



GREENSBURG ACTIVE LIVING MASTER PLAN

Green County, Kentucky

July 2026 **DRAFT**



The information and guidance contained in this document are current as of July 2026. Users are advised that standards, regulations, and best practices referenced herein are subject to change without notice.

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LIST OF ACRONYMS

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

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



Cover Photo Credit Top Left and Bottom Right: City of Greensburg - Overview of Tourism

<https://sites.google.com/greensburgonline.com/gburgky/tourism/overview-of-tourism?authuser=0>

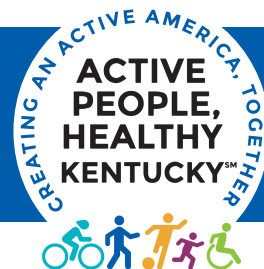
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CHAPTER 1: Introduction



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 2026, the city of Greensburg in Green County, Kentucky received a grant through the Lake Cumberland District Health Department to develop an Active Living Master Plan (the “Plan”) focusing on improving walking and bicycling in the city. The Plan was guided by public engagement and supported by community and county leaders.

Planning Kickoff

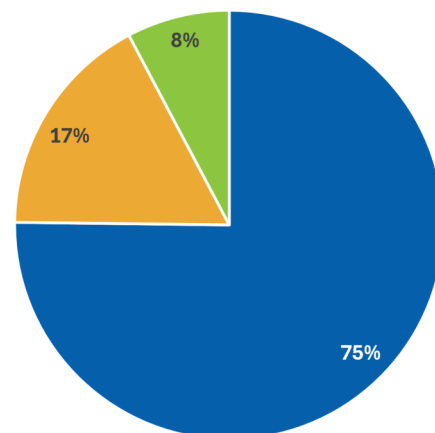
On March 5, 2026, the planning team met with local officials to kick off the master planning process. During the kick off, the team discussed potential bicycle and pedestrian projects and established a community survey to be provided to residents and stakeholders. The stakeholder team discussed planned and ongoing projects in Greensburg, including a sidewalk project from the Safe Routes to School program, a county bike path and greenway across the river, and a traffic garden. A project including a shared-use path on Main Street (US 68) from Bluebird Lane to Industrial Park Road is currently under construction.

Public Survey

An online survey was made available to the public to provide feedback on the existing bicycle and pedestrian network and on desired potential improvements. The survey received 129 responses. Respondents indicated whether they live (110), work (30), go to school (12), or visit in Greensburg (17). The primary mode of transportation is by car (126); however, eight respondents walk or bike either as a primary form of transportation or in addition to travel by car and one person relies upon a scooter for their primary mode of transportation. Although 37 respondents prefer to continue to travel solely by car in the future, most respondents would be interested in future trips walking (75), bicycling (52), and by scooter (1). As shown in Figure 1.1, the community is interested in investing in and using new active transportation infrastructure.

How important do you feel it is to invest in new shared-use paths, sidewalks, or bikeways?

■ Very Important
■ Somewhat Important
■ Not At All



How interested are you in using new walking or bicycling paths in your community?

■ Extremely Interested
■ Very Interested
■ Slightly Interested
■ Neutral
■ Not Interested

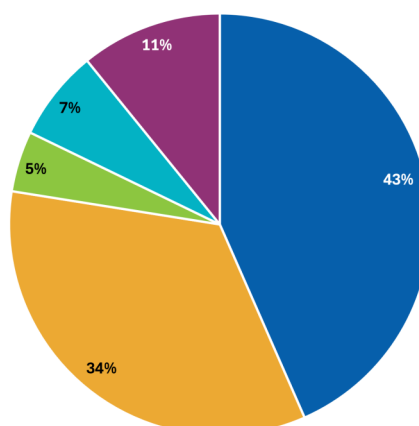


Figure 1.1 Survey results on interest in walking and bicycling in Greensburg, KY, and the importance of investment to the community.

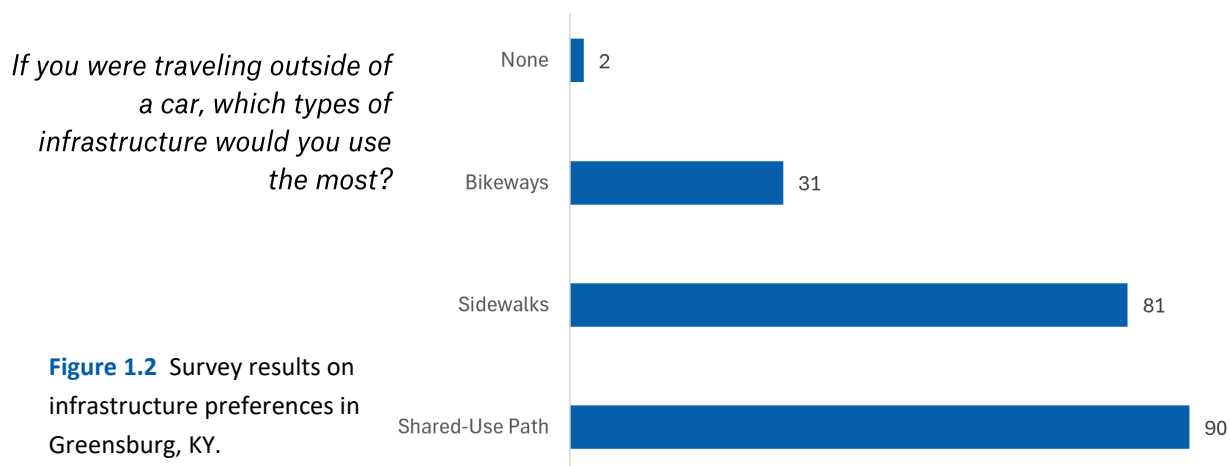
Additional feedback from the surveys included:

- Respondents prefer shared-use paths or sidewalks over bikeways.
- When considering walking or bicycling, 116 respondents indicated that safety is the most important factor, followed by access to parks, recreation, or exercise (96); connecting local destinations, work, or school (57); and supporting businesses/tourism (36). Two respondents indicated no response (Figure 1.2).
- Along with an area-wide need for repaired or connected sidewalks, new or updated crosswalks, and additional sidewalks in residential neighborhoods, specific gaps were identified in the active transportation network to be addressed in Greensburg, including:
 - Connecting to local destinations, including:
 - Parks and recreation, such as Legion Park, Bluff Boom Trails, and the Green River
 - Businesses, such as the Phillips Grocery Store and other local markets
 - Schools
 - Downtown/Main Street (US 68)
 - Old Train Tunnel
 - Connecting to regional destinations like Campbellsville
- Other projects were identified as potentially beneficial to the area, including:
 - Traffic calming
 - Share the road signage
 - Wayfinding signage
 - Lighting
 - Education and enforcement
 - Amenities (benches, trash cans, etc.)
 - Beautification, including art or statues
 - Community events such as historical walks

“Many people walk from Hillview Terrace to downtown daily/weekly. A lack of sidewalks on West Hodgenville Avenue makes that area very unsafe for walkers, bikers, and drivers.”

- Survey respondent

A full summary of the public survey can be found in **Appendix A**.



CHAPTER 2: Existing Conditions



Transportation data plays an important role in the planning and design of facility types, particularly for bicycling facilities, and includes an assessment of existing infrastructure, the Annual Average Daily Traffic (AADT), posted speed limit, and crash history.

Existing Infrastructure

Walkable and bikeable destinations in Greensburg are located primarily in the downtown core. These include schools, shopping, and a park as shown in Figure 2.1. However, groceries are located at the northern and southern city limits. As shown in Figure 2.2, the sidewalk network in Greensburg is well-developed in the downtown square and along Main Street (US 68). Sidewalks are available on a limited basis outside of this core area. Much of the sidewalk network lacks appropriate curb ramps or does not meet the Americans with Disabilities Act (ADA) standards. This is documented in the Active Living (Non-motorized Travel) Pedestrian Travel Assessment found in Appendix B. Many of the existing sidewalks were likely built before ADA standards were established, making travel along them challenging for people of all abilities. Sidewalks frequently end abruptly, with minimal warning signs for both motorists and pedestrians. Crosswalks are often inconsistently marked, and many have faded markings or do not conform to current design standards. Sidewalk on Main Street (US 68) in many locations include stairs in the historical area of downtown Greensburg.



Example of ADA non-compliant intersection crossing at the intersection of Court Street and Main Street (US 68) in Greensburg, lacking correct ramp and detectable warnings. Photo courtesy of Google.



Example of crosswalk markings at the intersection of N. Main Street (US 68) and Hodgenville Avenue in Greensburg. Photo courtesy of Google.

Despite this, community members clearly want to walk in Greensburg, as shown by the Strava walking activity heat map in Figure 2.3. Walking activity is highest in the southern and eastern neighborhoods of the city and along the major corridors of Industrial Park Road, Main Street (US 68), Hodgenville Avenue, and Legion Park

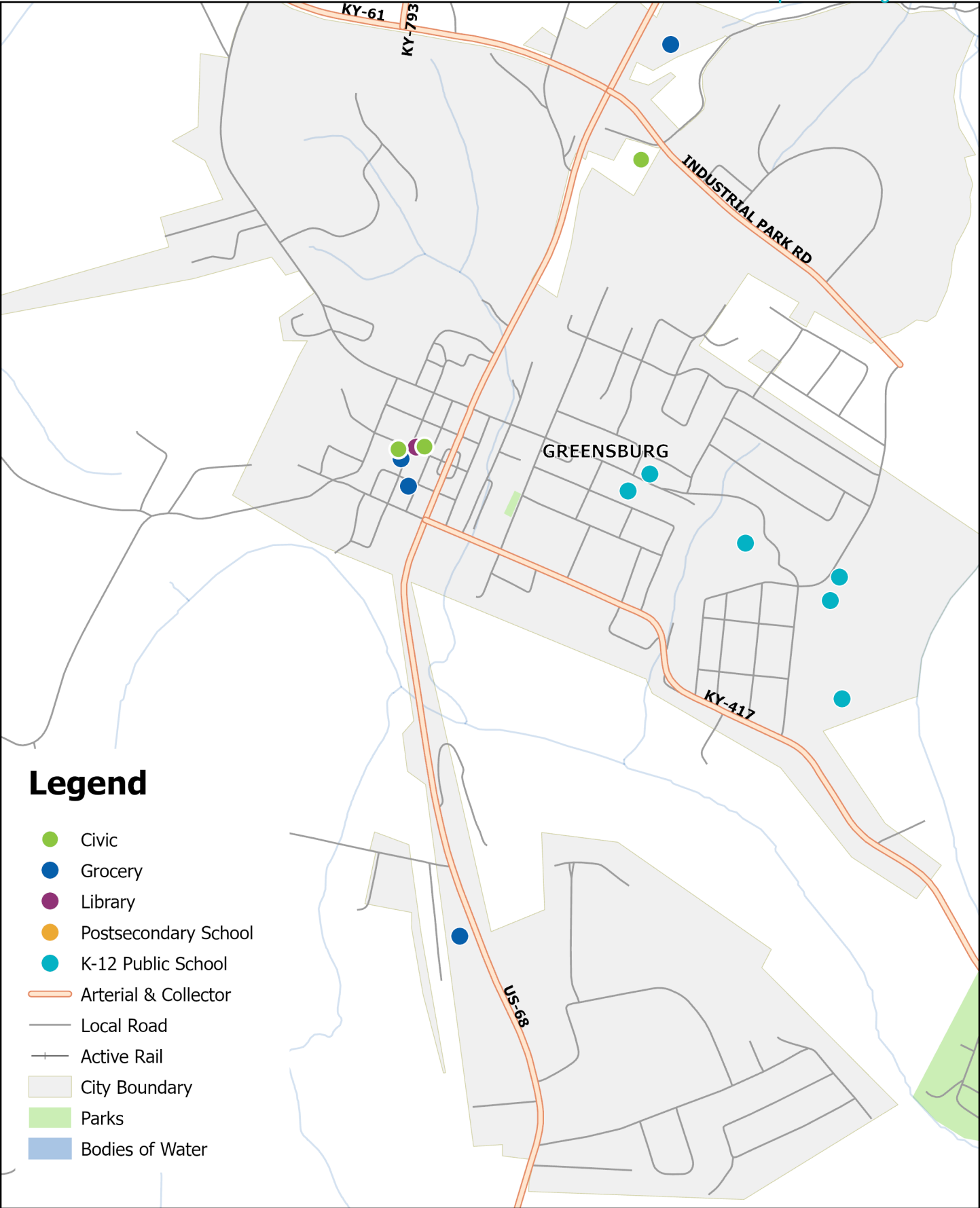


Figure 2.1 Map of bicycle and pedestrian nodes in Greensburg, KY.

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Miles



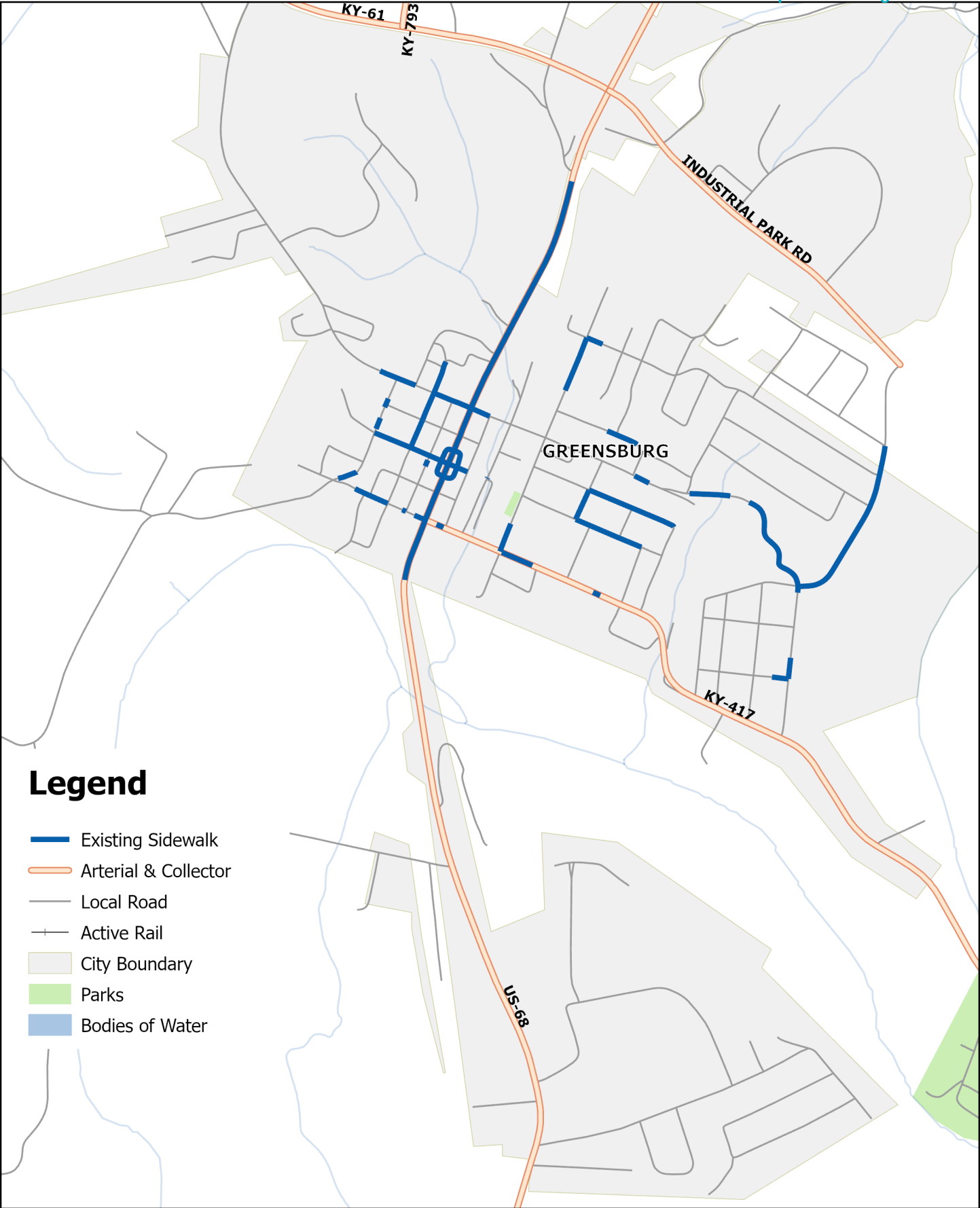


Figure 2.2 Map of existing sidewalk infrastructure in Greensburg, KY.

