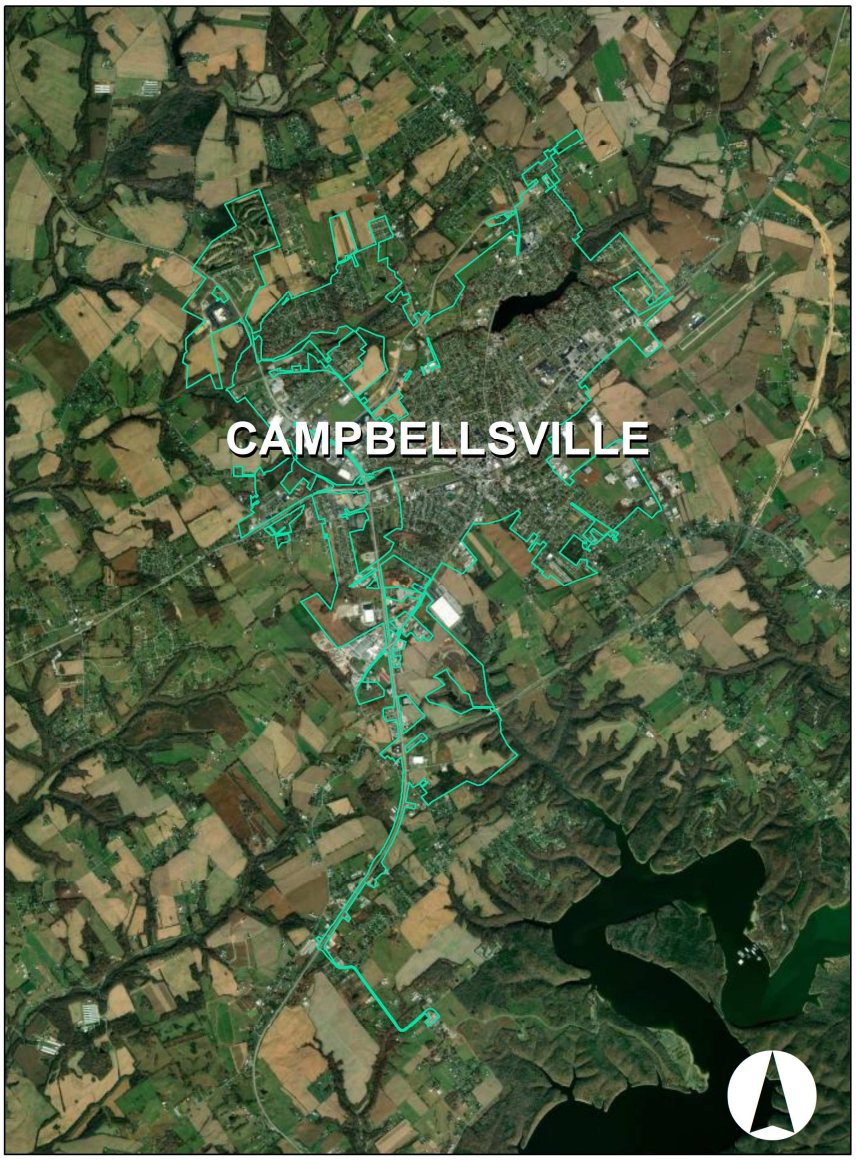

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CAMPBELLSVILLE ACTIVE LIVING BICYCLE AND PEDESTRIAN MASTER PLAN

City of Campbellsville, Taylor County, Kentucky

Approved: July 17, 2023

Gresham Smith

This report was developed by Gresham Smith in partnership with the Kentucky Cabinet for Health and Family Services and the Anderson County Health Department.

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List of Acronyms

FHWA	Federal Highway Administration
AASHTO	American Association of State Highway and Transportation Officials
NACTO	National Association of City Transportation Officials
ADA	Americans with Disabilities Act

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CHAPTER 1: Introduction

The built environment has a strong influence on the community. Active, healthy communities are supported by infrastructure that encourages residents and visitors alike to choose walking or biking to nearby parks, businesses, and other destinations. In 2023, the City of Campbellsville in Taylor County, Kentucky received a grant through the Lake Cumberland Health Department to update the 2015 *Campbellsville Bike and Pedestrian Plan* based upon public engagement and supported by community and county leaders. This plan is supported by the Campbellsville Taylor County Trail Town, a non-profit that supports outdoor recreation and non-motorized travel in Campbellsville and Taylor County.

Planning Process

On February 27th, 2023, the planning team met with local officials to kick off the planning process for Campbellsville. During the kick off, the team discussed potential bicycle and pedestrian projects for both communities, and established a community survey to be provided to residents and stakeholders. Potential projects and opportunities discussed during the kick off included expanding existing shared-use path and trail networks into downtown Campbellsville, expanding the sidewalk network to the southern residential neighborhoods, and implementing a bicycle network. An online survey seeking an evaluation of the existing bicycle and pedestrian network as well as feedback for potential improvements was presented to members of the community through city, county, and regional leaders. Feedback from the surveys included:

Campbellsville Taylor County Trail Town logo.

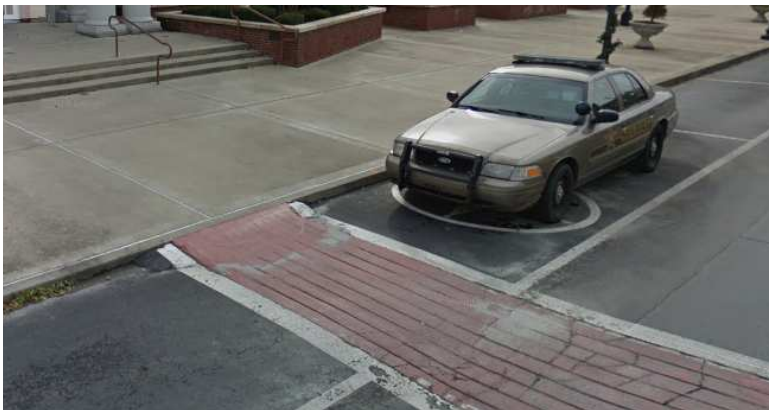
- Insufficient sidewalks and safety signage were the greatest barrier to residents making trips by foot or bike, followed by lack of bicycle infrastructure and high traffic volume.
    - 92% of respondents indicated insufficient sidewalks and bike lanes as a barrier preventing children from walking or biking to school, followed by traffic (65%), lack of safety signage (49%), and insufficient bike parking (34%). 21% of respondents indicated other factors prevent children from walking or biking to school.
    - 92% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing residents from walking or biking to local destinations, followed by traffic (57%), insufficient safety for children (46%), lack of safety signage (43%), insufficient bike parking (37%), and 12.6% of respondents indicated other factors prevent residents from walking or biking.
- Campbellsville does not have dedicated bicycle infrastructure outside of trails in parks.
- Along with a city-wide need for repaired or connected sidewalks, specific gaps were identified in the active transportation network to be addressed in Campbellsville, including the following:
    - Sidewalk infill in south Campbellsville and along Meader Street, Nancy Cox Drive, Main Street, Old Greensburg Road, S. Columbia Avenue, KY 289 (Lebanon Avenue), KY 527 (Saloma Road/N. Central Avenue), KY 70 (S. Central Avenue), and US 68
    - Updated pedestrian crossings on US 68 (Broadway), KY 289 (Lebanon Avenue), KY 527 (Saloma Road), KY 55/KY 3183, KY 210, and at student housing on Meader Street and Winter Dining Hall on N. Columbia Avenue

    - Bike storage (lockers or racks) at Harden Coffee, Miller Park, and Green River Lake trailheads
    - Bicycle infrastructure, including bicycle lanes, shared lanes, and shared-use paths
    - Trails between Green River Lake and downtown Campbellsville and potential regional trail between Lebanon, Campbellsville, and Greensburg through railroad right-of-way recovery
    - Improve aesthetics and repair erosion along the Trace-Pittman Greenway
- Other projects were identified to be addressed in Campbellsville, including both roadway projects and park improvements that are not specific trail or sidewalk facilities. These projects include the following:
    - Speed limit consistency on KY 289 (Lebanon Avenue)
    - Intersection improvements and access management on Martin Luther King Jr. Boulevard
    - Downtown greenspace/park
    - Miller Park improvements (amphitheater, greenway extension, pump track, and skills park for bicyclists)
    - Wayfinding throughout Campbellsville

Previous bicycle, pedestrian, and other recreational planning efforts were reviewed in addition to the public survey results to develop a set of recommendations to move forward. The plans reviewed include the 2012 *Green River Trails of Central Kentucky*, the 2015 *Campbellsville Bike and Pedestrian Plan*, and the 2022 *Statewide Bicycle and Pedestrian Master Plan.* Many recommendations from these previous planning efforts were supported by feedback in the survey and are carried forward in the plan update.

Campbellsville, KY

Campbellsville has dense clusters of walkable destinations, including downtown, schools, and shopping (Figure 2.1) The sidewalk network in Campbellsville is largely located in the heart of downtown between Main Street and Broadway, within the Campbellsville University Campus, and along the bypass north of Broadway as seen in Figure 2.2. Most crosswalks are marked, however many on the Campbellsville University Campus are unmarked, which can discourage walking by creating a perceived lack of safety. Additionally, in many locations the sidewalk is damaged or not designed to the Americans with Disabilities Act (ADA) standards for width and cross-slope which makes traveling along the sidewalk network difficult for people of all abilities. Existing sidewalks were likely constructed well before the ADA standards were developed. In fact, many of the downtown sidewalks feature stairs leading to the crosswalk or are otherwise ADA non-compliant, lacking correct ramps, detectable warnings, or other proper landings.



Example of ADA non-compliant midblock crossing on Main Street, lacking correct ramp and detectable warnings.

Example of stairs at an intersection crossing on E. 1st Street.

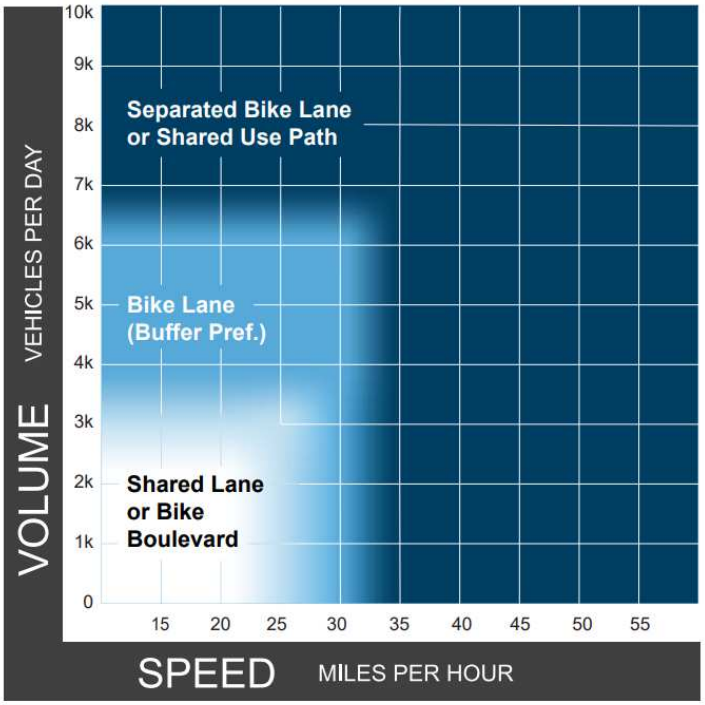
When traveling to the south of Main Street, the sidewalks become disconnected or disappear altogether. Despite the disconnected sidewalk network and lack of bicycle and multi-use infrastructure outside of the Trace-Pittman Greenway, people in the community clearly want to walk and bike in Campbellsville as shown in the Strava heat maps for walking (Figure 2.3) and bicycling (Figure 2.4). The highest activity is seen along the Trace-Pittman Greenway, on the Campbellsville University campus, and downtown Campbellsville. However, there is high demand even in places where infrastructure to support safe walking and bicycling does not currently exist, including the southern neighborhoods of Campbellsville. Although this information is only captured by those community members actively using the Strava app to track their activity, it is a strong indicator of support for built environment improvements to create a safer, more connected network that encourages a healthy and physically active community.

