

City of Frankfort & Franklin County Pedestrian & Bicycle Master Plan



Prepared by
WalkBike Frankfort

December 2007

Steering Committee Members

Chuck Adams
Michael Bomford
Jim Call
Andrew Cammack
Maya DeRosa
Justin Evilsizor
Brent Sweger
Bob Tillett

Special Thanks for Their Support

Ted Collins – County Judge-Executive
Tony Massey – City Manager
All Citizen Volunteers that participated in the process

TABLE OF CONTENTS

1.0	Introduction.....	1
2.0	Process.....	1
3.0	Pedestrian and Bicycle Network.....	3
4.0	Implementation.....	4
5.0	Appendices	
5.1	Facility Network Map Southwest.....	7
5.2	Facility Network Map Northeast.....	8
5.3	Priority Route Map.....	9
5.4	Priority Route Project Sheets.....	10
5.5	Share the Road Sign Locations Map.....	30
5.6	Lane Reconfiguration Map 1.....	31
5.7	Lane Reconfiguration Map 2.....	32
5.8	Lane Reconfiguration Map 3.....	33
5.9	Lane Reconfiguration Map 4.....	34

1.0 Introduction

In November 2006, members of WalkBike Frankfort approached the City of Frankfort and Franklin County with a vision of creating a more pedestrian and bicycle-friendly community. They requested support in developing a long-term master plan for a network of walking and biking facilities. With support from both governments, a steering committee was formed and work commenced in December 2006. This report outlines the process, the results, and future opportunities resulting from the work of the steering committee and more than 100 citizen volunteers.

2.0 Process

2.1 Steering Committee

The Steering Committee was comprised of seven members (three citizen volunteers and four appointed City staff from the departments of Planning & Zoning, Public Works, Police and Parks & Recreation). The steering committee planned and conducted a process to solicit public input, conducted field reviews of proposed projects, and prepared this report to summarize the results of the process in the form of a long-term Master Plan.

2.2 Public Process Philosophy

Members of the Steering Committee agreed that the Pedestrian and Bicycle Master Plan would be created through an open public process. Citizen input and involvement in decision making is critical for two reasons: 1) By asking for information about project ideas, values, concerns, needs and priorities, a more comprehensive plan could be developed than if steering committee members worked in isolation; and 2) public involvement generates a sense of ownership. Dozens of project ideas were generated and countless modifications resulted from participants' suggestions. By having interested people participate in the creation of the plan, there is now a very strong level of public support to implement the plan's recommendations.

2.3 Public Charrettes

The first public meeting was held on February 6, 2007 at the Paul Sawyer Public Library. Over 50 people came to listen, ask questions and provide ideas for the plan kick-off. Due to inclement weather during that first meeting, the Steering Committee held a repeat meeting with another 30 participants on February 13.

Beginning in March, the Steering Committee held three design charrettes to generate project ideas for the plan. Considering that citizens would be most familiar with the area of town where they reside, the charrettes were held in central, eastern and western meeting locations:

- March 12 Frankfort High School
- March 20 Elkhorn Middle School
- March 29 Westridge Elementary School

Charrette participants were separated into groups of six to eight people and given a map of their area. They were then asked to work as a group to draw their project ideas on the map. Afterwards, each group presented its ideas to the other participants. All maps were collected, along with written comments from participants.

2.4 Project Field Review Groups

The steering committee compiled the information gathered from the design charrettes into a master map with 46 projects. At a public meeting on May 30, the draft master map was presented along with the planned next steps. Attendees then broke up into seven project review groups, each led by the members of the steering committee. Throughout the months of June and July, the project review groups walked and rode the proposed routes to document current conditions, make recommendations for routes and facility types and identify challenges such as private property and topography. Group members generated project reports with photographs and notes on the feasibility of each of the projects.

2.5 Prioritization Process and Results

After the field reviews were complete, the steering committee modified the master map to reflect the review groups' recommendations. The steering committee also identified 18 routes that showed the greatest potential as components of a pedestrian and bicycle network and appeared to have fewer significant obstacles to implementation. In selecting these projects the steering committee drew on the field reviews to try to find the 'low hanging fruit' that would have the greatest impact on the community for the least effort.

On October 1, 2007, a final public meeting was held to present the 18 priority routes and to allow attendees to rank them in order of importance. The steering committee took the input from that meeting and created a top ten priority route list. These routes were mapped (see Appendix 5.2) and are listed below:

1. Riverview-Cove Spring Loop
2. KSU-Downtown Rail Trail
3. Juniper Hills-West Side Connector
4. Copperleaf Connector
5. US 60 - US 460 Spine
6. Capitol View Connectors
7. Schenkel Connectors
8. Lakeview Link
9. Devil's Hollow-Game Farm Trail
10. Millville Trail

This prioritization was done to assist local government in decision-making and to strengthen applications for state and federal grants. In addition to these ten priorities, there will be other projects and opportunities on a smaller scale that can be done to implement the rest of the planned network. A more thorough description of each Priority Route is provided in Appendix 5.3.

3.0 Pedestrian and Bicycle Network

3.1 Facility Types

Varying field conditions and intended use require different types of pedestrian and bicycle facilities. There were six facility types to accommodate pedestrians, bicyclists or both. The type recommended for each route depended on anticipated use, physical constraints (topography and development), current conditions, existing facilities and whether it was part of a roadway right-of-way or not. The facility types are:

1. Sidewalk
2. Shared-Use Path
3. Shared Road
4. Bicycle Lane
5. Roadway Shoulder
6. Unpaved Trail

3.2 GIS Mapping

The location of each project was linked to relevant information collected about the project in Geographic Information System (GIS) maps to facilitate future access to information. The GIS maps are available for use by city and county governmental agencies. Data entered include:

1. Facility Type
2. Date Information Last Updated
3. Priority Route (if applicable)
4. Field Review Team Leader
5. Lane Reconfiguration Recommendation (if applicable)
6. Shared Road Signage (if applicable)
7. Shoulder Sweeping Necessary (If applicable)

The following maps are included in appendices:

1. Master Network Maps (Appendix 5.1)
2. Priorities Map (Appendix 5.2)
3. Share the Road Signage Map (Appendix 5.4)
4. Lane Reconfiguration Map (Appendix 5.5)

3.3 Field Reports

Each field report from the work done by the Project Field Review Groups was documented electronically. It is available as a separate resource to this report.

4.0 Implementation

4.1 Government Staffing

There is a need to have a central point of contact at both the city and county government to help coordinate the implementation of this plan. This function could be achieved by creating a staff position that is shared between governments. This staff member would be charged with project management, coordination amongst agencies, reviewing development proposals and road plans, developing draft policies and public dissemination of information.

4.2 Implementation Group

It is recommended that an independent, open group be formed to guide the implementation of the Master Plan. This group would set priorities, assist government staff in preparing grant requests, and organize volunteer labor for the implementation of projects, update the Master Plan and review progress. This group should have a formal structure with officers and appropriate committees open to citizen participation. The group should consider obtaining 501(c)(3) status in order to accept private donations.

4.3 Project Development

4.3.1 Road Construction

The best time to develop pedestrian and bicycle facilities that parallel a roadway is when major construction is planned for that roadway (i.e. new road construction or widening an existing road).

The city, county and state governments should consider the Master Plan, and consult with the Implementation Group, in developing pedestrian and bicycle infrastructure improvements that can be incorporated into major roadway renovation projects.

4.3.2 Road Resurfacing

Road resurfacing projects will offer opportunities to implement recommendations for pedestrian and bicycle facilities at little additional cost. These may include:

- Restriping of lanes to accommodate bicycles
- Adding crosswalks
- Adding signing
- Adjusting signal timing
- Adding pedestrian crossing signals (to existing signals)
- Adding ADA compliant ramps at intersections

The city, county and state governments should reference the Master Plan and coordinate with the Implementation Group while making decisions on what types of improvements should be made.

4.3.3 Share the Road Signing

Numerous routes include shared roadways and shoulders. Many have been identified as locations for Share the Road sign posting. At a September 5, 2007 meeting with Steering Committee members, Kentucky Transportation Cabinet (KYTC) District 5 officials indicated their willingness to partner with the local governments to install these signs

along state-maintained routes. KYTC would provide the signs and designate the appropriate locations if the local governments provide the posts and labor to install them.

4.3.4 New Development and Public Facilities

Planning & Building Codes staff, in cooperation with Public Works staff, should develop standards for shared use paths, bicycle lanes and sidewalks to ensure quality and consistent design. It is recommended that this Master Plan be adopted by reference into the Frankfort and Franklin County Comprehensive Plan.

As new residential and commercial development and redevelopment is proposed, the planning staff and planning commission can then use the Master Plan to assist in making decisions on the location of facilities, as well as how appropriate types of facilities should be designed and implemented. The Planning Commission must make the decision on how facilities will be implemented within their processes.

When public facilities such as schools and government offices are designed, the Master Plan can be used to help make decisions on building location and orientation within the site. Implementing pedestrian and bicycle facilities can also help a new development reach its open space requirements.

4.3.5 Code Enforcement

Deteriorating, unkempt and blocked sidewalks are common issues that make walking difficult. In most cases, it is the responsibility of the property owner to maintain the sidewalk pavement along the perimeter of his or her property, even within government owned rights-of-way. It is also the responsibility of the property owner to keep the sidewalk clear of vegetation, snow, trash cans, vehicles and other items that may block or inhibit travel along the sidewalk.

Code enforcement staff can help property owners comply with their responsibility by notifying property owners of needed repairs, vegetation trimming, etc.

4.3.6 Funding & Grants

Implementation of the Master Plan can be accomplished with funding from a variety of sources. The following is a list of potential sources:

- State Government
 - Transportation Enhancement Funds
 - Recreational Trail Funds
 - Safe Routes to Schools Funds
 - Highway Improvement Projects
 - Maintenance (i.e. sweeping, signal timing)
 - Materials Donations (i.e. signs, ped signals)
- Local Government
 - Grant Matching (local budget)
 - Sidewalk Matching Program (local budget)
 - Labor for Planning & Construction
 - Materials for Construction
 - Maintenance of Trails
- Schools
 - Capital Improvements budget

- Private
 - New Local Developments
 - Land Donations
 - Easements
 - Cash Donations
 - Volunteer Labor

4.4 Future Plan Updates

4.4.1 Plan Update Cycle

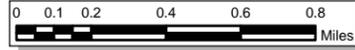
As conditions change, new information is gathered and new ideas emerge, it will be necessary to update the Master Plan. It is recommended that the plan be reviewed at least annually. The Implementation Group would be charged with making modifications to the network or this Master Plan. Priority routes should be reexamined every two to three years. Public participation in decisions involving major changes to the priority routes or Master Plan should be encouraged.

4.4.2 Progress Report

As part of the Master Plan update, the government staff, in cooperation with the Implementation Group, should prepare an annual assessment of progress. This assessment should be presented to the local governments' elected officials.

