



5.0 PLAN IMPLEMENTATION

Implementation of the *Shelby County Bicycle and Pedestrian Master Plan* will require a collaborative effort between a variety of County and City departments, State Agencies and outside entities. It will result from careful planning and project integration, as well as a comprehensive funding strategy that involves local, state, federal and perhaps even private sources. This section provides guidance as to how the Master Plan might be implemented, and discusses necessary steps the County needs to take in order to realize the vision, goals, and objectives of the plan.

This plan is intended to guide future bicycle and pedestrian facilities in Shelby County by identifying the conceptual location and type of these new facilities. These connections and designations are based on feedback from the Steering Committee meetings and public meetings, and are based on the best information currently available. This plan recognizes that the implementation of any single project will require involvement of area property owners, detailed engineering studies, available funding and identification of exact routes. The actual design and construction of any new facility should be based on engineering studies, public participation, and the overall feasibility of the specific project.

To be most useful to the County, this implementation strategy must allow for flexibility and must encourage the community to take advantage of opportunities as they arise. For example, the County and Cities should continue to implement appropriate pedestrian and bicycle facilities in concert with routine street resurfacing or when specific safety concerns are identified. Opportunities may also occur to implement pedestrian or bicycle improvements in coordination with development/redevelopment. These situations should always be leveraged in support of a more walkable and bicycle-friendly future for Shelby County.

The community should take proactive steps to implement the strategies and projects recommended in this plan. Work should begin immediately to implement those recommendations that are feasible in a shorter timeframe, and efforts should be made to leverage repaving and development opportunities to implement improvements in areas not specifically covered by the recommendations. The County and Cities should pursue funding from federal and state grants and through the County and Cities budget processes to begin implementation of the projects identified in this plan.

Even though improving conditions for walking and biking is an important priority for the County, the implementation of the projects and strategies in this document will necessarily be phased over time and will depend on available resources. Cost of the recommended projects is not included as a part of the Master Plan, but should be carefully considered as a critical component of implementation. One very good resource providing general guidelines for planning-level cost analysis is the [Bicycle and Pedestrian Information Center](http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf) (http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf).

The following sections present an implementation strategy that includes priorities for proposed sidewalk, bicycle and pathway projects as well as information concerning possible funding sources.

5.1 STRATEGIES FOR IMPLEMENTATION

Implementation of the Master Plan will occur over time using a number of different strategies. Foremost, implementation will hinge upon the community's commitment to accommodating bicycle and pedestrian improvements in all transportation projects and programs when feasible. Such "routine accommodation" is how most bicycle and pedestrian facilities are constructed throughout the U.S. In some cases, this is cost neutral for the community. In most cases, however, additional funding and coordination with other agencies

will be required. Dedicated funding and staff resources are also important factors in successful implementation, particularly in terms of funding those medium and higher cost projects that will not (or cannot) be implemented as a part of larger projects. In order to provide safe and functional bicycle and pedestrian facilities that encourage multi-modal choices, dedicated minimum annual funding levels should be set aside that ensure implementation of the plan. Implementation will also depend upon other factors such as the pace of new development, funding available at the state and federal levels, and the amount of support and demand that is provided by the public.

Through the participation of the Shelby County Pathway Committee, the input of local elected officials and public involvement activities conducted in the development of this plan, projects were developed that will ultimately address the Goals and Objectives of this plan. Based generally on the degree of impact the project might have on the mobility of the community, as well as the complexity of the project, the proposed projects were categorized as follows and are depicted in **Figure 5.1**.

- 1) **High Impact** - Projects that make a considerable contribution to the completion of a larger bicycle or pedestrian network. These projects have potential to affect a greater number of people and to connect important destinations. They will typically have higher construction costs due to their scope, and are likely to have right of way acquisition and utility relocation costs as well.
- 2) **Medium Impact** - Projects that close gaps in the larger system/network, particularly in densely developed areas or along major routes. These projects are critical in the provision and maintenance of connectivity.
- 3) **Low Impact** - Projects that close gaps in local networks or that link to the larger system/network. These projects will generally be on neighborhood streets and contribute to completion of an overall network for the community.