Other transportation data also play an important role in the planning and design of facility types, particularly for bicycling facilities, and includes the Annual Average Daily Traffic (AADT), posted speed limit, and crash history. The highest AADT, also known as traffic volume, in Campbellsville is located along the main corridors of US 68, KY 210, KY 289, and S. Columbia Avenue (Figure 2.5). At the development of this plan, AADT information for KY 55 (Campbellsville Bypass) was not available. However, it is assumed that this corridor will be a relatively high traffic corridor.

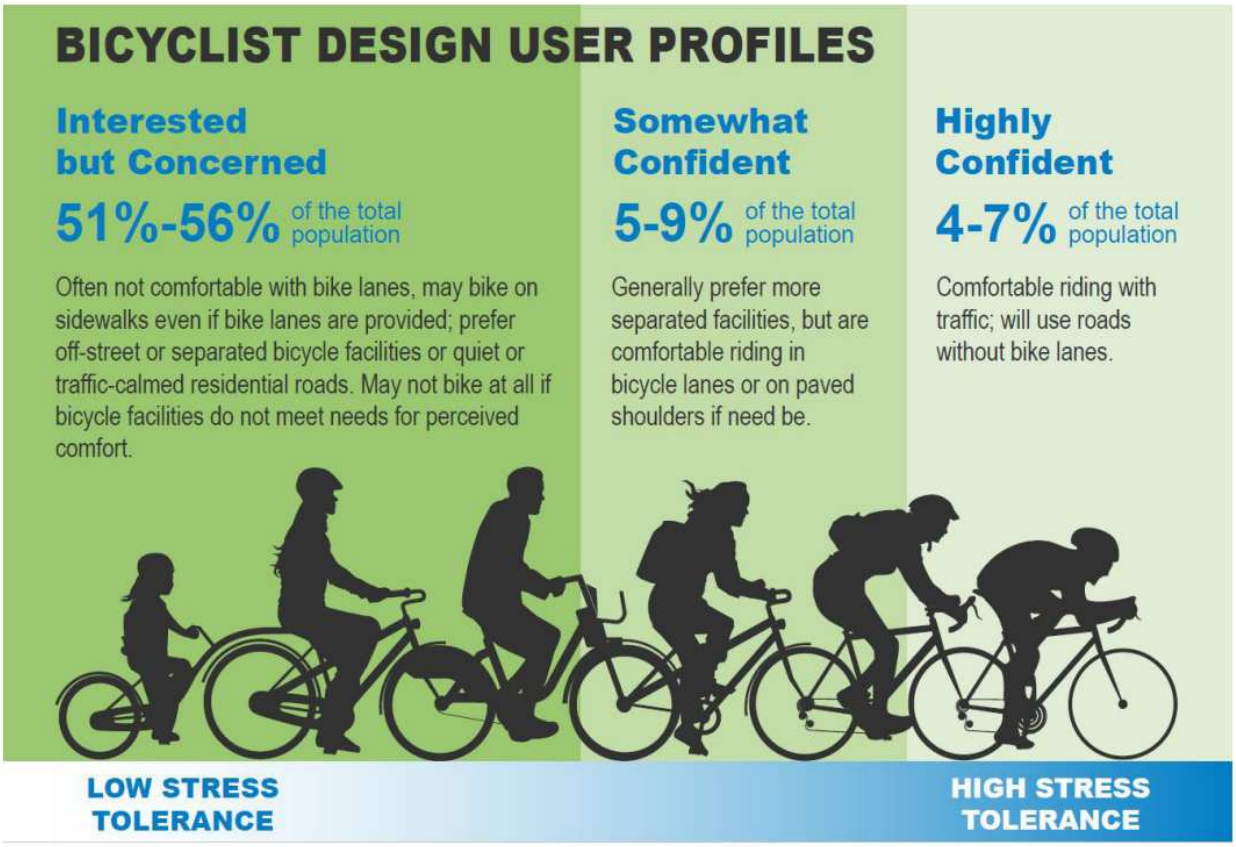
Posted speed limits are shown on Figure 2.6. Relatively high speed corridors lead into Campbellsville, with posted speed limits of 45 MPH or greater. These higher-speed and higher-traffic volume corridors separate residential neighborhoods and create barriers to facilities that are comfortable for all ages and abilities. In order to create spaces comfortable for walking and/or bicycling on high-speed and/or high-traffic volume corridors, additional separation and protection from motor vehicles is necessary. Relatively low posted speed limits of 35 MPH or lower are located primarily near downtown Campbellsville, which are more supportive of walking and bicycling. A discrepancy in posted speed limit is also noted on KY 289 (Lebanon Avenue), which includes a section of 45 MPH posted speed along the Campbellsville City

Reservoir with no change in context to support the change in speed.

The AADT from Figure 2.5 and posted speed limit from Figure 2.6 are the primary data used in the selection of facilities. As the traffic volume and speed limit increase, bicyclists and pedestrians need additional separation and space to feel comfortable traveling near motor vehicle traffic. For pedestrians, sidewalks or shared-use path, and separation from the lanes with a grass verge are recommended over the use of shoulders or narrow sidewalks without a grass verge separation. The FHWA Bikeway Selection Guide provides guidance for facility selection type to provide more comfortable facilities for all ages and abilities based on AADT and posted speed limit. In addition, crash history and community desire for all ages and abilities facilities may also drive selection of increasingly protected and separated facilities. Examples of protected and/or separated facilities include, but are not limited to, protected bicycle lanes and shared-use path. The crash history for Campbellsville between 2018-2022 on Figure 2.7 shows clusters of bicycle and pedestrian crashes primarily along US 68 and KY 70, further reinforcing the need for separated, comfortable facilities for people walking and bicycling on these corridors. Additional resources include the 2022 *Statewide Bicycle and Pedestrian Master Plan*, which provides planning-level guidance for multi-modal infrastructure across the state, and additional planning and design guidance is available in the KYTC *Complete Streets, Roads, and Highways Manual.*

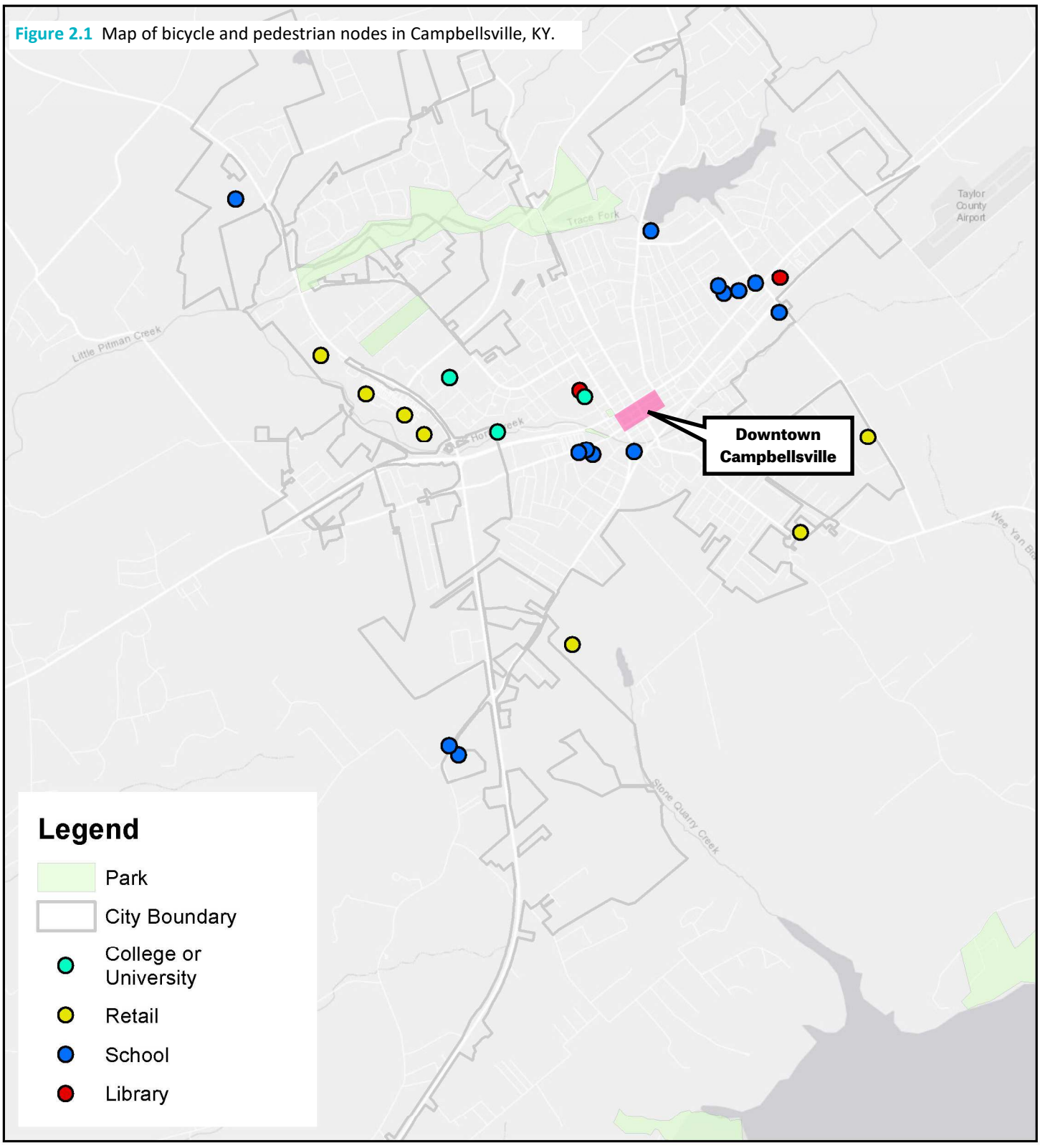


Facility selection guide from the FHWA Bikeway Selection Guide.



User profiles from the FHWA Bikeway Selection Guide. Accommodating all ages and abilities includes providing facilities for user with low stress tolerance.

Figure 2.1 Map of bicycle and pedestrian nodes in Campbellsville, KY.



Campbellsville Bicycle and Pedestrian Master Plan

0 0.425 0.85 1.7 Miles

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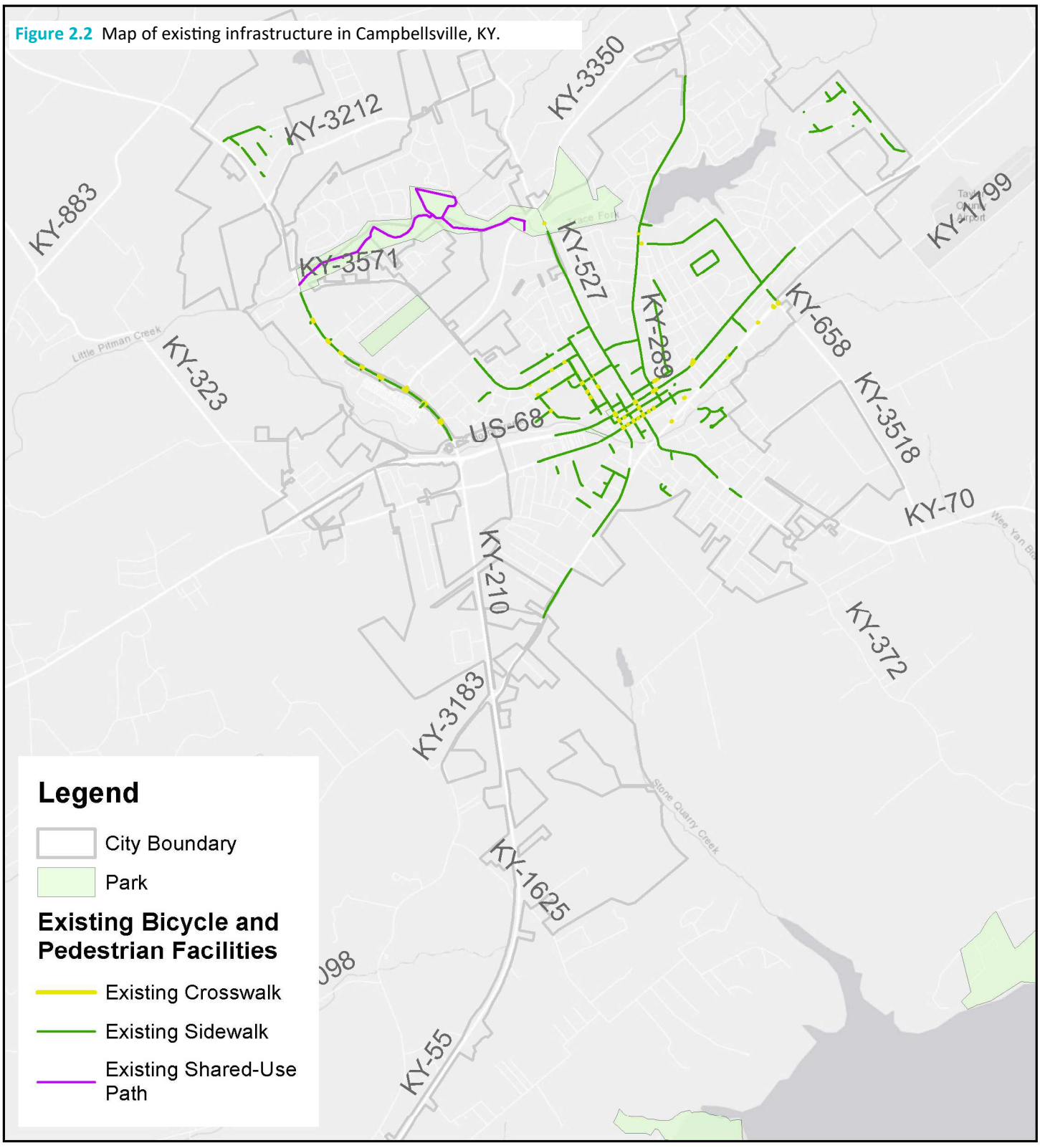
Figure 2.2 Map of existing infrastructure in Campbellsville, KY.