Facility Map WalkBikeFrankfort 2007

Appendix 5.1

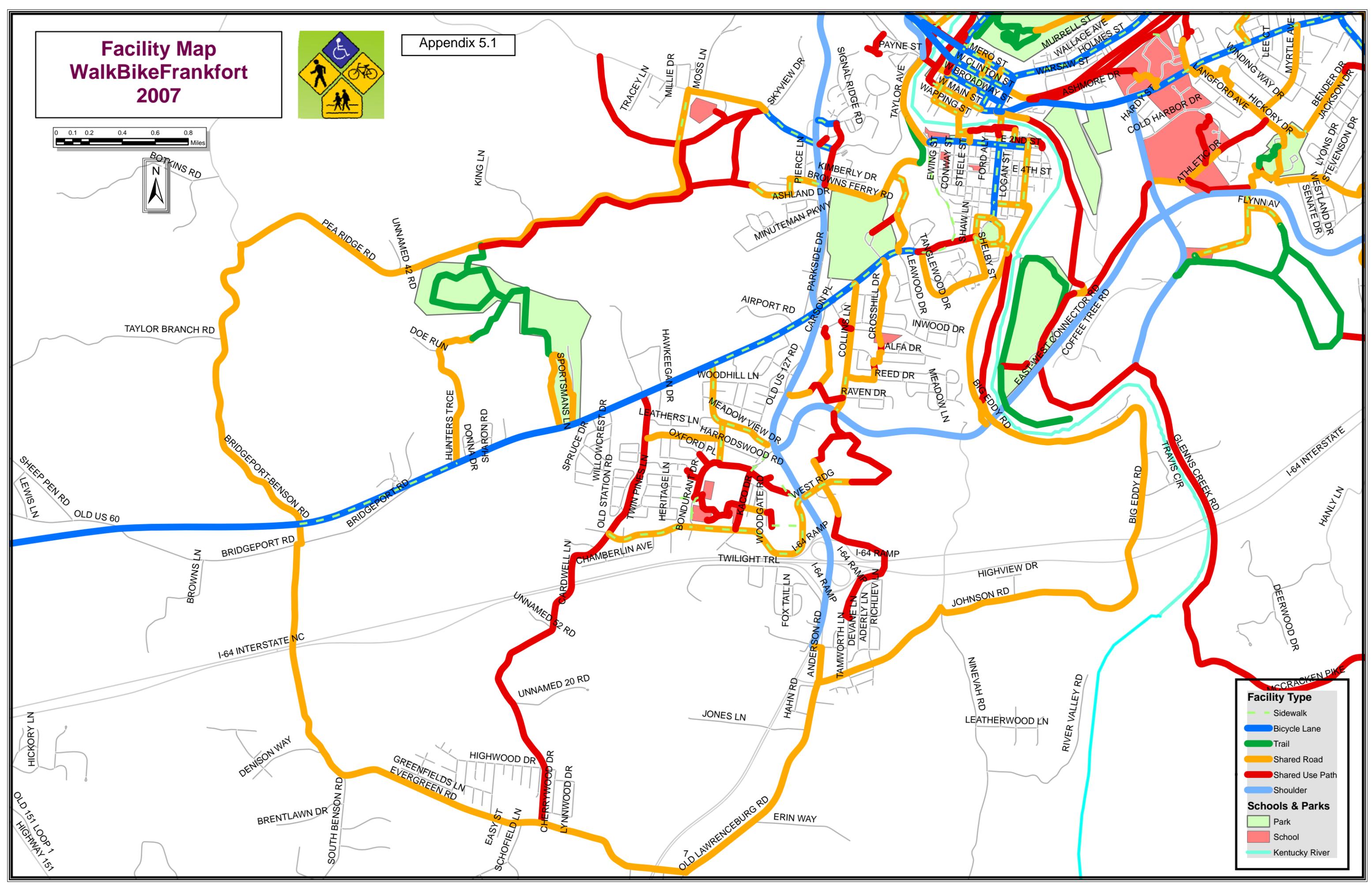


Facility Type

- Sidewalk
- Bicycle Lane
- Trail
- Shared Road
- Shared Use Path
- Shoulder

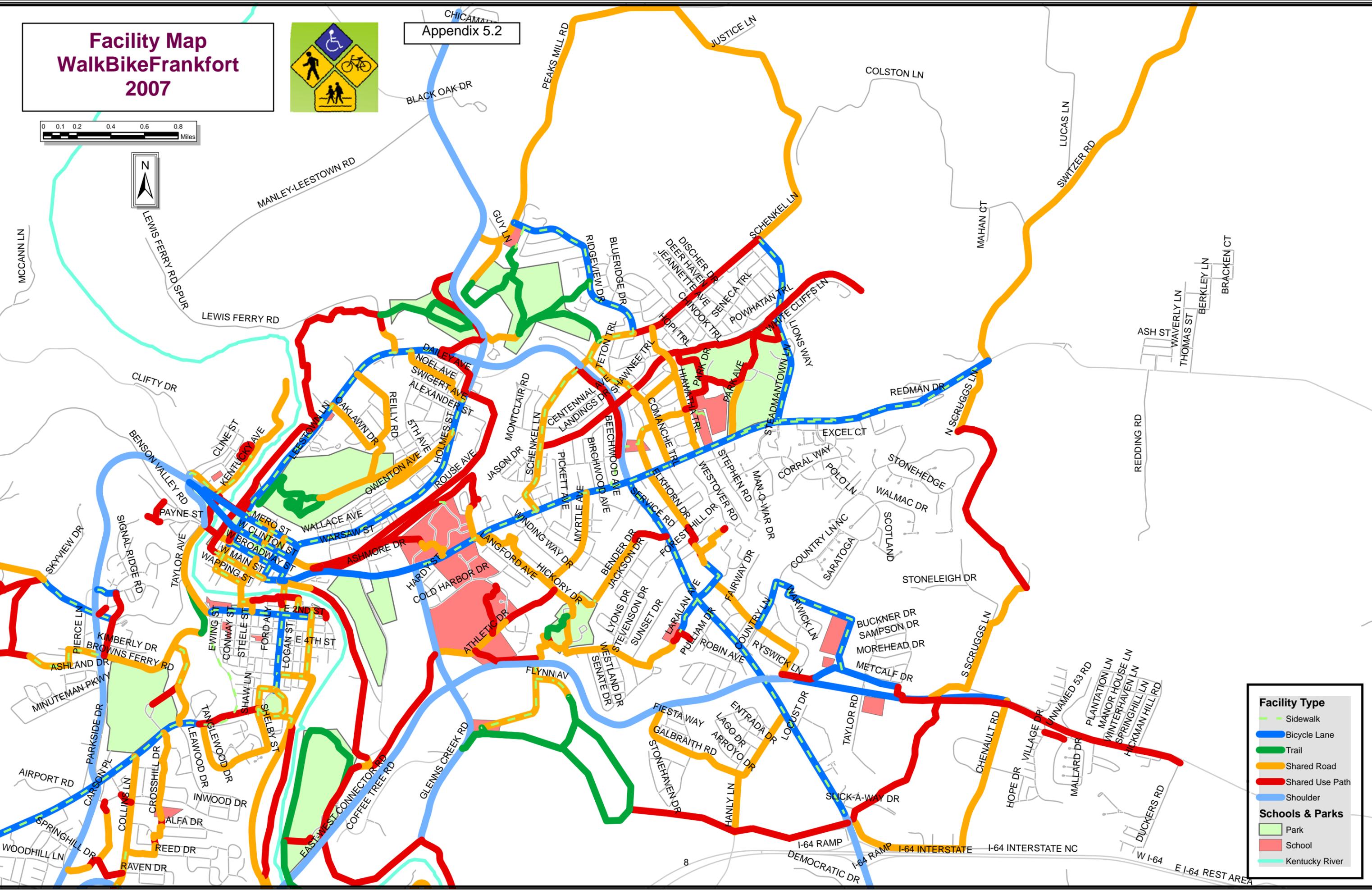
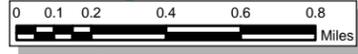
Schools & Parks

- Park
- School
- Kentucky River



Facility Map WalkBikeFrankfort 2007

Appendix 5.2



Facility Type

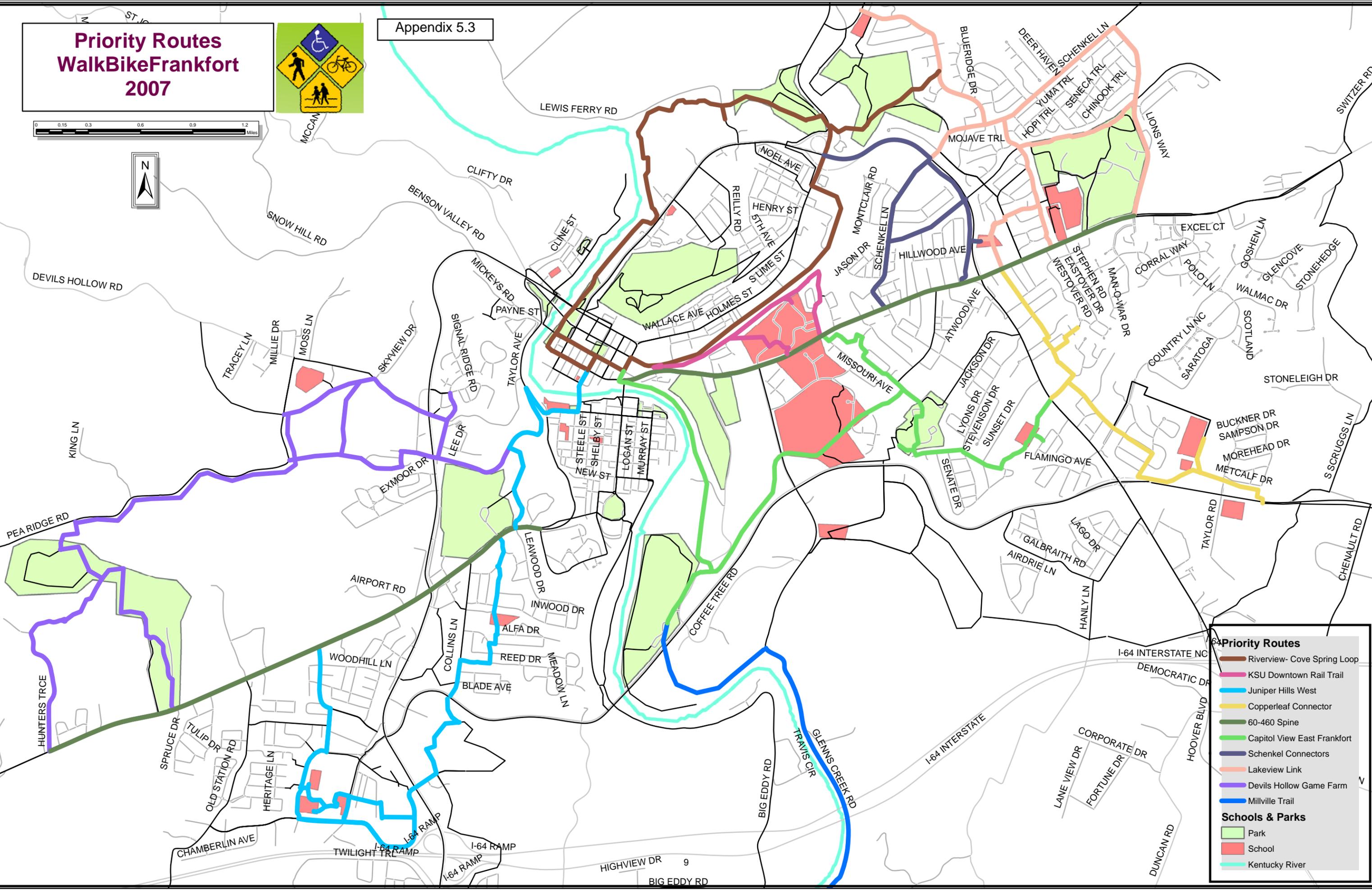
- Sidewalk
- Bicycle Lane
- Trail
- Shared Road
- Shared Use Path
- Shoulder

Schools & Parks

- Park
- School
- Kentucky River

Priority Routes WalkBikeFrankfort 2007

Appendix 5.3



Priority Routes

- Riverview- Cove Spring Loop
- KSU Downtown Rail Trail
- Juniper Hills West
- Copperleaf Connector
- 60-460 Spine
- Capitol View East Frankfort
- Schenkel Connectors
- Lakeview Link
- Devils Hollow Game Farm
- Millville Trail

Schools & Parks

- Park
- School
- Kentucky River

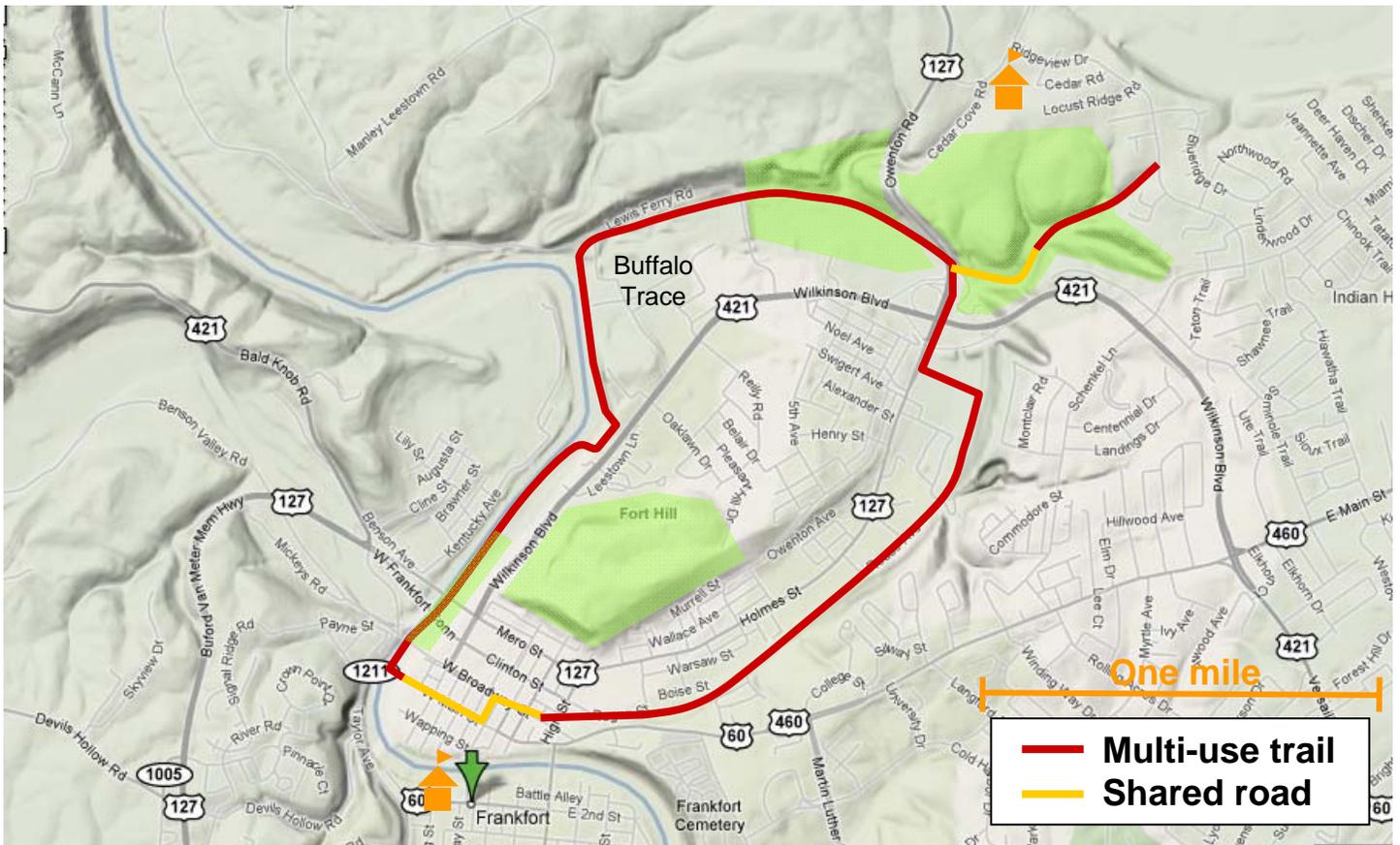
1. River Walk Loop

Vision

A trail begins downtown and proceeds along the Kentucky River through Riverview Park to Cove Spring Park then back downtown via a wooded abandoned rail corridor to complete a 5-mile loop. The Riverwalk is a major attraction for residents and tourists, offering scenic views, historic sites, exercise opportunities, and access to three parks.

Specs

- Total length: 5.0 miles
- Hard surface multi-use trail: 2.0 miles
 - Crushed stone trail: 2.5 miles
 - Shared road: 0.5 miles



1. RIVERVIEW – COVE SPRING LOOP

Route Description

The River Walk -- Downtown loop would originate downtown at a Walk/Bike-tourist kiosk at St. Clair and West Main Streets and return to the same place. From the kiosk, the trail proceeds through the downtown historic district to Riverview Park (which is connected by trails to Leslie Morris Park). The trail proceeds north along the Kentucky River, behind Buffalo Trace Distillery then turns East along Penitentiary Branch, crosses Lewis Ferry Rd at the levee and proceeds up Penitentiary Branch through the Cove Spring Park/Nature Preserve wetland area to an interpretive shelter. The trail then crosses US Hwy. 127 and enters another portion of the park/preserve (Connection can be made here to rails at the park/preserve and eventually beyond the park/preserve to connect to other trails and to Lakeview Park). The trail continues from Cove Spring Park/Nature Preserve south along an abandoned rail bed to downtown. Shortly before arriving back downtown, the trail connects to the KSU--Downtown trail.

Objectives

The trail will provide a major attraction for residents and tourists. It will highlight the river, three parks and many historic sites such as the Old Capitol and Liberty Hall. Commercial attractions along the way include downtown, the Farmer's Market, The Capital Plaza Hotel complex, Buffalo Trace Distillery and its attractions, Gattitown, Glen Willis Tearoom, Jim's Seafood and others. The trail will provide a great exercise and recreational opportunity in a 5-mile loop beginning and ending in historic downtown. The rail trail portion will provide an off-road pedestrian and bike corridor from downtown north.

Components

The trail will utilize existing sidewalks and streets in downtown. From downtown to Cove Spring Park/Nature preserve, the trail will have a crushed stone surface and be used by pedestrians and possibly bikes. From Cove Spring Park/Nature Preserve back to downtown, a paved rail trail will allow mixed use.

Component	Distance
Hard surface multi-use trail	2.0 miles
Crushed stone trail	2.5 miles
Sidewalk	0.5 miles
8 footbridges	
Traffic controls @ US 127	
Easements	TBD
Project total	5.0 miles

Opportunities and Challenges

The downtown kiosk would offer a trail hub to direct tourists to Frankfort attractions on foot or by bike. Trail maps and information would be available here.

