



JAMESTOWN AND RUSSELL SPRINGS ACTIVE LIVING MASTER PLAN

Russell County, Kentucky

June 2026



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

TABLE OF CONTENTS

Acknowledgments	
List of Acronyms	
Table of Figures	ii
Chapter 1: Introduction	
Chapter 2: Existing Conditions	3
Chapter 3: Potential Improvements and Recommendations	14
Chapter 4: Implementation Plan	29
Appendix A: Public Engagement Summary	
Appendix B: Active Living (Non-motorized travel) Pedestrian Travel Assessment	

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 District Health Department.



TABLE OF FIGURES

Figure 1.1	Survey results on interest in walking and bicycling in Jamestown and Russell Springs, KY, and the importance of investment to the community.	
Figure 2.1	Survey results on support for shared-use path on US 127 and expanded community connections.	4
Figure 2.2	Map of bicycle and pedestrian nodes in Jamestown and Russell Springs, KY.	6
Figure 2.3	Map of existing infrastructure in Jamestown and Russell Springs, KY.	7
Figure 2.4	Strava heat density map of walking in Jamestown, KY.	8
Figure 2.5	Strava heat density map of walking in Russell Springs, KY.	8
Figure 2.6	Strava heat density map of bicycling in Jamestown, KY.	9
Figure 2.7	Strava heat density map of bicycling in Russell Springs, KY.	9
Figure 2.8	Map of Annual Average Daily Traffic (AADT) in Jamestown and Russell Springs, KY.	10
Figure 2.9	Map of posted speed limits in Jamestown and Russell Springs, KY.	11
Figure 2.10	Map of crash history from 2018-2022 in Jamestown and Russell Springs, KY.	12
Figure 2.11	Map of 2026 KYTC Active Highway Plan projects in Jamestown and Russell Springs, KY from the online KYTC Active Highway Plan Map.	13
Figure 3.1	Map of proposed recommendations in Jamestown, KY.	16
Figure 3.2	Map of proposed recommendations in Russell Springs, KY.	17
Figure 3.3	US 127/KY 92 Shared-Use Path from Jamestown to Russell Springs	19
Figure 3.4	Esto Road (KY 92) Sidewalks in Jamestown	20
Figure 3.5	Clayton Road Sidewalks in Jamestown	21
Figure 3.6	Virginia Avenue/Lucy Lane Sidewalks in Jamestown	22
Figure 3.7	Popplewell Street Sidewalks in Jamestown	23
Figure 3.8	W. Steve Wariner Drive (KY 80) Sidewalks in Russell Springs	24
Figure 3.9	Wilson Street Sidewalks in Russell Springs	25
Figure 3.10	Old Columbia Road/KY 80/ Jamestown Street Sidewalks in Russell Springs	26
Figure 3.11	Future Connections in Jamestown and Russell Springs	27
Figure 3.12	Summary of Potential Improvements	28



City of Russell
Springs and
Jamestown, KY
logos.

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 cities of Jamestown and Russell Springs in Russell 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 both cities. The Plan was guided by public engagement and supported by community and county leaders.

Planning Kickoff

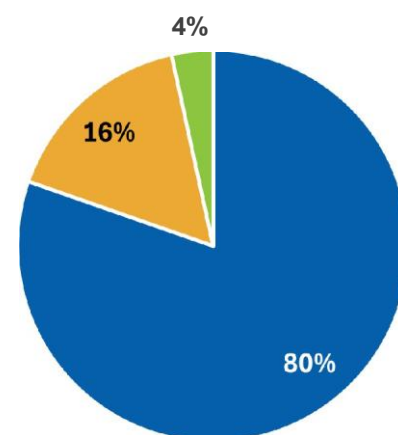
On February 24th, 2026, the planning team met with local officials to kick off the master planning process. During the kick off, the team discussed potential bicycle and pedestrian projects for both communities, and established a community survey to be provided to residents and stakeholders. Potential projects and opportunities discussed during the kick off included the Kentucky Transportation Cabinet (KYTC) roadway project on US 127 (KYTC Item No. 8-156.00 and 8-166.00) with shared-use path, expanding sidewalks into residential neighborhoods, and connecting to area parks, local destinations, and the marina.

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 117 responses. Nearly all respondents (114) live, work, or both live and work in either Jamestown or Russell Springs. The primary mode of transportation is by car (115); however, 18 respondents walk or bike either as a primary form of transportation or in addition to travel by car. Although 15 respondents prefer to continue to travel solely by car in the future, most respondents would be interested in future trips walking (80), bicycling (61), and other modes (5) including transit, scooters, golf carts, and ATV. As shown in Figure 1.1, the community is interested in investing in and using new infrastructure.

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

- Very Important
- Somewhat Important
- NotAtAll



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

- Extremely Interested
- Very Interested
- Slightly Interested
- Neutral
- Not Interested

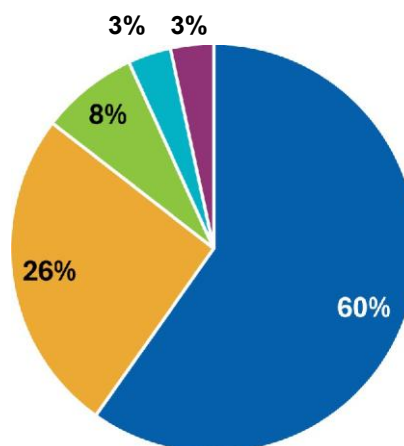


Figure 1.1 Survey results on interest in walking and bicycling in Jamestown and Russell Springs, KY, and the importance of investment to the community.

Additional feedback from the surveys included:

- Respondents prefer shared-use paths or sidewalks over bikeways.
- When considering walking or bicycling, 104 respondents indicated that safety is the most important factor, followed by access to parks, recreation, or exercise (94); connecting local destinations, work, or school (57, and supporting businesses/tourism (43)
- Along with an area-wide need for repaired or connected sidewalks and additional sidewalks in residential neighborhoods, specific gaps were identified in the active transportation network to be addressed in Jamestown and Russell Springs, including the following:
 - Connecting Jamestown to Russell Springs along US 127, as people are frequently walking along the corridor.
 - Sidewalks on KY 80, Lakeway Drive, Boat Dock Road, Bernard Ridge, Maple Street, Comanche Way, and Apache Avenue.
 - Connections to Monument Square and local parks, such as Greasy Creek Park, Russell Springs City Park, Kendall Park, and the fairgrounds.
 - Connections to local businesses, the marina, groceries, hospitals, and the library.
- Other projects were identified to be addressed in the area, including roadway projects, bicycle repair and storage, education, enforcement, activities, and park improvements. These projects include the following:
 - Share the road signage
 - Bicycle repair stations, storage, and park and ride locations
 - Walking paths and nature trails in parks and at schools
 - Intersection improvements on Lakeway Drive
 - Lighting
 - Nature trails
 - Education
 - Fun runs and other activities
 - Enforcement
 - Amenities (benches, trash cans, etc.)

"...I would love to be able to connect from 127 to Main Street in Russell Springs, which then connects me to the city park."

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. Although the Louie B. Nunn Cumberland Expressway is the most used and most direct corridor in the region, as a limited access facility, it is unsuitable for use as a bicycle or pedestrian facility. Special consideration will be given to crossings with US 127 to facilitate local and regional connectivity and facilitate safe crossings at interchanges.

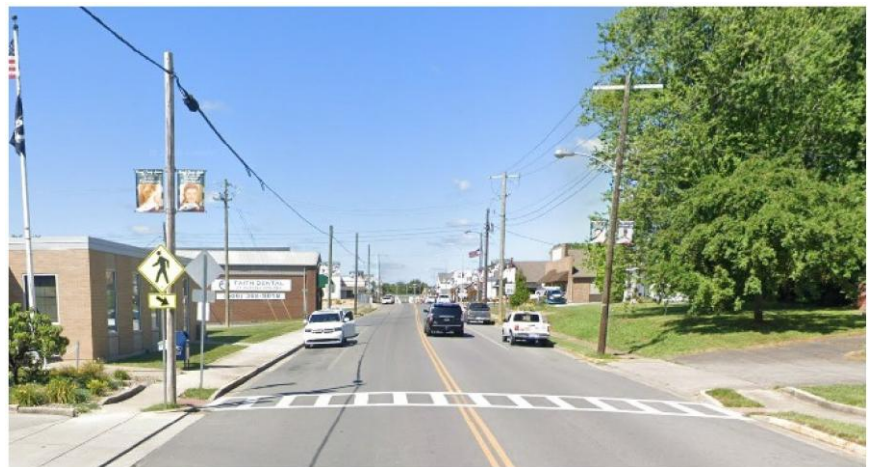
Existing Infrastructure

Walkable and bikeable destinations in Jamestown and Russell Springs are located on the north, northwest, and southern limits of Russell Springs and in downtown Jamestown. These include schools, shopping, and parks as shown in Figure 2.1. The sidewalk network in Russell Springs is primarily concentrated along and near Main Street (KY 379), with additional sidewalk connecting the south side of Russell Springs to Jamestown. Sidewalks in Jamestown are primarily located on Main Street (US 127/KY 92) and Cumberland Avenue (US 127 BUS/KY 619) as shown in Figure 2.2. In Jamestown, marked crosswalks are present at Monument Square. Crossings are otherwise typically unmarked. Crosswalks in Russell Springs are concentrated along Main Street, with crosswalks at the intersection of Main Street (KY 379) and Jamestown Street, and midblock marked crosswalks at Wilson Street and the post office. Most marked crosswalks appear to be ADA-compliant; however, the crosswalk on the north leg of Monument Square is only partially compliant, with a curb and staircase located on one end of the crossing.



Example of ADA non-compliant intersection crossing on Main Street in

warnings. Photo courtesy of Google.



Example of ADA compliant midblock crossing on Main Street in Russell Springs, including pedestrian warning signage. Photo courtesy of Google.

Although the sidewalks appear to be in relatively good condition in most locations, there are areas where the existing sidewalk is damaged or not compliant with the Americans with Disabilities Act (ADA) standards for width and cross-slope which makes traveling along the sidewalk network difficult for people of all abilities. Existing sidewalks were likely constructed well before the ADA standards were developed. Sidewalk often ends abruptly, with little warning signage for motorists or pedestrians.

Despite the disconnected sidewalk network and lack of bicycle and multi-use infrastructure, people in the community clearly want to walk and bike in Jamestown and Russell Springs as shown in the Strava heat maps for walking (Figures 2.3 and 2.4) and bicycling (Figure 2.5 and 2.6). The highest walking activity is seen along US 127 between Jamestown and the schools, and the highest bicycling activity is seen along US 127 and W. Steve Wariner Drive (KY 80) in Russell Springs. Although this information is only captured by those community members actively using the Strava app to track their activity, it is another indicator of support for built environment improvements to create a safer, more connected network that encourages a healthy and physically active community.

Traffic Volume

The highest Average Annual Daily Traffic (AADT), also known as traffic volume, as shown in Figure 2.7 corridors in Jamestown and Russell Springs are the main corridors of US 127 and KY 80. Typical traffic volumes on these corridors range between 9,000 and 14,999 ADT. Otherwise, traffic volumes are typically less than 9,000 ADT.

Posted Speed Limit

Posted speed limits are shown on Figure 2.8. Relatively high speed corridors lead into both Jamestown and Russell Springs with posted speed limits of 45 MPH or greater. These higher-speed and higher-traffic volume corridors separate residential neighborhoods from the downtown and active transportation nodes and create barriers to facilities that are comfortable for all ages and abilities. In order to create spaces comfortable for walking and/or bicycling on high-speed and/or high-traffic volume corridors, additional separation and protection from motor vehicles is necessary. Relatively low posted speed limits of 35 MPH or lower are located primarily near downtown Jamestown and between KY 80 and the expressway in Russell Springs, which are more supportive of walking and bicycling.

Crash History

The crash history for Jamestown and Russell Springs between 202-2026 on Figure 2.9 shows bicycle and pedestrian crashes located in Russell Springs on the major corridors, including US 127, W. Steve Wariner Drive (KY 80), Main Street (KY 379), and Lakeway Drive.

Planned Projects

KYTC has funding planned for design of roadway improvement projects on US 127 between Gaskin Road in Jamestown and the expressway (8-156.00) and the expressway and Old Dunnville Road in Russell Springs (8-166.00). These planned projects are shown in Figure 2.10. Respondents to the public survey overwhelmingly responded in support of both shared-use path along US 127, and

Do you support shared-use path on US 127 and expanding connections beyond this corridor?

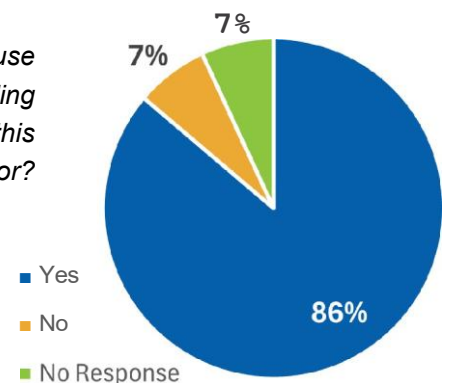
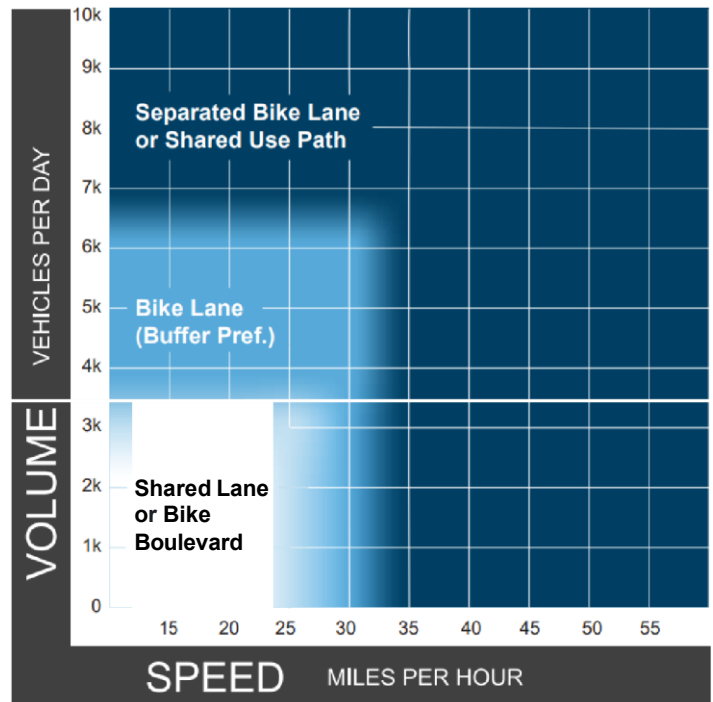


Figure 2.1 Survey results on support for shared-US 127 and expanded community connections.

expanding the connection into Jamestown and Russell Springs. Additional planned projects in Figure 2.10 are for pavement condition improvements on KY 80 and the expressway.

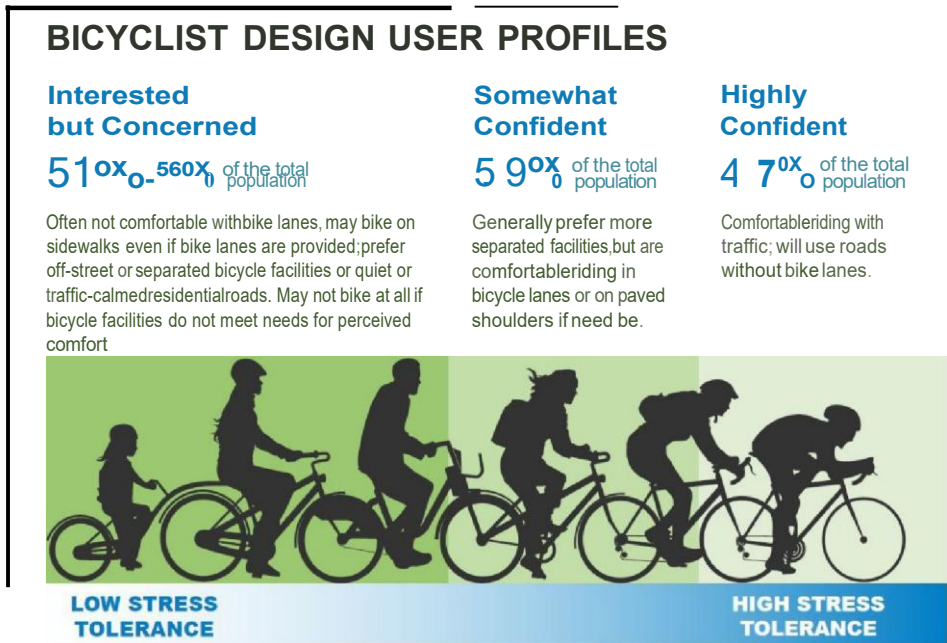
Designing for Comfort and Safety

The AADT from Figure 2.7 and posted speed limit from Figure 2.8 are the primary data used in the selection of facilities. As the traffic volume and speed limit increase, bicyclists and pedestrians need additional separation and space to feel comfortable traveling near motor vehicle traffic. For pedestrians, sidewalks or shared-use path, and separation from the lanes with a grass verge are recommended over the use of shoulders or narrow sidewalks without a grass verge separation. The FHWA Bikeway Selection Guide provides guidance for facility selection type to provide more comfortable facilities for all ages and abilities based on AADT and posted speed limit. In addition, crash history and community desire for all ages and abilities facilities may also drive selection of increasingly protected and separated facilities. Examples of protected and/or separated facilities include, but are not limited to, protected bicycle lanes and shared-use path. Additional resources include the 2022 *Statewide Bicycle and Pedestrian Master Plan*, which provides planning-level guidance for multi-modal infrastructure across the state, and additional planning and design guidance is available in the *KYTC Complete Streets, Roads, and Highways Manual*.