Campbellsville Bicycle and Pedestrian Master Plan

0 0.5 1 2 Miles

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Figure 2.3 Strava heat density map of walking in Campbellsville, KY.

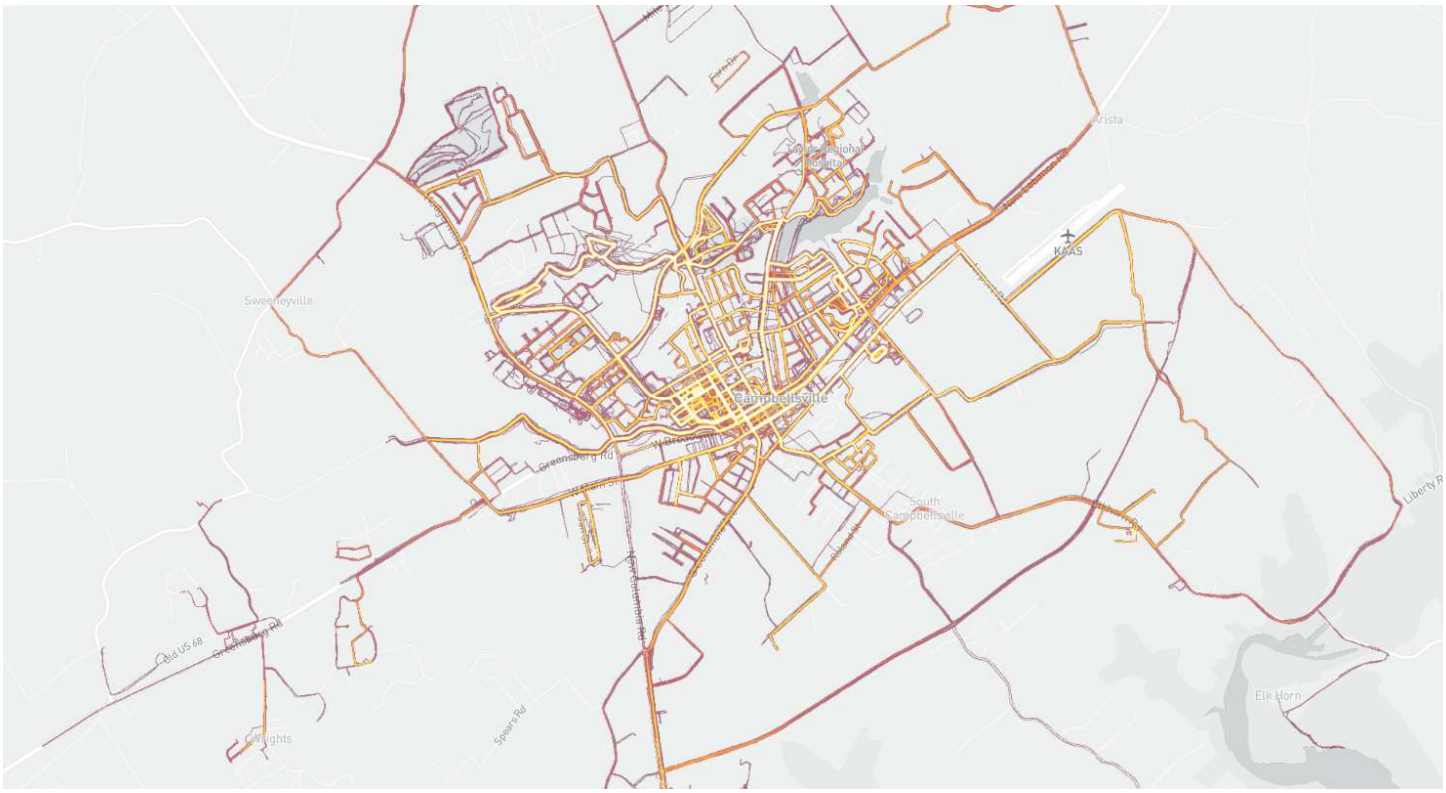


Figure 2.4 Strava heat density map of bicycling in Campbellsville, KY.

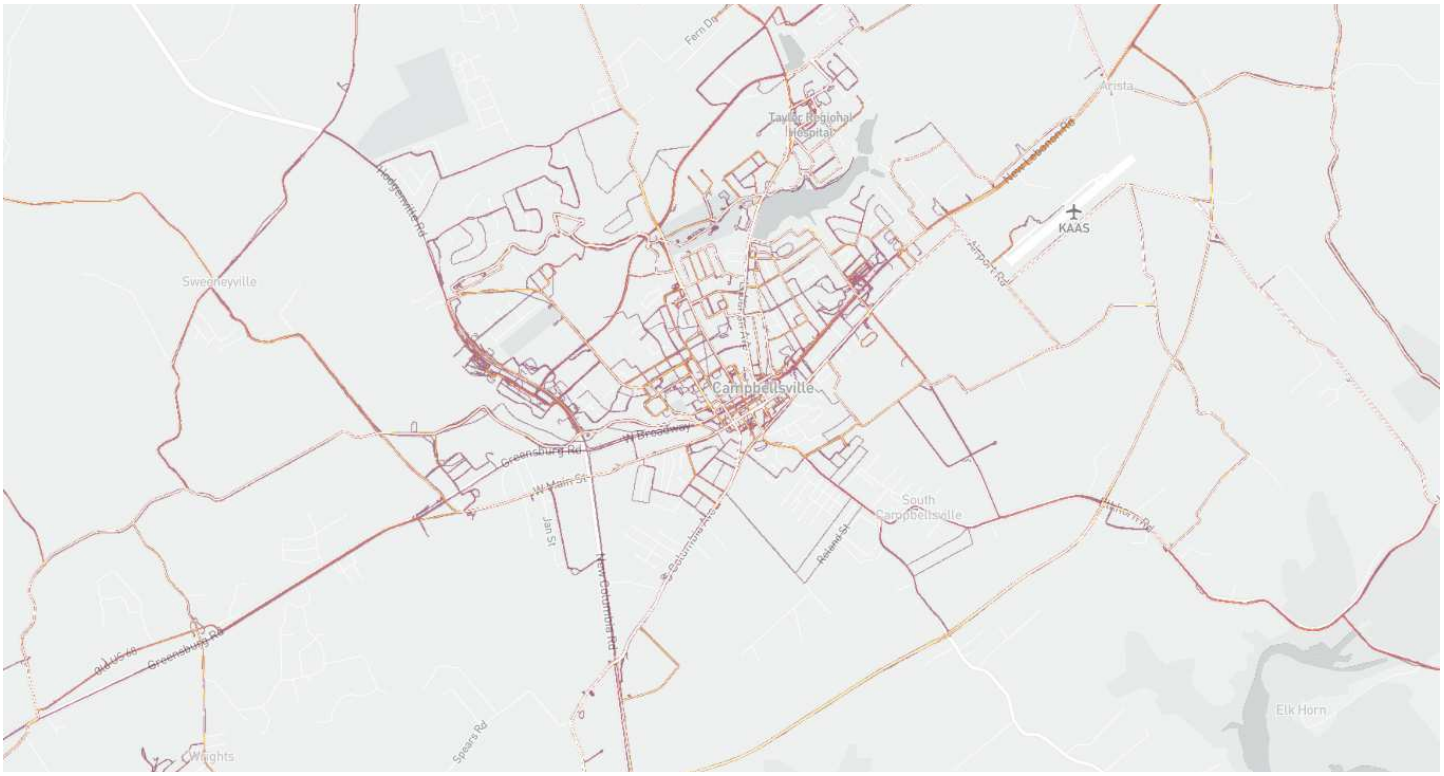
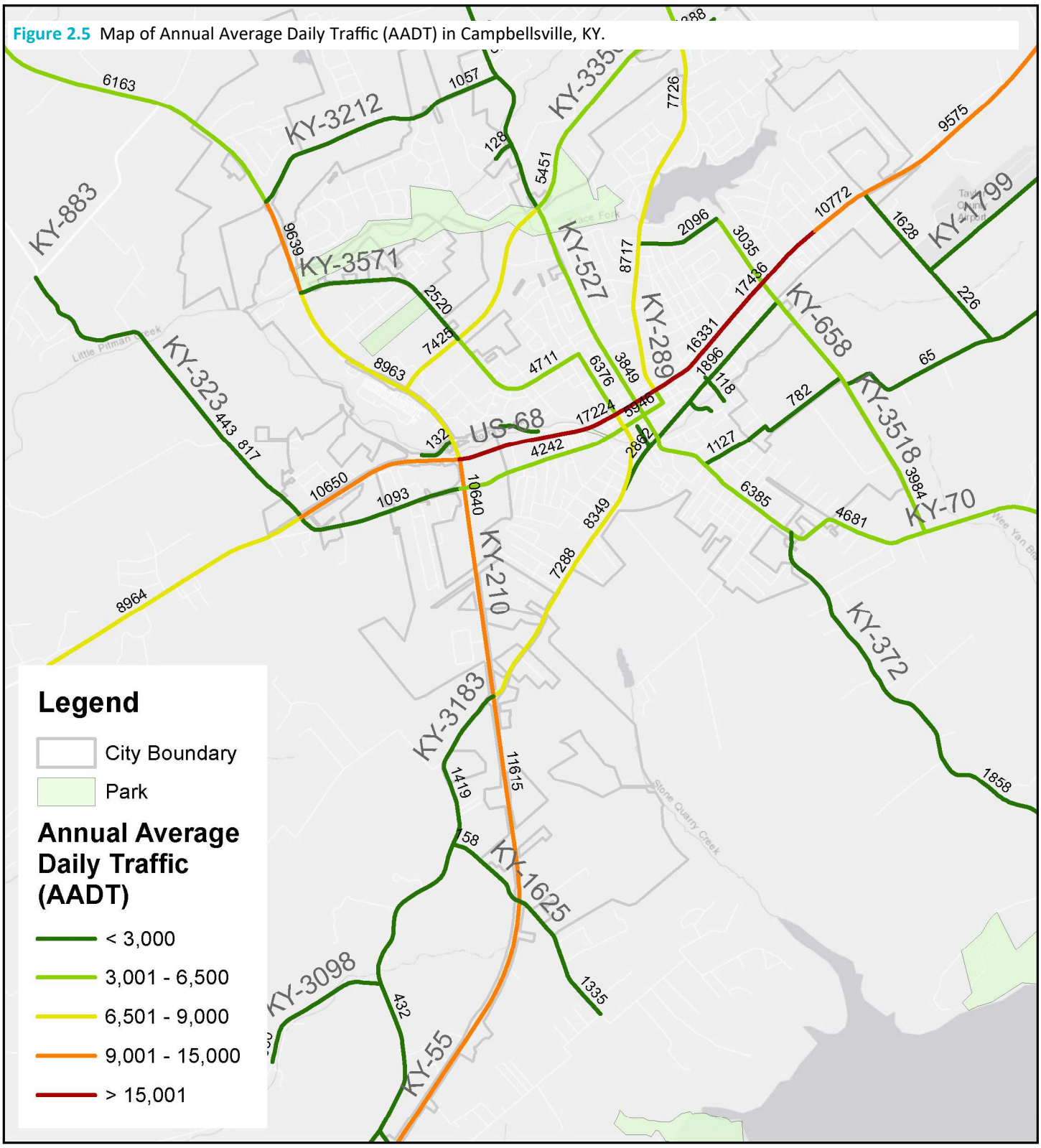


Figure 2.5 Map of Annual Average Daily Traffic (AADT) in Campbellsville, KY.