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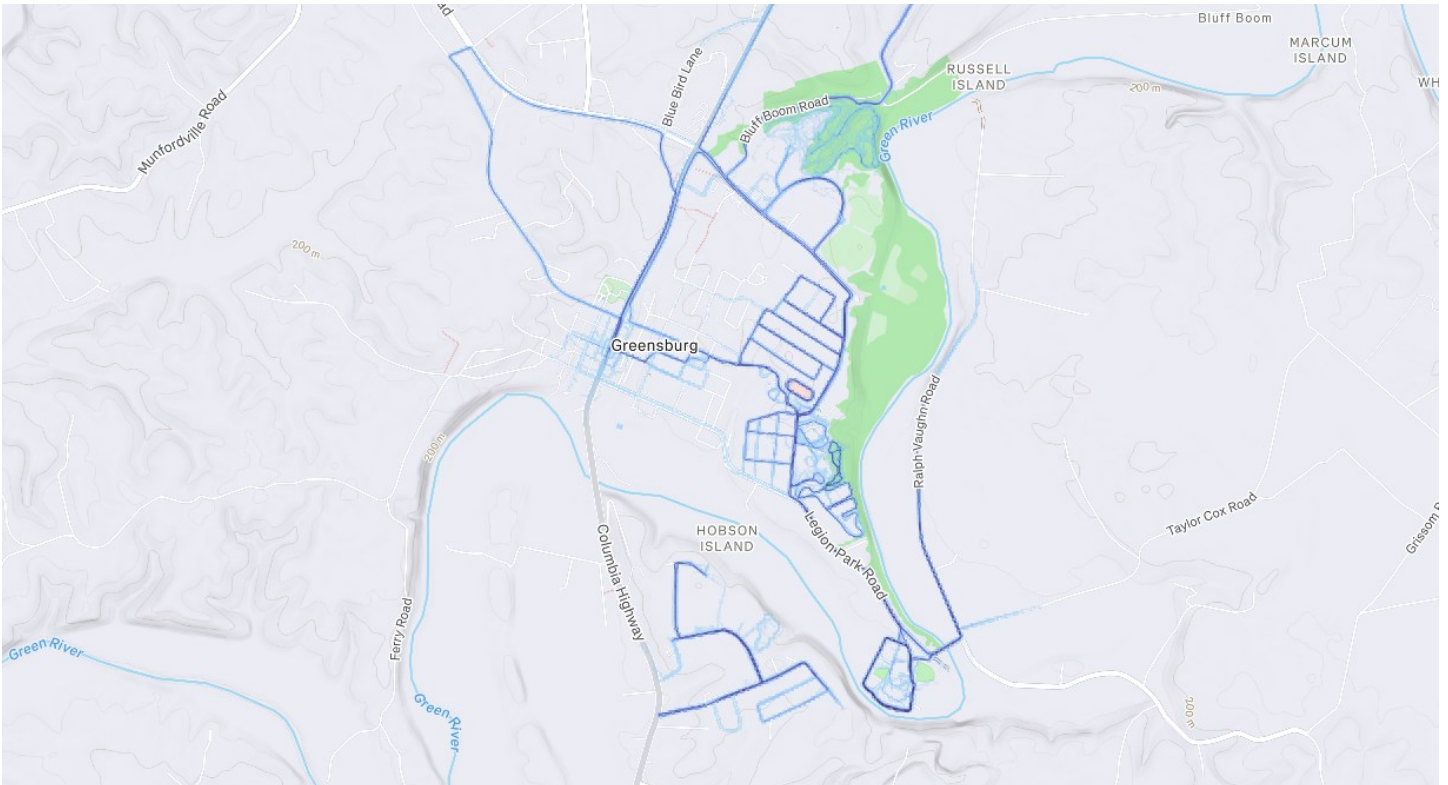


Figure 2.3 Strava heat density map of walking in Greensburg, KY.¹

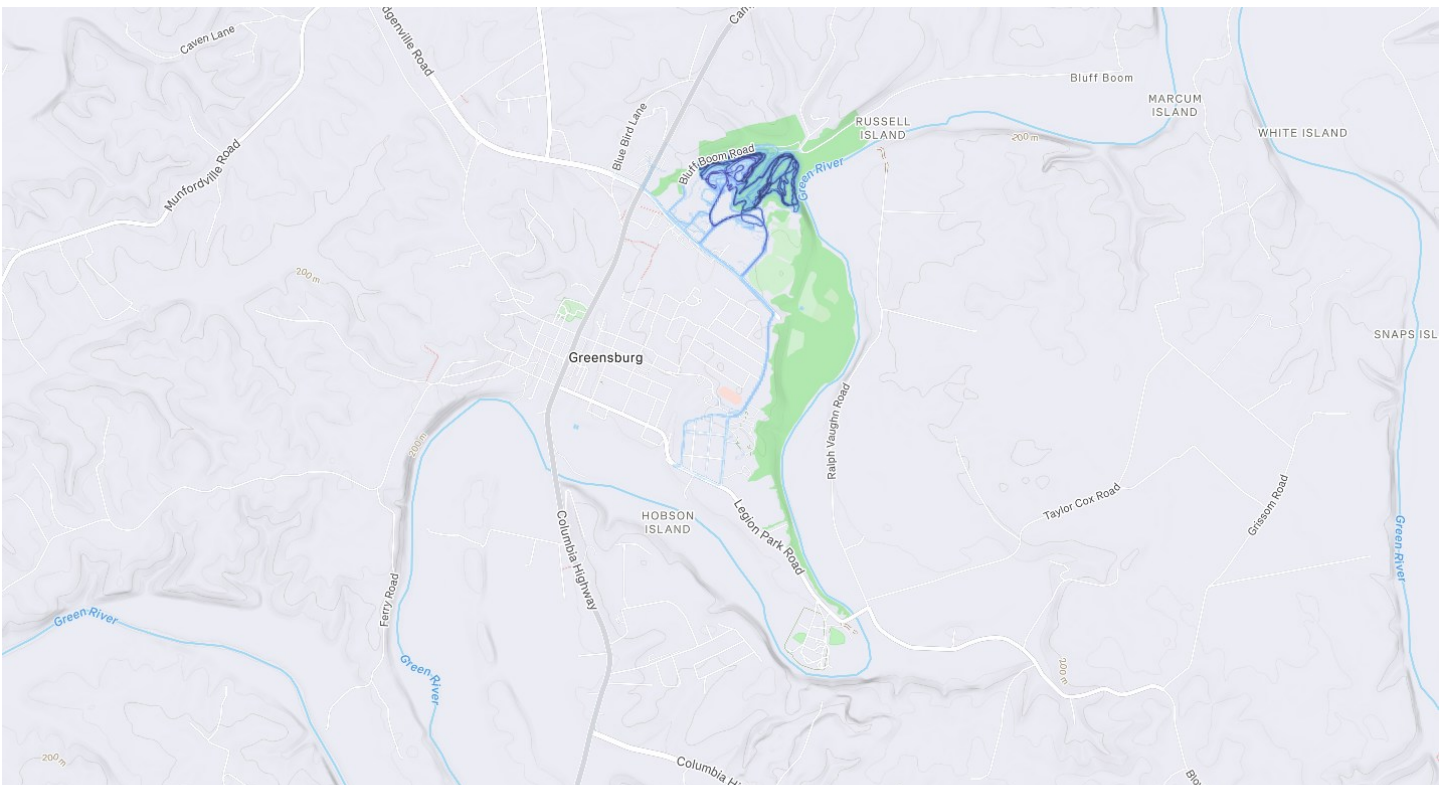


Figure 2.4 Strava heat density map of bicycling in Greensburg, KY.¹

Road. Bicycling activity is primarily concentrated on Bluff Boom Trails and the major connecting corridors, according to the Strava bicycling activity heat map in Figure 2.4, which may be due to the limited bicycling facilities in the area. Although this data only reflects activity tracked by users of the Strava app, it still indicates community support for improvements to the built environment aimed at creating a safer, more connected network that encourages a healthy and active lifestyle.

Traffic Volume and Posted Speed Limit

Traffic volume data is limited to primary routes in Greensburg. The corridors with the highest average annual daily traffic (AADT), shown in Figure 2.5, include the primary routes of Main Street (US 68) and KY 61. Typical traffic volumes on these corridors range between 5,001 and 15,000 vehicles per day. Other roads generally experience traffic volumes under 5,000 vehicles per day.

Similar to traffic volume, posted speed limit data is limited to primary routes. Posted speed limits are illustrated in Figure 2.6. Higher-speed corridors, with posted speed limits of 40 MPH or greater, include KY-61, Industrial Park Road, and portions of US-68. To provide comfortable and safe walking spaces on these corridors, additional separation and protection from motor vehicles are needed. Lower-speed corridors, with posted speed limits of 35 MPH or less, include the portion of Main Street (US 68) in the downtown core and Columbia Avenue/Legion Park Road (KY 417).

Higher traffic volumes and speeds on corridors with key destinations, particularly Industrial Park Road and US-68, create barriers to pedestrians and cyclists, separating residential neighborhoods from downtown and active transportation hubs. Although the portion of Main Street (US 68) through the downtown core has a lower posted speed limit, higher volumes and speed limits on portions of the roadway may encourage speeding and reduce pedestrian and cyclist comfort and safety across the corridor.

Crash History

Figure 2.7 displays the crash history for Greensburg from May 2022 to April 2026, revealing no crashes involving cyclists and three crashes resulting in pedestrian injuries, mainly near major corridors. The history includes pedestrian injuries in the downtown square, near a midblock crossing on Main Street (US 68), and on Legion Park Road near the Paddle Trail Campground. Vehicle crashes are heavily concentrated along Main Street (US 68) in the downtown core and at the intersection of Main Street (US 68) and Industrial Park Road.

Planned Projects

In addition to the planned and ongoing Greensburg projects in Chapter 1, KYTC has funding planned in the Six-Year Highway Plan for the following roadway improvement project located outside the city limits as shown in Figure 2.8:

- KYTC Item No. 4-8853.00 Spot Improvements and improve existing alignment on KY 88 from 0.2 miles west of Akin Narrows of Pittman Road (Milepoint 8.996) to KY 61 (Milepoint 11.232).

Future roadway improvement projects funded by the Kentucky Transportation Cabinet (KYTC) offer an important opportunity to enhance walking and bicycling infrastructure alongside vehicle-focused upgrades. As these projects progress, integrating pedestrian and bicycle facilities should be a key consideration.

Incorporating appropriate bicycle and pedestrian facilities in future projects will improve safety and accessibility for all users, encouraging active transportation modes. This approach aligns with broader community goals to create a more connected, inclusive, and healthy community while addressing congestion and safety challenges.

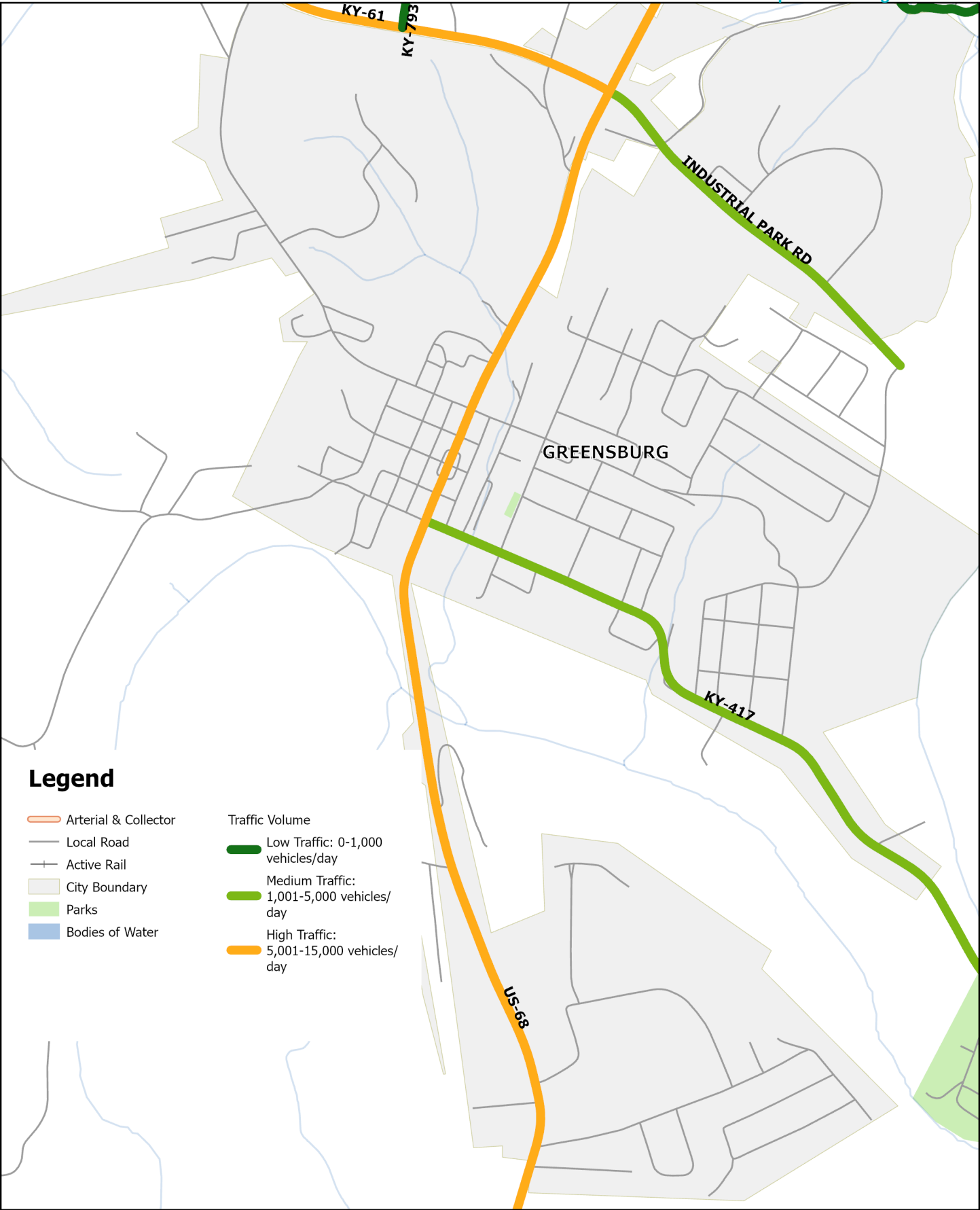
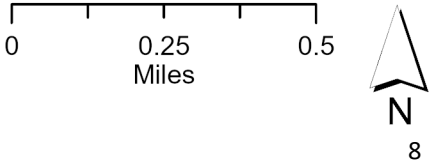


Figure 2.5 Map of Annual Average Daily Traffic (AADT) in Greensburg, KY.