Several substantial gullies along the river will require footbridges. Hillside excavation with appropriate structures to prevent erosion will be needed along a few steep sections of river bank to provide a satisfactory trail. Some railings and other safety precautions will be necessary.

The Lewis Ferry Road crossing has low traffic and good visibility, posing little danger to pedestrians and cyclists. Crossing US Hwy. 127 will prove more challenging: Traffic here is heavy and fast-moving. A signal or traffic calming measures may be needed. This will help address the existing problem of Cove Springs Park being divided into east and west sections by Hwy. 127.

Some private property concerns along the trail will need to be addressed. Working with riverside landowners to ensure pedestrian and bike-friendly development will be necessary.

Project Phasing

Phase 1: Riverwalk portion from downtown to Cove Spring Park/Nature Preserve

Phase 2: Cove Spring Park/Nature Preserve along rail trail back to downtown

Cost share potential

- 80% federal match from Transportation Enhancement funds
- Remaining 20% shared by city & county
- Strong candidate for various other grant programs

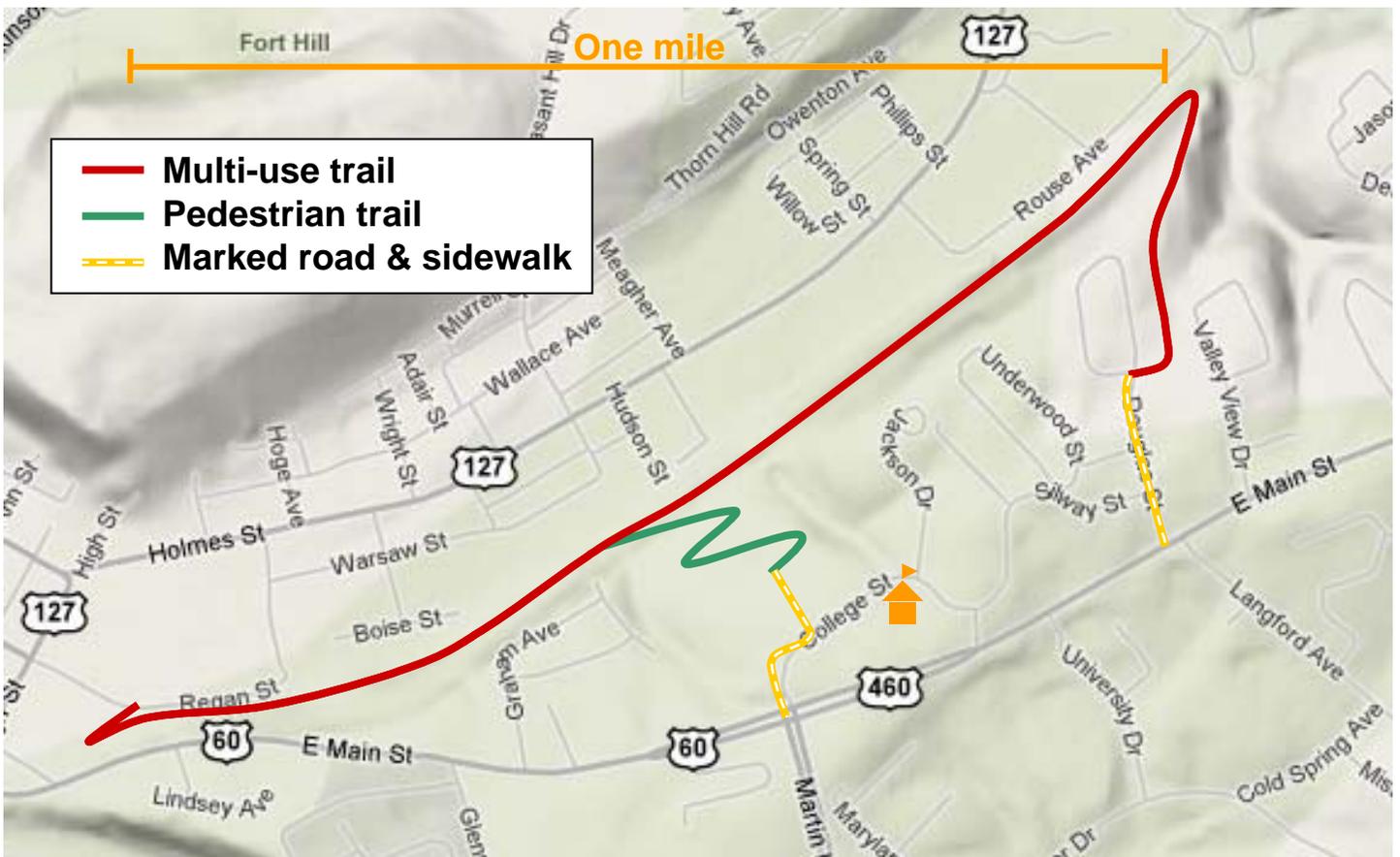
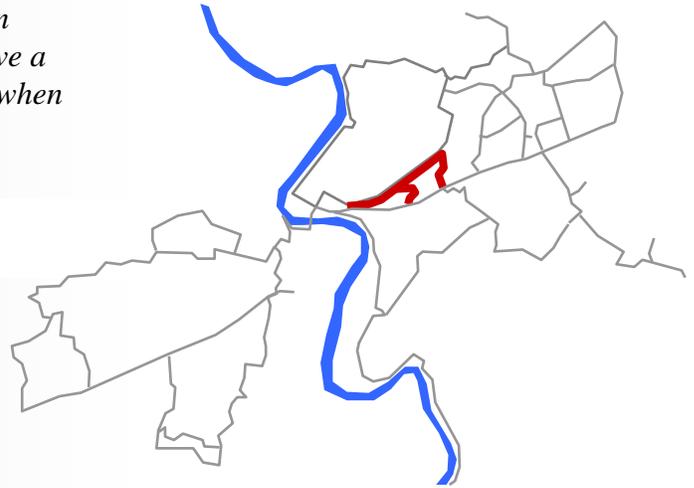
2. KSU – Downtown Rail Trail

Vision

A mixed-use path following an abandoned rail bed connects the main campus of Kentucky State University to downtown Frankfort. Pedestrians and cyclists have a scenic alternative to East Main Street when traveling between East Frankfort and downtown.

Specs

- Total length: 2.2 miles
- Hard surface multi-use trail: 1.6 miles
 - Soft surface pedestrian trail: 0.3 miles
 - Marked road & sidewalk: 0.3 miles



2. KSU-DOWNTOWN RAIL TRAIL

Route Description

The KSU Rail Trail branches off from the River Walk Loop at the parking lot of the newly renovated state office complex on Regan Street. Pedestrians access the abandoned rail bed by climbing a short flight of stairs, or ascending a switchback with an 8% slope suitable for bicycles, wheelchairs, or strollers. The rail bed climbs gently (3% slope) to the northeast, following the treed contours of the Holmes Street valley bank for just over a mile. At the half-mile mark it meets the edge of Kentucky State University's north campus. A quarter-mile connector path branches off from the rail bed at this point to climb the hill (10% slope with switchbacks) behind the Exum Recreation Center building on the KSU campus. The connector path emerges from the woods approximately 800 feet from the main entrance to KSU and a quarter mile from the KSU Student Center. The rail bed continues for another half mile to a scenic viewpoint, where an historic trestle once bridged Buffalo Gap, above the current municipal recycling center. Here, the trail heads south from the abandoned rail bed for a quarter mile (8% slope), arriving at a playground accessible from both Douglas Street and Valley View Drive, within 1000 feet of either the KSU Student Center or Main Street.

Objectives

The KSU Rail Trail will connect KSU to downtown Frankfort. It will provide a safe and scenic alternative to the East Main Street hill, which is narrow, noisy, and unattractive to pedestrians and cyclists. It will encourage students and faculty to walk or bike between town and campus, increasing health and wellbeing, and strengthening ties between the university and the larger community. It will offer visitors dramatic views of Fort Hill and the Holmes Street Valley as they walk or bike to attractions on the KSU campus, including performances at the Bradford Hall Theater, campus art exhibits, and the soon-to-be renovated historic springhouse near President Sias' home. It will give government workers lunchtime recreation opportunities, and provide an alternative transportation corridor for residents who commute from neighborhoods near KSU to downtown.

Components

The entire route, except for the connector path between Exum Center and the rail bed, will be a hard surface multi-use trail with gradients of 3-8%, suitable for use by pedestrians, cyclists, roller bladers, people in wheelchairs, and people pushing strollers. The connector between Exum Center and the rail bed will be a soft surface pedestrian trail with a steeper slope (10%). Shared-road connections providing access between the trail and East Main Street already have sidewalks for pedestrian use, and are sufficiently calm for bicycle use without further modifications.

<u>Component</u>	<u>Distance</u>
Hard surface multi-use trail	1.6 miles
Soft surface pedestrian trail	0.3 miles
Off-road connector marking	0.3 miles
Project total	2.2 miles

Opportunities and Challenges

- Cooperation and cost-sharing with Kentucky State University
- Determination of right-of-way ownership
- Switchback and staircase at downtown trail head
- Clearing, surfacing, and some fencing along abandoned rail bed
- Restoration of drainage on abandoned rail bed
- 12' footbridge allowing Exum Center pedestrian trail to cross hillside rivulet
- Grading of new trail between viewpoint and Douglas Street playground

Project Phasing

The project could be phased by constructing a pedestrian trail between downtown and Exum Center as a first phase, then upgrading to a multi-use path extending to the Douglas Street playground.

Cost share potential

- 80% federal match from Transportation Enhancement funds
- Remaining 20% shared by city & KSU

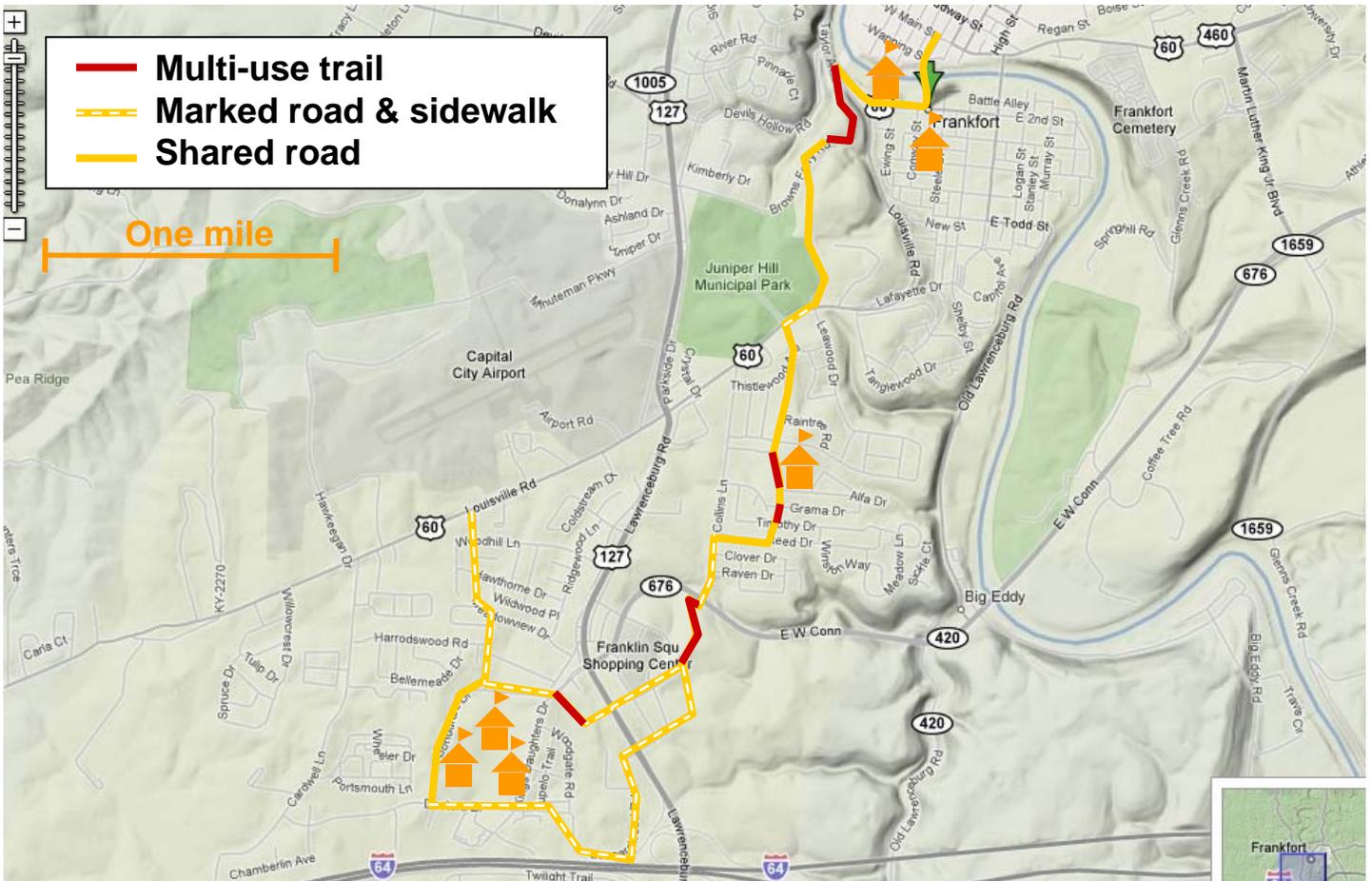
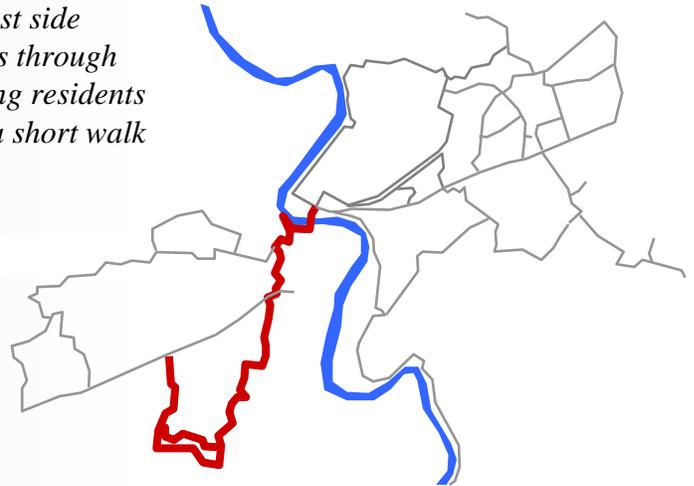
3. Juniper Hills West

Vision

The Juniper Hills West trail offers bikers and pedestrians a quiet, pleasant route from downtown to Juniper Hills Park and on to the West side shopping centers and schools. It passes through many West side neighborhoods allowing residents access to important destinations with a short walk or bike ride.