Campbellsville Bicycle and Pedestrian Master Plan

0 0.5 1 2 Miles

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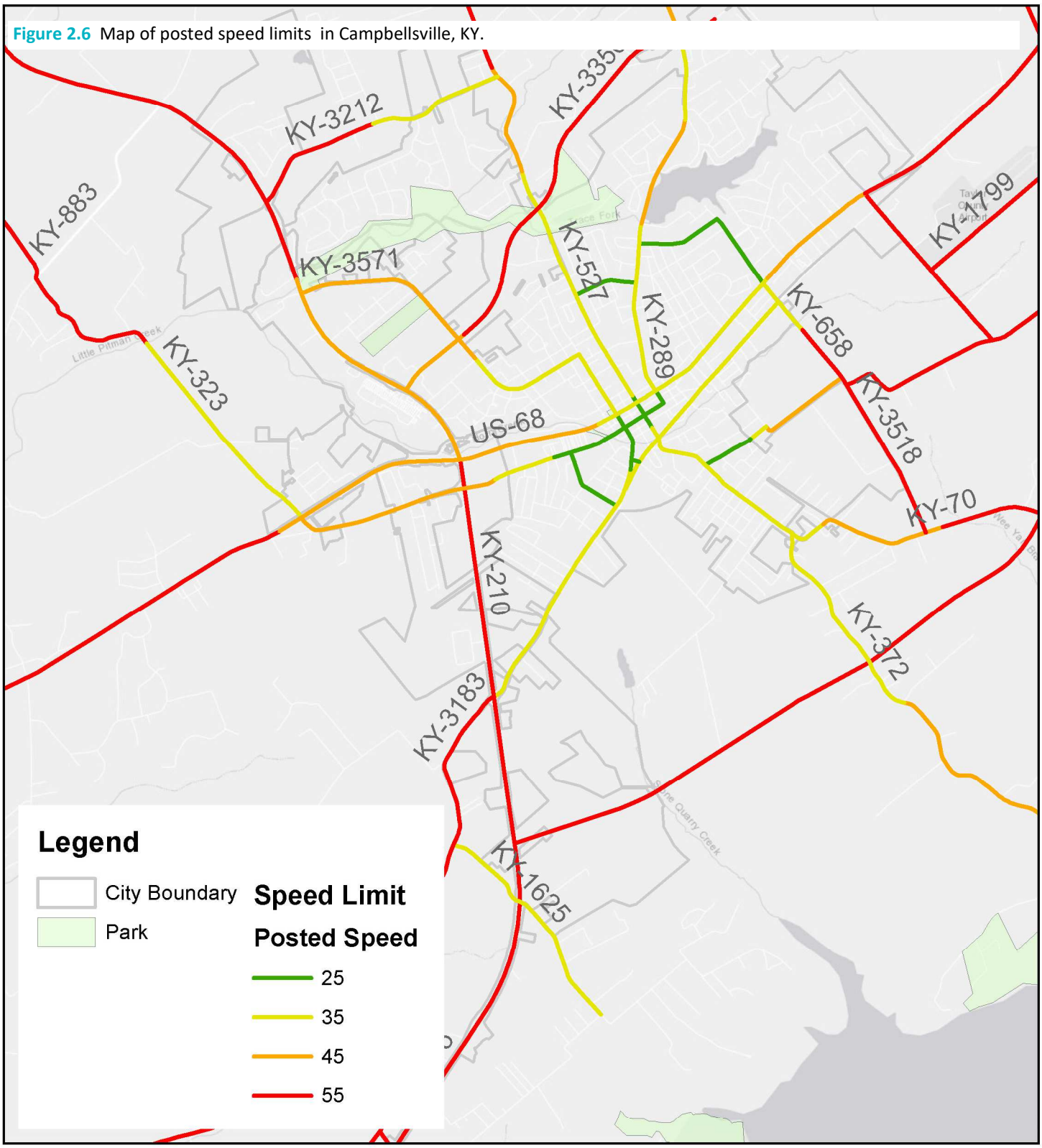
Figure 2.6 Map of posted speed limits in Campbellsville, KY.



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0 0.5 1 2 Miles

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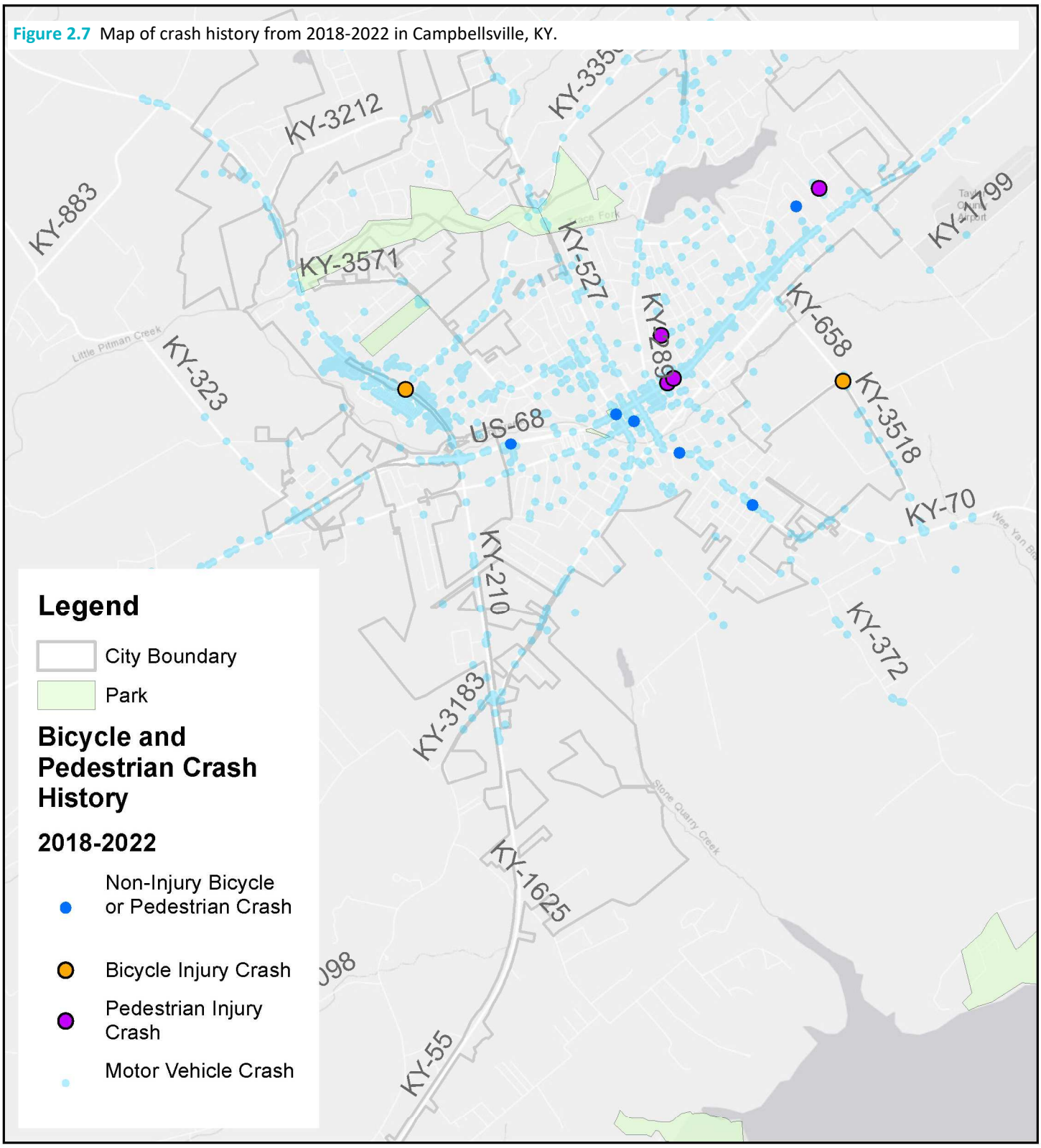
Figure 2.7 Map of crash history from 2018-2022 in Campbellsville, KY.



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0 0.5 1 2 Miles

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CHAPTER 3: Potential Improvements and Recommendations

To support walking in Campbellsville, gaps in sidewalk connectivity should be filled in and damaged sidewalk repaired throughout the neighborhoods surrounding downtown. The existing network should be extended into southern residential neighborhoods and connected to local destinations, along with implementing targeted shared-use path and dedicated bicycle infrastructure to support bicycling. Accessible sidewalk and ADA ramps should be placed along with marked crosswalks at major crossings and near schools, local destinations and parks to improve safety while walking. Locations of new crosswalks, improvements to specific existing crosswalks, proposed sidewalks, and shared-use path are shown in Figure 3.1. At existing crossings, pavement markings and signage should be refreshed and match current best practices. Pedestrian signals may be considered at signalized intersections.

Example of midblock crossing on Main Street in Morehead, KY.

Bicycle facility recommendations are located on Figure 3.2, and include locations of bicycle storage recommended in the survey. Specific bicycle facility types have been chosen based on the FHWA *Bikeway Selection Guide* as outlined in Chapter 2 to meet current best practices for safety and comfort of all users. In addition to the local multi-modal network, shared-use path trails should be considered along abandoned rail bed, maintenance access routes, and available rights-of-way as well as on at least one side of major connecting roads as shown in Figure 3.3. However, it is important to note that previous railroad right-of-way (ROW) has been abandoned for decades. In many locations, the ROW has either reverted to private ownership or has been built over with other infrastructure. A new, regional trail utilizing the abandoned railroad or other ROW outside of roadway corridors will require re-acquiring the ROW.

Example of Rail to Trail (Dawkins Trail).