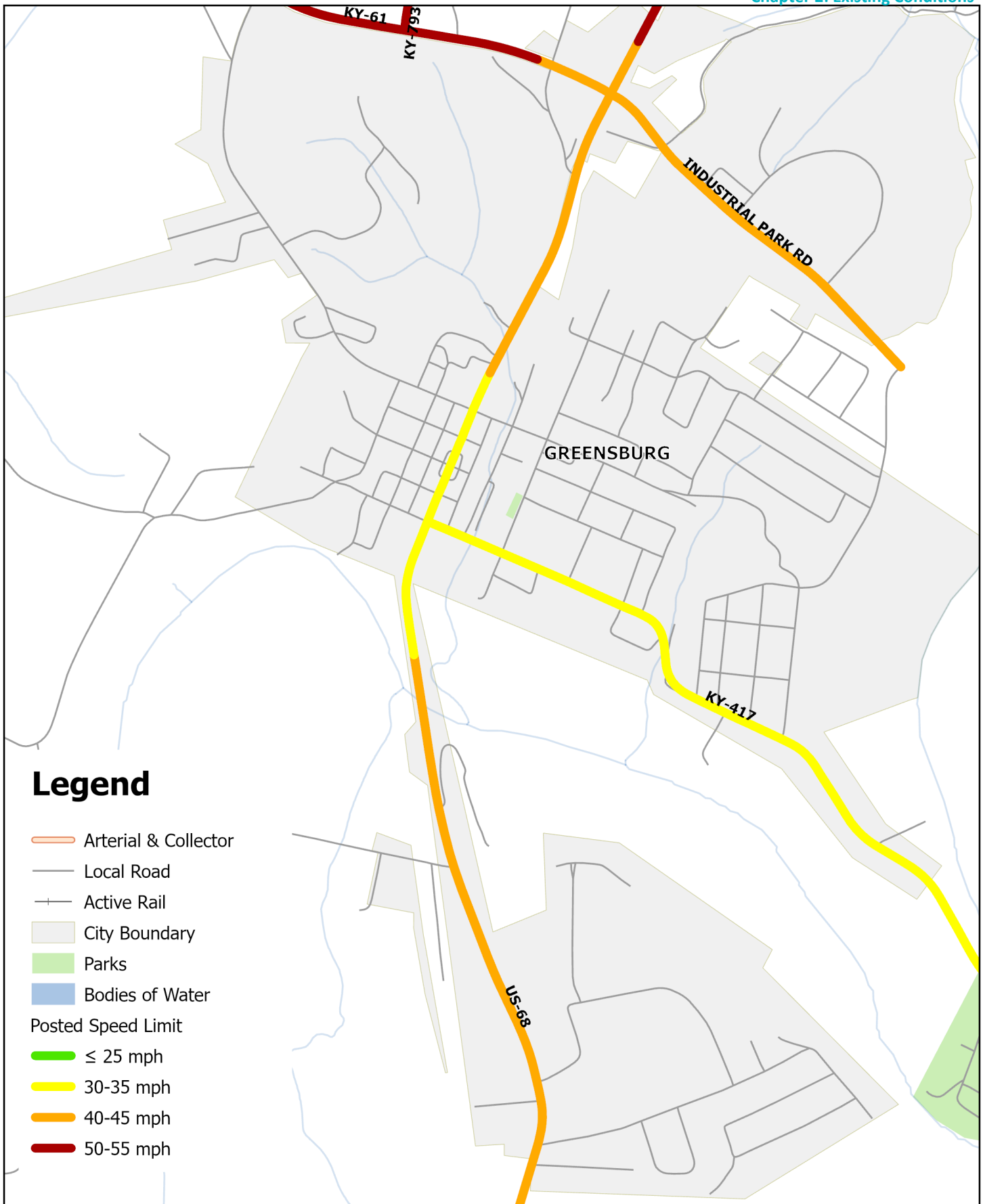


Figure 2.6 Map of posted speed in Greensburg, KY.

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Miles



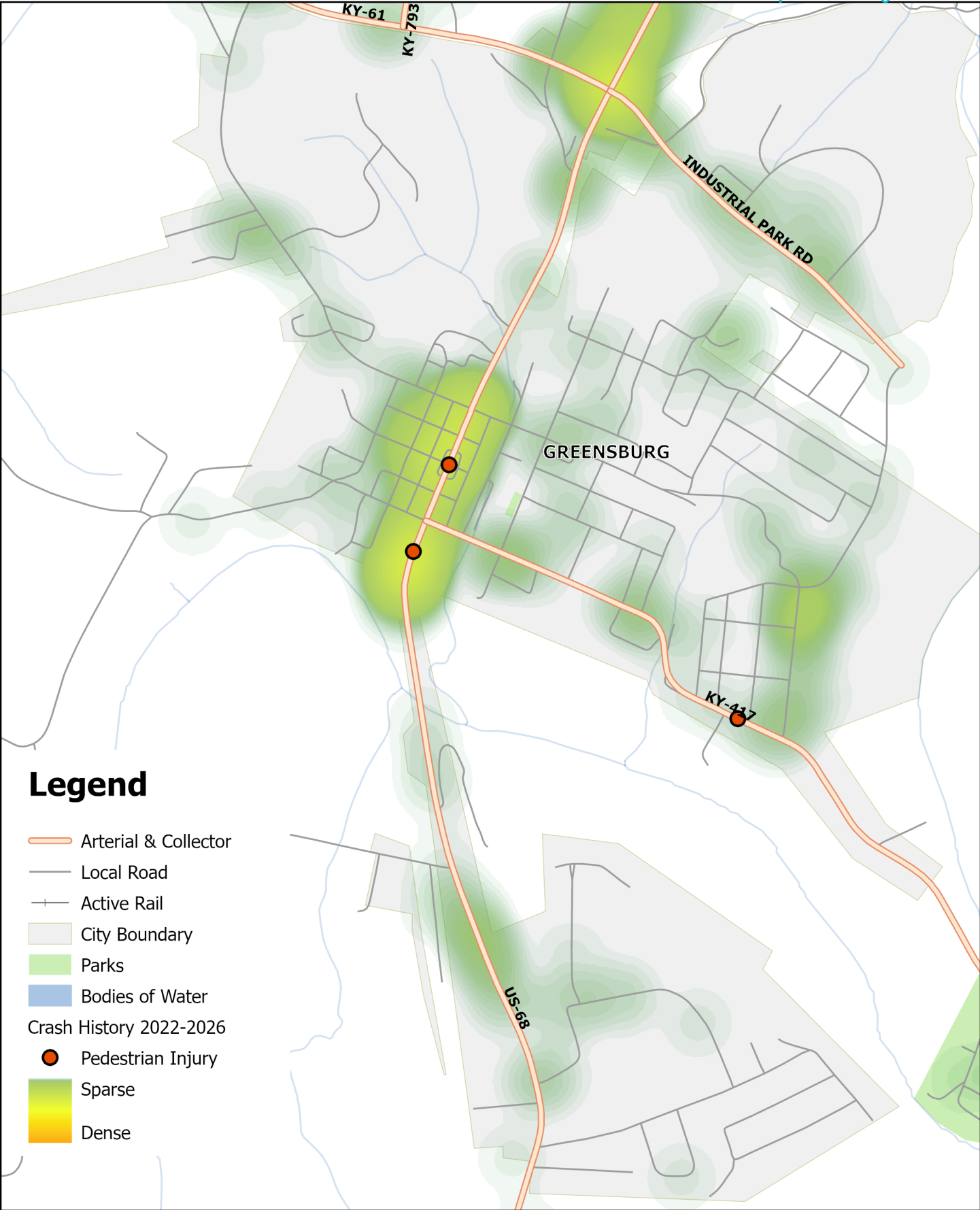
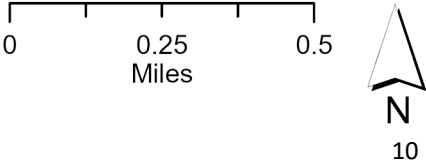


Figure 2.7 Map of crash history from 2022-2026 in Greensburg, KY.



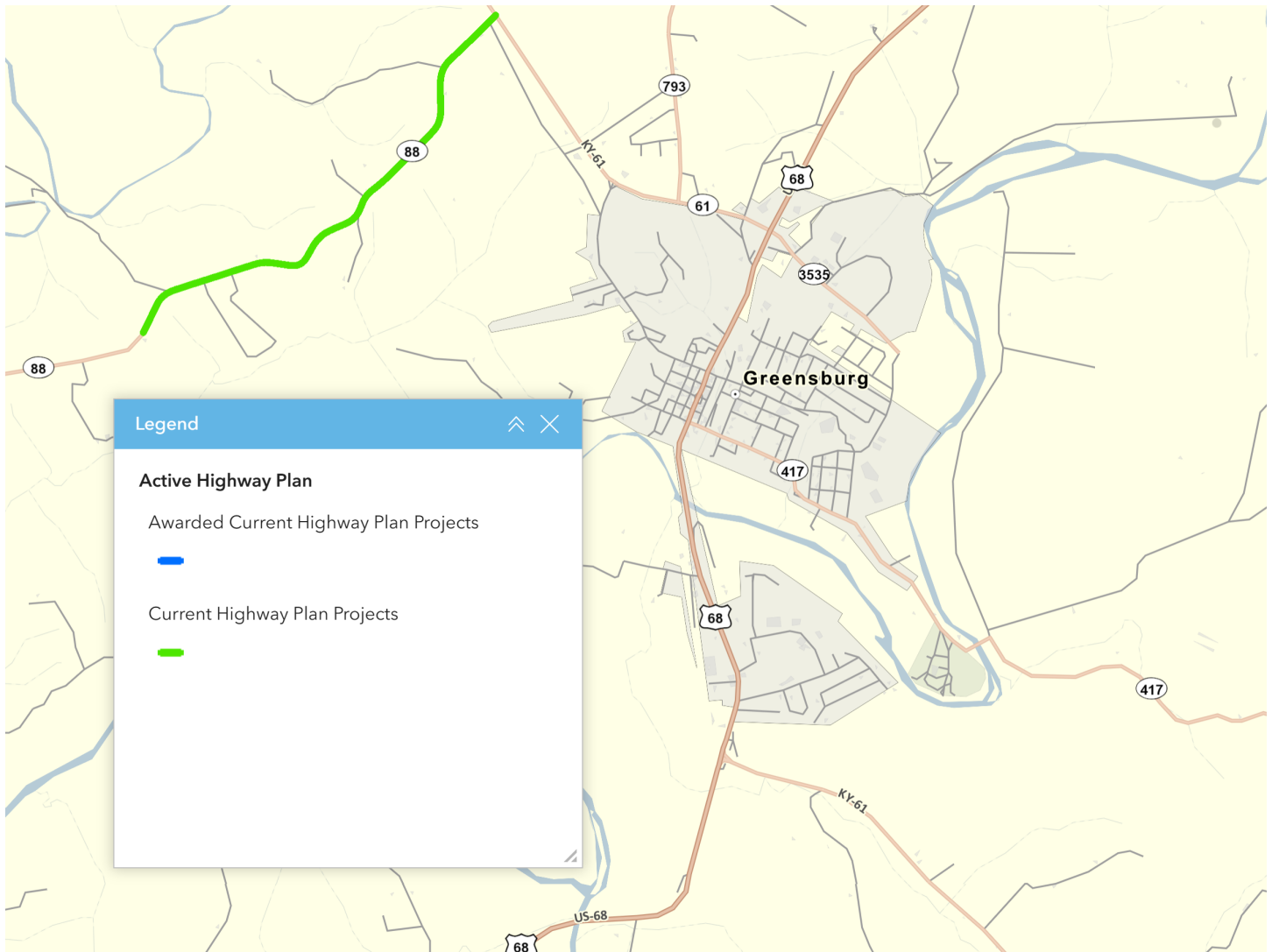


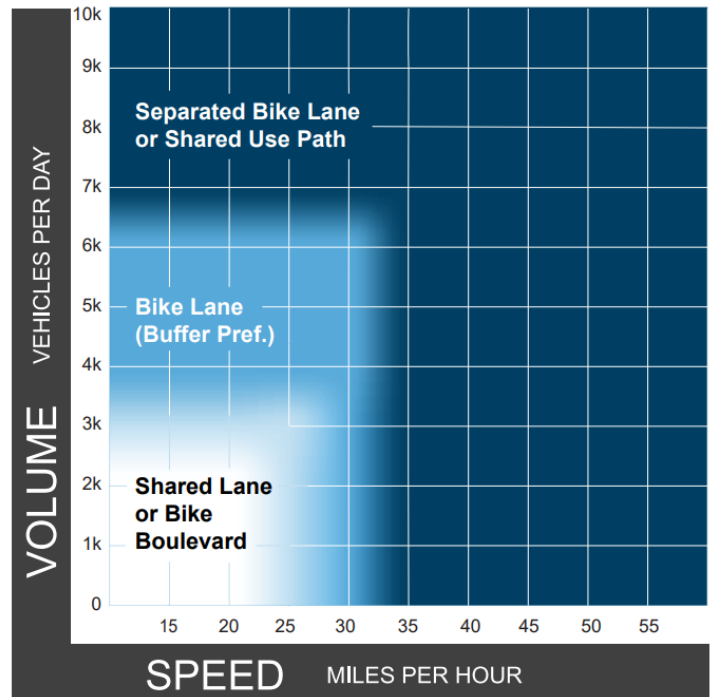
Figure 2.8 Map of 2026 KYTC Active Highway Plan projects in Greensburg, KY from the online KYTC Active Highway Plan Map.²

Designing for Comfort and Safety

The Average Annual Daily Traffic (AADT) from Figure 2.5 and the posted speed limits from Figure 2.6 serve as the primary data for selecting appropriate walking and bicycling facilities. On roads with higher traffic volumes and speed limits, bicyclists and pedestrians require more separation and space to feel safe and comfortable traveling near motor vehicle traffic. For pedestrians, sidewalks or shared-use paths with separation from travel lanes, such as a grass verge, are preferred over shoulders or narrow sidewalks without buffer zones.

The FHWA Bikeway Selection Guide offers recommendations for selecting facility types that provide greater comfort for people of all ages and abilities, based on AADT and posted speed limits. Additionally, factors such as crash history and community interest in inclusive facilities may support choosing more protected and separated infrastructure. Examples of such facilities include protected bicycle lanes and shared-use paths.

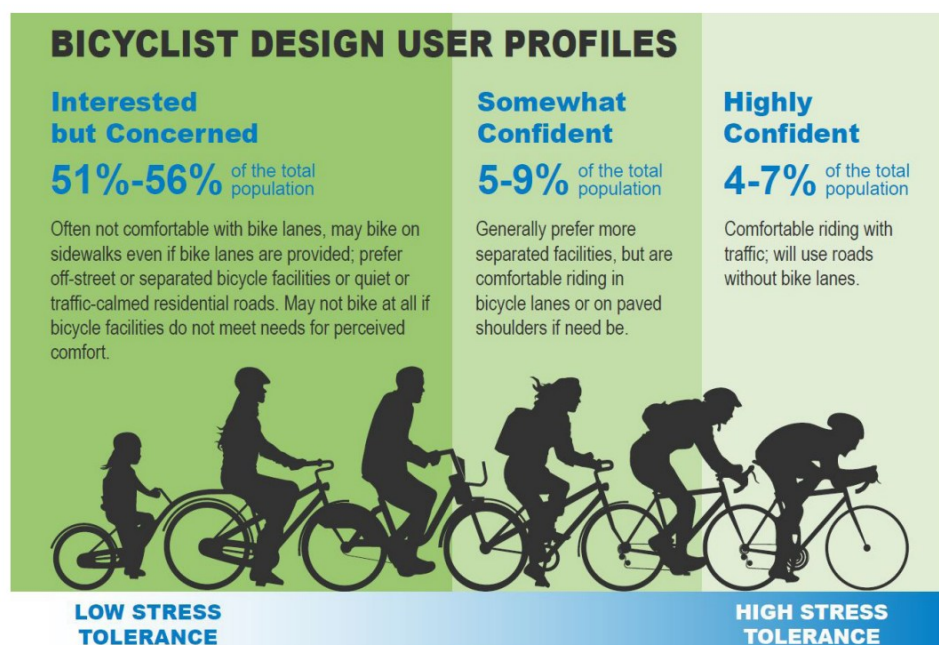
Further resources include the 2022 Statewide Bicycle and Pedestrian Master Plan, which provides planning-level guidance for multi-modal infrastructure across Kentucky, and the KYTC Complete Streets, Roads, and Highways Manual, which offers additional planning and design guidance.