Specs

- Total length: 6.7 miles
- Hard surface multi-use trail: 1.3 miles
 - Shared-road: 0.6 miles
 - Marked road and sidewalk: 4.3 miles
 - Sidewalk only: 0.5 miles



3. JUNIPER HILLS-WEST SIDE CONNECTOR

Route Description

The Juniper Hills West trail provides pedestrians and cyclists with a quiet, pleasant route from downtown to Juniper Hills Park and on to the West side shopping centers and schools. The trail utilizes the abandoned section of Brown's Ferry Road to climb to Juniper Hills Park. It follows quiet residential streets in the Collins Lane neighborhood before entering Franklin Square from the rear through the Noel farm property. The trail makes important connections between the Bridgeport-Bondurant-Western Hills campus and surrounding neighborhoods before terminating at Louisville Road.

Trail Objectives

The Juniper Hills West trail passes through South Frankfort and many West side neighborhoods. It provides a safe and quiet alternative to Louisville Road, Collins Lane, Route 127 the East-West Connector and other busy arteries. It allows easy access to Juniper Hills Park from several directions.

The trail will encourage walking or biking to four schools:

1. Collins Lane Elementary,
2. Bridgeport Elementary,
3. Bondurant Middle, and
4. Western Hills High School.

Components

Beginning at the kiosk on Main St. and St. Clair, the Juniper Hills West Trail uses current sidewalks and streets as it crosses the Singing Bridge, proceeds west along Second Street, then northwest along Taylor Ave. The trail crosses Taylor Avenue and proceeds up the old Browns Ferry Road bed (10 % grade) to join the current Browns Ferry road. This trail section offers beautiful woodland views and vistas. The route continues through the new Berry Hill development and exits next to Juniper Hills Park. The trail bypasses most of busy Collins Lane by following Crosshill Drive and several other quiet neighborhood streets. It uses an existing walkway near Collins Lane School and creates a new one by extending Bluegrass Avenue through to Timothy Drive (for pedestrians and cyclists only). This will allow many additional children to walk or bike to Collins Lane School safely on quiet streets. The trail emerges on Collins Lane at Reed Drive where it requires construction of a sidewalk along the last quarter mile of Collins Lane. It crosses the E-W Connector at the light and follows a multi-use trail south through a wooded area to emerge at a new road near the rear of JC Penny.

At this point the trail splits. A 0.67 mile "inner loop trail" goes directly west to cross Route 127 at the

light in front of JC Penny, then proceeds along the side of Walgreen's. From there a multi-use trail goes behind the shopping center to cross King's Daughter's Drive and proceed west along Bonderant Drive to Westwood Drive. A 1.85 mile "outer loop trail" follows existing sidewalks and roads. It goes behind Kroger, then across Route 127, then along Leonardwood Drive and Doctor's Drive as far as Western Hills High School, then north past Bonderant Middle School to meet the inner loop trail at Westwood Drive. The trail ends by following Westwood and Meadowview Drives to Louisville Road. This well-traveled route is without sidewalks. Their installation will make it safer and easier for children to walk to school.

Two additional sidewalks near the school campuses are needed totaling 0.42 miles. One will link Bonderant to Bridgeport and then to a crossing at King's Daughter's Drive. The other will extend the sidewalk along Doctor's Drive 0.1 miles west of Western Hills until it meets an existing sidewalk.

Component	Distance
Hard surface multi-use trail with bed/ grade preparation	1.0 miles
Hard surface multi-use trail, no bed preparation required	0.25 miles
Sidewalk	1.5 miles
Shared-road marking	4.0 miles
Project total	6.75 miles

Opportunities and Challenges

- Working with Franklin County Schools to determine the best routes near the Western Hills-Bondurant-Bridgeport campus.
- Working with any future developer of the Noel farm.
- Working with west side shopping centers.
- Crossings at Taylor Avenue and King's Daughter's Drive.

Project Phasing

Phase 1: The Browns Ferry section can be completed with little cost, opening the trail all the way from downtown to Collins Lane School.

Phase 2: Signage for bicycles on shared-road sections.

Phase 3: Sidewalk upgrades and mixed-use trail construction as opportunities arise.

Cost share potential

- Transportation Enhancement grant program (80% match)
- Safe Routes to Schools grant program (100% funding)
- Incorporation of section through Noel Farm in any new development

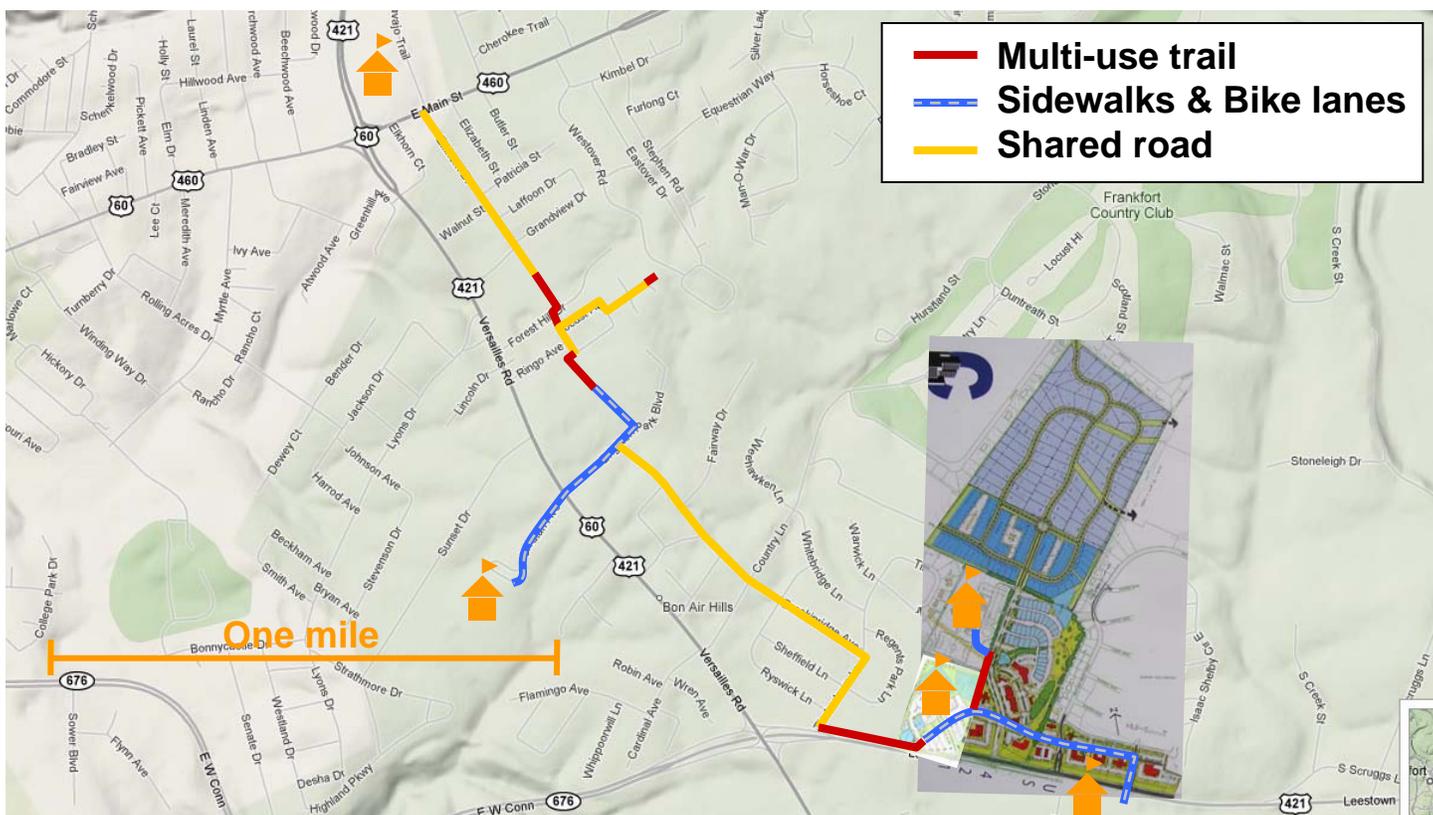
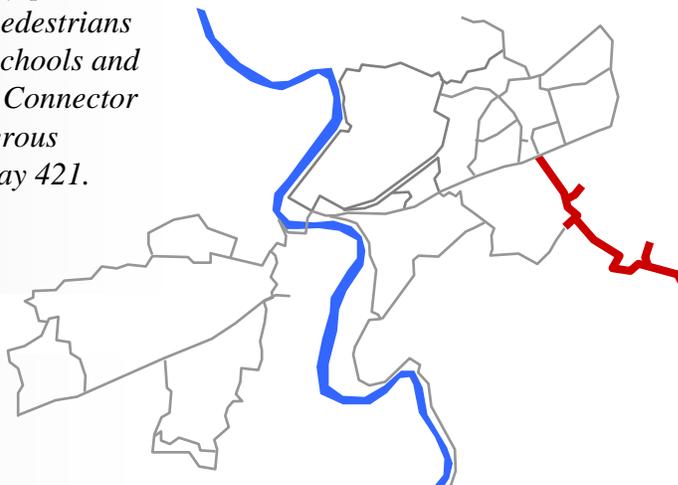
4. Copperleaf Connector

Vision

A north-south corridor consisting of quiet residential streets linked by strategically-placed paths, sidewalks and bike lanes gives pedestrians and cyclists access to five elementary schools and four shopping centers. The Copperleaf Connector offers an alternative to busy and dangerous sections of Versailles Road and Highway 421.

Specs

- Total length: 2.9 miles
- Hard surface multi-use trail: 0.4 miles
- Sidewalks & bike lanes: 1.0 mile
- Shared-road: 1.5 miles



4. COPPERLEAF CONNECTOR

Route Description

The Copperleaf Connector consists mainly of quiet residential streets parallel to Versailles Road. From the County School Board Offices on East Main Street it follows Elkhorn Drive south, cuts through the Eastwood Shopping Center and Forest Hill Estates, then along Chandler Avenue to the Brighton Park Mall. Spurs give access to Westover Road (County), to the east, and Hearn Elementary, across Versailles Road to the west. Leaving the city limits, it follows Breckenridge road to Timberlawn Lane, where it turns toward Highway 421. A mixed-use path follows the Highway 421 right-of-way to Good Shepherd Church. Sidewalks and bike paths allow safe passage through the commercial section of the new Copperleaf development, with spurs connecting to the new Good Shepherd Elementary School, the new County Elementary School, and Frankfort Christian Academy, across Highway 421.

Objectives

The Copperleaf Connector will allow pedestrians and cyclists to travel north-south between schools and shopping centers in east Frankfort. It will provide a safe and quiet alternative to very busy sections of Versailles Road and Highway 421. It will encourage walking and biking to five schools:

1. Elkhorn Elementary
2. Hearn Elementary (may be converted to Franklin County Early Childhood Education Village-East)
3. Good Shepherd Elementary (to be constructed)
4. New County Elementary School off Hwy 421 (under construction)
5. Frankfort Christian Academy

It will improve pedestrian and bicycle access to several major shopping areas in East Frankfort and Franklin County:

1. Eastwood Shopping Center
2. Goodwill/Peddler's Mall
3. Brighton Park Mall
4. New commercial and retail space being constructed in Copperleaf development on Highway 421

The project will promote health and wellbeing by making walking and biking a regular part of people's lives in East Frankfort and Franklin County.

Components

The route shares sections of Elkhorn Drive, Chandler Avenue, Ringo Avenue, Breckenridge Drive, and Timberlawn Lane. All of these are quiet residential streets, requiring little additional infrastructure for pedestrians and cyclists. Elkhorn Drive will be converted from a one-way street heading south to a two-way street in which motor vehicles are allowed in the south-bound lane only. The existing footpaths between the Eastwood Shopping Center and Chandler Avenue and between Chandler Avenue and the Brighton Park Mall will be upgraded to hard surface mixed-use paths. Bicycle lanes and sidewalks along Brighton Park Mall Drive, Brighton Park Boulevard, and Laralan Avenue will make the busy Brighton Mall area friendly to pedestrians and cyclists and provide a safe route to Hearn Elementary. The gate between Brighton Park Mall Drive and Breckenridge will be modified to improve pedestrian and bicycle access. Hard surface mixed-use trails will be constructed between Timberlawn Lane and Good Shepherd Church and between the two elementary schools currently being built on adjacent properties at this location. Bike paths and sidewalks will be encouraged as new commercial roads are constructed parallel to Hwy. 421.

<u>Component</u>	<u>Distance</u>
Hard surface multi-use trail	0.4 miles
Sidewalks and bike lanes	1.0 miles
Shared-road marking	1.5 miles
Project total	2.9 miles

Opportunities and Challenges

- Crossing East Main from Elkhorn Elementary and County School Board offices to Elkhorn Drive
- Sharing right-of-way in neighborhood areas
- Working with landowners (Route crosses several private properties)
- Crossing Versailles to Hearn Elementary
- Crossing Hwy. 421 to Frankfort Christian Academy
- Working with developers to ensure pedestrian and bike-friendly development

