ACKNOWLEDGEMENTS

Shelby County Bicycle and Pedestrian Master Plan
August 2017

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1.0 INTRODUCTION AND BACKGROUND

1.1 PURPOSE

The overall goal of the Bicycle and Pedestrian Master Plan is to set a stage for the county's long-term vision of safe, accessible, and connected bicycle and pedestrian network. Implementation of the plan will improve walking and biking conditions throughout Shelby County with an emphasis on connecting neighborhoods, schools, business districts, parks, and recreational facilities. Another key objective of the plan is to increase opportunities for physical activity within the county. By making walking and bicycling safer and more convenient, there will be greater incentive to walk and ride bikes for health and recreation, as well as for transportation.

The *Bicycle and Pedestrian Master Plan* is a stand-alone document that could be incorporated into the Transportation Element of the *Shelby County Comprehensive Plan* (Triple S Planning Commission, 2015) *as* part of the next annual update. The Master Plan provides an updated inventory of pedestrian and bicycle facilities, analyzes the functionally of the overall non-motorized network, and identifies potential for improvements of the network that address connectivity, comfort, and safety.

1.2 BACKGROUND

Shelby County Multi-Use Pathway Joint Committee

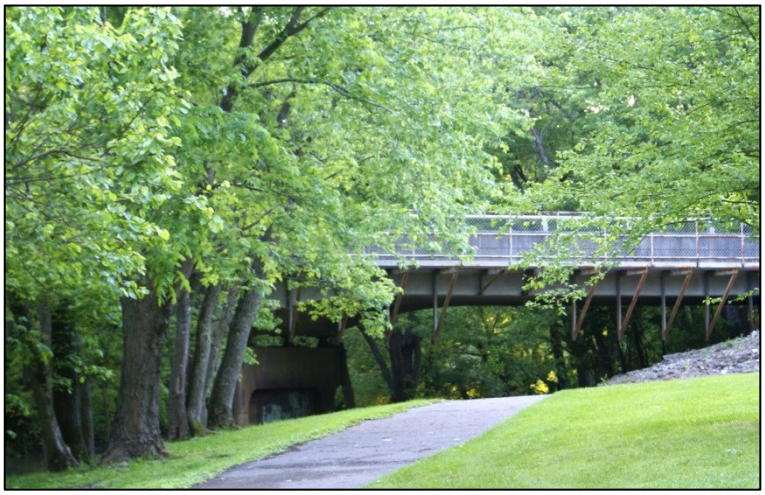
The Shelby County Multi-Use Pathway Joint Committee was created with representatives from Shelby County, City of Simpsonville, City of Shelbyville,

Shelby County Parks, Shelby Tourism Commission and the Triple S Planning Commission. The purpose of the committee is to address the needs of alternative modes of transportation, strengthen zoning regulations, and for the completion of the *Bicycle and Pedestrian Master Plan* for Shelby County.

Plan Development

The *Bicycle and Pedestrian Master Plan* was developed over a period of approximately six months with funding through Shelby County Fiscal Court, the City of Shelbyville, the City of Simpsonville and Shelby County Tourism.

An Advisory Committee was established that met regularly between September 2016 and February 2017. The committee helped develop draft goals and objectives, provided input on the proposed bicycle and pedestrian network facilities, and the prioritization criteria. In addition to the advisory committee input, a survey was conducted early in the plan development process to learn more about the habits and preferences of those who are biking and walking in Shelby County. Two public workshops were conducted in October 2016 and January 2017, both in the City of Shelbyville. The October workshop focused on gathering input on existing conditions. The January workshop focused on a review of the goals and objectives, a draft presentation of proposed facilities, and other plan recommendations.



1.3 VISION

Shelby County envisions a safe transportation system that encourages the use of alternative modes of transportation to enrich the quality of life. The system will lead to the establishment of viable bicycle and pedestrian networks for all users regardless of their age or ability. The development of the system will focus on a healthy environment, continued economic growth, increased connectivity, and forming a more vibrant, sustainable county.

This vision will be realized through the achievement of the following goals:

Bicycle and Pedestrian Network and Support Facilities – Develop a network that allows for safe and convenient movement throughout the county and that provides connections to other regional networks.

Safety, security, and Equity – Provide safe connections between neighborhoods, business centers, institutional facilities, parks, recreation facilities, and schools. Consider the needs of all residents, especially those who do not have access to private vehicles or access to public transportation.

Transportation and Land Use – Consider adjacent land uses and their potential to generate walking and biking travel when determining where walking and cycling improvements are most needed.

Education and Awareness – Open the lines of communications so that all users of the transportation network have improved awareness of the need to share the roadways and trails, and recognize and observe traffic safety laws.

Maintenance and Operations – Ensure that biking and walking facilities are kept in good condition and safe for the intended users.

Tourism and Economic Development – Expand the opportunity for tourism and regional recreational riding and walking.

Public Health – Enhance public health by encouraging biking and walking.

1.4 GOALS AND OBJECTIVES

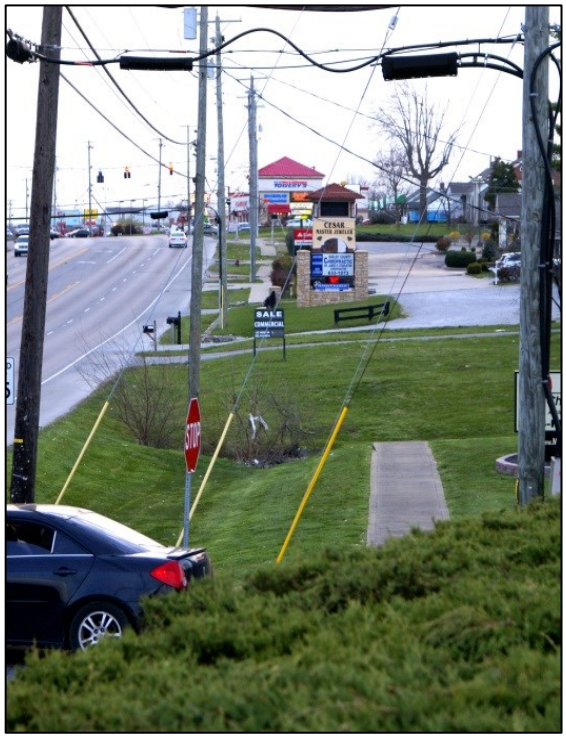
The following section reflects the development by the Advisory Committee of specific objectives that will be instrumental in achieving the previously stated goals. These objectives are both broad and comprehensive, and were reviewed by the public at the workshops. They can only be met successfully through community-wide effort, and not just through local governmental action.

BICYCLE AND PEDESTRIAN NETWORK AND SUPPORT FACILITIES

Goal: Develop a network that allows for safe and convenient movement throughout the county and that provides connections to other regional networks.

Objectives:

- *Improve pedestrian and bicycle infrastructure connectivity and provide more places to walk and cycle.*
- *Build pedestrian and bicycle facilities on new roadways where appropriate, and retrofit older roadways to complete the network when feasible.*
- *Complete missing links in pedestrian and bicycle infrastructure on the existing street network as a priority measure.*
- *Improve connections to possible future transit for pedestrians and bicyclists.*
- *Develop a bicycle and pedestrian network that supports a diversity of abilities and interests.*
- *Encourage high-quality and secure bicycle parking at destinations.*
- *Provide wayfinding tools for pedestrians and bicyclists. (Maps, signage, etc.)*



SAFETY, SECURITY, AND EQUITY

Goal: Provide safe connections between neighborhoods, business centers, institutional facilities, parks, recreation facilities, and schools. Consider the needs of all residents, especially those who do not have access to private vehicles or access to public transportation.

Objectives:

- *Provide facility safety through design, operations, maintenance, and education.*
- *Effectively enforce laws that affect bicyclist and pedestrian safety.*
- *Provide outreach and education to increase safety and awareness for pedestrians, bicyclists, and motorists.*
- *Ensure that pedestrian and bicycle facilities are available and accessible to everyone in the community.*
- *Apply traffic calming techniques where practical to address safety issues associated with vehicle speeds and volumes.*

TRANSPORTATION AND LAND USE

Goal: Consider adjacent land uses and their potential to generate walking and biking travel when determining where walking and cycling improvements are most needed.

Objectives:

- *Connect the pedestrian and bicycle network to destinations such as government facilities, residential areas, commercial and business districts, parks, trails, schools, and recreation sites.*
- *Require implementation of pedestrian and bicycle facilities as part of improvements associated*

with development or redevelopment.

- *Coordinate "pathway" projects with parks and recreation agencies.*
- *Develop "connector trails" to link destinations and facilities not easily accessible to and from the existing street network.*
- *Require pedestrian and bicycle trip-making through the form, density, and design of new commercial and business centers.*

EDUCATION AND AWARENESS

Goal: Open the lines of communications so that all users of the transportation network have improved awareness of the need to share the roadways and trails, as well as enhanced recognition and observation of traffic safety laws.

Objectives:

- *Support creative local walking and biking events*
- *Develop programs that encourage people to shift from driving to walking and biking for short trips within the City.*
- *Encourage walking and biking to community events.*
- *Strengthen local walking and biking organizations.*
- *Promote Shelby County as a walkable, bikeable, and accessible county.*
- *Provide easily accessible information about the pedestrian and bicycle system.*
- *Encourage school officials to support biking and walking to school, by providing reference materials, bike racks at schools, and supporting bike-to-school day programs.*

MAINTENANCE AND OPERATIONS

Goal: Ensure that biking and walking facilities are kept in good condition and safe for the intended users.

Objectives:

- *Monitor bicycle and pedestrian facilities to ensure that safety is not being degraded over time.*
- *Update pedestrian and bicycle facilities where appropriate to incorporate best practices.*
- *Manage traffic control systems to better facilitate bicycle and walking travel along strategic corridors.*
- *Encourage community support and participation in the maintenance of the facilities.*

TOURISM AND ECONOMIC DEVELOPMENT

Goal: Expand the opportunity for tourism and regional recreational riding and walking.