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

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.

CHAPTER 3: Potential Improvements and Recommendations



To support walking in Greensburg, gaps in sidewalk connectivity should be filled, and damaged sidewalks repaired. The existing sidewalk network should be extended into residential areas and connected to local destinations. Additionally, targeted shared-use paths should be implemented to support both bicycling and walking. Accessible sidewalks and ADA-compliant ramps, along with marked crosswalks, should be installed at major crossings and near schools, local destinations, and parks to enhance pedestrian safety. Locations for proposed improvements, including new sidewalks, new shared-use paths, and recommended areas for refreshing pavement markings and installing ADA-compliant ramps in existing crossings are shown in Figure 3.1. At existing crossings, pavement markings and signage should be refreshed to align with current best practices. Pedestrian signals may also be considered at signalized intersections.

In addition to sidewalks and shared-use paths, off-road trails, dedicated bicycle facilities, and bicycle storage and repair stations should be explored. Off-road trails could connect Greensburg to Campbellsville and other regional communities. However, these regional connections will require significant coordination between KYTC and local agencies to identify feasible routes.

Additional recommendations to promote safe walking and bicycling in Greensburg include park enhancements and roadway and intersection safety improvements. Park improvements should go beyond trails and sidewalks to incorporate amenities, aesthetic upgrades, and additional green space features. Roadway projects should consider innovative and safer intersection designs such as roundabouts. Access management strategies, including consolidating and appropriately spacing entrances or driveways and narrowing them to standard widths, can reduce crashes by minimizing conflict points and clarifying driver movements.



*Example of midblock crossing on Midland Trail in Shelbyville, KY.
Photo courtesy of Google.*



Example of Rail to Trail (Dawkins Trail).

Specific planning-level multi-modal projects addressing identified gaps and opportunities for network improvement and expansion are detailed in Figures 3.2 through 3.6. Each project page outlines the project type, limits, and estimated design and construction costs, excluding potential right-of-way and utility impacts. A summary of potential improvements is provided in Table 3.1.

In Figure 3.7, a series of future connections have been identified that align with the broader vision for enhanced connectivity within Greensburg as well as its linkage to surrounding regional communities. These future connections are conceptual in nature and serve to articulate the long-range aspirations for active transportation and infrastructure expansion beyond the current planning horizon.

Given their positioning as beyond-horizon initiatives, these future connections have not been accompanied by cost estimates at this stage. Instead, they function as strategic guideposts, establishing an overarching framework to inform subsequent phases of study, prioritization, and potential development. By laying out these visionary connections, the plan underscores a commitment to fostering an interconnected network that supports regional mobility, accessibility, and economic vitality over the coming decades. Once nearer-term projects are executed and additional data becomes available, these future recommendations will be revisited for more detailed analysis and potential advancement within the planning cycle.

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

New construction of sidewalks and shared-use paths, as well as rehabilitation of existing pedestrian facilities, must comply with ADA standards and the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG), in addition to any relevant local and state requirements. This includes, but is not limited to, considerations of cross slope, grade, and accessible ramps and landings.

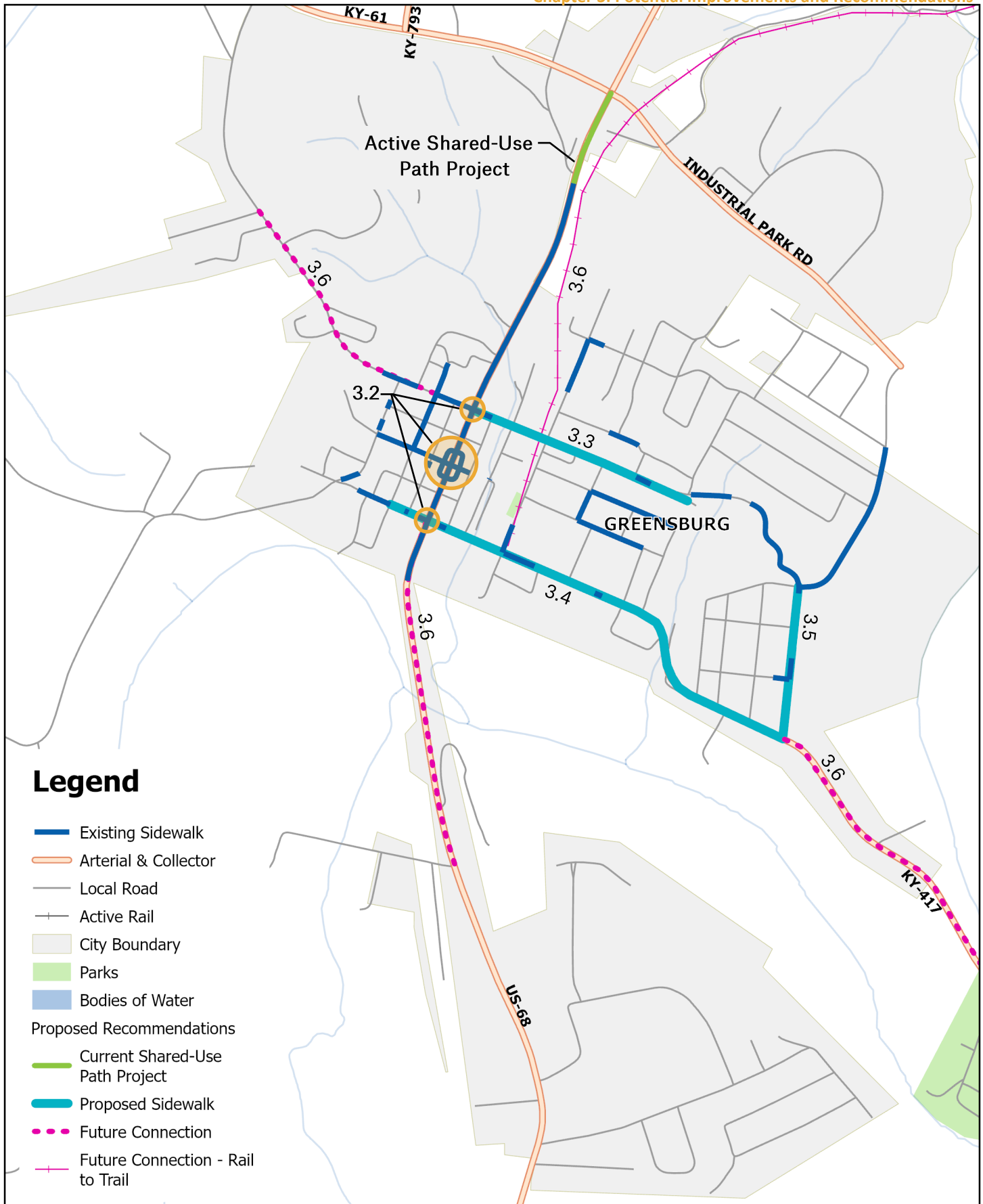


Figure 3.1 Map of proposed recommendations in Greensburg, KY.

0 0.25 0.5
Miles



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.

FIGURE 3.2 Downtown Crossing Rehabilitation



Limits: Hodgenville Avenue to Columbia Avenue

Length: N/A

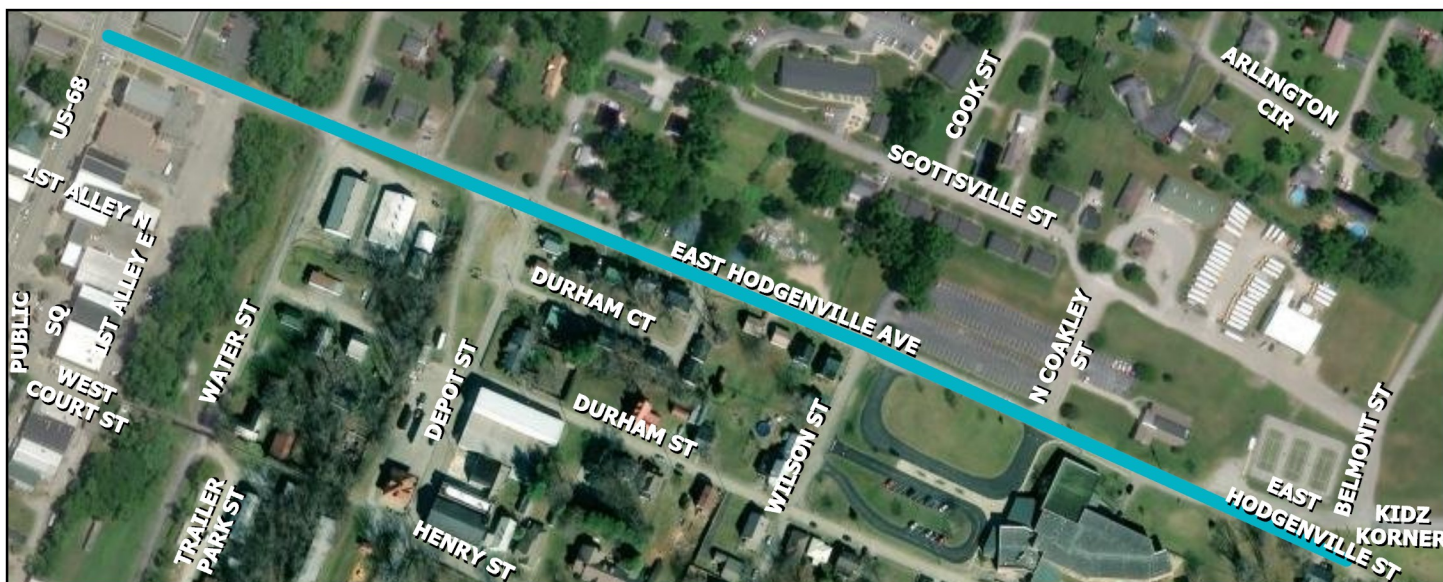
Description: Evaluate and reconstruct existing curb ramps to ADA compliance for all existing intersection and midblock crossings. Construct new ramps where no ramps are existing, with ADA-compliant slope, cross-slope, and detectable warning surfaces. High-visibility crosswalks are recommended to improve driver awareness of crossing pedestrians. Upgrade existing or install new pedestrian signals on an as-needed basis. Install pedestrian warning signage and evaluate the feasibility of rectangular rapid-flashing beacons at midblock crossings. Evaluate alternate pedestrian walkways in corridors where sidewalk includes stairs for all ages and abilities access. Consider additional amenities, such as benches and shade structures, to improve pedestrian comfort.

Estimated Design and Construction Cost: The overall project cost will vary depending on the specific elements required, such as the number of ADA ramps needing reconstruction or installation, the extent of new crosswalk markings, and the scope of pedestrian signal upgrades at each intersection.

Typical Cost Estimate Ranges:

- ADA Compliant Curb Ramps \$5,000-\$15,000
- New Marked Crosswalks \$5,000-\$10,000
- Pedestrian Signal Upgrades per Intersection \$25,000-\$60,000

FIGURE 3.3 E. Hodgenville Avenue Sidewalks



Limits: From Main Street (US 68) to Belmont Street

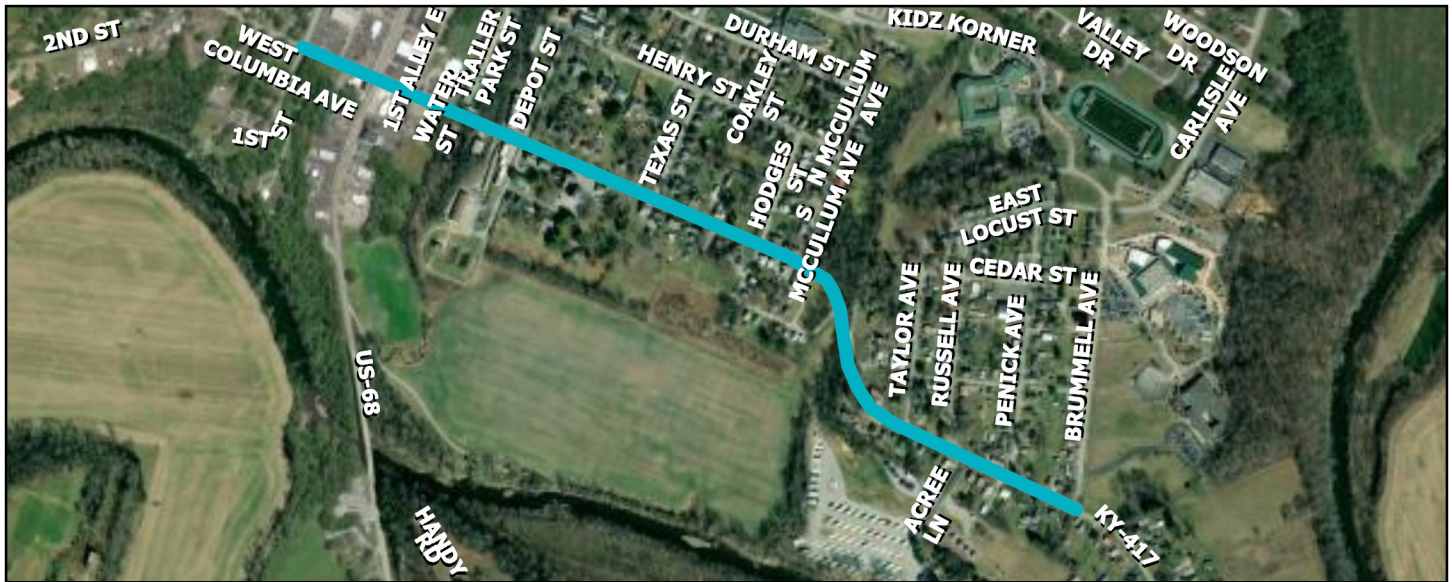
Length: 0.45 mi

Description: Construct sidewalk on both sides of E. Hodgenville Avenue to provide pedestrian access between the north side of downtown Greensburg and Green County schools along a highly utilized pedestrian corridor. Enhanced crossings at intersections including high visibility crosswalks should be considered at Main Street (US 68) and at each school. Marked crossings, including midblock, should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$100,000

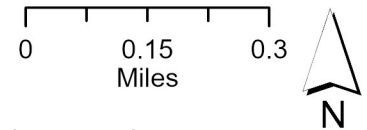
Estimated Construction Cost: \$1,010,000

FIGURE 3.4 Columbia Avenue/Legion Park Road Sidewalks



Limits: From S. First Street to Brummell Avenue

Length: 0.94 mi



Description: Construct sidewalk on both sides of Columbia Avenue/Legion Park Road to provide pedestrian access between the south side of downtown Greensburg and Green County schools along a highly utilized pedestrian corridor. Enhanced crossings at intersections including high visibility crosswalks should be considered at Main Street (US 68) and at Brummell Avenue. Marked crossings, including midblock, should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$250,000

Estimated Construction Cost: \$2,110,000

FIGURE 3.5 Brummell Avenue Sidewalks



Limits: From Legion Park Road to E. Locust Street

Length: 0.29 mi

Description: Construct sidewalk on both sides of Brummell Avenue to provide pedestrian access between Legion Park Road and Green County schools along a highly utilized pedestrian corridor. Enhanced crossings at intersections including high visibility crosswalks should be considered at Legion Park Road and at Locust Street. Marked crossings, including midblock, should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$75,000

Estimated Construction Cost: \$650,000

FIGURE 3.6 Future Connections in Greensburg



Left: Hodgenville Avenue near Hillview Terrace Apartments in Greensburg, KY.