Project Phasing

Phase 1: East Main to Hearn Elementary

Phase 2: Brighton Park Mall to Frankfort Christian Academy

Cost share potential

- Safe Routes to Schools Grant (100% funding)
- City / County partnership

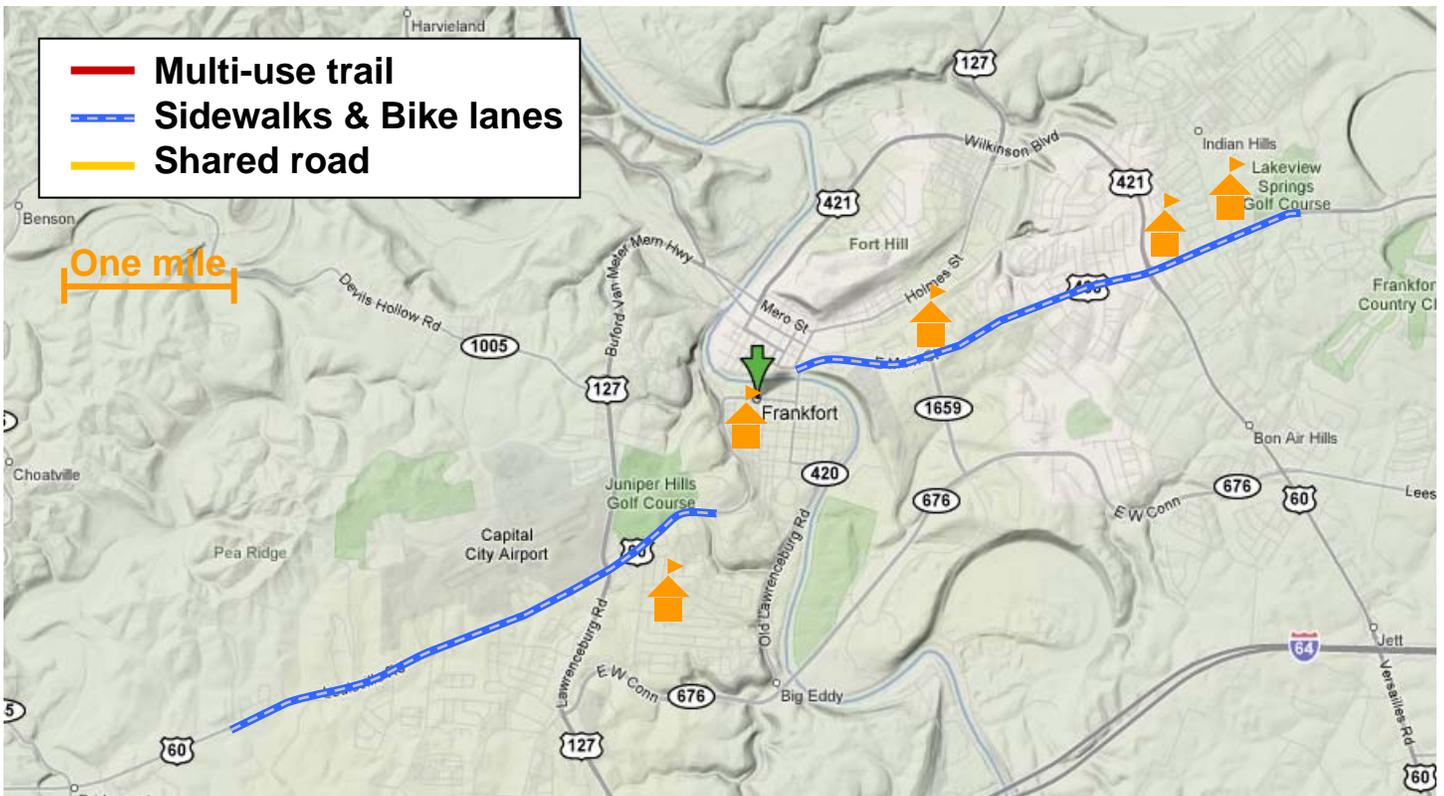
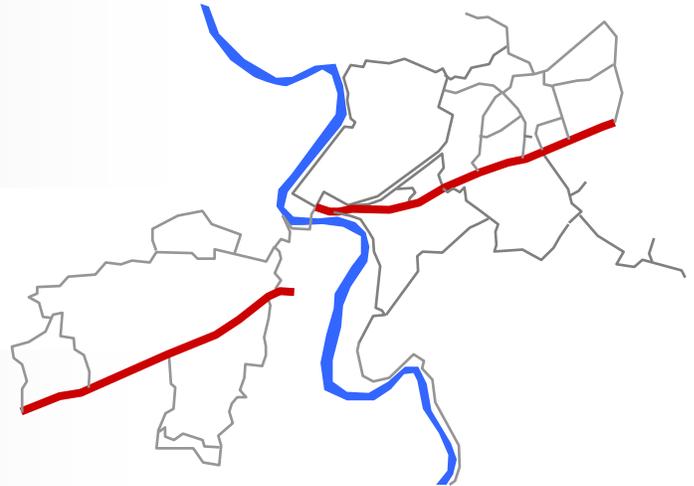
5. US 60 – US 460 Spine

Vision

Existing highway right-of-way is upgraded to make a critical east-west artery safe and accessible to pedestrians and cyclists.

Specs

- Total length: 6.25 miles
- Sidewalks: 4.0 miles
- Bike lanes: 6.25 mile



5. US 60 – US 460 SPINE

Route Description

Like an arterial road for vehicles, this spine provides a critical east-west connection for pedestrians and bicycles. The facilities will use existing highway right-of way and also provide critical links to many of the other priority trails.

The spine is comprised of two distinct parts:

1. US 60 (Louisville Road) between Tanglewood Drive and Hunters Trace Lane
2. US 60 & US 460 (East Main Street & Georgetown Road) between Capitol Avenue and Steadmantown Lane.

Objectives

The US 60-460 will provide direct connections to seven of the other nine high priority routes. This is critical for intra-city connectivity.

1. Juniper Hills West
2. Devils Hollow Game Farm
3. KSU Downtown Rail Trail
4. Capitol View East Frankfort
5. Schenkel Connectors
6. Copperleaf Connector
7. Lakeview Link

In addition, there are many important destinations that will be directly along the route. They include:

1. Game Farm/Salato Center
2. Capitol City Airport
3. Juniper Hills Park
4. Downtown
5. Frankfort Cemetery
6. Kentucky State University
7. Elkhorn Elementary School
8. Elkhorn Middle School
9. Franklin County High School.
10. Lakeview Park
11. Many residential neighborhoods
12. Many shopping centers and businesses

The project will promote health and wellbeing by making walking and biking a regular part of people's lives in West Frankfort and Franklin County.

Components

The primary components of this route are a bicycle lane and a five-foot sidewalk on each side of the roadway. The existing sidewalk along many sections of this route is only four feet wide, and much of it is in poor and deteriorating condition.

To achieve an acceptable bicycle lane, the current lane configurations will need to be modified. Three different approaches are recommended:

- **Five-lanes** (Louisville Road section): Travel lanes should be reduced to 10.5 to 11 feet wide and center median can be reduced to 14 feet wide to accommodate more space on the outside edges.
- **Four-lanes, divided** (Georgetown Road section): Travel lanes can be reduced to 10.5 to 11 feet wide. Where a bicycle lane cannot fit within the given width, a wide outside lane with "sharrow" markings should be implemented.
- **Four-lanes, undivided** (East Main Street section): Travel lanes may be able to be modified to a three lane cross section. This would include a single travel lane in each direction with a center turning lane.

Sidewalks on both sides of the roads for the entire length will be needed. Mid-block pedestrian refuges should be installed along the entire route in strategic locations.

<u>Component</u>	<u>Distance</u>
Restriping	6.25 miles
20 Pedestrian Islands	
4 Pedestrian Signals	
Project total	6.25 miles

Opportunities and Challenges

- Reconfiguring East Main Street – a traffic analysis will be needed to better understand the impact on traffic. Public education may be necessary. The Kentucky Transportation Cabinet has been open to the idea as a way to improve safety.
- Coordinating striping changes with repaving.
- Working with KYTC to design and install crossing refuges signals.

Cost share potential

- State funds (entire project is on state highway)
- Transportation Enhancement grant program (80% match)
- Safe Routes to Schools grant program (100% funding)

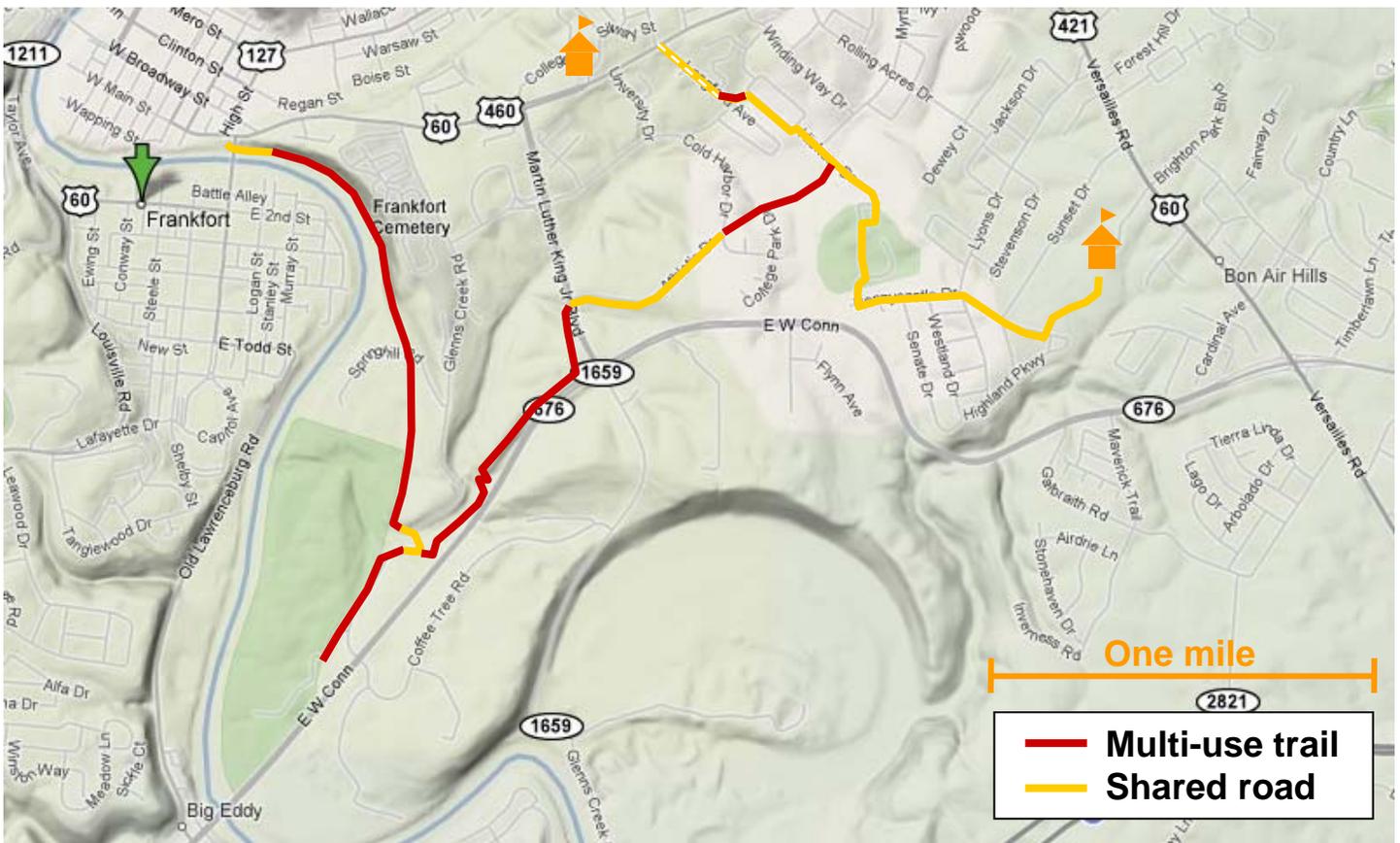
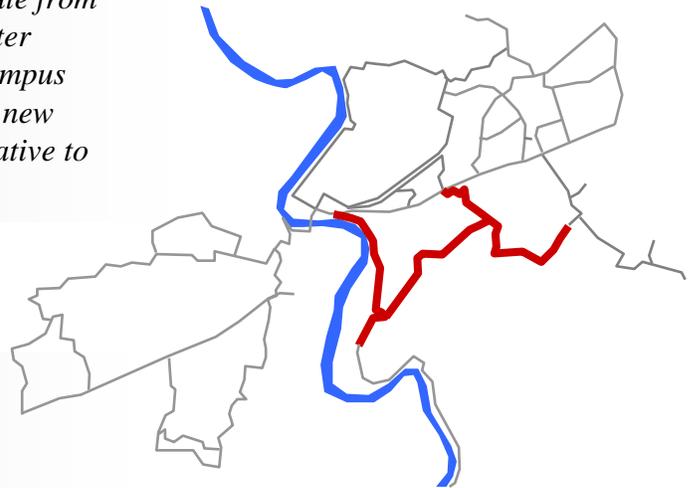
6. Downtown – Capital View – East Frankfort

Vision

A multi-use trail creates a riverfront attraction and a level and scenic route from downtown to Capital View Park. Later phases connect with KSU's south campus and East Frankfort Park to create a new east-west corridor and a safe alternative to East Main Street.

Specs

- Total length: 5.3 miles
- Hard surface multi-use trail: 2.8 miles
- Shared-road: 2.5 miles



6. CAPITOL VIEWCONNECTORS

Route Description

The trail connects Capitol View Park – a major destination for the region’s mountain bikers – to downtown Frankfort, the south campus of Kentucky State University, East Frankfort Park, and Hearn Elementary. It creates a new east-west corridor for pedestrians and cyclists, offering a scenic alternative to East Main Street and the East-West Connector.

Objectives

Like the Riverwalk-Downtown Loop to which it connects, this trail will provide a major riverfront attraction for residents and tourists. It creates a level and scenic route from downtown to Capitol View Park that is completely off-road. Such a trail would be attractive to walkers, runners and bikers, including many downtown workers on lunch break. It would provide cyclists with safe access to Capitol View and East Frankfort Parks. Finally, by providing an alternative to the East Main Street hill, the trail would create a safe and pleasant bicycle link between downtown and the growing southeast section of Frankfort

Components

The route from downtown to Capitol View Park (Phase one) begins at the corner of Main and High Streets, goes under the Capitol Avenue bridge and along the river through a city-owned parking lot. From there it ascends gradually to meet a rough service road on the river side of the active CSX railway. Some fill will be required to make this 12 foot ascent. The trail continues for half a mile alongside the railway, with numerous river views. The trail then follows an abandoned railroad to the right of the active one for approximately 0.6 miles. At this point an old trestle is missing. The trail follows a short gravel road to the left and exits onto Glens Creek Road to cross the stream before rejoining the abandoned rail bed. It continues another 0.3 miles along the rail bed to Capitol View Park. The rail bed provides an excellent subsurface for a trail surfaced with asphalt or crushed limestone.

Much of the route between Hearn Elementary and Kentucky State University (Phase 2) follows quiet residential streets that are already pedestrian and bicycle-friendly. The exception is Langford Ave., on the east side of KSU’s South Campus, which requires sidewalks for pedestrian safety. An informal footpath through a subsidized housing development currently connects Langford Ave. to Hickory Drive: This facility needs to be formalized to improve pedestrian and bicycle access.

The route between Glens Creek Road and the Frankfort Plant Board (Phase 3) includes 1.2 miles of multi-use trail (all of which require trail bed and/ or grade preparation) and 0.5 miles of shared road. This new east-west corridor will connect the first and second phases of this project. From the stream crossing on Glens Creek Road, the route follows the stream for 0.3 miles then ascends a hill to emerging in a cleared power line right-of-way. A mixed-use trail follows the power line as far as Martin Luther King Blvd then crosses onto Athletic Drive, which cuts across KSU’s south campus. The power line right-of-way provides a connection between KSU and the Frankfort Plant Board, just north of East Frankfort Park.

<u>Component</u>	<u>Distance</u>
Hard surface multi-use trail with bed/ grade preparation	1.3 miles
Hard surface multi-use trail, no bed preparation	1.5 miles
Shared-road marking	2.5 miles
Project total	5.3 miles

Opportunities and Challenges

- Working with landowners (Route crosses several private properties and uses railroad right-of-way.)
- Creating a gradual ascent from the city-owned parking lot to the CSX service road.
- Creating a safe path alongside the CSX railroad.
- Providing signage on Glens Creek Road.
- Creating switchbacks and a suitable slope for bicycles to make the ascent up the hill near the power line. (Phase three)
- Crossing Martin Luther King Drive.