- Notes
- 1 Chan 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 <31k AADT.
 - 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.

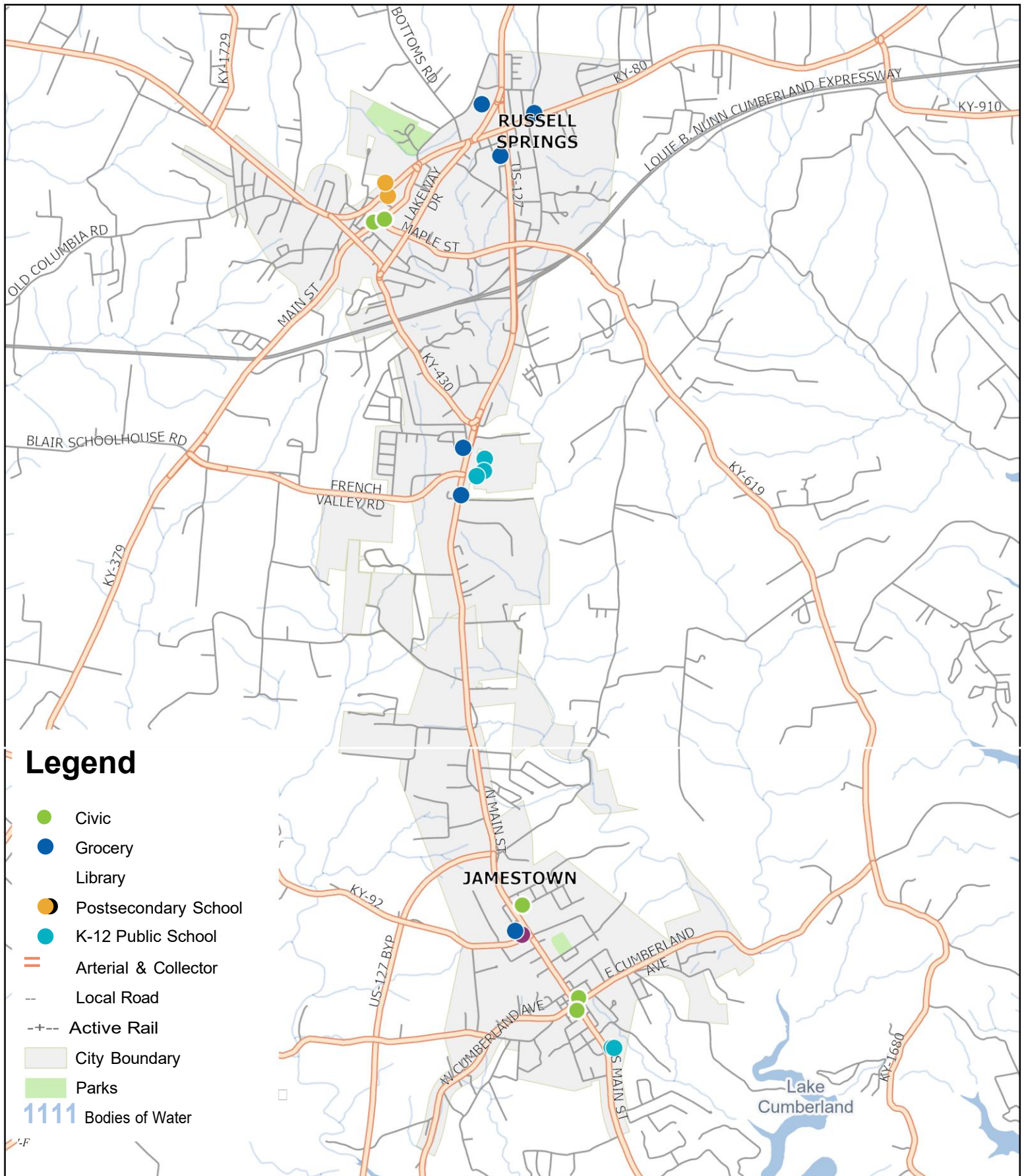
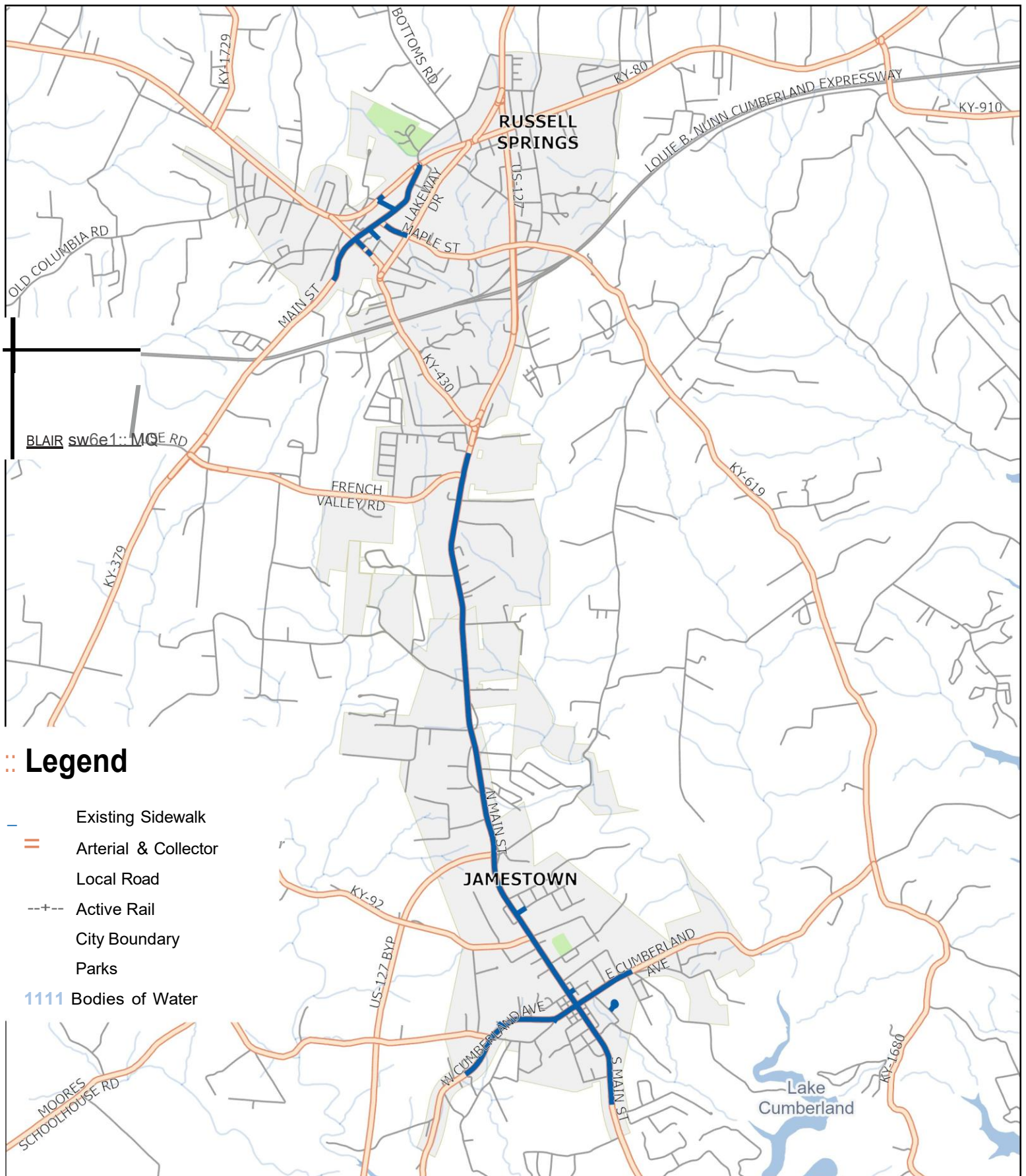


Figure 2.2 Map of bicycle and pedestrian nodes in Jamestown and Russell Springs, KY.

