# 4.0 PROPOSED FACILITIES

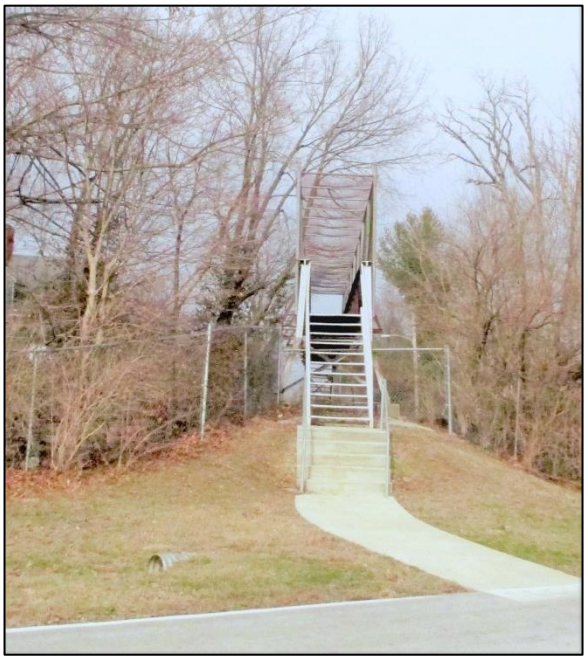
The previous chapters outlined vision, goals, and objectives necessary for Shelby County to successfully incorporate bicycling and walking into its transportation system. This chapter develops a strategic plan that might be executed to move from vision to implementation.

The infrastructure improvements and strategies described in this chapter will allow Shelby County to achieve the goals and objectives previously stated to enhance bicycle and pedestrian movement in the community. Continuing to improve conditions for walking and bicycling is an important priority for the local governments. However, the implementation of the projects and strategies in this document will necessarily be phased over time and will depend on available resources.

Every project described in this section is intended to fill an existing need. To be most effective, this implementation strategy must allow for flexibility and must take advantage of opportunities as they arise. For example, the local governments and KYTC should consider implementing pedestrian, bicycle, and other improvements with routine roadway resurfacing, particularly when based on safety concerns. Similarly, opportunities may arise to implement pedestrian, trail or bicycle improvements in coordination with development/redevelopment. These types of circumstance should always be leveraged in support of a more walkable and bicycle-friendly future for Shelby County.

The following sections present specific recommendations for potential projects to pursue in order to address the existing and future issues identified in this study. The proposed facilities fall into two categories: sidewalks and paved multi-use paths. These facilities can provide high levels of cyclist and pedestrian comfort and safety, and can be constructed in a cost-effective manner.

## 4.1 SIDEWALKS



These are the most common form of non-motorized transportation infrastructure and are found throughout Shelby County in the more densely populated areas. Proposed sidewalks will connect neighborhoods, often along existing roads, and fill in gaps in the existing sidewalk network.

Sidewalks are intended to be located in the street rights-of-way to connect pedestrians to their homes and destinations. The typical distance traveled by a pedestrian on a local sidewalk is expected to be less than one mile. Longer trips for recreation will generally include the use of multi-use paths, with the sidewalks serving as a link to these facilities.

Sidewalks are narrower than multi-use paths and are intended to serve pedestrians as well as children and less-confident bicycle riders (where permitted). Sidewalks should be located on both sides of streets wherever feasible, to ensure adequate, safe access to adjacent properties and to provide clear street crossings (which will occur primarily at intersections).

Sidewalks are currently required by Triple S Planning Commission regulations to be constructed adjacent to all streets in new and redeveloping residential and commercial areas, and adjacent to collector and arterial streets in new and redeveloping industrial areas. Sidewalks are intended to be a component of a "complete street" system in all developing portions of the cities.

Expanding connections to existing sidewalks will play an important role in the area's future. Connections should include sidewalks that would allow for

pedestrians to safely navigate to the city centers and other destinations within Shelby County.

The sidewalks in the public rights-of-way should all conform to *Americans with Disabilities Act* (ADA) requirements and FHWA guidance, should be at least six (6) feet wide, and should include rest areas as appropriate (possibly involving benches or other street furniture). Sidewalks should be designed and constructed to meet all applicable federal, state, and local standards and the design guidelines below.