Project Phasing

Phase 1: Downtown to Capital View Park

Phase 2: Hearn elementary to KSU

Phase 3: Glens Creek Road to East Frankfort Park

Cost share potential

- Transportation Enhancement grant program (80% match)
- Safe Routes to Schools grant program (100% funding)
- Fund-raising by mountain bike enthusiasts

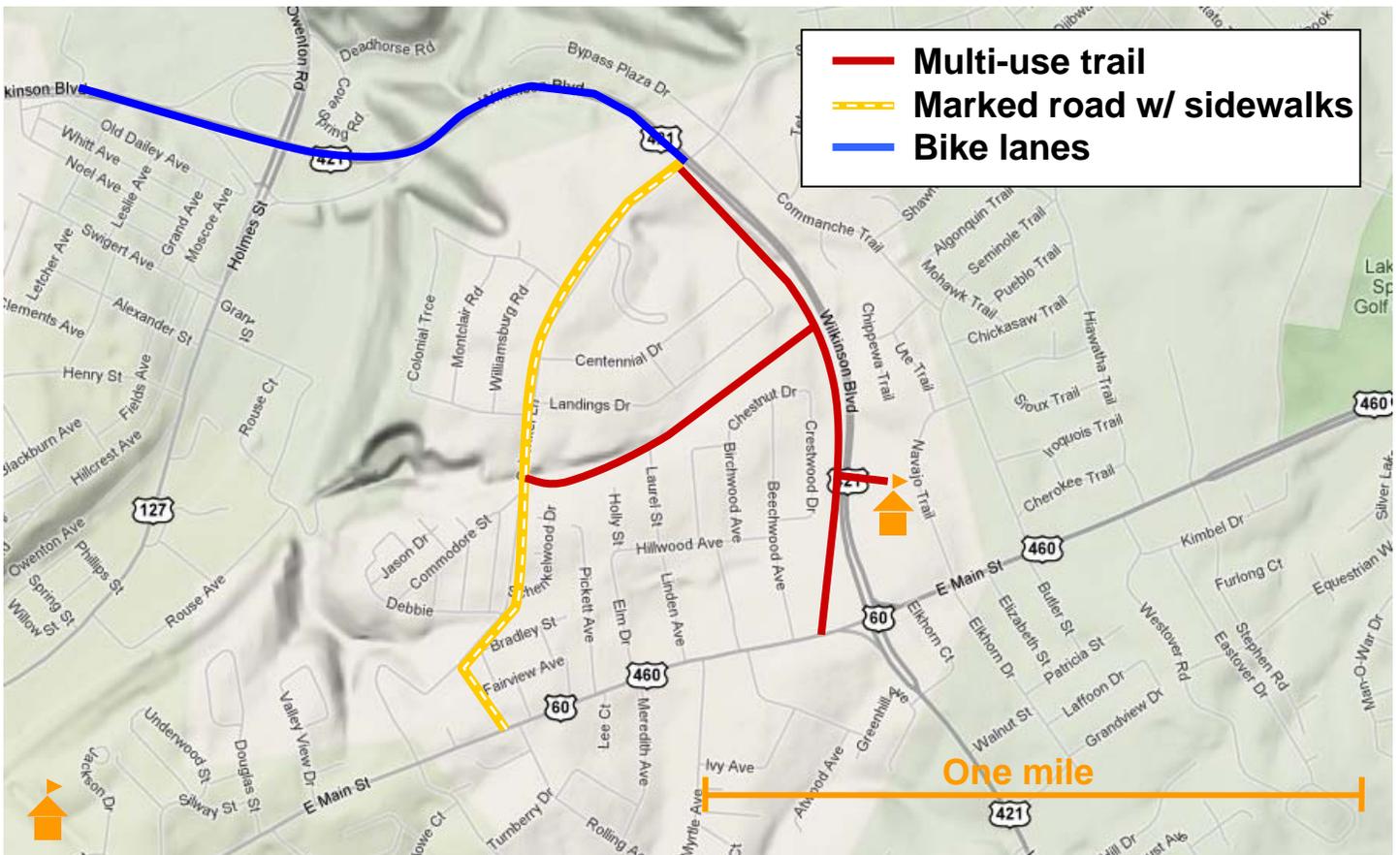
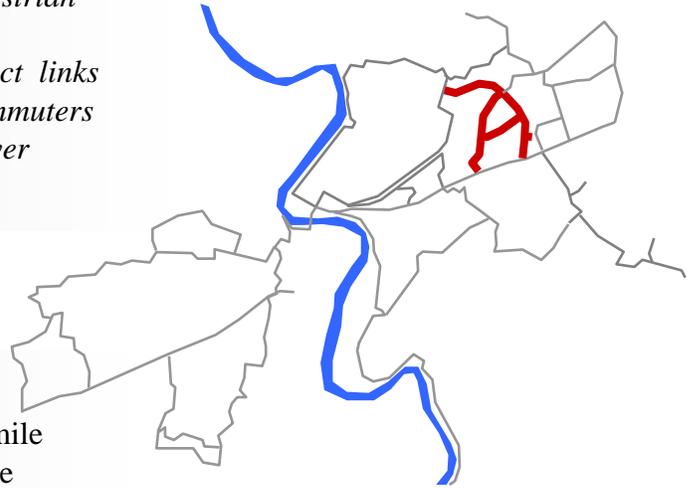
7. Schenkel Connectors

Vision

Existing roadways and an abandoned rail bed are upgraded to allow safe pedestrian and bicycle connections through the Crestwood neighborhood. The project links to an existing overpass, offering commuters and school children safe crossing over Wilkinson Blvd.

Specs

- Total length: 3.25 miles
- Hard surface multi-use trail: 1.25 mile
 - Marked road with sidewalks: 1 mile
 - Bike lanes: 1 mile



7. SCHENKEL CONNECTORS

Route Description

Bike lanes on the Thorn Hill Bypass enhance cyclists' ability to travel safely between the Indian Hills and Holmes Street areas. Sidewalks along Schenkel Lane enhance pedestrian safety on an important artery that is currently dangerous but heavily-used by pedestrians. Mixed-use trails along an abandoned rail bed and parallel to Wilkinson Boulevard improve access to an existing overpass that gives safe passage over Wilkinson Boulevard to Elkhorn Elementary.

Objectives

Create safe and pleasant connections for pedestrians and cyclists traveling through neighborhoods near Schenkel Lane to Elkhorn Elementary School, churches and retail on East Main and Wilkinson Boulevard, Indian Hills, and Holmes Street. The project offers key connections to other priority projects in East Frankfort.

Components

- Bike lanes on Thorn Hill Bypass
- Sidewalks and 'share-the-road' signs on Schenkel Lane between East Main and Wilkinson Boulevard
- Mixed-use trail along Wilkinson Boulevard right-of-way between East Main and Schenkel Lane (southern section of trail already exists)
- Mixed-use trail along abandoned rail bed between Schenkel Lane and Wilkinson Boulevard

Component	Distance
Sidewalk	1.0 mile
Bike lane	1.0 miles
Mixed-use trail	1.25 miles
Project total	3.25 miles

Opportunities and Challenges

- Determining ownership of rail bed between Schenkel Lane and Wilkinson Boulevard, and securing access for trail
- Widening the bridge on Schenkel Lane.
- Narrow section of Schenkel Lane between Schenkelwood Drive to East Main Street.

Project Phasing

Phase 1: Bike lanes on the Thornhill Bypass

Phase 2: Sidewalks on Schenkel Lane

Phase 3: Mixed-use trails on rail bed and Wilkinson Boulevard right-of-way

Cost share potential

- Bike lane striping funds already in city budget.
- Transportation Enhancement grant program (80% match) for remainder of project

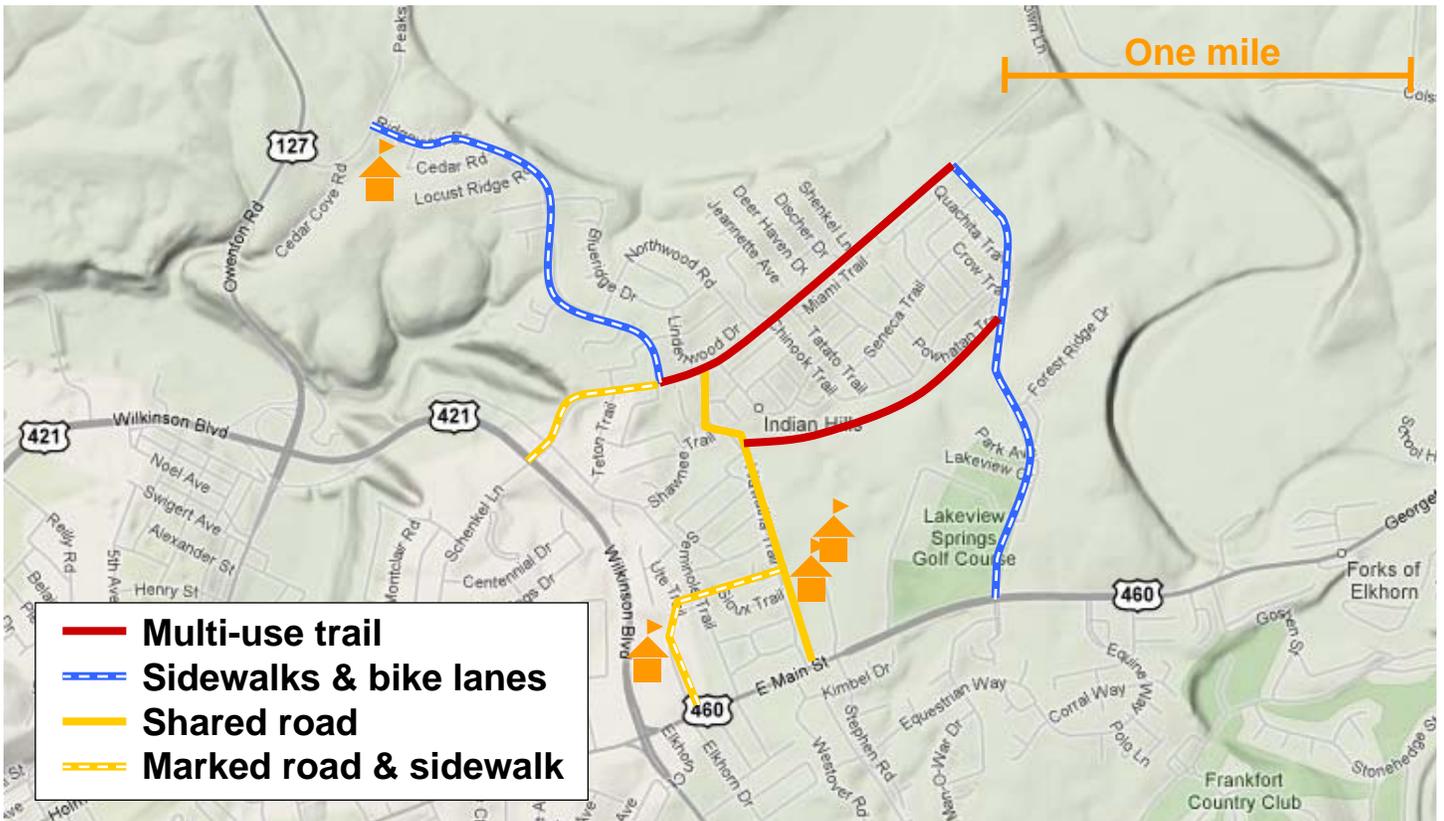
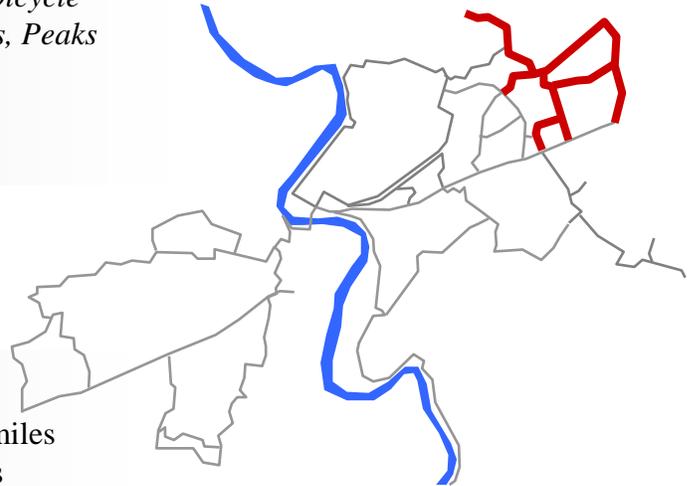
8. Lakeview Links

Vision

New and existing facilities combine to create a network of pedestrian and bicycle connections through the Indian Hills, Peaks Mill School and Lakeview Park neighborhoods.

Specs

- Total length: 5.7 miles
- Hard surface multi-use trail: 1.75 miles
- Sidewalks & bike lanes: 2.25 miles
- Shared-road: 0.8 miles
- Marked road & sidewalk: 0.9 miles



8. LAKEVIEW LINK

Route Description

A combination of mixed-use trails, sidewalks and bike lanes connect the Schenkel Lane, Silver Lake, Indian Hills and the Ridgeview neighborhoods to Peaks Mill School, Elkhorn Elementary, Elkhorn Middle School, Lakeview Park, and retail areas.

Objectives

The trails would provide safe access to Peaks Mill School, and allow safe walking and biking opportunities throughout the Indian Hills and the Lakeview Park areas. It would offer connections to the Peaks Mill corridor and Versailles Road areas.

Components

- Sidewalks and marked bike lanes along Ridgeview between Schenkel Lane and Peaks Mill School
- Sidewalks and 'share-the-road' signs on Schenkel Lane, between Wilkenson and Ridgeview, and on Navajo Trail and Elkhorn Elementary School Drive
- Mixed-use path parallel to Schenkel Lane between Ridgeview and Steadmantown Lane
- Mixed-use path along abandoned rail bed on north edge of Lakeview Park (existing)
- Sidewalks and marked bike lanes along Steadmantown (much already grant-funded)

Component	Distance
Hard surface multi-use trail with bed / grade preparation	1.8 miles
Shared Road Signage	0.8 miles
Sidewalk & bike lanes	2.3 miles
Sidewalk & shared road	0.9 mile
Project total	5.8 miles

Opportunities and Challenges

- Overcoming drainage problems for sidewalk along Ridgeview.
- Challenging topography on Steadmantown Lane

Project Phasing

Phase 1: Ridgeview bike lanes and sidewalks.