Right: Main Street (US 68) near Shady Lane in Greensburg, KY.

Photos courtesy of Google.

Description: Future connections establish the vision for further connectivity within Greensburg and to the regional communities beyond. These future connections are aspirational projects that outline a long-term vision for greater connectivity within Paintsville and to surrounding regions. Specific design details and cost estimates have not been developed at this time as they are beyond the current planning horizon.

1. Expand the sidewalk network along Hodgenville Avenue from Hillview Acres Road to N. Second Street to connect area residents to services and downtown Greensburg. Survey respondents noted that people are frequently walking this corridor.
2. Expand the sidewalk network along Main Street (US 68) from Shady Lane to Columbia Avenue to connect south Greensburg to downtown across the Green River.
3. In coordination with KYTC and local agencies, perform a feasibility study to evaluate potential routes for a shared-use path trail from Greensburg to connect to Campbellsville, KY via abandoned rail line or other available right-of-way.



American Legion Park.

Photo courtesy of Google.

TABLE 3.1 Summary of Potential Improvements

Fig.	Location	From	To	Length (Miles)	Potential Improvement	Estimated Design Cost	Estimated Construction Cost
3.2	Downtown Crossing Rehabilitation	Hodgenville Avenue	Columbia Avenue	N/A	Varies	Varies	Varies
3.3	Hodgenville Avenue	US 68	Belmont Street	0.45	Sidewalk	\$ 100,000	\$ 1,010,000
3.4	Columbia Avenue/Legion Park Road	S. First Street	Brummell Avenue	0.94	Sidewalk	\$ 250,000	\$ 2,110,000
3.5	Brummell Avenue	Legion Park Road	E. Locust Street	0.29	Sidewalk	\$ 75,000	\$ 650,000
3.6	Future Hodgenville Avenue Sidewalk Expansion	Hillview Acres Road	N. Second Street	These future connections are aspirational projects that outline a long-term vision for greater connectivity within Paintsville and to surrounding regions. Specific design details and cost estimates have not been developed at this time as they are beyond the current planning horizon.			
3.6	Future US 68 Sidewalk Expansion	Shady Lane	Columbia Avenue				
3.6	Rail to Trail Connection to Campbellsville	KY 321	US 23				

*Please note that cost estimates for off-road, paved trails are highly variable and subject to change based on the final alignment selected, choice of materials, and the scope of required structures. Therefore, all preliminary cost figures should be considered rough estimates and may require adjustment as project design details are finalized.

Note: Estimated design and construction costs include 40% contingency for the year 2026, and do not reflect potential costs of utility relocation, signals, bridges or other structures, lighting, right-of-way acquisition or maintenance.

CHAPTER 4: Implementation Plan



Cities across the Commonwealth continue to be asked to do more with fewer dollars allocated directly to their communities. Transportation infrastructure improvements often require significant construction costs during implementation. 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 Greensburg. 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 the 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 Greensburg. 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. Available or soon to be available sources of funding that local governments can compete for can be found at the DOT Competitive Grants Dashboard (<https://www.transportation.gov/grants/dashboard>). Many of these grant programs are listed as transportation focused, with programs like Better Utilizing Investments to Leverage Development (BUILD), 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:

Better Utilizing Investments to Leverage Development (BUILD) Grants

A state or city government can appropriate funds from this existing competitive grant program at the Department of Transportation for surface transportation improvements with a significant local or regional impact.

Safe Streets and Roads for All

This competitive grant program at the Department of Transportation provides 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

This new competitive program provides 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.

APPENDIX A

Public Survey Summary



Public Survey Summary - Greensburg Active Living Master Plan - July 2026

Timestamp	What brings you to Greensburg or the surrounding area? Examples: Live or work here, your kids attend school near here, go to church here, etc.	What is the primary mode of transportation you use currently? Select one.	Which mode(s) of transportation would you like to use more of in the future? Select all that are applicable.	How interested are you in using new walking or bicycling paths in your community? Select one.	How important do you feel it is to invest in new shared-use paths, sidewalks, or bikeways? Select one.	If you were travelling outside of a car, which types of infrastructure would you use the most? Select all that are applicable.	When thinking about walking or bicycling, which factors are most important to you? Select your top three choices.	If new sidewalks, bikeways, or shared-use paths were built, what destinations would you like them to connect to? Please be specific by including names of destinations such as parks, schools, workplaces, community services, shopping, etc.	What barriers or challenges make it hard for you to walk or bike now?	
									Examples: lack of sidewalks, traffic safety, distance to destinations, accessibility issues, etc. Please be specific for descriptions and locations of gaps in the network, damaged sidewalk in need of repair, or other issues.	Any additional needs or suggestions for improving walking and biking in your community:
2026/03/17 2:25:05 PM AST	Live and work here its a beautiful place	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	Parks	Health issues	Safety , making it easy access
2026/03/17 2:37:50 PM AST	I live, work, my kids attend school and play sports in this county	Car (including rides from others)	Bicycle	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety	From the down town area of all existing side walks to the public schools and to Legion Park area to Area businesses	The existing side walks in areas of town are needing redone. Some are a tripping hazard like in the Henry street area and around the Intermediate school	ways around the Senior living areas to where one could use their powerchair and a Pedestrian could pass each other with ease of worry about hitting each other
						Sidewalks;Paved shared use path for both walking and biking				
2026/03/19 3:30:23 PM AST	I live here!	Car (including rides from others)	Car (including rides from others);Walking	Extremely Interested	Very Important		Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	I donâ€™t know	I donâ€™t walk around town.	
2026/03/19 3:33:39 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Parks,shopping	Health issues	
2026/03/19 3:41:21 PM AST	Family	Car (including rides from others)	Walking	Neutral	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety	Around town	None	
2026/03/19 3:43:41 PM AST	Live here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Downtown to the new bike track	Poor pavement	Make sure Andrew Parson builds it
2026/03/19 3:47:54 PM AST	Live in Green County	Car (including rides from others)	Car (including rides from others);Walking	Slightly Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school	Schools, parks, sporting events	distance to destinations	
2026/03/19 3:55:44 PM AST	I live here and kids go to school here.	Car (including rides from others)	Car (including rides from others);Walking	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Shopping parks	Other issues	
2026/03/19 4:20:35 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Legion Park to town	Vehicle Traffic	More bikeways
2026/03/19 4:40:17 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Parks/outdoor exercise equipment available to the public	Dogs on the loose has been my biggest issue	Kentucky needs to make outdoor exercise areas available to the public. Many states are ahead of us on this. We have very high obesity rates and I think this greatly contributes to the problem
2026/03/19 4:45:53 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Schools and the square	Lack of sidewalks	
2026/03/19 4:59:57 PM AST	Live/work	Car (including rides from others)	Car (including rides from others);Walking;Bicycle	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Shopping/grocers/medical	Lack of sidewalks, pathways, lack of safeties	
2026/03/19 5:03:13 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Slightly Interested	Somewhat Important	Sidewalks	Safety;Access to parks, recreation, or exercise	The square	Health	
2026/03/19 5:03:38 PM AST	Live and work here	Bicycle	Bicycle	Extremely Interested	Very Important	Bikeways;Paved shared use path for both walking and biking	Safety	Summerville to legion park	Heavy traffic on roadways	
2026/03/19 5:11:17 PM AST	I live here.	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	Schools and parks	.	
2026/03/19 5:23:13 PM AST	Live in greensburg	Car (including rides from others)	Car (including rides from others);Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Downtown, parks, any.	Lack of sidewalks or paths in town or just outside of town	
2026/03/19 5:23:56 PM AST	Live here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Downtown	Lack of sidewalks	Should be all shared use path and not just walking
2026/03/19 5:26:01 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Town to industrial drive opposite side of Victorian house.	Lack of sidewalks and bike lanes. Kids canâ€™t ride bikes on storefront sidewalks and need bike lanes for safety. Told by police to ride on roads instead and that is not safe.	Have a public meeting, get input, describe where the money is coming from and how much. This didnâ€™t seem to happen with the new bike trail. Itâ€™s great but it seems congested and no room for bikes. Bike lanes very singularly driven. Connecting the new bike trail to Greensburg and legion park would ideally be best.
						Sidewalks;Paved shared use path for both walking and biking				
2026/03/19 5:26:33 PM AST	Live	Car (including rides from others)	Car (including rides from others)	Not Interested	Somewhat Important	Sidewalks	Safety	Parks and schools	None	
2026/03/19 5:44:38 PM AST	Live here	Car (including rides from others)	Walking	Very Interested	Somewhat Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Sidewalks connected to shopping and dining	Traffic safety	
2026/03/19 5:46:28 PM AST	I live here	Car (including rides from others)	Any	Not Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Town to the school	Lack of sidewalks	
2026/03/19 5:51:38 PM AST	Live in green county. Live here, kids go to school here, play sports here and go to church here.	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Legion park to Greensburg. Greensburg to the new bike park	Greensburg is walkable but sidewalks are only in the new developments and the old ones are in poor shape. A sidewalk from the square to the schools then to the park would be great. Biking is dangerous in Greensburg. Iâ€™ve ridden many miles and all the roads surrounding town are congested and no room for bikes. Bike lanes would help but a dedicated bike path is the answer.	
			Car (including rides from others);Walking;Bicycle							
2026/03/19 5:51:41 PM AST		Car (including rides from others);Bicycle	others);Walking;Bicycle	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Legion park to the schools. Phillips grocery store as well.	Safety	



Public Survey Summary - Greensburg Active Living Master Plan - July 2026

	What brings you to Greensburg or the surrounding area? Examples: Live or work here, your kids attend school near here, go to church here, etc.	What is the primary mode of transportation you use currently? Select one.	Which mode(s) of transportation would you like to use more of in the future? Select all that are applicable.	How interested are you in using new walking or bicycling paths in your community? Select one.	How important do you feel it is to invest in new shared-use paths, sidewalks, or bikeways? Select one.	If you were traveling outside of a car, which types of infrastructure would you use the most? Select all that are applicable.	When thinking about walking or bicycling, which factors are most important to you? Select your top three choices.	If new sidewalks, bikeways, or shared-use paths were built, what destinations would you like them to connect to? Please be specific by including names of destinations such as parks, schools, workplaces, community services, shopping, etc.	What barriers or challenges make it hard for you to walk or bike now? Examples: lack of sidewalks, traffic safety, distance to destinations, accessibility issues, etc. Please be specific for descriptions and locations of gaps in the network, damaged sidewalk in need of repair, or other issues.	Any additional needs or suggestions for improving walking and biking in your community:
Timestamp										
2026/03/19 5:53:19 PM AST	Kids go to school here, we go to church here	Car (including rides from others)	Walking;Bicycle	Very Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Downtown to Legion Park. Schools to Legion Park.	No safe place for kids to ride bicycles. Canâ€™t even ride on the walking path at the park. I donâ€™t ride bikes on sidewalks due to safety issues and too close to roads.	
2026/03/19 5:53:42 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety	Parks, schools and city	Lack of trails	No
2026/03/19 6:01:05 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks	Safety	Schools and town	Pot holes	
2026/03/19 6:07:22 PM AST	Live here	Car (including rides from others)	Walking	Very Interested	Somewhat Important	Sidewalks	Safety;Access to parks, recreation, or exercise	Shopping, school, park	Traffic safety, distance! Neighborhoods need sidewalks.	Speed control in the city
2026/03/19 7:07:56 PM AST	Live and work here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parks, schools, and downtown	Lack of sidewalks and shared paths	Sidewalks and shared pathways to connect all the parks to downtown
2026/03/19 7:10:16 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks	Access to parks, recreation, or exercise	Park to town	Very few places to walk without traffic	
2026/03/19 7:14:03 PM AST	Live here	Car (including rides from others);Walking	Walking;Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Legion park road into town.	Yards and property, curvy roads, reckless driving	Sidewalks in every party of the city limits to collect to the parks
2026/03/19 7:14:32 PM AST	Love here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	River access spots	Safe places to do it.	
2026/03/19 7:14:55 PM AST	Live here	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Schools, downtown businesses, bike park, Legion park, McDonaldâ€™s	Safety due to lack of sidewalks	
2026/03/19 7:20:29 PM AST	My kids	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Parks	Traffic Safety	
2026/03/19 7:20:58 PM AST	I live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Would live to see it go all the way to the American Legion park. Also so easy rest areas next to the river could provide easier access to people wanting to fish along the side of the trails	I think you need a better access point from bluff boom rd. It's not always easy to walk or bike to the track from that side. Maybe a paver road or something of that nature	I'm not sure of logistics but a barriers need to be places to keep It's and other motorized vehicles out. I have reported it twice that's just an accident waiting to happen also some signage restrictions
2026/03/19 7:45:57 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Schools	Lack of sidewalk, safety, lighting	Lights
2026/03/19 7:56:18 PM AST	Live here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Legion park. Bluff boom trails. Downtown. Tunnel on tunnel lane	No infrastructure. Dangerous to ride or walk most places around town due to lack of designated pathways and distracted drivers	I feel it would be important to over-barrier walking and bike lanes in the early stages because people in our area are not used to accommodating pedestrians and bikers. As a runner i have had to be over cautious when on roadside on industrial and have actually had to jump the guardrail due to a distracted driver
2026/03/19 8:10:35 PM AST	I live here	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety	Maybe a walking path along the river maybe to town extending from the current walking trail at the par,of course im sure there will be property ownership issues but just an idea	There limited places to walk(for me) with a dog,the park,the disc golf park and the woods are about it	
2026/03/19 8:16:52 PM AST	Live	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	To Campbellsville	Safety to different areas off of roadways	Work with other community leaders to find a way for a connection
2026/03/19 8:25:16 PM AST	Live	Car (including rides from others)	Bicycle	Very Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Legion Park	The lack of a safe lane to walk/or ride a bike	project.
2026/03/19 8:30:32 PM AST	I live here and go to church here	Car (including rides from others);Bicycle;Onewheel	Bicycle;Onewheel	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	American legion park	No one stops for pedestrians and the sidewalks are damaged in town out towards Victorian house	Use of excessive makings and dividers for the townsfolk to know and recognize the recent change
2026/03/19 8:31:40 PM AST	Kids School	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Access to parks, recreation, or exercise	None	None	It is a challenge to drive a car in Greensburg because of the streets. I think the roads should be fixed before anything else is added.
2026/03/19 9:46:33 PM AST	Live and work here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Industrial Park Rd to down town Greensburg	I worked on Industrial Park Rd and would like to see sidewalks on both sides of the road. I like walking for my health on lunch breaks, but find it too dangerous walking on the side of the road.	Maybe making a lane just for bicyclists to ride safely in the city
2026/03/19 9:53:38 PM AST	Variety of things.	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Schools and sporting facilities, maybe the river	Lack of safe and lighted bike paths.	None at this time.
2026/03/19 9:56:39 PM AST	Work	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school	Workplaces	Lack of sidewalks	
2026/03/19 10:14:45 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Bluff Boom Trails to American legion park to downtown Greensburg to paddle Trail Campground to hospital hill. A river front trail/path would be an absolute dream. Or even a rail to trail type path to campbellsville and to the lake.	Road cycling is extremely hard in Greensburg and green county due to road with no shoulders, not a common occurrence here so no one watches out plus the publics lack of knowledge about cycling	Bluff Boom Trails is super exciting for MTB community but it would be really awesome if we could have something for road runners (not on the road) and road cycling.
2026/03/19 11:20:21 PM AST	Love here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	Legion Park	Lack of sidewalks	No



