

May 2019

BICYCLE + PEDESTRIAN MASTER PLAN

CITY OF MOREHEAD + ROWAN COUNTY, KENTUCKY

CONNECTING PEOPLE TO GREAT PLACES



ACKNOWLEDGEMENTS

Citizen Involvement

A special thanks to the volunteers and residents who participated in this planning process through comment forms, surveys, public workshops, and meetings. This plan will serve the community for decades to come.

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- H. Meeting Minutes

GLOSSARY OF TERMS

Accessible Pedestrian Signal (APS): Devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats to pedestrians who are blind or have low vision.

Annual Average Daily Traffic (AADT): The average volume of vehicular traffic of a roadway over a 365 day period. AADT is used to identify how busy a road is.

Bicycle Facility: A general term denoting infrastructure and provisions to accommodate or encourage bicycling, including parking and storage facilities and shared roadways specifically designated for bicycle use.

Bicycle (Bike) Lane: A portion of a roadway that has been designated by striping, pavement markings, and signs for the preferential or exclusive use of bicyclists.

Bicycle (Bike) Path: A pathway that is intended for the exclusive use by bicyclists, where a separate, parallel path is provided for pedestrians and other wheeled users. Most pathways are shared between bicyclists and other uses (See Shared Use Path).

Bicycle Route: a corridor intended to be used by bicyclists but not signed or otherwise designated.

Bikeway: A generic term for any road, street, path, or traveled way that is in some manner specifically or legally designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bump-outs can be strategically installed to create organization and safety at intersections, mid-block crossings and on-street parking. They create refuge for pedestrians, shorten crosswalks and buffer sidewalks from vehicles.

Chicane: Fixed objects projecting into the travel

lane, such as curbing or fencing, requiring the user to weave a tight course between them, resulting in traffic calming

Complete Streets: Roadways that are designed with the safety of all users in mind, including but not limited to motorists, pedestrians, bicyclists, and transit users.

Crosswalk: That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line, or in the absence of curbs from the edges of the roadway. Also, any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface

Curb Extension: A section of sidewalk or a landscaped area extending into the roadway at an intersection or mid-block crossing that reduces the crossing distance for pedestrians and may help reduce traffic speeds.

Curb Ramp: A combined ramp and landing to accomplish a change in level at a curb. This element provides street and sidewalk access to pedestrians using wheelchairs, strollers or other devices with wheels.

Detectable Warning: Standardized surface feature built in, or applied to, walking surfaces or other elements to warn pedestrians with vision impairments of hazards on a sidewalk and or loading platform, such as the curb line or drop-off. Detectable warnings are also called truncated domes.

Median Island: An island in the center of a road that physically separates the directional flow of traffic that provides pedestrians with a place of refuge, reducing the crossing distance between safety points

GLOSSARY OF TERMS

Neighborway: a low-volume, low-speed street enhanced with signage, pavement markings and traffic calming to promote use by bicycles and pedestrians. These types of corridors are attractive for bikers and walkers due to their level-of-comfort and sense-of-safety.

Paved Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of sub-base, base, and surface courses. Use by cyclists may be allowed or prohibited based upon specific State laws.

Pavement changes in color and texture help to define spaces as unique and works well in crosswalk areas. Concrete and clay pavers work well as does colored concrete. Each has its pros and cons and should be specifically evaluated at time of planning and design.

Separated Bicycle Facility: A bikeway within or adjacent to the roadway and separated from moving traffic by barriers or curbs, parking lanes, striped buffers, and other means. Separated bicycle facilities may be unidirectional or bidirectional.

Shared Lane: A lane of a traveled way that is open to bicycle travel and motor vehicle use. Often denoted with a pavement marking known as a sharrow.

Shared Lane Marking (SLM or “Sharrow”): A pavement marking symbol that assists bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side-by-side within the same traffic lane.

Shared Use Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchairs, etc.

Sight Distance: A measurement of the user’s visibility, unobstructed by objects, along the normal travel path to the furthest point of the roadway surface.

Signed Shared Roadway (Signed Bike Route): A shared roadway that has been designated by signing as a preferred route for bicycle use.

Spot Improvement: Any combination of improvements to existing infrastructure that responds to a safety or deficiency. Improvements would include repairs or replacements to; sidewalks, curb ramps, crosswalks, bump-outs, pedestrian actuated systems, pavement markings or as otherwise identified in this document.

Traffic Calming: A way to design or retrofit streets to encourage slower and more uniform vehicle speeds.

Trail: Non-descriptive general term typically referring to off-roadway facilities but with no standardized definition. Use should generally be avoided as it may refer to a range of facilities, including a coarse, unpaved hiking/biking route or a paved urbanized facility.

Trail Town Task Force (TTTF): Steering committee formed to represent the interests of Morehead during their pursuit of “trail town” designation. The TTTF now serves as the steering committee guiding the Bicycle and Pedestrian Master Plan.



VISION STATEMENT

The Morehead / Rowan County Bicycle and Pedestrian Master Plan seeks to connect people to great places. The master plan envisions an active community where all people can easily, safely and comfortably connect with the abundant natural, cultural and civic resources available throughout the county. Implementation of this plan will yield a multi-modal network whereby walking and bicycling are a common transportation choice. Success of this plan will enhance the quality of life for all those who live, work, learn, and recreate in Rowan County, Kentucky.



EXECUTIVE SUMMARY

There is no better place to experience Kentucky's natural beauty than in Rowan County. With the Daniel Boone National Forest, Cave Run Lake, the Sheltoewe Trace and a multitude of scenic knobs and valleys, Rowan County is abundant with outdoor recreation. However, current conditions are very limiting to the movement of people other than those in motor vehicles. Existing pedestrian facilities are minimal and in disrepair at best. Destinations are abundant but lack adequate and safe connections. The potential Eco-tourism benefits are incredible if policies are enacted to capitalize on the existing opportunities.



BACKGROUND

For decades, pursuit of bicycle and pedestrian facilities in Rowan County has been elusive. Grass root campaigns directed by small groups and individuals have led the pursuit and paved the path for such amenities. However, due to obstacles including funding, planning, design and support limitations, pursuit for active transportation to date has rarely materialized. Momentum changed with the 2014 designation of Morehead as a Kentucky Trail Town. The Trail Town process rekindled the bicycle and pedestrian flame, setting into motion this master plan process.

Traditional planning policies in Rowan County have been dominated by vehicular connectivity. Unfortunately, these policies neglected the most common and necessary modes of transportation in bicycling and walking. These facilities currently exist with little consideration to access, safety, connectivity or equity.



The Morehead and Rowan County Bicycle and Pedestrian Master Plan (BPMP) process identifies deficiencies within the existing transportation network and recommends improvements to enhance connectivity, accessibility, safety, and equity emphasizing the significant opportunities in tourism. This plan should be used to direct policies that will promote a comprehensive bicycle and pedestrian network for Rowan County. Successful implementation of the bicycle and pedestrian master plan will connect people to the county's abundant natural resources, yielding significant economic prosperity for decades to come.

Purpose

The Bicycle and Pedestrian Master Plan has been developed to guide policies that will encourage and promote long-term bicycle and pedestrian improvements in Rowan County. Nationwide data clearly demonstrates the value of biking and walking in communities which significantly benefits community health, safety, environment and socioeconomy. This plan is intended to be a “living” document that will evolve with policy, politics, and community demand to improve the quality of life for all those who live in Rowan County.

Project Recommendations

East Main Street: Addressing the gap and improving this corridor will connect downtown Morehead and MSU campus to Rodburn Park. This direct connection will greatly enhance connectivity and safety to those who otherwise use US 60 for this connection. East Main Street can best be phased into the following four projects:

- A: University Boulevard
- B: East Main Street Gap Connector
- C: Rodburn Hollow Neighborway
- D: East Main Street Corridor

Triplett Valley Trail (TVT): Implementation of this trail will connect downtown Morehead and MSU to numerous recreational opportunities including the Boone Hollan Wetland and Trails, potential canoe/kayak launch areas, and the Sheltowee Trace National Recreational Trail. The TVT is addressed below in two phases.

- A: TVT Phase 1: Memorial Tree Walk at bridge street to Morehead Cinemas (3/4 mile).
- B: TVT Phase 2: Culvert at cinema to McBrayer Rd, west of KY 519 (1.1 mile).

Tri-School Sidewalks: The tri-school network is comprised of Rowan County High, Rowan County Middle and McBrayer Elementary. Additional sidewalks are needed to connect the network yielding a safer, accessible, and interconnected campus.

5th Street Neighborway: Currently serves as the main MSU campus connector from the west side of campus. The corridor is residential with a historic character worth protecting. The narrow 15' wide road makes two-way circulation for vehicles and pedestrians challenging. Sharrow pavement markings, signage and conversion of 5th Street to a one-way eastbound corridor will make the street safer for all residents, students and users. Consideration should be made to allocate a 4' path on the north side of the street to a designated pedestrian walk; concrete sidewalk, pavers or pavement markings.

Sheltowee Trace South Trailhead: The design and construction of a small trailhead on South Mill Branch Road for approximately five vehicles to park will improve access to Sheltowee Trace. The trailhead should have trail signage at a minimum. Bike repair stations should be considered.

Eagle Walk Pedestrian Mall: University Boulevard on MSU's campus should be closed to vehicles and redeveloped to accommodate bicycles and pedestrians. This concept reinforces the MSU campus master plan's vision of converting this corridor into a pedestrian mall.

Clack Mountain West Road: The existing gravel road is owned by the US Forest Service. A partnership should be created to allocate ownership to a local entity so Clack Mountain West Road can be paved and otherwise improved. This road is the best opportunity for connecting bicyclists from Morehead to Cave Run Lake.

Long Term Initiatives: Some improvements are considered long term as they are not included in this master plan but warrant evaluation in the future. These initiatives would add significant value to the bicycle and pedestrian network, benefitting the community.

Phasing

An implementation plan was developed indicating the 16 anticipated projects over a 17 year span for a cost totaling \$7.54 million as seen in Appendix B. Many factors will impact project priority including, feasibility, funding, policy and barriers such as right-of-way availability, property ownership, utilities and cost. A prioritization matrix was created as a way to objectively rank the projects based upon specific criteria comprised of safety, connectivity, affordability, constructability and demand.

Funding

Morehead Tourism should aggressively pursue funding every year, from as many sources as possible. The Gateway Area Development District has been instrumental in the pursuit of past funding, and has offered to continue in that role. Additional coordination with local elected officials and with KYTC District 9, especially the District's Local Public Agency (LPA) Coordinator, will be key to the successful pursuit of funding.

At a minimum, Transportation Alternative Program (TAP) applications should be submitted every cycle, with separate applications for design funds and construction funds. For example, submit applications for construction funding for Project A and at the same time submit a separate application for the design of Project B.

Implementation Plan

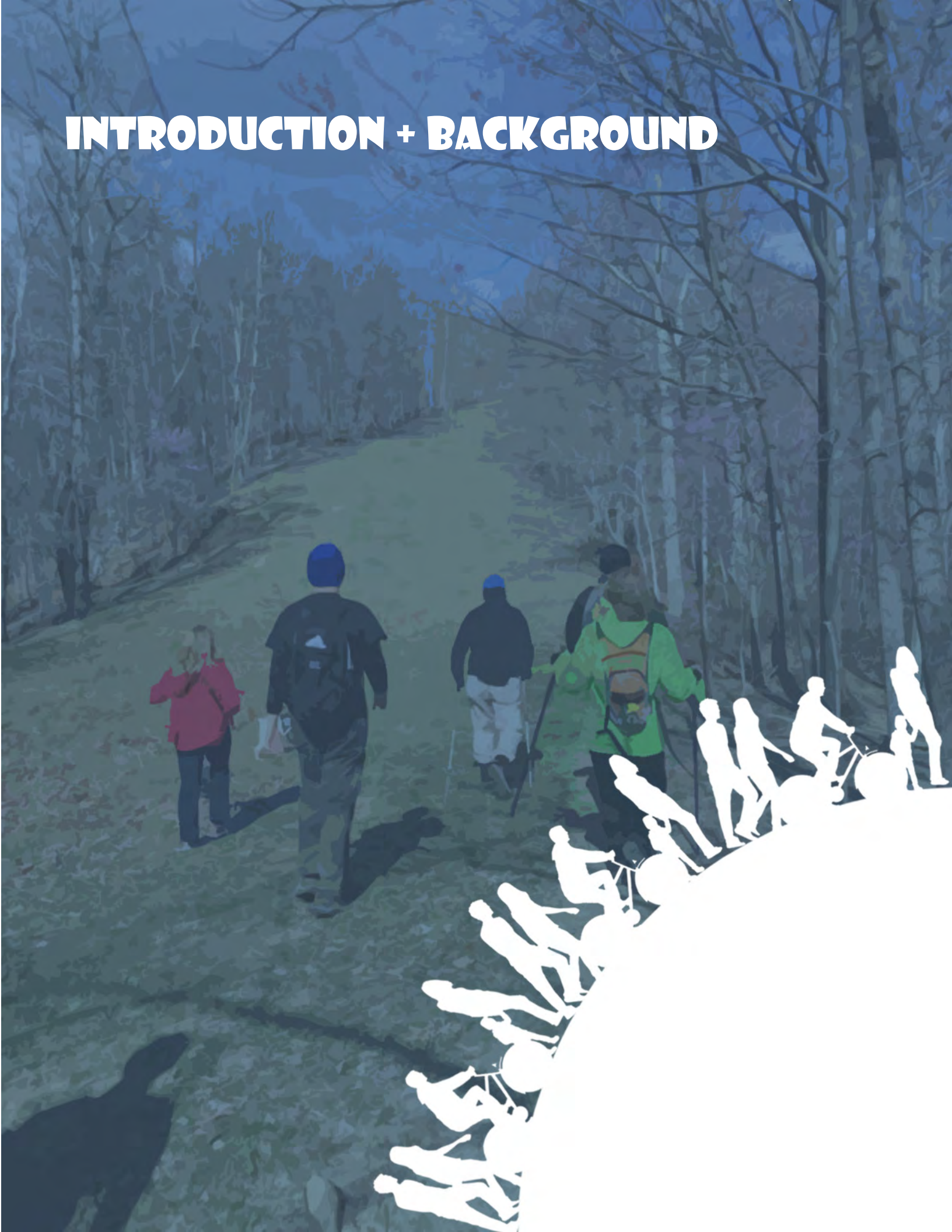
		Design	Construction																					
Phase	#	Project Name	Design Estimate	Construction Estimate	2019 year 0	2020 year 1	2021 year 2	2022 year 3	2023 year 4	2024 year 5	2025 year 6	2026 year 7	2027 year 8	2028 year 9	2029 year 10	2030 year 11	2031 year 12	2032 year 13	2033 year 14	2034 year 15	2035 year 16	2036 year 17	Total Investment	
Near Term	1	East Main St Gap Connector	\$70,306	\$365,593	\$70,306	\$365,593																		
	2	Tri-School Sidewalks	\$46,256	\$240,533		\$46,256	\$240,533																	
	3	Rodburn Neighborway	\$2,825	\$14,690		\$2,825	\$14,690																	
	4	Sheltowee Trailhead, North	\$11,777	\$56,527			\$11,777	\$56,527																
Near Term Totals			\$131,164	\$677,343	\$70,306	\$414,674	\$267,000	\$56,527																
Mid Term	5	East Main St Corridor	\$149,856	\$779,253			\$149,856	\$149,856	\$259,751	\$259,751	\$259,751													
	6	5th Street Neighborway	\$31,538	\$163,995				\$31,538	\$163,995															
	7	TVT phase 1																						
	8	University Blvd	\$69,238	\$360,035						\$69,238	\$180,018	\$180,018												
	9	TVT phase 2	\$199,636	\$836,196																				
	10	Sheltowee Trailhead, South	\$20,852	\$108,428								\$20,852	\$108,428											
Mid Term Totals			\$800,534	\$3,704,261	\$0	\$0	\$149,856	\$181,394	\$423,746	\$328,989	\$439,769	\$200,870	\$108,428	\$154,155	\$334,003	\$334,003								
Long Term	12	US 60 Gateway	\$24,831	\$129,123								\$24,831	\$129,123											
	13	Eagle Walk Pedestrian Mall	\$162,590	\$975,540									\$162,590	\$325,180	\$325,180	\$325,180								
	14	Forest Service Road #16	\$168,700	\$1,096,550													\$168,700	\$548,275	\$548,275					
	15	KY 32 Shared-Use Path	\$198,645	\$860,795													\$198,645			\$430,398	\$430,398			
	16	Old Flemingsburg Rd Corridor	\$74,873	\$389,337																	\$74,873	\$389,337		
Long Term Totals			\$629,639	\$3,451,345	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,831	\$291,713	\$325,180	\$325,180	\$325,180	\$367,345	\$548,275	\$548,275	\$430,398	\$505,271	\$389,337		
Total All Phases			\$1,561,337	\$7,832,949	\$70,306	\$414,674	\$416,856	\$237,921	\$423,746	\$328,989	\$439,769	\$225,701	\$400,141	\$479,335	\$659,183	\$659,183	\$367,345	\$548,275	\$548,275	\$430,398	\$505,271	\$389,337	\$7,544,702	

Costs provided in U.S. 2019 dollars

Triplett Valley Trails (TVT) phases 1 and 2 to be performed by others at time of this master plan.

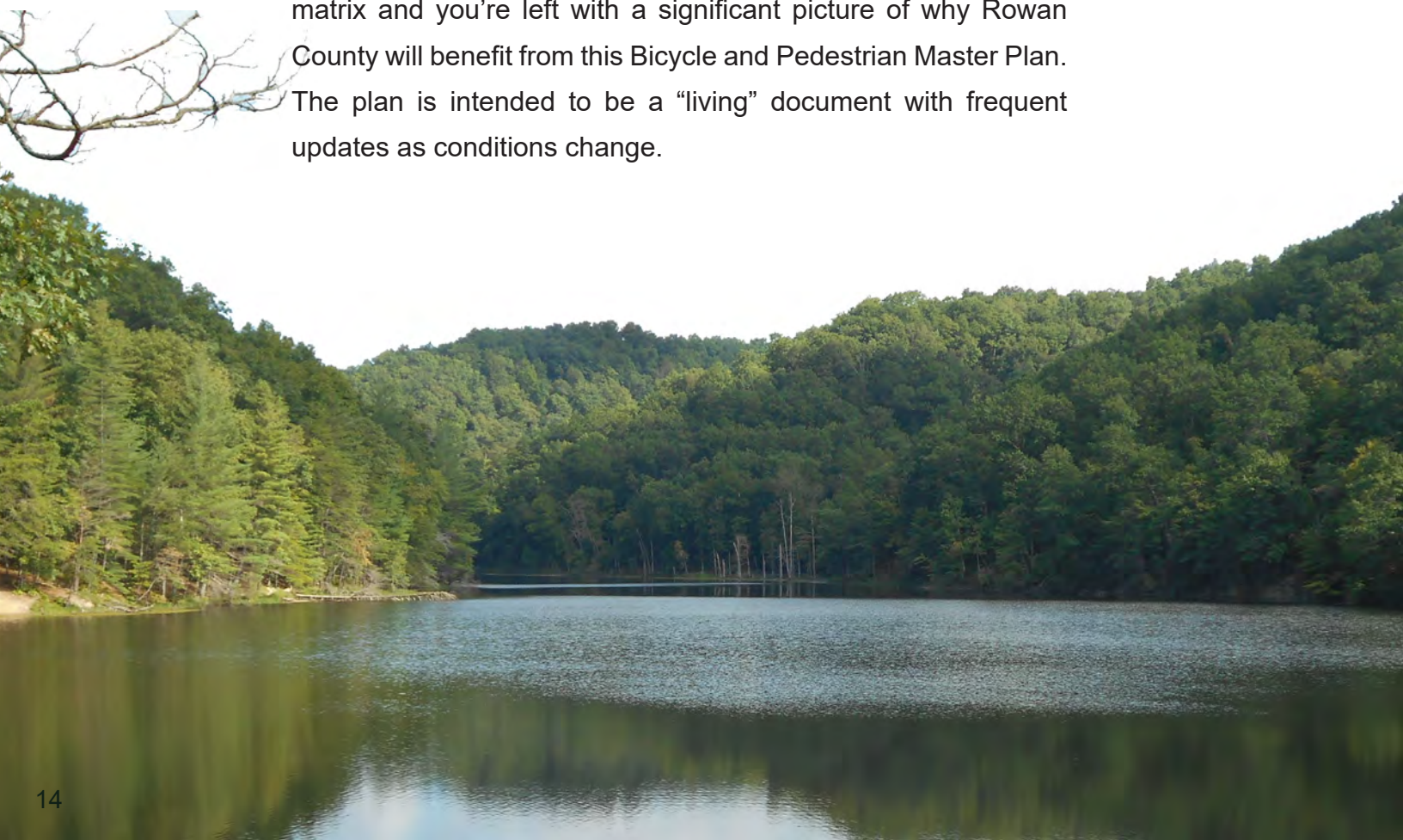
TVT estimate of \$1,999,440 not included in the Total Investment Estimate

INTRODUCTION + BACKGROUND



INTRODUCTION

Walking is the original and most fundamental mode of transportation. When Daniel Boone explored the Appalachian Mountains through Kentucky, he certainly did so on foot. As modes of transportation evolved, travel speeds became faster. Today, walking is the most necessary yet often overlooked mode of transportation as our communities are increasingly designed around motorized vehicles. The result in Rowan County has yielded a network of roads, streets, and highways with little regard for bicycle and pedestrian facilities. In opposition to this reality is the fact that Rowan County boasts significant natural resources and untapped tourism opportunities. Rowan County is home to the Northern Terminus of the Sheltowee Trace Trail north of Morehead and Cave Run Lake to the west. Connecting these regional destinations is the Daniel Boone National Forest. Add Morehead State University and the City of Morehead to this matrix and you're left with a significant picture of why Rowan County will benefit from this Bicycle and Pedestrian Master Plan. The plan is intended to be a "living" document with frequent updates as conditions change.



BACKGROUND

For many decades the automobile dictated all transportation planning and design with the emphasis on moving as much volume as fast as possible. These policies have left our communities incomplete and lacking connections, character, safety, access and choice. Rowan County is reliant on automobiles, restricting equal access to jobs, healthcare, shopping, schools and natural resources.

Rowan County has an abundance of natural resources and beautiful attractions. For decades, local residents have attempted grass root movements to encourage policies and generate public support for trails and connections to these destinations. However, due to political differences, funding constraints and lack of community engagement, expansion of bicycle and pedestrian facilities to date has been slow.

Things changed with the introduction of Kentucky Trail Town designations in 2012; with this program, small communities are offered state assistance in developing adventure tourism opportunities in their respective communities. Morehead became Kentucky's third designated trail town in 2014, paving the way for the bicycle and pedestrian planning. This designation was an initial success but the real value was the process and findings of the Trail Town Task Force (TTTF) as they relate to community engagement, bicycle and pedestrian demand, and stakeholder partnerships.



Group photo during Morehead's Trail Town induction in 2014.

The TTF was created and funded through Morehead Tourism and grants. The TTF performed the laborious groundwork for the trail town movement and created an “Action Plan”, ([See Appendix A](#)) to delegate roles and define responsibilities for various stakeholders throughout Morehead. This process was a requirement of the trail town application process. The TTF created five committees to define the opportunities and constraints in Morehead as they relate to trail users. These committees were the Trail Route Advisory, Merchant, Volunteer, Signage and Funding/Education committees. Through this process Morehead identified significant deficiencies and opportunities regarding bicycle and pedestrian facilities. The “Action Plan” converted many of the identified local deficiencies to positive objectives such as:

Enhance downtown Morehead communication

Add wayfinding and placemaking signage

Upgrade sidewalks

Modify Main Street to accommodate pedestrians and cyclists

Re-evaluate downtown parking capacity

Regionally, the “Action Plan” addressed trails and connectivity to Cave Run Lake, Daniel Boone Forest, and the Sheltoewee Trace. These existing amenities are significant “Adventure Tourism” opportunities but require funding, improvements and better connectivity to fully capitalize on them. This revelation was the catalyst in Morehead and Rowan County’s pursuit of a Bicycle and Pedestrian Master Plan.

Public Participation

The success of any master plan requires goals and strategies that respond to community requests. The public involvement process in Rowan County has been active, engaging and very successful. Public engagement has occurred to support multiple campaigns including the Cave Run Regional Trails Alliance, the Rowan County and Morehead Bicycle and Pedestrian Master Plan and the Trail Town Task Force recertification process.