- Surface – concrete pavement
- Width – 5' minimum on local streets (6' recommended)
- Intended users - basic and child cyclists and pedestrians and joggers of all ages
- Vertical clearance – 8 feet minimum (10 feet preferred)
- Separation from the street – 5 feet minimum where possible (from back of curb or edge of shoulder to the sidewalk pavement) unless located in an urban commercial area, where limited or no separation is provided
- Maintenance – Adjacent property owners or local government

Recommendations for sidewalk projects throughout Shelby County are listed in **Figure 4.1–RECOMMENDED PROJECTS**. The number associated with each project is an identifier for locating the projects on **Maps 4.1 through 4.7** in **Appendix A**.

## 4.2 BICYCLE FACILITIES

The types of on-road bicycle facilities most appropriate in rural areas are paved shoulders and shared travel lanes. Shared lanes, dedicated bike lanes, bicycle boulevards, or a side-path might be considered in urban areas. Each type of facility has specific standards and typical usage, which are described in various sources. The recently published *Small Town and Rural Road Multimodal Networks* document issued by the Federal Highway Administration provides information and guidance that is quite relevant to circumstances in Shelby County. The design criteria for on-road bicycle facilities take into consideration the following variables: roadway widths, vehicular traffic volumes, and condition of roadway surface. No separate bicycle facilities along roadways are proposed in this Master Plan, but bicyclists not interested in a shared-road situation should consider utilizing the multi-use paths that exist or are proposed. With the maintenance of existing roads, KYTC and local governments should continue to implement pedestrian, bicycle, and other improvements with routine street resurfacing where appropriate.

## 4.3 MULTI-USE PATHS

Multi-use paths are intended to provide uninterrupted or minimally-interrupted movement over distances of a mile or more for a variety of purposes and users. They are frequently part of, or a connection to, a regional path system.

Multi-use paths serve bicycle commuters as well as recreational users. Therefore, higher bicycle speeds should be anticipated. Path width should be sized to accommodate higher bicycle speeds and to minimize conflicts between bicyclists

and pedestrians. Multi-use paths are typically not located within street rights-of-way. They typically have exclusive right-of-way and limited cross traffic, making them very safe. The majority of the current Clear Creek Greenway trail system consists of multi-use paths. On occasion, the existing paths do run parallel to roadways.

Multi-use paths should be designed and constructed to meet the standards as published by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), KYTC Pedestrian and Bicycle Accommodations, and the design guidelines below:

- Surface – asphalt, concrete pavement or firmly packed crushed aggregate
- Width – ten (10) feet minimum
- Intended Users – cyclists, joggers, pedestrians of all ages
- Vertical Clearance – eight (8) feet minimum
- Maintenance – responsibility of local government or other public agency

Proposed multi-use paths have been selected with the goal of connecting neighborhoods, existing and proposed park facilities, and other community destinations. Recommendations for multi-use path projects throughout Shelby County are listed in **Figure 4.1–RECOMMENDED PROJECTS**. The number associated with each project is an identifier for locating the projects on **Maps 4.1 through 4.7** in **Appendix A**.

***NOTE:*** *During the development of this study, the Kentucky Transportation Cabinet was moving forward with a highway improvement project on KY 53 between I-64 and US 60. This work is slated to include a multi-use path on the east side of KY 53 from the commercial entrance opposite St. Regis Drive northward to US 60. This is a* ***very high priority*** *for the community, and is at this time considered a "committed" project.*

**Figure 4.1**

# RECOMMENDED PROJECTS

| Shelbyville | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Maps 4.1 through 4.3)** | **Action** |
| **1** | **KY 55 Interchange with I-64** | Provide pedestrian/bicycle accommodations through the interchange area |
| **2** | **Taylorsville Road (KY 55)** | Provide a **multi-use path** on west side between Old Brunerstown Road and Everett Hall Road |
| **3** | **Taylorsville Road (KY 55)** | Provide a **multi-use path** on west side from Everett Hall Road to US 60 |
| **4** | **US 60** | Provide a **multi-use path** from KY 55 to Discovery Boulevard (Martha Layne Collins H. S.) |
| **5** | **KY 55 By-Pass** | Provide a **multi-use path** as development occurs (per Bypass Study) |
| **6** | **Mack Walters Road** | Provide a **multi-use path** from existing path to US 60 on west side |
| **7** | **US 60** | Provide a **multi-use path** along north side between Mack Walters Road and Smithfield Road (KY 53) |
| **8** | **KY 53** | Provide a **multi-use path** on west side from US 60 to KY 55 Bypass |
| **9** | **Warriors Way** | Provide a 6' **sidewalk** to connect West Middle School to Painted Stone Elementary School along north side |
| **10** | **KY 55 By-Pass** | Connect future **multi-use trail** to Painted Stone Elementary and on to Clear Creek Greenway |
| **11** | **Clear Creek Greenway** | Provide a **multi-use path** from existing path north of Clear Creek Park southward to 7th Street |
| **12** | **Peachtree Street** | Provide a 6' **sidewalk** along east and west sides from Cherry Lane to US 60 |
| **13** | **Sunset Way** | Provide a 6' **sidewalk** along east and west sides from Cherry Lane to US 60 |