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Timestamp	What brings you to Greensburg or the surrounding area? Examples: Live or work here, your kids attend school near here, go to church here, etc.	What is the primary mode of transportation you use currently? Select one.	Which mode(s) of transportation would you like to use more of in the future? Select all that are applicable.	How interested are you in using new walking or bicycling paths in your community? Select one.	How important do you feel it is to invest in new shared-use paths, sidewalks, or bikeways? Select one.	If you were traveling outside of a car, which types of infrastructure would you use the most? Select all that are applicable.	When thinking about walking or bicycling, which factors are most important to you? Select your top three choices.	If new sidewalks, bikeways, or shared-use paths were built, what destinations would you like them to connect to? Please be specific by including names of destinations such as parks, schools, workplaces, community services, shopping, etc.	What barriers or challenges make it hard for you to walk or bike now?	
									Examples: lack of sidewalks, traffic safety, distance to destinations, accessibility issues, etc. Please be specific for descriptions and locations of gaps in the network, damaged sidewalk in need of repair, or other issues.	Any additional needs or suggestions for improving walking and biking in your community:
2026/03/20 12:28:44 AM AST	Live here	Car (including rides from others)	Walking	Slightly Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school	Schools, grocery, park	Lack of sidewalks that are safe for little ones to walk with	
2026/03/20 6:23:45 AM AST	Live and work here	Car (including rides from others);Bicycle	Car (including rides from others);Bicycle	Very Interested	Very Important	Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Make them accessible to all schools and down town	Lake of pathways to schools and town	Put in new pathways for walking and biking
2026/03/20 6:31:12 AM AST	I live there	Car (including rides from others)	Walking	Very Interested	Somewhat Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Not sure, it's an area with quite a bit of hill, so there isn't a good place to walk for exercise unless you go to the track at the school? Which isn't the kind of walk I want to do anyway. I don't think Legion Park is set up for that either.	Lack of sidewalks and designated space for walking either at a park or in town.	Decent walking paths or a trail at a park
2026/03/20 6:53:13 AM AST	Live here, eat here, kayak, shop, go to funeral home, sports practices and watch sporting events	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Pretty, peaceful areas like the park or along river - or even connect legion park to the new bike park. Connecting to town would be nice too if there are bike racks setup in	I walk at the park, but thereâ€™s nowhere to bike rhats safe due to traffic and people not paying attention on the roads.	
2026/03/20 7:17:53 AM AST	Live here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Town to schools.	Lack of a path from town to the schools and traffic safety. Seating/benches would be great additions to encourage folks to complete the complete distance.	Have a starting point with distance marked at regular intervals. Occasional seating/benches would be a great addition so folks can work towards completing the complete course.
2026/03/20 8:14:44 AM AST	All of the above	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks	Safety	Park	Traffic, no shoulder on the road to safely walk or run on	
2026/03/20 8:35:43 AM AST	I work in the downtown area. Shop there.	Car (including rides from others)	Car (including rides from others)	Slightly Interested	Very Important	Sidewalks	Safety	Sidewalks to safely link the housing projects to the downtown area.		Why can't drivers understand that the pedestrian has the right-of-way? I work in the downtown area and observe that drivers will not stop for a pedestrian in the crosswalk. Is there a way to enforce this?
2026/03/20 8:47:22 AM AST	all	Car (including rides from others);Walking	Car (including rides from others);Walking	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	from the schools to town	traffic safety bad roads and walk way.	
2026/03/20 9:13:13 AM AST	Live , work and kids play here	Car (including rides from others)	Car (including rides from others)	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	The park	Traffic	We need this in green county
2026/03/20 9:15:01 AM AST	Residence/work/kids school	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Safety	The roads in this city are too thin and not designed to add bike paths. This addition would only endanger those using the paths.	Our Main St is a state road utilized by large vehicles. Adding bike paths anywhere near there would only put people in danger	Don't do it
2026/03/20 10:23:13 AM AST	Lifelong resident	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety	No specific destination	Some sidewalks and then no sidewalk. Would like continuous path	
2026/03/20 10:36:45 AM AST	Live here	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Local parks/schools	Time	
2026/03/20 11:13:49 AM AST	Live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	River, downtown, shopping	Lack of safe bikeways to use with our children	
2026/03/20 11:20:58 AM AST	Live in green county	Car (including rides from others)	Car (including rides from others);Walking	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking;If there's no sidewalk, I walk on edge of road	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	If it's built, I'll use as I love taking different routes when exercising.	I try to make sure it's safe from traffic especially when walking with my daughter	All roads need at very least a shoulder (preferably a sidewalk) so a person has space to walk along side road
2026/03/20 12:14:43 PM AST	Live here	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school	School	Traffic concetns	
2026/03/20 1:03:15 PM AST	Bluff Boom Bike Park	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Bikeways	Safety;Access to parks, recreation, or exercise	Campbellsville, Columbia, Lebanon, Summersville, Hodgenville	Lack of bike lanes , non compliant vehicle operators	A minimum of a 6 foot bike lane on every road
2026/03/20 2:07:45 PM AST	Live in Greensburg	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking;Stamps for strollers or wheelchairs in Greensburg! I have to carry the stroller up many sets of steps when taking my lil boy for walks in his stroller	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parls, library, restaurants, stores, city wide	Lack of ramps for strollers or wheelchairs is a major concern	Thanks ! If bike trails are built plz make laws according I would like my nine year to be able to ride with friends without any concern from law or other
2026/03/20 2:17:18 PM AST	Live here!	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety	I would just like to use them for exercise	Lack of sidewalks	
2026/03/20 2:19:31 PM AST	Small Town vibe, the bike park, the paddle trail, and the availability of affordable housing. Flaherty used to be a nice little town, now it's just rental propertys liquor stores and a church	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Bike park, town square, paddle trail, legion park, and the schools, possible old train tunnel, and the pedestrian bridge	Narrows RDS, limited visibility, and it's hard to trust an ever growing number of distracted drivers when I walk or ride on the rd	Make the walk ways and side walks enjoyable. Don't just slap some Crete on the ground and call it good...
2026/03/20 4:32:32 PM AST	Live in Greensburg city limits.	Car (including rides from others)	Car (including rides from others);Walking	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Shopping, restaurants, community services.	Lack of sidewalks.	Continuation of sidewalks to destinations.
2026/03/20 5:12:27 PM AST	Live here	Car (including rides from others)	Walking	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parks	On road only	
2026/03/20 7:25:00 PM AST	Live here	Car (including rides from others)	Walking;Walking with my dogs	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Access to parks, recreation, or exercise;Supporting businesses/tourism	Town Square, park, river, anywhere to walk my dogs without cars	No sidewalk or path. Would love to walk or bike on Marshall Ridge Rd or something similar. Having parking available to park and take a walk, like the park with the walking path is great.	Make sure there is lighting / markings so the cars can see us! Markers for distances or way points would be fun, including incorporating Jane Todd Trail and maybe art or statues and fun/safe places for pictures
2026/03/20 8:08:17 PM AST	Live here, work here, my children attend school here.	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways	Safety	Parks, scenic routes	Biking- safety is it.	N/A
2026/03/20 9:00:56 PM AST	Grew up there. Come home to visit friends and relatives.	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety	Andrew Parsons new bike trial and downtown.	Damaged sidewalks, heavy traffic and lack of safe biking and walking trails.	Connecting the news paths to the new off-road bike trail.



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									What barriers or challenges make it hard for you to walk or bike now?	
									Examples: lack of sidewalks, traffic safety, distance to destinations, accessibility issues, etc. Please be specific for descriptions and locations of gaps in the network, damaged sidewalk in need of repair, or other issues.	
Timestamp	What brings you to Greensburg or the surrounding area? Examples: Live or work here, your kids attend school near here, go to church here, etc.	What is the primary mode of transportation you use currently? Select one.	Which mode(s) of transportation would you like to use more of in the future? Select all that are applicable.	How interested are you in using new walking or bicycling paths in your community? Select one.	How important do you feel it is to invest in new shared-use paths, sidewalks, or bikeways? Select one.	If you were traveling outside of a car, which types of infrastructure would you use the most? Select all that are applicable.	When thinking about walking or bicycling, which factors are most important to you? Select your top three choices.	If new sidewalks, bikeways, or shared-use paths were built, what destinations would you like them to connect to? Please be specific by including names of destinations such as parks, schools, workplaces, community services, shopping, etc.		Any additional needs or suggestions for improving walking and biking in your community:
2026/03/20 9:22:38 PM AST	Live	Car (including rides from others)	Car (including rides from others)	Extremely Interested	Very Important	Sidewalks	Safety;Access to parks, recreation, or exercise	Throughout the industrial park and Legion Park.	No sidewalks and walking on the road with traffic is not safe.	Provide sidewalks through the city and locations close to the city. Such as the industrial park and Legion Park
									I walk up past the intermediate school a lot and while there are some sidewalks there really isn't one connecting that school to the primary school. I walk with my baby and have to walk on the road a lot. When there are events it causes a hazard. I would love to have a sidewalk installed there!	It would be nice to have a river trail somewhere just as a side note with more access for those who do not utilize the paddle trail
2026/03/20 9:55:13 PM AST	Live here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	I'm not sure, I really just enjoy being able to get out and walk with my baby wherever ðŸ™ˆ",		
2026/03/20 10:46:22 PM AST	Live here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Veterans park, the newly built bike park, downtown businesses	I'm an avid cyclist, but shy sway from Greensburg because of the lack of space for bicycles on the road.	
2026/03/21 3:53:02 AM AST	resident	Car (including rides from others)	Car (including rides from others)	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	green county schools	lack of paved area	safe area for kids
									Lack of side walks or extra room on roadways.. safety concern especially having children	
2026/03/21 5:47:47 AM AST	I live and work in greensburg	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Schools, the square, athletic facilities	Donâ€™t want to be ran over. If road bike no where to park them safely	
2026/03/21 7:53:20 AM AST	Live and work	Car (including rides from others)	Car (including rides from others);Walking;Bicycle	Neutral	Somewhat Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Park River		
2026/03/21 8:43:01 AM AST	I live here	Car (including rides from others)	Walking;Bicycle	Very Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	The square downtown, legion park	Traffic safety	
2026/03/21 8:56:02 AM AST	Live and work here	Car (including rides from others)	Car (including rides from others)	Extremely Interested	Somewhat Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Supporting businesses/tourism	Not sure	Safety	
2026/03/21 9:12:20 AM AST	Live here	Car (including rides from others)	Walking	Neutral	Somewhat Important	Sidewalks	Safety;Supporting businesses/tourism	Banks restaurants stores	Distance to destinations	
2026/03/21 11:39:20 AM AST	Live here	Car (including rides from others)	Car (including rides from others)	Neutral	Somewhat Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	City square	Lack of paths	
2026/03/21 12:03:17 PM AST	Work	Car (including rides from others)	Walking	Neutral	Somewhat Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	School, park, shopping	Safety	
								Legion park front of middle school on house side of brummal, around the track to McDonald Parkin lot be there are a lot walk from there to the Greensburg paddle trail in buckners hill		I think it's is important for those that do it but bikes should not be in the road because of safety from vehicles and from vehicles not seeing them is very easy, keep them off the road
2026/03/21 2:08:35 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Not Interested	Somewhat Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise		Lack of sidewalks	Heading a smooth service that allows for both walking and hiking that is spacious that goes for several miles or connects in a loop would be very beneficial to the
2026/03/21 2:37:59 PM AST	I live here. My kids go to school here. We love our community and would be excited to have a safer area to walk and bike!	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Down town, the farmers daughter, to the schools	Lack of biking and walking paths	Sidewalks that easily excess downtown and safely crossed the roundabout to the dollar store
2026/03/21 4:28:35 PM AST	Live	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Schools, hospitals, need something in Summerville	Sidewalk	
2026/03/21 4:49:48 PM AST	My home	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Community and parks	Lack of sidewalks	
2026/03/21 7:14:31 PM AST	Live in the county. Pastor in Greensburg.	Car (including rides from others)	Car (including rides from others)	Slightly Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Downtown with recreational areas.	Not many places to do so in town.	
2026/03/21 7:46:07 PM AST	Work here my kids go to school here alot of sport activities here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Schools walking bridge the main drag in town	Lack if sidewalks from schools to the town center	
2026/03/21 11:46:20 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Hospital, schools, downtown area	Lack of sidewalks	No
									Most sidewalks do not have a long distance, you either have to walk on side of the busy roads, theyâ€™re not very good as far as walking or riding. Seems like theyâ€™re only a couple of miles and just cuts off	
2026/03/21 11:59:13 PM AST	Live in Greensburg	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Connected to GCMS and GCHS		
2026/03/22 12:14:54 AM AST	Mainly school/school events	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Idk	None	Community needs more imp. Things than sidewalks esp. Not a bike trail
2026/03/22 3:06:49 AM AST	Retirement	Car (including rides from others)	Bicycle	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parksf	Distance to destinations	Crossing lights
								Historical walks! The parks are fine but what if you could walk down paths to find all the historical places to visit in Greensburg with new boards put up that you could actually read. For example, the one on Henry street grave yard isnâ€™t readable anymore.		
2026/03/22 3:08:24 AM AST	Live here	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Better walk paths to all the historical places of Greensburg!		Traffic safety. Walking earlier on the road was dangerous. Also, you have to watch out for dogs	
2026/03/22 7:55:06 AM AST	Live here	Car (including rides from others)	Walking	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety	Greensburg schools	Lack of sidewalks	
2026/03/22 8:30:10 AM AST	Live here	Car (including rides from others)	Car (including rides from others)	Slightly Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Schools to square and industrial park	Donâ€™t live in town	
2026/03/22 1:01:36 PM AST	I live here	Car (including rides from others)	Car (including rides from others);Walking;Bicycle	Very Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	I wish there was a better and safer way to get access to the park and schools from downtown.	The lack of sidewalks on the east side of town towards to park and schools.	