Objectives:

- *Sidewalks and bikeways should be inviting to existing and potential walkers and bikers.*
- *Promote and enhance the role of sidewalks and streets as the PUBLIC REALM by re-envisioning them as public spaces for people to enjoy.*

- *Elevate the level of pedestrian amenities, maintenance, and management to make the sidewalks and streets a vital part of the County's civic life and accessible to all.*
- *Support biking and walking improvements to help communities near major trails leverage economic benefits of trail tourism.*
- *Coordinate with business and economic development organizations to develop and promote biking and walking resources and activities.*
- *Support creative walking and biking events.*

PUBLIC HEALTH

Goal: Enhance public health by encouraging biking and walking.

Objectives:

- *Provide safe and accessible streets, intersections, and trails, as well as programs and policies that encourage increased biking and walking as a safe and active form of transportation and recreation for all users.*
- *Encourage replacement of short vehicular by biking or walking trips, with resulting benefits for residents' health and fitness and reductions in air pollution.*
- *Partner with local governments and other agencies to support walkable and bikeable communities to achieve sustainability, livability, health, equity, and economic benefits.*
- *Encourage and provide incentives for active lifestyles that include regular walking or biking.*

2.0 EXISTING CONDITIONS & ANALYSIS

This chapter summarizes the existing conditions for bicycling and walking in Shelby County. A comprehensive analysis was conducted by the project team to understand the existing conditions within the county. The evaluation included: data collection and a review of plans, ordinances, and programs related to bicycling and walking; an inventory and summary of existing bicycle and pedestrian facilities; analysis of key destinations and existing connectivity; and the condition of existing infrastructure.

Shelby County offers many opportunities for outdoor recreation, and all of the parks include a number of recreational options to satisfy both residents and visitors to the county. The better known parks include Clear Creek Park, Red Orchard Park, Shelby Trails Park, Finchville Park, and the Skate Park in Shelbyville. Other recreation areas include the Greenway Trail, the Lake Shelby Campground, and several smaller parks such as Stratton Bottom Park and Elmo Head Park. In all,

Shelby County and the City of Shelbyville operate 12 parks that cover roughly 800 acres.

The City of Simpsonville has the Fred Wiche Park and may soon expand that facility with a recent adjacent land acquisition. Simpsonville was awarded a "Playful City USA" designation in 2015 by KaBoom!, a national non-profit organization that encourages communities to increase "playability" and to foster family-friendly environments that promote play everywhere. At that time, it was the smallest city in the nation to have received the award.

Shelby County does not have a large, active community of recreational and non-recreational cyclists/pedestrians. This is likely resulting from the lack of connectivity within the county and from the fact that most workers travel longer distances for work. From observations during field investigations and interviews with local residents, very few people commute to work using a mode of transportation other than a single-occupancy vehicle (car, truck, SUV, etc.).

A general assessment was conducted of the existing bicycle and pedestrian networks by gathering data concerning existing infrastructure, bicycle and pedestrian travel, roadway characteristics, and connectivity. This section of the Master Plan describes key findings in those areas.

2.1 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

The baseline for pedestrian needs and issues in Shelby County included a targeted review of public perceptions and existing conditions for walking. Key takeaways from this review are presented below.

Pedestrian and Bicycle Travel

The levels of commuting by walking or biking as a means of travel to work are relativity low in Shelby County. According to American Community Survey (www.census.gov, 2014) data (a product of the United States Census) from 2014, approximately 94% of the residents use a car, truck or van to travel to work. Only 2.3% walk to work, and less than 0.1% use a bicycle as transportation to work (see Figure 2.1 below).

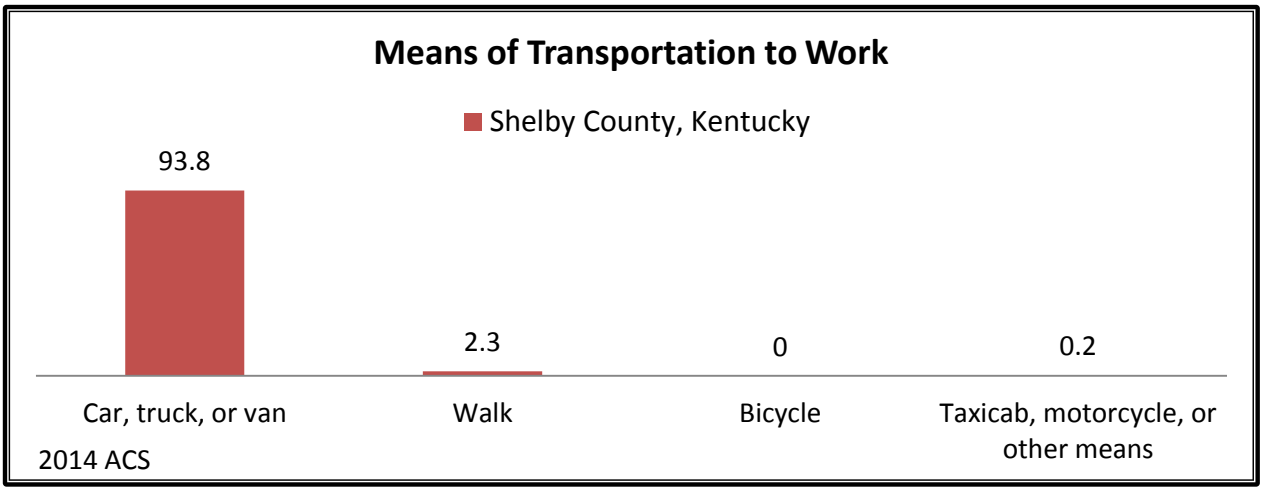


FIGURE 2.1

Pedestrian Facilities

The existing pedestrian infrastructure in Shelby County consists of roughly 90 miles of sidewalks along over 50 miles of roadway (sidewalks exist on both sides of many roads). Pedestrian facilities are primarily concentrated in the incorporated cities (Shelbyville and Simpsonville), with some sidewalks in the smaller communities of Bagdad, Finchville and Waddy. Recreational trail networks exist near Clear Creek Park, at Lake Shelby, as the Clear Creek Greenway along portions of Clear Creek itself, and in Red Orchard Park. There are two locations where a multi-use trail runs alongside a roadway: on a section of KY 2861/Mack

Walters Road and on KY 1848 (from US 60 to Rolling Ridge Way). The existing pedestrian networks in each city and in the three other communities mentioned are depicted in **Appendix A** on **Maps 2.1 through 2.7**.

An analysis was done to determine the condition of the existing sidewalk infrastructure. Overall, Shelby County sidewalks are in "good" condition, with a few segments along the Seventh Street corridor rated in "poor" condition. The sidewalks in downtown Shelbyville and in Simpsonville are generally new or have been well-maintained, and the sidewalk segments noted previously are isolated and do not suggest a systemic problem on a greater scale.

A public sidewalk must meet the *Americans with Disabilities Accessibility Guidelines* (ADA) standards, which include having a firm, even, slip-resistant surface (typically asphalt or concrete), and a maximum grade of 8.2%. More details regarding compliance with federal standards and policies can be found through the Federal Highway Administration (FHWA) Bicycle and Pedestrian Program (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/).

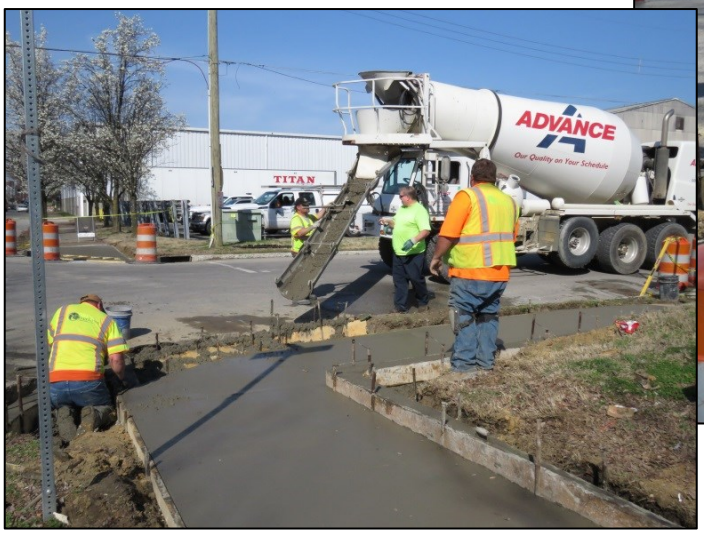
The Kentucky Transportation Cabinet's *Highway Design Guidance Manual* (http://transportation.ky.gov/Highway-Design) suggests the following guidelines for providing pedestrian accommodation in urban areas:

- 5' sidewalks with 2' buffer strip on both sides of the roadway (desirable)
- 5' minimum, 6'-10' desirable for sidewalks in heavily traveled pedestrian areas, Central Business Districts (CBDs), and other special applications

- 10’ desirable, 8’ minimum shared use path (two-way directional travel)
- Shoulders (for rural cross-section in urban areas): minimum width based on KYTC policy as stated in HD-700, “Geometric Design Guidelines”
- 10’ shared use path with 5’ sidewalk on opposite side

The KYTC’s *Highway Design Guidance Manual* suggests the following guidelines for pedestrian accommodation in rural areas:

- Shoulders: minimum width based on KYTC policy as stated in *Highway Design Guidance Manual*, HD-700, “Geometric Design Guidelines”
- 10’ desirable, 8’ minimum shared use path (two-way directional travel)
- 5’ sidewalk with 2’ buffer strip on both sides of the roadway (desirable for urban cross-section in rural areas)



Bicycle Facilities

Although there a number of cyclists throughout the community, Shelby County has no bike lanes, side-paths, or shared/paved shoulders designated for bicycle usage. The only facilities both alongside a roadway and used by bicyclists are multi-use paths on a section of KY 2861/Mack Walters Road in Shelbyville and on KY 1848 (from US 60 to Rolling Ridge Way) in Simpsonville.

Bicycle Facilities along State-maintained roads across the state include bike lanes, side-paths, paved shoulders, and shared lanes denoted with the use of pavement

markings. KYTC issued the *Pedestrian & Bicycle Travel Policy* in 2002 to guide an increase in the development of bicycle and pedestrian facilities on or along State roads. The policy requires the review of bicycle accommodation on all new or reconstructed state-maintained roadways. KYTC will also consider accommodating bicycle transportation when planning the resurfacing of roadways, including shoulders.