Phase 2: Remaining sidewalks

Phase 3: Mixed-use trail on Schenkel

Potential Cost Share

- Phases 1 and 2 are strong contenders for federal 'Safe Routes to Schools' funding (no match required)
- Federal Transportation Enhancement funding for Phase 3 (20% match required)
- Collaborative arrangement between city and county governments

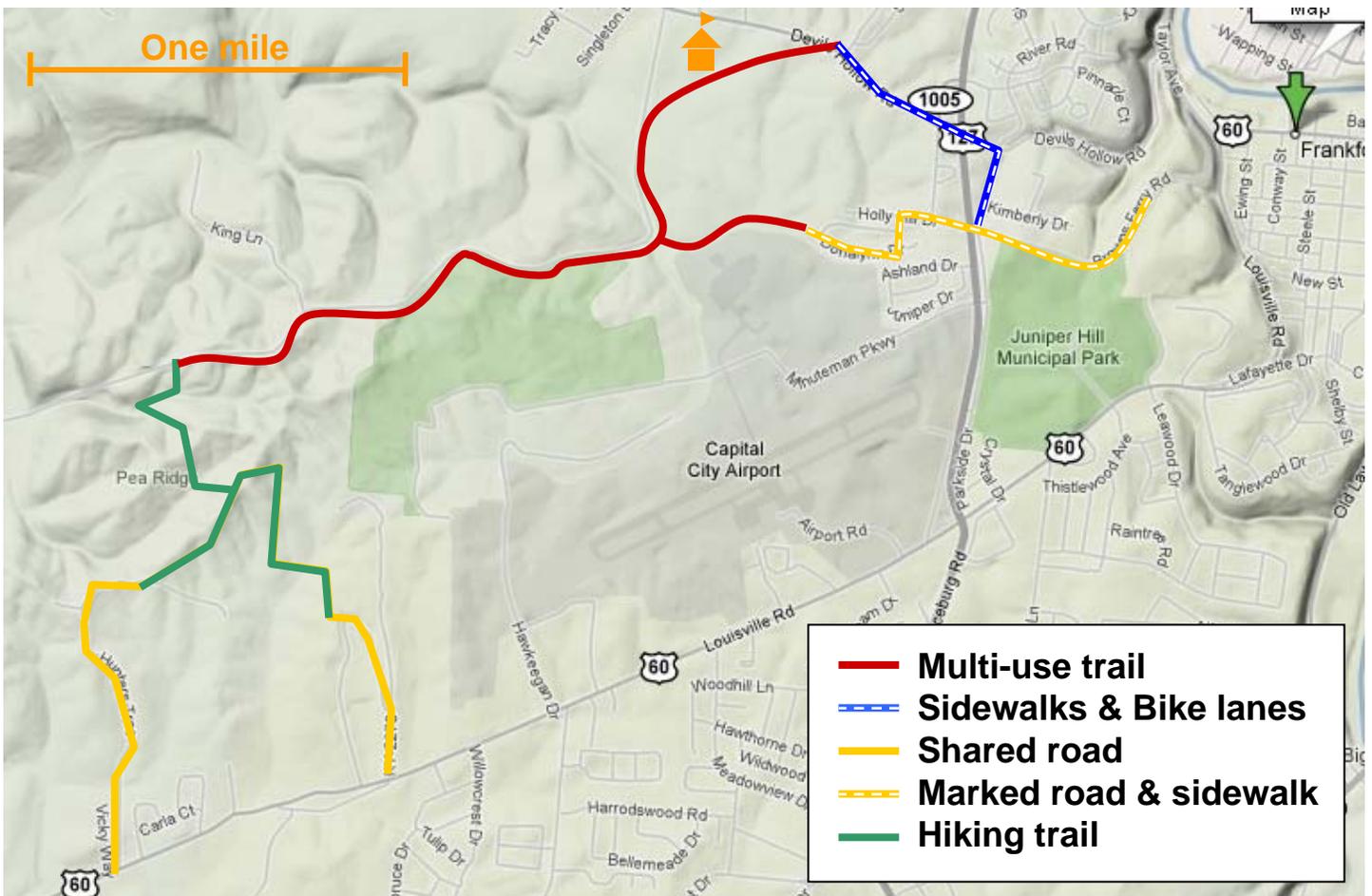
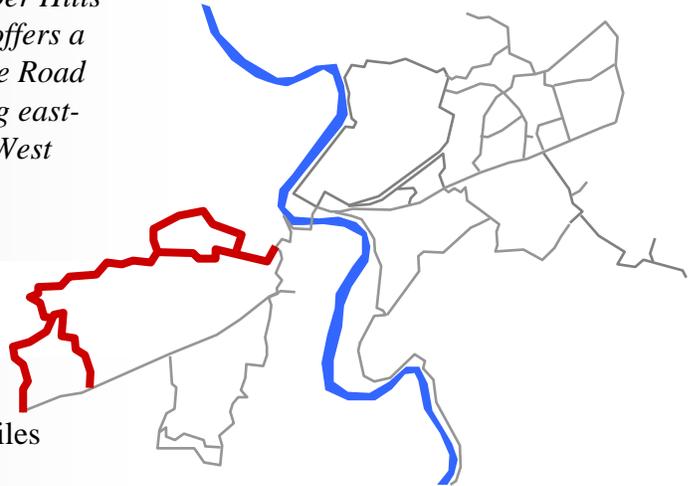
9. Devil's Hollow – Game Farm

Vision

A mix of shared roads, existing hiking trails, and multi-use trails link Juniper Hills Park to the Game Farm. The route offers a quiet, scenic alternative to Louisville Road for pedestrians and cyclists traveling east-west between Franklin County and West Frankfort.

Specs

- Total length: 7.2 miles
- Hard surface multi-use trail: 2.5 miles
- Sidewalks & bike lanes: 0.8 miles
- Marked road & sidewalk: 0.9 miles
- Shared-road: 1.3 miles
- Hiking trail: 1.7 miles



9. DEVIL’S HOLLOW – GAME FARM TRAIL

Route Description

This is a compilation of on- and off-road facilities stretching from US 60 (Louisville Road) and Hunters Trace subdivision to Juniper Hills Park. It is a combination of shared roads, shared-use paths, sidewalks, bicycle lanes and hiking trails.

Objectives

The Devils Hollow Game Farm link will primarily be used to provide direct connections to the following:

- Game Farm/Salato Center
- Westridge Elementary School.
- Juniper Hills Park
- Several residential neighborhoods
- Some commercial sites and churches

This trail will serve as a transportation link between Louisville Road, neighborhoods, a school and two parks. It will also serve as a recreational facility for peds & cyclists along Pea Ridge Road and for hikers within the Game Farm property.

Components

Shared roadway for both bicycles and pedestrians may be used in the following locations:

- Hunters Trace Road
- Sportsman Lane (Game Farm)
- Donalynn Drive
- Sweetberry Lane
- Holly Hill Drive (Sweetberry Lane to Pierce Lane)
- Browns Ferry Road

A sidewalk or shared use path may be used for pedestrians on:

- River Ridge Road
- Parkside Drive
- Devils Hollow Road
- Holly Hill Drive

A bicycle lane or shared use path may be used by bicyclists on:

- Devils Hollow Road

A shared use path will be used:

- From Donalynn Drive west to Pea Ridge Road
- From Devils Hollow Drive to Pea Ridge Road
- Along Pea Ridge Road

Hiking trails may be implemented from Pea Ridge Road through the Game Farm to Hunters Trace Road and Sportsmans Lane. Many of these trails already exist.

Component	Distance
Hard surface multi-use trail:	2.5 miles
Sidewalks & bicycle lanes	0.8 miles
Marked road & sidewalk	0.9 miles
Shared road	1.3 miles
Hiking trail	1.7 miles
Total	7.2 miles

Opportunities and Challenges

- Working with the Planning and Zoning Commission and with developers to implement trails within areas of new development, specifically within the area bounded by Devils Hollow Road, Holly Hill subdivision, Pea Ridge Road and the Game Farm. Implementation may take many years as the area develops. Grant funding may be needed for some of the shared-use path along Pea Ridge Road.
- In the interim, Share the Road signs can be posted along Devils Hollow Road and Pea Ridge Road to encourage a safer biking environment.
- Game Farm facilities managers have indicated an interest and willingness to make the connections to Pea Ridge Road and Hunters Trace.

Project Phasing

Implementation as opportunities arise due to Game Farm development, roadway improvement and new development approvals.

Cost share potential

See project phasing.

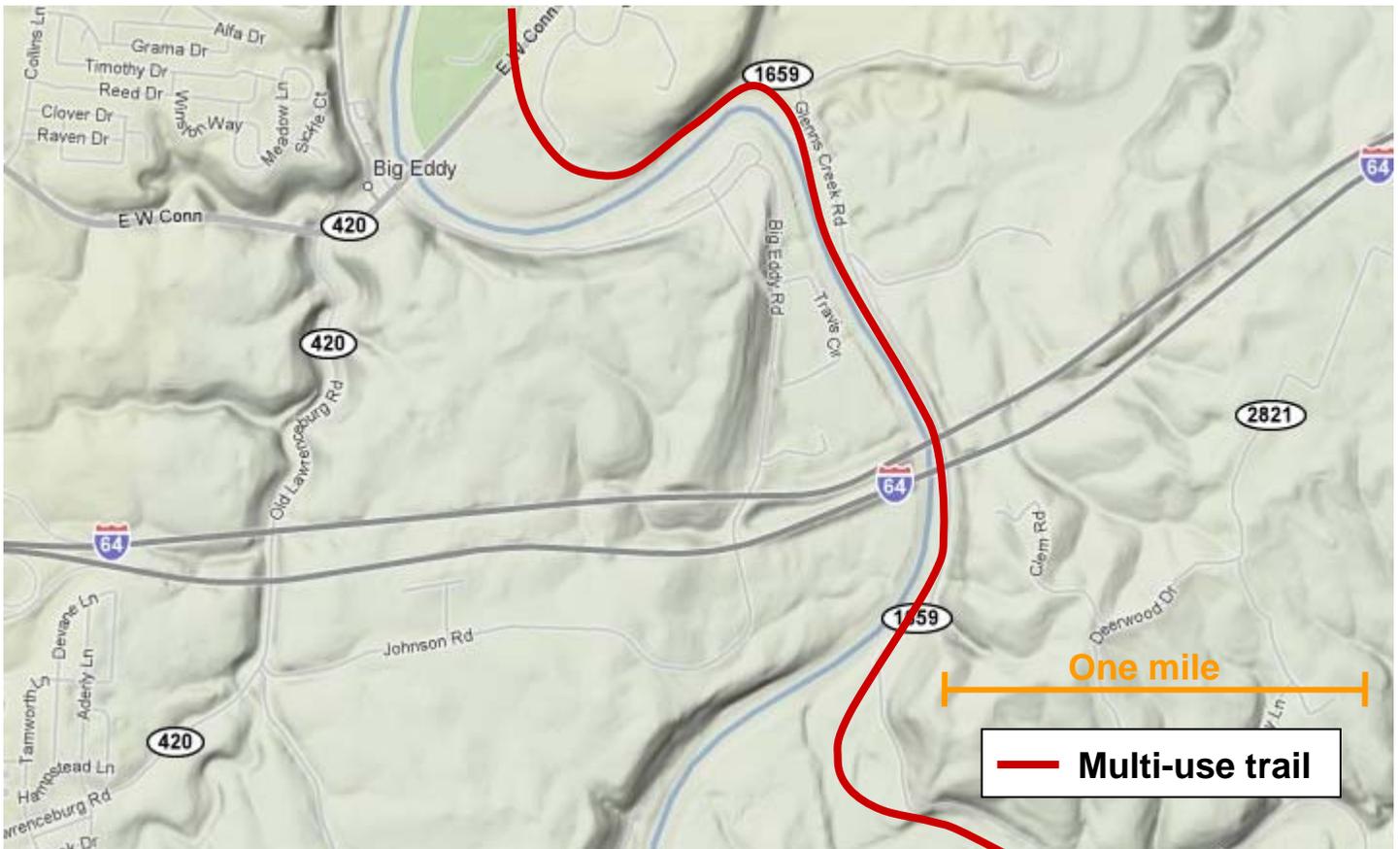
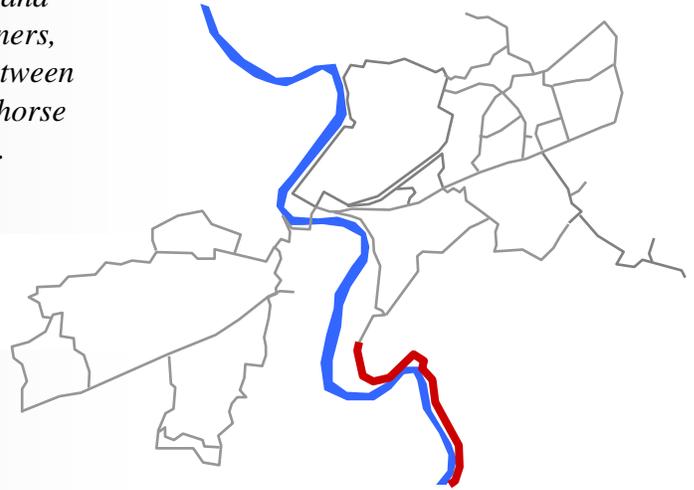
10. Millville Rail Trail

Vision

A multi-use rail trail runs south from Capital View Park. This quiet, level and scenic path is ideal for walkers, runners, and cyclists seeking a connection between downtown Frankfort and the famed horse country of nearby Woodford County.

Specs

- Total length: 2.5 miles
- Hard surface or crushed gravel rail trail: 2.5 miles



10. MILLVILLE TRAIL

Route Description

The Millville Trail is a 2.5 mile multi-use trail which runs along an abandoned railway south from Capital View Park where it connects with the Downtown-Capital View-East Frankfort trail. Leaving the park, it passes under the E-W Connector and through Frankfort Plant Board property for 0.3 miles before emerging as a beautiful wooded trail that runs next to the Kentucky River. At mile 1.0, the trail crosses Millville Road. It then runs parallel to that road for the next 1.5 miles. The trail ends 0.4 miles south of the Interstate 64 bridges. Cyclists could continue on to Millville for another 3 miles on Millville Road.

Objectives

This quiet, level and scenic trail is ideal for walkers and runners. It is also an important link for cyclists seeking a safe hill-free route from downtown Frankfort to Millville and the Woodford County horse country.

Together with the Riverwalk-Downtown Loop and the Downtown-Capital View-East Frankfort trail, the Millville trail completes a major riverfront attraction for residents and tourists. It is an excellent exercise and recreation trail.

Components

The entire length of the trail is on an abandoned railroad corridor. Ties and rails have been removed leaving an excellent level bed. For walkers, runners and most cyclists, a fine crushed gravel surface would be sufficient.

