safe Streets and Roads for All Grant Program, and Safe Systems Approach.

The Safety Action Plan is available on the website and will continue to be the platform for sharing updates and presenting the effectiveness of implemented safety measures.



Feedback and Continuous Improvement

In developing the Safety Action Plan, the focus was on gathering the community input through surveys and meetings, while also collaborating closely with stakeholders and the Safety Action Group. The city plans to maintain this dialogue, continuously engaging both the public and stakeholders to collect feedback and make necessary adjustments to the plan based on effectiveness.