0 0.5
Miles

6
N



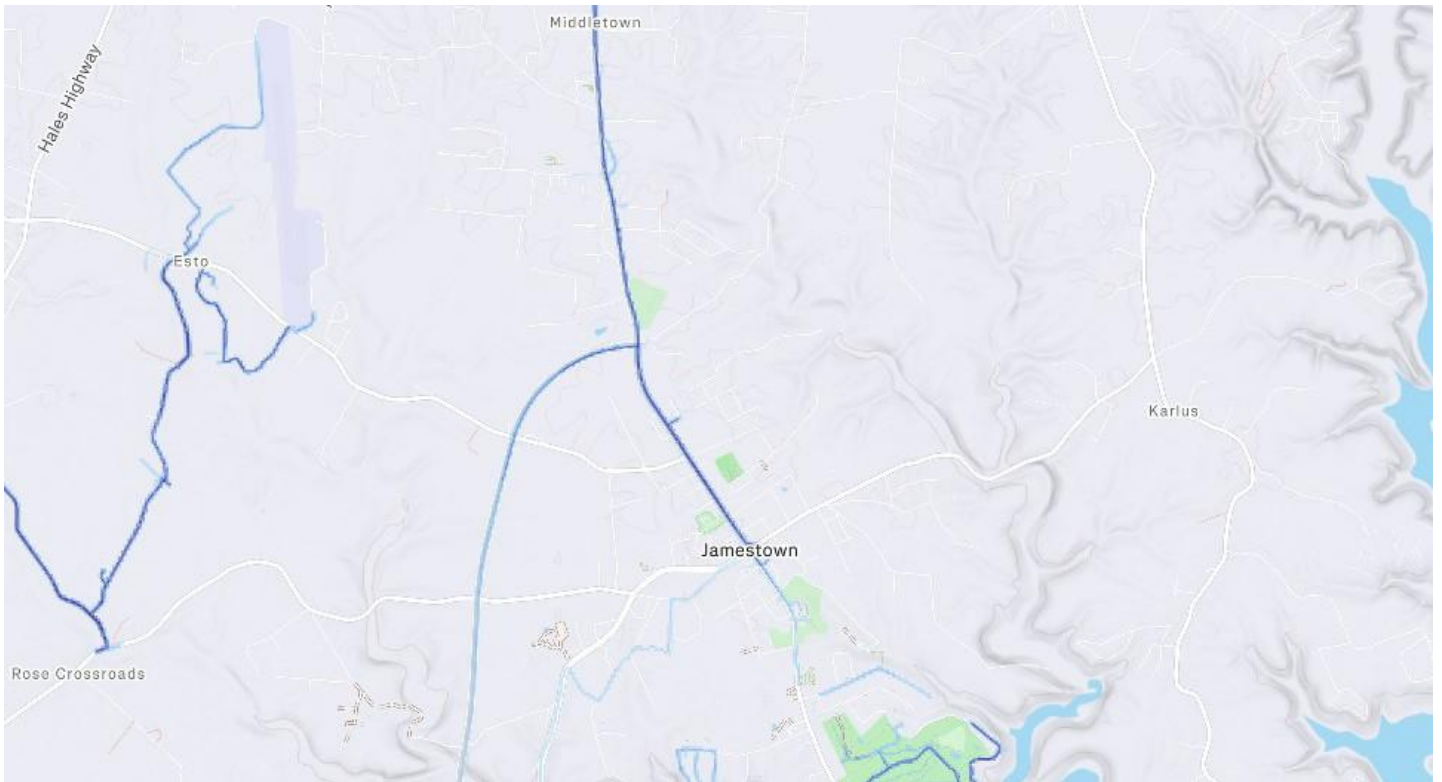


Figure 2.4 Strava heat density map of walking in Jamestown, KY.¹

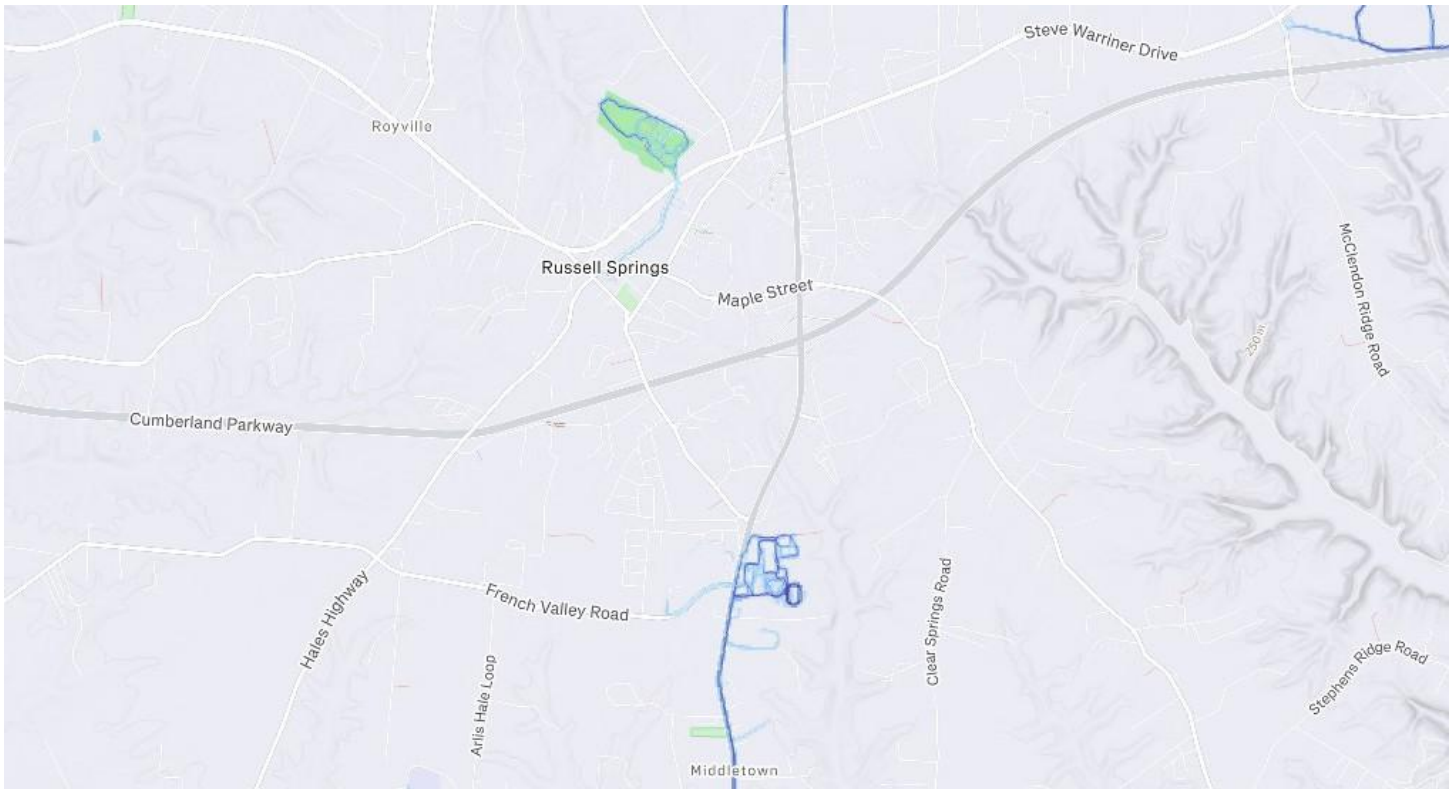


Figure 2.5 Strava heat density map of walking in Russell Springs, KY.¹

1. <https://www.strava.com/>

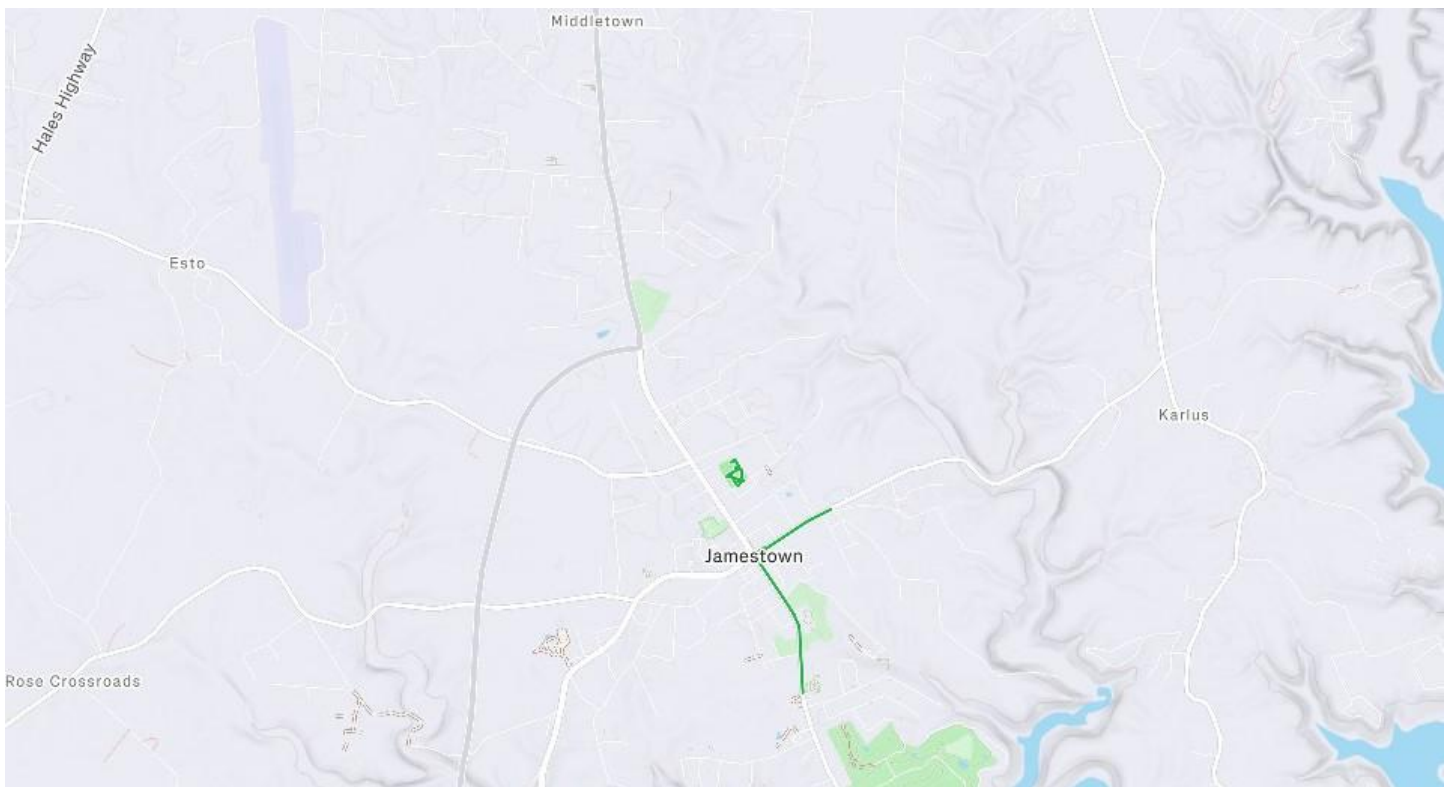


Figure 2.6 Strava heat density map of bicycling in Jamestown, KY.¹

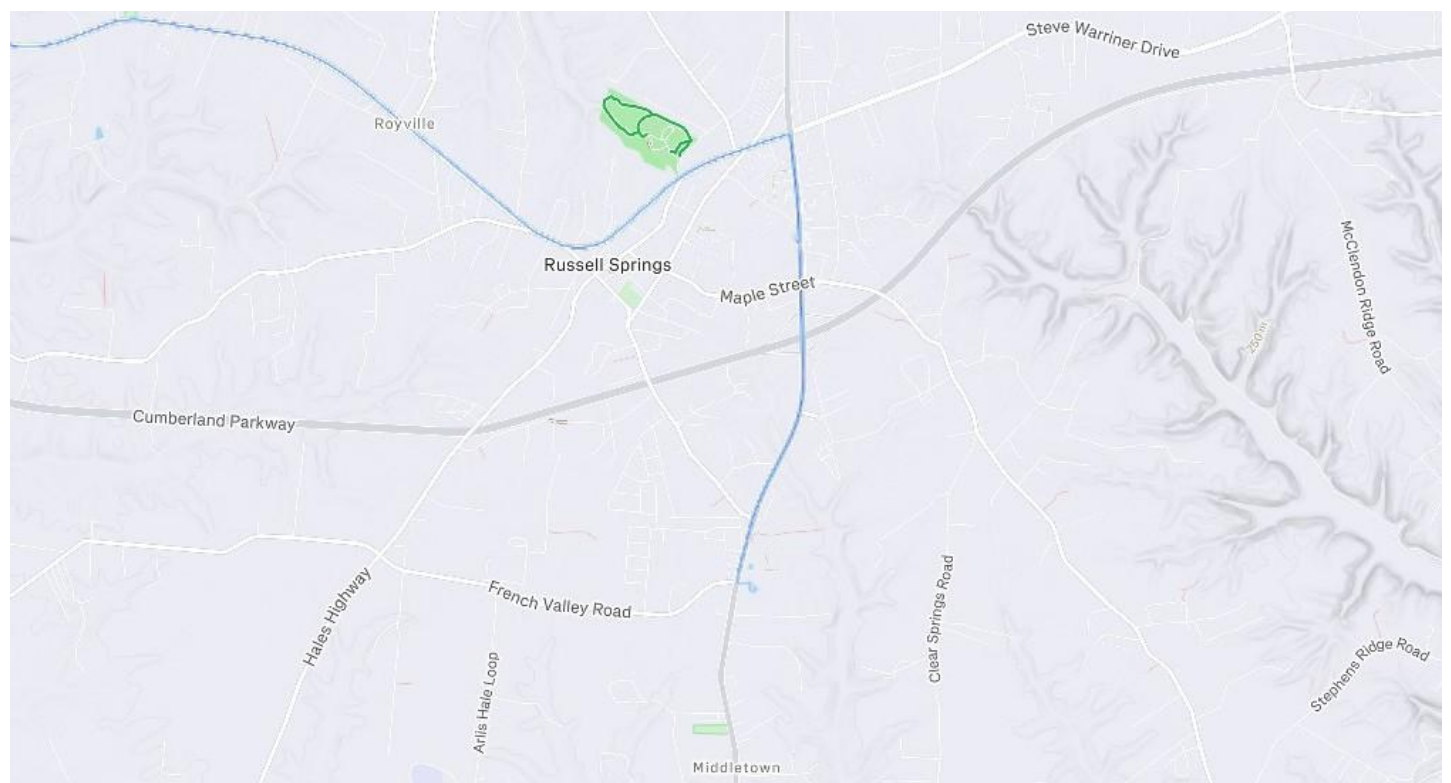


Figure 2.7 Strava heat density map of bicycling in Russell Springs, KY.¹

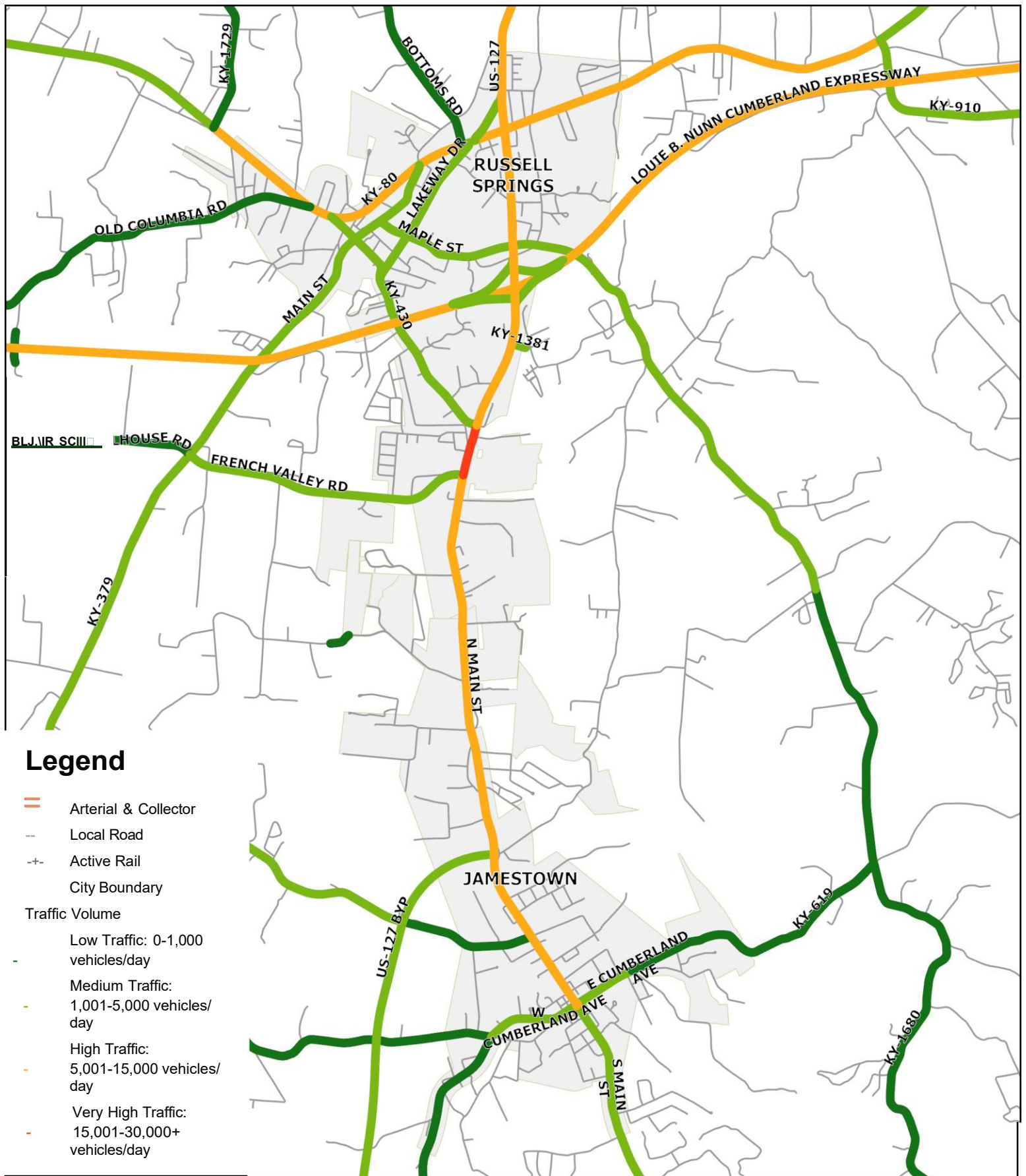


Figure 2.8 Map of Annual Average Daily Traffic (AADT) in Jamestown and Russell Springs, KY.

0 0.5 Miles

D
N

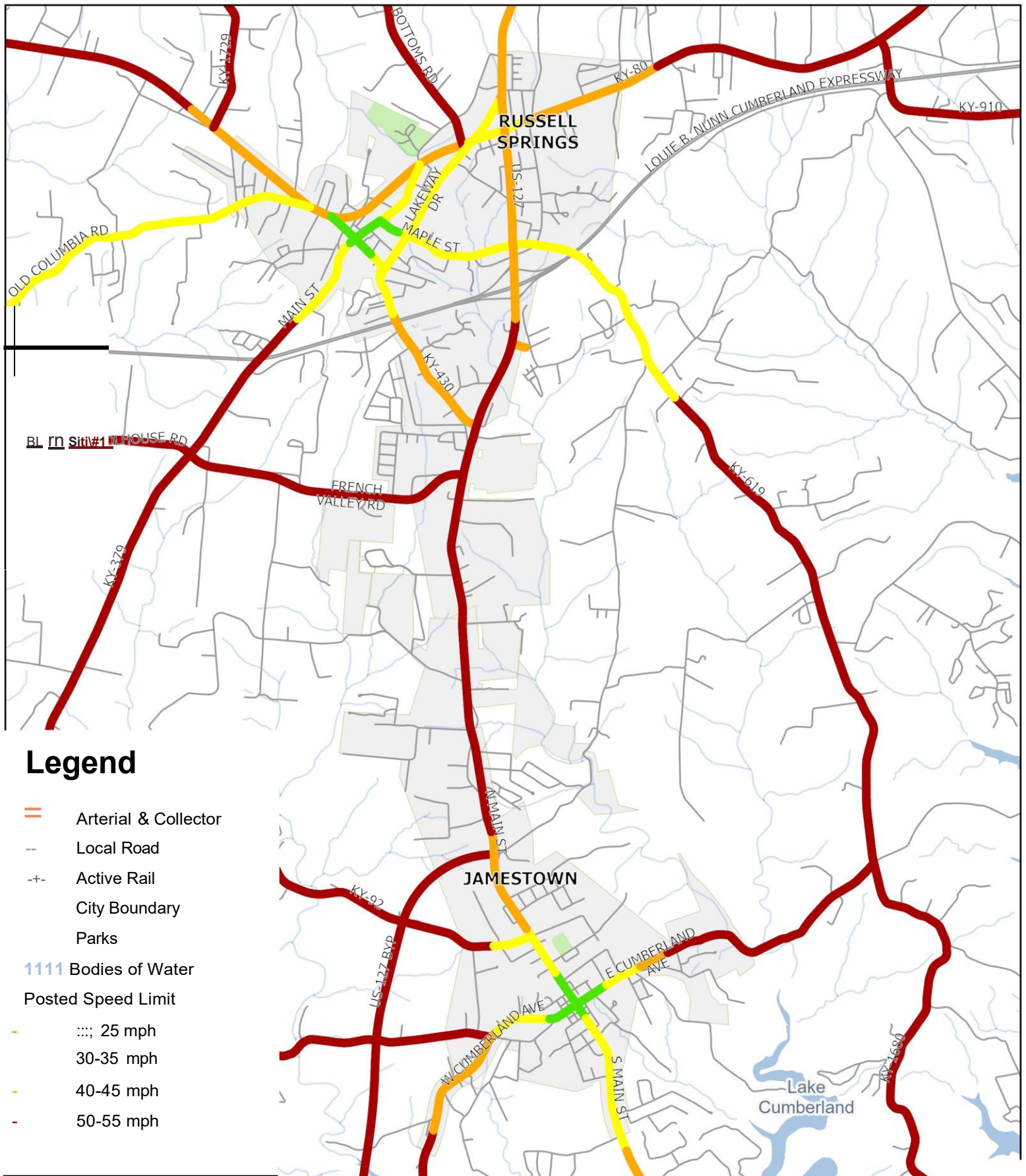


Figure 2.9 Map of posted speed in Jamestown and Russell Springs, KY.

0 0.5
Miles

D
N

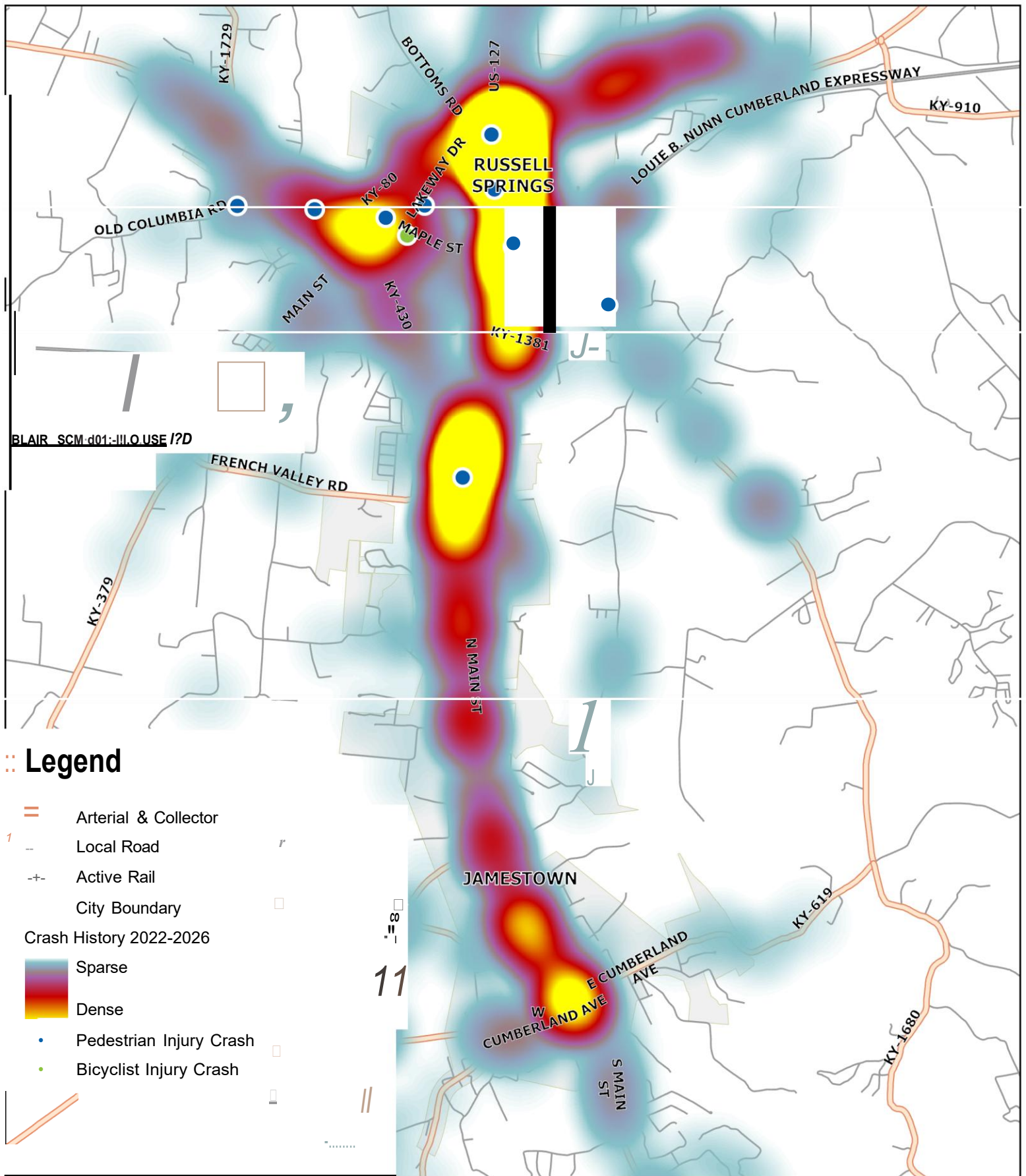


Figure 2.10 Map of posted speed in Jamestown and Russell Springs, KY.

