Project Z

Princeton SUA

Draft Project Sheets: Five-Leg Intersection Improvements

This proposed project includes reconfiguration of the existing 5-leg intersection at KY 91 (Hopkinsville Road), East Main Street, and East Washington Street. The current configuration includes a stop control for the northbound Washington Street approach and yield and warning signage for other approaches. The KY 91-1 (Main Street), KY 91 (Hawthorne Street), and local East Main Street approaches operate as one-way streets; other approaches carry two-way traffic. Eagle Street and KY 2080 (Cadiz Street) intersections with KY 91 both lie within 400 feet of the 5-leg intersection. Two of the three approaches studied exhibit above average crash rates.

Limits	KY 91 MP 11.640-11.770 KY 91-1 MP 11.710-11.760 Length = 1.8 miles
Traffic	2013 volumes shown below 2040 ADT: up to 5,400 (KY 91)
Crashes	Shown below
Geometry	Non-standard configuration
Environment	NRHP District, Eddy Creek
Priority	Short-term High
Cost Estimate	Shown on next page

View along KY 91 looking southeast

Proposed improvements shown on next page

Existing Intersection

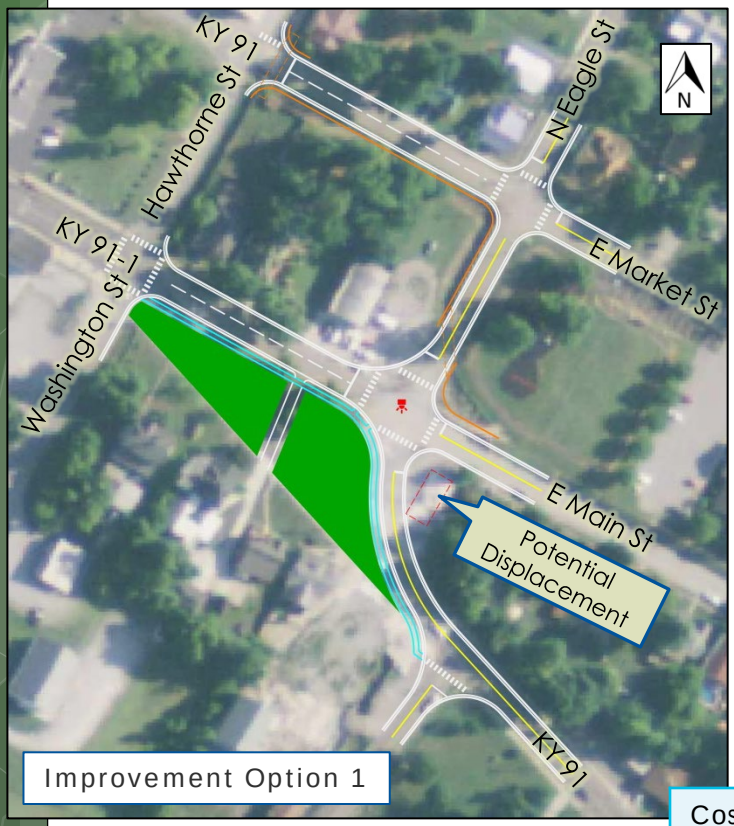
Draft Project Sheets:
Five-Leg Intersection Improvements **(continued)**

Option 1 would realign KY 91 (Hopkinsville Road) to tie into East Main Street at Eagle Street, one block to the east. The existing five-leg intersection becomes a standard four-leg intersection. The KY 91/Eagle Street intersection would be configured as a standard four-leg intersection and should be evaluated to determine if traffic volumes warrant signalization. Under this option, KY 91 traffic would be routed along two streets that are currently local roadways – along North Eagle Street from Main to Market Streets and along East Market Street from Eagle to Hawthorne Streets.

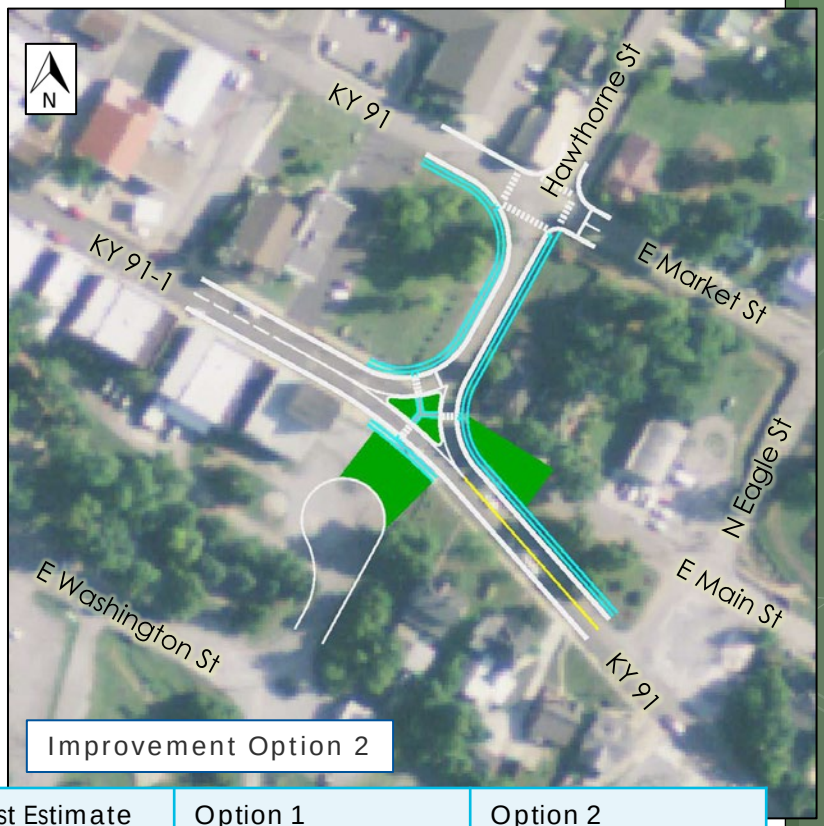
Option 2 minimizes costs and impacts but eliminates the connection between Washington Street and Hawthorne, which local drivers reportedly use to avoid downtown streets. In Option 2, Washington Street would terminate at a cul-de-sac south of the existing 5-leg intersection. Access to these properties would be retained through KY 139 (South Jefferson Street).

- The local portion of East Main Street (east of the intersection) would terminate east of the existing 5-leg intersection. Access to properties on this portion of East Main Street would be retained through Eagle Street.
- A raised median island would be added within the current intersection to better channelize traffic flows.
- The northern approach, KY 91 (Hawthorne Street), would be reduced to a single lane of travel to reduce confusion and provide space for a sidewalk. The roadway would continue to operate as a one-way link.
- Sidewalks and cross-walks would be added to facilitate pedestrian movements.

This configuration reduces the number of conflict points at the intersection. Left turns from the southbound KY 91-1 (East Main Street) approach would have to yield to northbound KY 91 through traffic.