Multi-Use Paths

Currently, Mack Walters Road and KY 1848 are the only roads in Shelby County that have multi-use paths running parallel to the roadway. A multi-use path can serve as part of a transportation circulation system, and supports multiple modes such as walking, bicycling, and skating. It typically has a surface that is asphalt, concrete, or firmly packed aggregate. The *AASHTO Guide for the Development of Bicycle Facilities* (https://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf) defines a shared use (multi-use) path as being physically separated from motor vehicular traffic with an open space or barrier. Shared use paths are best utilized in areas where driveway and road access crossings are limited in order to minimize the number of motor vehicle/path-user conflicts. KYTC's *Highway Design Guidance Manual* suggests that multi-use paths in urban areas be a minimum of eight (8) feet wide, with a desirable width of ten (10) feet.

2.2 CRASH DATA

During the four (4) year period from 2012-2105, there were 17 crashes reported in Shelby County involving a bicyclist and a motor vehicle. Over the same period of time, 35 crashes involving motor vehicles and pedestrians occurred in the County. As could be reasonably expected, the majority of the crashes occurred on some of the most heavily-travelled routes such as US 60, KY 55 and KY 53. However, local roads in the community represent hazardous situations for both pedestrians and cyclists as well. Safety considerations should be paramount in any improvement scenario going forward.

2.3 CONNECTIVITY

There are both obvious and not-so-obvious gaps in the bicycle and pedestrian network in Shelby County. The maps depicting the existing facilities readily reveal the shorter gaps, but a further analysis of the lack of connectivity between important community destinations should be made. A well-connected transportation network reduces the distances traveled to reach destinations, increases the options for routes of travel, and can facilitate walking and bicycling. Well-connected, multimodal networks are characterized by seamless bicycle and pedestrian infrastructure, direct routing, accessibility, few dead-ends, and few physical barriers. Increased levels of connectivity are

How can it benefit my community?

In addition to reducing Greenhouse Gas (GHG) emissions, greater bicycle and pedestrian connectivity can:

» Encourage physical activity and promote a healthy lifestyle

» Increase transit ridership

» Provide equal access to destinations for users of all modes

» Increase safety for bicycles and pedestrians

» Increase community involvement and activity in developing policy and promoting projects

associated with higher levels of physical activity from transportation. Connectivity via transportation networks can also improve health by increasing access to health care, goods and services, etc. Strategies to improve pedestrian and bicycle connectivity include:

- Short block lengths
- Implementation of a Complete Streets policy
- Bicycle/pedestrian outlets for cul-de-sacs and dead ends
- Safe and visible bicycle and pedestrian facilities
- Prioritization of multimodal access to public transportation

3.0 PLAN DEVELOPMENT & PUBLIC INPUT

The development of the *Shelby County Bicycle and Pedestrian Master Plan* was a collaborative process facilitated by the project team from the Kentuckiana Regional Planning and Development Agency (KIPDA) working closely with key representatives from the Shelby County community. **Figure 3.1** is a flowchart that details the planning process.

The first step in the planning process was to develop a scope of work and to collaborate with the Shelby County Multi-Use Joint Pathway Committee to steer the project through its development. The Pathway Committee was engaged to assist the project team by serving as a clearinghouse for all information relevant to the plan while also providing a local perspective. The Pathway Committee is comprised of representatives from Shelby County, the City of Shelbyville, the City of Simpsonville, Shelby County Parks, the Shelby County Tourism Commission and the Triple S Planning Commission.

A kick-off meeting was held with the Pathway Committee on September 13, 2016 to introduce them to the project and to elicit their views and insight regarding bicycling and walking needs throughout Shelby County. The Pathway Committee identified key destinations, opportunities, challenges, and amenities for bicycling and walking within Shelby County.

The next step in the planning process was to complete a system evaluation, utilizing all existing data to establish a baseline of current bicycle and pedestrian

accommodations and activity, and to identify opportunities and constraints for future improvements in Shelby County. These steps allowed the project team to develop a comprehensive menu of recommendations aimed at increasing walking and bicycling within the County.

The project team's data collection efforts included a review and analysis of existing relevant reports, resources, mapping, new developments, city and county ordinances, and related projects provided by City, County and State agencies. Key sources of information used in the development of the *Shelby County Bicycle and Pedestrian Master Plan* included the *Shelby County Comprehensive Plan*, the *Shelbyville Seventh Street Corridor Plan*, *the Simpsonville Small Area Plan*, *the Shelbyville East End Study* (all of which can be found on the Triple S Planning Commission website), GIS Data (including a facilities inventory conducted by KIPDA), KYTC Bike Walk resources, and the Federal Highway Administration's Bicycle and Pedestrian Program Guidance.

The needs assessment of the County's bicycle and pedestrian transportation system was conducted by reviewing the existing conditions and classifying opportunities for improvement. This evaluation and analysis identified barriers, gaps in connectivity, substandard conditions, and assessed the overall suitability of the existing infrastructure for bicycling and walking.

The third step in the planning process was to conduct public outreach. A public "visioning" workshop was held on October 3, 2016 to inform the public about the plan and to elicit their input for the development of the plan. Participants were presented information by way of mapping stations and were offered the opportunity to comment on the strengths and weaknesses of the existing infrastructure. A public survey was also conducted at the public meeting that addressed the needs, desires, and possible changes needed to enhance bicycle and pedestrian access throughout the community.

Recommendations gathered from those who attended the meeting are represented in **Figure 3.2** and can be located by ID Number in **Appendix A** on **Map 3.1**. Input from the Pathway Committee gathered at the same point in time is represented in **Figure 3.3** and in **Appendix A** on **Map 3.2.**

Figure 3.1

PLAN DEVELOPMENT PROCESS

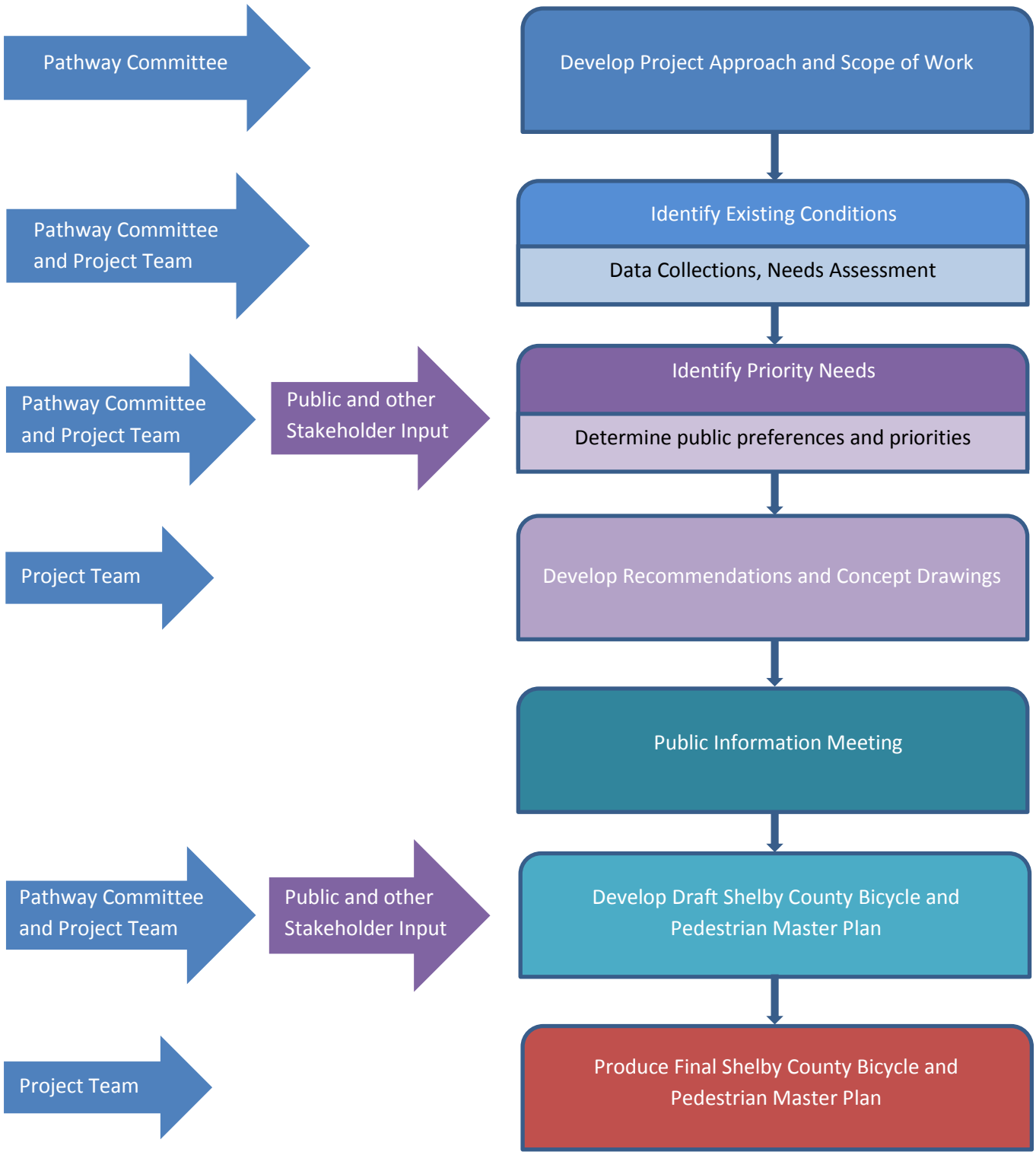


Figure 3.2

PUBLIC MEETING COMMENTS

ID#	Location (see Appendix A - Map 3.1)	Comment
1	KY-53 / I-64	BIKE / PED ACCESS ACROSS I-64
2	KY-53 / I-64	BIKE / PED ACCESS ACROSS I-64
3	KY-53 NORTH OF CITY	NO CONNECTIVITY, HARD TO WALK BETWEEN WASHINGTON STREET AND FREEDOM'S WAY
4	US-60 - MIDLAND TRAIL FROM FREEDOM'S WAY/KY 55 TO FAIRGROUNDS	NO CONNECTIVITY, HARD TO WALK, GAPS IN SIDEWALKS
5	US-60 - MASONIC HOME TO ROCKET LANE	BIKE / PED ACCESS
6	7TH STREET US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
7	7TH STREET, US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
8	7TH STREET, US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
9	7TH STREET, US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
10	7TH STREET, US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
11	7TH STREET, US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
12	7TH STREET, US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
13	7TH STREET, US-60 TO CLEAR CREEK PARK	BIKE / PED ACCESS
14	KY-53, FROM RAILROAD TRACKS TO BYPASS	NO CONNECTIVITY, HARD TO WALK
15	KY-53, FROM RAILROAD TRACKS TO BYPASS	NO CONNECTIVITY, HARD TO WALK
16	ST REGIS DRIVE	NO SIDEWALK BETWEEN US-53 AND OSPREY COVE AVENUE
17	BRASSFIELD BOULEVARD	CONNECT TO EXISTING PATH TO GREENWAY
18	KY-55, NORTH OF SHELBYVILLE	SIDEWALK NEEDED FOR SAFE WALKING
19	BAYNE AVENUE	CONNECT NEIGHBORHOOD TO US-60 FOR SAFE WALKING
20	BENSON PIKE, ROCKET LANE TO MT EDEN ROAD	CONNECT NEIGHBORHOOD TO SCHOOLS
21	DISCOVERY BOULEVARD TO FREEDOM'S WAY/KY 55	CONNECT SCHOOLS TO EXISTING SIDEWALK