A major accomplishment of the TTTF was the development of a strategic plan to identify and guide the master plan process. The TTTF recognized the previous shortcomings of smaller grass root movements where community support was not solicited. The TTTF secured necessary support through stakeholders who represented many local and regional agencies. Additional liaisons included the city council, fiscal and judicial courts, public radio, and other local media. The TTTF also received the political support of House Minority Leader Rocky Adkins, which will become more important as the plan unfolds. [\(See Appendix A for 2015-2018 Strategic Plan\)](#)

The TTTF identified the following needs of the Bicycle and Pedestrian Master Plan:

Address the lack of bike lanes on major roads

Provide bike & pedestrian safety and education

Identify safe bicycle / pedestrian access to Cave Run Lake

Define pedestrian corridor improvements, policies, design standards

Ensure bike / pedestrian facilities are included in future road projects

Provide funding assistance

Desired benefits of the Bicycle and Pedestrian Master Plan:

- Improve public health through increased exercise as access to more active transportation opportunities (biking and walking) are developed
- Enhance the sense of pride from community engagement, social interaction and participation in achieving common goals
- Create volunteer opportunities
- Develop programming to maintain infrastructure
- Attract visitors. tourists and businesses

Stakeholders

Kentucky Transportation Cabinet (KYTC): Several meetings took place with KYTC, district 9 to review current multi-modal transportation policy, compare existing policies and plans to the goals of this master plan, and request inclusion of this master plan on all future transportation planning and design. Though funding continues to threaten bike and pedestrian inclusion, KYTC fully supports such facilities and will pursue such infrastructure whenever feasible. Continued coordination with KYTC is imperative.

St. Claire Regional Medical Center: is the second largest employer in Rowan County and its campus is located in downtown Morehead. As a community player and a mission dedicated to healthcare, the medical center has been an advocate for increasing access and availability of a local bicycle and pedestrian network.

United States Forest Service: Due to the prevalence of the Daniel Boone National Forest in Rowan County, the U.S. Forest Service had a significant stake in the master plan. Many of the existing and proposed improvements directly connect and interface with existing forest service facilities including the Daniel Boone National Forest, the Sheltoewe Trace National Recreation Trail and Cave Run Lake.

Gateway Area Development District

Gateway Wellness Coalition

Morehead State University

Morehead Tourism

Red River Gorge Mountain Bike Alliance

Rowan County Arts Promotion Foundation

Sheltoewe Trace Association

Sustainable Morehead



PURPOSE OF THE PLAN

This plan will serve as a blueprint for Rowan County as they transition from a vehicular-dominated community to a pedestrian friendly community.



PURPOSE OF THE PLAN

The Bicycle and Pedestrian Master Plan has been developed to inform and guide policies that will encourage and promote long-term bicycle and pedestrian improvements in Rowan County. A successful plan will improve walking and biking opportunities throughout Rowan County with an emphasis on connecting Morehead to Cave Run Lake and other local destinations. These connections will link neighborhoods, schools, transit connections, businesses, and recreational facilities to one another. A comprehensive bicycle and pedestrian plan will improve access, safety, and health. Most importantly the plan will link the county's abundant natural resources, yielding economic prosperity for Rowan County. The plan will identify existing and proposed destinations, recommend safe and effective connections, propose improvements to meet or exceed community needs, and identify funding sources. The plan is intended to serve as a "living" document that will evolve with policy, politics, and community demand. Finally, by making walking and bicycling safer and more convenient, there will be a greater incentive to walk and ride bikes for transportation, health, and recreational purposes.





Project Goals

The bike and pedestrian master plan goals were developed through the collaborative TTTF process, community surveys and public involvement, stakeholders, and KYTC consultation. The project goals are summarized below.

Enhance Connectivity - Create interconnected walks and trails to allow improved access to identified local and regional destinations.

Spur Economic Growth - Recognize and capitalize on the active transportation opportunities through Morehead, the MSU campus, the Sheltowee Trace, Cave Run Lake and beyond.

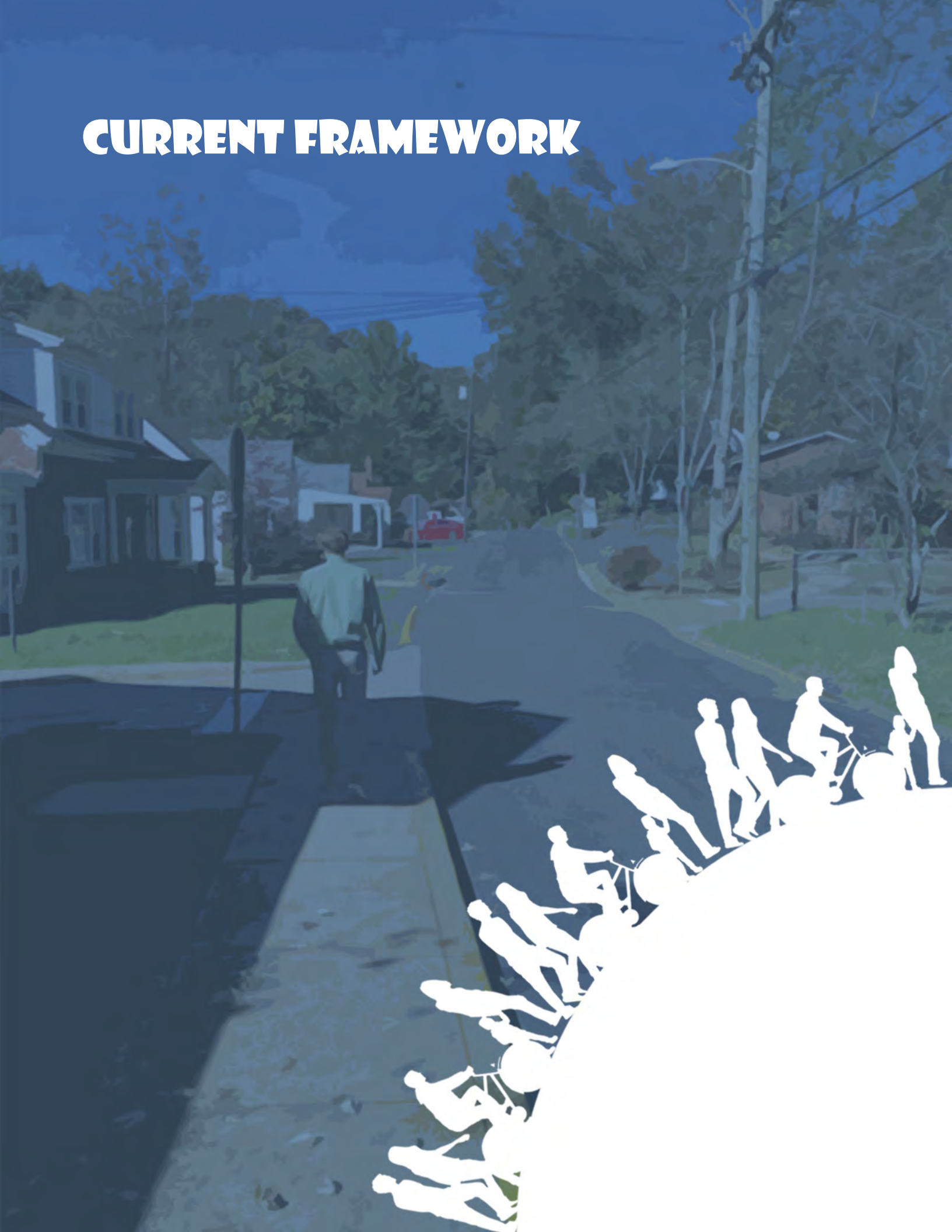
Enhance Safety - Existing conditions should be analyzed and improved to ensure safe / equitable user experiences.

Promote Equity - Provide adequate walking and biking opportunities in areas where such infrastructure is appropriate. Not all reaches of Rowan County warrant this infrastructure. Ensure a variety of opportunities to meet all user level needs.

Improve Health – Safe and accessible biking and walking opportunities will promote more activity by the public.

Capitalize on Recreation - Rowan County, especially around Morehead and Cave Run Lake, has an abundance of outdoor opportunities that can be enhanced with safe, accessible bike and pedestrian facilities.

CURRENT FRAMEWORK



CURRENT FRAMEWORK

It is important to understand national, state, and regional positions on bicycle and pedestrian planning so Rowan County can be prepared to incorporate them. Many communities across the country are successfully implementing bike and pedestrian infrastructure to meet community needs. “Complete Streets” is a great example of a fast evolving policy and design approach yielding successful outcomes for many communities, nationwide. Even in Kentucky, some communities are implementing similar bike and pedestrian policy and design standards resulting in valuable community benefits. Knowledge of these existing standards should encourage Rowan County to make deliberate, effective, long-serving changes to its transportation planning.

IN THIS SECTION:

Federal Policy

Kentucky Policy

Complete Streets

Elements of Complete Streets

Complete Streets in Kentucky

Safe Routes To School

Context Sensitive Design

Value of Walkable and Bicycle Friendly Communities

Federal Policy

The Federal Highway Administration (FHWA) encourages state DOTs to plan bicycle and pedestrian facilities into all transportation projects *“unless exceptional circumstances exist”*. The U.S. Department of Transportation guidelines are available in the *“Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations”*.

This policy not only recognizes the importance of walking and biking facilities, it encourages transportation agencies to *“go beyond the minimum requirements and proactively provide facilities that foster increased use by bicyclists and pedestrians”*. Further, the policy includes language to the effect that the DOT Secretary can withhold approval of projects that would negatively impact bicyclists and pedestrians. The policy also specifies that state and regional transportation agencies provide documentation of how specific transportation fund expenditures include investment in pedestrian walkways and bicycle transportation facilities.

The development of this Bicycle and Pedestrian Master Plan is a critical tool necessary for the pursuit of walking and biking facilities in Morehead and Rowan County. Equally importantly, this plan positions Rowan County favorably in the competitive transportation funding process.

“Every transportation agency has the responsibility and the opportunity to make a difference to the bicycle-friendliness and walkability of our communities.

Source:
U.S. Department of Transportation
Federal Highway Administration

Kentucky Policy

The FHWA Design Guidance dated September 10, 2015 paved the way for establishing the Kentucky Pedestrian and Bicycle Task Force, who drafted a set of recommended policies and guidance to improve accessibility and safety for non-motorized travel in Kentucky. The task force developed policy statements in accordance with the Kentucky Transportation Cabinet (KYTC) Strategic Plan's mission and goals of *improving accessibility, mobility, and safety for travelers throughout the Commonwealth of Kentucky in an environmentally and fiscally sound manner*. KYTC provides these policies through the **"Pedestrian & Bicycle Travel Policy"** which recommends active transportation improvements if-and-when certain criteria are met.

Unfortunately, this policy language currently recommends but does not require KYTC to accommodate all users. Furthermore, many of bike and ped components are excluded in transportation planning as available funding continues to plummet.

Currently, cities and communities in Kentucky must act autonomously to achieve effective bicycle and pedestrian policies, plans and implementation. Louisville has the states' only "Complete Streets Policy", adopted in February 2008. Lexington is currently analyzing results from its recent federally funded "Complete Streets" demonstration project. (See section on Complete Streets below). Statewide, Kentucky lacks good policy but demand is increasing. Effective policy, planning, and implementation will take time.



Cartoon illustrating the removal of traditional road design revealing bike and pedestrian improvements

Complete Streets

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Source: Smart Growth America

The National Complete Streets Coalition is a program of Smart Growth America, a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Street policies and practices. “Complete Street” approaches vary based on community context, needs, and demand. Complete Streets recognizes the importance of planning for public streets that provide safe access for all users and also protect and preserve a community’s character. Complete Street policies are evolving fast as communities continue to demand safer, connected transportation opportunities.



Complete Streets. are safer streets.
are connected streets.
ease traffic congestion.
are sustainable streets.
cost less than traditional transportation projects.
replace incomplete streets and foster livable communities.

Complete Streets by the #'s:

899 policies in all 50 states

34 state governments / DOT agencies

76 regional organizations

663 individual municipalities

. . . and growing

Complete Street Goals Include:

- Improve health by increasing walking and biking
- Improve safety with wider sidewalks, street trees and bicycle lanes
- Protect the environment and reduce congestion (reduce single-occupant vehicles)
- Preserve community character by involving citizens in the improvement process
- Improve access for older, younger and low-income people who otherwise have limited transportation options

Complete Street Proponents Include:

AARP

American Planning Association

American Public Transportation Association

American Society of Landscape Architects

The Centers for Disease Control and Prevention

The American Public Health Association

The U.S. Surgeon General

The U.S. Secretary of Transportation

The U.S. Department of Transportation

. . . and many more



10 Elements of Complete Streets

The National Complete Streets Coalition developed ten elements of effective complete street policy. These now serve as a national model for best practices in nearly all applications. The elements are listed below:

- 1. Vision and intent:** Includes an equitable vision for how and why the community wants complete streets. Specifies the need to create a complete, connected network and specifies at least four modes, two of which must be biking or walking.
- 2. Diverse users:** Benefits all users equitably, particularly vulnerable users and the most under-invested and under-served communities.
- 3. Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
- 4. Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- 5. Jurisdiction:** Requires inter agency coordination between government departments and partner agencies on Complete Streets.
- 6. Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- 7. Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
- 8. Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
- 9. Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- 10. Implementation steps:** Includes specific next steps for implementation of the policy.

Complete Streets Kentucky

Louisville

Currently in Kentucky, Louisville is the only city to adopt a Complete Streets Policy, which was enacted in 2008 as an amendment to the city's 2020 comprehensive plan.

Lexington

In 2017, Lexington was one of three cities selected nationwide by the National Complete Streets Coalition to participate in a federally funded safety demonstration project. Bryan Avenue, East Loudon Avenue and Maple Avenue form a triangle of disproportionate geometric design causing confusion for drivers, walkers and bikers. The goal of the project was to make the corridors safer, more predictable, and more comfortable for all users while engaging the community. The city worked closely with the local community to create a temporary demonstration project. They used inexpensive, flexible materials to redesign the intersections, redirect cars, and add crosswalks and pedestrian refuges.

The result was a surprising and resounding success that yielded 2 lessons which can be used nationwide.



1. Let the community lead the way

The team decided to allow the community to define the problems and solutions instead of engineering the solutions first. This reversal encouraged greater buy-in from the community. By giving the community increased ownership over this project, the Lexington team tailored the type and location of safety improvements more closely to the actual needs and desires of the public.

2. Maximize the resources at your disposal

Lexington used low-cost, high impact materials such as chalk and paint to temporarily modify the corridor alignments. This reduced cost and allowed for field modifications to maximize the effectiveness of the countermeasures. This process not only saved money but ensured the intended results were achieved.

Safe Routes to School

The Safe Routes to School (SRTS) program provides technical assistance and helps fund improvements that encourage safe, accessible walking and biking to school. Providing safe opportunities for walking and biking to and from school is a key strategy to keep kids active and healthy. In Kentucky, the program is funded with both federal and state matches. However, the requests for SRTS funding vastly exceeds any statewide availability year after year. In 2008, Kentucky SRTS program received 70 grant applications totaling more than \$10 million for \$2 million that was available to be awarded. The SRTS program was recently absorbed by the Transportation Assistance Program (TAP) and funding does still exist. This bicycle and pedestrian master plan will reinforce ongoing efforts to improve conditions for walking and biking to and from schools in Rowan County.



Context Sensitive Design

Historically, transportation design has been performed by planners and engineers with the goal of moving motorized vehicles as quickly and cost effectively as possible. This goal has been achieved at the expense of natural, environmental and cultural barriers diminishing the context's uniqueness and/or sense of place. Today, there is a growing demand for the deliberate plan, design and development of transportation systems to be contextually driven. "Context sensitive design asks questions first about the need and purpose of the transportation project, and then equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic, environmental, and other community values.



Context sensitive design involves a collaborative, interdisciplinary approach in which citizens are part of the design team".

Source: U.S. Department of Transportation, FHWA

Value of Walking and Biking Friendly Communities

Walking and biking are not only necessary modes of transportation, but they are also stimulating ways to explore, experience places, get active, promote community vitality and benefit the environment.

Source: Pedestrian and Bicycle Information Center

As stated earlier, walking is the original and most fundamental mode of transportation. As a society, we have minimized walking and maximized vehicular modes of transportation. This shift has negatively altered the planning, zoning and development of our communities. Implementation of this bike and pedestrian master plan requires an understanding of the fundamental shift required to transform Rowan County from a vehicular-dominated community to a walkable and bicycle-friendly community. This is imperative because there is no better place to experience Kentucky's natural beauty than in Rowan County. Enjoying its beauty requires a shift in gears so users can more intentionally experience all there is to explore.

Pedestrian friendly communities are more livable communities because of the following benefits.



Health



Safety



Environment



Socioeconomic





Health Benefits

Control weight

Improve mental health and mood

Strengthen bones and muscles

Increase life expectancy

Reduce risk of diseases and cancers

Improves ability to perform daily activities

"A vigorous five-mile walk will do more good for an unhappy but otherwise healthy adult than all the medicine and psychology in the world."

Source: Paul Dudley White





Safety Benefits

Generous sidewalks, access and connectivity

Reduced vehicular speeds

Safe routes to school, work, shopping

Sense of ownership increases safety of facilities

Equitable infrastructure for all users

Reduced cross-walk distances

Refuge areas to mitigate vehicular conflicts

Traffic calming to mitigate vehicular conflicts

More pedestrians = less motorists = less accidents



Environmental Benefits

Increased walkability footprints decrease automobile footprints

Reduced carbon emissions, improve health and overall quality of life

Green infrastructure reduces pollution

Fewer vehicles reduce pollution

The U.S. Department of Transportation estimates that when communities participate in Non-motorized Transportation Projects, walking trips increase by 16% over 5 years and biking trips increase by 44%.





Socioeconomic Benefits

Increased efficiency of land use

Increased livability

Increased property values

Promote social interaction

Attract business, tourism and “new economy”

Reduce commuting costs and associated roadway maintenance costs

Housing values increase as walkability increases

Walking improves community interaction as people are more likely to talk with neighbors and shop in local stores when they are walking

Walkability and bicycle-friendly facilities attract tourism

Cities that have embraced biking and walking campaigns tend to be happy, healthy, educated, and economically-stable.

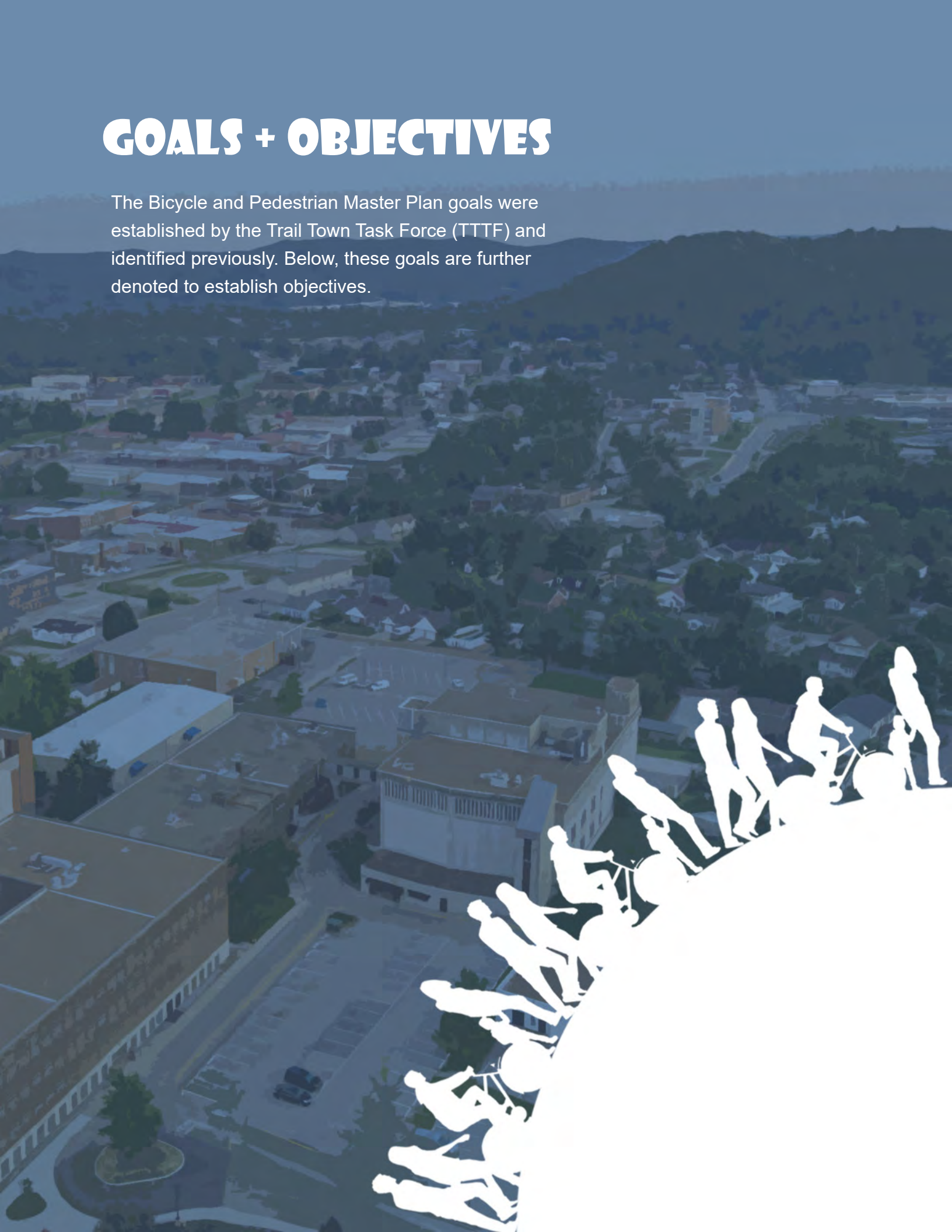
Source: Bike and Walk Alliance



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GOALS + OBJECTIVES

The Bicycle and Pedestrian Master Plan goals were established by the Trail Town Task Force (TTTF) and identified previously. Below, these goals are further denoted to establish objectives.



Enhance Connectivity

Create interconnected walks and trails to allow all people safe, comfortable access to identified local and regional destinations.

Objectives:

Increase trail usage and improve maintenance programs for Sheltowee Trace, Eagle Lake Trail and Daniel Boone National Forest trails.

Work with the Sheltowee Trace Association and Daniel Boone National Forest Service on the continued improvements of trails in Morehead and Rowan County.

Coordinate proposed connections with the Cave Run Lake Regional Trail Coalition.

Improve existing bicycle and pedestrian infrastructure.

Partner with KYTC to get bike and ped facilities on all future roadway projects in Rowan County.

Improve connections to transit for bicycle and pedestrians.

Develop a bicycle network that supports all user groups, ages and abilities.

Enhance existing bicycle parking and provide new facilities where needed.

Generate wayfinding signage to support local and regional bike/ped users.



Spur Economic Growth

Recognize and capitalize on the active transportation opportunities through Morehead, the MSU campus, the Sheltoewe Trace Trail, Cave Run Lake, the Daniel Boone National Forest and beyond.

Objectives:

Connect bicycle and pedestrian users to local and regional destinations.

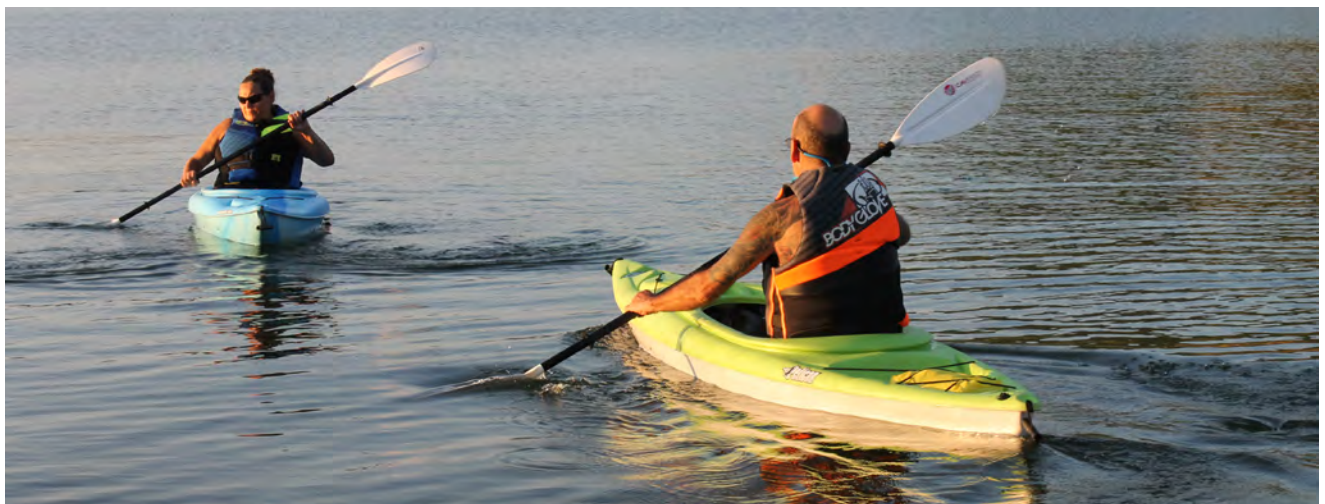
Capitalize on the Sheltoewe Trace Trail and the northern terminus trailhead in Rowan County.

Market the county's natural resources and provide safe, accessible connections to them.

Enhance or provide connections to city centers, commercial and business districts, parks, schools, trails, the lakes, historical / cultural venues and recreational areas.

Attract Eco-tourism businesses to Morehead: bicycle/kayak rentals, trail mapping, etc.

Encourage new retail, shops, and restaurants to anchor Main Street.