0 0.5 Miles

D
N

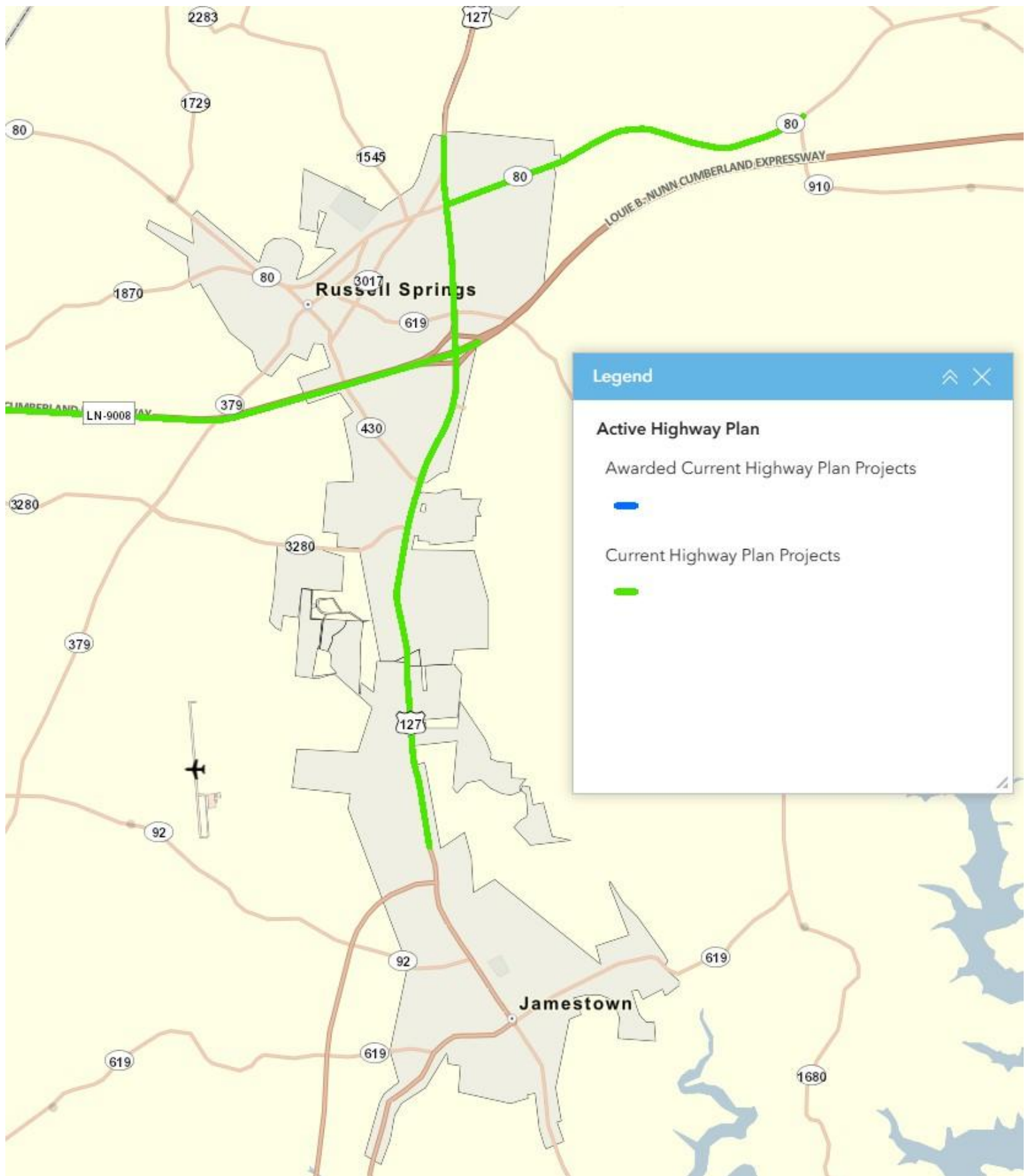


Figure 2.11 Map of 2026 KYTC Active Highway Plan projects in Jamestown and Russell Springs, KY from the online KYTC Active Highway Plan Map.²

CHAPTER 3: Potential Improvements and Recommendations



To support walking in Jamestown and Russell Springs, gaps in sidewalk connectivity should be filled and damaged sidewalks repaired throughout the neighborhoods surrounding downtown. The existing network should be extended into residential neighborhoods and connected to local destinations, along with implementing targeted shared-use paths to support bicycling and walking. Accessible sidewalk and ADA ramps should be placed along with marked crosswalks at major crossings and near schools, local destinations and parks to improve safety while walking. Locations of proposed sidewalks and shared-use path are shown in Figure 3.1 for Jamestown and Figure 3.2 for Russell Springs. At existing crossings, pavement markings and signage should be refreshed and match current best practices. Pedestrian signals may be considered at signalized intersections.

In addition to the local multi-modal network, shared-use path trails, dedicated bicycle facilities, and bicycle storage and repair should be considered. Off-road trails could be considered connecting into and around the marina. However, it is important to note that connecting to the marina will require substantial coordination between KYTC and local agencies to identify feasible routes.

Other recommendations to help support safe walking and bicycling in Jamestown and Russell Springs may include park improvements and roadway and intersection safety improvements. Park improvements beyond trails and sidewalk should consider amenities, aesthetic improvements, and additional park or greenspace features. Roadway improvement projects should consider innovative intersections, such as roundabouts, at multi-leg intersections. Access management, including consolidating entrances to provide adequate spacing between entrances and narrowing entrances to meet standard widths, reduces crashes by reducing exposure to conflict and clarifying driver movement through the entrance.



*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 the identified gaps and network expansion opportunities are identified in Figures 3.5-3.11. Each project page outlines the type of project, limits, and estimated design and construction cost not including potential right-of-way and utility impacts. The specific planning projects are followed by a summary of potential improvements in Figure 3.12.

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

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

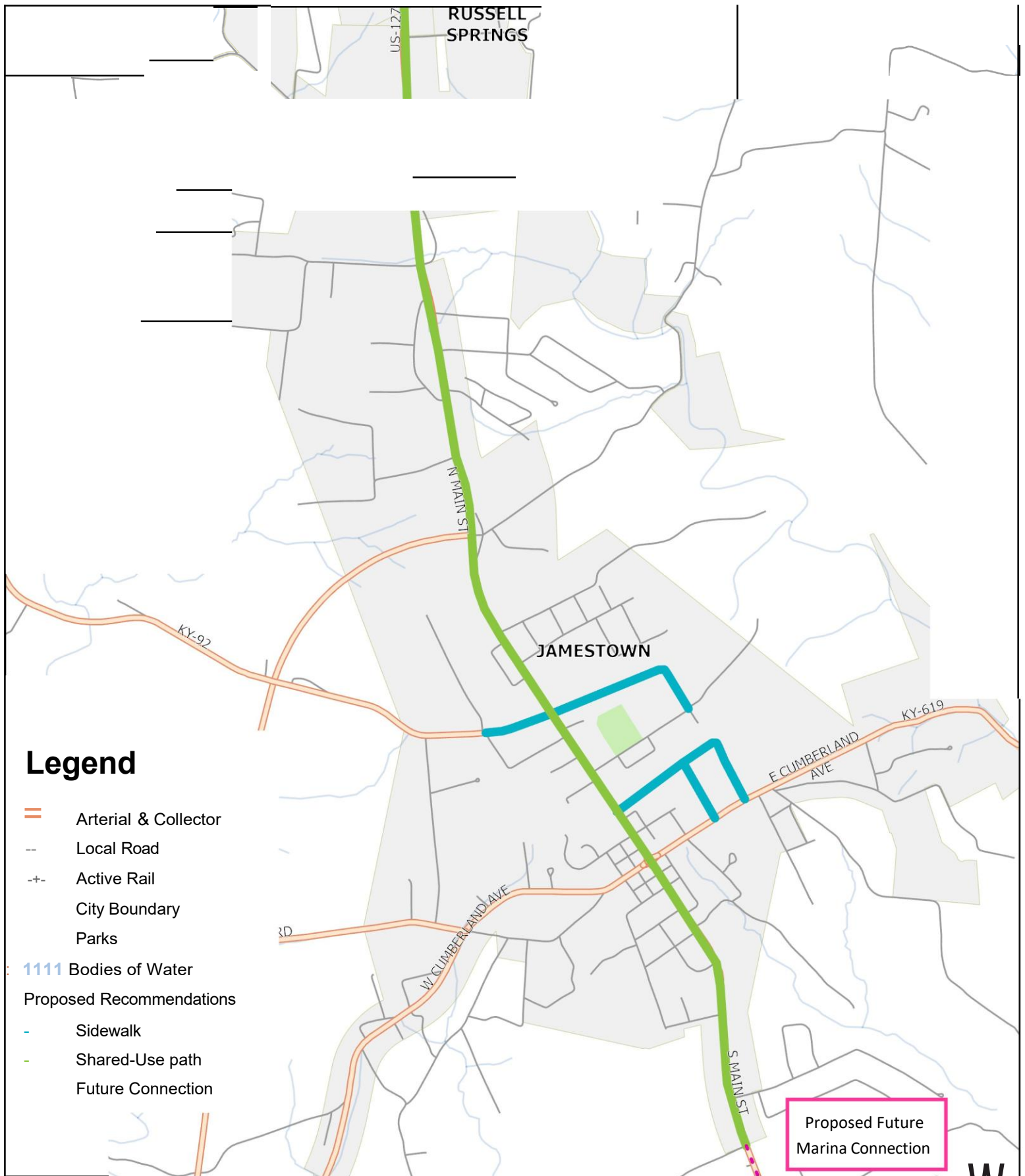


Figure 3.1 Map of proposed recommendations in Jamestown, KY.

0 0.25 0.5
Miles

W
N

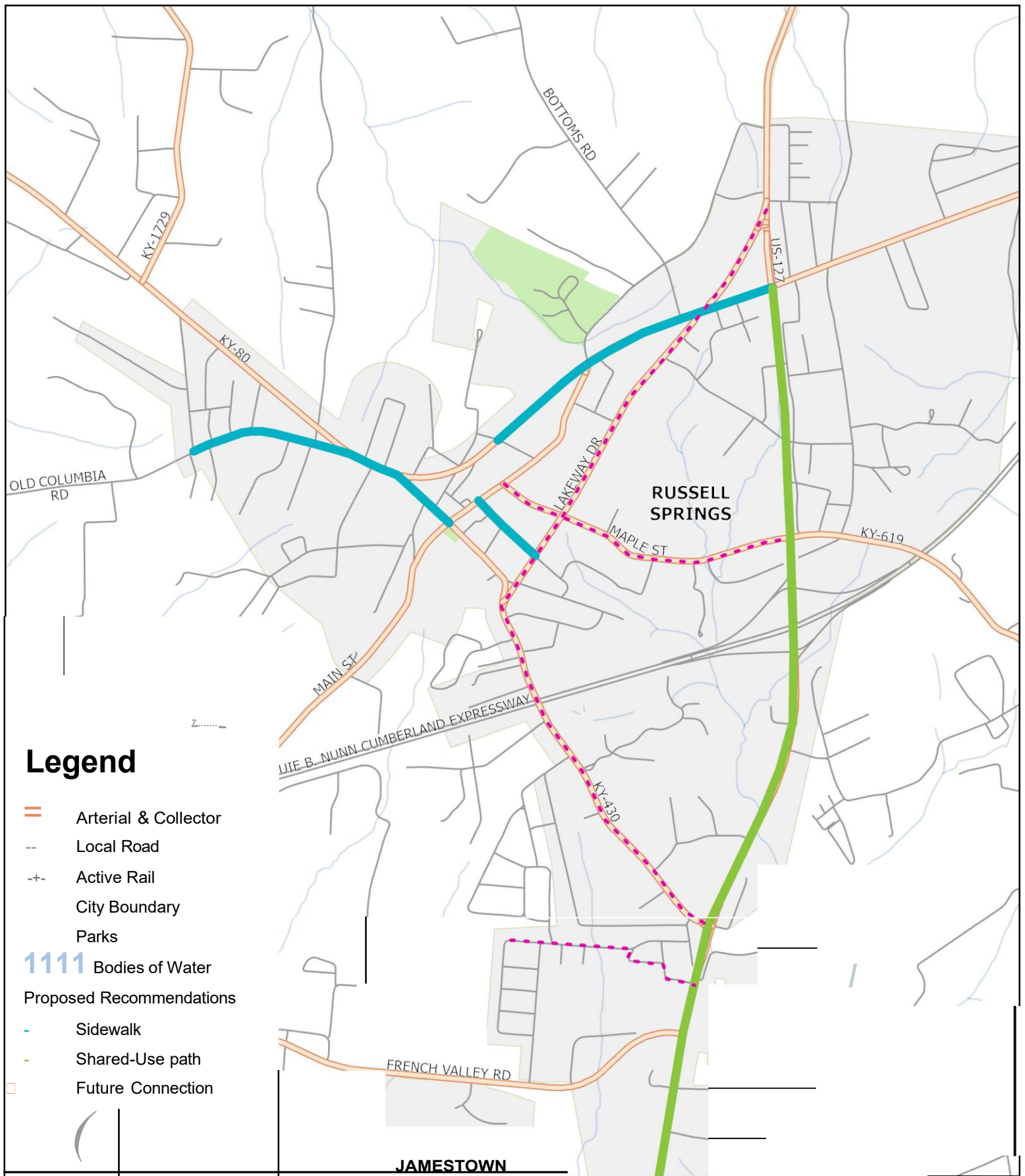
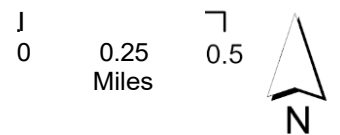


Figure 3.2 Map of proposed recommendations in Russell Springs, KY.



PROJECT TYPES



Sidewalk

Sidewalks are preferred no less than six feet in width, and are considered pedestrian and



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 3.3 US 127/KY 92 Shared-Use Path from Jamestown to Russell Springs

Limits: From Waterworks Road to Foley Drive

Length: 6.80 mi

Description: A shared-use path connecting Jamestown and Russell Springs. Segments of this recommendation overlap with two active KYTC projects: KYTC Item No. 8-156.00 and 8-166.00. Design and construction estimates are not developed for this recommendation as segments may be under active design at the time of this study.