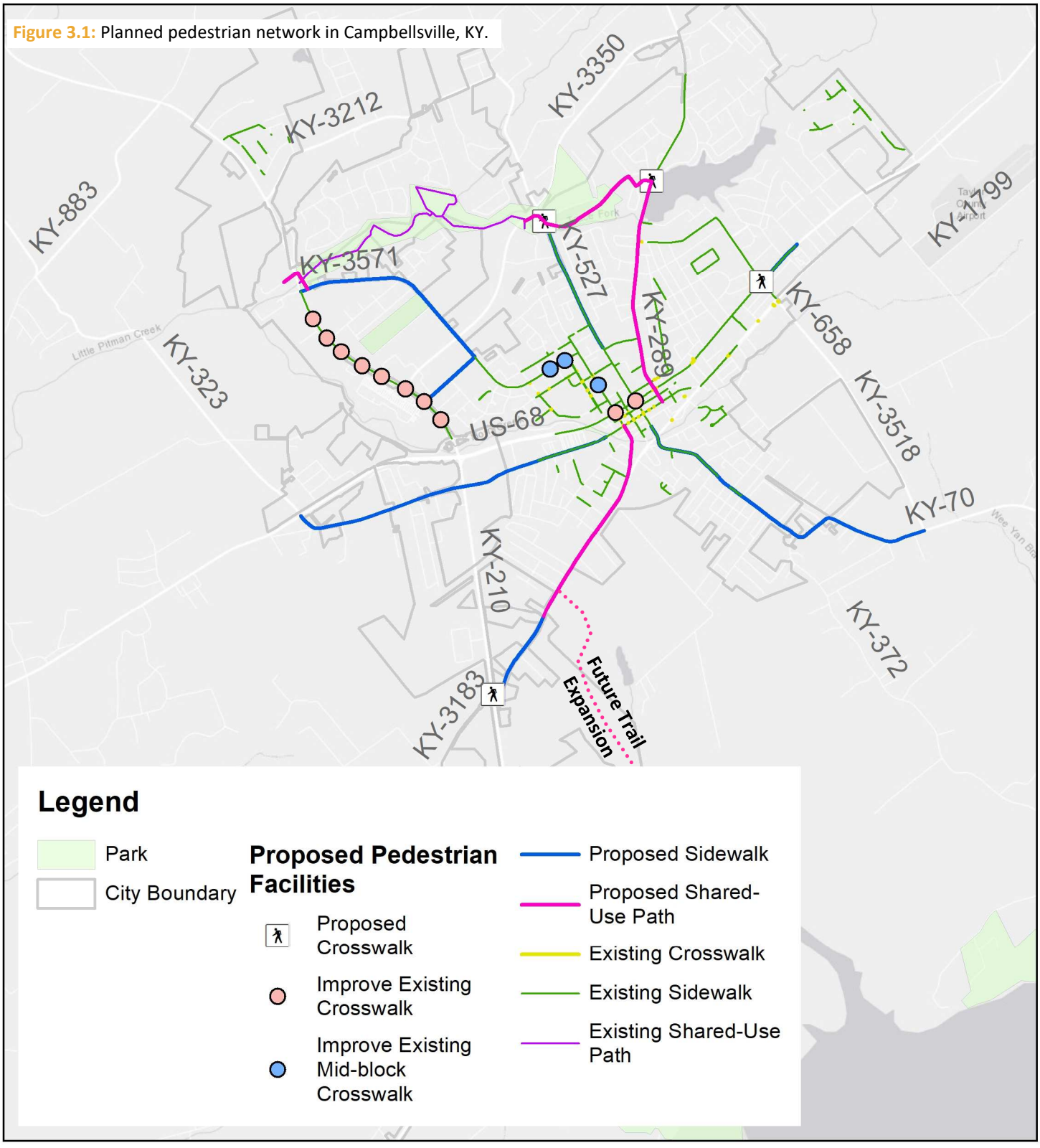
Other recommendations for the transportation network and park improvements to help support safe walking and bicycling in Campbellsville as determined from the survey and stakeholder input are shown in Figure 3.4. Intersection improvements should consider innovative intersections, such as roundabouts, at multi-leg intersections. Access management, including consolidating entrances to provide adequate spacing between entrances and narrowing entrances to meet standard widths, reduces crashes by reducing exposure to conflict and clarifying driver movement through the entrance. In addition, KY 289 should be evaluated for a consistent 35 MPH speed limit to match the context of the corridor, removing the short segment of 45 MPH posted speed limit along the reservoir. Suggested park improvements beyond trails and sidewalk shown in Figure 3.4 include amenities, aesthetic improvements, and additional park or greenspace features downtown as discussed in Chapter 2.

Specific planning level multi-modal projects addressing the identified gaps and network expansion opportunities are identified in Figures 3.5-3.19. Each project page outlines the type of project, limits, and estimated design and construction cost not including potential right-of-way and utility impacts. The specific planning projects are followed by a summary of potential improvements in Figure 3.20.

For all project recommendations, design and construction of pedestrian and bicycle facilities should consider the most current best practices established by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of City Transportation Officials (NACTO) along with all other applicable federal, state and local guidelines.

New construction of sidewalk and shared-use path or rehabilitation of existing pedestrian facilities must adhere to ADA and Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) standards in conjunction with any local and state guidelines. This includes, but is not limited to cross-slope, grade, and accessible ramps and landings.

Figure 3.1: Planned pedestrian network in Campbellsville, KY.



Campbellsville Bicycle and Pedestrian Master Plan

0 0.425 0.85 1.7 Miles

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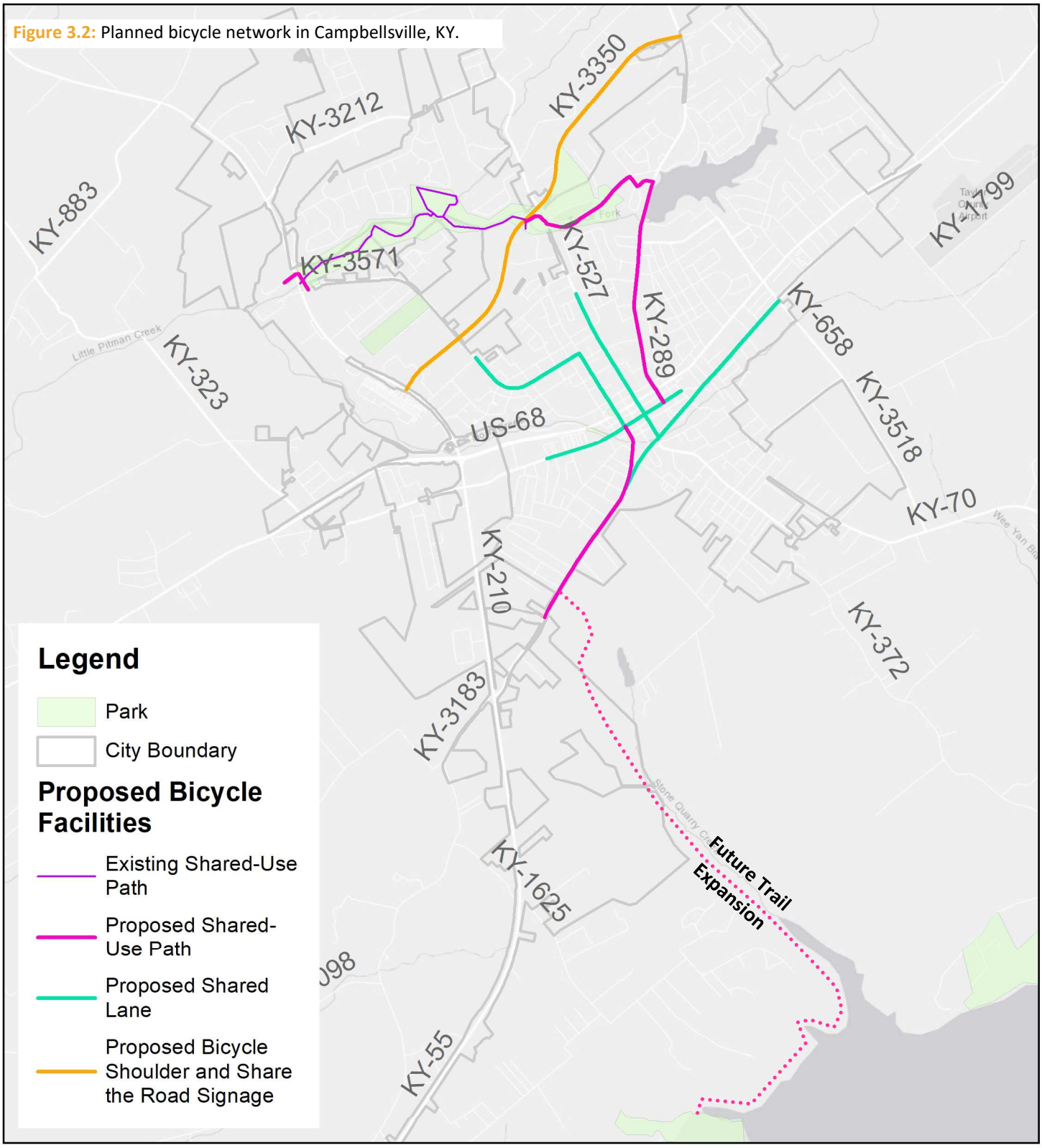
Figure 3.2: Planned bicycle network in Campbellsville, KY.



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0 0.425 0.85 1.7 Miles

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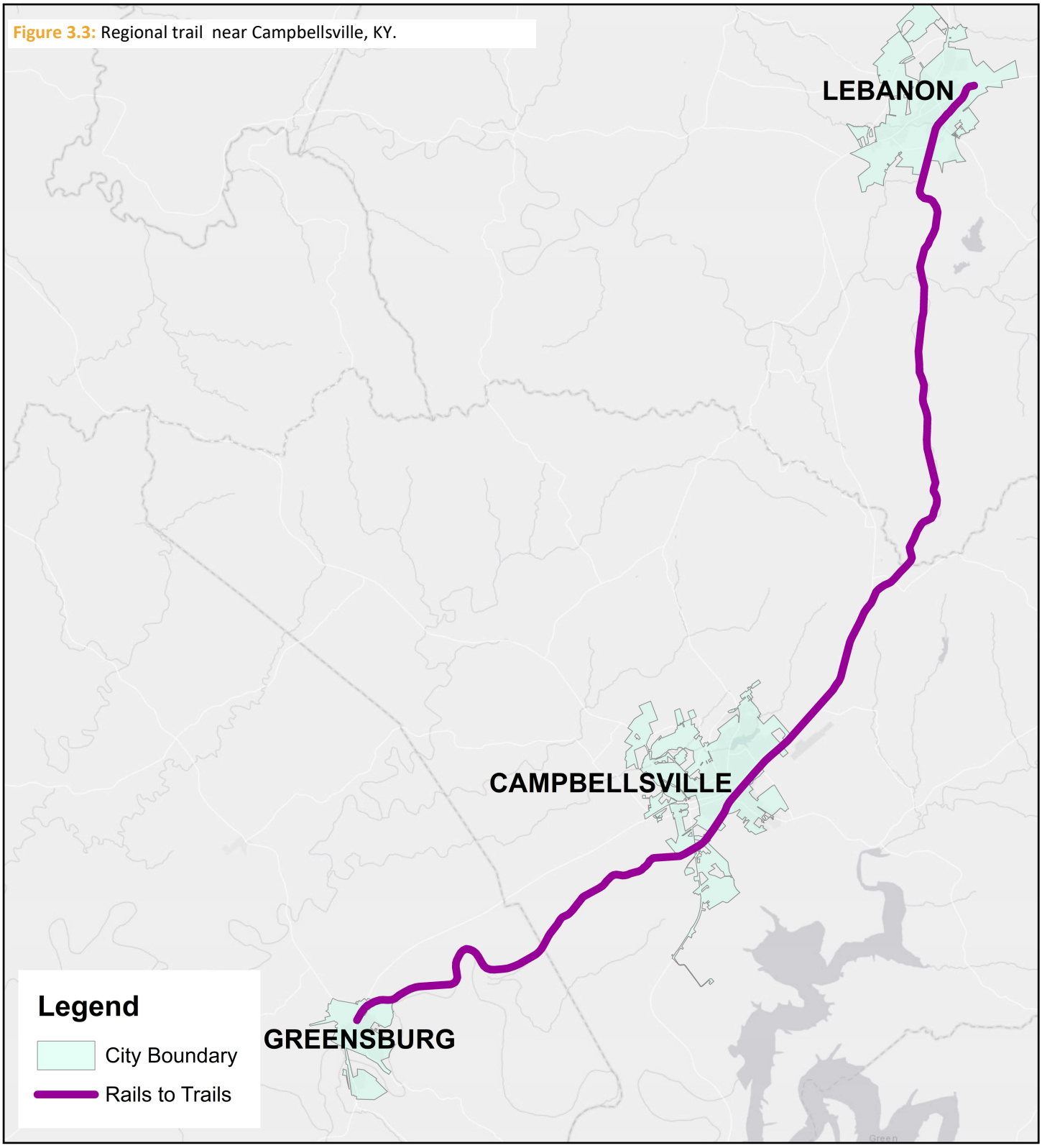
Figure 3.3: Regional trail near Campbellsville, KY.



Campbellsville Bicycle and Pedestrian Master Plan

0 1.75 3.5 7 Miles

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Figure 3.4: Additional transportation improvements in Campbellsville, KY.

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0 0.125 0.25 0.5 Miles

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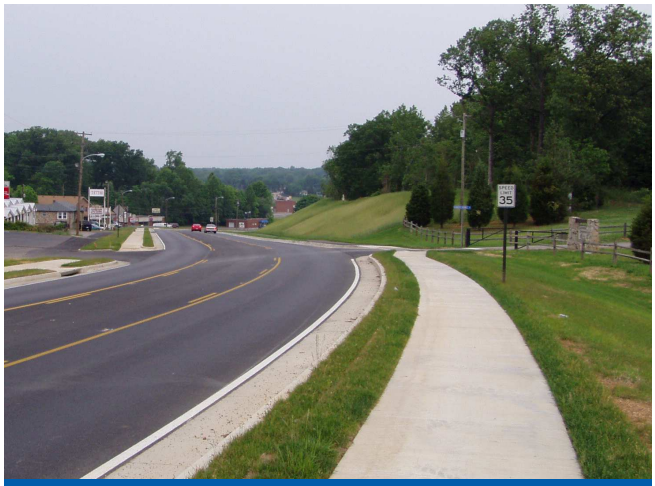
Project Types



Sidewalk

Sidewalks are preferred no less than six feet in width, and are considered pedestrian and mobility assisted access only. Some communities allow children to bike on sidewalks. Typically constructed of concrete.