Improvement Option 1



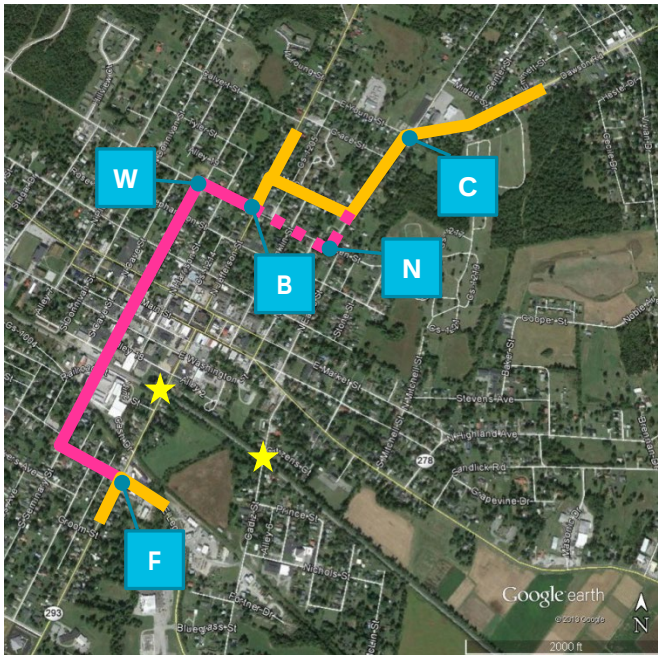
Improvement Option 2

As a local project, an extension of East Washington Street to KY 2080 could be considered simultaneously if Option 2 is selected.

Cost Estimate	Option 1	Option 2
Design	$200,000	$100,000
ROW	$200,000	$200,000
Utility	$500,000	$500,000
Construction	$1.6 million	$700,000
Total Cost	$2.5 million	$1.5 million

Draft Project Sheets:
Truck Route Improvements

Due to the low railroad overpasses along KY 139 and KY 2080 that restrict truck movements, the city of Princeton has signed a detour route for trucks. Entering the city from the east on US 62, trucks travel through a series of sharp turns and intersections before being detoured along local residential streets. As shown to the right, yellow stars represent railroad overpasses that restrict clearances, the pink line is the signed local truck detour (which follows Green St in the north to Seminary St to Legion St), and the orange lines are US/KY routes approved for truck travel that feed the local truck route. The dotted pink line is the detour proposed in the 1999 Comp Plan, although it is not marked today.



Construction of the Southeast Connector Project will provide relief for truck movements through the downtown area by providing an alternate route through town. Improvements identified herein are intended to serve as short term, interim spot improvements to address traffic flow issues associated with commercial vehicles traveling to/through the downtown area.

Project F

Identified as **PIF 02 017 D0139 3.00**, this proposed project includes intersection improvements at KY 293 (S Jefferson St) and KY 139 (Legion St). As shown, left turn lanes could be added at any of the four approaches to improve traffic flow; traffic counts will be needed to confirm which approaches meet turn lane warrants. In the PIF, the project was classified as a high priority locally as of 2011.

Left: Signage at Intersection

Below: KY 139/KY 293 Intersection, looking south

Draft Project Sheets:
Truck Route Improvements **(continued)**

Project W

This proposed project includes intersection improvements at Seminary and Green Streets to widen the curve at this location to facilitate truck turns. As shown, the proposal would improve the through-movement curve to operate at a 25 mph design speed. This improvement would require minor realignment of the Green Street approach to the west.

Truck turning at Green/Seminary intersection

Proposed Improvement

Project B

This proposed project, identified as **PIF 02 017 B0062 2.00**, includes intersection improvements at US 62 (North Jefferson St) and Green Street to address congestion and safety concerns at this intersection. This intersection falls within the highest CRF spot identified. Multiple elements are included:

- Addition of turn lanes to all four approaches
- Turning radius improvements in the northern quadrant
- Reconstruction of drainage structure on eastern approach (shown as orange at right)

Further, consideration should be given to signalizing this intersection in light of existing safety concerns.

Proposed Improvement

Project N

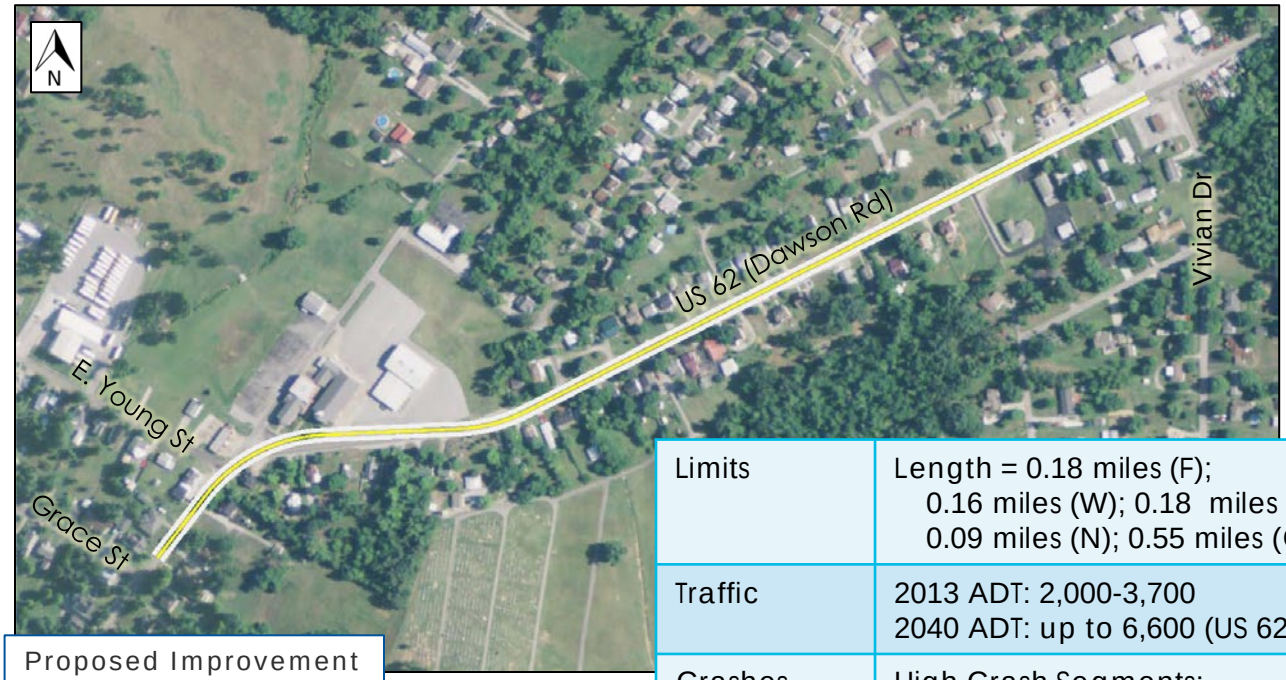
This proposed project, identified as #16 in the city's 1999 *Comp Plan*, would redesignate US 62 and the truck route to follow Old Madisonville Road and Green Street rather than McGoodwin Avenue and Jefferson Street. This rerouting aligns the state and local portions of the truck route along Green Street, reducing the number of turns required for trucks. It also redirects southbound trucks from having to make the sharp turn onto McGoodwin Avenue. This rerouting would include minor improvements at the Old Madisonville Road/Green Street intersection.

Proposed Improvement

Draft Project Sheets:
Truck Route Improvements **(continued)**

Project C

This proposed project, identified as **PIF 02 017 B0062 3.00**, includes minor realignment of US 62 to address substandard horizontal and vertical curves at this location. The horizontal curve just east of KY 3114 (East Young Street) is especially challenging for eastbound trucks due to the close proximity of a utility pole; trucks must veer into the oncoming traffic lane.