Figure 5.1

RELATIVE IMPACTS OF PROJECTS

| HIGH IMPACT | | |
|-------------|------------------------------|--|
| | KY 53 (see Page 34) | Provide a multi-use path on east side from Cracker Barrel entrance to US 60 |
| 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) |
| 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 |
| 11 | Clear Creek Greenway | Provide a multi-use path from existing path north of Clear Creek Park southward to 7th Street |
| 18 | Clear Creek Greenway (south) | Construct Alternative A and/or B (multi-use path) |
| 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 |
| 25 | KY 55-X | Provide a 6' sidewalk from KY 43 to US 60 on west side |

| HIGH IMPACT (continued) | | |
|--------------------------------|-----------------------------|--|
| 30 | US 60 | Provide a 6' sidewalk on north side from Masonic Home to North Service Road |
| 34 | KY 53 (Mt. Eden Road) | Provide a multi-use path on east side from I-64 to Cracker Barrel entrance |
| 35 | KY 53 Interchange with I-64 | Provide pedestrian/bicycle accommodations through the interchange area |
| 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 |
| 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 |
| 41 | Chapel Hill Road | Provide a multi-use path at Chapel Hill Road from future facility along KY 53 to multi-use path across Clear Creek |
| 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 Co. |
| 45 | US 60 | Provide a multi-use trail connection from Simpsonville to Jefferson Co. |
| MEDIUM IMPACT | | |
| 6 | Mack Walters Road | Provide a multi-use path from existing path to US 60 on west side |
| 10 | KY 55 By-Pass | Connect future multi-use trail to Painted Stone Elementary and on to Clear Creek Greenway |
| 12 | Peachtree Street | Provide a 6' sidewalk along east and west sides from Cherry Lane to US 60 |

MEDIUM IMPACT (continued)

| | | |
|-----------|--------------------------------------|---|
| 13 | Sunset Way | Provide a 6' sidewalk along east and west sides from Cherry Lane to US 60 |
| 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 |
| 21 | 4th Street | Construct a multi-use path/wide sidewalk on 4th Street from north of Washington Street south to Clear Creek Greenway |
| 22 | Beechwood Avenue | Provide a 6' sidewalk between Main Street and Washington Street on east and west sides |
| 29 | Rocket Lane | Provide a 6' sidewalk along east side and fill in gaps on west side from Benson Pike to US 60 |
| 32 | Oakview Drive (Oakwood Drive) | Provide a 6' sidewalk on east side to connect to US 60 |
| 36 | St. Regis Drive | Provide 6' sidewalks to connect Cloverbrook Farms to KY 53 on north side |
| 38 | Creekside Drive | Provide 6' sidewalks on north and south sides to connect existing sidewalks to KY 53 |
| 40 | KY 53 | Provide a multi-use path on west side of KY 53 to connect from Clear Creek Greenway to Frontage Road (KY 2823) |

MEDIUM IMPACT (continued)

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| 42 | Proposed Clear Creek Greenway | Provide a bridge over Clear Creek and multi-use path connecting Southside and Clear Creek Elementary Schools |
| 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) |
| 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) |
| 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 (KY 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 RR and Fairview Drive on south and 2nd Street on north | Provide 6' sidewalks along US 60 between the railroad bridge and Fairview Dr 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 |

LOW IMPACT

| | | |
|----|-----------------------|---|
| 9 | Warriors Way | Provide a 6' sidewalk to connect West Middle School to Painted Stone E.S. along north side |
| 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 |
| 23 | Jonathan Drive | Provide a 6' sidewalk on north and south sides to connect to extend to Mack Walters Road |

| LOW IMPACT (continued) | | |
|-------------------------------|-----------------------------|--|
| 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 |
| 31 | US 60 | Provide a bridge over drain and 6' sidewalk from North Service Road to Shelby Christian Church |
| 33 | Partridge Run Road | Provide 6' sidewalks on north and south sides from Eagle Pass/Mallard Court to KY 1871 |
| 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 |
| 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 |
| 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 |
| 60 | Waddy Road (KY 395) | Provide 6' sidewalks on east side from the U.S. Post Office to the Waddy Fire Department, and on the west side from the RR 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 |