ID#	Location (see Appendix A - Map 3.1)	Comment
22	US-60 - MASONIC HOME TO ROCKET LANE	BIKE / PED ACCESS
23	RED ORCHARD PARK	NEEDS ACCESS TO DOWNTOWN
24	US-60 - MASONIC HOME TO ROCKET LANE	BIKE / PED ACCESS
25	RED ORCHARD PARK	NEEDS ACCESS TO DOWNTOWN
26	SHELBY COUNTY H.S. TO EAST MIDDLE SCHOOL	SIDEWALK IMPROVEMENTS NEEDED
27	NUMEROUS ROADS	BIKE LANES / SHARROWS TO ACCESS TOWN
28	DOWNTOWN SHELBYVILLE	BIKE RACKS NEEDED
29	KY-1848 AT EXIT 28	UNSAFE AND DANGEROUS FOR PEDESTRIANS TO CROSS THROUGH INTERCHANGE
30	GRAND CENTRAL DRIVE	ADD NEW SIDEWALKS
31	US-60 / FAIRVIEW DRIVE TO MERE LANE	ADD NEW SIDEWALKS
32	US-60 / OLD VEECHDALE ROAD TO KY-1848	ADD NEW SIDEWALKS
33	US-60 / KY-1848 TO SIMPSONVILLE ELEMENTARY	ADD NEW SIDEWALKS
34	ROLLING RIDGE WAY	SIDEWALKS NEEDED TO KY-1848
35	OLD VEECHDALE ROAD	SIDEWALKS NEEDED FROM US-60 TO CHAMPIONS WAY
36	TODDS POINT ROAD	SIDEWALKS NEEDED FROM US-60 TO TODDS STATION SUBDIVISION
37	KY-1848 AND I-64	SIDEWALKS NEEDED TO CROSS OVER INTERSTATE
38	US-60 WESTBOUND	CONNECT TO PARKLANDS OF FLOYDS FORK IN JEFFERSON COUNTY
39	KY-1848	HIGH TRAFFIC SPEED WITH POOR VISIBILITY DUE TO HILLS AND CURVES. SHOULDERS NEED TO BE WIDENED
40	US-60 FROM SIMPSONVILLE TO WEBB ROAD	WIDEN SHOULDER
41	BURKS BRANCH ROAD	TONS OF BICYCLE TRAFFIC PASSING HIS HOUSE
42	BROADEN AND ENHANCE EXISTING BIKE / PED PATH	HIGH TRAFFIC AREA, PATH NEEDS TO BE WIDENED AND PROTECTED

ID#	Location (see Appendix A - Map 3.1)	Comment
43	KY-53 / I-64	MULTI-USE SIDEWALK / BIKE PATH, UNSAFE AREA
44	AIKEN ROAD	NEEDS PATH FOR BIKERS
45	AIKEN ROAD TO LONG RUN PARK	HEAVY BIKE TRAFFIC, NEEDS PATH
46	KY-53 AT BONNIE BRAE DRIVE	UNSAFE AREA, NEEDS TO BE WIDENED OR ADD SIDEWALK / BIKE TRAIL
47	US-60 EAST OF SHELBYVILLE	CONNECT SCHOOLS TO EXISTING SIDEWALK
48	US-60 WEST OF SHELBYVILLE	EXISTING SIDEWALK ENDS IN FRONT OF BIG O TIRES, CONNECT SCHOOL TO EXISTING SIDEWALK
49	KY-53 NORTH OF SHELBYVILLE	NEEDS WIDENING WITH PAVED SHOULDER
50	BURKS BRANCH NORTH TO FOX RUN RD	HARD TO SEE OVER HILL IF TRAFFIC COMING, ADDED PATH OR ROAD WIDENING WOULD BE HELPFUL
51	KY-53 / I-64	BIKE / PED ACCESS ACROSS I-64
52	7TH STREET, US-60 TO CLEAR CREEK PARK	NO SAFE PED / BIKE LANE TO CLEAR CREEK PARK
53	BURKS BRANCH ROAD	NO SAFE BIKE LANE, ESPECIALLY FROM CLEAR CREEK PARK TO BYPASS
54	KY-55 NORTH OF SHELBYVILLE	SAFER BIKE-WAYS FOR THESE CORRIDORS; SHARE THE ROAD SIGNS, BIKES USE SHOULDERS ON KY-55 TO RIDE BETWEEN EMINENCE AND SHELBYVILLE
54A	NORTHERN SHELBY COUNTY	SAFER BIKE-WAYS FOR THESE CORRIDORS; SHARE THE ROAD SIGNS IN NORTHERN SHELBY COUNTY
55	KY-148 WEST	SHELBY TO JEFFERSON COUNTY TO ACCESS PARKLANDS OF FLOYDS FORK, MULTI-USE OR JUST BIKE
56	KY-148 TO KY-44	SHARED ROAD SIGNAGE
57	ZARING MILL ROAD	SHARED ROAD SIGNAGE
58	BONNIE BRAE DRIVE	NEEDS SIDEWALK TO CONNECT TO NEIGHBORHOOD
59	KY-53 FROM I-64 TO US-60	NEEDS SIDEWALK AND WIDENING OF ROADWAY

Figure 3.3

PATHWAY COMMITTEE COMMENTS

ID#	Location (see Appendix A - Map 3.2)	Comment
60	KY-55 / 1-64 OVERPASS	NO PEDESTRIAN CROSSING
61	KY-53 / I-64	NO PEDESTRIAN CROSSING
62	KY-53 AT HEN PECK LANE AND RR CROSSING	PEDESTRIAN SAFTEY ISSUE
63	MACK WALTERS ROAD AND RR CROSSING	PEDESTRIAN SAFTEY ISSUE
64	MACK WALTERS RD AT OLD MILL ROAD AND JONATHAN DRIVE	PEDESTRIAN SAFTEY ISSUE AT THE RR CROSSING
65	GORDON LN TO WEISSINGER GOLF COURSE	MULTI-USE PATH THAT CONNECTS GORDON LN TO WEISSINGER HILLS G.C.
66	MACK WALTERS TRAIL TO KENTUCKY STREET	MULTI-USE PATH CONNECTING KENTUCKY STREET TO THE MACK WALTERS TRAIL
67	MACK WALTERS ROAD TO GINKGO TRAIL	MULTI-USE PATH THAT CONNECTS MACK WALTERS ROAD TO GINKGO TRAIL
68	KY-53, FAIRWAY CROSSING TO US-60	NEEDS SIDEWALK ALONG KY-53 FROM FAIRWAY CROSSING TO US-60
69	KY-55, US-60 TO HEARTHSIDE CIRCLE	NEEDS SIDEWALK ALONG KY-55 FROM US-60 TO HEARTHSIDE CIRCLE
70	ST REGIS DRIVE	NO SIDEWALK BETWEEN THORNHILL DRIVE AND KY-55
71	CHAPEL HILL ROAD	NEEDS SIDEWALK BETWEEN CLEAR CREEK ELEMENTARY AND OLD MT EDEN ROAD
72	OLD JAILHOUSE BRIDGE	CONVERT OLD JAILHOUSE BRIDGE TO A PEDESTRIAN BRIDGE
73	NEW CONNECTOR ROAD	NEW CONNECTOR RD FROM OLD FINCHVILLE ROAD TO KY-1871
74	WARRIORS WAY	NEEDS SIDEWALK ALONG WARRIORS WAY FROM PAINTED STONE ELEMENTARY TO WEST MIDDLE SCHOOL
75	KY-53, WARRIORS WAY TO US-60	MULTI-USE PATH THAT CONNECTS WARRIORS WAY TO US-60 ALONG KY-53
76	US-60, DISCOVERY BOULEVARD TO KY-55	NEEDS SIDEWALK FROM DISCOVERY BOULEVARD TO KY-55
77	KY-55X (BYPASS)	MULTI-USE PATH ALONG KY-55X FROM HARRINGTON MILL ROAD TO US-60