Proposed Improvement

Curve at KY 3114, looking southwest

Limits	Length = 0.18 miles (F); 0.16 miles (W); 0.18 miles (B) 0.09 miles (N); 0.55 miles (C)
Traffic	2013 ADT: 2,000-3,700 2040 ADT: up to 6,600 (US 62)
Crashes	High Crash Segments: F: SB Approach (CRF 1.41) B: N Jefferson St (CRF 1.34) Local streets not analyzed High Crash Spots F: SB & WB Approach (1.98) B: N Jefferson St (3.83) Local streets not analyzed
Geometry	Sharp curves, Sight Distance
Environment	Homes, businesses, hazmats
Priority	Short-term High
Cost Estimate	See below Combined Total = $10.6 million

Cost Estimate	Project F	Project W	Project B	Project N	Project C
Design	$100,000	$100,000	$100,000	$100,000	$100,000
ROW	$500,000	$150,000	$250,000	<$100,000	$750,000
Utility	$600,000	$600,000	$600,000	$600,000	$1.0 million
Construction	$700,000	$700,000	$1.1 million	$900,000	$1.4 million
Total Cost	$1.9 million	$1.6 million	$2.1 million	$1.7 million	$3.3 million

Draft Project Sheets: Southeast Connector

This proposed project includes a new two lane connector highway around the eastern and southern sides of Princeton. The project is intended to create an alternate link to help route truck traffic and cut-through traffic between interstates away from one-way streets downtown. Input from local officials indicates that providing an alternate route for truck traffic is one of the highest priority improvements for the city. Based on the development of the project concept in previous planning documents, three component projects are included:

Project R

Six Year Plan Item No. 2-153.00 (KY 293 to KY 91)

This 2.0-mile link is currently undergoing preliminary design efforts and NEPA analysis. The Six Year Plan includes $18.5 million in funding through construction, with construction estimated to occur beginning in 2018.

Project Q

Six Year Plan Item No. 2-193.00 (KY 91 to KY 139)

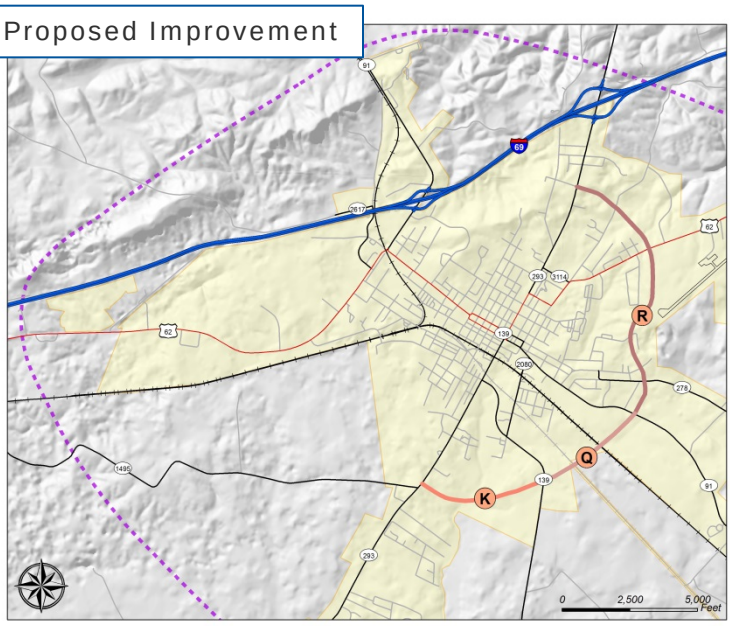
This 0.8-mile link has designated $9,900 in design funding in the Six Year Highway Plan, estimated to begin in 2014 as soon as designs for 2-153.00 select the final southern termini.

Project K

PIF No 02 017 C0000 2.00 (KY 139 to KY 293)

This 1-mile link was identified in the PIF to improve traffic flow between KY 139 and KY 293 south of downtown. This was rated as a high priority locally and regionally as of 2013. KY 139 reportedly serves cut-through traffic between I-24 and I-69, making it important to include this link alongside Q and R to route traffic around downtown on an alternate connector route.

Proposed Improvement



Limits	New Route, 3.7 miles
Traffic	2013 ADT: N/A 2040 ADT: up to 2,100-5,500
Crashes	N/A
Geometry	N/A
Environment	Homes, Farmland
Priority	Long-term High

Cost Estimate	Project R*	Project Q	Project K	Total
Design	$600,000	$200,000	$300,000	$1.1 million
ROW	$3.0 million	$3.0 million	$1.0 million	$7.0 million
Utility	$2.1 million	$2.1 million	$800,000	$5.0 million
Construction	$13.5 million	$2.4 million	$3.0 million	$18.9 million
Total Cost	$19.2 million	$7.7 million	$5.1 million	$32.0 million

** Costs included from 2014-2020 Six Year Plan*

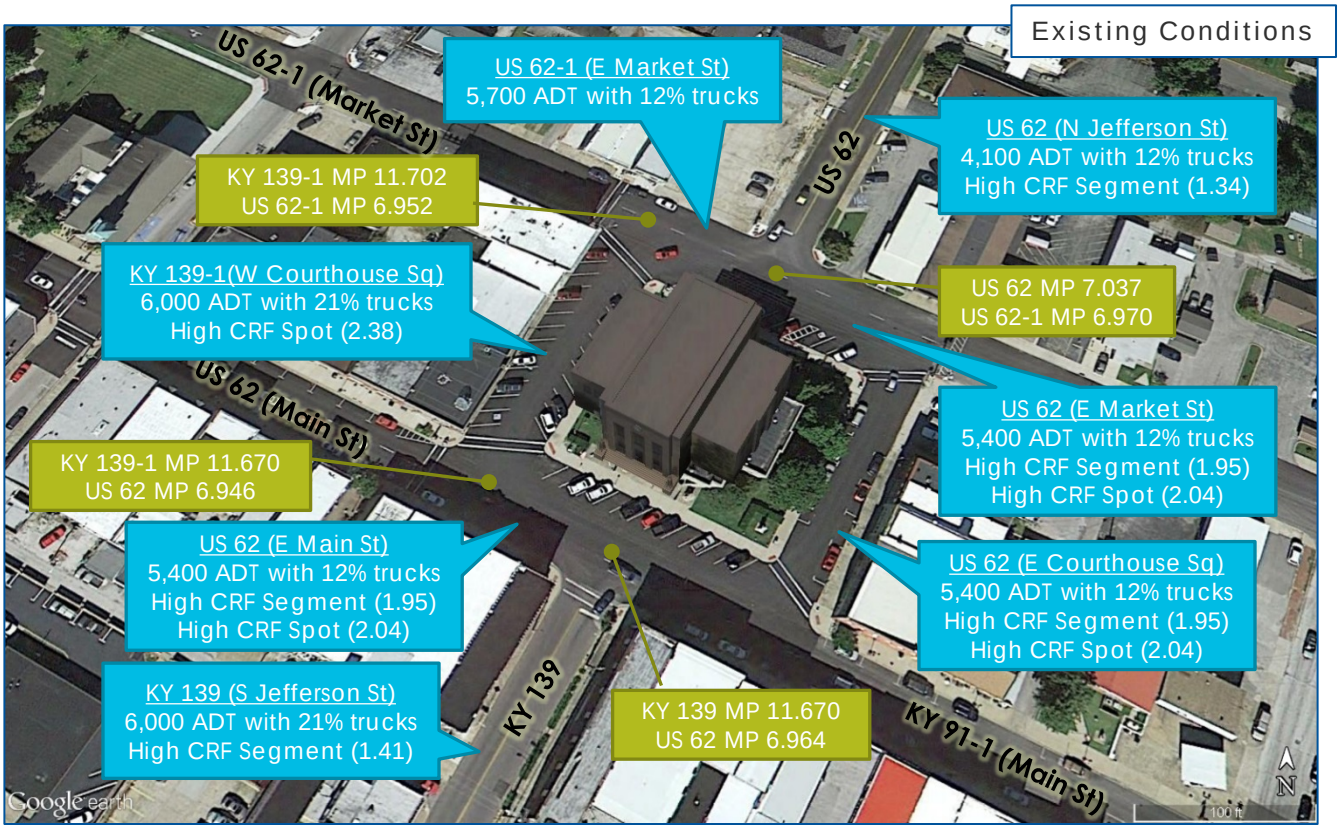
Project X

Princeton SUA

Draft Project Sheets: Operational Improvements at Courthouse

This proposed project examines options to improve traffic operations at the Courthouse Square downtown. Currently, lane widths, closely spaced intersections, and on-street parking lead to high crash rates for street segments on all four sides of the courthouse. Each segment currently serves one-way traffic, circulating counter-clockwise around the square.