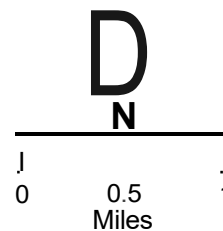
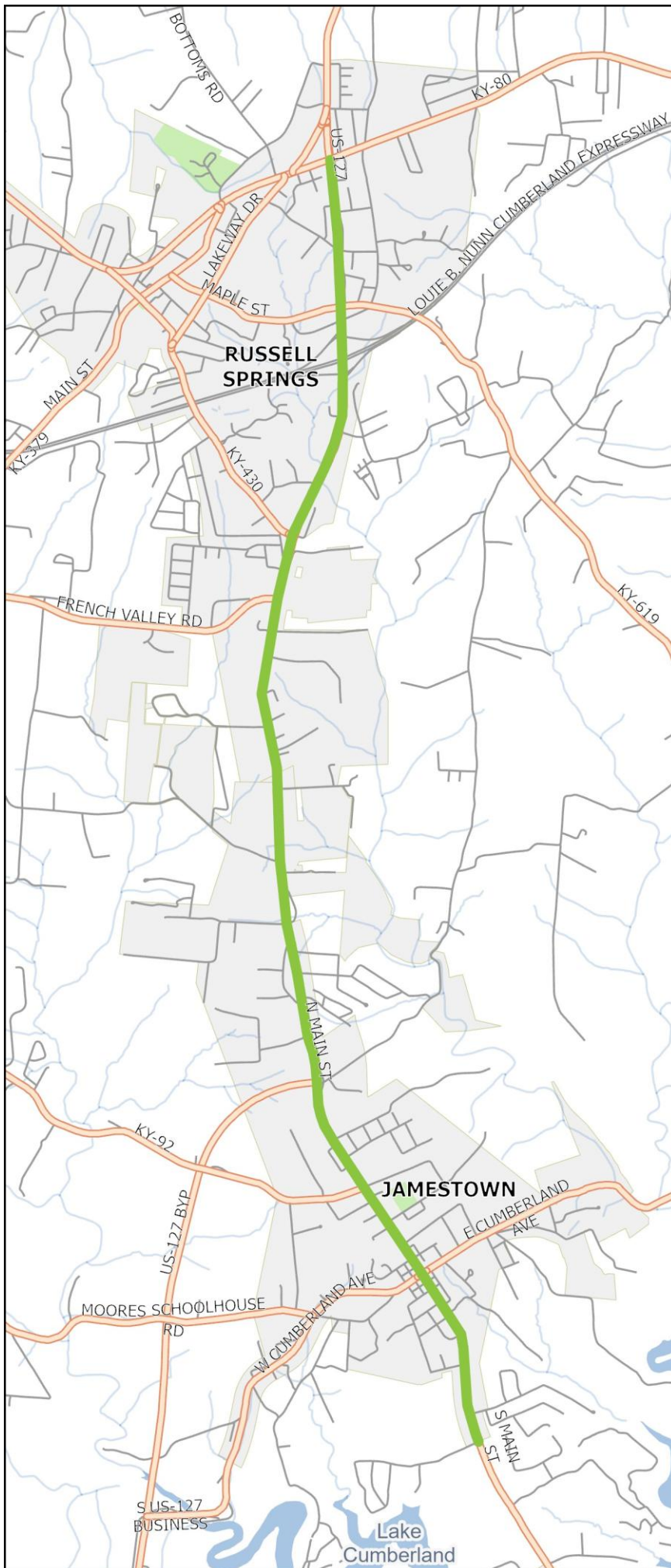
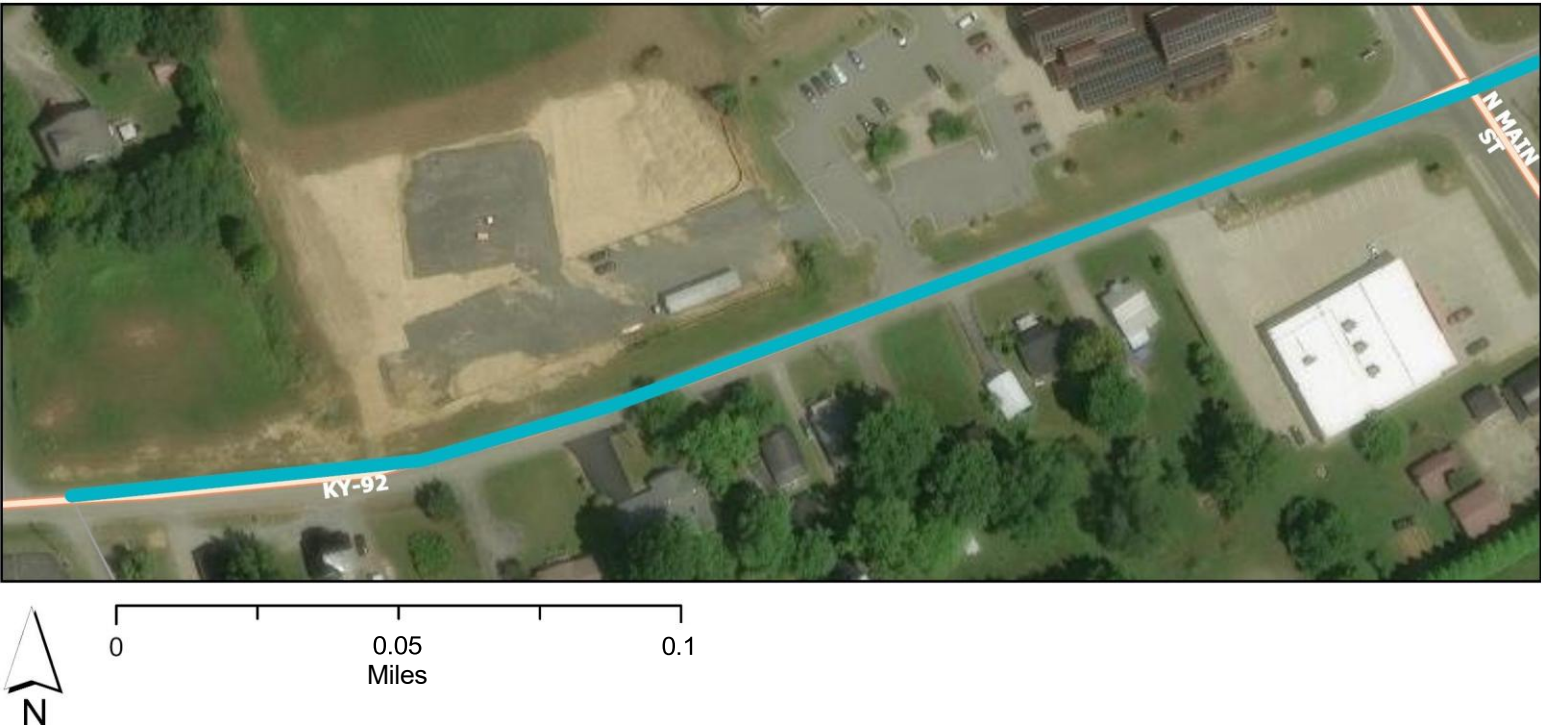


FIGURE 3.4 Esto Road (KY 92) Sidewalks in Jamestown



Limits: From Sims Avenue to N. Main Street (KY 92)

Length: 0.21 mi

Description: Sidewalk on both sides of Esto Road (KY 92) addressing gaps in pedestrian access between Sims Avenue and N. Main Street and connecting to the Russell County Library. Enhanced crossings at intersections including high visibility crosswalks should be considered at **N.** Main Street. Marked crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

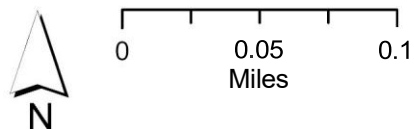
Estimated Design Cost: \$50,000

Estimated Construction Cost: \$480,000



Esto Road (KY 92) at the Russell County Public Library. Photo courtesy of Google.

FIGURE 3.5 Clayton Road Sidewalks in Jamestown



Limits: From E. Main Street to Sparks Avenue

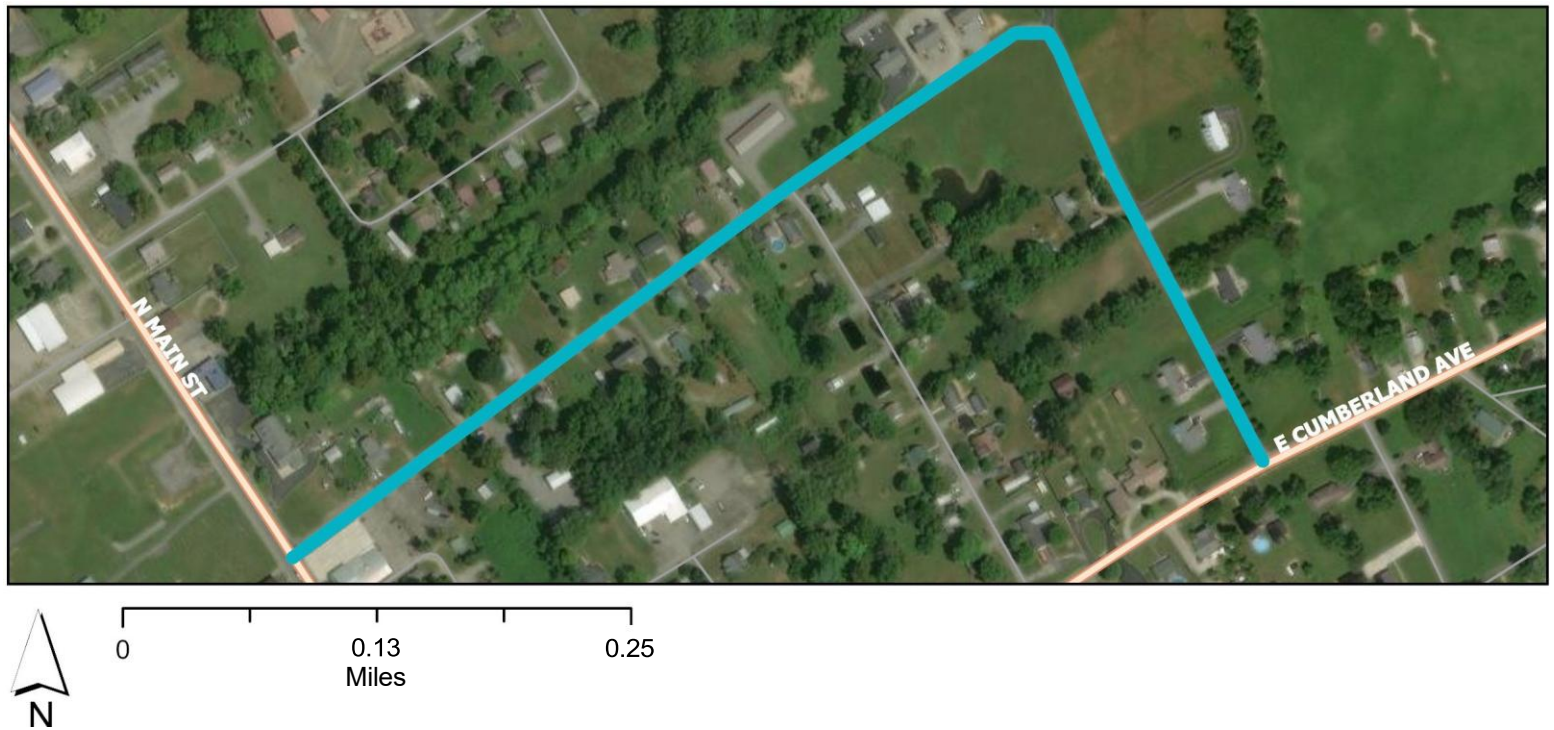
Length: 0.50 mi

Description: Sidewalk on both sides of Clayton Road addressing gaps in pedestrian access between **N.** Main Street and Sparks Avenue. Enhanced crossings at intersections including high visibility crosswalks should be considered at **N.** Main Street. Marked crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$125,000

Estimated Construction Cost: \$1,120,000

FIGURE 3.6 Virginia Avenue/Lucy Lane Sidewalks in Jamestown



Limits: From US 127 to E. Cumberland Avenue

Length: 0.55 mi

Description: Sidewalk on both sides of Virginia Avenue/Lucy Lane addressing gaps in pedestrian access between **N.** Main Street and E. Cumberland Avenue. Enhanced crossings at intersections including high visibility crosswalks should be considered at **N.** Main Street. Marked crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$125,000

Estimated Construction Cost: \$1,240,000



Intersection of Virginia Avenue and N. Main Street, looking south. Photo courtesy of Google.

FIGURE 3.7 Popplewell Street Sidewalks in Jamestown



Limits: From Virginia Avenue/Lucy Lane to E. Cumberland Avenue

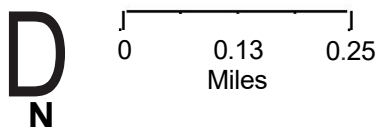
Length: 0.19 mi

Description: Sidewalk on both sides of Popplewell Street addressing gaps in pedestrian access between Virginia Avenue/Lucy Lane and E. Cumberland Avenue. Enhanced crossings at intersections including high visibility crosswalks should be considered at E. Cumberland Avenue. Marked crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$50,000

Estimated Construction Cost: \$426,000

FIGURE 3.8 W. Steve Wariner Drive (KY 80) Sidewalks 1n Russell Springs



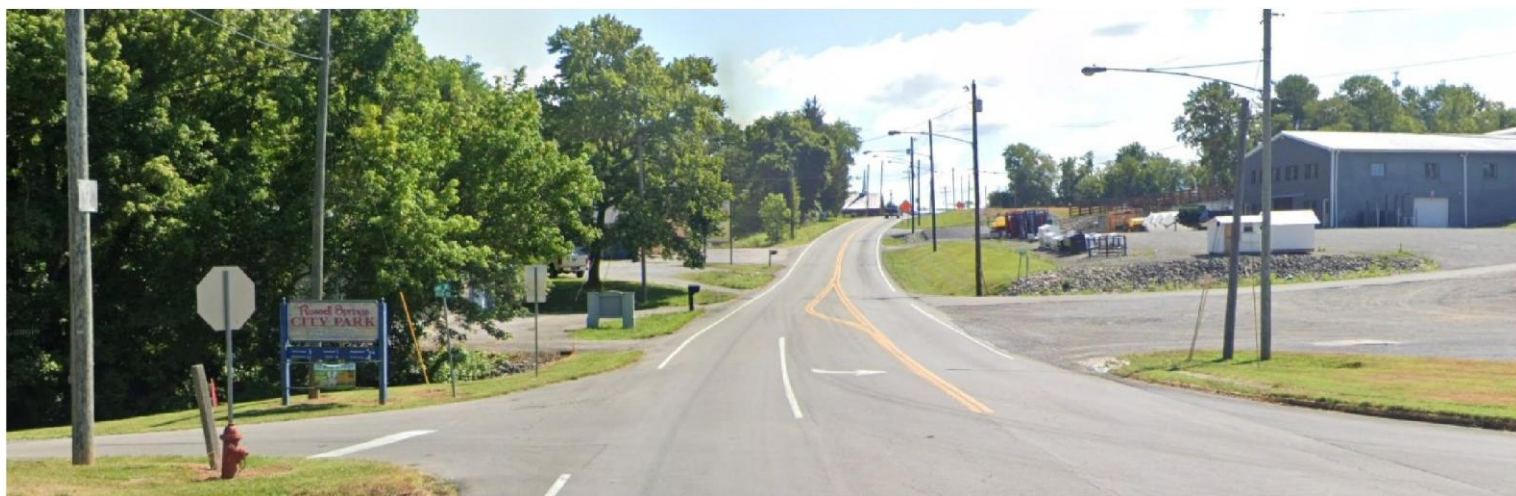
Limits: From College Street to US 127

Length: 0.95 mi

Description: Sidewalk on both sides of W. Steve Wariner Drive (KY 80) addressing gaps in pedestrian access between College Street and US 127 in this key residential and commercial corridor. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Marked crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

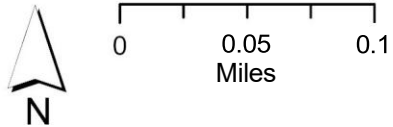
Estimated Design Cost: \$225,000

Estimated Construction Cost: \$2,130,000



Intersection of W. Steve Wariner Drive and Milton Heights, looking east. Photo courtesy of Google.

FIGURE 3.9 Wilson Street Sidewalks in Russell Springs



Limits: From KY 379 to Lakeway Drive

Length: 0.24 mi

Description: Sidewalk on both sides of Wilson Street addressing gaps in pedestrian access between KY 379 and Lakeway Drive. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Marked crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$60,000

Estimated Construction Cost: \$540,000



Midblock crossing on Main Street at the intersection of Wilson Street, looking east. Photo courtesy of Google.

FIGURE 3.10 Old Columbia Road/KY BO/Jamestown Street Sidewalks in Russell Springs



Limits: From Gentry Mill Road to KY 379

Length: 0.85 mi

Description: Sidewalk on both sides of Old Columbia Road/KY 80/Jamestown Street addressing gaps in pedestrian access between Gentry Mill Road and KY 379 and connecting to Chalybeate Park. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings. Marked crossings should be considered at key residential access streets and destinations, and should follow all current best practices established by FHWA.

Estimated Design Cost: \$200,000

Estimated Construction Cost: \$1,910,000



Intersection of Jamestown Street and Main Street, looking southwest into Chalybeate Park. Photo courtesy of Google.

FIGURE 3.11 Future Connections in Jamestown and Russell Springs



Lake Cumberland, photo courtesy of Jamestown, KY. <https://www.myjtky.com/>

Description: Future connections establish the vision for further connectivity within Russell Springs and between Jamestown and the marina. Specific design and construction estimates were not developed for these corridors.