Shared-Use Path or Trail

Shared-use paths are a minimum of ten feet in width, and are considered accessible to pedestrians and bicyclists. May be constructed with either concrete or asphalt with concrete access ramps. May be used separate from a roadway as a trail or on high volume or high speed (45 mph or more) roadways to safely separate bicyclists and pedestrians from motor vehicle conflicts.

Shared Lane

A neighborway consists of shared bicycle lane markings and signage to bring awareness of bicyclists on the roadway. Typically installed on low speed, low volume roadways without enough width for a dedicated bicycle lane.

Bicycle Lane

A dedicated bicycle lane may include a lane line or buffer with posts separating bicycle traffic from motor vehicle traffic and signage to bring awareness of bicyclists on the roadway. May be installed on any roadway with enough width and a speed lower than 45 mph.

FIGURE 3.5 Shared Lane Network

Limits: Multiple Locations

Length: 5.26 mi

Description: A shared lane network connecting downtown Campbellsville with residential neighborhoods is a relatively low-cost way to start a bicycle network while funding is sought for the dedicated, and more comfortable, facilities for bicyclists shown in Figure 3.2. The estimated design and construction costs cover the full network as shown in the diagram. Routes in the network include East Main Street, West Main Stret, Lebanon Avenue, Martin Luther King Jr. Boulevard, Meader Street, North Central Avenue, and South Columbia Avenue. Shared lane networks should only be utilized on corridors with relatively low motor vehicle volumes and posted speed limits of 35 MPH or less.

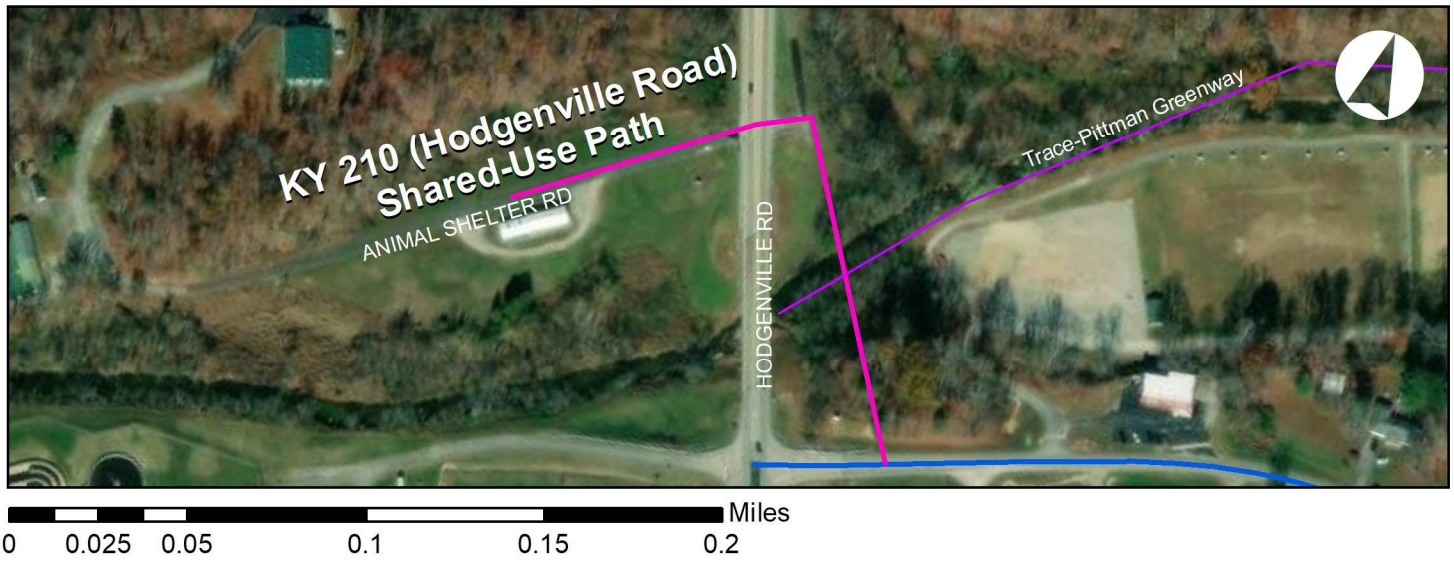
Estimated Design Cost: $11,000*

Estimated Construction Cost: $110,000

Example of shared lanes in Mayfield, KY.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.6 KY 210 (Hodgenville Road) Shared-Use Path



Limits: From Little Pittman Creek to Trace-Pittman Greenway

Length: 0.19 mi

Description: Shared-use path connecting KY 3571 (Old Hodgenville Road) and the Trace-Pittman Greenway across KY 210 (Hodgenville Road). The existing structure on KY 210 does not have sufficient width to accommodate shared-use path, and the shared-use path could utilize the existing median to allow an enhanced, two-stage crossing at Animal Shelter Road. The enhanced crossing to access the shared-use path should follow all current best practices established by FHWA. The alignment of the crossing will require a separate, engineer-designed bicycle and pedestrian only bridge across Little Pittman Creek, and is not included in the estimated design or construction cost.

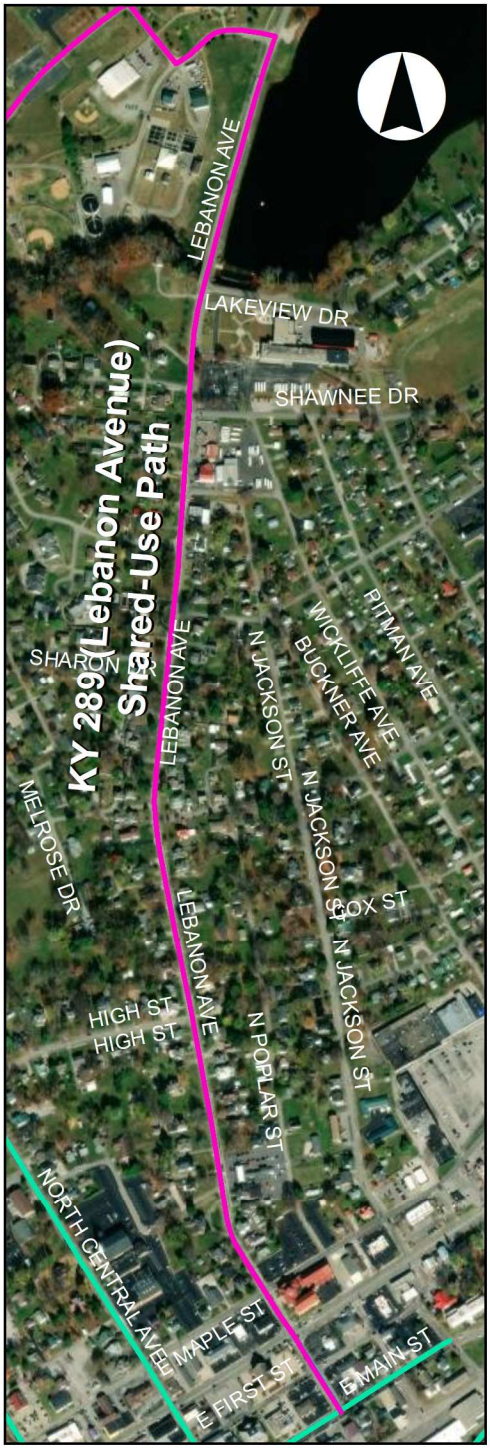
Estimated Design Cost: $38,000

Estimated Construction Cost: $380,000

Example of separate bicycle and pedestrian bridge crossing Beargrass Creek in Louisville, KY.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.7 KY 289 (Lebanon Avenue) Shared-Use Path



Limits: From East Main St to City Park Rd

Length: 1.17 mi

Description: Shared-use path on the east side of KY 289 to provide an overlook of the water. The construction of the shared-use path will require additional coordination and permitting from the Army Corps of Engineers and Kentucky Department of Water (KDOW). Structural design of water crossings may also be required, and is not included in the estimated design and construction cost estimates. Enhanced crossings to access the shared-use path should be considered at key intersections, and follow all current best practices established by FHWA.

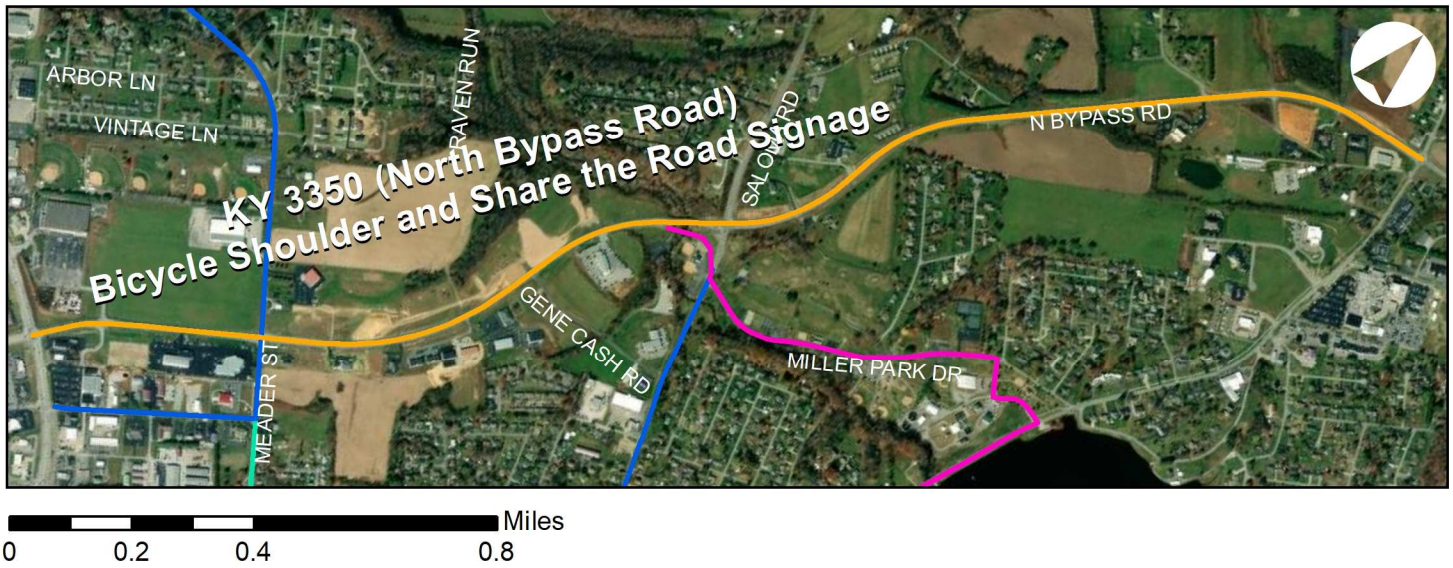
Estimated Design Cost: $229,000

Estimated Construction Cost: $2,290,000

Campbellsville City Lake, photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.8 KY 3350 (North Bypass Road) Bicycle Shoulder



Limits: From KY210 (Hodgenville Rd) to KY 289 (Old Lebanon Rd)

Length: 2.41 mi

Description: The existing ten foot-wide shoulders may be utilized to accommodate bicyclists outside of the motor vehicle travel lane. "Share the Road" signage is recommended to alert motor vehicle drivers to the presence of bicyclists along the corridor. Signage should be placed with two signs every mile in each direction. Rumble strips should allow bicycle access with regularly spaced gaps according to AASHTO guidance.

Estimated Design Cost: $1,000*

Estimated Construction Cost: $6,000

*Design includes layout of sign location and standard details only.

Example of "Share the Road" signage in Livingston, KY.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.9 Miller Park Drive Shared-Use Path

Limits: From KY 527 (North Central Ave.) to City Park Rd.