Existing Conditions



Limits	Length = 0.141 miles
Traffic	2013 Volumes shown above 2040 ADT: up to 6,800
Crashes	Shown above
Geometry	Sight Distance Limitations
Environment	Government Offices, Local Businesses, NRHP District
Priority	Short-term Medium
Cost Estimate	See next page

Proposed improvement options shown on next page

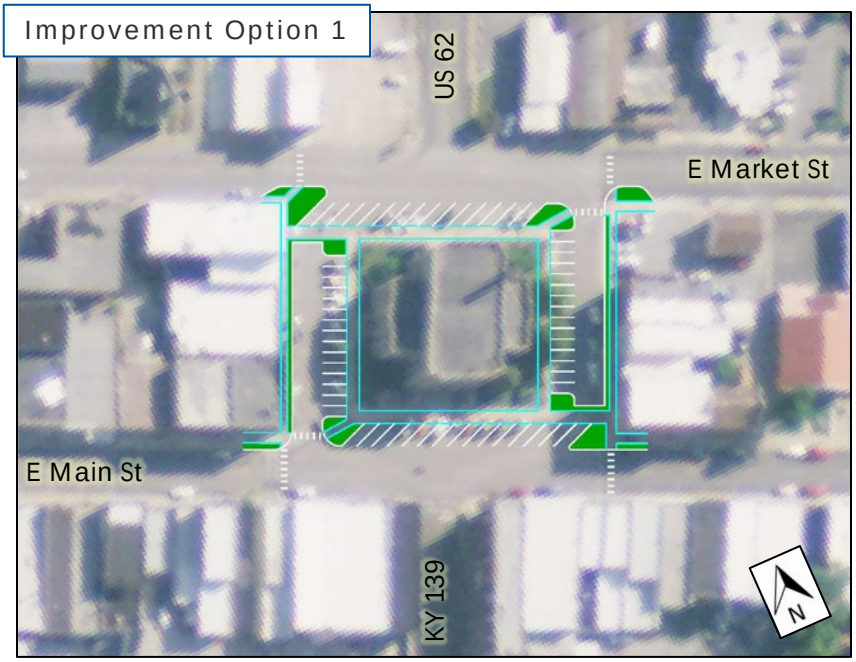
View along Market Street looking east to N. Jefferson St intersection, just north of courthouse

View along Main Street looking southeast

Draft Project Sheets:
Operational Improvements at Courthouse **(continued)**

Two potential improvement options were considered:

Improvement Option 1



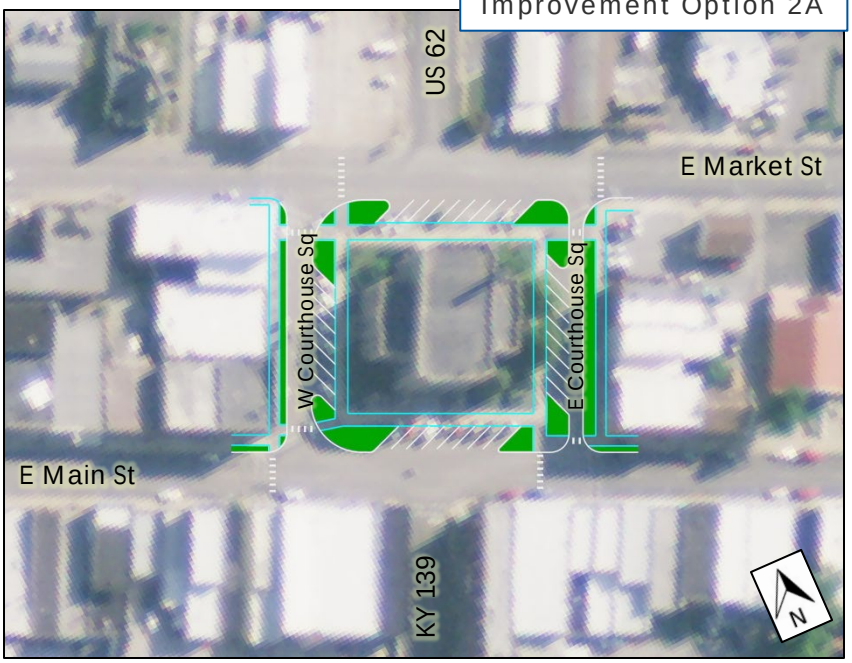
Option 1 would close East Courthouse Square and KY 139-1 (West Courthouse Square) to through traffic, making traffic divert to the next cross-street: Franklin Street to the east or Seminary Street to the west. Increasing spacing between these cross-street traffic and Jefferson Street would have a positive effect on safety.

Additional parking lots are shown east and west of the courthouse. However, these areas could be converted into green space or other uses at the city's discretion.

Option 2A (preferred) would retain the existing traffic flow patterns around the courthouse but would add sidewalks and curb extensions to better define traffic movements. This option does not provide the same safety benefits as Option 1 but preserves the same traffic flow patterns downtown.

Diagonal parking is shown along one side of East Courthouse Square, instead of the current configuration (i.e., a row of on-street parallel parking on each side of the street).

Improvement Option 2A



Cost Estimate	Option 1	Option 2
Design ROW Utility Construction	$100,000 $150,000 <$100,000 $1 million	$100,000 $150,000 <$100,000 $1 million
Total Cost	$1.3 million	$1.3 million

Draft Project Sheets:
KY 278 Curve Realignment (Sandlick Road)

This proposed project includes minor realignment of KY 278 to improve the deficient stopping sight distance limitation at MP 0.020-0.120. At this location, KY 278 carries an estimated 550 vehicles per day and provides two 8-foot wide travel lanes with 3-foot wide shoulders. The location is identified as a high crash spot (CRF 1.99) and lies within a high crash segment (CRF 1.07).

Limits	KY 278 MP 0.020-0.120 Length = 0.10 miles
Traffic	2013 ADT: 550 2040 ADT: 450
Crashes	High Crash Segment (CRF 1.07) High Crash Spot (CRF 1.99)
Geometry	Deficient horizontal curve Deficient Sight Distance
Environment	Homes
Priority	Short-term Medium
Cost Estimate	Design = $100,000 ROW = $150,000 Utility = $200,000 Construction = $400,000 Total Cost = $900,000

Top: Deficient sight distance on KY 278 (looking west)
Bottom: Deficient horizontal curve (looking south)

Proposed Improvement

Minor realignment of KY 278 (Sandlick Road) is recommended to correct the existing stopping sight distance limitation. Although the horizontal curve at this location is also deficient, improving it provides limited benefits as the adjacent curve at Highland Avenue also restricts operating speeds.

Once the Southeast Connector is constructed, the westernmost portion of KY 278 could be rerouted along the new highway to provide an improved link back to KY 91.