Enhance Safety

Existing conditions should be analyzed and improved to meet and match proposed infrastructure to ensure safe / equitable user experiences.

Objectives:

Identify all existing facilities needing repair or improvement.

Prioritize improvements to align with equity and demand.

Improve safety through design, operations, maintenance and education.

Educate to promote tolerance of all forms of transportation.

Apply traffic calming techniques to address safety issues associated with vehicular speeds and volumes.

Employ speed management approaches in and around high-density pedestrian areas.



Promote Equity

Provide adequate walking and biking opportunities in areas requiring such infrastructure. Not all reaches of Rowan County warrants the need. Ensure a variety of opportunities to meet all user level needs.

Objectives:

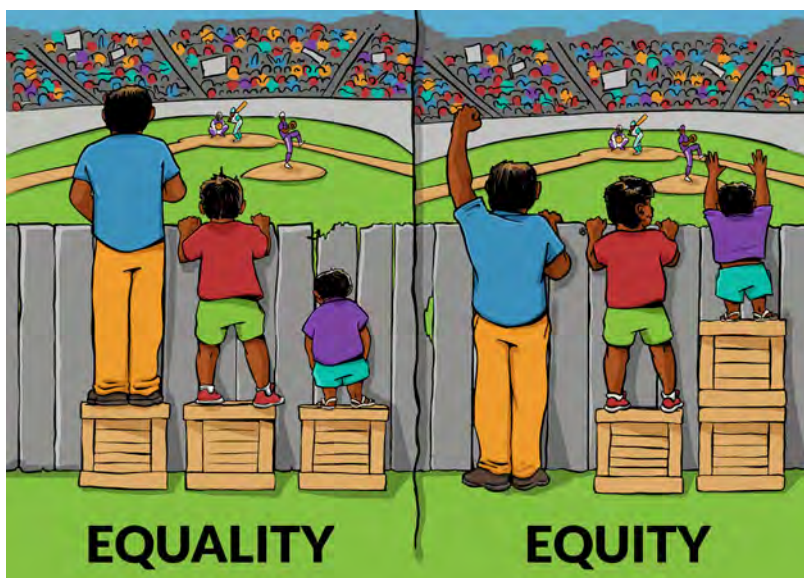
Ensure all pedestrian and bicycle facilities are safely accessible to everyone in the community.

Identify and understand the unique needs and safety risks of different populations and provide adequate resources to each group.

Plan and design infrastructure that addresses underlying disparities of mobility and access for under served populations.

- Low income
- Minority
- Older adults
- Limited English proficiency
- People with disabilities

Recognize that equity can be considered both a process and an outcome.



Improve Health

Safe and accessible biking and walking opportunities will promote more activity by the public.

Objectives:

Increase the network of active transportation infrastructure to make access to walking and biking safe, accessible and comfortable.

Education awareness programs to reinforce the benefits of moderate exercise.

Businesses to promote walk to work opportunities



Capitalize on Recreation

Rowan County, especially around Morehead and Cave Run Lake has an abundance of outdoor opportunities that can be enhanced with safe, accessible bike and pedestrian facilities.

Objectives:

Identify and improve existing trails, walks and cycling routes from Cave Run Lake to Morehead.

Ensure connections to all community parks, schools and Eco-tourism destinations.

Promote Morehead businesses, shops, restaurants and lodging to capitalize on Eco-tourism and regional events.

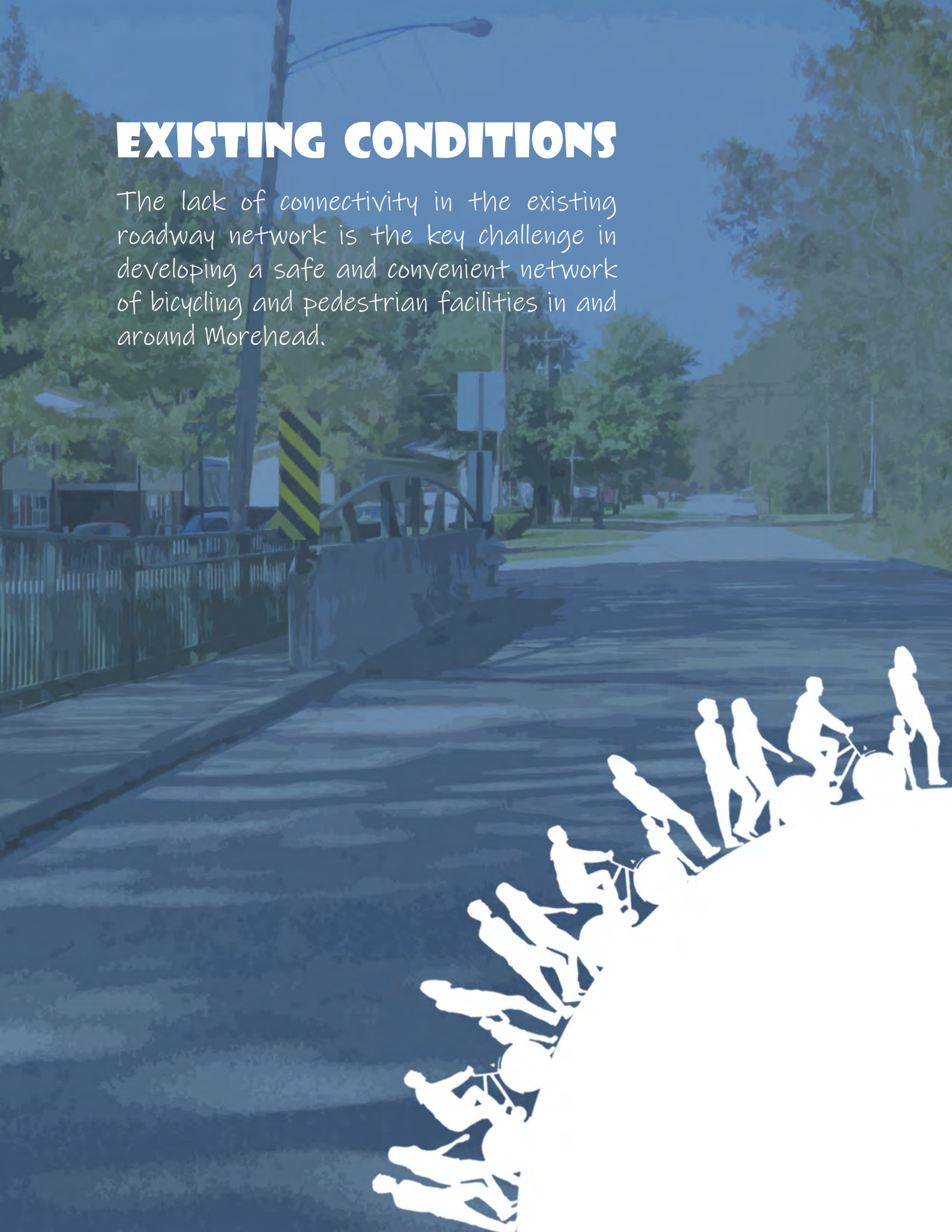
Enhance and celebrate the unique relationship of downtown Morehead and the Sheltopee Trace Trail.



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EXISTING CONDITIONS

The lack of connectivity in the existing roadway network is the key challenge in developing a safe and convenient network of bicycling and pedestrian facilities in and around Morehead.

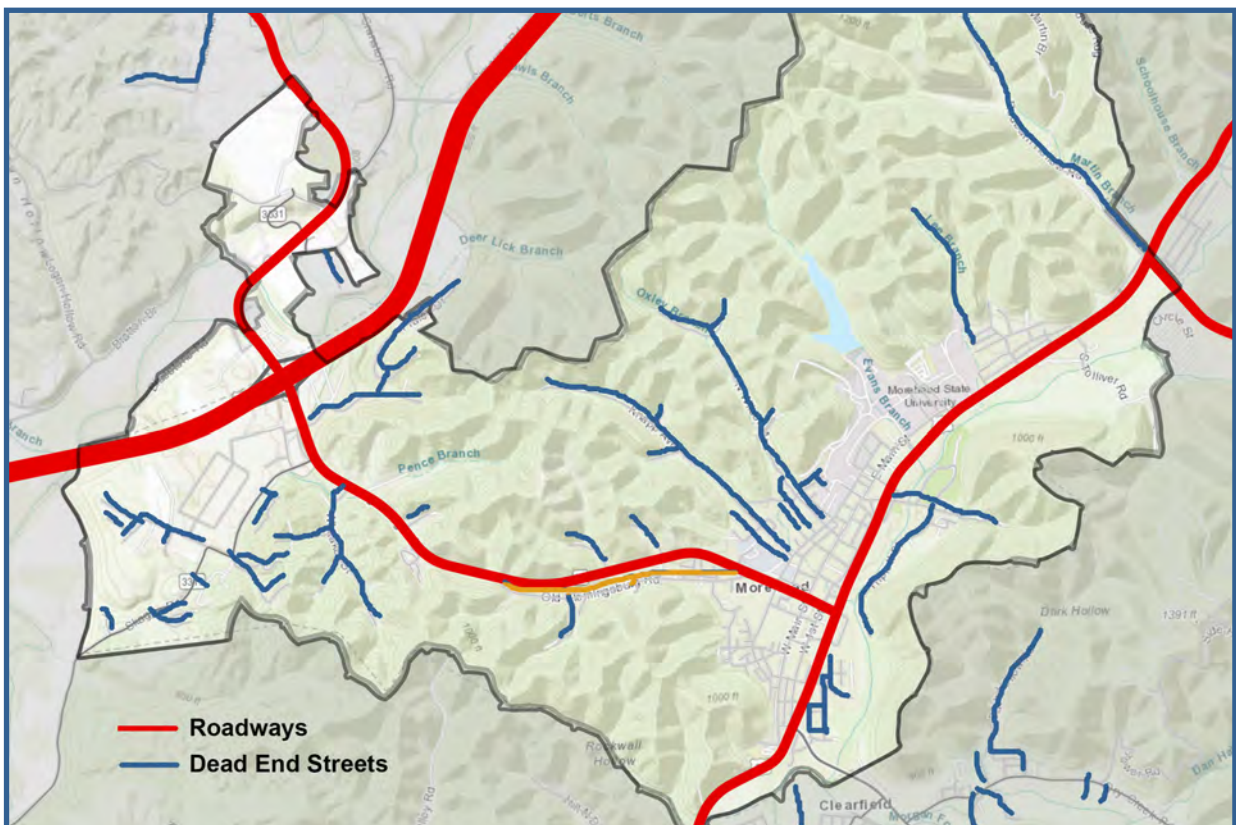


CURRENT BICYCLE AND PEDESTRIAN NETWORK

In Rowan County, the existing transportation infrastructure is comprised of single and double lane roads, with varying shoulder widths. Morehead is the largest city in the county, the county seat. The City is home to Morehead State University, (MSU) and St. Claire Regional Medical Center, the two largest employers in the region. Morehead sits on US 60, formerly known as the Midland Trail, which was the first transcontinental auto trail connecting the east to the west. In 1964, Interstate 64 was completed bringing commerce, altering traffic patterns and yielding growing pains.

The existing built environment is largely characterized by conventional suburban style development that took place in the

decades of the 1960s through 1990s. The suburban development pattern features steep topography and separated land uses connected by an arterial roadway network with high volume and high-speed traffic. Many residential neighborhoods were developed with no regard for foot traffic; few sidewalks and many dead-ends, limiting through-street connections. The MSU campus, on the other hand, has sidewalks, bike racks and narrow streets, ideal for the student population. However, due to the topography, there are significant dead ends, steps and poor connectivity that limit good pedestrian circulation. Morehead's development patterns have resulted in cross-town trips, motorized and non-motorized, being funneled to the same high volume, high speed corridors.



Pedestrian Facilities

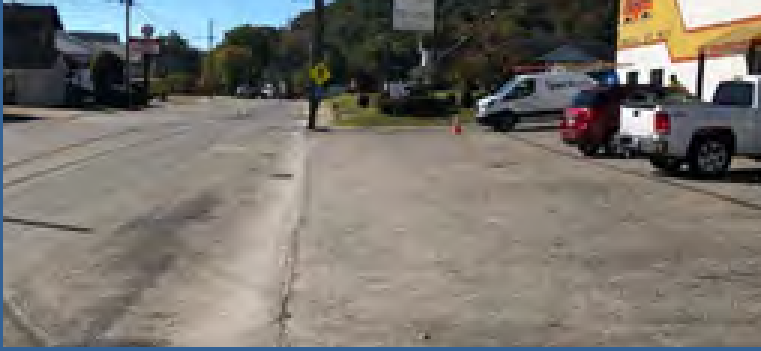
Existing facilities data was identified to generate a better understanding of the current pedestrian infrastructure in Rowan County. This data was derived through field investigations, GIS data, KYTC right-of-way plans, public input, and county statistics.

The general status of the existing bike and ped facilities could be summarized as poor county-wide and fair in Morehead. The clearest example being that Morehead has 15 miles of sidewalks vs. the county's 1.5 miles. As expected, the most satisfactory and compliant bike and pedestrian infrastructure was in and around the MSU campus and downtown Morehead. The entries into Morehead via Flemingsburg Road and US 60 possess poor pedestrian facilities summarized by dead ends, pavement breaks and discontinuity similar to the pedestrian network county wide. Morehead is limited in large part by its hilly terrain and steep topography. A lot of walks begin or end at stairs. Many sidewalks end suddenly and without warning. Many others are obstructed with landscape overgrowth, utility poles or guy wires. Others simply end when it is obvious they should continue. Sidewalks in Morehead, especially around campus are adequate, ADA compliance and overall safety concerns of existing sidewalks warrant improvements.



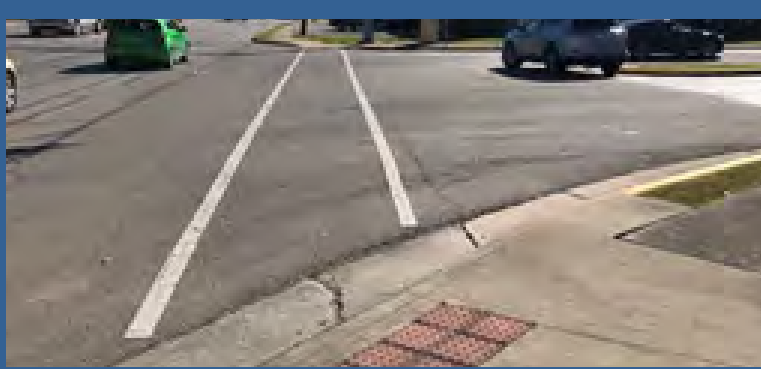
Existing conditions, Flemingsburg Road

Existing Pedestrian Issues



Wholesale Auto Parts on W. Main

Undefined road edges and lack of sidewalks are very dangerous for pedestrians and confusing to drivers.



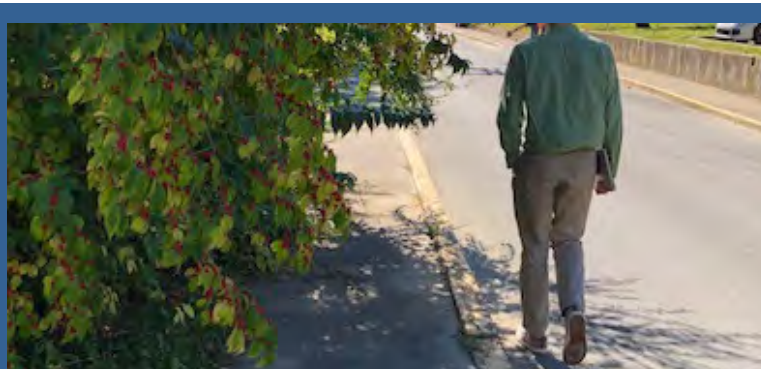
Flemingsburg Road at W. Sun St.

Long crosswalks like this are dangerous for pedestrians attempting to dodge cars and beat the crosswalk clock.



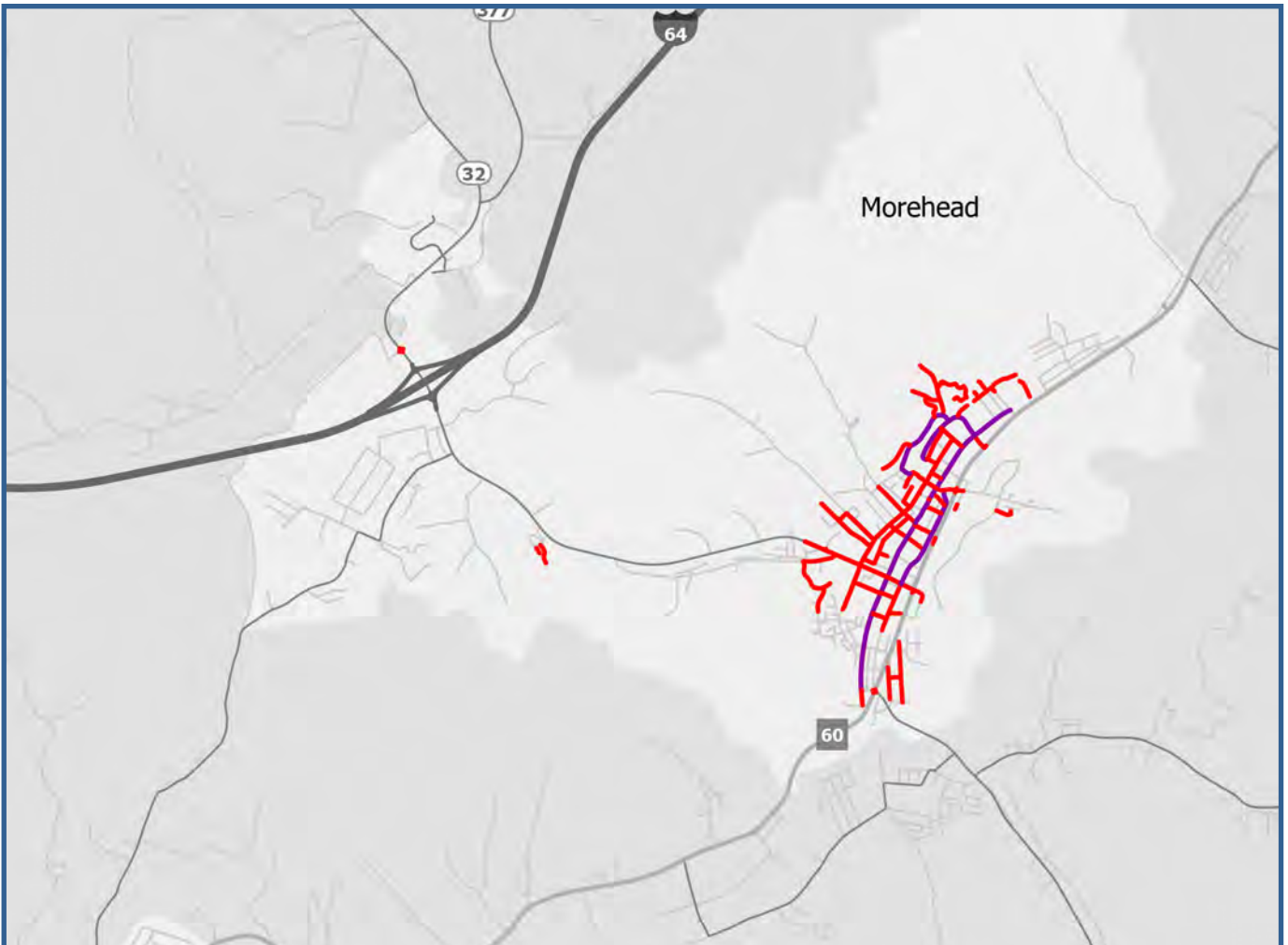
Mid-Block Crossing on Main St.

Existing mid-block crosswalk lacks ADA compliance and clearly defined pedestrian refuge areas. Vehicles can back into the crosswalk making this dangerous to pedestrians and motorists.



East 2nd Street, on MSU Campus

Lack of landscape maintenance renders this sidewalk useless forcing pedestrians into oncoming vehicular traffic.



Morehead Existing Pedestrian Facilities

Existing Pedestrian Facility Types

- Shared Bike Lane
- Sidewalk/Crosswalk

Miles of Existing Pedestrian Facilities

Shared Bike Lane	5.90
Sidewalk/Crosswalk	15.72

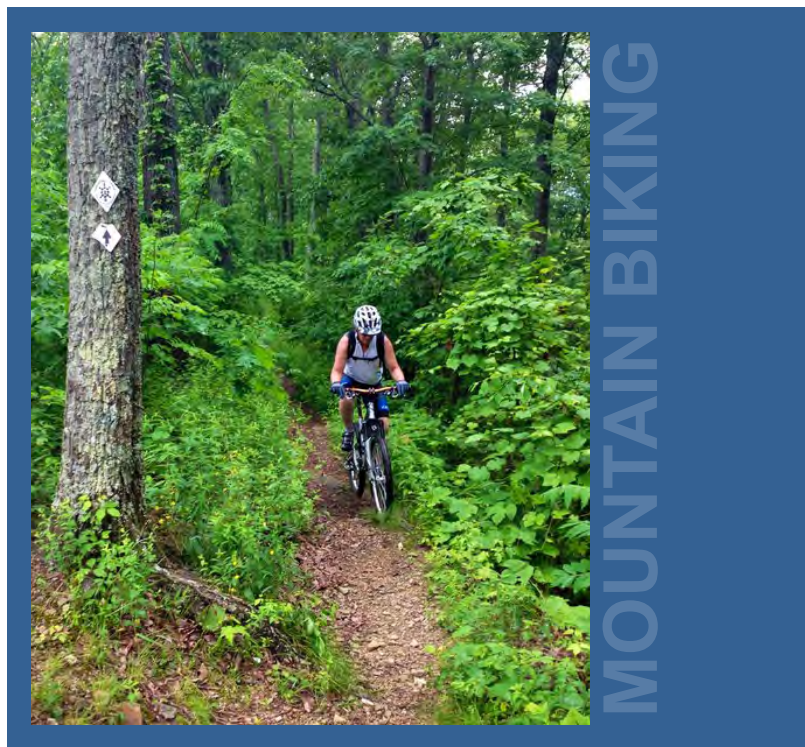


Bicycle Facilities

Biking in Rowan County occurs in both road cycling and mountain biking forms. There is about 6 miles of shared bike lanes in Rowan County but all of them are located in Morehead. County wide, there is over a hundred miles of cycling routes currently used by cyclists. **These current cycling conditions are not safe or comfortable enough for most types of riders and therefore only serve the most advanced cycling users.** Some roads such as Flemingsburg Road (KY 32) and US 60 have discontinuous and different sized shoulders further contributing to the lack of comfort and perceived safety for cyclists. Some local riders mentioned the common existence of screws, glass and other debris littering these shoulders, further diminishing their potential use. Cycling demand is growing as more and more cyclists are requesting better infrastructure. This demand is illustrated in a multitude of GPS-based mapping platforms such as Strava, MapMyRide, Bike Map and others. Strava maps indicate current cycling routes in and around Morehead exceeding 200 miles. Although potentially dangerous, these routes have gained in popularity due to their scenic lure and minimal vehicular traffic. However, as stated above these routes are within roadways which lack comfort and perceived safety relegating these routes to advanced riders. Morehead is host to one regional

cycling event called Bike Morehead, which is part of the Kentucky Cycling Challenge. There are also local group and club rides such as the 4th Sunday bike rides (April through October). Further evidence of the growing biking momentum in Morehead is the growing demand for bike rentals. Bikes can be rented from Switchback Cycling Bike Shop or through MSU's bikeshare program.

With the Daniel Boone National Forest, Cave Run Lake, MSU, and local off-road trails, it's not surprising that mountain biking is so popular in Rowan County. Strava indicates hundreds of miles of mountain biking trails, loops and courses. Accurate data is difficult to discern as many trails overlap and piggy back. Regardless, biking is popular in Rowan County and presents a significant opportunity on which to capitalize.



Existing Bicycle Conditions



Flemingsburg Road

Generous shoulder widths can be used by avid cyclists but vehicular speeds make this option uncomfortable for the majority of cyclists.

Shoulders

>200 MILES



Sharrows on W. Main Street

Sharrows occur in Morehead on Main Street and on MSU Campus. Many more miles of existing roads have potential for sharrows creating a better connected cycling network.