ID#	Location (see Appendix A - Map 3.2)	Comment
78	HARRINGTON MILL ROAD	MULTI-USE PATH ALONG HARRINGTON MILL ROAD FROM KY-55X TO KY-53
79	DISCOVERY BLVD TO MIDLAND INDUSTRIAL DRIVE	MULTI-USE PATH FROM DISCOVERY BOULEVARD AND PARALLEL TO MIDLAND INDUSTRIAL DRIVE TO KY-55X
80	KY-55	NEEDS SIDEWALK ALONG KY-55 FROM OLD BRUNERSTOWN RD TO ISAAC SHELBY DR
81	OLD BRUNERSTOWN ROAD	NEEDS SIDEWALK ALONG OLD BRUNERSTOWN ROAD FROM WINDHURST WAY TO KY-55
82	KY-1848 AT I-64	NEED PEDESTRIAN CROSSING ALONG KY-1848 OVER I-64
83	US 60	SIDEWALK NEEDED FROM US 60 BRIDGE TO KY 1848 (TODDS POINT ROAD)
84	MULTI-USE CONNECTOR	MULTI-USE PATH CONNECTION FROM SIMPSONVILLE TO THE LOUISVILLE LOOP (FROM RR TRACKS NEAR CARDINAL CLUB PARALLEL I-64)
85	TODDS POINT ROAD	SIDEWALKS FROM US 60 TO GRAND CENTRAL DRIVE
86	GRAND CENTRAL DRIVE	SIDEWALKS FROM SIMPSONS STATION DRIVE TO KY 1848
87	OLD VEECHDALE ROAD	SIDEWALKS FROM US 60 TO CHAMPIONS WAY
88	CHAMPIONS WAY	SIDEWALKS ALONG CHAMPIONS WAY FROM BRIGHTVIEW DRIVE TO OLD VEECHDALE ROAD
89	ROLLING RIDGE WAY	SIDEWALKS ALONG ROLLING RIDGE WAY
90	US 60, KY 1848 TO SIMPSONVILLE E.S.	ADD NEW SIDEWALKS
91	US 60	SIDEWALKS NEEDED ALONG US 60 FROM KY 1848 TO KINGBROOK PKWY
92	KINGBROOK PARKWAY	SIDEWALKS ALONG KINGBROOK PARKWAY IN THE KINGBROOK INDUSTRIAL PARK
93	KY-1848	SIDEWALKS NEEDED ALONG KY 1848 FROM ARISTOCRAT COURT TO THE OUTLET MALL
94	NEW SIDEWALK / PATH	BEHIND OUTLET MALL NEAR KY 1399, UNDER I-64 TO ARISTOCRAT CT
95	NEW CONNECTOR ROAD	NEW CONNECTOR ROAD FROM KY 1848 NEAR THE SIMPSONVILLE FLEA MARKET

Based on findings from the prior steps, a list of preliminary recommendations for improved bicycle and pedestrian facilities was prepared by the project team. Its intent was to propose safe walking and bicycling access to schools, neighborhoods, civic centers, parks and recreation facilities.

A "visioning" workshop was subsequently held with the Pathway Committee on December 5, 2016. Committee members engaged in a visioning exercise to develop a vision and a set of goals for the plan that depicted a desired future for bicycling and walking in Shelby County. Utilizing the information gathered from the Pathway Committee and public workshops, the project team prepared a vision statement along with goals and objectives. The statement and its goals and objectives are intended to serve as the guiding principles for Shelby County with respect to addressing the needs of bicycle and pedestrian travel in the community.

After completion of the analysis phase and the development of the preliminary recommendations, the project team hosted a Public Meeting. The purpose of the Public Meeting was to present the findings and conceptual improvements in the draft plan to the public and to solicit their input and comments. The Public Meeting was conducted in an "open house" format, allowing the public to view a series of "stations" illustrating the key elements of the plan. They also were offered the opportunity to have questions answered by either the project team or Pathway Committee members.

The final step in developing the Bicycle and Pedestrian Master Plan for Shelby County was to incorporate the findings from each preceding task into the final plan. The *Shelby County Bicycle and Pedestrian Master Plan* outlines goals, objectives, and recommendations to fulfill the County's vision for a "safe transportation system that encourages the use of alternative modes of transportation to enrich the quality of life".

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4.0 PROPOSED FACILITIES

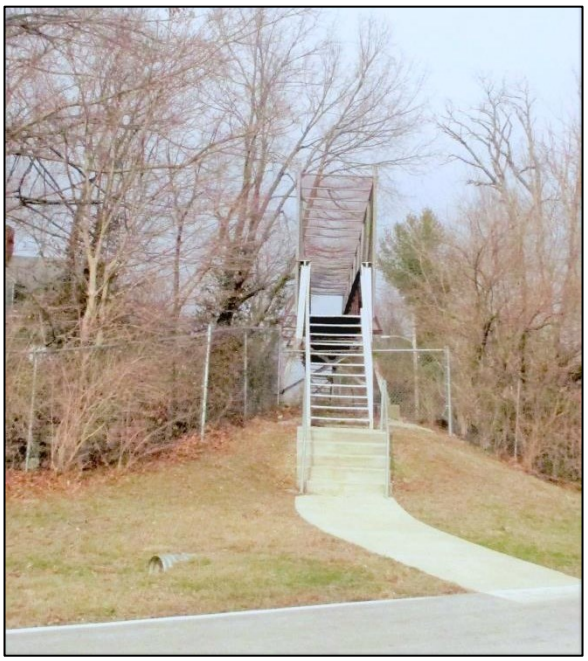
The previous chapters outlined vision, goals, and objectives necessary for Shelby County to successfully incorporate bicycling and walking into its transportation system. This chapter develops a strategic plan that might be executed to move from vision to implementation.

The infrastructure improvements and strategies described in this chapter will allow Shelby County to achieve the goals and objectives previously stated to enhance bicycle and pedestrian movement in the community. Continuing to improve conditions for walking and bicycling is an important priority for the local governments. However, the implementation of the projects and strategies in this document will necessarily be phased over time and will depend on available resources.

Every project described in this section is intended to fill an existing need. To be most effective, this implementation strategy must allow for flexibility and must take advantage of opportunities as they arise. For example, the local governments and KYTC should consider implementing pedestrian, bicycle, and other improvements with routine roadway resurfacing, particularly when based on safety concerns. Similarly, opportunities may arise to implement pedestrian, trail or bicycle improvements in coordination with development/redevelopment. These types of circumstance should always be leveraged in support of a more walkable and bicycle-friendly future for Shelby County.

The following sections present specific recommendations for potential projects to pursue in order to address the existing and future issues identified in this study. The proposed facilities fall into two categories: sidewalks and paved multi-use paths. These facilities can provide high levels of cyclist and pedestrian comfort and safety, and can be constructed in a cost-effective manner.

4.1 SIDEWALKS



These are the most common form of non-motorized transportation infrastructure and are found throughout Shelby County in the more densely populated areas. Proposed sidewalks will connect neighborhoods, often along existing roads, and fill in gaps in the existing sidewalk network.

Sidewalks are intended to be located in the street rights-of-way to connect pedestrians to their homes and destinations. The typical distance traveled by a pedestrian on a local sidewalk is expected to be less than one mile. Longer trips for recreation will generally include the use of multi-use paths, with the sidewalks serving as a link to these facilities.

Sidewalks are narrower than multi-use paths and are intended to serve pedestrians as well as children and less-confident bicycle riders (where permitted). Sidewalks should be located on both sides of streets wherever feasible, to ensure adequate, safe access to adjacent properties and to provide clear street crossings (which will occur primarily at intersections).

Sidewalks are currently required by Triple S Planning Commission regulations to be constructed adjacent to all streets in new and redeveloping residential and commercial areas, and adjacent to collector and arterial streets in new and redeveloping industrial areas. Sidewalks are intended to be a component of a "complete street" system in all developing portions of the cities.

Expanding connections to existing sidewalks will play an important role in the area's future. Connections should include sidewalks that would allow for

pedestrians to safely navigate to the city centers and other destinations within Shelby County.

The sidewalks in the public rights-of-way should all conform to *Americans with Disabilities Act* (ADA) requirements and FHWA guidance, should be at least six (6) feet wide, and should include rest areas as appropriate (possibly involving benches or other street furniture). Sidewalks should be designed and constructed to meet all applicable federal, state, and local standards and the design guidelines below.

- Surface – concrete pavement
- Width – 5' minimum on local streets (6' recommended)
- Intended users - basic and child cyclists and pedestrians and joggers of all ages
- Vertical clearance – 8 feet minimum (10 feet preferred)
- Separation from the street – 5 feet minimum where possible (from back of curb or edge of shoulder to the sidewalk pavement) unless located in an urban commercial area, where limited or no separation is provided
- Maintenance – Adjacent property owners or local government

Recommendations for sidewalk projects throughout Shelby County are listed in **Figure 4.1–RECOMMENDED PROJECTS**. The number associated with each project is an identifier for locating the projects on **Maps 4.1 through 4.7** in **Appendix A**.

4.2 BICYCLE FACILITIES

The types of on-road bicycle facilities most appropriate in rural areas are paved shoulders and shared travel lanes. Shared lanes, dedicated bike lanes, bicycle boulevards, or a side-path might be considered in urban areas. Each type of facility has specific standards and typical usage, which are described in various sources. The recently published *Small Town and Rural Road Multimodal Networks* document issued by the Federal Highway Administration provides information and guidance that is quite relevant to circumstances in Shelby County. The design criteria for on-road bicycle facilities take into consideration the following variables: roadway widths, vehicular traffic volumes, and condition of roadway surface. No separate bicycle facilities along roadways are proposed in this Master Plan, but bicyclists not interested in a shared-road situation should consider utilizing the multi-use paths that exist or are proposed. With the maintenance of existing roads, KYTC and local governments should continue to implement pedestrian, bicycle, and other improvements with routine street resurfacing where appropriate.

4.3 MULTI-USE PATHS

Multi-use paths are intended to provide uninterrupted or minimally-interrupted movement over distances of a mile or more for a variety of purposes and users. They are frequently part of, or a connection to, a regional path system.

Multi-use paths serve bicycle commuters as well as recreational users. Therefore, higher bicycle speeds should be anticipated. Path width should be sized to accommodate higher bicycle speeds and to minimize conflicts between bicyclists

and pedestrians. Multi-use paths are typically not located within street rights-of-way. They typically have exclusive right-of-way and limited cross traffic, making them very safe. The majority of the current Clear Creek Greenway trail system consists of multi-use paths. On occasion, the existing paths do run parallel to roadways.