Draft Project Sheets:
Southern KY 293 to US 62 Connection

The land on the west side of town south of the rail line has been identified as some of Princeton's most developable area. The city's 1999 Comprehensive Plan identifies the area for future industrial land use. The Plan notes, "The city has targeted this area for a substantial portion of its future growth due to planned transportation infrastructure improvements, access to the city's sewer treatment plant, access to the main waterline along KY 293, as well as the relatively flat topography of the area that is more conducive to urban development. The western side of the city was also identified as the major future industrial and commercial districts because of its access to [I-69] and the current market forces that indicated a commercial and industrial growth trend on the west side of the city."

Two new highway links have been identified between KY 293 (South Jefferson Street) and US 62 to support economic development for this area:

Project G

PIF No 02 017 D1495 1.00 (Grooms Lane Extension, KY 293 to US 62)

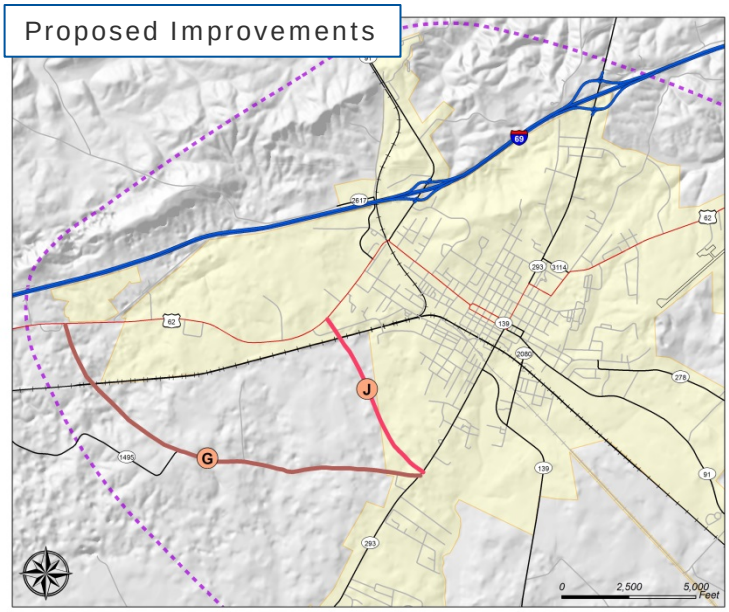
This 3-mile link was identified in the PIF to reduce traffic congestion downtown and provide a new truck route. The proposed project would reconstruct KY 1495 (Grooms Lane) from its intersection with KY 293 and extend the route on new alignment to connect to US 62 near the western urban boundary.

Project J

PIF 02 017 C0000 1.00 (New Route, KY 293 to US 62)

This 1.8-mile link was identified in the PIF as a new southwest connector route from US 62 to KY 293 to reduce congestion. This project was identified as a high priority project for implementation prior to 2019. While Project J is feasible to construct, it would likely result in more implementation challenges than Project G, such as business relocations and coordination with the railroad due to proximity to their yard.

Proposed Improvements



View along KY 1495 looking east

Limits	New Routes, 1.8-3.0 miles
Traffic	2013 ADT: N/A 2040 ADT: up to 2,400-5,200
Crashes	N/A
Geometry	N/A
Environment	G: Homes, Farmland J: Railroad, Businesses, Terrain
Priority	Long-term Medium

Cost Estimate	Project G	Project J
Design	$1.0 million	$600,000
ROW	$3.0 million	$1.8 million
Utility	$900,000	$800,000
Construction	$9.6 million	$6.0 million
Total Cost	$14.5 million	$9.2 million

Draft Project Sheets: Widen KY 91

The proposed projects are for regional widening and improvements to KY 91. The need to widen KY 91 was identified in the 2013 PADD *Comprehensive Economic Development Strategy (CEDS)* and the middle section, Project E, was also identified in a KYTC PIF. It should be noted that the majority of this project falls beyond the boundaries of the Princeton SUA study area.

Project S

Identified in the CEDS, this project includes major widening and reconstruction of KY 91 from Christian County to Fredonia. The project is intended to support the PADD goal to "promote the efficient and economical movement of people and goods into and through the Pennyrile Area Development District by linking population centers with accessible transportation facilities." Although specific project limits are not defined in the CEDS plan, this project has been divided into two sections for planning purposes:

- **Project S1**: Christian County line to the Southeast Connector (approximate MP 0.0-10.7)
- **Project S2**: From end of Project E (MP 13.905) to MP 23.3 in Fredonia.

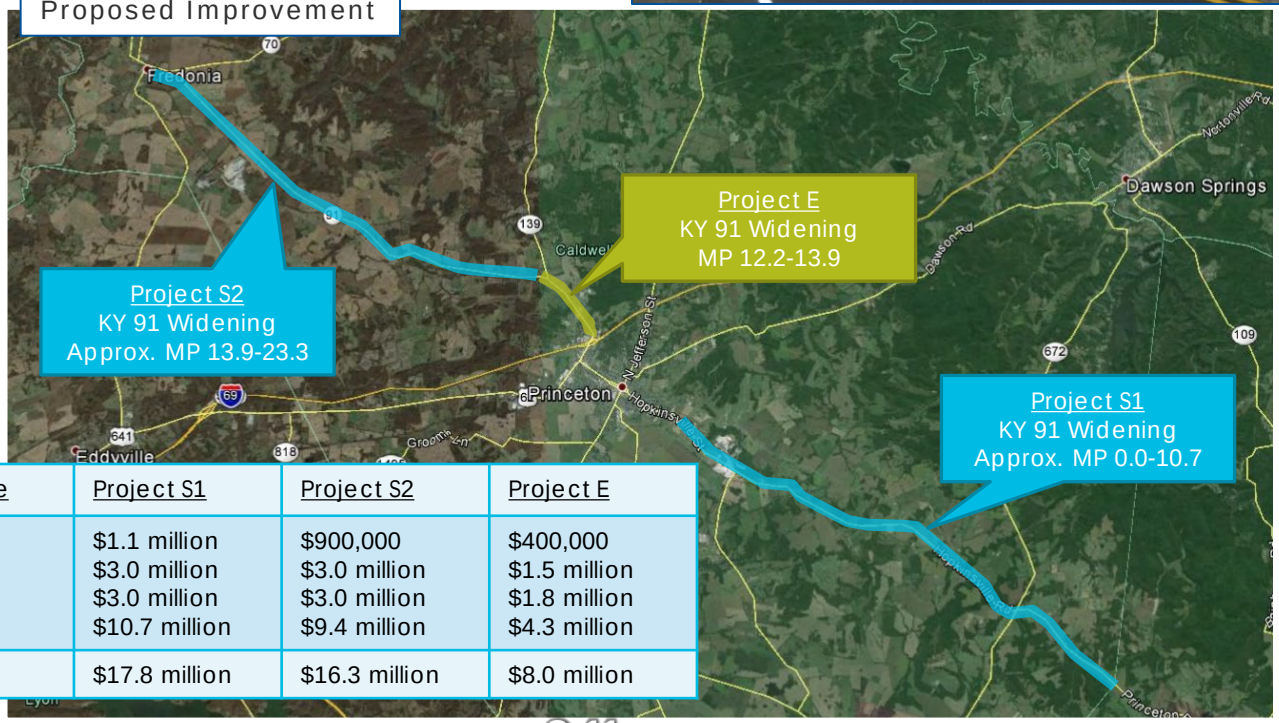
Project E

Identified as **PIF 02 017 D0091 4.00**, this project includes widening of KY 91 from I-69 to KY 139 (Farmersville Road). The project is intended to provide better traffic flow and reduce congestion. It should be noted that turn lanes to the Caldwell County school complex were added 3-4 years ago to help address crash issues.