Sharrows

5.9 MILES

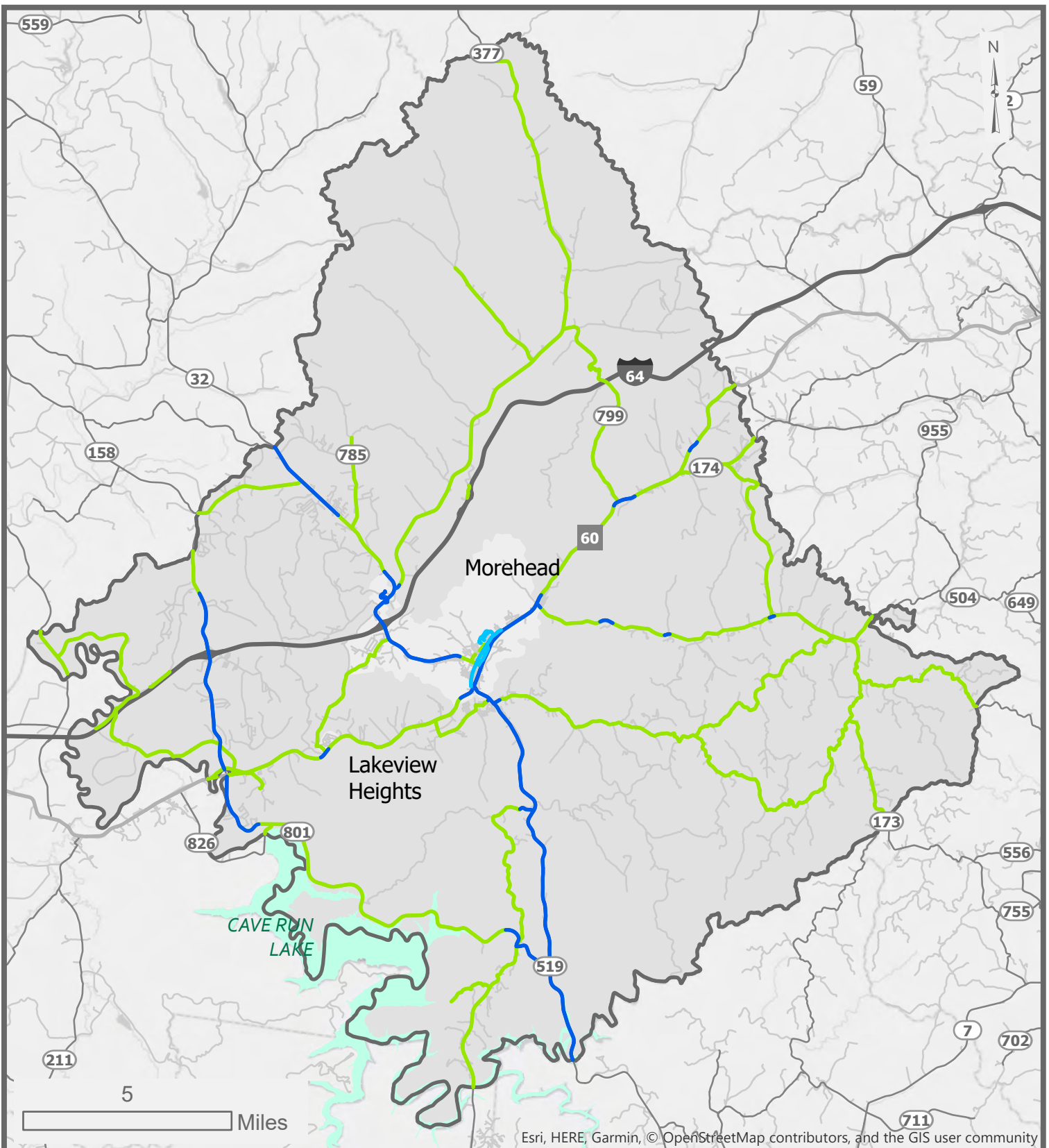


Clack Mountain Road West

Forest Service roads in the Daniel Boone National Forest as well as Cave Run Lake make great cycling opportunities.

Mountain Bike Trails

>28.6 MILES



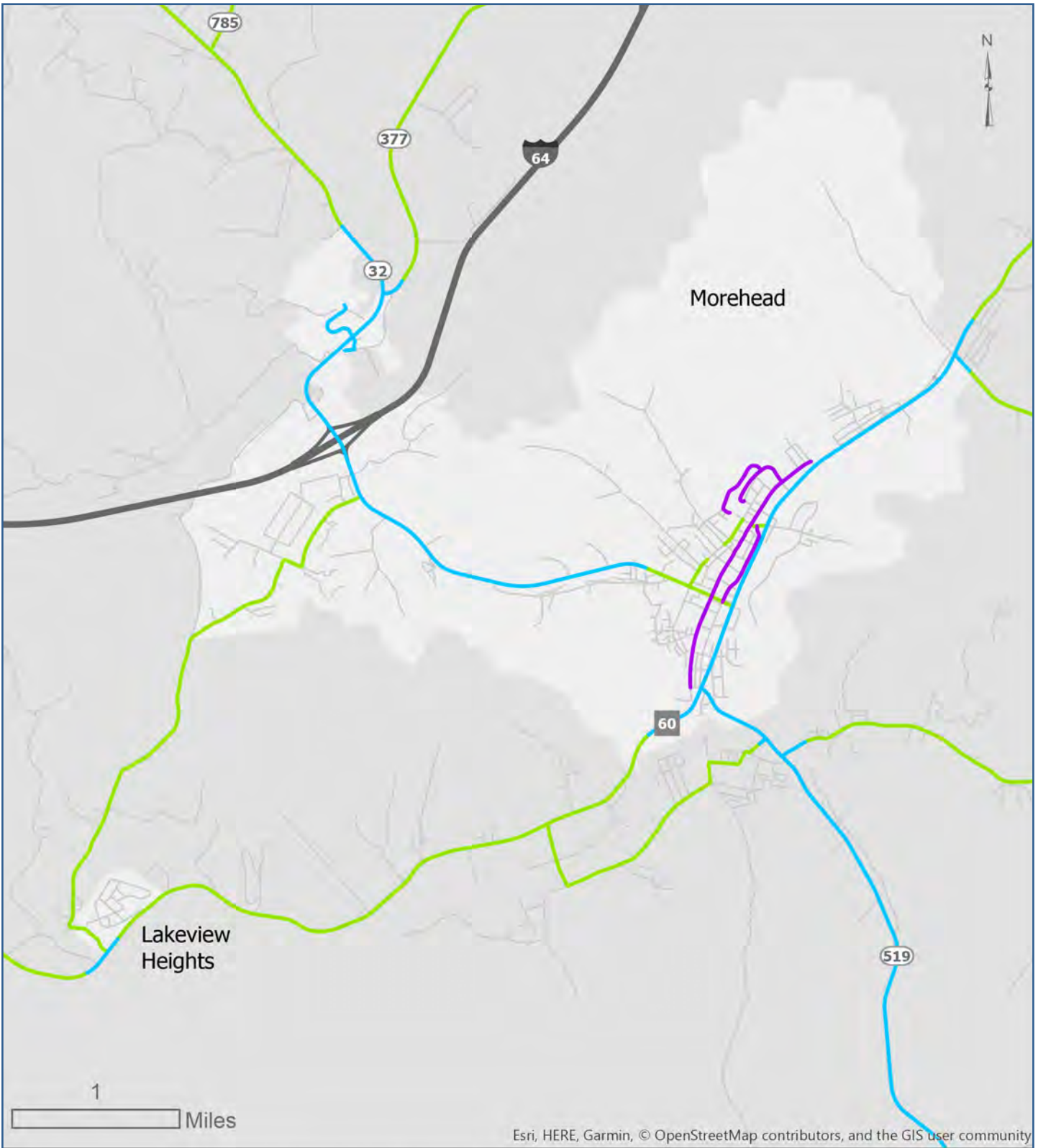
Rowan County Existing Bicycle Facilities

Existing Bike Facility Types

- Shared Bike Lane
- Shoulder Width 6 Feet +
- Shoulder Width 1-5 Feet

Miles of Existing Bike Facilities

Shared Bike Lane	5.90
Shoulder Width 6 Feet+	59.93
Shoulder Width 1-5 Feet	200.43



Morehead Existing Bicycle Facilities

- Existing Bicycle Facility Types
- Shared Bike Lane
 - Shoulder Width 6 Feet +
 - Shoulder Width 1- 5 Feet

Miles of Existing Bicycle Facilities	
Shared Bike Lane	5.90
Shoulder Width 6 Feet +	14.26
Shoulder Width 1- 5 Feet	5.99

NATURAL FACILITIES

Morehead is Kentucky's third designated trail town and for good reason. Literally hundreds of miles of trails occur throughout Rowan County. The Sheltoewe Trace Trail spans from its Northern Terminus location and runs southwest to Cave Run Lake before moving into Bath County. Cave Run Lake boasts well over 40 multi-use trails which cater to a multitude of activity seeking users including hiking, biking, horseback riding and ATVs. MSU has its Eagle Lake Trail and there are many other connector trails around Rodburn Park creating a unique trail network in and around Morehead.

Cave Run Lake

The lake has an extensive trail system accommodating hikers, mountain bikers, cyclists, equine and ATV users. The Cave Run Lake trail system has over 40 designated routes eclipsing 200 miles in length.

200 MILES



Sheltoewe Trace Recreation Trail

The Sheltoewe Trace Recreation Trail trailhead is in northern Rowan County. The Sheltoewe Trace trail runs through Rowan County before entering adjacent Bath County. The trail connects regional users to Morehead, MSU campus and Cave Run Lake. The trail has a unique relationship with the City of Morehead.

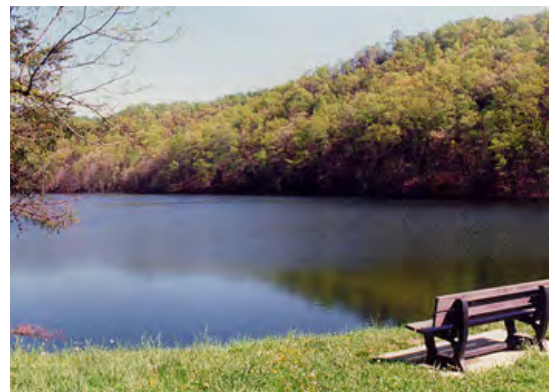
37 MILES



Eagle Lake Trail

This 1.2 mile primitive multi-use trail commences on the MSU campus and encircles Eagle Lake. This trail is used by many students, locals and mountain bikers for its easy access, convenience and beautiful scenery. The loop trail connects to other regional trails providing trail users with destination options.

1.2 MILES



NEEDS ANALYSIS

A needs analysis was conducted to evaluate the existing conditions to better understand the strengths and weaknesses of the current infrastructure. Data including demographics, land use, traffic, and health is imperative to ensuring community needs are addressed. This data was used to identify deficiencies in the system and in-turn, inform all proposed recommendations that will strengthen the infrastructure and guarantee accessibility, equitability and safety for all. The results of these analyses are used to inform the prioritization of projects and ensure alignment with this master plan goals. The following analyses were performed to better understand the Rowan County community.



NEEDS ANALYSIS

IN THIS SECTION:

Commuter Data

Demand Analysis

Destinations Map

Bicycle / Pedestrian Level of Comfort Model

Safety Analysis

Equity Analysis

FEMA Floodway Map

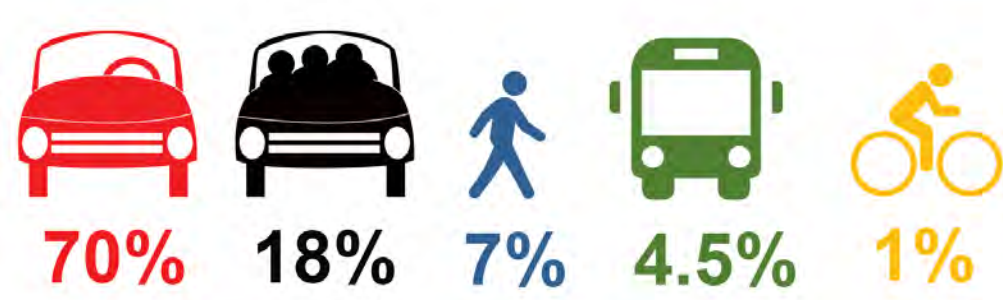
Opportunities and Challenges

Commuter Data

Since Rowan County is a vehicular-dependent community, it should be no surprise that over 70% of commuters drove alone to their destinations according to Data USA: Rowan County, KY for the years 2013 - 2016. Walking declined in the same period from 11.2% to 6.1%, while biking began to be measurable at 1%. The decrease in walking occurred concurrently with an increase in vehicle ownership, reinforcing the auto dependency in Rowan County. The decrease can also be attributed to the lack of comfortable infrastructure, which will be addressed later in this section. Public transit use increased from 2.8% to 4.5% in those same years. This is important because transit users need safe, accommodating access to and from their transit access points. This increase in transit users warrants improvements to existing transit connectors to make them more ADA compliant, accommodating, comfortable and safe. Some transit users even bike to and from their respective transit connectors, further justifying the need for improved bicycle and pedestrian facilities.

The downtown area and the MSU campus have the highest portion of active commuters, with the share of active mode commuters decreasing as the distance from downtown increases. Schools are a significant source of walking and biking by populations that cannot drive or elect to walk or bike for economic reasons. In conclusion, most bicycle and pedestrian activity occurs in and around the downtown and university areas. The outliers are the adventure sports such as mountain biking, trail running and hiking which obviously do occur specifically in and around Cave Run Lake and the Daniel Boone National Forest.

Rideshare Percentage In Morehead

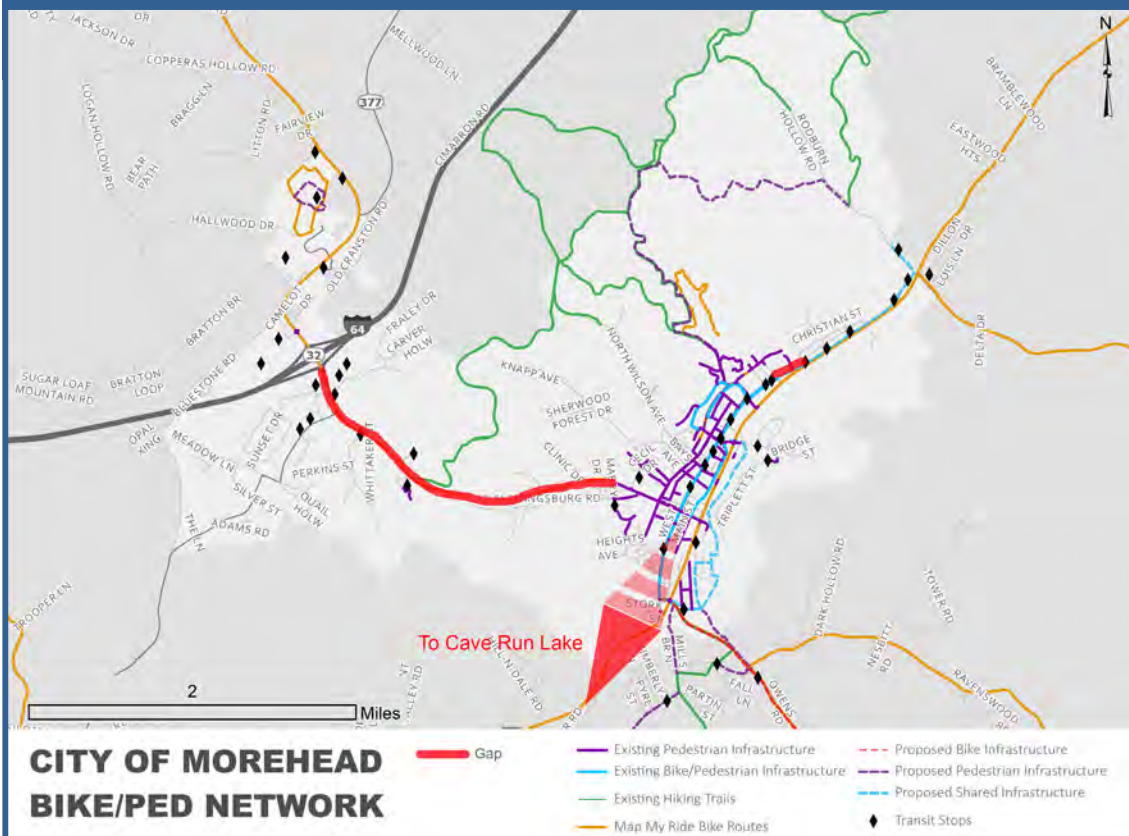


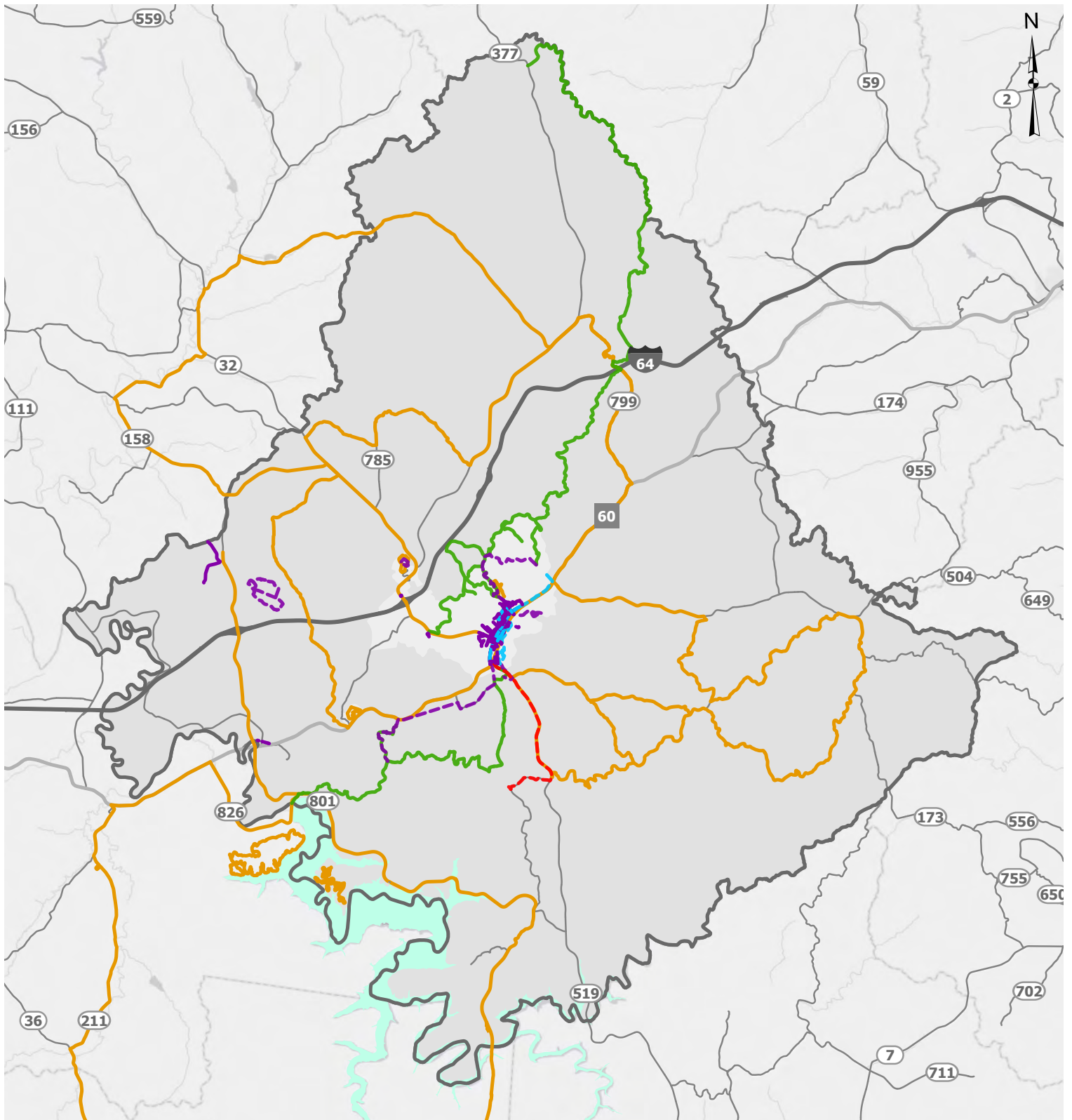
Demand Analysis

A demand analysis was performed to identify the demand for bicycle and pedestrian facilities. Elements identified were origins, destinations and barriers, such as terrain, water bodies, and dangerous road networks. These results illustrate the existing network, barriers to destinations and gaps in the network which diminish route usage and connectivity. Factors that influence demand include, demographics, land-use and land features or barriers, access to transportation facilities, and socio-economic data. Key findings are indicated below:

What We Found

1. Highest demand for walking, biking and transit facilities are in downtown Morehead / MSU campus.
2. Biking and walking network gaps occur in Morehead on Flemingsburg Road and East Main Street in front of the Academic Athletic Center building (AAC).
3. A connection from Morehead to Cave Run Lake is a significant missing gap.
4. Small gaps and disrepair were identified along the southern end of Flemingsburg Road from St. Claire Regional Medical Center to US 60.
5. Main Street is the biggest north/south corridor for bicyclists and pedestrians. Continued investment is needed to further improve "Main Street".





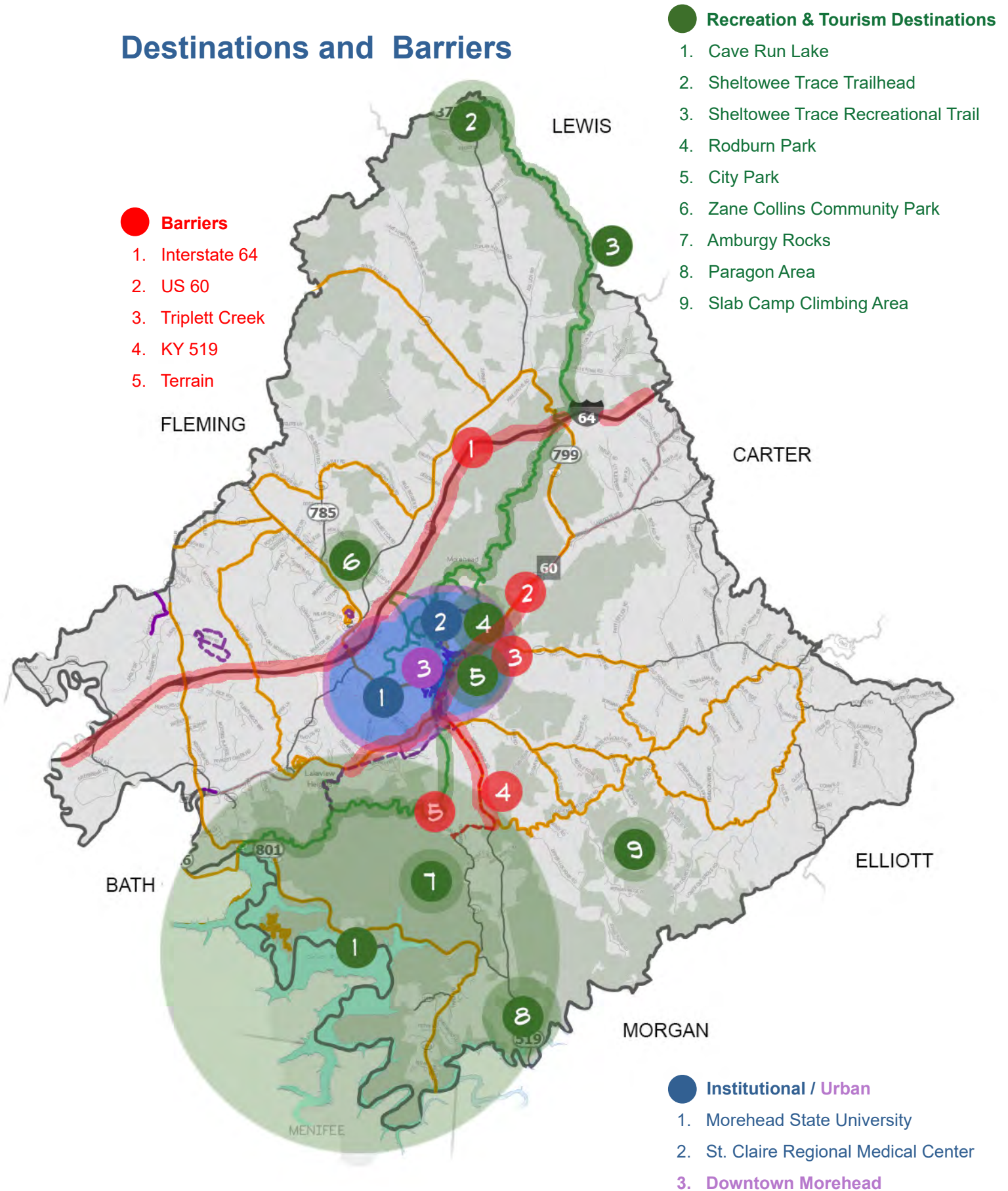
ROWAN COUNTY BIKE/PED NETWORK

- Existing Pedestrian Infrastructure
- Existing Bike/Pedestrian Infrastructure
- Existing Hiking Trails
- Map My Ride Bike Routes
- - - Proposed Bike Infrastructure
- - - Proposed Pedestrian Infrastructure
- - - Proposed Shared Infrastructure