1. In coordination with KYTC and local agencies, perform a feasibility study to evaluate potential routes for a shared-use path from Water Works Road to connect to the marina in Jamestown.
2. As development continues in Russell Springs and the pedestrian network expands, consider sidewalks on Lakeway Drive, Comanche Way, and Maple Street between KY 379 and US 127 to connect residents to area destinations and to the proposed shared-use path on US 127 between Jamestown and Russell Springs.

FIGURE 3.12 Summary of Potential Improvements

Fig.	Location	From	To	Length (Miles)	Potential Improvement	Estimated Design Cost	Estimated Construction Cost
3.4	Esto Road (KY 92)	Sims Avenue	N. Main Street (KY 92)	0.21	Sidewalk	\$ 50,000	\$ 480,000
3.5	Clayton Road	E. Main Street	Sparks Avenue	0.50	Sidewalk	\$ 125,000	\$ 1,120,000
3.6	Virginia Avenue/Lucy Lane	US 127	E. Cumberland Avenue	0.55	Sidewalk	\$ 125,000	\$ 1,240,000
3.7	Poppelwell Street	Virginia Avenue/Lucy Lane	E. Cumberland Avenue	0.19	Sidewalk	\$ 50,000	\$ 426,000
3.8	W. Steve Wariner Drive	College Street	US 127	0.95	Sidewalk	\$ 225,000	\$ 2,130,000
3.9	Wilson Street	KY379	Lakeway Drive	0.24	Sidewalk	\$ 60,000	\$ 540,000
3.10	Old Columbia Road/KY 80/Jamestown Street	Gentry Mill Road	KY 379	0.85	Sidewalk	\$ 200,000	\$ 1,910,000

CHAPTER 4: Implementation Plan



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

Short-Term Implementation

In some instances, lower-cost and relatively short-term installation methods with paint and post may be used to provide interim walking and bicycling facilities. The FHWA *Small Town and Rural Multimodal Networks Guide* is a resource that includes guidance on how to implement safe walking and bicycling in communities like Campbellsville. These short-term installation opportunities may also be combined with roadway maintenance projects like resurfacing and lane reconfigurations to leverage available funding. Installation of bicycle racks are another lower-cost opportunity to support bicycling in 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 Campbellsville. Every year, the Federal Government releases a Notice of Funding Opportunity (NOFO) that details available funding sources, the requirements to pursue funding, and other information. On January 20th, 2022 FHWA released a fact sheet highlighting the Building a Better America program which includes 25 available or soon to be available sources of funding that local governments, with a focus on cities, can compete for directly. Ten of these grant programs are listed as transportation focused, with programs like Rebuilding American Infrastructure Sustainably and Equitably (RAISE), Safe Streets and Roads for All, Reconnecting Communities and more that could be evaluated and potentially pursued for long-term implementation of physical infrastructure improvements.

Funding Opportunities

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

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

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

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

Safe Streets and Roads for All

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

Reconnecting Communities

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

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

APPENDIX A

Public Survey Summary



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.											
Timestamp	What brings you to Jamestown, Russell Springs, 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:
2026/03/17 1:51:50 PM AST	Live in Jamestown	Car (including rides from others)	Bicycle;Golf cart	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking;All	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parks schools and businesses	Jamestown city square is a must	Width of path and access from both sides of 127	It would be nice for it to go down 127 bypass to greasy creek bridge and park that is being developed
2026/03/17 2:27:07 PM AST	Live and work in both cities	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	Jamestown Square to Greasy Creek Park Russell Springs City Park, Businesses on Lakeway Drive (Movie Theater, Roses), Somerset CC, Kroger	YES Monument Square in Jamestown to South 127 to Greasy Creek Park	lack of sidewalk	more sidewalks Sidewalks should primarily go along KY-80, but topography might be an issue. Crossing may also be an issue on KY-80
2026/03/17 2:30:04 PM AST	I work in Russell Springs	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Connecting local destinations, work, or school;Access to parks, recreation, or exercise		If it does not quagmire the right of way process	Sidewalks are disconnected/lead to nowhere	
2026/03/17 5:19:53 PM AST	Resident	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;Supporting businesses/tourism	Workplaces and shopping	Dowell road	Safety	
2026/03/24 12:53:54 PM AST	Live here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	Anywhere	N/a	Safety , lack of sidewalks or gaps in network	N/a
2026/03/24 12:59:21 PM AST	Live and work 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	Herriford Curve Rd north to Russell Co High School		Traffic Safety.	
2026/03/24 1:00:33 PM AST	Live in Russell Springs, work in Jamestown	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety	General route areas, work, recreation,	Lakeway Drive, and Mai streets of both cities	Vehicle traffic, most motorists do not have patience with the slower bikes a d foot traffic	Making sure they are well light for safety
2026/03/24 1:04:42 PM AST	Live	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	Parks	Yes	Accessibility	Nature trails needed
2026/03/24 1:09:15 PM AST	Live here. Local.	Car (including rides from others);Walking	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;Supporting businesses/tourism	Parks and Main Street	Connect to the gas stations and add safety features	Itâ€™s safety issues being alone.	
2026/03/24 1:11:01 PM AST	Live, work, & church here	Car (including rides from others)	Walking	Slightly Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Northridge shopping center, key village shopping, park to Main Street, Lakeway drive to 127 south towards Jamestown (connecting to the existing sidewalk on 127 and bonus-defers foot traffic on 127)	127 to main street by using Lakeway drive or maple street from 127.	Lack of sidewalks along Lakeway drive making it unsafe. Thereâ€™s a lot of recent foot traffic that make it dangerous for drivers and pedestrians	
2026/03/24 1:12:09 PM AST	Raised here	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;Supporting businesses/tourism	Russel springs to Jamestown. All of Lakeway drive. Connecting the two parks. Also a sidewalk to greasy Creek.	I don't know what the shared orange path would entail?	Lack of sidewalks. Many people walk through my yard on Lakeway. There are dozens of everyday pedestrians.	
2026/03/24 1:46:28 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Slightly 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;Inclusion for people who may not be able to walk but have wheelchairs or mobility scooters that would like side walks to enjoy	Schools , stores / shopping areas , hospital , parks , restaurants , heavy populated areas like near apartments	Yes, I would also like to see areas in Russell springs like McDonaldâ€™s/ Kroger areas , maple street and lakeway drive , as well as down hwy 80 a little	Traffic safety , lack of sidewalks, thereâ€™s also not a lot of crosswalks either	
2026/03/24 1:59:43 PM AST	Live and work here.	Car (including rides from others)	Walking	Neutral	Somewhat Important	Sidewalks;Paved shared use path for both walking and biking	Connecting local destinations, work, or school	Parks and cities		Accessibility issues	
2026/03/24 2:04:57 PM AST	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 school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parks, shopping, restaurants	Yes, interested in Jamestown walkability mostly	Lack of places to walk to. More foot traffic would bring more business and recreation.	Make sure itâ€™s well lit after dark.
2026/03/24 2:27:53 PM AST	Live and work here.	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism;Supporting healthier Russell Countians.	North Ridge Shopping center and key village, RS city park.		Lack of sidewalks in Russell Springs.	



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

Timestamp	What brings you to Jamestown, Russell Springs, 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.	A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.	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:
2026/03/24 2:29:19 PM AST	Live here, work here, love life 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	Parks, schools, library		Lack of sidewalks and safety	
2026/03/24 2:44:09 PM AST	I live in Jamestown.	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	Neighborhoods. I don't feel safe taking walks in my own neighborhood because I have two young children, one requires a stroller , walking in the street where vehicles always go over the speed limit.	I live off the 619 close to the square. I'd like to walk up to the square.	Lack of sidewalk and dangerous drivers.	
2026/03/24 2:44:42 PM AST	Live in RS but work in Jamestown	Car (including rides from others)	Car (including rides from others);Bicycle	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety	A safe path between RS and Jamestown along Highway 127		Lack of safe paths along highway 80 to get go highway 127	
2026/03/24 2:45:10 PM AST	Live and work	Car (including rides from others);Walking	Car (including rides from others);Walking	Extremely Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise			Sidewalk is old a cracked and been needing repaired for 10 yrs or more.	
2026/03/24 2:52:19 PM AST	I 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	I would like to see something along the lake and on Bernard Ridge.	Half Acre Rd, S Hwy 619	Only sidewalk is on 127, dogs are loose everywhere in the county.	The entire county should have a leash law
2026/03/24 2:54:03 PM AST	Live and work here. Go to church. All of the above	Car (including rides from others);Walking	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	Unsure		Lack of places to bike to	
2026/03/24 3:01:50 PM AST	I have grown up here and am raising my children here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Stores local convenience grocery pharmacy	All the way from Jamestown to RussellSprings more and more are having to use bicycles or there own feet to make it to places appointments and what not it would so.much safer for those that have to use this type of transportation to arrive the way they left there place safely	Hardly any sidewalks especially in town in Russell springs cause that's where I live I hardly ever go to Jamestown unless I have to. Without sidewalks it's really unsafe people will run over you they don't care that you have to walk or ride a bicycle they do not look out for those having to transport this way e	More sidewalks in Russell springs it would majorly help those that have to use this type or transportation and be alot safer for those especially if you have children
2026/03/24 3:09:48 PM AST	Live here	Car (including rides from others)	Bicycle	Very Interested	Somewhat Important	Bikeways	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Russell Springs City Park, Kendall Park		Traffic safety and distance to destinations	
2026/03/24 3:16:00 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Walking;Bicycle	Very Interested	Somewhat Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Park	None	Lack of side walks	None
2026/03/24 3:26:33 PM AST	Live and work here	Car (including rides from others)	Walking	Very Interested	Somewhat Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Key Village, Northridge Shopping Center, Russell Springs Elementary, Jamestown Square		Lack of sidewalks and traffic safety issues	



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

Timestamp	What brings you to Jamestown, Russell Springs, 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.	A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.	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:
2026/03/24 3:29:37 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Running	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Supporting businesses/tourism	Jamestown Square to Main Street Russell Springs via Lakeway Drive	There needs to be a way to connect from 127 to main Street in Russell Springs. Any on foot or cycling is dangerous when attempting to do so, whether it's from lakeway drive or via maple street, Russell Springs. I would also love to see a bike/walk path on 379 from main street to the intersection of 92.	Lack of sidewalks/shoulders in high traffic areas. The sidewalks that are currently along 127 are dangerous (broken and uneven) and running off of the sidewalk presents itself as dangerous as the shoulder isn't wide enough to stay away from oncoming traffic (when running)	I am a runner. I live in the Esto community and currently run around my house on Oaks road and Arlis Hale Road safely. French Valley is another safe road to run on because of the wide shoulders, but I would love to be able to connect from 127 to Main Street in Russell Springs, which then connects me to the city park. I have run Lakeway in the past from 127 to main street, but unless done early, it is very dangerous and scary at times. There is also just a general lack of how to treat pedestrians while running. The run from Jamestown Square to Russell Springs is around 5-6 miles and is a perfect mid-level run. Not to mention if someone worked in Russell Springs and lived in Jamestown, this would be an easy trek on a bike. Also, if there is a panel of folks to help improve this project, I know several people that would give valuable input.
2026/03/24 3:35:15 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Walking;Bicycle	Extremely Interested	Somewhat Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	All through town from business to business and to the parks Both sides of the roads. The sides of the Hwys.I see people walking to and from work after dark on 127 all the time. I see walkers and runners after dark on 127. Some young people doing training.	Why not	Lack of sidewalks	Benches along the sidewalks for rest spots.
2026/03/24 3:36:35 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Walking	Slightly Interested	Somewhat Important	Sidewalks	Safety;Access to parks, recreation, or exercise	City parks, schools	Square in Jamestown	Lack of sidewalks on side streets, traffic safety, safety in general	Make sure they are all lit well!
2026/03/24 3:38:29 PM AST	Live and work in Russell springs	Car (including rides from others);Walking	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 feel sidewalks would benefit some of the neighborhood also in parks and close to the schools	I think adding a side walk and bike lane all down 127 would be great so many people walk or ride a bike to get to work or school or even going to the store and getting a side walk or bike lane will prevent them from walking in the grass and getting ticks or other bites from the grass areas	Lack of sidewalks	No relation to bikes or walking but I feel like we need some traffic light put up at lake way drive and also five star
2026/03/24 3:49:51 PM AST	Live here	Car (including rides from others);Bicycle	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	Kroger, city park in Russell springs, areas south of the city of Jamestown and north of the city of Russell Springs.	YES!	Traffic and the lack of respect for cyclers. My sister and brother in law have both been hit by cars in Russell county., while cycling and they are veterans to the sport. Both are national champions in the cycling world. Motorists, in general, have no respect for cyclist here. Iâ€™d rather ride in rush hour traffic in Phoenix, AZ., which Iâ€™ve done many times, than in our area.	Educate motorists!
2026/03/24 4:01:39 PM AST	Live	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;Supporting businesses/tourism	I love that idea. Husband and I have been 127 talking about it	Safety for running, especially around peoples houses with dogs, lighting in the morning/evening hours	Husband bikes and I run we would love to see something more attune to that. Especially a safe path for children to join	
2026/03/24 4:05:28 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	Parks	Any	Lack of sidewalks	



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

Timestamp	What brings you to Jamestown, Russell Springs, 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.	A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.	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:
2026/03/24 4:06:13 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;Access to parks, recreation, or exercise	The towns of Jamestown and Russell Springs	Iâ€™d like to see a route north of Russell Springs to the Old Key Village are to Aoth of Jamestown the Greasy Creek Bridge or to Hwy 55.	What makes it hard are very few options for running/ walking locations, sidewalks are in terrible condition and grass grown over sidewalks. Shoulders of roadways are at times very trashy.	More signage on sharing the road with runners and cyclists. Fix dangerous uneven sidewalks that currently exist between towns.
2026/03/24 4:07:39 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;Supporting businesses/tourism	Schools	Yes	Lack of sidewalks and sidewalks needing repair	
2026/03/24 4:07:53 PM AST	Live here, work here, siblingsâ€™ school activities, running, church	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		I support and encourage it to go all the way to Russell Springs Elementary School. From Main Street Lakewaydrive, to 127	I live outside if city limits and donâ€™t have a good place to run so I come into town to run with friends but there arenâ€™t many places to run in order to get good distance when training for longer events.	Better walking areas in the Russell Springs City Park. It is scary going through the woods and being that far away from the other people at the park. I usually go with my friend but we could quickly get kidnapped and no one would know because it is so far out.
2026/03/24 4:19:42 PM AST	I live here. Been in Russell County all my life	Car (including rides from others)	Car (including rides from others);Bicycle	Neutral	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Supporting businesses/tourism	From Jamestown to Russell Springs and all the shopping centers	connections	Lack of sidewalks	
2026/03/24 4:22:08 PM AST	Live and work here	Car (including rides from others)	Car (including rides from others)	Slightly Interested	Somewhat Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Parks	Yes	I in rural Russell County	
2026/03/24 4:22:10 PM AST	Live, work, school, church	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	Parks, schools	None! Money should be spent on more important projects.	I live in country	Leave it as is
2026/03/24 4:23:24 PM AST	Live here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety	City to city and then to the parks in both cities	Yes	Sidewalks in bad shape	Dedicated space
2026/03/24 4:34:24 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	Key Village, All schools, Restaurants Connecting the square in Jamestown and the Marina, but also the High School and into Russell Springs.		traffic safety	
2026/03/24 4:36:21 PM AST	Visit family.	Car (including rides from others)	Walking;Bicycle	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise		Yes. Connecting it into town (Kroger area) would make sense.	Lack of sidewalks and the conditions of the sidewalks.	I enjoy running on the sidewalks when I visit, but a type of shared path would be very nice for locals and visitors alike!
2026/03/24 4:46:47 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;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Shopping Parks Community		Lack of side walks	
2026/03/24 4:48:39 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	Would be extremely nice to have a safe place to walk for exercise without the fear of getting run over. I don't specifically care what it connects. Jamestown park to Russell springs park, marina to marina, Jamestown square to downtown Russell springs! If the path came to the square Reel Java would put in a bike rack for use!	Yes, but go-ahead and connect it to Kroger's shopping center and the Square in Jamestown.	Safety, lack of sidewalks.	
2026/03/24 4:53:51 PM AST	Live & own two businesses in the county	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		Yes! Would love to have it come to the square!	Lack of connection, having to always switch sides of the street for safety & repairs needing to be done	If we had a long enough path it would be so fun for the county to put on a marathon or triathlon
2026/03/24 5:06:13 PM AST	Live here	Car (including rides from others);Walking	Walking;Running	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Jamestown to Russell Springs		Damaged sidewalks or lack of	None
2026/03/24 5:14:42 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Would be great to see a little more public transit thatâ€™s not like h and h	Very Interested	Somewhat Important	Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school	In Jamestown, also all on Lakeway drive through like the fairgrounds		N/a	No but need to be aware of loose dogs. Lots of people here still have dogs free ranging
2026/03/24 5:19:39 PM AST	Live here	Car (including rides from others);Run	Walking;Bicycle;Run	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	Walking paths at each elementary school.		Lack of sidewalks, traffic, dogs, safety	