Multi-use paths should be designed and constructed to meet the standards as published by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), KYTC Pedestrian and Bicycle Accommodations, and the design guidelines below:

- Surface – asphalt, concrete pavement or firmly packed crushed aggregate
- Width – ten (10) feet minimum
- Intended Users – cyclists, joggers, pedestrians of all ages
- Vertical Clearance – eight (8) feet minimum
- Maintenance – responsibility of local government or other public agency

Proposed multi-use paths have been selected with the goal of connecting neighborhoods, existing and proposed park facilities, and other community destinations. Recommendations for multi-use path projects throughout Shelby County are listed in **Figure 4.1–RECOMMENDED PROJECTS**. The number associated with each project is an identifier for locating the projects on **Maps 4.1 through 4.7** in **Appendix A**.

NOTE: *During the development of this study, the Kentucky Transportation Cabinet was moving forward with a highway improvement project on KY 53 between I-64 and US 60. This work is slated to include a multi-use path on the east side of KY 53 from the commercial entrance opposite St. Regis Drive northward to US 60. This is a* ***very high priority*** *for the community, and is at this time considered a "committed" project.*

Figure 4.1

RECOMMENDED PROJECTS

Shelbyville		
No.	**Location (see Appendix A - Maps 4.1 through 4.3)**	**Action**
1	**KY 55 Interchange with I-64**	Provide pedestrian/bicycle accommodations through the interchange area
2	**Taylorsville Road (KY 55)**	Provide a **multi-use path** on west side between Old Brunerstown Road and Everett Hall Road
3	**Taylorsville Road (KY 55)**	Provide a **multi-use path** on west side from Everett Hall Road to US 60
4	**US 60**	Provide a **multi-use path** from KY 55 to Discovery Boulevard (Martha Layne Collins H. S.)
5	**KY 55 By-Pass**	Provide a **multi-use path** as development occurs (per Bypass Study)
6	**Mack Walters Road**	Provide a **multi-use path** from existing path to US 60 on west side
7	**US 60**	Provide a **multi-use path** along north side between Mack Walters Road and Smithfield Road (KY 53)
8	**KY 53**	Provide a **multi-use path** on west side from US 60 to KY 55 Bypass
9	**Warriors Way**	Provide a 6' **sidewalk** to connect West Middle School to Painted Stone Elementary School along north side
10	**KY 55 By-Pass**	Connect future **multi-use trail** to Painted Stone Elementary and on to Clear Creek Greenway
11	**Clear Creek Greenway**	Provide a **multi-use path** from existing path north of Clear Creek Park southward to 7th Street
12	**Peachtree Street**	Provide a 6' **sidewalk** along east and west sides from Cherry Lane to US 60
13	**Sunset Way**	Provide a 6' **sidewalk** along east and west sides from Cherry Lane to US 60

Shelbyville (continued)		
No.	**Location (see Appendix A - Maps 4.1 through 4.3)**	**Action**
14	**Midland Boulevard**	Provide a 6' **sidewalk** along east side from US 60 to Baker Drive and on the west from US 60 to Poplar Hill
15	**Sanford Lane**	Provide a 6' **sidewalk** on south side from Cardinal Drive to KY 53
16	**Brassfield Subdivision**	Provide a **multi-use path** to connect from KY 53 to existing path south of subdivision
17	**Brassfield Boulevard**	Provide a 6' **sidewalk** on north and south sides to connect to KY 53
18	**Clear Creek Greenway (south)**	Construct Alternative A and/or B (**multi-use path**)
19	**7th Street**	Provide a 6' **sidewalk** from Henry Clay Street to Ginkgo Drive on east and west sides
20	**8th Street**	Provide a 6' **sidewalk** from Bland Avenue to Ginkgo Drive on east and west sides
21	**4th Street**	Construct an Urban Trail (**multi-use path/wide sidewalk**) on 4th Street from north of Washington Street to south of Clear Creek Greenway (East Shelbyville Plan)
22	**Beechwood Avenue**	Provide a 6' **sidewalk** between Main Street and Washington Street on east and west sides
23	**Jonathan Drive**	Provide a 6' **sidewalk** on north and south sides to connect to extend to Mack Walters Road
24	**7th Street (north)**	Provide a **multi-use path** on east side and 6' sidewalk on west side from Washington Street to Clear Creek Park (7th Street Study)
25	**KY 55-X**	Provide a 6' **sidewalk** from KY 43 to US 60 on west side
26	**Lakeview Drive/Hi-Point Rd**	Provide a 6' **sidewalk** on west side from Dogwood Villa Drive to Marshall Lane
27	**Williamsburg Rd/Hi-Point Rd**	Provide a 6' **sidewalk** to connect to KY 55-X
28	**Stream View Drive**	Provide a 6' **sidewalk** on south side from existing to Summit Drive

Shelbyville (continued)		
No.	**Location (see Appendix A - Maps 4.1 through 4.3)**	**Action**
29	**Rocket Lane**	Provide a 6' **sidewalk** along east side and fill in gaps on west side from Benson Pike to US 60
30	**US 60**	Provide a 6' **sidewalk** on north side from Masonic Home to North Service Road
31	**US 60**	Provide a bridge over drain and 6' **sidewalk** from North Service Road to Shelby Christian Church
32	**Oakview Drive (Oakwood Drive)**	Provide a 6' **sidewalk** on east side to connect to US 60
33	**Partridge Run Road**	Provide 6' **sidewalks** on north and south sides from Eagle Pass/Mallard Court to KY 1871
34	**KY 53 (Mt. Eden Road)**	Provide a **multi-use path** on east side from the I-64 Interchange to Cracker Barrel
35	**KY 53 Interchange with I-64**	Provide pedestrian/bicycle accommodations through the interchange area
36	**St. Regis Drive**	Provide 6' **sidewalks** to connect Cloverbrook Farms to KY 53 on north side
37	**KY 53**	Provide 6' **sidewalks** from south of I-64 Interchange to Charlestown Way on west side and to Dublin Lane on east side
38	**Creekside Drive**	Provide 6' **sidewalks** on north and south sides to connect existing sidewalks to KY 53
39	**Old Mt. Eden Road**	Provide a **multi-use path** from 3rd St to Old Seven Mile Pike, then east on Old Seven Mile Pike to KY 53
40	**Future facility (Old Mt. Eden Road to St. Regis Drive)**	Provide a **multi-use path** on west side of KY 53 to connect Clear Creek Greenway, Old Mt. Eden Road, St. Regis Drive, and Frontage Road (KY 2823)
41	**Chapel Hill Road**	Provide a **multi-use path** at Chapel Hill Road from future facility referenced above to multi-use path referenced below
42	**Proposed Clear Creek Greenway**	Provide a bridge over Clear Creek and **multi-use path** connecting Southside and Clear Creek Elementary Schools

Shelby County		
No.	**Location**	**Action**
43	**US 60**	Provide a **multi-use trail** connection from Shelbyville to Simpsonville
44	**US 60**	Provide a **multi-use trail** connection from Shelbyville to Franklin County
45	**US 60**	Provide a **multi-use trail** connection from Simpsonville to Jefferson County

Bagdad		
No.	**Location (see Appendix A - Map 4.4)**	**Action**
46	**Elmburg Road (KY 395)**	Provide a 6' **sidewalk** from building on west side to connect to Hyatt's Store Road sidewalk
47	**Bagdad Road (KY 12)**	Provide a 6' **sidewalk** on south side from Elmburg Rd (KY395) to approximately 1000' east

Finchville		
No.	**Location (see Appendix A - Map 4.5)**	**Action**
48	**Taylorsville Road (KY 55)**	Connect existing sidewalk on the west side from the community center to KY 148 with a 6' **sidewalk**
49	**Taylorsville Road (KY 55)**	Provide a 6' **sidewalk** on the east side from KY 148 to Buck Creek Road (KY 1848)

Simpsonville		
No.	**Location (see Appendix A - Map 4.6)**	**Action**
50	**Buck Creek Road (KY 1848) from I-64 to Pilot gas station**	Provide a 6' **sidewalk** from the interchange to the commercial entrance on the west side of Buck Creek Road (KY 1848)

Simpsonville (continued)		
No.	**Location (see Appendix A - Map 4.6)**	**Action**
51	**Rolling Ridge Way**	Provide 6' **sidewalks** to connect existing sidewalks on north and south sides from Evergreen Way to Buck Creek Road (KY 1848)
52	**Kingbrook Parkway**	Connect existing sidewalk on south side to Buck Creek Road (1848) with a 6' **sidewalk**
53	**US 60 between Buck Creek Road and Simpsonville Elementary School**	Provide a 6' **sidewalk** on north side of US 60 between Buck Creek Road and Simpsonville Elementary School
54	**US 60 from Old Veechdale Road to Buck Creek Road (1848)**	Provide 6' **sidewalks** along US 60 between Old Veechdale Road to Buck Creek Road (KY 1848) on the north and south side
55	**US 60 between Railroad and Fairview Drive on south and 2nd Street on north**	Provide 6' **sidewalks** along US 60 between the railroad bridge and Fairview Drive on the south side and 2nd St on the north side
56	**Champions Way**	Provide a 6' **sidewalk** on both the east and west side to connect internal sidewalk network to US 60
57	**Grand Central Drive**	Connect existing sidewalks form Lincoln Station Drive to Todds Point Road (KY 1848) with a 6' **sidewalk** on north side of street
58	**Todds Point Road (KY 1848)**	Provide a 6' **sidewalk** from US 60 to Station Pointe Lane on the east side and to Grand Central Drive on the west side
59	**Countryside Drive**	Connect existing sidewalks to US 60 with a 6' **sidewalk** on both sides

Waddy		
No.	**Location (see Appendix A - Map 4.7)**	**Action**
60	**Waddy Road (KY 395)**	Provide 6' **sidewalks** on east side from the U.S. Post Office to across from the Waddy Fire Department, and on the west side from the railroad to the Fire Department
61	**Waddy Road (KY 395)**	Provide a 6' **sidewalk** on east side from just south of the railroad to Fairview Road

4.4 PRIMITIVE TRAILS

There are existing primitive trails throughout Shelby County, most notably near Lake Shelby, in Red Orchard Park, and in Shelby Trails Park. Although no additional primitive trails are proposed in this study, access to these trails was a consideration while developing the proposed expansion of the multi-use path network. Making these trails more-readily accessible provides an opportunity for more members of the community to take advantage of the unique recreational experience enjoyed by walking, running, and hiking through more natural settings.