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									Examples: lack of sidewalks, traffic safety, distance to destinations, accessibility issues, etc. Please be specific for descriptions and locations of gaps in the network, damaged sidewalk in need of repair, or other issues.	Any additional needs or suggestions for improving walking and biking in your community:
2026/03/22 1:22:15 PM AST	Pay bills	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Try and fine another car	Safety;Access to parks, recreation, or exercise;We already have a walk and bike path at the park. Put down new payment to walk but now you canâ€™t use it to bike, roller blade, etc.	To the park.	Limited space.	Looks good on paper. We are an old person town so the old folks will not use it and the young people are attached to much to there phone so they are not going outside.
2026/03/22 3:51:00 PM AST	Live here	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Down town to Legion Park Legion Park, paddle trail, schools, DQ and McDonaldâ€™s maybe farmers daughter or blue house	Lack of sidewalks	
2026/03/22 4:18:31 PM AST	Live here	Car (including rides from others)	Walking	Extremely Interested	Somewhat Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Something for people to walk up or down Hodgenville Rd hill(to and from Hillview Ter), Legion Park Rd. to school or park and Hodgenville Ave from Main Street to schools. We need to make people safe when they walk and these areas are very dangerous when I come upon people walking in any of these areas. I have to stop if another car is coming towards me. But the hill towards Hillview is the most dangerous. Brummal Ave needs Sidewalk from Legion Park to the football field	Lack of sidewalks on busy areas	
2026/03/22 7:02:08 PM AST	Live and work	Car (including rides from others);Walking	Walking	Extremely Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school	Downtown, business areas that are well lit and have lots of people around. Sometimes the park is a little scary by yourself, especially down by the river hidden behind the buildings.	Lack of sidewalks on Hodgenville Rd on the hill, please put in a sidewalk for everyone up in that area that do not have transportation. Legion Park Rd has some sidewalks that need repaired and extended to either Brummal Ave or The Park, and Hodgenville Ave from Main Street up to Depot on up to school. People need to be able to walk or ride a bike to town to get groceries or go to doctor	If for both walk/ bike it would need to be wide enough for you to pass a person walking
2026/03/22 8:43:16 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise		Safety at the park	
2026/03/22 9:42:40 PM AST	I live here	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or exercise;Supporting businesses/tourism	All schools in our district	Distance to destinations	
2026/03/22 10:58:00 PM AST	Live here, work here.	Car (including rides from others)	Car (including rides from others)	Not Interested	Somewhat Important	Sidewalks	Safety	None.	Not interested.	
2026/03/23 11:35:54 AM AST	Live here	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	none	none	none	none	
2026/03/23 12:12:27 PM AST	Live an work here.	Walking	Car (including rides from others);Walking	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Mcdonald's, Greensburg highscool.	Lack of side walks, an traffic.	
2026/03/23 12:37:27 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Paved shared use path for both walking and biking	Safety	American legion park , the paddle trail	Traffic and uneven roads and sidewalks	
2026/03/23 1:28:19 PM AST	Live	Car (including rides from others)	Walking	Extremely Interested	Somewhat Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Downtown	Traffic signals safety	
2026/03/23 2:25:53 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Bikeways	Safety;Access to parks, recreation, or exercise	Parks	Less sidewalk	
2026/03/23 3:15:02 PM AST	live there	Car (including rides from others)	Car (including rides from others)	Extremely Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	all of them	health	none
2026/03/23 4:13:17 PM AST	Live here	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Hospital, downtown, schools	Safety	
2026/03/23 4:30:09 PM AST	live and work here	Car (including rides from others)	Walking	Neutral	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	downtown to Hillview Terrace and Green River Bridge to Shady Lane	distance to destinations	Many people walk from Hillview Terrace to downtown daily/weekly. A lack of sidewalks on West Hodgenville Avenue makes that area very unsafe for walkers, bikers, and drivers.
2026/03/23 5:27:01 PM AST	Love here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Places to eat, coffee shops, park	Lack of bike lanes, curvy blind roads	
2026/03/23 5:46:16 PM AST	Live and work here	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school	Schools, downtown, legion park, pizza hut plaza.	Lack of sidewalks, close traffic to where there are no sidewalks (ie winding star hill, bridge by pizza hut)	
2026/03/23 7:01:55 PM AST	Live	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Safety	Schools	Damaged sidewalks	Donâ€™t spend the money ðŹ•
2026/03/23 11:07:12 PM AST	Live here	Scooter	Car (including rides from others);Bicycle;Scooter	Extremely Interested	Very Important	Bikeways;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Supporting businesses/tourism	From dollar general to dollar market. From the schools to the parks.	Itâ€™s dangerous at the roundabout area to walk or ride a bike. There is no good way to cross from one side to the other.	
2026/03/24 10:46:15 AM AST	Work	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	Parks, schools	Distance	
2026/03/24 11:00:54 AM AST	Live, work, and worship in Greensburg	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	From town to Legion Park and to schools.	No sidewalks	Promotion of walking and biking/potential sidewalks/pathways
2026/03/24 11:24:07 AM AST	Retirement, open spaces and Green River Lake	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Outlining areas of town	I live south of town. Only access to downtown is by car	
2026/03/25 9:19:42 AM AST	Nada	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	None	Not enough interest in such a small community. It will be whatever benefits the people building it.	Politicians sucking money from govt. under the guise of bettering the community.	Since itâ€™s a CHFS grant. Do something that takes intelligence and will help the community instead of Jerry finally getting his sidewalk under the guise of helping community.



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Timestamp	What brings you to Greensburg or the surrounding area? Examples: Live or work here, your kids attend school near here, go to church here, etc.	What is the primary mode of transportation you use currently? Select one.	Which mode(s) of transportation would you like to use more of in the future? Select all that are applicable.	How interested are you in using new walking or bicycling paths in your community? Select one.	How important do you feel it is to invest in new shared-use paths, sidewalks, or bikeways? Select one.	If you were traveling outside of a car, which types of infrastructure would you use the most? Select all that are applicable.	When thinking about walking or bicycling, which factors are most important to you? Select your top three choices.	What barriers or challenges make it hard for you to walk or bike now?		
								If new sidewalks, bikeways, or shared-use paths were built, what destinations would you like them to connect to? Please be specific by including names of destinations such as parks, schools, workplaces, community services, shopping, etc.	Examples: lack of sidewalks, traffic safety, distance to destinations, accessibility issues, etc. Please be specific for descriptions and locations of gaps in the network, damaged sidewalk in need of repair, or other issues.	Any additional needs or suggestions for improving walking and biking in your community:
2026/03/25 9:19:56 AM AST	Nada	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	None	Not enough interest in such a small community. It will be whatever benefits the people building it.	Politicians sucking money from govt. under the guise of bettering the community.	Since itâ€™s a CHFS grant. Do something that takes intelligence and will help the community instead of Jerry finally getting his sidewalk under the guise of helping community.
2026/03/25 10:16:53 AM AST	Live here	Car (including rides from others)	Walking Car (including rides from others);Walking;Bicycle	Very Interested	Somewhat Important	Sidewalks Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Park, school	No sidewalk	
2026/03/25 12:34:52 PM AST	work	Car (including rides from others)		Neutral	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	from Dairy Queen to McDonald's	traffic safety	
2026/03/26 9:26:11 AM AST	Live here	Car (including rides from others)	Car (including rides from others)	Neutral	Very Important		Safety;Access to parks, recreation, or exercise Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Schools, ball park, square	Not a safe place to bike	Non
2026/03/28 4:05:22 PM AST	Live in Green Co	Car (including rides from others)	Car (including rides from others)	Neutral	Very Important	Sidewalks;Paved shared use path for both walking and biking		Walk bike path from Summersville to Greensburg A sidewalk is needed on all main roads within city limits (Main Street, industrial drive, legion park, Brummal avenue, etc)	Uneven pavement, Greensburg is a hilly city	Smoother paths, less hills
2026/03/28 10:57:22 PM AST	Live and work here	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Sidewalks Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Schools and park	Traffic safety	
2026/03/28 10:59:17 PM AST	Live here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism		Lack of sidewalks kids running in roadways for school practice	Safety for everyone involved
2026/03/28 11:17:35 PM AST	Live and work	Car (including rides from others)	Car (including rides from others)	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Town square		
2026/03/28 11:18:52 PM AST	Live hete	Car (including rides from others)	Walking	Very Interested	Very Important	Paved shared use path for both walking and biking		Parks Doc Ward Road to the intersection of North 61 and Gabe Road/Summersville Road	Safety Safety; nowhere to get off the road when meeting two cars at the same time	
2026/03/31 6:08:02 PM AST	Live in the area	Car (including rides from others)	Car (including rides from others)	Extremely Interested	Very Important		Safety		Uneven concrete even the pavers on the square. I lack vision in one eye which creates depth perception issues and when there is a raise in the concrete it causes me to stumble. Also the walking track at the park has these issues along with most sidewalks on the square	Paths for bikes and pedestrians.
2026/04/01 2:43:30 PM AST	Live and work	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Safety	All schools to the American legion park		



APPENDIX B

Active Living (Non-motorized travel)

Pedestrian Travel Assessment



Active Living (Non-motorized travel) Pedestrian Travel Assessment

Green County, KY

Prepared for:
City of Greensburg



Prepared by:



Kentucky Public Health
Prevent. Promote. Protect.

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Division of Prevention & Quality Improvement
State Physical Activity & Nutrition Program
Kentucky Department for Public Health
April 28, 2026

Project Overview:

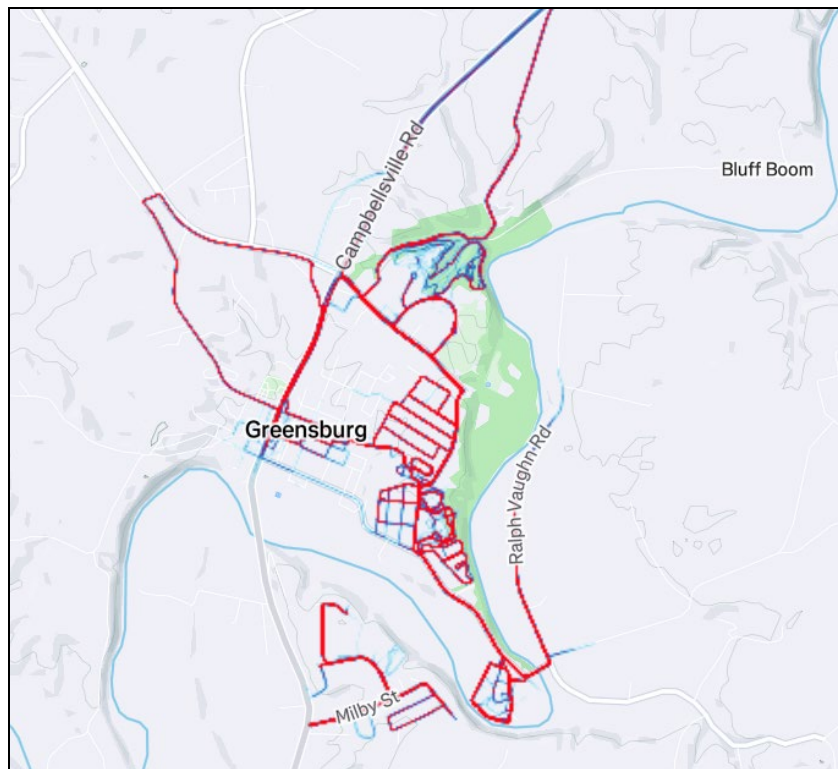
The evaluation (audit) of pedestrian travel facilities and conditions along sections of Main Street, West Court Street, West Hodgenville Ave, North 1st Street, Durham Street, and Henry Street. Resource tools from the Office of Federal Highways (Safe Routes to Destinations) were used for these roadway section reviews, including conditions for pedestrian travel associated with the Americans with Disabilities Act (ADA). Proposed options for improvements and changes to increase the comfort, safety, and accommodation for pedestrian travel along these roadways will be provided and documented. All recommendations options and best practices are from and supported by the Office of Federal Highways (FHWA), the American Association of State Highway Transportation Officials (AASHTO), the KY Transportation Cabinet, and the Manual of Uniform Traffic Control Devices (MUTCD).

Local/Regional Planning & Current Activities:

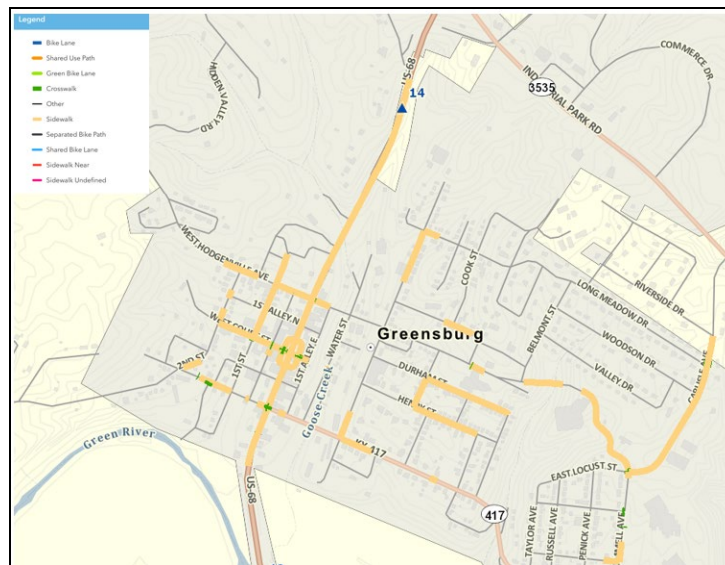
- The City of Greensburg is in the process of completing a stand alone walk/bike master plan. This plan should be completed by July 2026.

Existing Conditions for Project Area / Active Living Conditions

- Strava Heat Map for pedestrian activity within project area (Figure 1) / <https://www.strava.com/maps/global-heatmap?sport=RunLike&style=standard&terrain=false&labels=true&poi=false&cPhotos=false&3d=false&gColor=bluered&gOpacity=100#12.19/37.26744/-85.48722>



- Pedestrian route termini / generators (everyday destinations people may walk to/from)
 1. Residential areas
 2. Churches
 3. Schools
 4. Parks
 5. Restaurants
 6. City Hall /Tourism
 7. Post Office
 8. Banks
 9. Court House
 10. Other commercial businesses
- Existing pedestrian and bicycle facility network (KY Transportation Cabinet GIS data collection)



- Walk Score via Walkscore.com (created by the National Realtors Association) / https://www.walkscore.com/score/Greensburg-KY-42743/lat=37.243/lng=-85.5236/?utm_source=yourlocalsquare.com&utm_medium=ws_api&utm_campaign=ws_api

Car-Dependent ?

Greensburg, Kentucky, 42743

Commute to **Downtown Greensburg**

60+ min
 60+ min
 60+ min
 View Routes

Favorite
 Map

Walk Score

2

Car-Dependent

Almost all errands require a car.

Bike Score

25

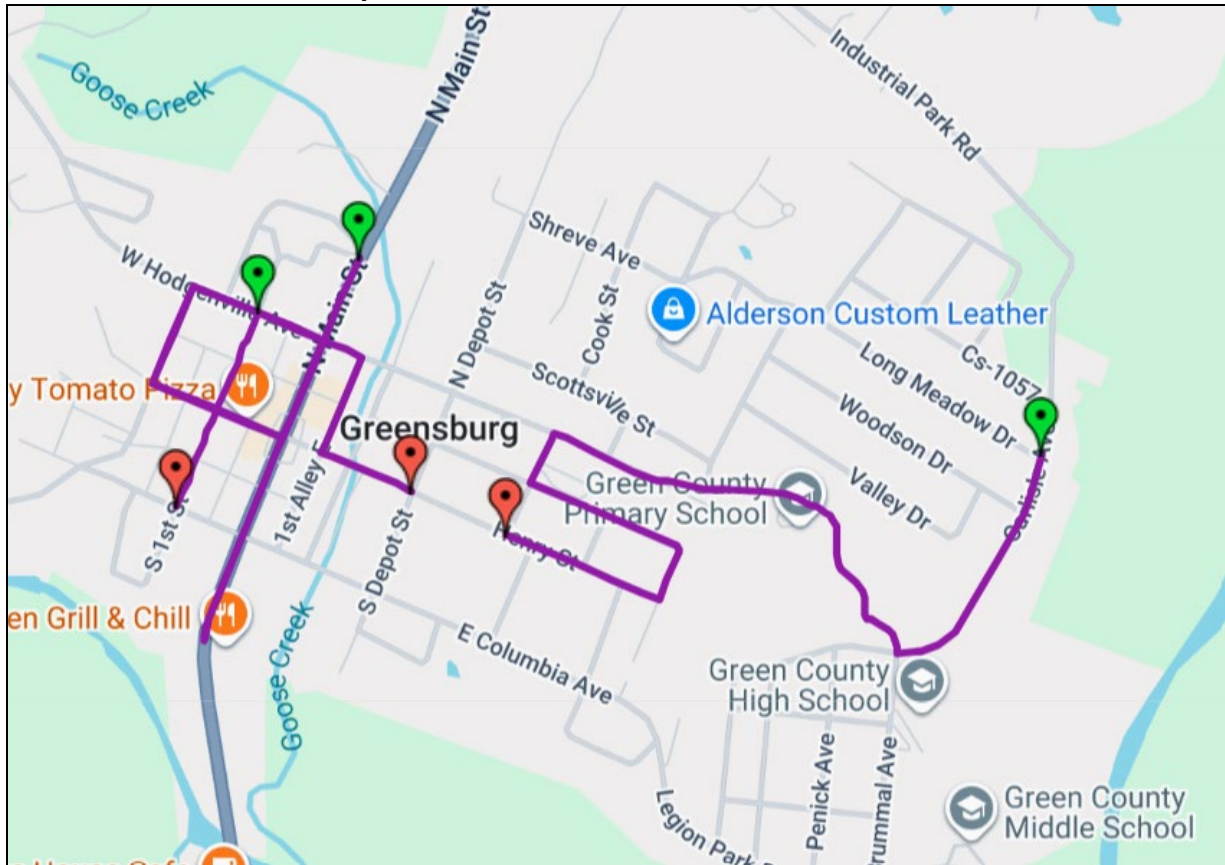
Somewhat Bikeable

Minimal bike infrastructure.