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

Timestamp	What brings you to Jamestown, Russell Springs, 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.	A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.	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:
2026/03/24 5:20:52 PM AST	Live, work and go to church here.	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	I would love to see cites of Russell spring and Jamestown connected better as well as around the parks. A nice place to develop more paths would be at Kendall park for the campers as well.	I like that path and maybe could include Lakeway drive to make a loop.	Safe areas and lighting	
2026/03/24 5:21:37 PM AST	We live and work here.	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety	Just some safe areas for walking or rinning	Yes I support this!	Not enough sidewalks in good condition to run	
2026/03/24 5:43:28 PM AST	I live here	Car (including rides from others)	Car (including rides from others);Walking;Bicycle;Running	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	127 North of Russell Springs to Jamestown City Square	From North Limits of Russell Springs to the City Square in Jamestown	Lack of sidewalks / sidewalks in need of repair / traffic	Repair existing sidewalks / extend sidewalks in areas they do not exist / create bike paths
2026/03/24 5:48:49 PM AST	Live and work here	Car (including rides from others)	Bicycle;Running	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	Russell Springs City Park and Jamestown Square	Lakeway Drive to Russell Springs City Park	Traffic safety and damaged sidewalks	
2026/03/24 5:55:01 PM AST	Live in Jamestown	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	Jamestown Square to Downtown Russell Springs	Just Jamestown to Russell Springs , be nice if it lead to downtown Russell springs	Maybe a bike path on one side and the sidewalks on other	Better lighting from Jamestown Square to Downtown Russell Springs
2026/03/24 6:02:31 PM AST	Live	Car (including rides from others)	Walking	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	Stores		N/a	
2026/03/24 6:05:45 PM AST	My home	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Connect Russell Springs and Jamestown		No sidewalk	
2026/03/24 6:08:59 PM AST	Live	Car (including rides from others)	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	Parks, shopping and schools	Up and down 80 in Russell springs	Lack of sidewalks, traffic safety and accessibility issues	
2026/03/24 6:20:02 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Extremely Interested	Very Important	Sidewalks	Safety	My primary interest would be for safe walking/running. Connecting to a park could be nice.	Yes, I support.	Cracked sidewalks	
2026/03/24 6:21:25 PM AST	live here	Car (including rides from others);Walking;Bicycle	Car (including rides from others);Walking;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	park, shopping areas, churches	I support	safety i feel as if there isn't really a designated area to walk or ride a bike	
2026/03/24 6:27:03 PM AST	Live in RC	Car (including rides from others)	Walking;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	Connect Jamestown and russell springs through this shared use path	Yes. Continue it on 127 down through Russell Springs and beyond	Sidewalk doesn't go as far as I want to run/walk. Sidewalk is not level in many spots. We end up running 127 in the emergency lane which is not safe	
2026/03/24 6:27:11 PM AST	Live in Russell Springs	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	Parks , shopping areas (plaza) for food,grocery's.	I am highly supportive of this. I would also like to see a lot more sidewalks in the future that provides easier access to the stores, parks, clothing stores in Russell springs/Jamestown. It would make it a lot easier and safer for people who may want to walk (or bike) more for exercise or people without vehicles.	Lack of sidewalks. It is difficult for people who may want to walk more for exercise or people without vehicles to get to stores or even just the park without having to walk near the roads which is not safe for anyone.	Just more sidewalks and adding bike lanes for people who would prefer to bike.
2026/03/24 6:36:16 PM AST	We don't want bike lanes.	Car (including rides from others)	Car (including rides from others)	Slightly Interested	Somewhat Important	Sidewalks	Access to parks, recreation, or exercise	Shopping. We don't want bike lanes.	We don't want bike lanes.	Traffic too close. We don't want bike lanes.	No to bike lanes.
2026/03/24 6:46:43 PM AST	Marriage, work, church	Car (including rides from others)	Car (including rides from others);Bicycle;Running	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	As a runner in the community I'd love to see more paths in downtown Russell springs.	I do support this	Traffic safety, lack of paths	Thanks for expanding the infrastructure of our community. It's greatly appreciated.
2026/03/24 6:56:12 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Very Interested	Somewhat Important	Sidewalks	Safety	Businesses		Traffic safety	Just sidewalks in general



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

Timestamp	What brings you to Jamestown, Russell Springs, 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.	A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.	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:
2026/03/24 6:57:44 PM AST	Work	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;Stroller safe...no hills like russell springs park	Parks or nature walks		Sidewalks are small for strollers. Russell springs park is not stroller friendly it's very dangerous with the huge hills. One slip or trip and a stroller would go sailing down a hill. There are not any trails hardly. I would like to see some nature walk trails put in.	Have some trails off the main road away from traffic. A lot of people enjoy nature walking.
2026/03/24 7:23:09 PM AST	Live and work here	Car (including rides from others)	Walking;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	Russell Springs and Jamestown City Parks, RCHS/RCMS campus, RSES, JES	Yes, I support expanding the path	Lack of sidewalks, maintenance of current sidewalks, narrow road shoulders, no marked bike areas	Community buy-in for sharing the road and traffic safety!
2026/03/24 7:26:17 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	Both city parks, the square	Yes	Lack of safe sidewalks	No
2026/03/24 7:26:59 PM AST	I live here	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Somewhat Important	Paved shared use path for both walking and biking	Connecting local destinations, work, or school;Access to parks, recreation, or exercise	Mainstreet, maple street, lakeway drive, and similiar roads that connect in the "heart" of russell springs.	N/A	Lack of sidewalks	
2026/03/24 7:36:59 PM AST	Live here, kids attend school here, family attends church 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;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parks, schools, shopping	Yes	Lack of sidewalks, traffic	
2026/03/24 7:43:00 PM AST	I live 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	Giovanni's, Jamestown City Park, Dollar General Market	Jamestown. Down north main street (from the square to dollar general)	Poor quality sidewalks. Make walking with a stroller a very bumpy task	N/A
2026/03/24 7:52:36 PM AST	Live	Car (including rides from others)	Walking	Slightly Interested	Somewhat Important	Paved shared use path for both walking and biking	Supporting businesses/tourism	I don't know	No kids don't ride bikes like they use to.	Nothing	We need to fix the traffic at 2:30 in front of high school. Someone is going to get hurt.
2026/03/24 7:54:15 PM AST	Live here	Car (including rides from others);Bicycle	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	Workplace, shopping, restaurants, or just simple recreational use		Sideways	
2026/03/24 8:00:25 PM AST	Live here	Car (including rides from others)	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	Sidewalk from Main Street RS area to Kroger Sidewalk all the way from Jamestown square to Kroger area		Lack of sidewalks	
2026/03/24 8:01:34 PM AST	Live in Jamestown since 2022 ; Holy Spirit Catholic Church in Jamestown	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	Jamestown Square, Jamestown Park , Russell Springs City Park	I would support this if , and only if , the pedestrian/bicycle path was wide and made safer via curbs and signage . Also handicap accessible.	Right now, there is no connection from my neighborhood (by the airport) to 127.	It would be great if a designated parking area was hooked up to the pedestrian/bicycle path. Thus, you could drive to the parking lot, unload your bike(s) and start on the trail.
2026/03/24 8:12:01 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	127 from Russell Springs to Jamestown	Yes	Lack of safe biking lanes	
2026/03/24 8:16:29 PM AST	live , work and kids school	Car (including rides from others)	Car (including rides from others)	Neutral	Somewhat Important	Paved shared use path for both walking and biking	Access to parks, recreation, or exercise	public use areas like parks and the lake.	No	walking and riding a bike in a shared area is fine, both should avoid any area that is also used by a car.	a dedicated walking / bike path is a great idea, but only if it is in no way connected to a road with cars that share the same pavement.
2026/03/24 8:17:25 PM AST	Live	Car (including rides from others)	Walking	Very Interested	Very Important	Paved shared use path for both walking and biking	Safety	Jamestown and Russell spring		Safety	
2026/03/24 8:19:15 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Walking	Very Interested	Very Important	Sidewalks	Safety	To the square in jamestown	No that sounds great	Damaged sidewalk and safety	
2026/03/24 8:26:31 PM AST	i live in russell springs and go to church in jamestown	Car (including rides from others)	Walking	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 main shopping areas like kroger and restaurants	adding paths to the main shopping area like where kroger, And restaurants are	the distance in destination and lack of sidewalks	
2026/03/24 8:34:36 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	The library and schools	The schools	Damaged or no sidewalk	
2026/03/24 8:46:35 PM AST	I live here	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	Russell Springs park	Yes	Lack of sidewalks, traffic safety and accessibility issues	



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.											
Timestamp	What brings you to Jamestown, Russell Springs, or the surrounding area? Examples: Live or work here, 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:
2026/03/24 9:03:04 PM AST	Live here	Car (including rides from others)	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety	Russell Springs City Park	Yes		Traffic Safety, Lack of Sidewalks
2026/03/24 9:42:13 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;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	Yes			Lack of awareness by drivers
2026/03/24 10:06:36 PM AST	Live here	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism	N/A			None I drive
2026/03/24 10:15:02 PM AST	Live in Jamestown	Car (including rides from others)	Walking;Bicycle	Extremely Interested	Very Important	Sidewalks	Safety;Access to parks, recreation, or exercise	Parks & Schools	Yes i support it		Lack of sidewalks, and distance to places
2026/03/24 10:27:47 PM AST	Live here	Car (including rides from others)	Bicycle	Very Interested	Very Important	Bikeways	Safety;Connecting local destinations, work, or school;Supporting businesses/tourism	City of Jamestown to city of Russell Springs	Yes		Safety I live on Hwy 379 it is not safe for either walking or biking
2026/03/24 11:10:39 PM 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;Access to parks, recreation, or exercise	Parks or somewhere with nice views	Yes		Safety
2026/03/25 6:23:24 AM AST	I live in Russell county	Car (including rides from others)	Bicycle;ATV	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	Kroger, Russell Springs and Jamestown city parks,	If possible, expand the path to Kroger		I think our community needs a walking/biking path for safety and health of our residents
2026/03/25 6:47:20 AM AST	Live	Car (including rides from others)	Walking	Neutral	Somewhat Important	Sidewalks	Safety;Access to parks, recreation, or exercise	Parks	Hales hwy esto area		Distance between locations
2026/03/25 6:56:34 AM AST	i live 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	Russell County High school all the way to Jamestown Elementary School	yes it needs to go all the way to Jamestown through the square all the way to the Jamestown Elementary School		lack of sidewalks on both sides of 127
2026/03/25 7:38:52 AM AST	life long resident.	Car (including rides from others);Walking;Bicycle	Walking	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	schools, parks,and even workplaces. This would encourage the shopping part	Absolutely support this. I think it would encourage more walking and biking		As a runner, safety is a big concern. Some of the sidewalks do need repair. Also have sidewalks on both sides of the street in the Jamestown city limits. Very foolish mistake not installing them in highway project For walking, and running asphalt is so much softer on ankle knee and hips vs hard concrete
2026/03/25 7:41:26 AM AST	live in Russell county	Car (including rides from others)	Walking	Extremely Interested	Very Important	Sidewalks	Safety;Access to parks, recreation, or exercise	sidewalks just about anywhere would be appreciated			lack of sidewalks, most roads are too narrow to walk along, or are very busy highway roads most walkers are doing it for their health, not necessarily to go somewhere particular, so any additional walking areas would be great
2026/03/25 8:07:43 AM 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;Access to parks, recreation, or exercise;Supporting businesses/tourism	Parks and downtown business			lack of sidewalks Educate drivers
2026/03/25 8:32:38 AM AST	Live and work 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	Businesses and the community at large	Absolutely yes		Lack of pathways and dangerous fools driving We need it. We have to get people out more
2026/03/25 9:10:48 AM AST	Live in jamestown	Walking	Walking	Extremely Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school	Sidewalks down to dollar general and jamestown park.	I support this		Side walk on s main st in jamestown needs repaired its uneven and tilts towards to the road
2026/03/25 9:26:14 AM AST	Live here	Car (including rides from others)	Walking	Slightly Interested	Somewhat Important	Sidewalks	Safety;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	City Parks, Library, Jamestown Square	Main Street		Poor sidewalk conditions, lack of sidewalk, traffic safety, avoiding personal property lines
2026/03/25 9:36:33 AM AST	Live here.	Car (including rides from others)	Mobility scooter, golf cart	Very Interested	Very Important	Sidewalks;Paved shared use path for both walking and biking	Safety;Connecting local destinations, work, or school;Supporting businesses/tourism	Rc middle/high schools, Comanche way, Apache Ave to connect to sidewalk on 127.			No sidewalks in Baron Hills to connect with hwy 127 sidewalks. Not at this time
2026/03/25 10:20:30 AM AST	Retirement	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Vicious dogs	Fair grounds	Russell County Court house to Steve Warner Dr		Dogs Fun Runs could be scheduled along the path.



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

Timestamp	What brings you to Jamestown, Russell Springs, 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.	A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.	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:
2026/03/25 10:42:06 AM AST	Live	Walking	Walking	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety	Any school store or park.		Lack of side walks	Make some of those bridges for walking or biking that cross Over the main road to the other side of road so ppl don't have to walk through traffic to get to the other side.
2026/03/25 10:47:42 AM AST	I live here.	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Safety	I think the entire idea is a complete waste of money. Kids (who, under the circumstances I grew up in, would be using such paths) do not ride bikes these days or do any more walking than they absolutely have to. They prefer to stay indoors. I don't see where there will be any demand to justify the expenditure. And I don't care if it's a grant. A waste of money is a waste of money.	No.	Mobility issues--nothing to do with the above.	You have to get people to use bikes or walk--and you won't. Did anybody actually do any research about how many bikes are in use?
2026/03/25 11:34:12 AM AST	This is my home town, retired and back here close to family and friends	Car (including rides from others);Walking	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	Fairgrounds to main st businesses and churches, also to little Caesar's and Krogerfr	From high school to Russell Springs elementary school	No shoulders along the road usable for walking or biking	Having sidewalks and or bike lanes for families to enjoy the day out going to the parks
2026/03/25 11:48:28 AM AST	Jamestown City Resident	Car (including rides from others)	Walking	Slightly 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	Schools, community services, shopping.	I support the extension of the shared use path into Jamestown and Russell Springs.	Lack of sidewalks or sidewalks in disrepair.	
2026/03/25 1:11:25 PM AST	Live here	Car (including rides from others);Walking;Bicycle	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	Everywhere!! Would love to be able to ride from Casey Co line all the way to Jamestown Marina!	All of 127 would be great! Then along bypass!	We have been run off the road so many time trying to ride bikes. Then sidewalks just randomly end between RS & Jamestown. Would love to see them along 80 as well!! We leave town to bike safely!	Just really consider bike lanes & sidewalks everywhere so we don't have to leave town to bike safely! A legacy trail would be amazing. We have the city park trail and it's getting better. But still some safety issues.
2026/03/25 4:36:11 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;Connecting local destinations, work, or school;Access to parks, recreation, or exercise;Supporting businesses/tourism	All the above. Time to get with the times. Many people have no transportation, causing them to cut through backyards and such. Also needed for health.	Pedestrians cannot get around Russell Springs safely at all. For work, shooring or exercise.	No way to walk Lakeway. A lot of pedestrians would use it. Very dangerous. Makes no sense! Bike paths should be free of Auto traffic. To dangerous anymore with texting	This is something that needs to be addressed. I've been here 25 years and have never understood not having side walks.
2026/03/25 4:49:56 PM AST	Live & work here	Car (including rides from others)	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	Parks, library, etc	Yes	Safety	
2026/03/25 4:57:30 PM AST	Live and work here and shop here	Car (including rides from others)	Car (including rides from others)	Not Interested	Not At All	Sidewalks	Access to parks, recreation, or exercise;None	Parks and schools only	No	N/A	No
2026/03/25 6:01:11 PM AST	Live, work, and have children here.	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	New bikeways should be built that would allow bike & foot travel from Russell Springs Main Street to the square in Jamestown. This will provide ample opportunity for businesses and if managed properly will put our town more on par with cities vs. small towns.	If the bikeway stops at the bridge that runs over the parkway it is useless. This needs to connect both cities in order to be of value. Otherwise people will have to drive, ride, or walk just to get on a bike path.	No dedicated bike lanes like every other town in America and no sidewalks? Dangerous, unrepaired, and overgrown sidewalks where they exist throughout both cities, in particular along 127, and having to be in the street where there is no pedestrian or bike path from RCHS North and along Lakeway Drive.	The city should invest these funds in creating bike and pedestrian infrastructure
2026/03/25 6:33:28 PM AST	Live here	Car (including rides from others)	Car (including rides from others);Walking;Bicycle;Running	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	Length of Lakeway Drive / Boat Dock Road	Length of 127 through Russell Springs and Jamestown and the length of Lakeway Drive		Clean and Repair what already exists. The sidewalks through both cities are overgrown, in need of repair, and very dangerous in many areas along 127.
2026/03/25 7:40:19 PM AST	Live and work here	Car (including rides from others)	Car (including rides from others)	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;Supporting businesses/tourism	School, shopping centers, parks		Traffic safety	