| Shelbyville (continued) | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Maps 4.1 through 4.3)** | **Action** |
| **14** | **Midland Boulevard** | Provide a 6' **sidewalk** along east side from US 60 to Baker Drive and on the west from US 60 to Poplar Hill |
| **15** | **Sanford Lane** | Provide a 6' **sidewalk** on south side from Cardinal Drive to KY 53 |
| **16** | **Brassfield Subdivision** | Provide a **multi-use path** to connect from KY 53 to existing path south of subdivision |
| **17** | **Brassfield Boulevard** | Provide a 6' **sidewalk** on north and south sides to connect to KY 53 |
| **18** | **Clear Creek Greenway (south)** | Construct Alternative A and/or B (**multi-use path**) |
| **19** | **7th Street** | Provide a 6' **sidewalk** from Henry Clay Street to Ginkgo Drive on east and west sides |
| **20** | **8th Street** | Provide a 6' **sidewalk** from Bland Avenue to Ginkgo Drive on east and west sides |
| **21** | **4th Street** | Construct an Urban Trail (**multi-use path/wide sidewalk**) on 4th Street from north of Washington Street to south of Clear Creek Greenway (East Shelbyville Plan) |
| **22** | **Beechwood Avenue** | Provide a 6' **sidewalk** between Main Street and Washington Street on east and west sides |
| **23** | **Jonathan Drive** | Provide a 6' **sidewalk** on north and south sides to connect to extend to Mack Walters Road |
| **24** | **7th Street (north)** | Provide a **multi-use path** on east side and 6' sidewalk on west side from Washington Street to Clear Creek Park (7th Street Study) |
| **25** | **KY 55-X** | Provide a 6' **sidewalk** from KY 43 to US 60 on west side |
| **26** | **Lakeview Drive/Hi-Point Rd** | Provide a 6' **sidewalk** on west side from Dogwood Villa Drive to Marshall Lane |
| **27** | **Williamsburg Rd/Hi-Point Rd** | Provide a 6' **sidewalk** to connect to KY 55-X |
| **28** | **Stream View Drive** | Provide a 6' **sidewalk** on south side from existing to Summit Drive |

| Shelbyville (continued) | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Maps 4.1 through 4.3)** | **Action** |
| **29** | **Rocket Lane** | Provide a 6' **sidewalk** along east side and fill in gaps on west side from Benson Pike to US 60 |
| **30** | **US 60** | Provide a 6' **sidewalk** on north side from Masonic Home to North Service Road |
| **31** | **US 60** | Provide a bridge over drain and 6' **sidewalk** from North Service Road to Shelby Christian Church |
| **32** | **Oakview Drive (Oakwood Drive)** | Provide a 6' **sidewalk** on east side to connect to US 60 |
| **33** | **Partridge Run Road** | Provide 6' **sidewalks** on north and south sides from Eagle Pass/Mallard Court to KY 1871 |
| **34** | **KY 53 (Mt. Eden Road)** | Provide a **multi-use path** on east side from the I-64 Interchange to Cracker Barrel |
| **35** | **KY 53 Interchange with I-64** | Provide pedestrian/bicycle accommodations through the interchange area |
| **36** | **St. Regis Drive** | Provide 6' **sidewalks** to connect Cloverbrook Farms to KY 53 on north side |
| **37** | **KY 53** | Provide 6' **sidewalks** from south of I-64 Interchange to Charlestown Way on west side and to Dublin Lane on east side |
| **38** | **Creekside Drive** | Provide 6' **sidewalks** on north and south sides to connect existing sidewalks to KY 53 |
| **39** | **Old Mt. Eden Road** | Provide a **multi-use path** from 3rd St to Old Seven Mile Pike, then east on Old Seven Mile Pike to KY 53 |
| **40** | **Future facility (Old Mt. Eden Road to St. Regis Drive)** | Provide a **multi-use path** on west side of KY 53 to connect Clear Creek Greenway, Old Mt. Eden Road, St. Regis Drive, and Frontage Road (KY 2823) |
| **41** | **Chapel Hill Road** | Provide a **multi-use path** at Chapel Hill Road from future facility referenced above to multi-use path referenced below |
| **42** | **Proposed Clear Creek Greenway** | Provide a bridge over Clear Creek and **multi-use path** connecting Southside and Clear Creek Elementary Schools |