[About your score](#)

[Add scores to your site](#)

Routes included in the study:



Main Street / 044-US-0068 -000

- Mile Points 13.3-13.7
- Average daily traffic (ADT) is 8231 (2024)
- Heavy Truck ADT is >150
- Posted speed limit is 35 MPH
- Curb and gutter cross section
- Sidewalks on one side of the road in some places
- The Pedestrian Comfort Index average is level C

West Hodgenville Ave / 044-CS-1081 -000

- Miles Points 0.0-0.3
- Average daily traffic (ADT) is >2000
- Heavy Truck ADT is >150
- Sidewalks mostly on one side of the roadway
- Mix curb and gutter and rural cross section
- Posted speed limit is 35 MPH
- The Pedestrian Comfort Index is level C

1st Street/044-CS-1065 -000

- Mile Points 0.077-0.15
- Average daily traffic (ADT) is 1000 or less
- Heavy Truck ADT is 1% or less
- Sidewalks on one side of roadway
- Mostly curb and gutter cross section
- Posted speed limit is 25 MPH
- Pedestrian Comfort Index is level C

W. Court Street / 044-CS-1062 -000

- Mile Points 0.10 – 0.31
- Average daily traffic (ADT) is >2000
- Heavy Truck ADT is >150
- Sidewalks on both sides of road
- Mostly curb and gutter cross section
- Posted speed limit is 25 MPH
- Pedestrian Comfort Index is level C

Durham Street / 044-CS-1035 -000

- Mile Points 0.1-0.3
- Average daily traffic (ADT) is >2000
- Heavy Truck ADT is >150
- Sidewalk on one side of the roadway for a small portion
- Posted speed limit is 25 MPH
- Pedestrian Comfort Index is level D

Henry Street

- Mile Points 0.1-0.3
- Average daily traffic (ADT) is >2000
- Heavy Truck ADT is >150
- Sidewalk on one side of the roadway for a small portion
- Posted speed limit is 25 MPH
- Pedestrian Comfort Index is level D

Carlise Ave / 044-CS-1027 -000

- Mile Points 0.0 – 0.28
- Average daily traffic (ADT) is >2000
- Heavy Truck ADT is >150
- Sidewalk on one side of the roadway for a small portion
- Posted speed limit is 35 MPH
- Pedestrian Comfort Index is level C

Walkability scoring/results (all streets combined as most of us walked everything):

Did you have room to walk? Rating of 3 out of 6.

Was it easy to cross the street? 3.5 out of 6.

Did drivers behave well? 4.5 out of 6.

Was it easy to follow safety rules (could your child follow the rules)? 3 out of 6.

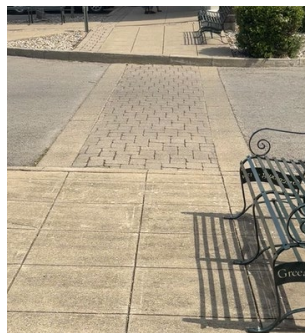
Was your walk pleasant? 4.5 out of 6.

Overall score (How did the neighborhood stake up)?

Overall score of 18.5 out of a possible 30; OK but needs work.

Henry and Carlise Street scores were much lower than the other areas studied. The persons participating in the walk audit in the Henry and Carlise Streets area experienced a negative interaction with multiple persons. Police were notified of the interaction.

Photo documentation of existing conditions and recommendations for improvements in



Several locations where sidewalks have no curb ramps. Also note some landscaping in the core downtown uses small rocks that may spill out into the sidewalk space creating tripping hazards.



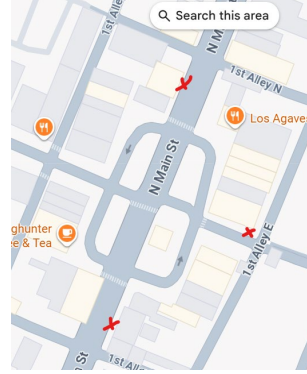
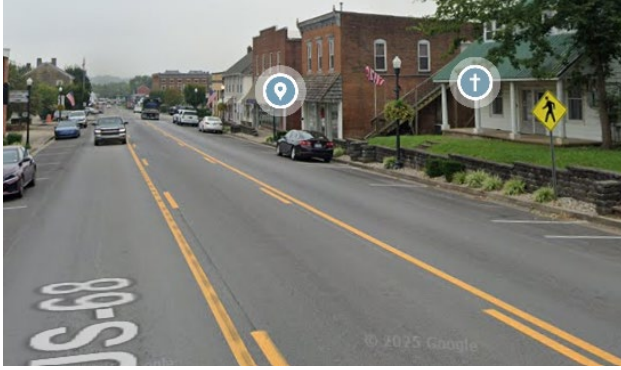
Sidewalk ends on W. Court Street. The stop sign is very low and also obscured by vegetation.



Several locations have older brick/stone pavers that have settled uneven and have created a tripping hazard. These uneven areas also have issues with water ponding and drainage. Other areas have cracked, or old or uneven sidewalk pavement.



Several ally where documented that may be locations of future “people spaces”. These locations in the core downtown make great spaces for car-free people spaces during festivals and other special occasions.



Recommend

moving the pedestrian warning signs closer to the midblock pedestrian crosswalk locations to include an arrow pointing to the crosswalk.



There were several benches documented along the sidewalk network in the core downtown area. These were in good shape, clean, and have dedication plaques . These are great amenities for creating a good walking environment.



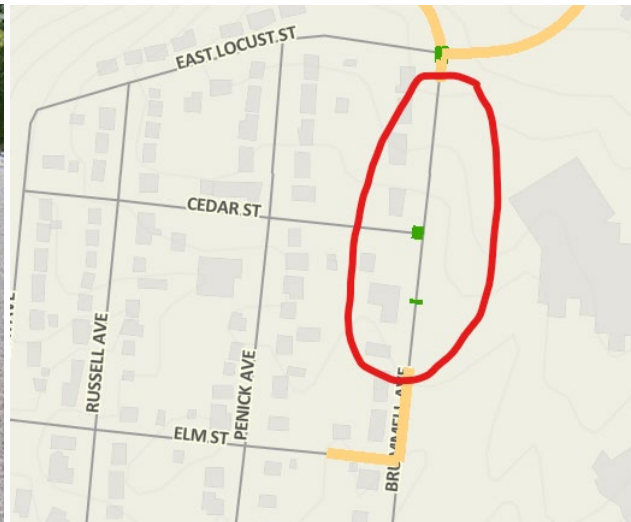
Utility box obstruct both view and access. A simple sidewalk extension can be constructed to widen the sidewalk in these areas. 4' minimum width needed for ADA access.



Henry and Carlise Street areas have issues with cars parking on the sidewalks. These areas don't have curb, roadway is flush with sidewalks.



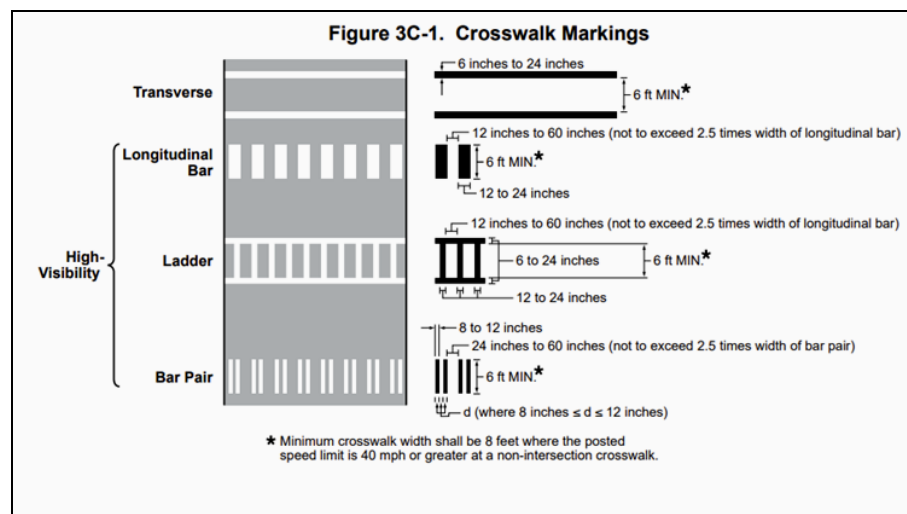
Parking spaces near the school encroach on the sidewalk space. All sidewalk spaces need a minimum of 4' width per ADA compliance.



Several locations have sidewalks start/stop with no transition. Connectivity needs improvement.

General Project Recommendations:

- Repair or rebuild sections of sidewalk on the portions of roadway sidewalks we reviewed, there were several sections in poor condition. Additional review should be carried out to determine a priority for location improvements. Look for areas with small gaps in the sidewalk network for opportunities to construct and connect to existing infrastructure. The KY Transportation Cabinet policy relinquishes all maintenance to the local government once sidewalks and bicycle facilities are constructed along state-maintained routes.
- Clear debris and vegetation on and along sidewalks and in front of regulatory signage (stop signs and others). May need to investigate local ordinances and educate the property owners of their responsibilities for clearing and repairing sidewalks (including tree branches hanging overhead). The KY Transportation Cabinet policy relinquishes all maintenance to the local government once sidewalks and bicycle facilities are constructed along state-maintained routes. Debris and obstacles on, above, or near sidewalks create additional barriers for some pedestrians and for ADA compliance.
- Replace or repaint marked crosswalk location. A legal crosswalk is located at a signized intersection where constructed pedestrian facilities exist on both sides of the roadway. Some locations may need an enhanced visual style crosswalk (piano style instead of just the two white lines). The city should coordinate with the KY Transportation district office for opportunities to complete this task with resurfacing projects along state routes. Local streets can have crosswalks replaced on their maintenance schedule or as allowed.



- Install or replace (with new high viz version) pedestrian warning signs and appropriate supplemental signs (arrows) in certain road crossing locations where signalization is not

present, or in areas where there are significant distances between signalized intersections (mid-block crossings occur). May also install appropriate pedestrian signage along road routes that do not have dedicated pedestrian facilities but has proof of pedestrian activity.

General Project Recommendations:

- All sidewalks should have a clear unobstructed path with a 4' minimum width (per ADA requirements). Planting containers should not be placed on or near the sidewalk within the 4' minimum width spaced for ADA requirements. Street furniture (restaurant seating and sidewalk benches) should not obstruct the 4' minimum width walking space. Utilities are one of the few obstructions that may be allowed as a technical infeasibility (KYTC Technical Infeasibility information / <https://transportation.ky.gov/Construction/Spring%20Meeting%20Presentations/2018%20Section%20Engineers'%20Meeting%20ADA%20Statement%20of%20Technical%20Infeasibility.pdf>). All streets documented locations in need of vegetation clearing/cutting on or above the sidewalks to accommodate ADA compliance and local ordinances for clearance.
- All sidewalk space at roadway intersections should have curb cut ramps and tactile/truncated domes to meet ADA requirements. The ramp should be placed/installed to recommend direction of travel, should be smooth, no more than .5% cross slope, and minimal lip edge to/from street surface (all ADA requirements apply). This area should be clean of debris or obstacles. Mitigate water ponding at the bottom of ramps, as this becomes ice in sub-freezing temperatures. Tactile/truncated domes should be placed to show direction of travel per ADA requirements (KYTC Design Guide / <https://transportation.ky.gov/Highway-Design/Standard%20Drawings%20DGNS%202020/rpm170.pdf>)
- Gaps in the existing sidewalk network should be completed or improved. Some locations appear to have old/non-maintained sidewalks, while other areas have no sidewalks; most of these locations seem to have ample space within the roadway right-of-way for the installation of a standard sidewalk. All new construction shall follow current KYTC design standards (including ADA elements).
- Deciding which street locations to complete the sidewalk network (with new construction) should be decided and prioritized through community engagement and usage data (like the Strava Heat Map data). The Cities of Russell Springs and Jamestown are 100% responsible for the planning and construction of sidewalks within the right-of-way of locally owned roadways. The planning, design, and construction of all streets/roadways in KY should follow guidance of (but not limited to) the KY Transportation Cabinet and the Office of Federal Highways. Sidewalk construction for state-maintained roads should be identified, and details coordinated with the KYTC

Highway District 14 office. Appropriate documentation, such as encroachment permits and plan specifications should be provided.

- Additional studies should be conducted to determine specific treatments, retrofits, improvements, and new construction details for certain streets within the city. These additional studies can determine engineering and NEPA (National Environmental and Protection Act) challenges, along with basic construction cost estimates.

These recommendations follow the guidance from both the Kentucky Transportation Cabinet's Pedestrian and Bicycle Program and Federal Highways current non-motorized travel policies (see references below).

Health and active living comments:

The State Physical Activity and Nutrition (SPAN) program's Active Living team would like to thank the Cities of Russell Springs, Jamestown, and the Lake Cumberland Health Department for the opportunity to manage and participate in the pedestrian/walking audit.

The KY Department for Public Health desires the consideration of and improvements to non-motorized facilities within the project area as detailed in the "[The KY Complete Streets, Roads, and Highway Policy](#)". The State Physical Activity and Nutrition (SPAN) Program works with communities to create, improve, or update local level walk/bike/roll travel master plans through funding received by the U.S. Centers for Disease Control and Prevention (CDC). The consideration and inclusion of non-motorized travel elements included in these plans is the goal of the Active Living program with the SPAN program: *Collaboration with partners to improve or build non-motorized facilities that connect to everyday destinations; thus, providing accommodation safe places/spaces for physical activity.*

The data needed and used for evaluation:

- KY Transportation Cabinet Complete Streets Policy: <https://transportation.ky.gov/BikeWalk/Documents/Complete%20Streets%20Policy.pdf>
- KY Transportation Cabinet Complete Streets, Roads, and Highways Manual: <https://transportation.ky.gov/BikeWalk/Documents/Complete%20Streets,%20Roads,%20and%20Highways%20Manual.pdf>
- KY Transportation Cabinet Active Highway Map: <https://maps.kytc.ky.gov/activehighwayplan/>
- KYTC Highway Design Guide (section 701-704): <https://transportation.ky.gov/Highway-Design/Highway%20Design%20Manual/Geometric%20Design%20Guidelines.pdf>

- CDC website for recommended daily physical activity: <https://www.cdc.gov/physicalactivity/walking/index.htm> & <https://www.cdc.gov/physicalactivity/basics/pa-health/index.htm>
- American with Disabilities Act / <https://www.ada.gov/>
- Access Board rulemaking for pedestrian access along Public Rights-of-Way Accessibility Guidance: <https://www.access-board.gov/prowag/>
- Federal Highways Manual on Uniform Traffic Control Devices: <https://mutcd.fhwa.dot.gov/>
- KYTC Pedestrian Comfort Index: [https://transportation.ky.gov/BikeWalk/Documents/Pedestrian%20Comfort%20Index%20\(PCI\).pdf](https://transportation.ky.gov/BikeWalk/Documents/Pedestrian%20Comfort%20Index%20(PCI).pdf)
- FHWA / Safe Routes Walkability Checklist: <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/walkingchecklist.pdf>
- Walk Score: <https://www.walkscore.com/score/midway-ky>