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.											
Timestamp	What brings you to Jamestown, Russell Springs, 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:
2026/03/26 12:43:23 AM AST	We live here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Sidewalks;Bikeways;Paved shared use path for both walking and biking	Safety;Access to parks, recreation, or exercise	Parks, shopping center, schools, gym	i support the orange lane	Lack of bike lanes	
2026/03/26 12:54:12 PM AST	Have lived here since 1976	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;Pathway to be several miles. Wld also be interested in bike storage at some point instead of transporting bike to location of pathway every time one wanted to ride. Riding bike on Highway to get from point A to point B would be a huge safety issue, one reason I stopped riding cpl years ago as was too dangerous.	As long as long pathway to ride, destination points not an issue for me. Don't bother if just 2-3 mile pathway. Sidewalk from Jamestown to Russell Springs not a bit smooth w lots of rocks at places, the road is great just too dangerous. If pathway out in county on somewhat flat vs hills to ride wld be okay with me.	I wld just extend in either direction a bit more if possible.	Safety. Sidewalks are rough as stated above. I storage bldg for bikes????	
2026/03/26 1:49:18 PM AST	live and work	Car (including rides from others)	Walking;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	schools, downtown destinations and parks/recreation I ride for exercise not for mode of transportation. Other than sidewalks between RS & Jamestown there's really nowhere else to ride that is safe.	Extremely supportive and would love to see the shared path extended to atleast the bypass light for 127 if not extended into the square of Jamestown	lack a safe sidewalks in the area.	
2026/03/26 2:31:03 PM AST	Live in RS	Car (including rides from others)	Walking	Very Interested	Very Important	Sidewalks	Safety;Access to parks, recreation, or exercise;Supporting businesses/tourism		Yes.	Lack of sidewalks, too dangerous now to ride on the road.	Paths that are paved and in safe areas. Possibly facility that bikes could be stored securely.
2026/03/26 5:50:47 PM AST	I have a vacation home and spend time on the lake	Car (including rides from others)	Walking;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	Restaurante		No	
2026/03/26 9:25:27 PM AST	Russell	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;Safety	I think that they should be any where that employee a lot of people for their safety such as the people walking towards Sps every day have to walk on the side of the roads.	Yes	Lack of sidewakes in high value employed areas	High value areas need sidewalk for safety reason
2026/03/27 12:09:37 AM AST	Live and work 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;Supporting businesses/tourism	Jamestown Marina!!! Yes from town to all the way down to the hotel. Finally access for all and a heck of a bike ride/walk!	Yes. Go all the way down 92 to the Jamestown Marina.	Side walks are uneven and in disrepair in some spots, worse when riding a bike on a road people drive in the middle of the road and could kill you! This supposed to be trial town, but where are these trails!? Plus we have an amazing lake that only people with cars can access. That's part of our community and it should be used more by residents.	Signs and lights should be used in certain areas that could be dangerous.
2026/03/27 6:49:43 PM AST	Live here	Car (including rides from others)	Bicycle	Extremely Interested	Very Important	Paved shared use path for both walking and biking	Safety	Connect to main st in Russell Springs to lakeway drive, to 127 south to Jamestown	Main st in Russell Springs, to lakeway drive to 127 south towards Jamestown	Lack of sidewalks	



Public Survey Summary - Jamestown and Russell Springs Active Living Master Plan - June 2026

Timestamp	What brings you to Jamestown, Russell Springs, 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.	A roadway project on US 127 between the Cumberland Expressway and the bypass is expected to add a shared-use path (Orange Line). Do you support expanding this shared-use path into Jamestown and Russell Springs? Are there any connections you would like to see to this shared-use path? Please be specific by including the names of any roads or places you would like to see connected to the shared-use path by walking or bicycling paths.	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:
2026/03/27 11:34:52 PM AST	Live here but difficult to find a decent job; son's college, church, family	Car (including rides from others);Bicycle;l probably ride my bike more miles than I drive, weather permitting (& we know that's a spin the wheel)	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;Supporting businesses/tourism;Access to healthy outdoor activities	All of the above plus everything else	379, 92, 80, 206, 76; I ride all these roads and take my chances. So far, I still live to ride again. As important as it is to have bike access (aka bike lanes), signage & education is critical. So many people do not understand that a cyclist is a vulnerable user & should be given due courtesy similar to the Amish & other users of the travel infrastructure. Some cyclists have only a bike as a means of transportation due to financial constraints or license status yet they are reporting to jobs because a bike provides the means to do such. A bicycle is not a toy but provides myriad benefits such as exercise, transportation, physical & emotional therapy, etc. I cannot fathom my life without my bicycle. I must admit, it has been a struggle for me to safely & confidently incorporate riding in Russell County and surrounding areas compared to the many other places I am at ease riding and have done so for many years for thousands of miles each year.	Absolutely no tarmac to the right of the white line or otherwise rumble strips then a ditch. DOGS chasing me (I have scars from a dog that clamped down on my calf & drew blood; I carry and USE pepper spray @\$15 a can for about 3 uses). I ride on the shoulder of 127 & 61 but those are not the beautiful, scenic routes but at least I'm not in a lane so I should be safe, unless a car passes on the right, on the shoulder, which I witness REGULARLY! If I did not have a lot of riding experience, I would not have the courage to ride in the area. I would love to get others involved in an activity I've enjoyed but I don't want to see people die. Sadly, the poor health associated with inactivity is appalling here. Coupled with the poor food choices fast food offers, death just comes more slowly & as a miserable chronic decline rather than an abrupt collision. Somehow, for the those that have fallen for accepting that subpar & medication-dependent way of life, that is considered the more humane approach.	Education, safety, community encouragement, awareness, signage, communication, affection for our loved ones shown in a venue of health & enjoyment similar to enjoying eating: as a way of life!
2026/03/28 10:30:02 PM AST	My kids attend school here.	Car (including rides from others)	Car (including rides from others);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	Parks, schools, community services, shopping, etc.		Traffic Safety!! Also the distances in between places.	



APPENDIX B

Active Living (Non-motorized travel)
Pedestrian Travel Assessment



Active Living (Non-motorized travel) Pedestrian Travel Assessment

Russell County, KY

Prepared for:
Cities of Russell Springs & Jamestown



Prepared by:



Kentucky Public Health
Prevent. Promote. Protect.

Troy Hearn
Division of Prevention & Quality Improvement
State Physical Activity & Nutrition Program
Kentucky Department for Public Health
June 10, 2026

Project Overview:

The evaluation (audit) of pedestrian travel facilities and conditions along sections of Main Street, Maple Street, College Street, W. Steve Werniner Drive, and Jamestown Street in Russell Springs, and 127X/North & South Main Street, and East & West Cumberland Ave in Jamestown. The roadway sections reviewed in both city areas included in this project use resource tools of evaluation from the Office of Federal Highways (Safe Routes to Destinations). Conditions for pedestrian travel, including Americans with Disabilities Act (ADA). Issues and references along selected state and locally owned roadways shall be viewed and documented. 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 are options and best practices from 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:

- Russell Springs and Jamestown are both in the process of completing a stand alone walk/bike master plan (combined cities plan). This plan should be completed by July 2026.

Existing Conditions for Project Area / Active Living Conditions

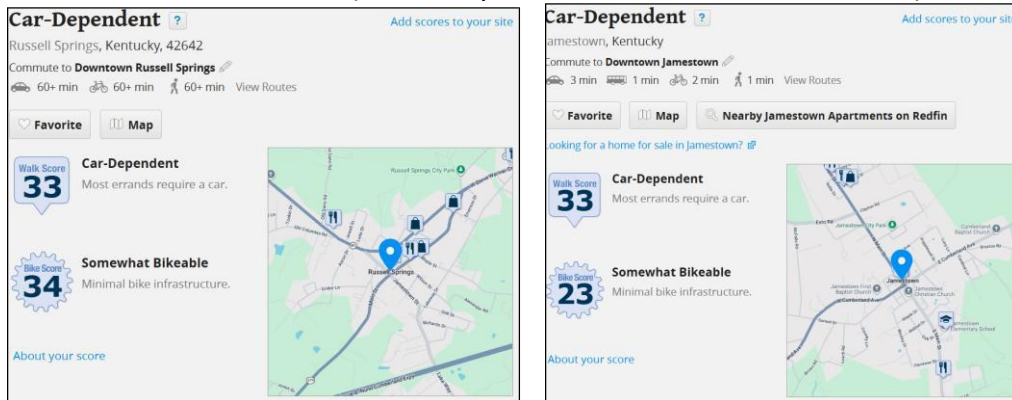
- Strava Heat Map for pedestrian activity within project area (Figure 1) / <https://www.strava.com/maps/global-heatmap?sport=All&style=standard&terrain=false&labels=true&poi=false&cPhotos=false&3d=false&gColor=mobileblue&gOpacity=100#10.83/37.0291/-85.0546>



- 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/loc/lat=37.05618/lng=-85.08857/?utm_source=zillow2.com&utm_medium=ws_api&utm_campaign=ws_api
<https://www.walkscore.com/score/jamestown-ky>

Russell Springs street sections for study area:

Main Street / 104-KY-0379 -000

- Mile Points 19.1-20
- Average daily traffic (ADT) is 2736 (2023)
- Heavy Truck ADT is 351
- 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

Maple Street / 104-KY-0619 -000

- Miles Points 16.95-17.15
- Average daily traffic (ADT) is 2479 (2024)
- Heavy Truck ADT is 60
- Sidewalks on one side of the roadway
- Posted speed limit is 35 MPH
- The Pedestrian Comfort Index is level C

College Street / 104-CS-2021 -000

- Mile Points 0.0-0.15
- Average daily traffic (ADT) is 1000 or less
- Heavy Truck ADT is 1%
- Sidewalks on one side of roadway
- Posted speed limit is 25 MPH
- Pedestrian Comfort Index is level C

W. Steve Warniner Drive / 104-KY-0080 -000

- Mile Points 3.0 -3.15
- Average daily traffic (ADT) is 5432
- Heavy Truck ADT is 5%
- Sidewalks on one side of road
- Posted speed limit is 25 MPH
- Pedestrian Comfort Index is level D

Jamestown Street / 104-KY-0430 -000

- Mile Points 1.35 -1.48
- Average daily traffic (ADT) is 3591
- Heavy Truck ADT is 6%
- Sidewalk on one side of the roadway
- Posted speed limit is 25 MPH
- Pedestrian Comfort Index is level C

Photo documentation of existing conditions and recommendations for improvements in Russell Springs:

East Main Street:



This location may need additional safety treatments (Pedestrian warning signs).



Sidewalks should be clear and unobstructed with a 4' wide path (minimum) per federal ADA laws, this includes planters, benches, and street "furniture".

Maple Street:



The sidewalk on Maple Street ends before the intersection with Main Street. Recommend completing this connection and cleaning up the area near here. There may also be an issue of cars parking on the sidewalk space.



Sidewalk stops at the intersection of Maple & Lakeway Drive. Recommend continuing sidewalk to Red Road as this is a residential area.

W Steve Warniner Drive / KY-80:



Sidewalk stops/starts across from the Somerset Community College. Recommend increasing awareness of this crossing with pedestrian warning signage (at a minimum).

Jamestown Street:



Sidewalk ends/starts at the intersection of Jamestown & Vaughn Street. Recommend continuing sidewalk to Lakeway Drive to the intersection of Lakeway & Spring Trail Park Drive.

Jamestown street sections for study area:

US-127 / 104-US-0127 -000

- Mile Points 13.9-16.5
- Average daily traffic is 10781 (2023)
- Heavy Truck ADT is 10%
- Posted speed limit is 45-55 MPH
- Mostly curb and gutter cross section
- Sidewalks on both sides of the road in most places
- The Pedestrian Comfort Index average is level C

US-127X Main Street & W. Cumberland/ 104-US-0127X -000

- Mile Points 1.25 – 3.29
- Average daily traffic is 2300-6822 (2022)
- Heavy Truck ADT is 10%
- Posted speed limit is 25-45 MPH
- Mostly curb and gutter cross section
- Sidewalks on both sides of the road in some places
- The Pedestrian Comfort Index average is level C

S. Main Street / 104-KY-0092 -000

- Mile Points 7.0 – 7.681
- Average daily traffic is 1675 (2023)
- Heavy Truck ADT is 5%
- Posted speed limit is 25-35 MPH
- Mostly curb and gutter cross section
- Sidewalks on both sides of the road in most places
- The Pedestrian Comfort Index average is level C

E. Cumberland Ave / 104-KY-0619 -000

- Mile Points 8.9-9.33
- Average daily traffic is 1497 (2023)
- Heavy Truck ADT is 2-5%
- Posted speed limit is 25-35 MPH
- Mostly rural cross section
- Sidewalks on one side of the roadway (except for a small section close to Main Street)
- The Pedestrian Comfort Index average is level C

Photo documentation of existing conditions and recommendations for improvements in Jamestown:

US-127:



All major controlled intersections along US-127 with sidewalks on both sides of the roadway should have high viz crosswalks installed in conjunction with the next roadway project (includes resurfacing).

US-127X/Main Street:



Controlled intersection of N. Main Street & US-127/Old Clear Springs Road should have a high viz crosswalk.



The sidewalk along at least one side of US-127X/Main Street should be converted to a shared use path (10' minimum) to accommodate both pedestrian and bicycle travel.



All controlled or partially controlled cross streets with sidewalks on both sides should have marked crosswalks (at a minimum).

South Main Street/KY-92:

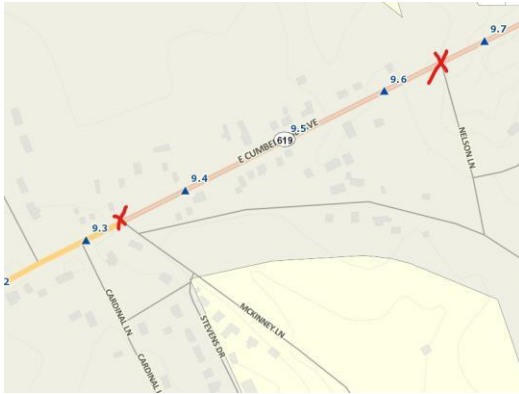


All controlled intersections with sidewalks on both sides within the square should have high viz crosswalk installed, and possibly additional pedestrian warning signs.



The southern portion of Main Street/KY-92 should convert the sidewalk to a shared use path (10' width minimum) to accommodate both pedestrian and bicycle travel. There appears to be ample space with the right-of-way for this purpose.

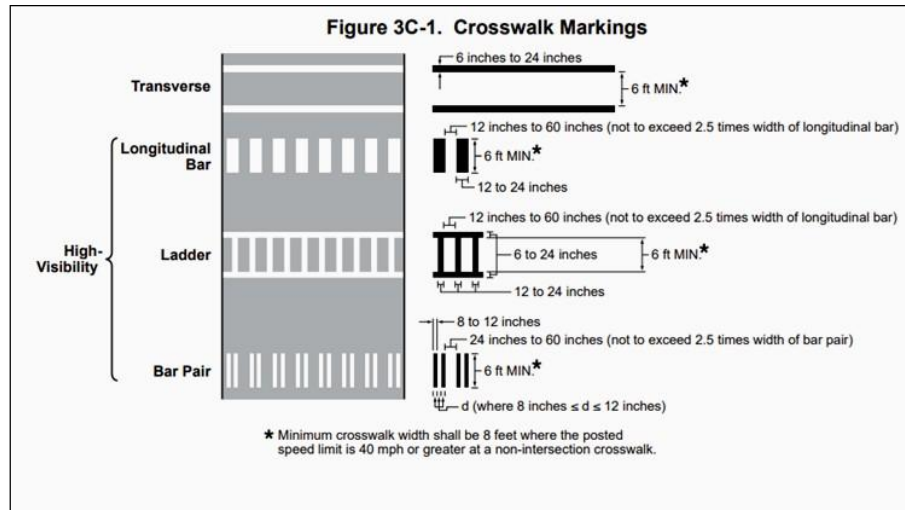
E. Cumberland Ave:



Currently the sidewalk ends/starts at the intersection of E. Cumberland and McKinney Lane. Recommend continuing the sidewalk to Nelson Lane as residential development is continued to this point.

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 done to determine a priority. 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. May need to investigate local ordinances and educate the property owners of their responsibilities for clearing and repairing sidewalks. 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 sidewalks create additional barriers for some pedestrians and for ADA compliance.
- Replace or repaint marked crosswalk location. 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. A legally defined crosswalk is between two existing pedestrian facilities (sidewalks) in a signalized intersection.



- Install or replace (with new high viz version) pedestrian warning signs 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>