10

_____ Miles

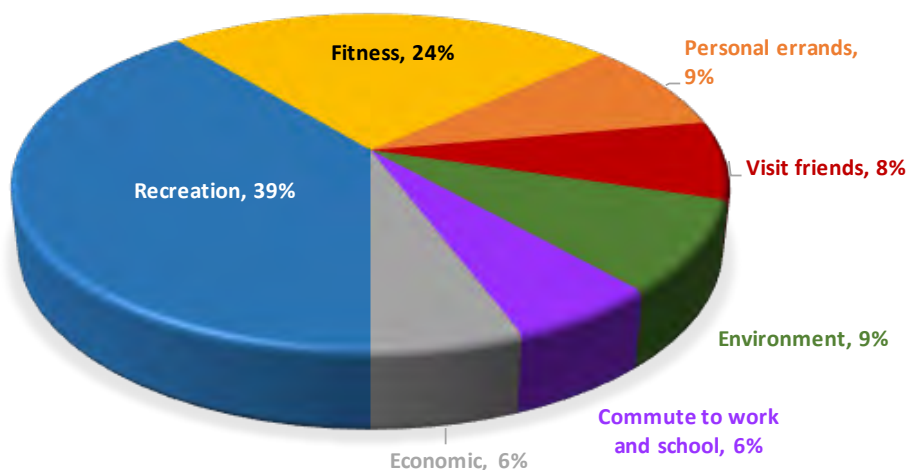
Destinations and Barriers



Level of Comfort Analysis

In 2015, Morehead Tourism partnered with MSU students to identify the bicycle usage in Morehead. 302 participants were asked a multitude of questions about biking in and around Morehead. The findings indicated a direct correlation between a perceived level-of-comfort and the propensity or willingness to bike. The results are illustrated below. (See Appendix C: [Bicycle Attitude and Safety Knowledge Questionnaire.](#))

Purpose for Bicycling: Morehead

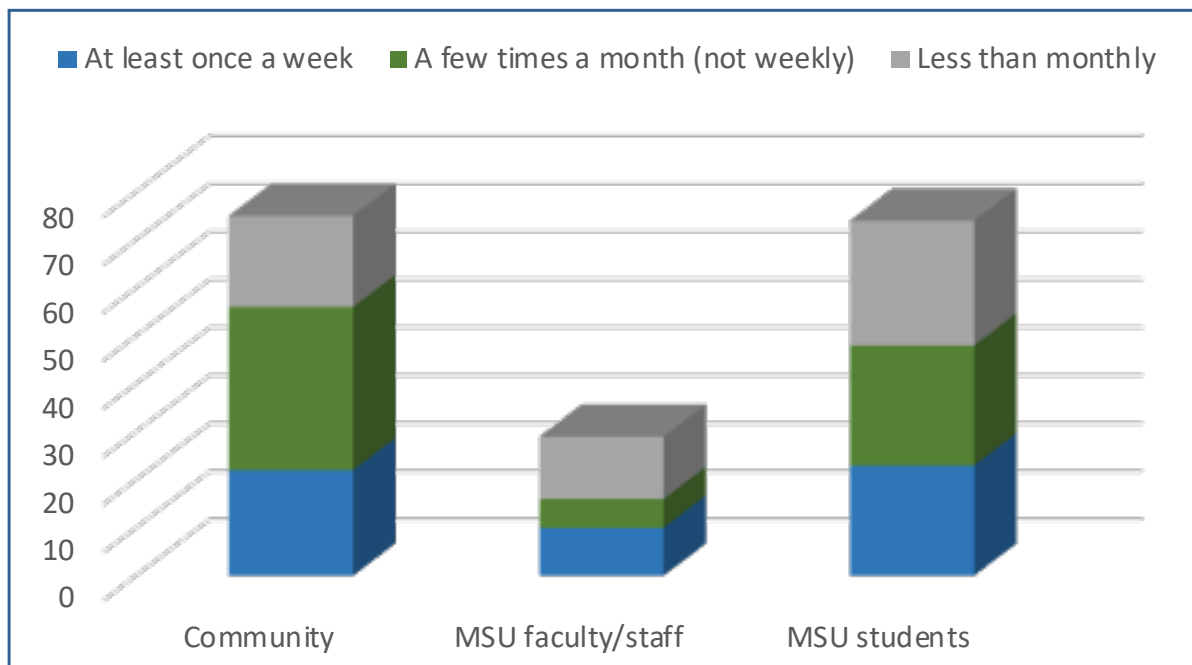


Identify as Non-Cyclist



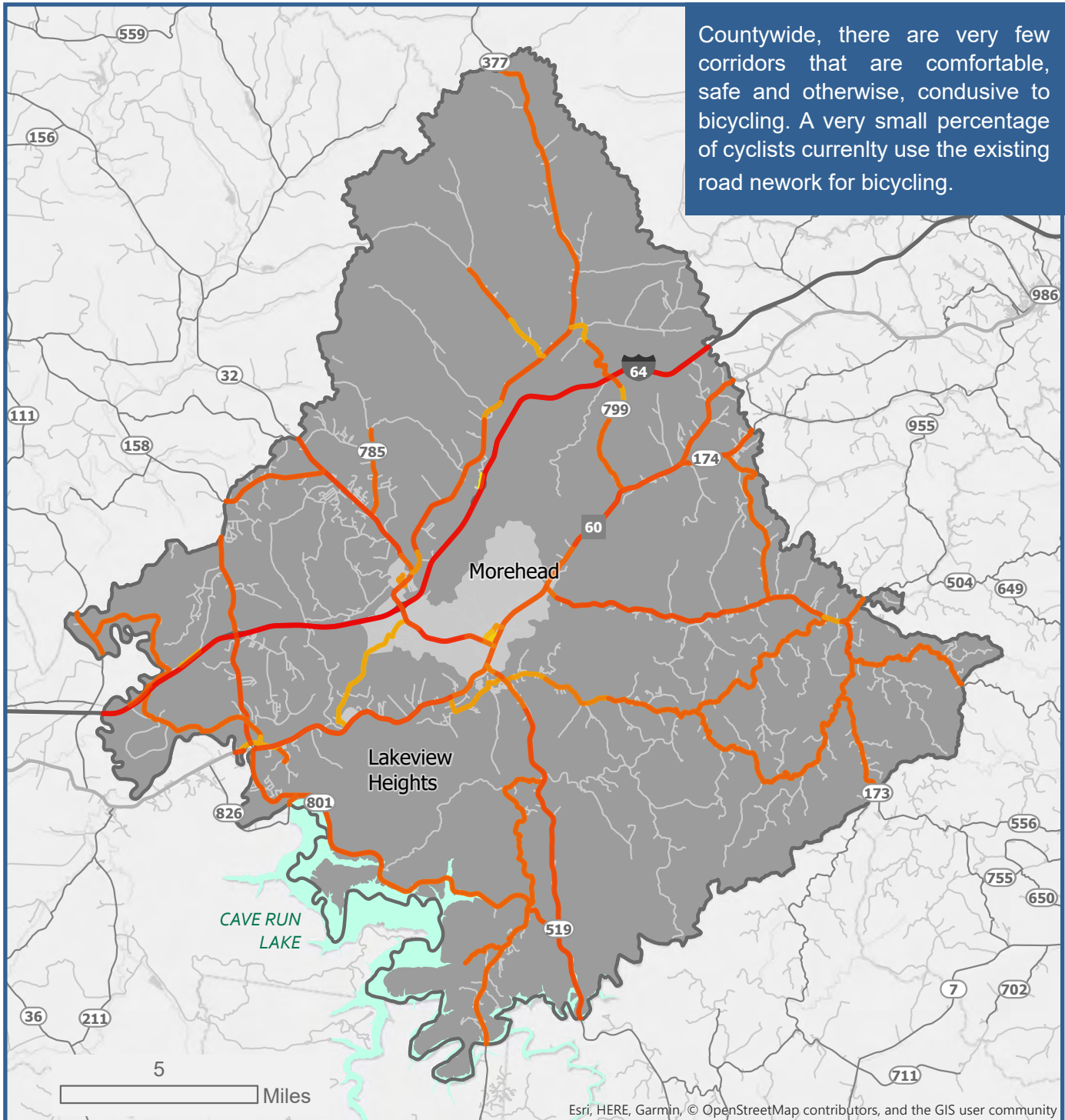
Identify as Cyclist

Frequency of Biking



Level of Comfort Map

Countywide, there are very few corridors that are comfortable, safe and otherwise, conducive to bicycling. A very small percentage of cyclists currently use the existing road network for bicycling.



Rowan County Bicycle/Pedestrian Comfort Indicators



Lower Speed Limits
Wider Shoulders
Less Traffic

Bicycle/Pedestrian Comfort Indicator Scale

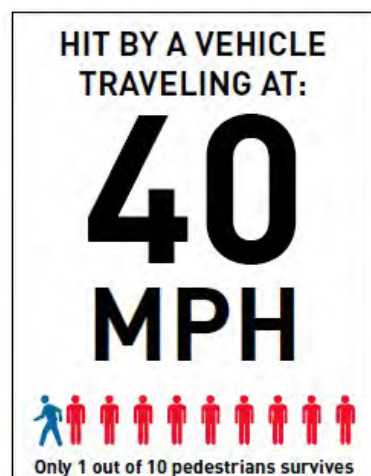
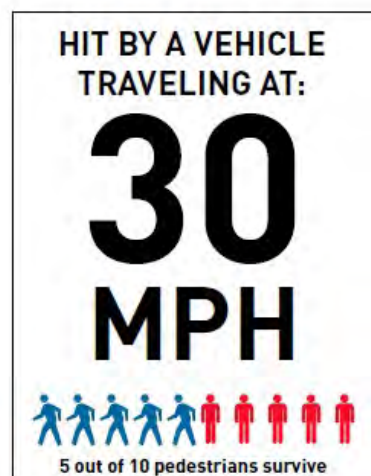
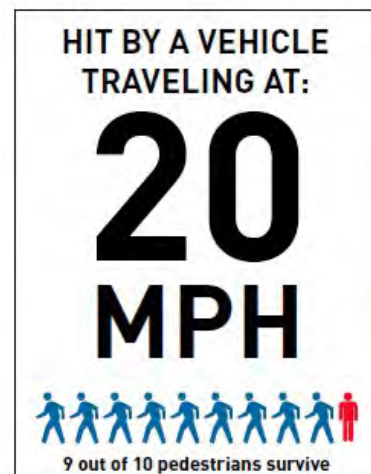
Higher Speed Limits
Narrow Shoulders
More Traffic

Safety Analysis

Most at risk are older adults, children and minorities because these user groups are most likely to not own a vehicle and more likely to walk or bike.

A safety analysis was performed to better understand the risk factors for Rowan County pedestrians and bicyclists. Collision data taken from Kentucky State Police and the Kentucky Transportation Cabinet were evaluated to identify existing safety concerns. Some of the risks have been identified below. Rowan County should create countermeasures to address the existing safety risks. Future planning, engineering and design should also work to mitigate safety conflicts. Some recommendations are addressed later in this document.

The graphics below indicate the 88 bicycle / pedestrian collisions in Rowan County since 2004, five of which were deadly. **With only a few exceptions, most of the incidents were on high speed roads with little to no pedestrian facilities in place.** Wide roads, regardless of posted speed signs, induce high speeds. These corridor conditions are common on most roads leading to and from Morehead; they are dangerous and challenging for pedestrians and most cyclists. Increased speeds significantly reduce pedestrian safety. According to the Centers for Disease Control and Prevention (CDC), vehicular speeds of only 30 mph are very dangerous if not lethal to pedestrians. Most at risk are older adults, children and minorities because these user groups are most likely to not own a vehicle and more likely to walk or bike. Significant unsafe conditions were observed in Morehead by the master plan team; a sampling are illustrated below:



Existing **Safety** Issues



Tippett Avenue / MSU campus

Parking lot without curbs or stops are confusing and dangerous for vehicles and pedestrians.



West Sun Street

Vehicular and pedestrian spaces should be clearly identifiable to avoid potential conflicts. This sidewalk is dangerous and not ADA compliant.



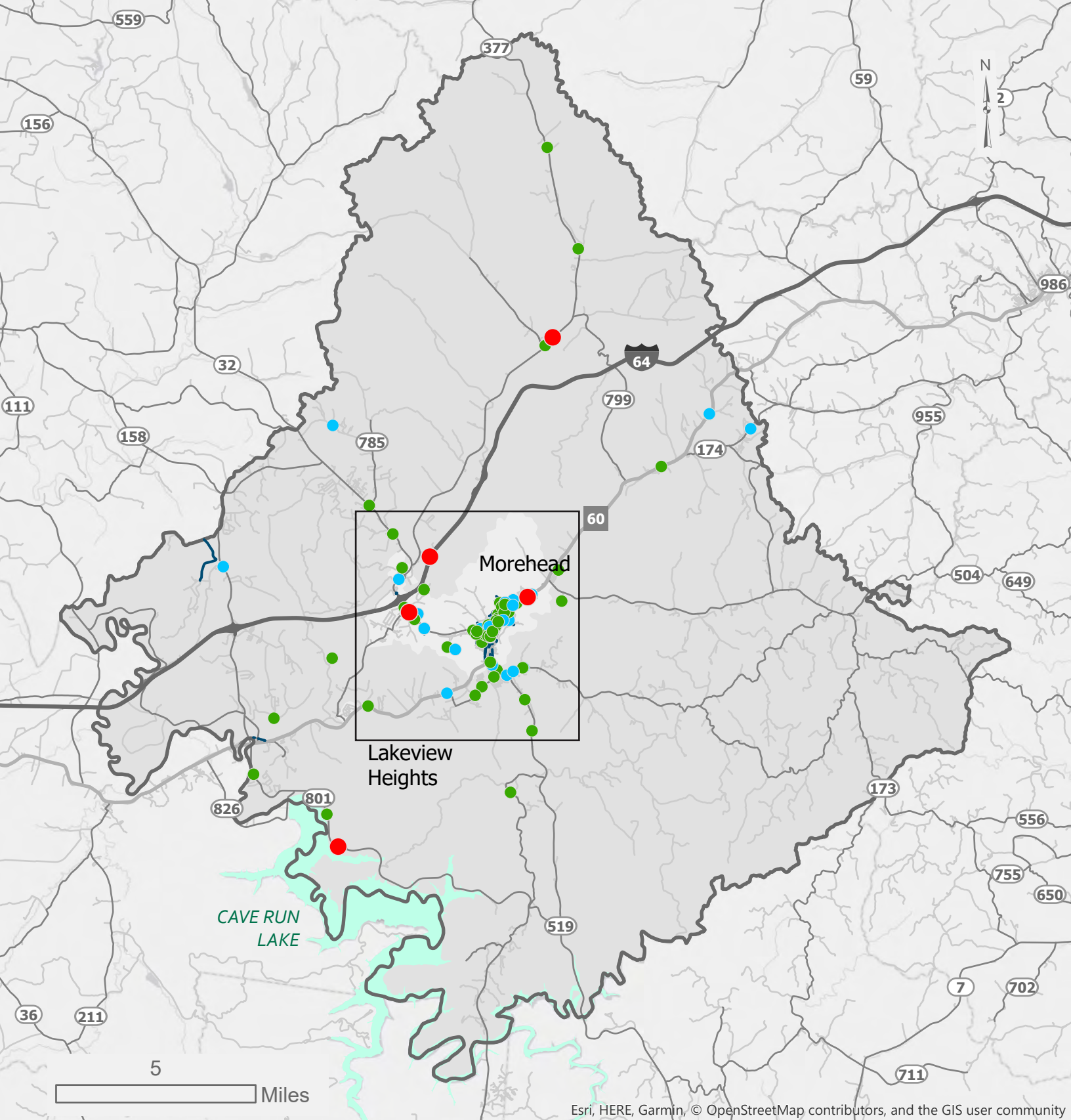
Lloyd Cassity Building

Inappropriately installed detectable warning gives a false sense of security to those with vision impairment. Poses a significant safety conflict.



Sister Jeannette Drive Crosswalk

Crosswalk ramp appears to exceed slope and needs detectable warning to be ADA compliant. Dangerous interface with Flemingsburg Road warrants priority as an improvement.



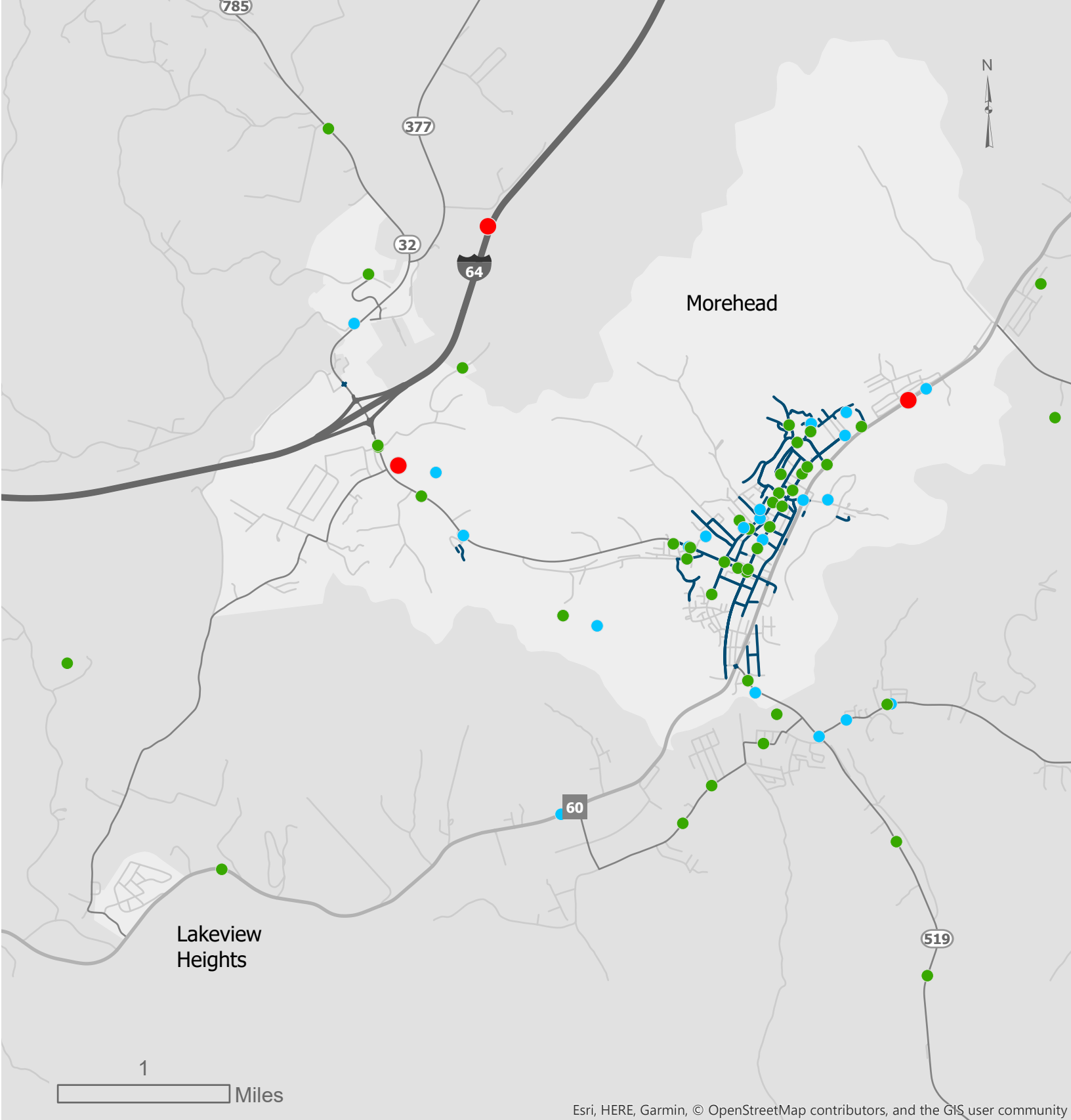
Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Rowan County Bicycle / Pedestrian Collisions 2004 - 2017

Summary of Bicycle/Pedestrian Incidents

Total Bicycle Incidents	27
Bicycle Injuries/Deaths	18/0
Total Pedestrian Incidents	61
Pedestrian Injuries/Deaths	55/5

- Bicycle Collision Incidents
- Pedestrian Collision Incidents
- Pedestrian Fatalities
- Existing Bicycle/Pedestrian Facilities



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City of Morehead Bicycle / Pedestrian Collisions 2004 - 2017

Summary of Bicycle/Pedestrian Incidents

Total Bicycle Incidents	19
Bicycle Injuries/Deaths	3/0
Total Pedestrian Incidents	36
Pedestrian Injuries/Deaths	32/2

- Bicycle Collision Incidents
- Pedestrian Collision Incidents
- Pedestrian Fatalities
- Existing Bicycle/Pedestrian Facilities

Needs Analysis

Equity Analysis

An equity analysis was performed to identify the relationship of the existing transportation network to the communities served. For many communities, it is often the most deserving of transportation opportunities who are unfortunately the most under-served. Low-income residents, minorities, children, persons with disabilities, and older adults who most need safe, accommodating transportation options typically live in areas deficient of such facilities. Furthermore, low-income households typically own fewer vehicles, have longer commutes, and have higher transportation costs. Inadequate infrastructure in low-income and minority communities often prevent people from using available transportation options. These same inadequate facilities make biking and walking unsafe too for those who rely on these modes to get around, leading to higher incidences of collisions involving pedestrians and cyclists.

WHAT WE FOUND

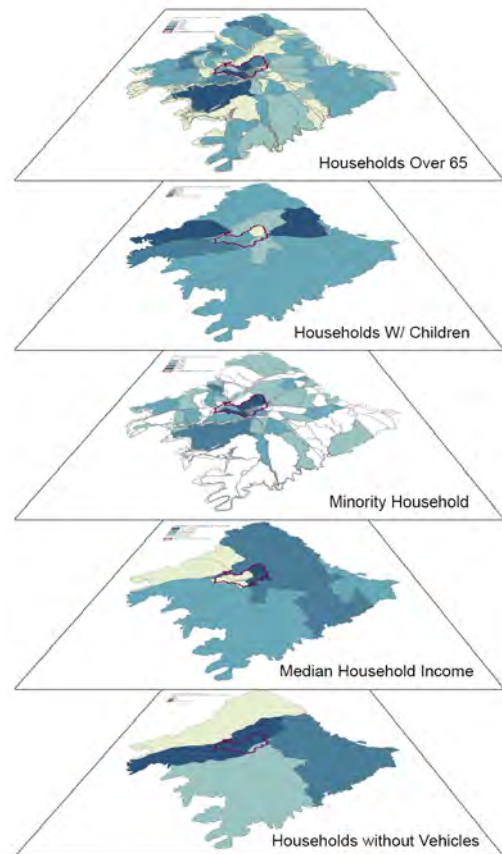
>260 households along US 60 corridor without a vehicle.

The lowest income households occur in east Morehead followed by a large area dominating the north and central area of the county.

>50 minority households in Morehead with a large outlying group north of Cave Run Lake.

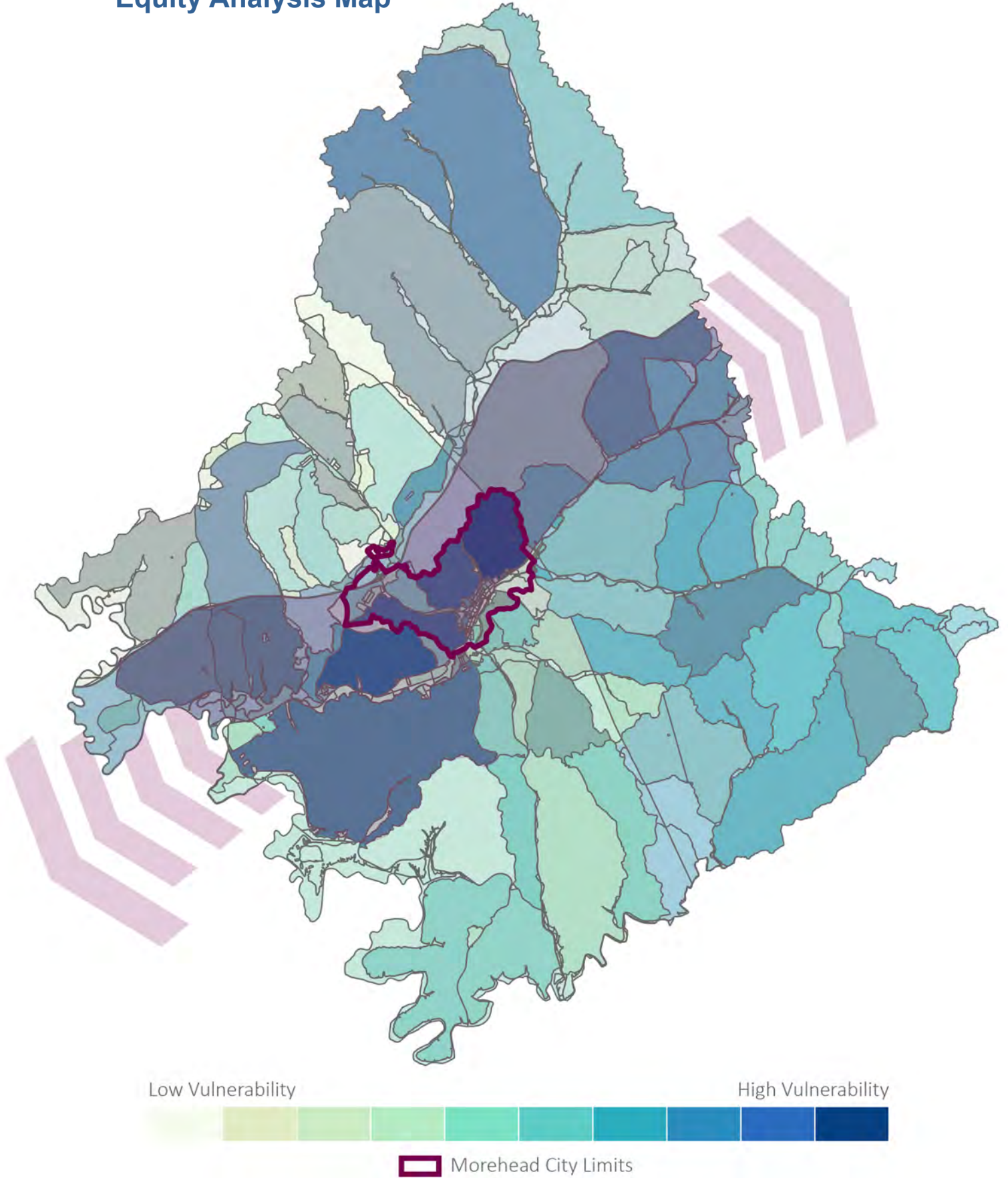
>700 households with children comprising the west and east quadrants of the county, along US 60.