Length: 0.53 mi

Description: Shared-use path on the north side of Miller Park Drive connecting the proposed KY 289 (Lebanon Avenue) shared-use path to Miller Park. Enhanced crossings to access the shared-use path should be considered at key intersections, across N. Central Avenue, and follow all current best practices established by FHWA.

Estimated Design Cost: $104,000

Estimated Construction Cost: $1,040,000

Miller Park in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.10 Miller Park - Greenway Connection Shared-Use Path

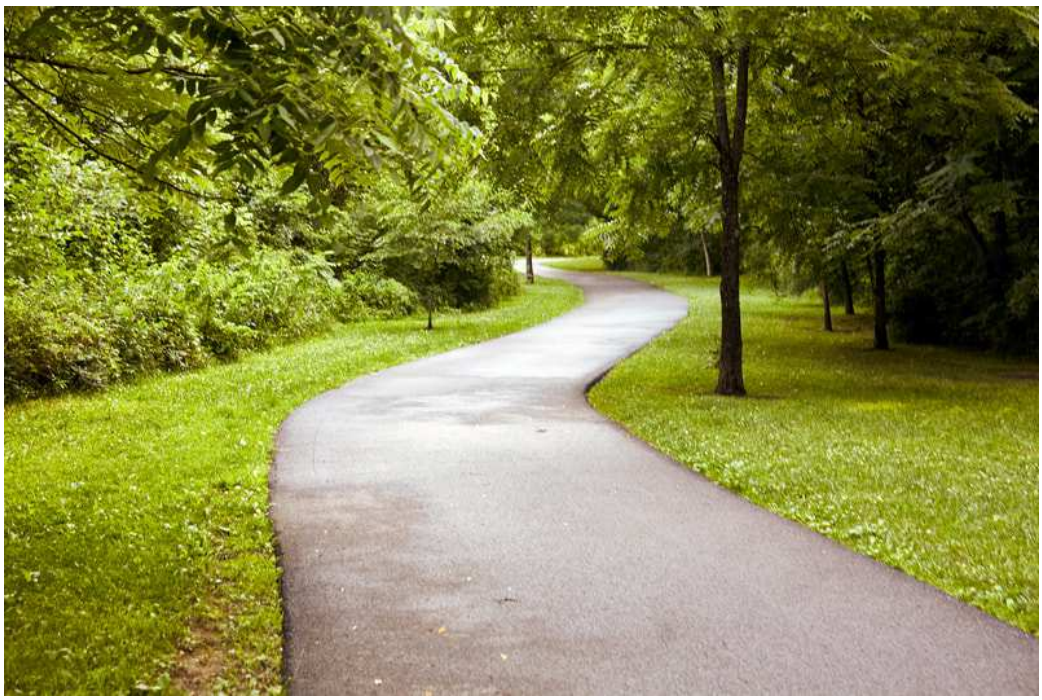
Limits: From Trace-Pittman Greenway to Miller Park Dr.

Length: 0.13 mi

Description: Shared-use path across N. Central Avenue to connect Miller Park directly to the Trace-Pittman Greenway. An enhanced crossing should be considered, including high-visibility crosswalk markings, refuge island, and rectangular rapid-flashing beacons following current best practices established by FHWA.

Estimated Design Cost: $26,000

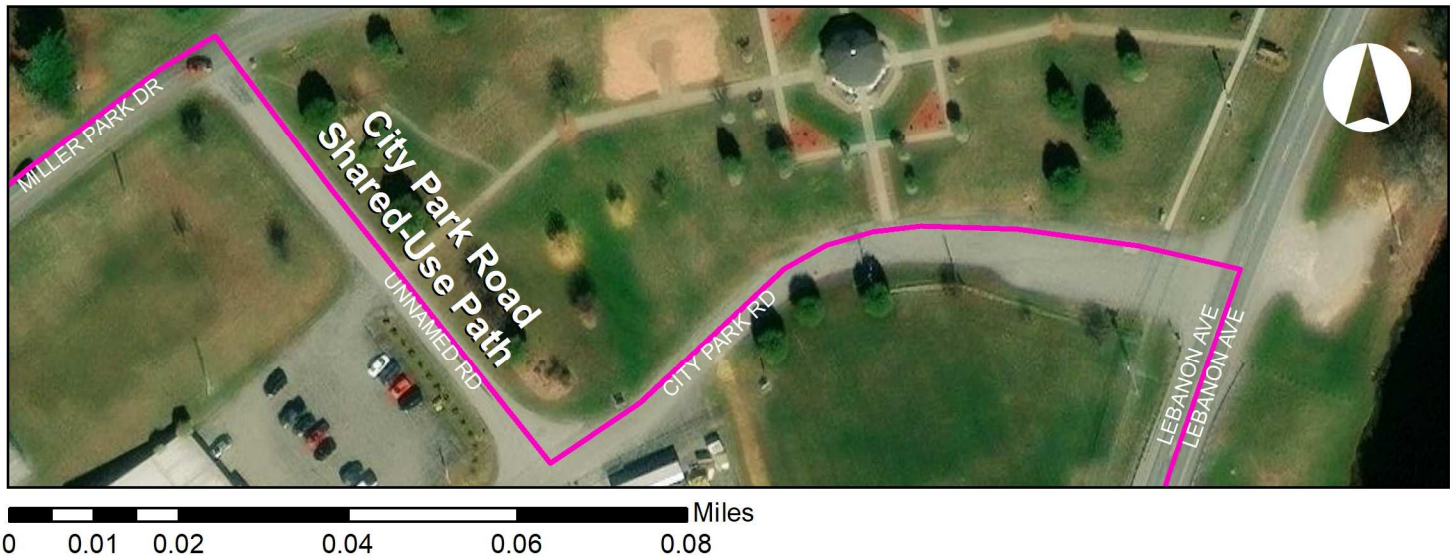
Estimated Construction Cost: $260,000



Trace-Pittman Greenway in Campbellsville, KY. Photo courtesy of Campbellsville Taylor County Trail Town.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.11 City Park Road Shared-Use Path



Limits: From Miller Park Dr. to KY 289 (Lebanon Avenue)

Length: 0.16 mi

Description: Shared-use path on the north side of City Park Road connecting the proposed KY 289 (Lebanon Avenue) shared-use path to Miller Park. Enhanced crossings to access the shared-use path should be considered at KY 289 (Lebanon Avenue) and follow all current best practices established by FHWA.

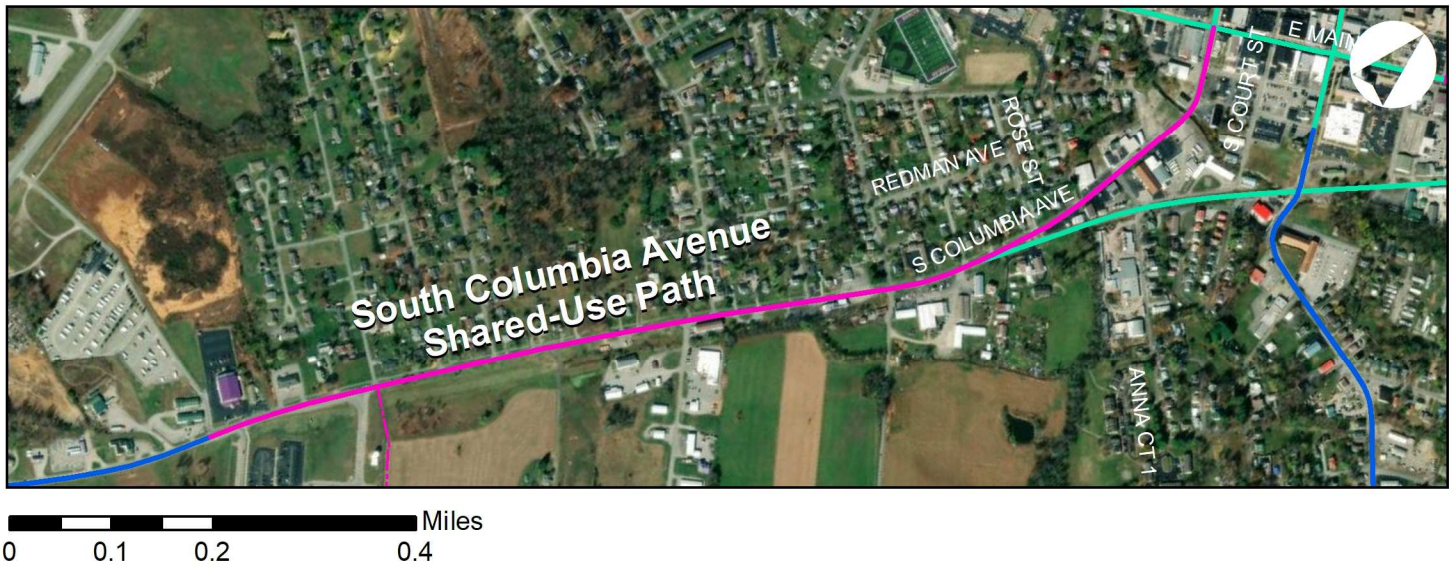
Estimated Design Cost: $32,000

Estimated Construction Cost: $320,000

Pavilion along City Park Drive in Campbellsville, KY. View from Lake Ave., photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.12 South Columbia Avenue Shared-Use Path



Limits: From Heartland Dr. to East Main St.

Length: 1.12 mi

Description: Shared-use path on the south side of S. Columbia Avenue to connect downtown Campbellsville to a future greenway to Green River Lake. Placement on the south side avoids conflicts with the frequent driveways, entrances, and side roads on the north side and parallels existing north side sidewalk. Enhanced crossings to access the shared-use path should be considered at key intersections, and follow all current best practices established by FHWA. Future trail expansion to Green River Lake is shown.

Estimated Design Cost: $219,000

Estimated Construction Cost: $2,190,000

S. Columbia Ave. in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.13 KY70 (South Central Ave.) Sidewalk

Limits: From Commercial St. to KY 3518 (Water Tower Bypass)

Length: 1.70 mi

Description: Sidewalk on both sides of KY 70 (S. Central Avenue/Elkhorn Road) addressing gaps in pedestrian access to the southern residential neighborhoods of Campbellsville. Where sidewalk already exists, it should be replaced with ADA-compliant sidewalk, crossings, ramps, and landings. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Mid-block and uncontrolled crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $133,000

Estimated Construction Cost: $1,330,000

KY 70 in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.14 KY323 (West Main Street) Sidewalk

Limits: From US 68 (Greensburg Rd.) to Brookside Avenue

Length: 1.68 mi

Description: Sidewalk on both sides of W. Main Street addressing gaps in pedestrian access to the western residential neighborhoods of Campbellsville. Where sidewalk already exists, it should be replaced with ADA-compliant sidewalk, crossings, ramps, and landings. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Mid-block and uncontrolled crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $132,000

Estimated Construction Cost: $1,320,000

KY 323 (W. Main Street) in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.15 South Columbia Avenue Sidewalk

Limits: From KY 210 (New Columbia Rd.) to Heartland Dr.