Limits	KY 91 approx. MP 0.0-10.7 (S1) KY 91 approx. MP 13.9-23.3 (S2) KY 91 MP 12.235-13.905 (E) Total Length = 21.8 miles
Traffic	2013 ADT: 1,200-7,200 2040 ADT: up to 2,000-8,300 (E)
Crashes	Two high crash spots in E (CRF 1.38, 1.20) Not analyzed for S (beyond project area)
Geometry	Deficient horizontal curve in E Not analyzed for S (beyond project area)
Environment	Schools, cemetery, quarry Not analyzed for S (beyond project area)
Priority	Long-term Medium
Cost Estimate	See below

View along KY 91 at schools (looking north)

Proposed Improvement



Cost Estimate	Project S1	Project S2	Project E
Design	$1.1 million	$900,000	$400,000
ROW	$3.0 million	$3.0 million	$1.5 million
Utility	$3.0 million	$3.0 million	$1.8 million
Construction	$10.7 million	$9.4 million	$4.3 million
Total Cost	$17.8 million	$16.3 million	$8.0 million

Project
U

Princeton SUA

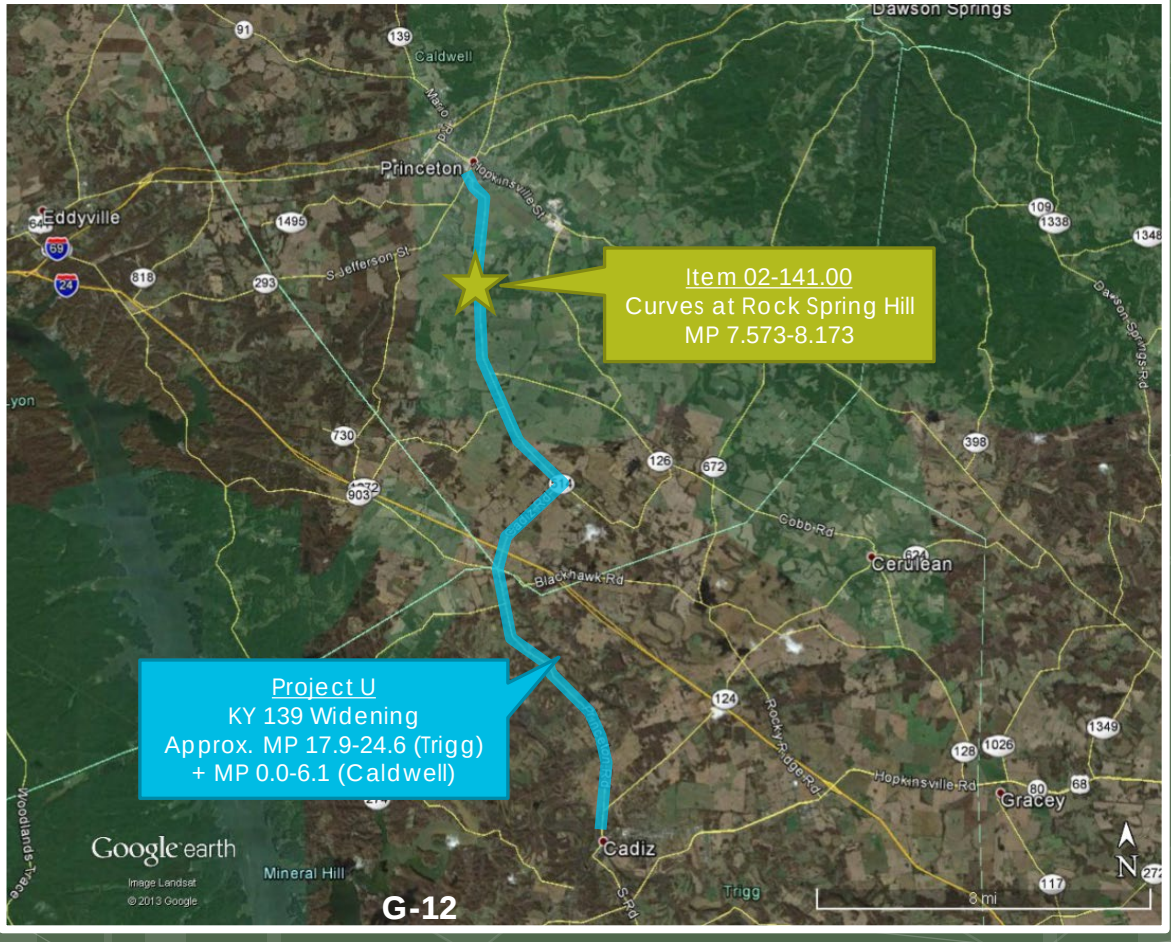
Draft Project Sheets: Widen KY 139

The proposed project includes regional widening and improvements to KY 139. (It should be noted that the majority of this project falls beyond the boundaries of the Princeton SUA study area.) According to local stakeholders, KY 139 serves as a cut-through route between I-69 and I-24, saving approximately 14 miles compared to following the interstate routes towards Eddyville.

Identified in the PADD *Comprehensive Economic Development Strategy*, this project includes major widening and reconstruction of KY 139 from Cadiz to Princeton. The project is intended to support the PADD goal to "promote the efficient and economical movement of people and goods into and through the Pennyrile Area Development District by linking population centers with accessible transportation facilities."

It should be noted that one Six Year Plan project falls within the limits of Project U, although it lies beyond the study area for the Princeton SUA study. The plan identifies Item 02-141.00 as the "reconstruction of substandard curves at Rock Springs Hill" (MP 7.573 to 8.173) with $4 million of SP funding for future project development phases through construction in 2017.

Limits	Approx. MP 17.9-24.6 (Trigg) + MP 0.0-6.1 (Caldwell) Total Length = 12.8 miles
Traffic	2013 ADT: 1,500-2,600 2040 ADT: Not analyzed for U
Crashes	Not analyzed for U (beyond project area)
Geometry	Not analyzed for U (beyond project area)
Environment	Not analyzed for U (beyond project area)
Priority	Long-term Medium
Cost Estimate	Design = $1.5 million ROW = $5.0 million Utility = $500,000 Construction = $15.3 million Total Cost = $22.3 million