>100 Households over age 65 in Morehead and north of Cave Run Lake. However, this demographic occurs evenly distributed county-wide.

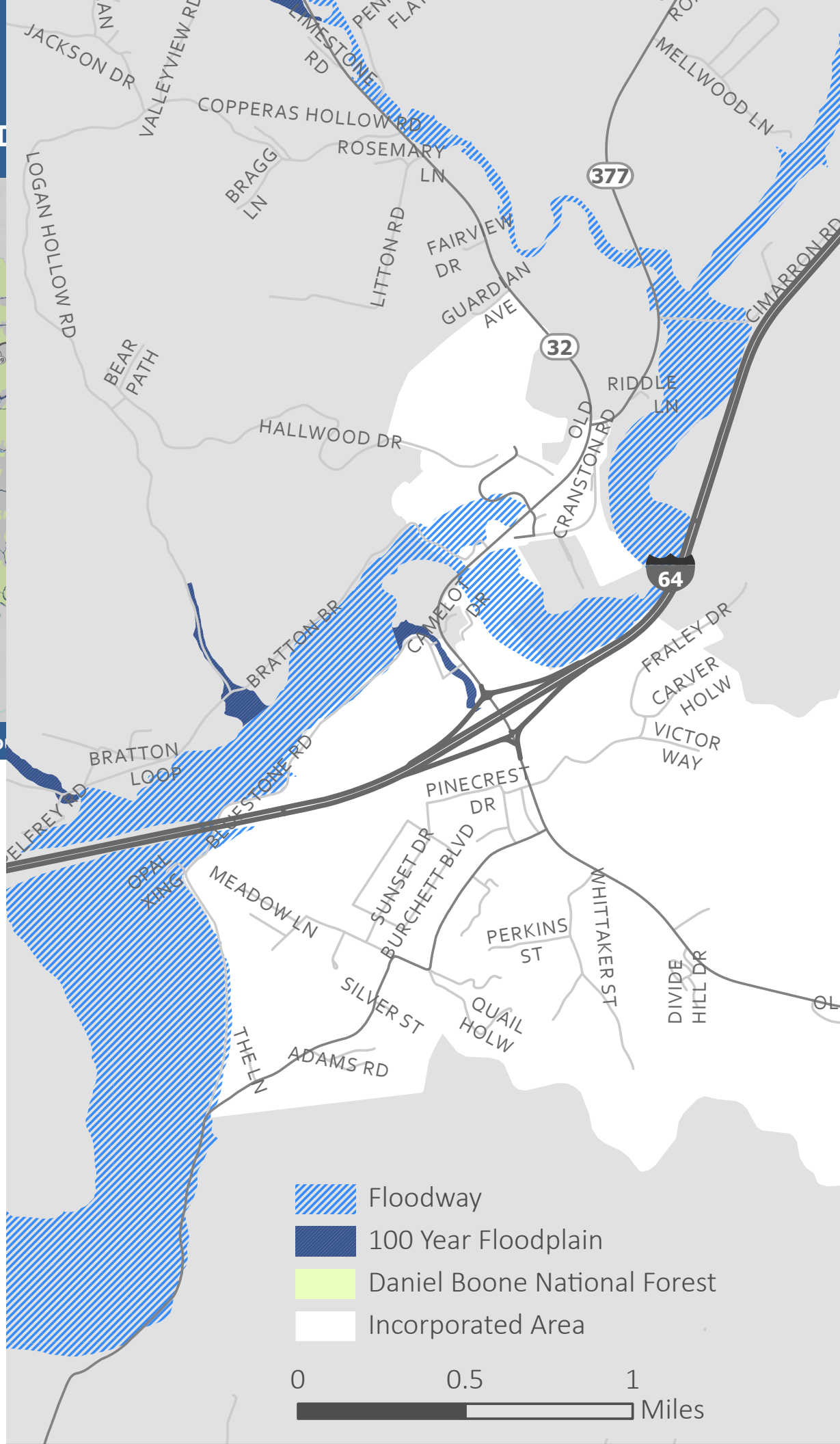
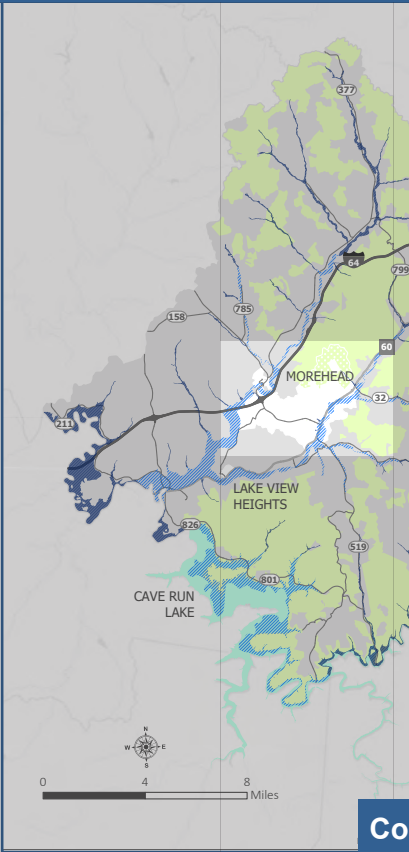


The equity model reinforces the need for strategic planning and design of a safe and accessible active transportation network. These projects can improve equity if they are targeted in vulnerable communities including, low-income, minorities, children, and older adults which appear mostly in Morehead and along the US 60 corridor.

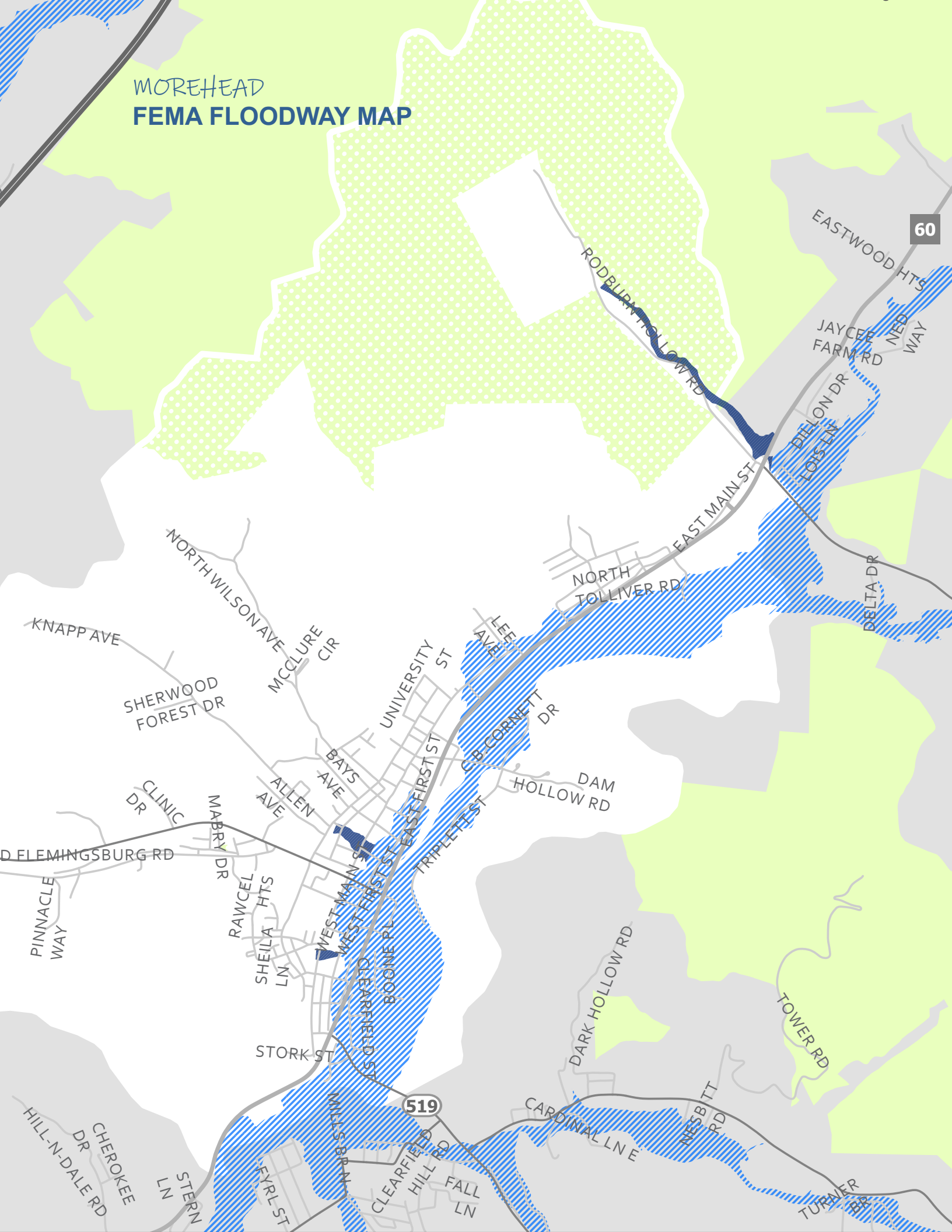
Equity Analysis Map



MOREHEAD FEMA FLOOD



MOREHEAD FEMA FLOODWAY MAP



OPPORTUNITIES

Strengthening the connectivity of the Sheltopee Trace Northern Terminus, to downtown Morehead and out to Cave Run Lake via the Daniel Boone National Forest is an unrivaled regional opportunity. Morehead stands to be the greatest recipient as the only community directly on the Sheltopee Trace National Recreational Trail. Downtown Morehead and MSU campus currently has a fair bicycle and pedestrian network due to its density, destinations and infrastructure. However, filling the gaps, improving existing facilities and expanding the bicycle and pedestrian network regionally will generate county-wide benefits on safety, connectivity, economy, environment, equity, tourism, and transportation enhancing the quality of life for all those who call Rowan County home.

- Continued “Main Street” improvements and downtown vibrancy projects, such as MSU Campus connectors and gateways, Main Street sidewalk upgrades and improvements, strengthen the Sheltopee Trace corridor through Main Street
- Spot improvements / gap connections to enhance safety, connectivity, ADA compliance
- Pursue and invest in Sheltopee Trace trailheads and downtown Morehead business services to support trail users including; restrooms, supply shops, lodging, equipment and apparel, bicycle maintenance, etc.
- Coordinate partnerships to ensure success of regional and local projects, KYTC, MSU, St. Claire Medical, Daniel Boone Rails-to-Trails, Cave Run Regional Advocacy Group, volunteer programs to support the Sheltopee Trace, Rodburn Park, potential National Forest partnerships, etc.
- Bicycle and pedestrian connections to and from Cave Run Lake, Daniel Boone Forest destinations, Eagle Lake, and community parks
- Ensure schools have adequate biking and walking opportunities, especially the tri-school area of Rowan County High and middle schools, and McBrayer Elementary.
- FEMA floodplains can often yield great opportunities for recreational development such as trails and parks.

CHALLENGES

- Support from KYTC engineers is growing but funding to support bike and ped facilities is decreasing. It is imperative to identify 'champion(s)' to promote the will and intent of the community with planners, designers, and elected officials to ensure funding to enable the vision of this master plan.
- Dangerous conditions currently exist along the major roadways in and around Morehead. Of greatest concern is the Flemingsburg Road corridor which is currently used by many bicyclists and pedestrians as it is the sole connector from the north city limits to the downtown core.
- Rodburn Park is a community park with great potential to serve the community but currently has limited accessibility. Creating multi-modal connections to the park is critical but difficult due to right-of-way limitations, private property conflicts, and existing network gaps.
- Connecting all user groups to Cave Run Lake is imperative to the success of this plan, but significant challenges exist due to topography, water body crossings, floodplain encroachment, trail surface types, distance, existing road speeds, and right-of-way limitations.
- Socioeconomic data indicates the most vulnerable user groups in Rowan County occur along the US 60 corridor, especially in Morehead. Balancing services improvements with known areas of disparity can be difficult.
- FEMA floodplains and floodways are prevalent in Rowan County and Morehead. Planning and implementing bike and pedestrian infrastructure must address these potential constraints.

CHALLENGES

PROJECT RECOMMENDATIONS

The methodology used in this master plan resulted in project recommendations described in this section. These recommendations are based on community demand, TTF goals and objectives and current multi-modal transportation best practices. The recommendations range from small, spot improvements to large, phased projects which will require planning, design, engineering, funding and partnerships for successful implementation. The projects highlighted herein are merely recommendations at the time of this master plan document and will require additional planning, design and coordination, prior to initiation. Furthermore, this bicycle and pedestrian plan shall not be considered complete. It must be reviewed, analyzed for efficacy and updated periodically to ensure the demand and growth needs of Morehead and Rowan County are being addressed.



RECOMMENDATIONS

The project recommendations listed below are in no specific order but will be prioritized in the next section.

IN THIS SECTION:

East Main Street

A: University Boulevard

B: East Main Street Gap Connector

C: Rodburn Hollow Neighborway

D: East Main Street Corridor

Triplett Valley Trail (TVT)

A: TVT Phase 1

B: TVT Phase 2

Tri-School Sidewalks

5th Street Neighborway

US 60 Gateway

Eagle Walk Pedestrian Mall

Rail Trail Shared-Use Path

Forest Service Road #16

Sheltowee Trailhead: Northern Terminus

Sheltowee Trailhead: South Mill Branch Rd

KY 32 Shared-Use Path

Long Term Initiatives

Spot Improvements

Rowan County Master Plan

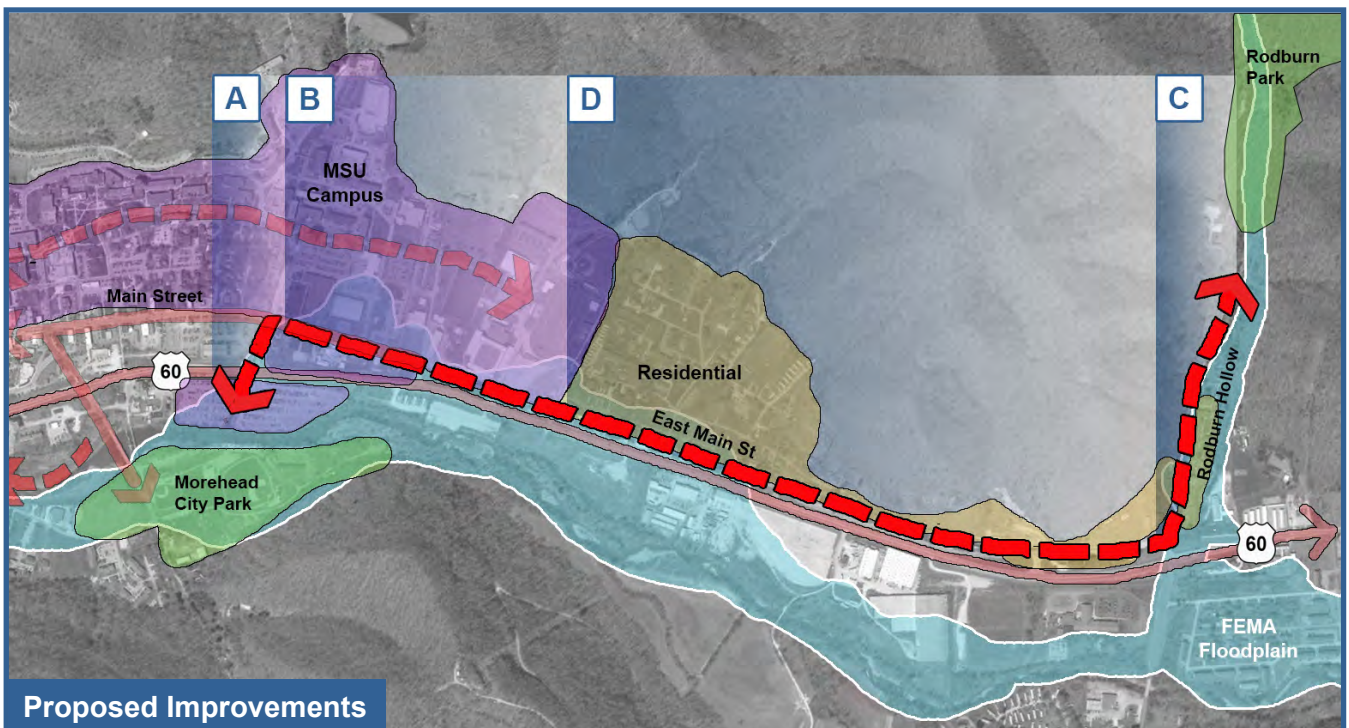
Morehead Master Plan

EAST MAIN STREET

PROJECT CONTEXT:

A primary goal of this master plan is the connection of pedestrians and bicyclists, to and from Rodburn Park, a community park located on Rodburn Hollow Road. Due to the location of the park at the end of a neighborhood street and within a hollow, the park is primarily accessible via vehicle, bike or the occasional hiker. This master plan recommends improvements to East Main Street that would allow safe, comfortable access to Rodburn Park. Additionally, we recommend some improvements to two intersections on University Boulevard at US 60 and Main Street. These connections would bolster the connection from campus and downtown Morehead, and the south side of US 60 where many students park. These improvements would ultimately connect users to local and regional destinations by way of the proposed Triplett Valley Trail. This project is broken down into four phases as follows.

- A University Blvd Intersection Improvements**
- B East Main Street Gap Connector**
- C Rodburn Hollow Neighborway**
- D East Main Street Corridor Improvements**



A

UNIVERSITY BOULEVARD: CAMPUS FRONT DOOR

PROJECT TYPE: Intersection Improvements

AREA: City of Morehead

PROPOSED COST: \$429,273

PROJECT CONTEXT:

University Boulevard is the main entrance into MSU's campus as well as the main pedestrian connector from student parking across US 60. Crosswalks across US 60 and Main Street are lengthy and dangerous, especially to older and disabled users who often need more time to cross. University Blvd. only has sidewalks along one side, requiring pedestrians to cross the intersections to access the sidewalk. University Blvd. at Main Street is a prime opportunity to create a campus gateway which is a shared vision of the campus master plan. This gateway enhancement would be the perfect time to improve the bicycle and pedestrian infrastructure, especially into campus.

PROPOSED IMPROVEMENTS:

This master plan recommends a travel lane reduction to 11' to slow traffic and free up median space to create a sense-of-entry into the downtown and campus. Reduce corner radii to 25' to slow turning vehicles. Crosswalk safety would be enhanced by shortening the lengths and using contrasting colors and materials to clearly identify pedestrian crosswalks. A 5' sidewalk is proposed on the west side of University Blvd. to connect pedestrians from Main Street to the US 60 intersection. Bike lanes should be considered from Main Street into campus.



B

EAST MAIN STREET GAP CONNECTOR

PROJECT TYPE: Gap Connector (0.16 mile)

AREA: City of Morehead

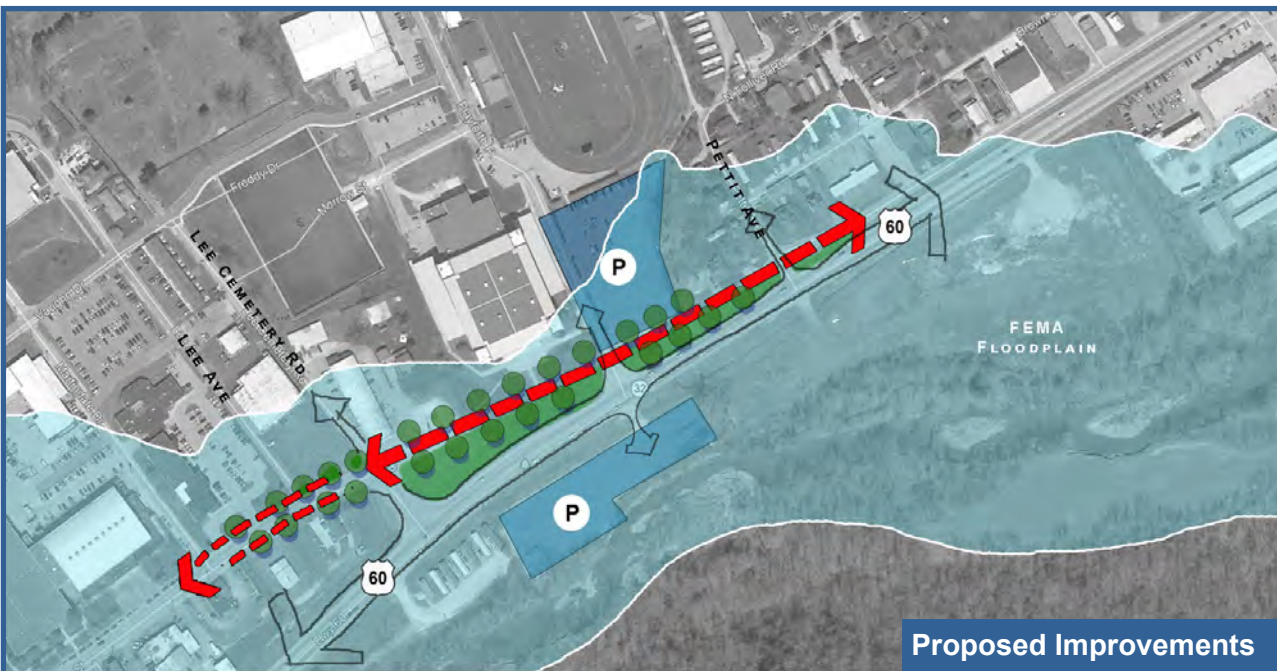
PROPOSED COST: \$435,899

PROJECT CONTEXT:

East Main Street abruptly stops at Lee Cemetery Road, then continues east at Pettit Avenue leaving a 900' gap in front of the Academic Athletic Center (AAC) on MSU campus. This gap forces vehicles, cyclists, and pedestrians onto US 60. This gap also serves as a connector to MSU campus from overflow parking across US 60. This connection does not occur at a signalized intersection, putting people at risk.

PROPOSED IMPROVEMENTS:

Close the existing gap on East Main Street with a roadway to match the existing street with asphalt pavement, concrete curb and gutters, 5' concrete sidewalks, and sharrow pavement markings. Additionally, sidewalks are needed to the west of the connector, on both sides of Main Street to complete the gap connection to campus and downtown Morehead. Floodplain studies and permits will be necessary prior to implementation. This project would greatly enhance bike and pedestrian safety and access to and from Rodburn Park. This project would be one part of the phased network to Rodburn Park.



C

RODBURN HOLLOW NEIGHBORWAY

PROJECT TYPE: Neighborway (0.25 mile)

AREA: City of Morehead

PROPOSED COST: \$17,515

PROJECT CONTEXT:

Rodburn Hollow Road is a low-volume, low-speed paved residential collector with an existing width of approximately 16'. This road corridor serves as the only vehicular access to this hollow. The street forks 1/4 mile in; left leads to the state forestry facility and right leads to Rodburn Park before terminating into more residential properties.

PROPOSED IMPROVEMENTS:

This master plan recommends connection to Rodburn Park via East Main Street. Rodburn Hollow's existing 16' wide road corridor and limited right-of-way leaves this roadway with minimal opportunity for improvements. However, due to the road's low-volume, low-speed and short distance, it is a great candidate for the "Neighborway" treatment. With phased pavement markings and signage additions, Rodburn Hollow Road can become a neighborhood connector to and from Rodburn Park.