4.5 INTERSECTIONS & STREET CROSSINGS

It is the goal of Shelby County to provide a safe, efficient, and balanced multimodal transportation system and a key part of that is providing safe street crossings for pedestrians and bicyclists. Intersections and street crossings are inherently hazardous locations for pedestrians and bicyclists because of the potential conflict with motor vehicle traffic. Care should be taken to provide facilities that minimize conflict whenever practical and to incorporate safety measures in every case. Education concerning the "rules of the road" for cyclists and pedestrians, as well as for drivers, is also an essential element in preventing crashes.

Intersection and crossing measures that have been or are currently being used in Shelby County include:

- Marked crosswalks (various patterns)

- Pedestrian crossing signals
- Signage
- Curb extensions
- School crossing guards

The *Manual on Uniform Traffic Control Devices* (MUTCD) does not provide guidance regarding when and where bicycle and pedestrian crossings should be located. However, design guidelines for crossings can be found in a variety of locations. Chapter 4E of the 2009 Edition of the MUTCD establishes guidelines for the consistent use of traffic control devices at pedestrian crossings based upon the roadway configuration, traffic volume, and vehicular speeds. The purpose of this section is to provide guidance for determining consistent engineering solutions to pedestrian and cyclist safety concerns, particularly with regard to crosswalks. This section can be used to both provide guidance for new construction and for retrofitting existing crosswalk locations. Another comprehensive source for guidance in urbanized areas is the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*.

4.6 BICYCLE PARKING

Bicycle parking facilities such as racks and lockers are important elements of a convenient, usable, bicycle and pedestrian system. A lack of secure bicycle parking facilities at cyclists' destinations may discourage people from using their bicycles for basic transportation. When bicycle racks are provided, the location and design are critical to their successful use.

Bike racks need to be located in high-visibility, high foot-traffic areas near the entrance of the destination they are associated with, without being in the direct

path of pedestrians. Bicycle parking facilities should be installed at the following destinations:

- Commercial developments
- Parks
- Civic buildings
- Bus stops and transit points
- Schools, and other locations where bicycling is anticipated

Bicycle parking should generally be easy to use, durable, convenient, and attractive. Bicycle racks should have the following characteristics:

- Racks should support the bicycle via its frame at 2 points above its center of gravity,
- Racks should enable the frame and at least one wheel to be secured to it with a U-lock,
- Racks should not require the lifting of the bicycle to use any of the racks' parking positions
- Racks should not hold a bicycle by its wheel.

Bike racks may be simply utilitarian, artistic or even symbolic of the destination. Many communities promote contests or commission local artists to produce racks for public spaces.

4.7 WAYFINDING

Wayfinding signs provide information about destinations, direction and distance to help bicyclists determine the best routes to take to major destinations. Signs provide on-the-ground information that helps bicyclists and pedestrians to understand and use the on-street

and trail network without the use of a map. Directional signs also provide additional messaging to motorists to expect bicycles and pedestrians on or near the roadway. The presence of signs can encourage bicycling and walking on designated corridors because users feel the signs will direct them to the best route for getting to their destination. Signs may also be used to direct bicyclists and pedestrians to navigate around barriers.

Some very good sources for guidance in designing and implementing a comprehensive wayfinding system are the *Manual on Uniform Traffic Control Devices* *(MUTCD)* (https://mutcd.fhwa.dot.gov/htm/2009/part2/part2d.htm) and the American Association of State Highway Transportation Officials' *Guide for the Development of Bicycle Faclities* (https://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf).

4.8 GENERAL RECOMMENDATIONS

Both the current and future needs of bicyclists and pedestrians in Shelby County should be evaluated for incorporation into the planning, design, and review of all transportation infrastructure projects within the County. Furthermore, the construction of bicycle and pedestrian facilities should be considered for inclusion as an element in newly developed or redeveloped residential, commercial and industrial projects throughout the community.

All bicycle and pedestrian facilities in the County should be designed and constructed to comply with the *Americans with Disabilities Act* (ADA) and other applicable federal, state, and local standards, and should be accessible and useful for all members of the community.

5.0 PLAN IMPLEMENTATION

Implementation of the *Shelby County Bicycle and Pedestrian Master Plan* will require a collaborative effort between a variety of County and City departments, State Agencies and outside entities. It will result from careful planning and project integration, as well as a comprehensive funding strategy that involves local, state, federal and perhaps even private sources. This section provides guidance as to how the Master Plan might be implemented, and discusses necessary steps the County needs to take in order to realize the vision, goals, and objectives of the plan.

This plan is intended to guide future bicycle and pedestrian facilities in Shelby County by identifying the conceptual location and type of these new facilities. These connections and designations are based on feedback from the Steering Committee meetings and public meetings, and are based on the best information currently available. This plan recognizes that the implementation of any single project will require involvement of area property owners, detailed engineering studies, available funding and identification of exact routes. The actual design and construction of any new facility should be based on engineering studies, public participation, and the overall feasibility of the specific project.

To be most useful to the County, this implementation strategy must allow for flexibility and must encourage the community to take advantage of opportunities as they arise. For example, the County and Cities should continue to implement appropriate pedestrian and bicycle facilities in concert with routine street resurfacing or when specific safety concerns are identified. Opportunities may also occur to implement pedestrian or bicycle improvements in coordination with development/redevelopment. These situations should always be leveraged in support of a more walkable and bicycle-friendly future for Shelby County.

The community should take proactive steps to implement the strategies and projects recommended in this plan. Work should begin immediately to implement those recommendations that are feasible in a shorter timeframe, and efforts should be made to leverage repaving and development opportunities to implement improvements in areas not specifically covered by the recommendations. The County and Cities should pursue funding from federal and state grants and through the County and Cities budget processes to begin implementation of the projects identified in this plan.

Even though improving conditions for walking and biking is an important priority for the County, the implementation of the projects and strategies in this document will necessarily be phased over time and will depend on available resources. Cost of the recommended projects is not included as a part of the Master Plan, but should be carefully considered as a critical component of implementation. One very good resource providing general guidelines for planning–level cost analysis is the Bicycle and Pedestrian Information Center (http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf).

The following sections present an implementation strategy that includes priorities for proposed sidewalk, bicycle and pathway projects as well as information concerning possible funding sources.

5.1 STRATEGIES FOR IMPLEMENTATION

Implementation of the Master Plan will occur over time using a number of different strategies. Foremost, implementation will hinge upon the community's commitment to accommodating bicycle and pedestrian improvements in all transportation projects and programs when feasible. Such "routine accommodation" is how most bicycle and pedestrian facilities are constructed throughout the U.S. In some cases, this is cost neutral for the community. In most cases, however, additional funding and coordination with other agencies

will be required. Dedicated funding and staff resources are also important factors in successful implementation, particularly in terms of funding those medium and higher cost projects that will not (or cannot) be implemented as a part of larger projects. In order to provide safe and functional bicycle and pedestrian facilities that encourage multi-modal choices, dedicated minimum annual funding levels should be set aside that ensure implementation of the plan. Implementation will also depend upon other factors such as the pace of new development, funding available at the state and federal levels, and the amount of support and demand that is provided by the public.

Through the participation of the Shelby County Pathway Committee, the input of local elected officials and public involvement activities conducted in the development of this plan, projects were developed that will ultimately address the Goals and Objectives of this plan. Based generally on the degree of impact the project might have on the mobility of the community, as well as the complexity of the project, the proposed projects were categorized as follows and are depicted in **Figure 5.1**.

1) **High Impact** - Projects that make a considerable contribution to the completion of a larger bicycle or pedestrian network. These projects have potential to affect a greater number of people and to connect important destinations. They will typically have higher construction costs due to their scope, and are likely to have right of way acquisition and utility relocation costs as well.

2) **Medium Impact** - Projects that close gaps in the larger system/network, particularly in densely developed areas or along major routes. These projects are critical in the provision and maintenance of connectivity.

3) **Low Impact** - Projects that close gaps in local networks or that link to the larger system/network. These projects will generally be on neighborhood streets and contribute to completion of an overall network for the community.

Figure 5.1

RELATIVE IMPACTS OF PROJECTS

HIGH IMPACT		
	KY 53 (see Page 34)	Provide a **multi-use path** on east side from Cracker Barrel entrance to US 60
1	**KY 55 Interchange with I-64**	Provide pedestrian/bicycle accommodations through the interchange area
2	**Taylorsville Road (KY 55)**	Provide a **multi-use path** on west side between Old Brunerstown Road and Everett Hall Road
3	**Taylorsville Road (KY 55)**	Provide a **multi-use path** on west side from Everett Hall Road to US 60
4	**US 60**	Provide a **multi-use path** from KY 55 to Discovery Boulevard (Martha Layne Collins H. S.)
5	**KY 55 By-Pass**	Provide a **multi-use path** as development occurs (per Bypass Study)
7	**US 60**	Provide a **multi-use path** along north side between Mack Walters Road and Smithfield Road (KY 53)
8	**KY 53**	Provide a **multi-use path** on west side from US 60 to KY 55 Bypass
11	**Clear Creek Greenway**	Provide a **multi-use path** from existing path north of Clear Creek Park southward to 7th Street
18	**Clear Creek Greenway (south)**	Construct Alternative A and/or B (**multi-use path**)
24	**7th Street (north)**	Provide a **multi-use path** on east side and 6' sidewalk on west side from Washington Street to Clear Creek Park
25	**KY 55-X**	Provide a 6' **sidewalk** from KY 43 to US 60 on west side

HIGH IMPACT (continued)		
30	**US 60**	Provide a 6' **sidewalk** on north side from Masonic Home to North Service Road
34	**KY 53 (Mt. Eden Road)**	Provide a **multi-use path** on east side from I-64 to Cracker Barrel entrance
35	**KY 53 Interchange with I-64**	Provide pedestrian/bicycle accommodations through the interchange area
37	**KY 53**	Provide 6' **sidewalks** from south of I-64 Interchange to Charlestown Way on west side and to Dublin Lane on east side
39	**Old Mt. Eden Road**	Provide a **multi-use path** from 3rd St to Old Seven Mile Pike, then east on Old Seven Mile Pike to KY 53
41	**Chapel Hill Road**	Provide a **multi-use path** at Chapel Hill Road from future facility along KY 53 to multi-use path across Clear Creek
43	**US 60**	Provide a **multi-use trail** connection from Shelbyville to Simpsonville
44	**US 60**	Provide a **multi-use trail** connection from Shelbyville to Franklin Co.
45	**US 60**	Provide a **multi-use trail** connection from Simpsonville to Jefferson Co.
MEDIUM IMPACT		
6	**Mack Walters Road**	Provide a **multi-use path** from existing path to US 60 on west side
10	**KY 55 By-Pass**	Connect future **multi-use trail** to Painted Stone Elementary and on to Clear Creek Greenway
12	**Peachtree Street**	Provide a 6' **sidewalk** along east and west sides from Cherry Lane to US 60