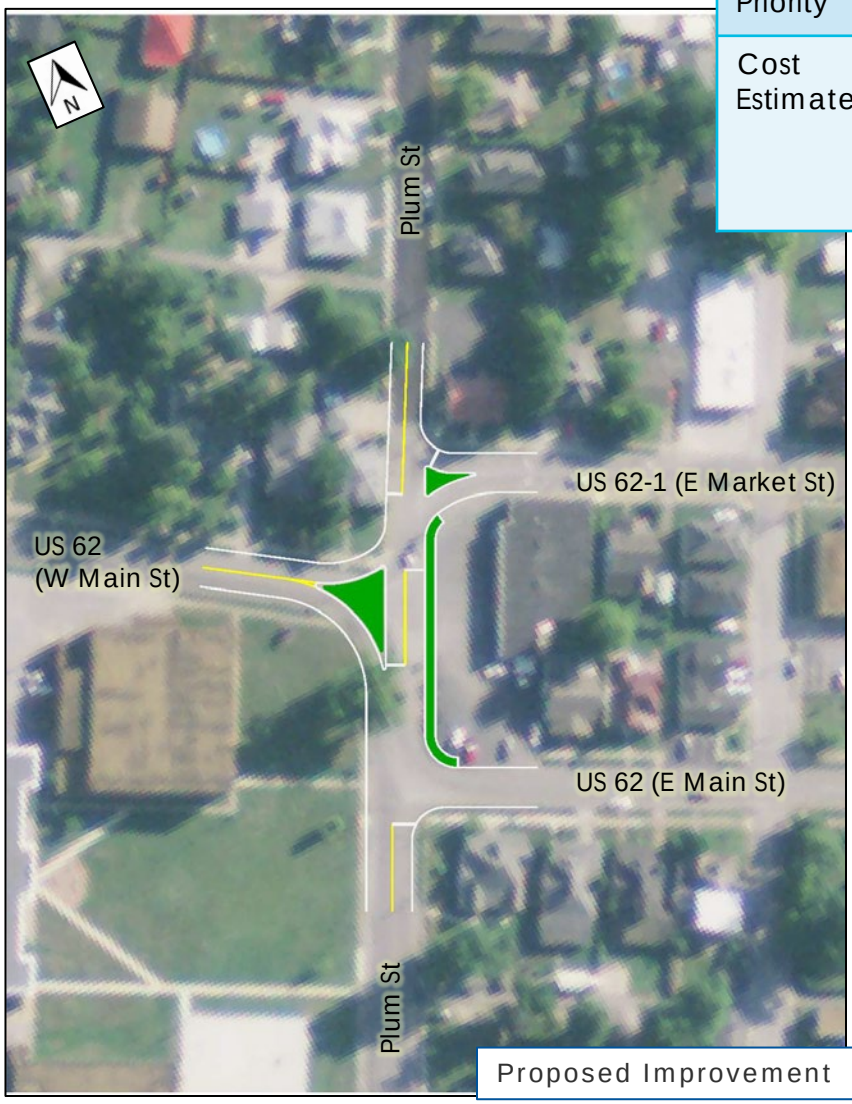


Draft Project Sheets:
US 62/Plum Street Intersection Improvements

This proposed project includes reconfiguration of the existing 5-leg intersection at US 62 (Main Street) and Plum Street. At this location, the two-way portion of US 62 (W Main Street) intersects with one-way pairs of Main and Market Streets; Plum Street runs north and south at the same location. Unrestricted driveway access to a local business immediately east of the intersection further complicates traffic flows. Both Plum Street approaches are stop-controlled.

US 62/Plum Street intersection looking southwest

Limits	US 62 approx. MP 6.6-6.7 Length = 0.1 miles
Traffic	2013 ADT: 13,100 (US 62) 2040 ADT: up to 13,900 (US 62)
Crashes	High Crash Segment (CRF 1.06)
Geometry	Non-standard configuration
Environment	NRHP District, hazmats
Priority	Short-term Low
Cost Estimate	Design = $100,000 ROW = $400,000 Utility = $300,000 Construction = $400,000 Total Cost = $1.2 million



Proposed Improvement

The proposed improvement would add curbs and striping to clarify individual traffic movements.

- A raised median island is shown to help channelize traffic flows along US 62 to/from West Main Street.
- A raised divider is shown to define driveway access for the business located immediately east of the intersection.
- A raised median island is shown to help channelize westbound traffic flows coming from US 62-1 (East Market Street).
- Clearly defined striping and stop signs are shown to clarify movements to/from Plum Street to the north and south.

Draft Project Sheets: Northside Connector

This proposed project includes a new two lane connector highway around the northern side of Princeton. The project is intended to create an alternate link between KY 293 and US 62 west of town. Based on the development of the project concept in the city's 1999 *Comprehensive Plan*, three component projects are included:

Project M

Comp Plan Project #15 (Beckner Lane Extension, KY 293 to KY 91)

This 1.9-mile link stretches from KY 293 MP 8.356 at Eureka Road to KY 91 MP 13.379 at Beckner Lane. This project was rated a low priority for implementation in the Comp Plan.

Project I

Comp Plan Project #7 (Old Fredonia Road School Connector, KY 91 to Old Fredonia Road)

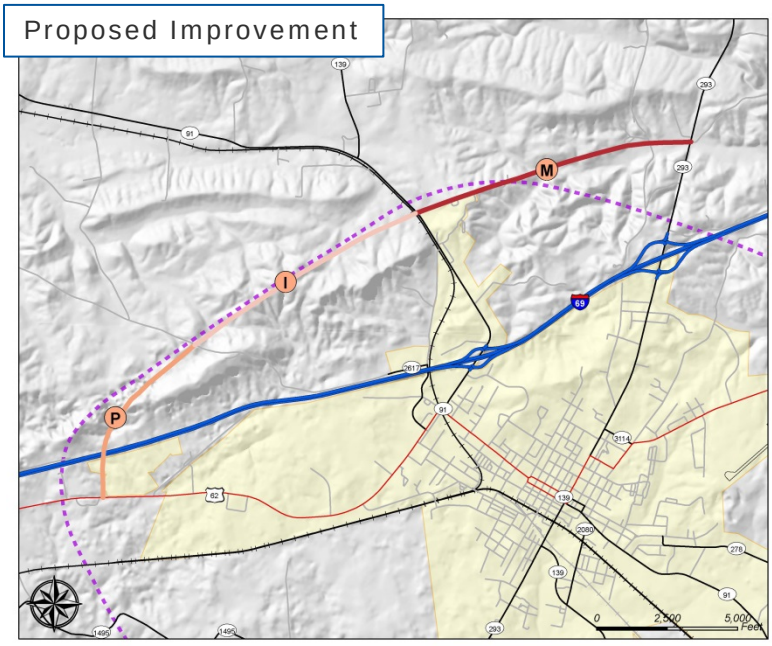
This 1.7-mile link stretches from KY 91 MP 13.379 to Old Fredonia Road. This project was rated a low priority for implementation in the Comp Plan.

Project P

Comp Plan Project #21 (Old Fredonia Road to US 62)

This 1.3-mile link from Old Fredonia Road to US 62 at the west edge of town was rated a medium priority in the Comp Plan. The project originally included a new interchange along the Wendell H. Ford Western Kentucky Parkway, prior to its designation as an interstate route. The Comp Plan notes that this portion of the Northside Connector would "provide a good deal of traffic congestion relief along Eddyville Road (US 62 West) for north, northwest, and eastbound traffic. It will greatly reduce through vehicle and truck traffic along the presently congested US 62 commercial corridor." It should be noted that a new interchange at this location does not satisfy interchange spacing recommendations for interstates (i.e., 3 miles in rural areas).

Proposed Improvement



Limits	New Route, 4.9 miles
Traffic	2013 ADT: N/A 2040 ADT: up to 500-2,500
Crashes	N/A
Geometry	N/A
Environment	Schools, Forests, Terrain
Priority	Long-term Low

Cost Estimate	Project M	Project I	Project P	Total
Design	$600,000	$500,000	$1.9 million	$3.0 million
ROW	$2.0 million	$2.0 million	$1.5 million	$5.5 million
Utility	$1.0 million	$1.0 million	$1.0 million	$3.0 million
Construction	$5.7 million	$5.1 million	$18.9 million	$29.7 million
Total Cost	$9.3 million	$8.6 million	$23.3 million	$41.2 million

Draft Project Sheets:
KY 2080 Rail Overpass Reconstruction

This proposed project includes reconstruction of the railroad overpass along KY 2080 (Cadiz Street), which currently has limited clearances both horizontally and vertically. The project is identified as PIF 02 017 D2080 1.00, with a stated purpose to improve safety and truck access. Clearance restrictions prohibit most standard semi-truck box trailers from using the route; concrete of the overpass shows scrapes and scratches from multiple vehicles.