5.2 PRIORITIES

Subsequent to the project identification process, the Shelby County Pathway Committee and the project team once again sought the input of local elected officials and the public in order to determine relative priorities for implementation of the projects. Although each project listed in this plan should be considered for implementation as soon as practicable (particularly those that close gaps in the network), there are several projects that stand out as being very important for the community. These are all from the list of High Impact projects, and each of the “priority” projects should be considered a critical component of the transportation network envisioned in this plan for Shelby County. They are listed below (in no particular order or ranking), and can be found in **Appendix A** on **Map 5.1 – Priority Projects**.

- Construct a 6' sidewalk along the north side of US 60 from the Masonic Home to North Service Road (**Project #30**)
- Provide pedestrian/bicycle accommodations through the I-64/KY 53 interchange area (**Project #35**)
- Construct a multi-use path (part of the Clear Creek Greenway) from the existing path north of Clear Creek Park southward to 7th Street (**Project #11**)
- Construct a multi-use path on the east side and a 6' sidewalk on the west side of 7th Street from Washington Street to Clear Creek Park (**Project #24**)
- Construct a multi-use path on the west side of KY 53 from US 60 to Freedom’s Way (KY 55) (**Project #8**)
- Construct a multi-use path along US 60 from KY 55 to Discovery Blvd. (Martha Layne Collins High School) (**Project #4**)
- Construct 6' sidewalks along KY 53 from south of the I-64 Interchange to Charlestown Way on the west side and to Dublin Lane on the east side (**Project #37**)
- Construct a 6' sidewalk on both sides of 7th Street from Henry Clay Street to Ginkgo Drive (**Project #19**)

- Construct a multi-use path (part of the Clear Creek Greenway) from US 60 south and west to Red Orchard Park (**Project #18**)
- Construct a multi-use trail from Shelbyville to Jefferson County, connecting to the Louisville Loop (**Projects #43, #44 & #45**)
- *As discussed earlier in this document, the Kentucky Transportation Cabinet has proposed 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 it is expected that KYTC will follow through with their commitment to build the multi-use path along with the road widening. Should that fail to occur, however, other action should be considered in order to make this needed improvement.*

It is also suggested that the concept of a multi-use trail around the perimeter of the City of Shelbyville be explored as a priority. This would be comprised of the full implementation of the Clear Creek Greenway coupled with several projects proposed for Mack Walters Road, US 60 and KY 53 (**#6, #7 and #8**). When completed, a loop of approximately ten miles in length would encircle the city. Four schools, four parks, the Shelby County Fairgrounds, a hospital, and nearly a dozen government agencies/services would be located within ¼ mile of the trail. None of those destinations would then be further than five miles away from any given point on the trail. This facility would also border dense residential areas in many locations, providing an off-road transportation option for many residents of the community. The projects making up this route currently exist or are proposed in this plan, and this is simply another approach to prioritization. The concept is depicted in **Appendix A on Map 5.2 – Shelbyville City Pathway Proposal**.

5.3 FUNDING

Funding for implementation and related programs will typically come from a variety of sources, including local, regional, state, and federal funds and grants related to transportation. Other possible sources may be grants from programs

not related directly to transportation, such as health and fitness organizations or non-profit groups. Public-Private partnerships may also be instrumental in implementing certain segments of the network. See **Appendix C** for a recent list of federal (USDOT) funding programs applicable to bicycle and pedestrian projects. Some of these grants are acquired directly from FHWA, while others are obtained through the Kentucky Transportation Cabinet.

Under certain circumstances, the Commonwealth of Kentucky provides funding from sources other than the Transportation Cabinet that may be used for these types of projects. The Kentucky Department for Local Government (DLG) oversees the Community Development Block Grant (CDBG) program, which awards funding provided by the U.S. Department of Housing and Urban Development (HUD) for community projects. The DLG also oversees the grant programs for the federally-funded Land and Water Conservation Fund (LWCF) and the Area Development Fund (ADF), which is state funded.



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