MEDIUM IMPACT (continued)		
13	**Sunset Way**	Provide a 6' **sidewalk** along east and west sides from Cherry Lane to US 60
14	**Midland Boulevard**	Provide a 6' **sidewalk** along east side from US 60 to Baker Drive and on the west from US 60 to Poplar Hill
15	**Sanford Lane**	Provide a 6' **sidewalk** on south side from Cardinal Drive to KY 53
16	**Brassfield Subdivision**	Provide a **multi-use path** to connect from KY 53 to existing path south of subdivision
17	**Brassfield Boulevard**	Provide a 6' **sidewalk** on north and south sides to connect to KY 53
21	**4th Street**	Construct a **multi-use path/wide sidewalk** on 4th Street from north of Washington Street south to Clear Creek Greenway
22	**Beechwood Avenue**	Provide a 6' **sidewalk** between Main Street and Washington Street on east and west sides
29	**Rocket Lane**	Provide a 6' **sidewalk** along east side and fill in gaps on west side from Benson Pike to US 60
32	**Oakview Drive (Oakwood Drive)**	Provide a 6' **sidewalk** on east side to connect to US 60
36	**St. Regis Drive**	Provide 6' **sidewalks** to connect Cloverbrook Farms to KY 53 on north side
38	**Creekside Drive**	Provide 6' **sidewalks** on north and south sides to connect existing sidewalks to KY 53
40	**KY 53**	Provide a **multi-use path** on west side of KY 53 to connect from Clear Creek Greenway to Frontage Road (KY 2823)

MEDIUM IMPACT (continued)		
42	**Proposed Clear Creek Greenway**	Provide a bridge over Clear Creek and **multi-use path** connecting Southside and Clear Creek Elementary Schools
48	**Taylorsville Road (KY 55)**	Connect existing sidewalk on the west side from the community center to KY 148 with a 6' **sidewalk**
49	**Taylorsville Road (KY 55)**	Provide a 6' **sidewalk** on the east side from KY 148 to Buck Creek Road (KY 1848)
50	**Buck Creek Road (KY 1848) from I-64 to Pilot gas station**	Provide a 6' **sidewalk** from the interchange to the commercial entrance on the west side of Buck Creek Road (KY 1848)
53	**US 60 between Buck Creek Road and Simpsonville Elementary School**	Provide a 6' **sidewalk** on north side of US 60 between Buck Creek Road and Simpsonville Elementary School
54	**US 60 from Old Veechdale Road to Buck Creek Road (KY 1848)**	Provide 6' **sidewalks** along US 60 between Old Veechdale Road to Buck Creek Road (KY 1848) on the north and south side
55	**US 60 between RR and Fairview Drive on south and 2nd Street on north**	Provide 6' **sidewalks** along US 60 between the railroad bridge and Fairview Dr on the south side and 2nd St on the north side
56	**Champions Way**	Provide a 6' **sidewalk** on both the east and west side to connect internal sidewalk network to US 60
LOW IMPACT		
9	**Warriors Way**	Provide a 6' **sidewalk** to connect West Middle School to Painted Stone E.S. along north side
19	**7th Street**	Provide a 6' **sidewalk** from Henry Clay Street to Ginkgo Drive on east and west sides
20	**8th Street**	Provide a 6' **sidewalk** from Bland Avenue to Ginkgo Drive on east and west sides
23	**Jonathan Drive**	Provide a 6' **sidewalk** on north and south sides to connect to extend to Mack Walters Road

LOW IMPACT (continued)		
26	**Lakeview Drive/Hi-Point Rd**	Provide a 6' **sidewalk** on west side from Dogwood Villa Drive to Marshall Lane
27	**Williamsburg Rd/Hi-Point Rd**	Provide a 6' **sidewalk** to connect to KY 55-X
28	**Stream View Drive**	Provide a 6' **sidewalk** on south side from existing to Summit Drive
31	**US 60**	Provide a bridge over drain and 6' **sidewalk** from North Service Road to Shelby Christian Church
33	**Partridge Run Road**	Provide 6' **sidewalks** on north and south sides from Eagle Pass/Mallard Court to KY 1871
46	**Elmburg Road (KY 395)**	Provide a 6' **sidewalk** from building on west side to connect to Hyatt's Store Road sidewalk
47	**Bagdad Road (KY 12)**	Provide a 6' **sidewalk** on south side from Elmburg Rd (KY395) to approximately 1000' east
51	**Rolling Ridge Way**	Provide 6' **sidewalks** to connect existing sidewalks on north and south sides from Evergreen Way to Buck Creek Road (KY 1848)
52	**Kingbrook Parkway**	Connect existing sidewalk on south side to Buck Creek Road (1848) with a 6' **sidewalk**
57	**Grand Central Drive**	Connect existing sidewalks form Lincoln Station Drive to Todds Point Road (KY 1848) with a 6' **sidewalk** on north side of street
58	**Todds Point Road (KY 1848)**	Provide a 6' **sidewalk** from US 60 to Station Pointe Lane on the east side and to Grand Central Drive on the west side
59	**Countryside Drive**	Connect existing sidewalks to US 60 with a 6' **sidewalk** on both sides
60	**Waddy Road (KY 395)**	Provide 6' **sidewalks** on east side from the U.S. Post Office to the Waddy Fire Department, and on the west side from the RR to the Fire Department
61	**Waddy Road (KY 395)**	Provide a 6' **sidewalk** on east side from just south of the railroad to Fairview Road

5.2 PRIORITIES

Subsequent to the project identification process, the Shelby County Pathway Committee and the project team once again sought the input of local elected officials and the public in order to determine relative priorities for implementation of the projects. Although each project listed in this plan should be considered for implementation as soon as practicable (particularly those that close gaps in the network), there are several projects that stand out as being very important for the community. These are all from the list of High Impact projects, and each of the "priority" projects should be considered a critical component of the transportation network envisioned in this plan for Shelby County. They are listed below (in no particular order or ranking), and can be found in **Appendix A** on **Map 5.1 – Priority Projects**.

- Construct a 6' sidewalk along the north side of US 60 from the Masonic Home to North Service Road (**Project #30**)
- Provide pedestrian/bicycle accommodations through the I-64/KY 53 interchange area (**Project #35**)
- Construct a multi-use path (part of the Clear Creek Greenway) from the existing path north of Clear Creek Park southward to 7th Street (**Project #11**)
- Construct a multi-use path on the east side and a 6' sidewalk on the west side of 7th Street from Washington Street to Clear Creek Park (**Project #24**)
- Construct a multi-use path on the west side of KY 53 from US 60 to Freedom's Way (KY 55) (**Project #8**)
- Construct a multi-use path along US 60 from KY 55 to Discovery Blvd. (Martha Layne Collins High School) (**Project #4**)
- Construct 6' sidewalks along KY 53 from south of the I-64 Interchange to Charlestown Way on the west side and to Dublin Lane on the east side (**Project #37**)
- Construct a 6' sidewalk on both sides of 7th Street from Henry Clay Street to Ginkgo Drive (**Project #19**)

- Construct a multi-use path (part of the Clear Creek Greenway) from US 60 south and west to Red Orchard Park (**Project #18**)
- Construct a multi-use trail from Shelbyville to Jefferson County, connecting to the Louisville Loop (**Projects #43, #44 & #45**)
- *As discussed earlier in this document, the Kentucky Transportation Cabinet has proposed a highway improvement project on KY 53 between I-64 and US 60. This work is slated to include a multi-use path on the east side of KY 53 from the commercial entrance opposite St. Regis Drive northward to US 60. This is a* ***very high priority*** *for the community, and it is expected that KYTC will follow through with their commitment to build the multi-use path along with the road widening. Should that fail to occur, however, other action should be considered in order to make this needed improvement.*

It is also suggested that the concept of a multi-use trail around the perimeter of the City of Shelbyville be explored as a priority. This would be comprised of the full implementation of the Clear Creek Greenway coupled with several projects proposed for Mack Walters Road, US 60 and KY 53 **(#6, #7 and #8**). When completed, a loop of approximately ten miles in length would encircle the city. Four schools, four parks, the Shelby County Fairgrounds, a hospital, and nearly a dozen government agencies/services would be located within ¼ mile of the trail. None of those destinations would then be further than five miles away from any given point on the trail. This facility would also border dense residential areas in many locations, providing an off-road transportation option for many residents of the community. The projects making up this route currently exist or are proposed in this plan, and this is simply another approach to prioritization. The concept is depicted in **Appendix A** on **Map 5.2 – Shelbyville City Pathway Proposal.**

5.3 FUNDING

Funding for implementation and related programs will typically come from a variety of sources, including local, regional, state, and federal funds and grants related to transportation. Other possible sources may be grants from programs

not related directly to transportation, such as health and fitness organizations or non-profit groups. Public-Private partnerships may also be instrumental in implementing certain segments of the network. See **Appendix C** for a recent list of federal (USDOT) funding programs applicable to bicycle and pedestrian projects. Some of these grants are acquired directly from FHWA, while others are obtained through the Kentucky Transportation Cabinet.

Under certain circumstances, the Commonwealth of Kentucky provides funding from sources other than the Transportation Cabinet that may be used for these types of projects. The Kentucky Department for Local Government (DLG) oversees the Community Development Block Grant (CDBG) program, which awards funding provided by the U.S. Department of Housing and Urban Development (HUD) for community projects. The DLG also oversees the grant programs for the federally-funded Land and Water Conservation Fund (LWCF) and the Area Development Fund (ADF), which is state funded.

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APPENDICES