Length: 0.49 mi

Description: Sidewalk on both sides of S. Columbia Avenue addressing gaps in pedestrian access to the southern residential neighborhoods of Campbellsville. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Mid-block and uncontrolled crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

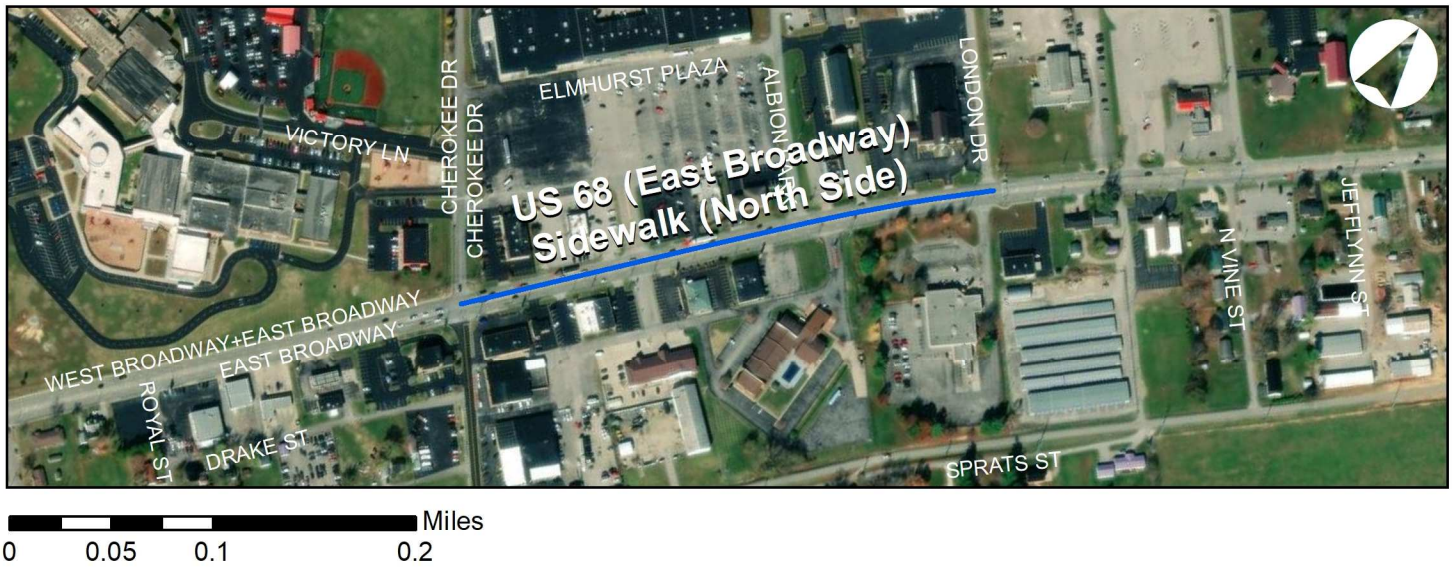
Estimated Design Cost: $39,000

Estimated Construction Cost: $390,000

S. Columbia Ave. in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.16 US 68 (East Broadway) Sidewalk



Limits: From Cherokee Dr. to London Dr.

Length: 0.27 mi

Description: Sidewalk on the north side of US 68 (E. Broadway) to parallel the existing sidewalk on the south side. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings, and should follow all current best practices established by FHWA for uncontrolled crossings.

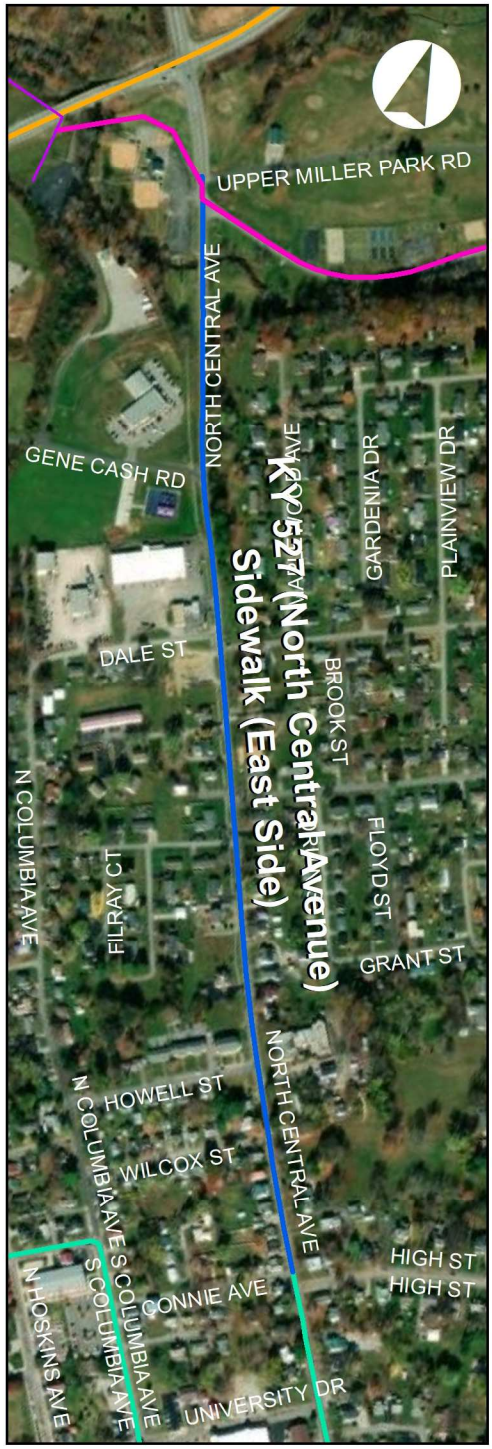
Estimated Design Cost: $22,000

Estimated Construction Cost: $220,000

US 68 (East Broadway) in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.17 KY 527 (North Central Avenue) Sidewalk



Limits: From Connie Ave. to Upper Miller Park Rd.

Length: 0.72 mi

Description: Sidewalk on the east side of KY 527 (N. Central Avenue) addressing gaps in pedestrian access to the northern residential neighborhoods of Campbellsville, Miller Park, and the Trace-Pittman Greenway. Where sidewalk already exists, it should be replaced with ADA-compliant sidewalk, crossings, ramps, and landings. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Mid-block and uncontrolled crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $57,000

Estimated Construction Cost: $570,000

KY 527 (N. Central Avenue) in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.18 Nancy Cox Drive Sidewalk

Limits: From Veronica Duka Dr. to Meader St.

Length: 0.33 mi

Description: Sidewalk on both sides of Nancy Cox Drive addressing gaps in pedestrian access to residential neighborhoods and shopping. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $26,000

Estimated Construction Cost: $260,000

Nancy Cox Drive in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.19 KY3571 (Old Hodgenville Road) Sidewalk

Limits: From KY 210 (Hodgenville Rd. to Nancy Cox Dr.

Length: 1.08 mi

Description: Sidewalk on both sides of KY 3571 (Old Hodgenville Road) addressing gaps in pedestrian access to the Trace-Pittman Greenway. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Mid-block and uncontrolled crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Design Cost: $85,000

Estimated Construction Cost: $850,000

KY 3571 (Old Hodgenville Road) in Campbellsville, KY. Photo courtesy of Google.

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

FIGURE 3.20 Summary of Potential Improvements

Fig.	Location	From	To	Length (Miles)	Potential Improvement	Estimated Design Cost	Estimated Construction Cost
3.5	Shared Lane Network	Multiple	Multiple	5.26	Shared Lane	$ 11,000	$ 110,000
3.6	KY 210 (Hodgenville Rd.)	Little Pittman Creek	Trace-Pittman Greenway	0.19	Shared-Use Path	$ 38,000	$ 380,000
3.7	KY 289 (Lebanon Avenue)	East Main St.	City Park Rd.	1.17	Shared-Use Path	$ 229,000	$ 2,290,000
3.8	KY 3350 (North Bypass Road)	KY 210 (Hodgenville Rd.)	KY 289 (Old Lebanon Rd.)	2.41	Bicycle Shoulder	$ 1,000	$ 6,000
3.9	Miller Park Drive	KY527 (North Central Ave.)	City Park Rd.	0.53	Shared-Use Path	$ 104,000	$ 1,040,000
3.10	Miller Park - Trace-Pittman Greenway Connection	Trace-Pittman Greenway	Miller Park Dr.	0.13	Shared-Use Path	$ 26,000	$ 260,000
3.11	City Park Road	Miller Park Dr.	KY289 (Lebanon Avenue)	0.16	Shared-Use Path	$ 32,000	$ 320,000
3.12	South Columbia Avenue	Heartland Dr.	East Main St.	1.12	Shared-Use Path	$ 219,000	$ 2,190,000
3.13	KY70 (South Central Avenue)	Commercial St.	KY 3518 (Water Tower Bypass)	1.70	Sidewalk	$ 133,000	$ 1,330,000
3.14	KY323 (West Main St.)	US68 (Greensburg Rd.)	Brookside Avenue	1.68	Sidewalk	$ 132,000	$ 1,320,000
3.15	South Columbia Avenue	KY210 (New Columbia Rd.)	Heartland Dr.	0.49	Sidewalk	$ 39,000	$ 390,000
3.16	US68 (East Broadway)	Cherokee Dr.	London Dr.	0.27	Sidewalk	$ 22,000	$ 220,000
3.17	KY527 (North Central Avenue)	Connie Ave.	Upper Miller Park Rd.	0.72	Sidewalk	$ 57,000	$ 570,000
3.18	Nancy Cox Drive	Veronica Duka Dr.	Meader St.	0.33	Sidewalk	$ 26,000	$ 260,000
3.19	KY 3571 (Old Hodgenville Road)	KY210 (Hodgenville Rd.)	Nancy Cox Dr.	1.08	Sidewalk	$ 85,000	$ 850,000

Note: Estimated design and construction costs include 30% contingency for the year 2023, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

Cities across the Commonwealth continue to be asked to do more with fewer dollars allocated directly to their community. Transportation infrastructure improvements often require significant construction costs during implementation, particularly for sidewalk, shared-use path, and traffic signal upgrades. Often, a community must choose between repairing the roadway or improving the active transportation network with their limited available funding. To leverage limited available local funding and capitalize on larger grant funding opportunities, both short-term and long-term implementation strategies are key.

Short-Term Implementation

In some instances, lower-cost and relatively short-term installation methods with paint and post may be used to provide interim walking and bicycling facilities. The FHWA *Small Town and Rural Multimodal Networks Guide* is a resource that includes guidance on how to implement safe walking and bicycling in communities like Campbellsville. These short-term installation opportunities may also be combined with roadway maintenance projects like resurfacing and lane reconfigurations to leverage available funding. Installation of bicycle racks are another lower-cost opportunity to support bicycling in a community. Bicycle racks should be considered at schools, parks, churches and other destinations where people gather to socialize and play to support healthy transportation choices and recreation by giving people a safe place to park and secure their bicycles.

In addition to physical improvements, education and events that promote safe walking and bicycling are also low– to no-cost opportunities to encourage a culture of active transportation and healthy recreation in a community. Hosting local events for walking or bicycling to work, school, church, sports events, and others can normalize these choices and bring awareness to the safety and comfort of vulnerable roadway users.

Long-Term Implementation

Federal funding is available through grant opportunities to communities who invest in multimodal infrastructure, including communities like Campbellsville. Every year, the Federal Government releases a Notice of Funding Opportunity (NOFO) that details available funding sources, the requirements to pursue funding, and other information. On January 20th, 2022 FHWA released a fact sheet highlighting the Building a Better America program which includes 25 available or soon to be available sources of funding that local governments, with a focus on cities, can compete for directly. Ten of these grant programs are listed as transportation focused, with programs like Rebuilding American Infrastructure Sustainably and Equitably (RAISE), Safe Streets and Roads for All, Reconnecting Communities and more that could be evaluated and potentially pursued for long-term implementation of physical infrastructure improvements.

Funding Opportunities

Additional funding and support for active transportation improvements may be also available through Kentucky-based resources. The 2022 *Statewide Bicycle and Pedestrian Master Plan* includes a funding matrix for grant opportunities by project type from the US Department of Transportation. The Office of Local Programs (OLP) which administers the state Transportation Alternatives Program (TAP), and the Kentucky Cabinet for Health and Family Services (CHFS) are Commonwealth of Kentucky resources that are available to assist local communities in identifying, obtaining, or otherwise leveraging funding for walking and bicycling in rural communities.

Grant program names and funding availability often change over time. However, grant opportunities to address active transportation infrastructure related to walking and bicycling are becoming much more widely available to communities across the nation. Grant sources will also occasionally further support rural communities by providing 100% federal funding opportunities for infrastructure. A sample of federal grants available at the time of this report include, but are not limited to:

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

A state or city government can appropriate funds from this existing competitive grant program at the Department of Transportation, which provides $7.5 billion with an additional $7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria include safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Under the Bipartisan Infrastructure Law, RAISE expands the number of communities eligible for 100 percent federal share of funding, specifically those in rural communities, areas of persistent poverty and historically disadvantaged communities.

Safe Streets and Roads for All

This new $5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Reconnecting Communities

The Bipartisan Infrastructure Law creates a first-ever $1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction or retrofit of street grids, parks, or other infrastructure to address these legacy impacts.

Additional funding and support for active transportation improvements may be also available through Kentucky-based resources. The KYTC Office of Local Programs (OLP) administers the state Transportation Alternatives Program (TAP), and the Kentucky Cabinet for Health and Family Services (CHFS) are Commonwealth of Kentucky resources that are available to assist local communities in identifying, obtaining, or otherwise leveraging funding for walking and bicycling in rural communities.