| Shelby County | | |
|---|---|---|
| **No.** | **Location** | **Action** |
| **43** | **US 60** | Provide a **multi-use trail** connection from Shelbyville to Simpsonville |
| **44** | **US 60** | Provide a **multi-use trail** connection from Shelbyville to Franklin County |
| **45** | **US 60** | Provide a **multi-use trail** connection from Simpsonville to Jefferson County |

| Bagdad | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Map 4.4)** | **Action** |
| **46** | **Elmburg Road (KY 395)** | Provide a 6' **sidewalk** from building on west side to connect to Hyatt's Store Road sidewalk |
| **47** | **Bagdad Road (KY 12)** | Provide a 6' **sidewalk** on south side from Elmburg Rd (KY395) to approximately 1000' east |

| Finchville | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Map 4.5)** | **Action** |
| **48** | **Taylorsville Road (KY 55)** | Connect existing sidewalk on the west side from the community center to KY 148 with a 6' **sidewalk** |
| **49** | **Taylorsville Road (KY 55)** | Provide a 6' **sidewalk** on the east side from KY 148 to Buck Creek Road (KY 1848) |

| Simpsonville | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Map 4.6)** | **Action** |
| **50** | **Buck Creek Road (KY 1848) from I-64 to Pilot gas station** | Provide a 6' **sidewalk** from the interchange to the commercial entrance on the west side of Buck Creek Road (KY 1848) |

| Simpsonville (continued) | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Map 4.6)** | **Action** |
| **51** | **Rolling Ridge Way** | Provide 6' **sidewalks** to connect existing sidewalks on north and south sides from Evergreen Way to Buck Creek Road (KY 1848) |
| **52** | **Kingbrook Parkway** | Connect existing sidewalk on south side to Buck Creek Road (1848) with a 6' **sidewalk** |
| **53** | **US 60 between Buck Creek Road and Simpsonville Elementary School** | Provide a 6' **sidewalk** on north side of US 60 between Buck Creek Road and Simpsonville Elementary School |
| **54** | **US 60 from Old Veechdale Road to Buck Creek Road (1848)** | Provide 6' **sidewalks** along US 60 between Old Veechdale Road to Buck Creek Road (KY 1848) on the north and south side |
| **55** | **US 60 between Railroad and Fairview Drive on south and 2nd Street on north** | Provide 6' **sidewalks** along US 60 between the railroad bridge and Fairview Drive on the south side and 2nd St on the north side |
| **56** | **Champions Way** | Provide a 6' **sidewalk** on both the east and west side to connect internal sidewalk network to US 60 |
| **57** | **Grand Central Drive** | Connect existing sidewalks form Lincoln Station Drive to Todds Point Road (KY 1848) with a 6' **sidewalk** on north side of street |
| **58** | **Todds Point Road (KY 1848)** | Provide a 6' **sidewalk** from US 60 to Station Pointe Lane on the east side and to Grand Central Drive on the west side |
| **59** | **Countryside Drive** | Connect existing sidewalks to US 60 with a 6' **sidewalk** on both sides |

| Waddy | | |
|---|---|---|
| **No.** | **Location (see Appendix A - Map 4.7)** | **Action** |
| **60** | **Waddy Road (KY 395)** | Provide 6' **sidewalks** on east side from the U.S. Post Office to across from the Waddy Fire Department, and on the west side from the railroad to the Fire Department |
| **61** | **Waddy Road (KY 395)** | Provide a 6' **sidewalk** on east side from just south of the railroad to Fairview Road |

## 4.4 PRIMITIVE TRAILS

There are existing primitive trails throughout Shelby County, most notably near Lake Shelby, in Red Orchard Park, and in Shelby Trails Park. Although no additional primitive trails are proposed in this study, access to these trails was a consideration while developing the proposed expansion of the multi-use path network. Making these trails more-readily accessible provides an opportunity for more members of the community to take advantage of the unique recreational experience enjoyed by walking, running, and hiking through more natural settings.