Area Map



For additional information, see Louisville Neighborways online at: <https://louisvilleky.gov/government/bike-louisville/louisville-neighborways>



Proposed Improvements

D EAST MAIN STREET CORRIDOR

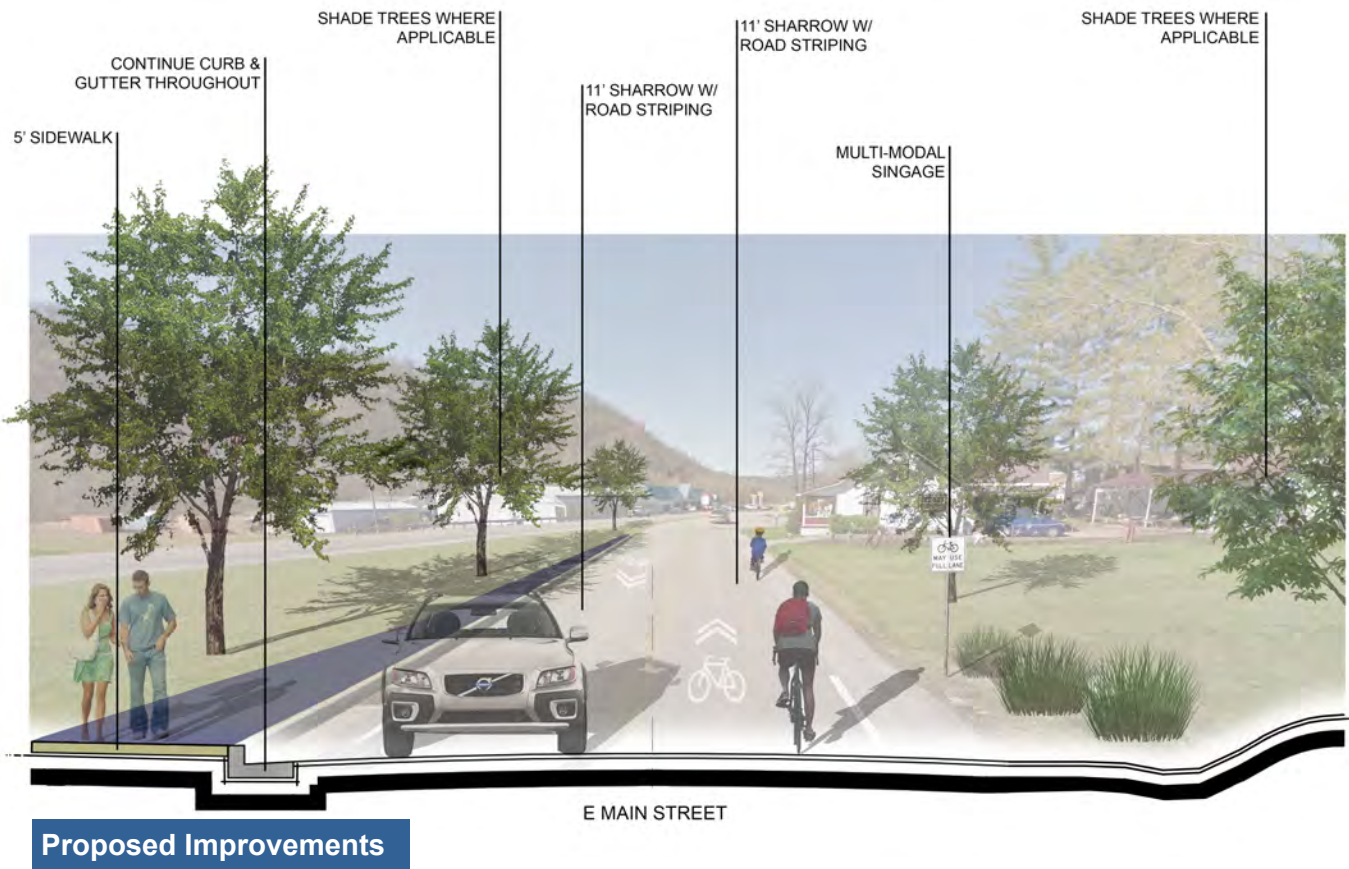
PROJECT TYPE: Roadway with bike and ped facilities

AREA: City of Morehead

Proposed Cost: \$929,109

IMPLEMENTATION STRATEGY:

East Main Street is a local collector road designed for 25 mph speeds. This corridor is safer than US 60 and these improvements would greatly benefit bicyclists and pedestrians. The existing landscape buffer strip between US 60 and Main Street will remain as will all required clear zones. Where clear zones are met, trees and landscape should be installed to reduce speed and enhance the corridor appearance. The sidewalk and proposed curbs will be on the south side of Main Street until a point closer to Rodburn Hollow Road, where a crossing makes sense. This sidewalk would continue to Rodburn Hollow Road for a connection to Rodburn Park. The street should receive sharrow pavement markings for cycling use.



EAST MAIN STREET CORRIDOR

D

PROJECT CONTEXT:

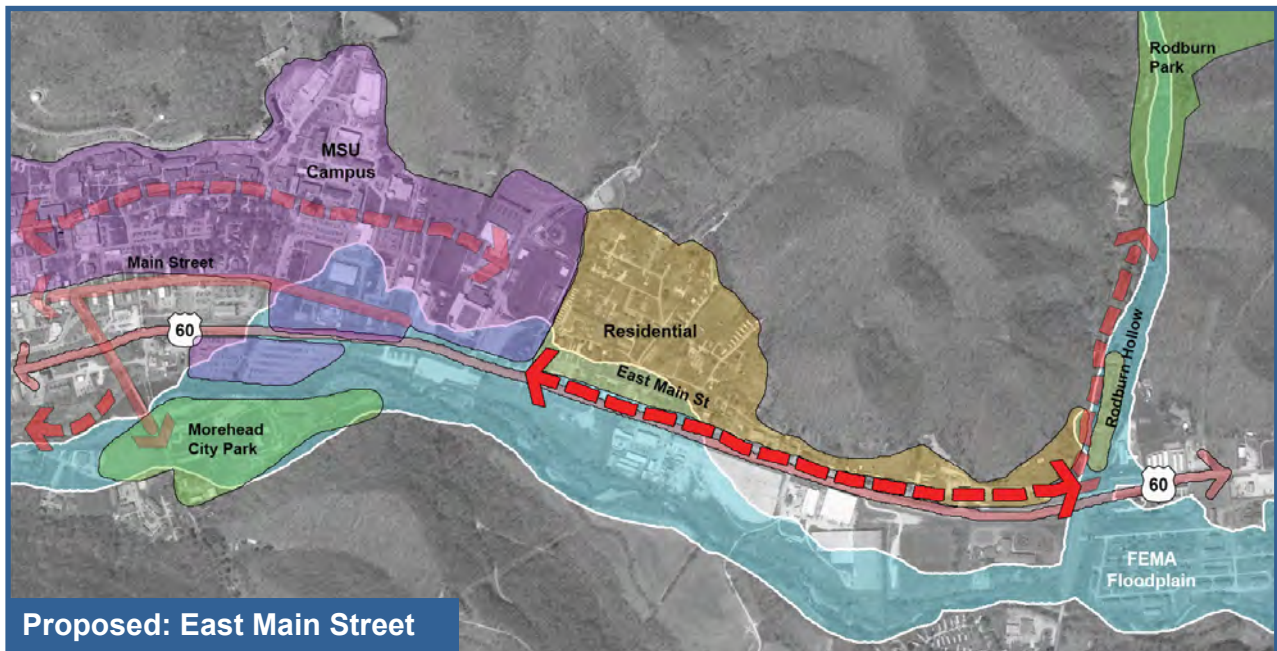
East Main Street serves the east side of Morehead including destinations at MSU, student housing, and restaurants. Vehicular traffic must use US 60 for movement east and west. The traffic volumes and design speeds on US 60 deter biking and walking. East Main Street is a local collector road of 25 mph with a low ADT. Connection of East Main Street would connect downtown Morehead, St. Claire Regional Medical Center and MSU Campus to Rodburn Park. Additionally, the Triplett Valley Trail will further enhance the bike/ped network westward to Clearfield and Cave Run Lake.

PROPOSED IMPROVEMENTS:

Improvements to the East Main Street corridor to Rodburn Hollow Road is approximately 4,750 feet (0.9 mile). Improvements would include new curb/gutters to connect to existing and new 5' min. concrete sidewalks. East Main Street should receive 'sharrow' pavement markings to encourage bicycling along this low-speed, low-volume road.



Existing conditions



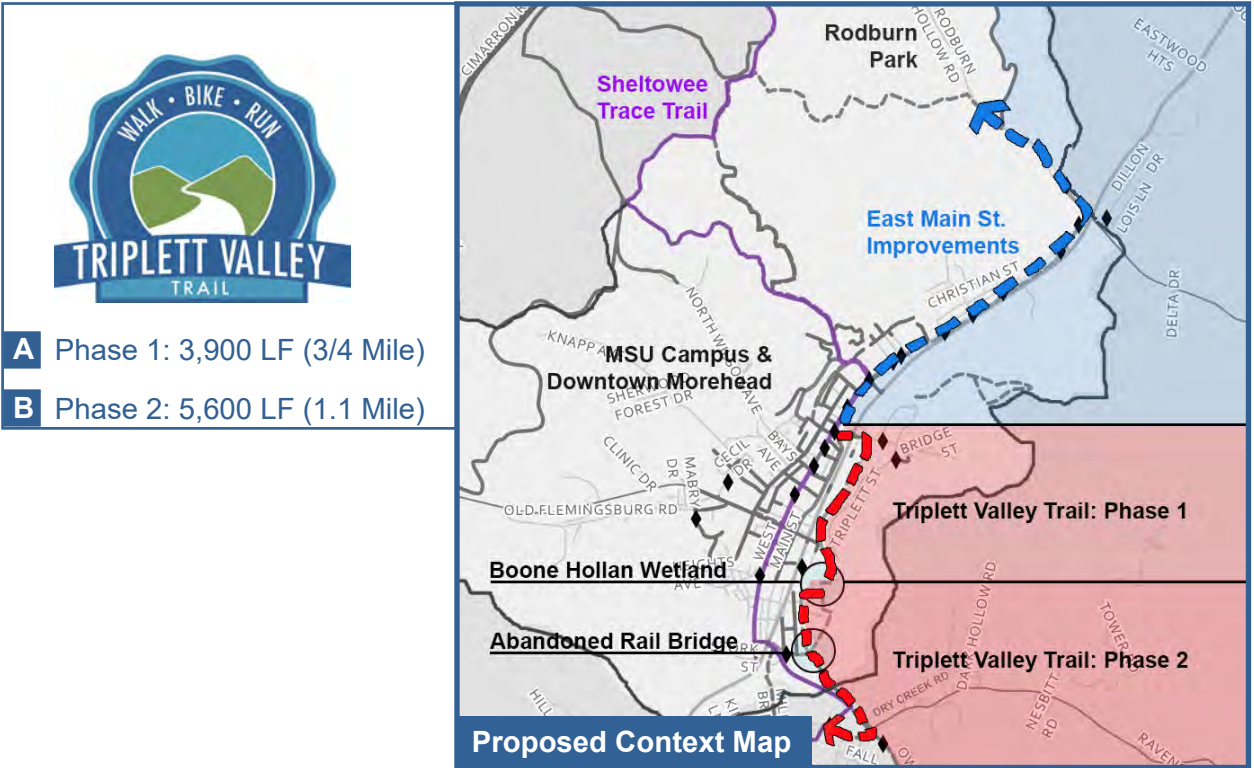
Proposed: East Main Street

TRIPLETT VALLEY TRAIL (TVT)

PROJECT BACKGROUND:

For over a decade, locals have pursued an active, shared-use trail in Morehead. Preliminary plans have proposed such a trail adjacent to the Triplett Creek and has become known to locals as the Triplett Valley Trail. This proposed trail is a pioneer pursuit which would be Morehead’s first shared-use trail and the impetus for many more. Currently, this project is being championed by the Daniel Boone Rails-to-Trails, a local non-profit promoting walking, hiking and biking in and around Morehead.

The Triplett Valley Trail vision is to connect Morehead at City Park to Clearfield, Kentucky. This trail would connect trail users to restaurants, a movie theater, Boone Hollan Wetlands and Nature Trails, Clearfield, and ultimately connect to the Sheltoewe Trace National Recreation Trail. Furthermore, this trail will connect locals to Rodburn Park by way of the recommended East Main Street improvements proposed in this master plan, by creating an interconnected trail system from Morehead to Cave Run Lake. The Triplett Valley Trail will require a coordinated effort with all stake holders to ensure success. This project will require additional planning and design prior to implementation but the anticipated phases are broken down and discussed below.



A TRIPLETT VALLEY TRAIL: PHASE 1

PROJECT TYPE: Shared-Use Path (3/4 Mile)

AREA: City of Morehead

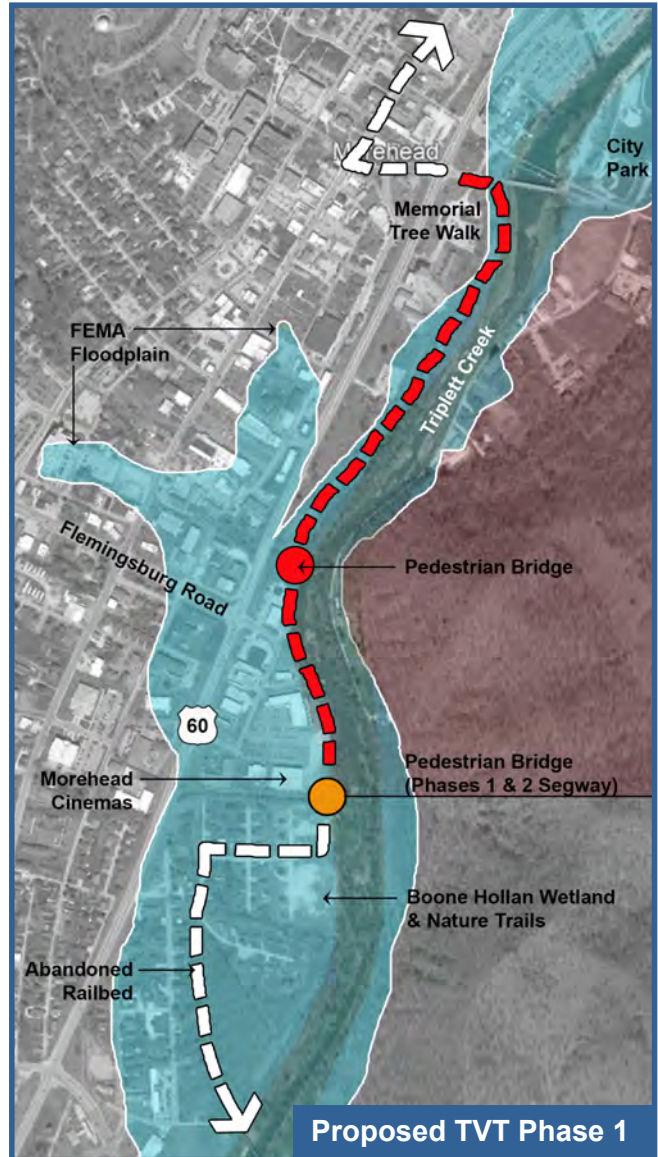
PROPOSED COST: \$982,640

PROJECT CONTEXT:

TVT Phase One has been proposed to commence at the current Memorial Tree Walk off Bridge Street and head south along Triplet Creek to an area behind the existing Morehead Cinema. The Boone Hollan Wetland area, just south of the cinema is the ideal, Phase One destination but an existing drainage channel bisects the two properties requiring a pedestrian bridge for connectivity. Inclusion of this bridge will be required in either Phase One or Phase Two.

PROPOSED IMPROVEMENTS:

The TVT will be paved and wide enough to accommodate multiple users and user groups including, walkers, bicyclists, rollerblades, strollers, etc. Phase One will be approximately 3,900 feet long (3/4 mile) and a width of 8'-12', wider being ideal. A pedestrian bridge will be required at Oxley Branch to traverse the culvert. Other cost effective crossing options may be explored during design and may include an extended culvert at US 60 or a low water crossing. A Division of Water permit will be required prior to implementation as the Triplet Creek floodplain is wide and includes all of the proposed TVT alignment.



B TRIPLETT VALLEY TRAIL: PHASE 2

PROJECT TYPE: Shared-Use Path (1.1 Mile)

AREA: City of Morehead

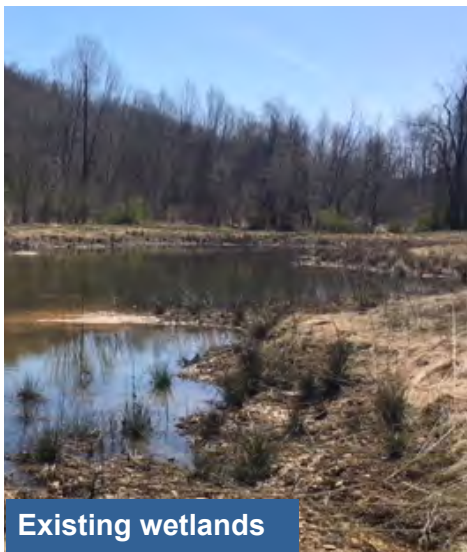
PROPOSED COST: \$1,016,800

IMPLEMENTATION STRATEGY:

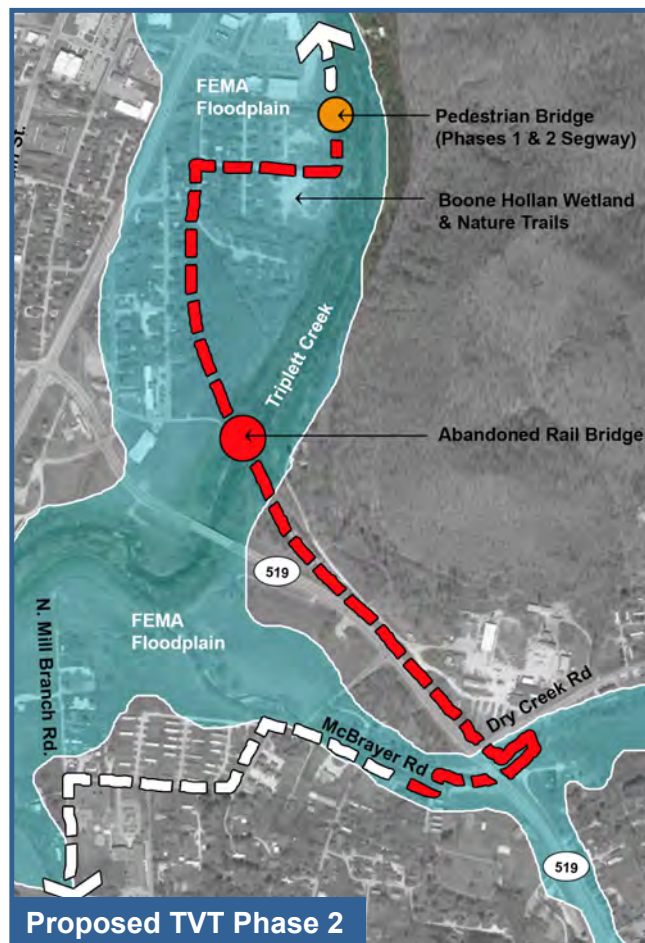
Boone Hollan Wetlands and Nature Trails is an excellent location to connect Triplett Valley Trail phases one and two. The alignment should exit the wetlands to the west through the Walton Street Neighborway which exits onto an abandoned rail bed. This corridor is cleared and graded to accommodate a new, paved shared-use path. The trail would continue along the abandoned rail bed and over Triplett Creek with the renovated train trestle. The alignment would continue south running parallel to KY 519 for approximately 1/2 mile. With minor safety mechanisms, trail users would safely cross Dry Creek Road at the stop sign and cross under the KY 519 bridge and exit onto McBrayer Road, a narrow, paved, residential street. From McBrayer, trail users are connected to North Mill Branch Road which is now the Sheltopee Trace Recreational Trail. This plan is dependent upon environmental permitting approvals from the Kentucky Division of Water.



Existing wetland sign



Existing wetlands



Proposed TVT Phase 2

PROJECT CONTEXT:

Triplett Valley Trail Phase One will conceptually terminate behind the Morehead Cinemas. Connecting this proposed trail to Clearfield and the Sheltoewe Trace Recreational Trail is imperative to achieving the goal of connecting users to Cave Run Lake. Triplett Valley Trail Phase Two will provide this connection.



Abandoned rail corridor

See Appendix B: Morehead Railroad Bridge Structural Adequacy Evaluation

PROPOSED IMPROVEMENTS:

This master plan recommends the implementation of an 8'-12' wide paved trail. The designed length and width to be coordinated with Phase One and existing field conditions, about 1.1 miles long. This phase will continue the Triplett Valley Trail Phase One from Boone Hollan Wetlands to Clearfield and the Sheltoewe Trace Trail on South Mill Branch Road. Of most importance for safety and user experience is the reclamation and use of the existing train trestle which currently crosses from the north to the south side of Triplett Creek. The trail would parallel KY 519 and provide a safe crossing at Dry Creek Road. Adjacent to Dry Creek Road is a bridge / culvert where a safe and accessible path can be installed under the bridge, bringing users to McBrayer Road. From here, access to the Sheltoewe Trace Trail is through neighborways of the local streets.



Abandoned rail bridge

TRI-SCHOOL SIDEWALKS

PROJECT TYPE: Sidewalk system (0.6 miles)

AREA: City of Morehead

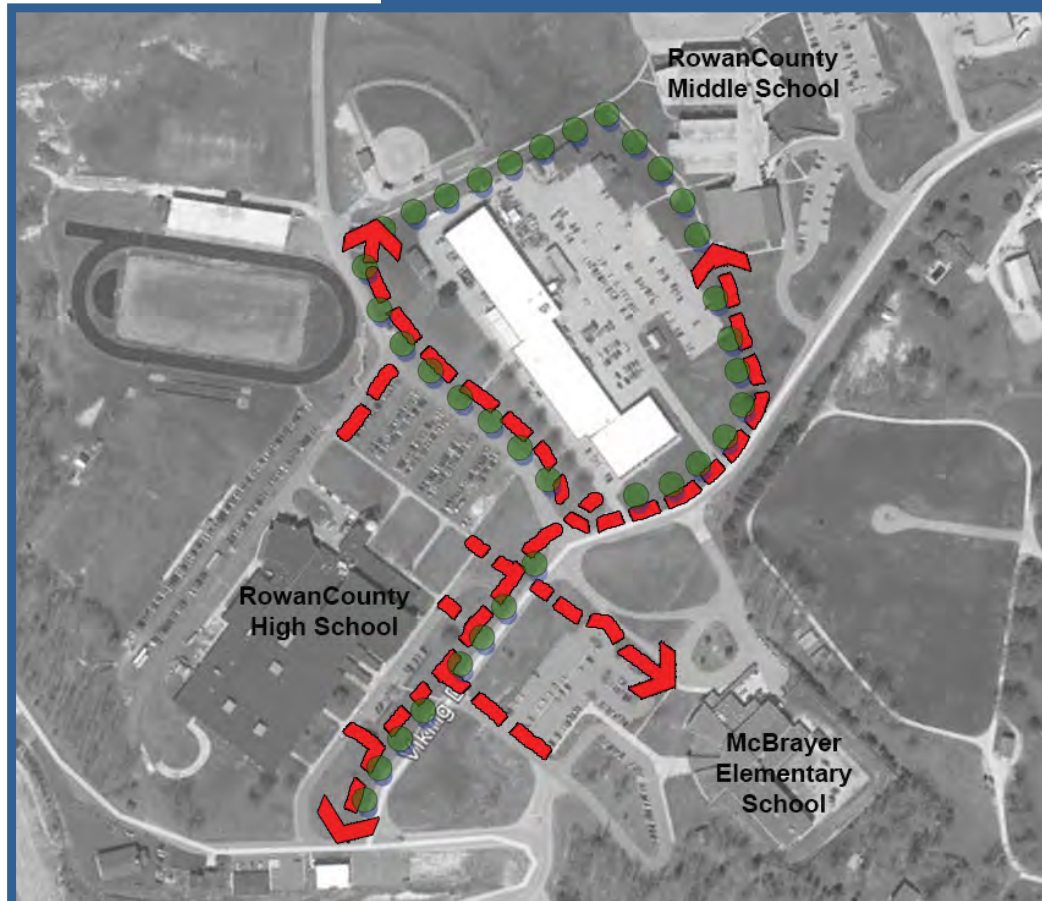
PROPOSED COST: \$286,789

PROJECT CONTEXT:

North of I-64, off Viking Drive and Flemingsburg Road, is a multi-school campus area comprised of Rowan County Senior, Rowan County Middle and McBrayer Elementary School. The schools have a vehicular dominated network with some unconnected sidewalks. A better connected network of sidewalks would benefit the students and administration with better connectivity and safer opportunities for movement between the schools and the campus facilities.

PROPOSED IMPROVEMENTS:

Implement a 5' wide concrete sidewalk to fully connect the sidewalk network throughout the tri-school campus and interconnect various active facilities within the campus including the running track and athletic fields. Creating loops are ideal when possible to accommodate exercise and ensure multiple connections. Striped crosswalks should be used where crossing roadways to strengthen the visual identification of pedestrians to drivers.



Proposed sidewalk network

5TH STREET NEIGHBORWAY

PROJECT TYPE: Neighborway (0.13 miles)

AREA: City of Morehead

PROPOSED COST: \$195,533

PROJECT CONTEXT:

5th Street is a 750 long residential collector that serves as a primary connector to and from the MSU campus. The road is narrow at 15' wide which keeps vehicles slow but the current two-way traffic makes the corridor dangerous to the students and residents who frequent the corridor. Zoning and property ownership conflicts have surfaced along this corridor making 5th street a community debate.