The most important section of the trail is the first mile. Since it is closest to Capital View Park, it would get the most use. In addition, this section includes an extraordinarily beautiful path along the Kentucky River. It also provides runners and cyclists with access to Millville Road without climbing any hills. The further south the trail goes along Millville Road, the less necessary it becomes. However, it

would be good to have an off-road path that at least goes past the quarry, so that users can avoid gravel trucks. The ending point shown on the map was chosen because a trailer and some other buildings have been put on the old railroad right-of-way south of that point.

<u>Component</u>	<u>Distance</u>
Multi-use trail with crushed gravel surface	2.5 miles
Project total	2.5 miles

Opportunities and Challenges

- Working with the Frankfort Plant Board to find an acceptable way for trail users to pass near the water treatment complex. Some existing fences may need to be added or relocated. An alternate route may be possible for walkers and mountain bikers, but it would probably not be used by runners or most regular cyclists because of the elevation climb involved.
- Working with the private landowner (Jim Sheridan) whose property is on both sides of the old railway where it crosses Millville Road at the base of the hill coming down from Martin Luther King Drive. Mr. Sheridan is supportive of the project and suggests that limited parking be provided across Millville road from his property, as this may be an access point for some trail users.
- Providing signage on Millville Road.

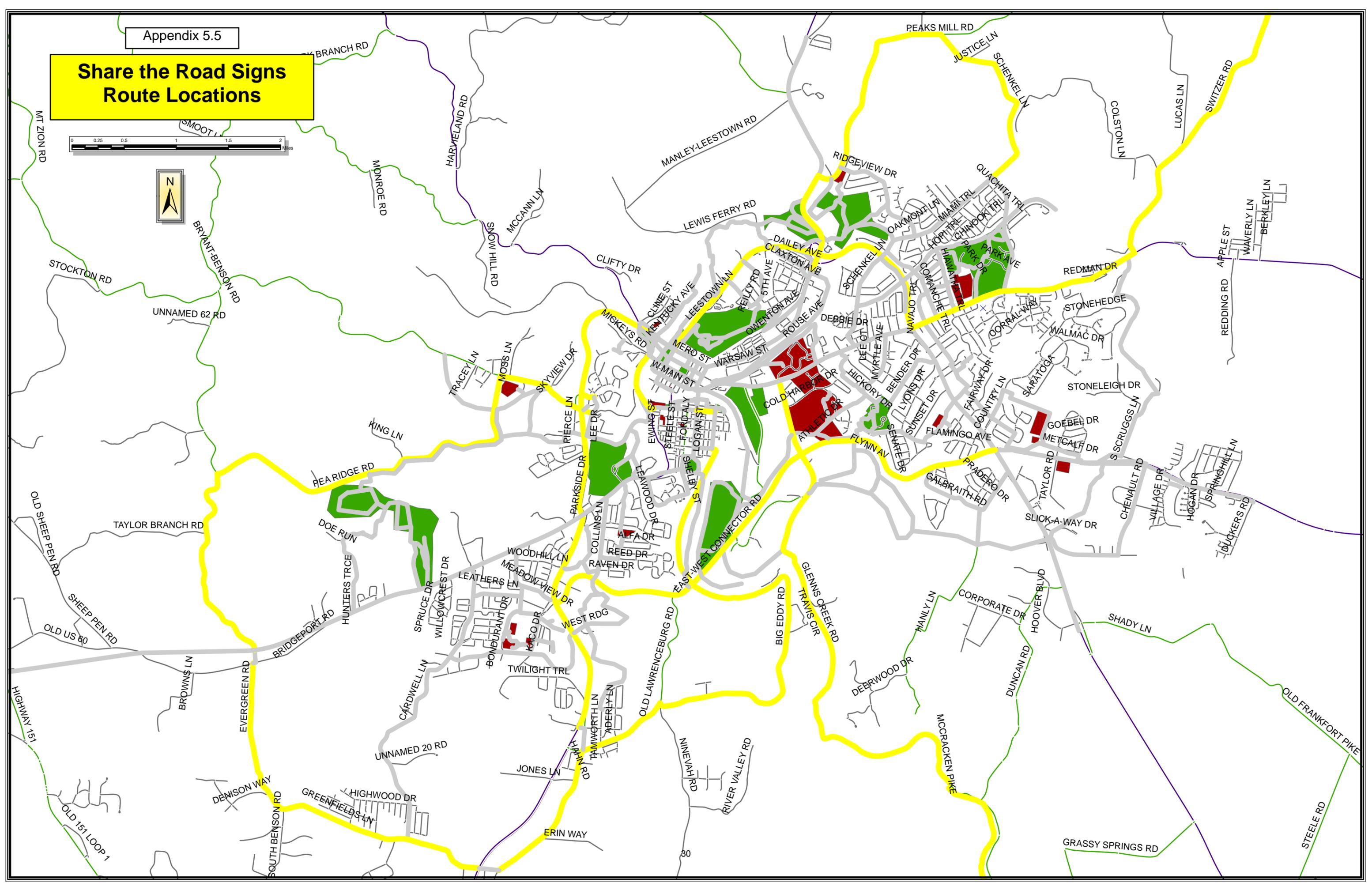
Project Phasing

See discussion of trail length under "Trail Components." Surfacing may start with crushed gravel and later add asphalt if indicated.

Cost share potential

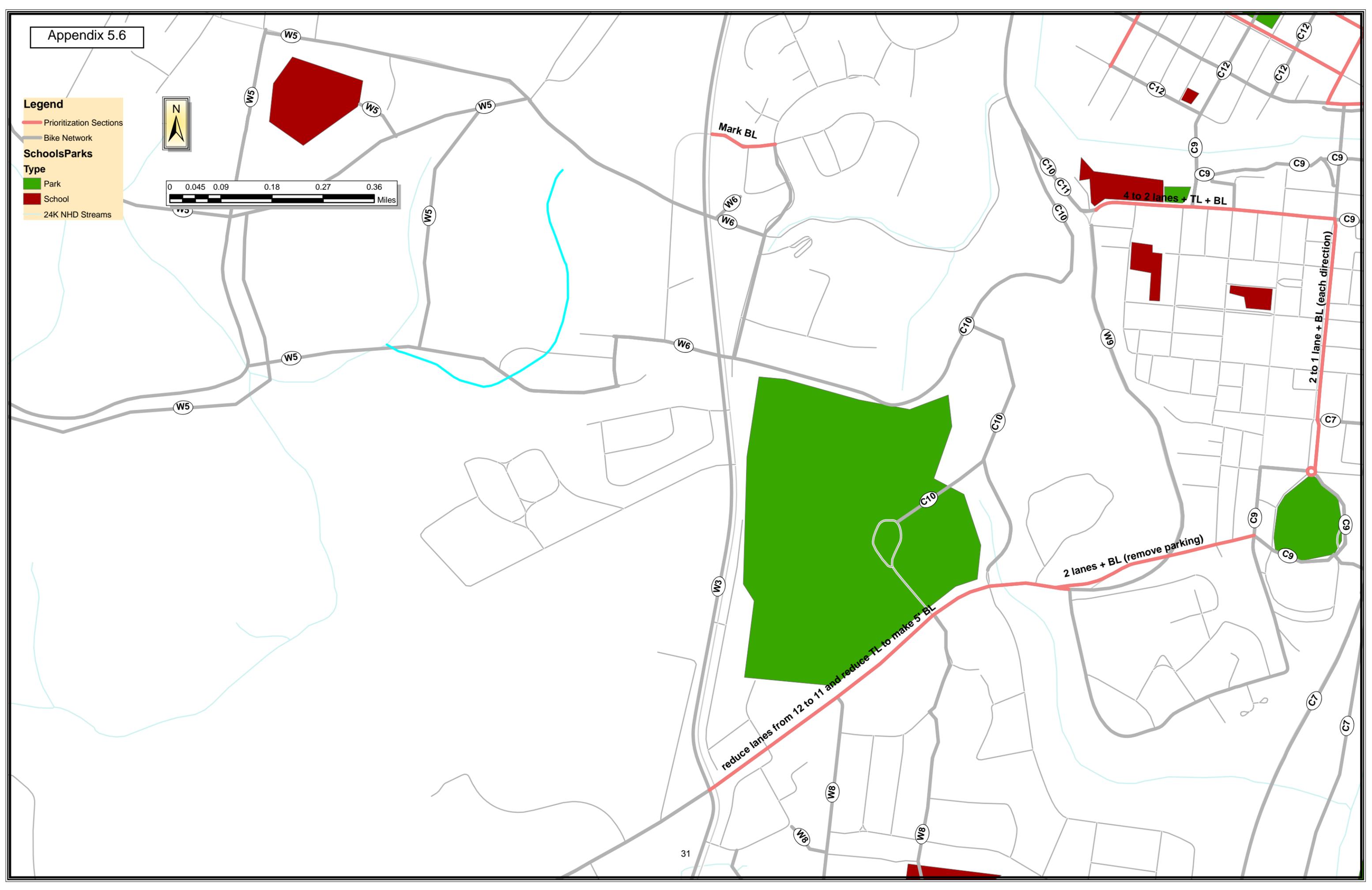
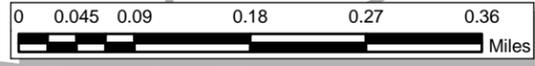
- 80% match from federal Transportation Enhancement grant.
- Remaining 20% shared by city & county

Share the Road Signs Route Locations



Legend

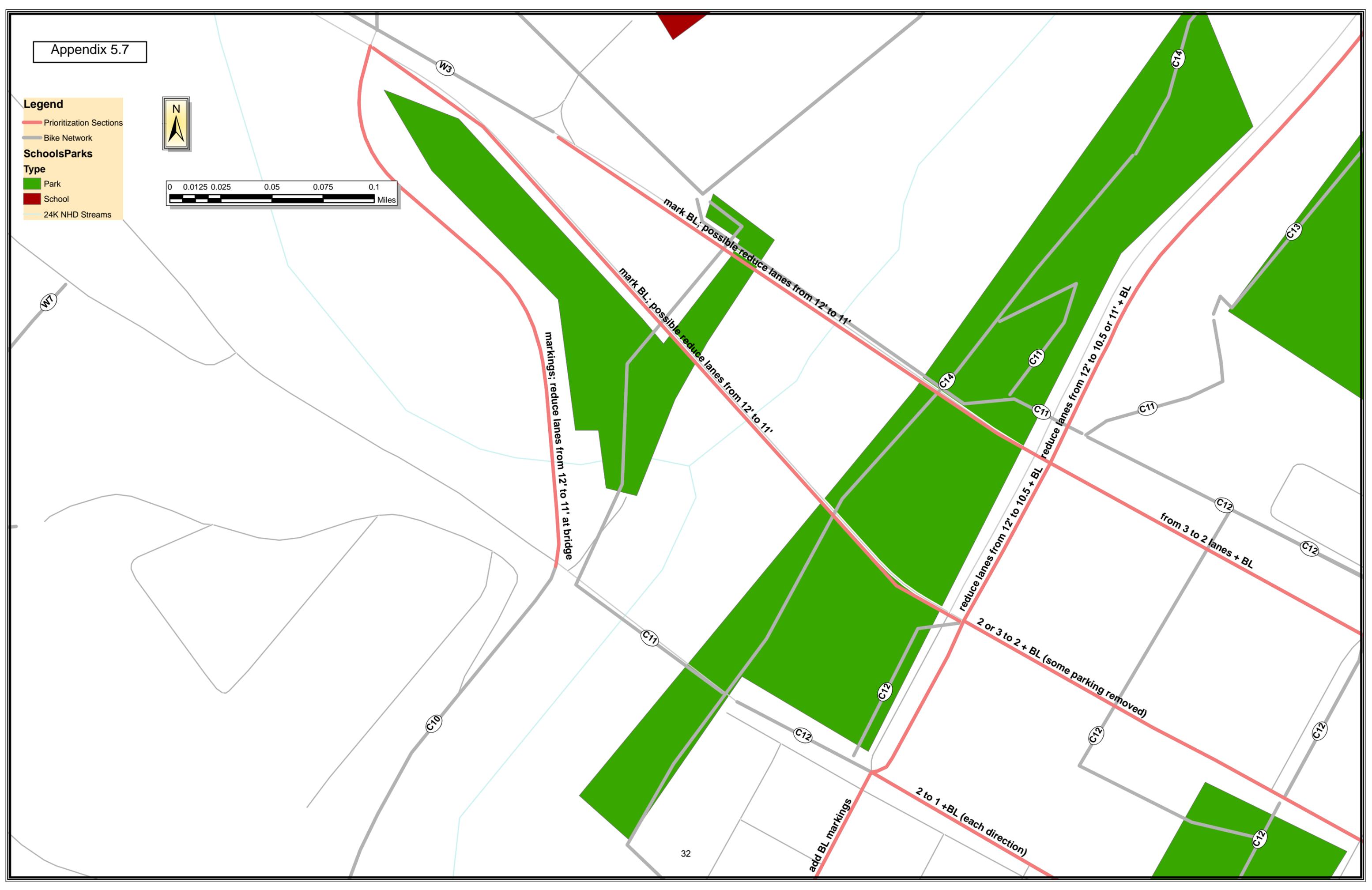
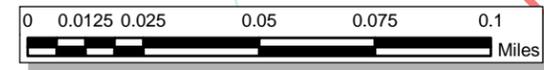
- Prioritization Sections
- Bike Network
- SchoolsParks**
- Type**
- Park
- School
- 24K NHD Streams



Appendix 5.7

Legend

- Prioritization Sections
- Bike Network
- SchoolsParks**
- Type
- Park
- School
- 24K NHD Streams



W3

W7

C10

C11

C12

C12

32

C12

C12

C12

C12

C14

C11

C11

C11

C14

C13

C12

C12

C12

markings; reduce lanes from 12' to 11' at bridge

mark BL; possible reduce lanes from 12' to 11'

mark BL; possible reduce lanes from 12' to 11'

reduce lanes from 12' to 10.5 + BL

reduce lanes from 12' to 10.5 or 11' + BL

2 or 3 to 2 + BL (some parking removed)

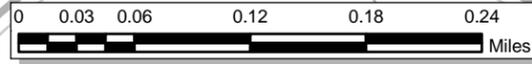
from 3 to 2 lanes + BL

2 to 1 + BL (each direction)

add BL markings

Legend

- Prioritization Sections
- Bike Network
- SchoolsParks**
- Type
- Park
- School
- 24K NHD Streams



Mark BL

mark BL; possible reduce lanes from 12' to 11'

mark BL; possible reduce lanes from 12' to 11'

reduce lanes from 12' to 10.5 or 11' + BL

add BL markings

2 to 1 + BL (each direction)

2 or 3 to 2 + BL (some parking removed)

from 3 to 2 lanes + BL

2 lanes + BL

2 lanes up 1 lane down + BL

Legend

- Prioritization Sections
- Bike Network
- Schools**
- Parks**
- Type**
- Park
- School
- 24K NHD Streams