## 4.5 INTERSECTIONS & STREET CROSSINGS

It is the goal of Shelby County to provide a safe, efficient, and balanced multimodal transportation system and a key part of that is providing safe street crossings for pedestrians and bicyclists. Intersections and street crossings are inherently hazardous locations for pedestrians and bicyclists because of the potential conflict with motor vehicle traffic. Care should be taken to provide facilities that minimize conflict whenever practical and to incorporate safety measures in every case. Education concerning the "rules of the road" for cyclists and pedestrians, as well as for drivers, is also an essential element in preventing crashes.

Intersection and crossing measures that have been or are currently being used in Shelby County include:

- Marked crosswalks (various patterns)

- Pedestrian crossing signals
- Signage
- Curb extensions
- School crossing guards

The *Manual on Uniform Traffic Control Devices* (MUTCD) does not provide guidance regarding when and where bicycle and pedestrian crossings should be located. However, design guidelines for crossings can be found in a variety of locations. Chapter 4E of the 2009 Edition of the MUTCD establishes guidelines for the consistent use of traffic control devices at pedestrian crossings based upon the roadway configuration, traffic volume, and vehicular speeds. The purpose of this section is to provide guidance for determining consistent engineering solutions to pedestrian and cyclist safety concerns, particularly with regard to crosswalks. This section can be used to both provide guidance for new construction and for retrofitting existing crosswalk locations. Another comprehensive source for guidance in urbanized areas is the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*.

## 4.6 BICYCLE PARKING

Bicycle parking facilities such as racks and lockers are important elements of a convenient, usable, bicycle and pedestrian system. A lack of secure bicycle parking facilities at cyclists' destinations may discourage people from using their bicycles for basic transportation. When bicycle racks are provided, the location and design are critical to their successful use.

Bike racks need to be located in high-visibility, high foot-traffic areas near the entrance of the destination they are associated with, without being in the direct

path of pedestrians. Bicycle parking facilities should be installed at the following destinations:

- Commercial developments
- Parks
- Civic buildings
- Bus stops and transit points
- Schools, and other locations where bicycling is anticipated

Bicycle parking should generally be easy to use, durable, convenient, and attractive. Bicycle racks should have the following characteristics:

- Racks should support the bicycle via its frame at 2 points above its center of gravity,
- Racks should enable the frame and at least one wheel to be secured to it with a U-lock,
- Racks should not require the lifting of the bicycle to use any of the racks' parking positions
- Racks should not hold a bicycle by its wheel.

Bike racks may be simply utilitarian, artistic or even symbolic of the destination. Many communities promote contests or commission local artists to produce racks for public spaces.

## 4.7 WAYFINDING

Wayfinding signs provide information about destinations, direction and distance to help bicyclists determine the best routes to take to major destinations. Signs provide on-the-ground information that helps bicyclists and pedestrians to understand and use the on-street

and trail network without the use of a map. Directional signs also provide additional messaging to motorists to expect bicycles and pedestrians on or near the roadway. The presence of signs can encourage bicycling and walking on designated corridors because users feel the signs will direct them to the best route for getting to their destination. Signs may also be used to direct bicyclists and pedestrians to navigate around barriers.


Some very good sources for guidance in designing and implementing a comprehensive wayfinding system are the *Manual on Uniform Traffic Control Devices (MUTCD)* (https://mutcd.fhwa.dot.gov/htm/2009/part2/part2d.htm) and the American Association of State Highway Transportation Officials' *Guide for the Development of Bicycle Faclities* (https://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf).

## 4.8 GENERAL RECOMMENDATIONS

Both the current and future needs of bicyclists and pedestrians in Shelby County should be evaluated for incorporation into the planning, design, and review of all transportation infrastructure projects within the County. Furthermore, the construction of bicycle and pedestrian facilities should be considered for inclusion as an element in newly developed or redeveloped residential, commercial and industrial projects throughout the community.

All bicycle and pedestrian facilities in the County should be designed and constructed to comply with the *Americans with Disabilities Act* (ADA) and other applicable federal, state, and local standards, and should be accessible and useful for all members of the community.