In this location, KY 2080 provides two 10-11 foot wide lanes with 2-foot wide stabilized shoulders to the south and curb/gutter to the north. Narrow sidewalks for pedestrians are elevated above street level and separated from traffic by metal railing.

This project is recommended as a long term low priority and should be coordinated with the railroad when/if reconstruction of the structure is warranted.

Alternatively, KY 2080 could be terminated with a cul-de-sac on either side, eliminating through connectivity when the structural condition deteriorates to an unsafe level.

Limits	KY 2080 MP 0.240-0.340 Length = 0.10 miles
Traffic	2013 ADT: 2,000 2040 ADT: 1,300
Crashes	High Crash Spot (CRF 1.01)
Geometry	Low, narrow overpass
Environment	Rail line, Spring, Well
Priority	Long-term Low
Cost Estimate*	Design = $500,000 ROW = $800,000 Utility = $400,000 Construction = $4.5 million Total Cost = $6.2 million

* Cost Estimates come from PIF

Concrete damage to the underside of the superstructure

View along KY 2080 looking north at overpass

Draft Project Sheets:
Add Sidewalks along US 62

This proposed project, identified as PIF 02 017 B0062 4.00, includes addition of sidewalks alongside US 62 at the industrial park. In this location, US 62 provides two 12-foot driving lanes and 10-foot wide combination shoulders. This project was requested by a member of the public to improve safety for pedestrians and bicyclists in the area.

View along US 62 through Industrial Park, facing southwest

Limits	MP 3.644-5.310 Length = 1.67 miles
Traffic	2013 ADT: 4,500 2040 ADT: 4,600
Crashes	No spots or segments
Geometry	No issues noted
Environment	Industrial park, hazmats
Priority	Long-term Low
Cost Estimate*	Design = $200,000 ROW = $500,000 Utility = $500,000 Construction = $1.0 million Total Cost = $2.2 million

* Cost Estimates come from PIF

Other Recommendations

Update GPS Routing Files

Coordination with KYTC is underway to potentially update recommended routing patterns through Princeton. Reportedly, large trucks tend to follow GPS directions rather than on-the-ground signing in place to route them around trouble spots like the low underpass on KY 139 (South Jefferson Street). This effort will require coordination between city officials and KYTC.

Warning signage along US 62

Walkability Audit

A walkability audit is recommended for the urban area, which is a hands-on evaluation to identify concerns related to existing pedestrian safety, access, comfort, and convenience. A number of government agencies, universities, and other groups publish resources to facilitate this effort. A few of these are identified for reference below:

- FHWA provides numerous guides for residents to create safe, walkable communities, online at http://safety.fhwa.dot.gov/ped_bike/ped_cmnity/ped_walkguide/resource3.cfm.
- The US Department of Health and Human Services developed a worksheet to facilitate walkability audits under their "Healthier Worksite Initiative," online at http://www.cdc.gov/nccdphp/dnpao/hwi/downloads/walkability_audit_tool.pdf
- US EPA's Walkability Workbook, online at http://www.walklive.org/project/walkability-workbook/

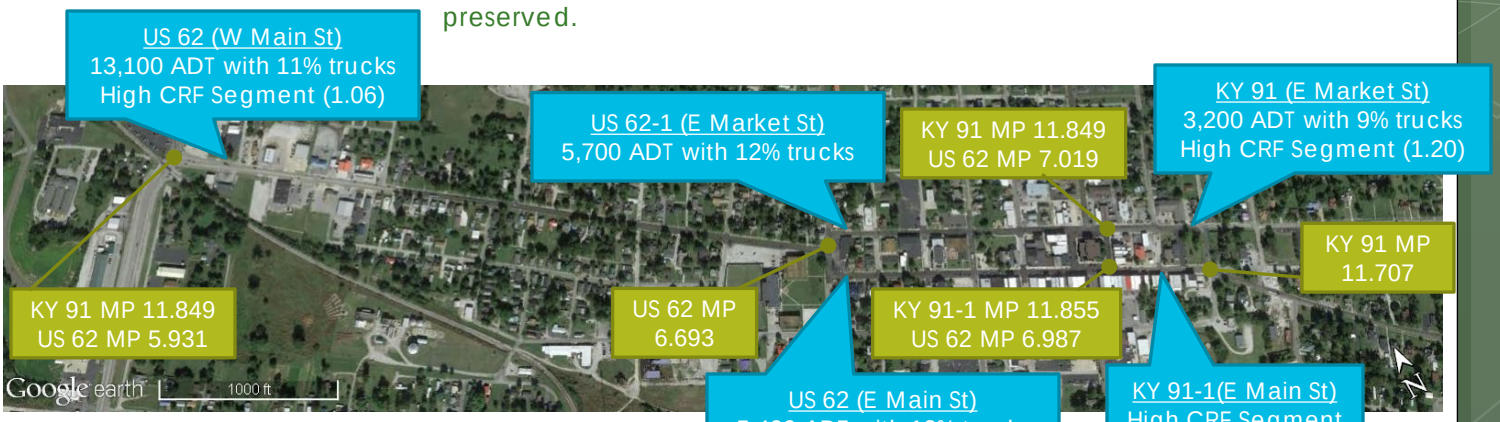
Access Management Principles

Throughout field reviews and development of specific improvement concepts, several locations were noted where access management principles could improve safety and traffic flow. The city may want to explore system-wide application of these principles. Otherwise, specific improvements should be considered as individual projects are developed at problem locations.

Main Street Development Plan

The Main Street/Market Street corridor through town presents unique opportunities to create a safe, multi-modal environment for motorists, pedestrians, and cyclists while supporting a vibrant, downtown business community. The figure below shows the existing layout with key milepoints, daily traffic volumes, and crash statistics. Although the existing traffic flow pattern operates at acceptable levels today, an in-depth assessment of the existing corridor and improvement opportunities would benefit the city. Improvement options should examine parking needs, pedestrian and bicycle infrastructure, traffic operations, access management opportunities, and more to clearly define the long term vision for the downtown area.

At a conceptual level, this SUA study examined potential trade-offs along the one-way pair section of the route. Converting to a pair of two-way streets reduces traffic capacity but would reportedly be more pedestrian friendly, conducive to economic development, and easier for infrequent visitors to navigate. Alternatively, bike lanes could be added within the existing right-of-way if one-way operations were preserved.



Other Recommendations

Regional Bicycle Plan

Coordination between the mayor and KYTC's Bike/Ped Coordinator is underway to create a City Bike/Ped Plan. The draft template, included as **Appendix H**, includes an overview of existing conditions, opportunities, priorities, and implementation steps. Preliminary concepts identified in the draft template include the following.

- A network of multi-use paths partially encircling the city, to be considered for implementation alongside future connector routes. Shown below at a conceptual level, the route would provide bicycle and pedestrian access to a number of local parks.
- A multi-use path alongside US 62 on the west side of town (comparable to Project D recommended herein).
- A greenway/multi-use path alongside US 62 east of town, between Princeton and Dawson Springs, a distance of approximately 11 miles. From Dawson Springs, an earlier planning study identified a bicycle connection to the Pennyrile State Park.
- Installation of "Share the Road" signs along known recreational routes along regional highways, i.e., KY 1495, KY 128, and KY 293.

To advance these concepts, the City should begin to generate grass-roots support from locals and property owners. Further, land use ordinances may need to be reviewed to determine compatibility.