PROPOSED IMPROVEMENTS:

This master plan recommends converting 5th street to a one-way eastbound corridor for vehicles. With one-way vehicular traffic, bicyclists and pedestrians will have an enhanced level-of-comfort and sense of safety to and from campus. Simple pavement markings and wayfinding signage would achieve the desired results. Paving to delineate spaces would be an added traffic calming measure if funds allowed.



Proposed Improvements

US 60 GATEWAY

PROJECT TYPE: Spot Improvement

AREA: City of Morehead

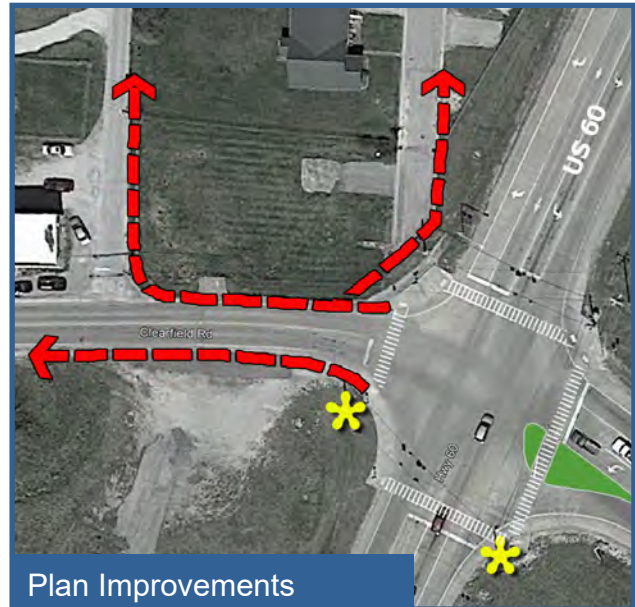
PROPOSED COST: \$153,954

PROJECT CONTEXT:

The intersection at US 60 and KY 519 serves as the western entrance to the City of Morehead and would be greatly enhanced with a gateway. Additionally, the west side of Morehead's residential neighborhood(s) begin and end at this intersection with no sidewalk connectivity. The intersection has striped crosswalks with ADA compliant detectable warnings but not one dedicated sidewalk. The existing crosswalks are lengthy and warrant safety improvements.

PROPOSED IMPROVEMENTS:

Sidewalks are imperative on the west side of US 60 to better connect the residential neighborhood. Crosswalk striping could be strengthened with "ladder" stripes in lieu of the parallel lines which enhance visibility to pedestrians and drivers. Opportunities exist to incorporate a raised median to accommodate pedestrian refuge space and strengthen vehicular organization. Lastly, a gateway is recommended at this intersection to signify the entrance to and from the City of Morehead.



EAGLE WALK PEDESTRIAN MALL: MSU CAMPUS

PROJECT TYPE: Shared-Use Path

AREA: Morehead State University

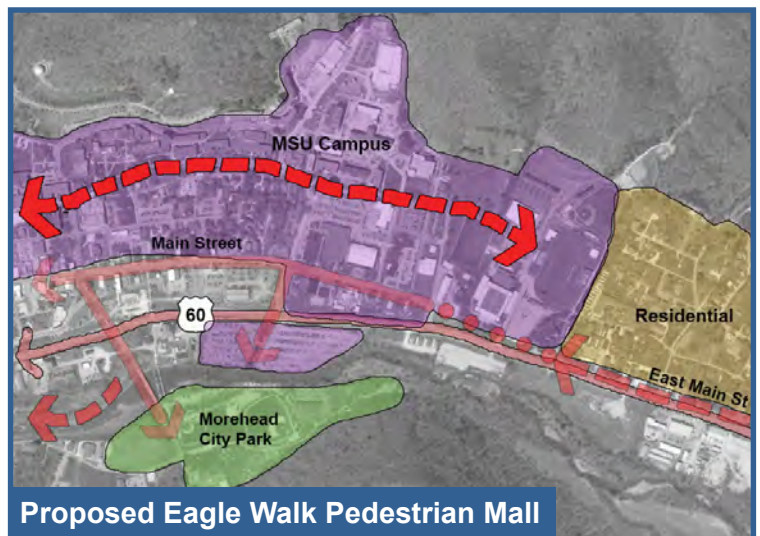
PROPOSED COST: \$1,138,130

PROJECT CONTEXT:

University Boulevard is the main entrance into MSU campus as well as the primary vehicular artery through the campus. However, the roadway creates vehicular congestion along what is the primary student corridor. The MSU Campus Master Plan recommends the closure of University Blvd from Elizabeth Street to Nickell Place to vehicular traffic, and redeveloping the corridor into a pedestrian and bicycle promenade, called “Eagle Walk Pedestrian Mall”.

PROPOSED IMPROVEMENTS:

As coordinated with MSU, specifics would need to be refined during planning and design but would likely entail a 10'-12' wide pedestrian path, and an 8'-12' wide bicycle corridor separated by a continuous landscaped median. Incorporating permeable pavers into the promenade for storm water value should be considered. Lighting, site furnishings and bicycle repair stations should also be considered.



Proposed Improvements

RAIL TRAIL SHARED-USE PATH

PROJECT TYPE: Shared Use Path, 1.3 miles, Neighborway, 2.13 miles

AREA: Rowan County

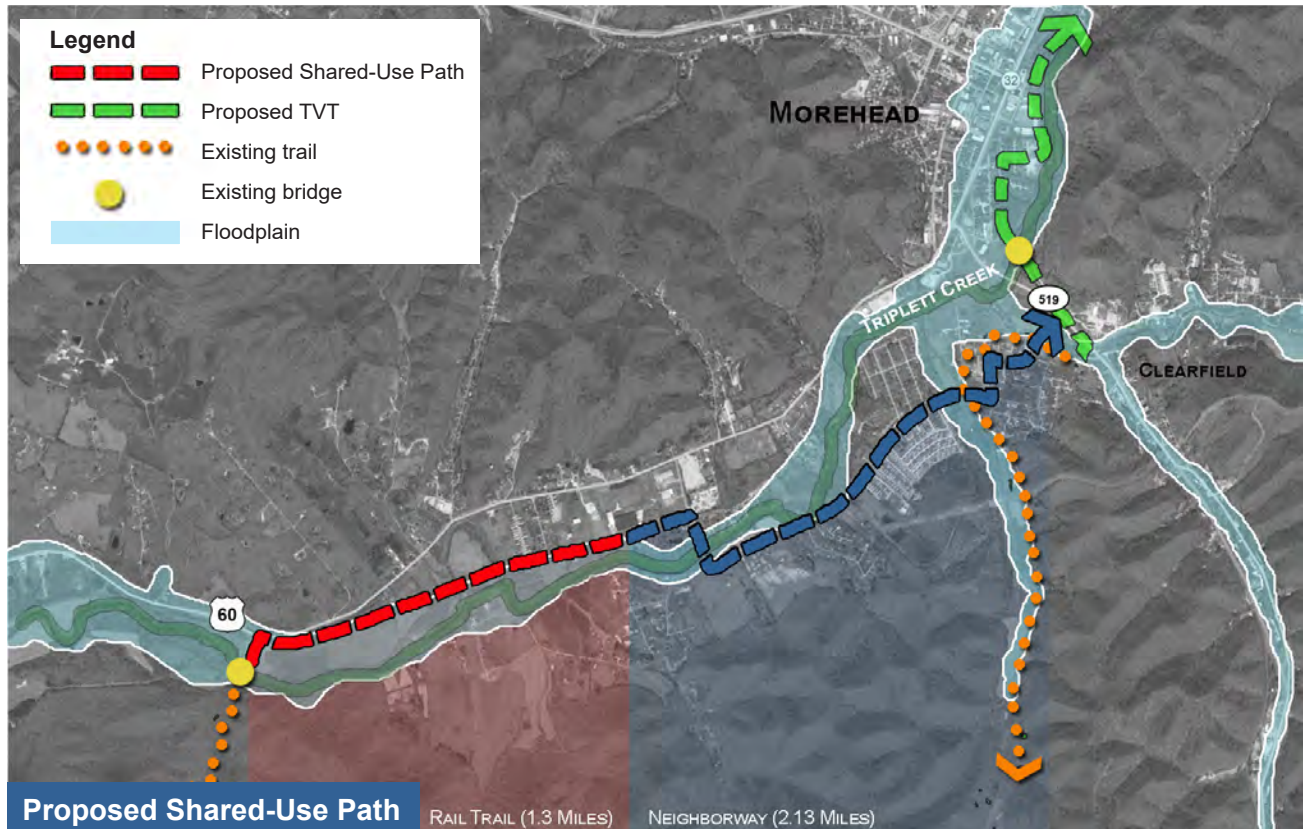
PROPOSED COST: \$822,160

PROJECT CONTEXT:

With a land swap deal, the USFS would acquire an area of land south of US 60 and north of Triplett Creek. The land swap specifics are to be determined. Of interest is the existing railbed which currently runs east - west thru this area. With additional planning, design and partnerships, a shared-use path could connect the future Triplett Valley Trail to the existing Limestone Trail which crosses an existing swinging bridge and moves south towards Cave Run Lake. This potential alignment would be in addition to the rerouted Sheltowee Trace Trail which accesses Cave Run Lake area by way of South Mill Branch Road.

PROPOSED IMPROVEMENTS:

This would be a two part project including a shared use agreement of existing roads then connecting into the existing rail bed, terminating at the existing Limestone Trail. Using the existing rail bed, an 8' wide shared-use path would ideally be installed. Connections to Morehead by way of the future TVT, Phase 2 would require some private landowner partnerships. However, this potential trail would greatly enhance connectivity and safety for all users and enhance access to Cave Run Lake, a primary goal of the bike and pedestrian master plan.



FOREST SERVICE ROAD #16

PROJECT TYPE: Shared-Use Path

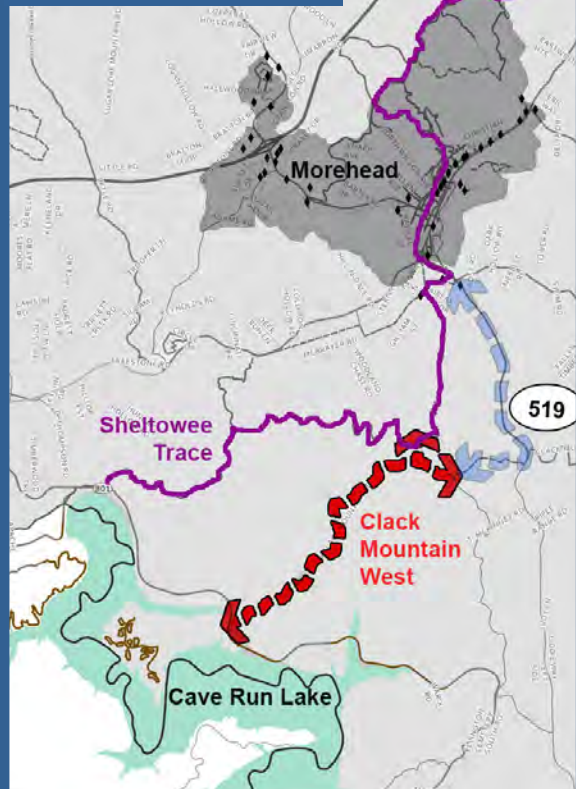
AREA: Rowan County

PROPOSED COST: \$1,265,250

PROJECT CONTEXT:

Forest Service Road #16 is an existing narrow, gravel road aligned through hilly terrain linking many desirable hiking and mountain biking destinations and offering stunning views to its users. Although it is designated as a forest service road, it is open to the public. This corridor is the only existing east - west connector that provides direct lake access from Clearfield and Morehead, making it an attractive opportunity for this master plan. Potentially, a paved trailhead could be implemented around Amburgy Rocks to accommodate vehicles for daytime recreation, biking, cycling, hiking, emergency access and more. A partnership could also be explored between the county and the USFS to pave some of the road to enhance connectivity, safety and durability.

Forest Service Rd #16



Existing conditions

SHELTOWEE TRAILHEAD: NORTHERN TERMINUS

PROJECT TYPE: Trail Connector

AREA: Rowan County

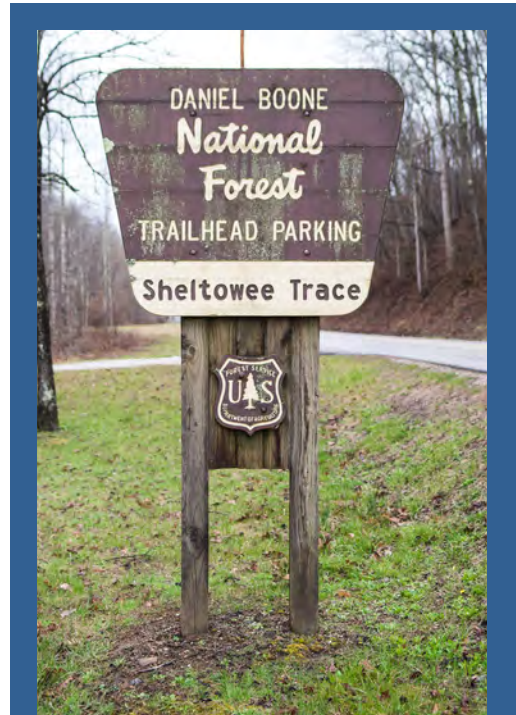
Proposed Cost: \$68,304

PROJECT CONTEXT:

Rowan County is home to the northern terminus of the Sheltowee Trace National Recreational Trail. The current trailhead is denoted with a Daniel Boone National Forest sign marker and adequate gravel to pull off, park and hike. However, the Sheltowee warrants a better gateway feature to celebrate the completion or commencement of this recreational journey.

PROPOSED IMPROVEMENTS:

The attached graphic is an artist visualization of an idea to celebrate this gateway. The gateway structure was taken from an already prepared concept. Regardless of the finished gateway product, the iconic beginning or completion of ones journey should be commemorated.



Existing conditions



Proposed Gateway Concept

SHELTOWEE TRAILHEAD: SOUTH MILL BRANCH RD.

PROJECT TYPE: Trail Connector

AREA: Rowan County

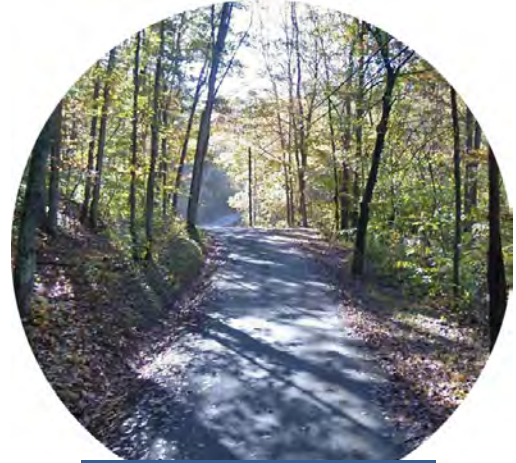
Proposed Cost: \$129,280

PROJECT CONTEXT:

The National Forest Service recently realigned the Sheltoewe Trace Recreational Trail to run south on South Mill Branch Road. This road is a low volume, narrow, paved access road for the few residences who live along the corridor. The road is excellent for most trail users as a neighborway due to its low volume and speeds. However cyclists who trek the 2.4 miles to its terminus end up with no further connectivity as the trail turns west towards Cave Run Lake. The trail abruptly turns from paved to primitive as it escalates steep topography into the Daniel Boone National Forest, forcing road cyclists to turn back.

PROPOSED IMPROVEMENTS:

This master plan recommends the creation of a small trailhead at the interface of South Mill Branch Road and the Sheltoewe Trace Trail. This trailhead is envisioned to be simple, small and seamless to the natural environment yet accommodating to family hikers, day hikers and mountain bikers. A parking area for 5 vehicles should suffice with stone paving, and signage for wayfinding and forest service rules and regulations. Coordination with the National Forest Service would be imperative.



South Mill Branch Road



Proposed trailhead plan



Proposed trailhead kiosk

KY 32 SHARED USE PATH

PROJECT TYPE: Shared-Use Path

AREA: Rowan County

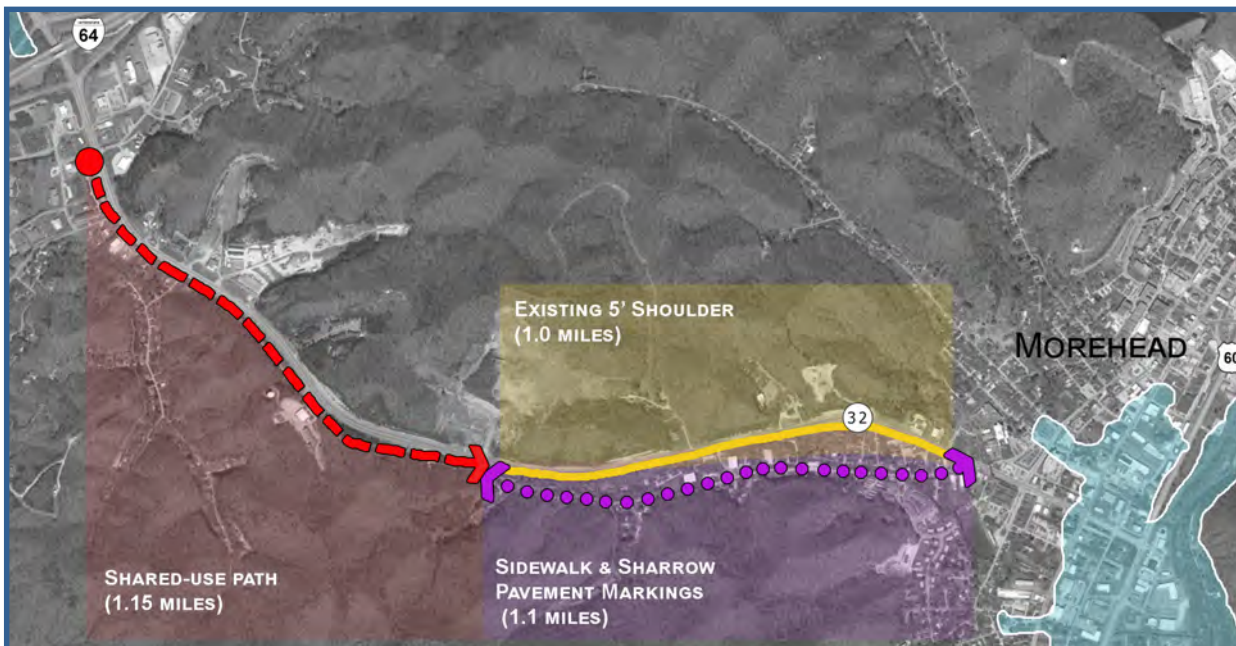
PROPOSED COST: \$964,136

PROJECT CONTEXT:

A connection is needed to serve bicyclists and pedestrians from Morehead out to interstate 64. Comfort and safety must be addressed while accomodating the residents of Morehead who currently use the KY 32 shoulders. The proposed alignment would need refinement during planning and design.

PROPOSED IMPROVEMENTS:

preliminarily, this path would begin at the south corner of Pinecrest Drive and head south adjacent to Shoneys Way. The path would continue to parallel Flemingsburg Road (KY 32) just south of Whitaker Street. A stream crossing would be required for movement to the south side of an existing stream or ditch. Partnership with the utility companies would allow for utilization of the utility service road for approximately 1/3 mile to Divide Hill Road. Another partnership would allow for use of the existing roadway to the intersection at Flemingsburg Road (KY 32) and Old Flemingsburg Road. After completion of the shared-use path, Old Flemingsburg Road should receive curb/gutter, 5' concrete sidewalks on the south side connecting to existing sidewalks on Flemingsburg Road (KY 32). Sharrow markings should also be added to the Old Flemingsburg roadway, which would complete the bicycle and pedestrian connection from Morehead, out to Interstate 64.



Proposed Connections

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LONG TERM INITIATIVES

To accomplish all of the master plan objectives, some initiatives will require long-term coordination with multiple agencies to be implemented. Projects considered long-term are not necessarily addressed in this master plan but would add significant value to the county if implemented. Below are initiatives from the development of this plan and initiatives of the KYTC 6 year plan.

KYTC PROJECTS

1 KY 103

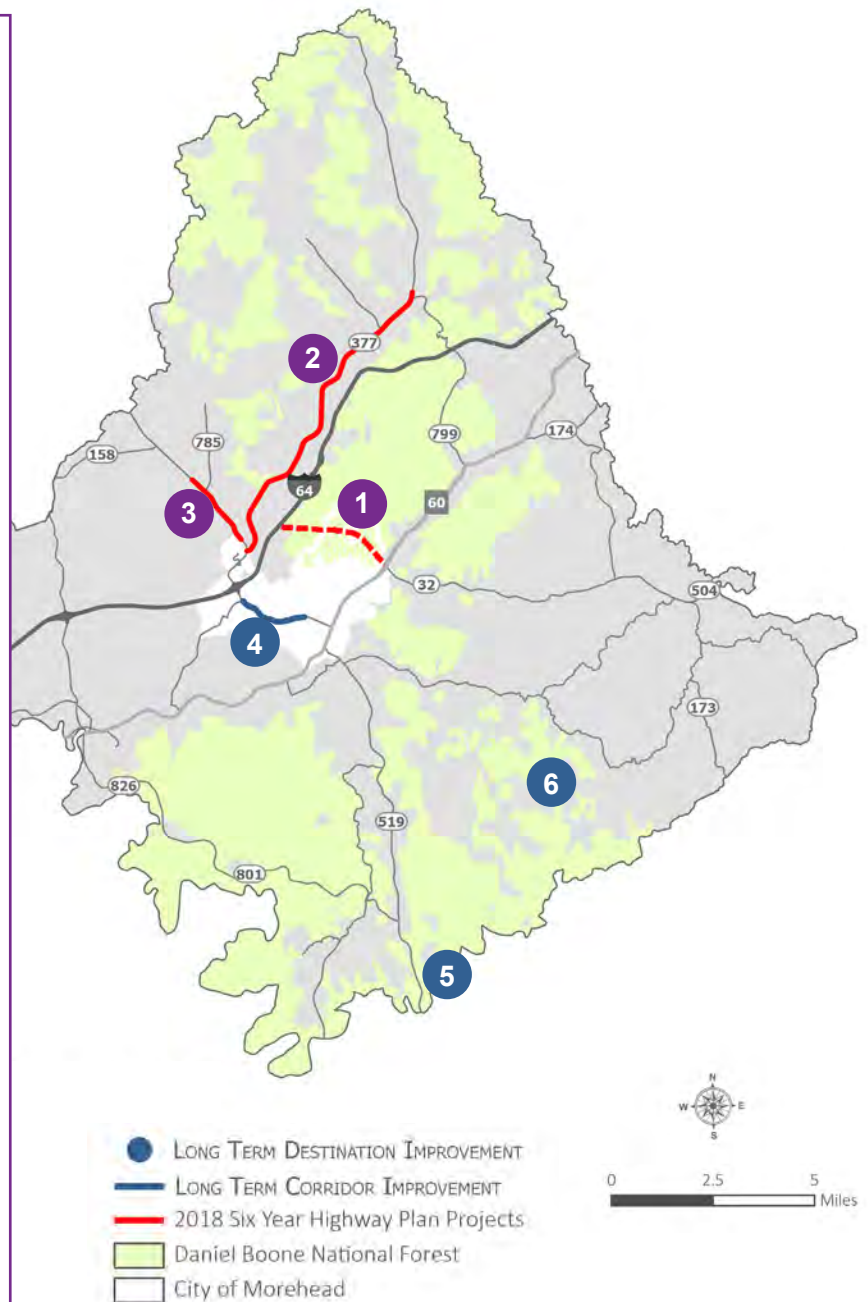
This route was removed from the previous KYTC 6-year plan and will be addressed again in the future. New route from US-60, east of Morehead to I-64 including a new interchange. This connection should have bike and pedestrian facilities to connect Morehead to KY 377. No design has occurred on this corridor so pursuit of multi-modal infrastructure here is strongly encouraged.

2 KY 377

8.2 miles have already been designed by KYTC. Pursuit of bike and pedestrian facilities on this corridor is encouraged to achieving connectivity from US 60 and Morehead to the KY 377 corridor.

3 KY 32

2 miles of KY 32 have already been designed by KYTC to accommodate vehicular traffic. Getting bike and pedestrian facilities here may be challenging but critical to connecting residential areas to the tri-school area and beyond.



LONG TERM INITIATIVES

4 KY 32 (Flemingsburg Road)

A connection is needed to serve bicyclists and pedestrians from south of I-64 to Flemingsburg Road at St. Claire Medical Center. Utility partnerships should be explored which could yield a shared-use path within existing utility easements. The alignment would require refinement during planning and design to address drainage, utilities, right-of-way conflicts, property acquisition and overall connectivity.



5 PARAGON AREA

Paragon Craney Road is a forest service corridor that parallels the existing backwaters of Cave Run Lake. These waters are used extensively for recreational boating, canoeing and kayaking. Enhancement of this area would benefit access, safety and maintenance while better accommodating visitors. A USFS partnership is imperative to the success of this destination.



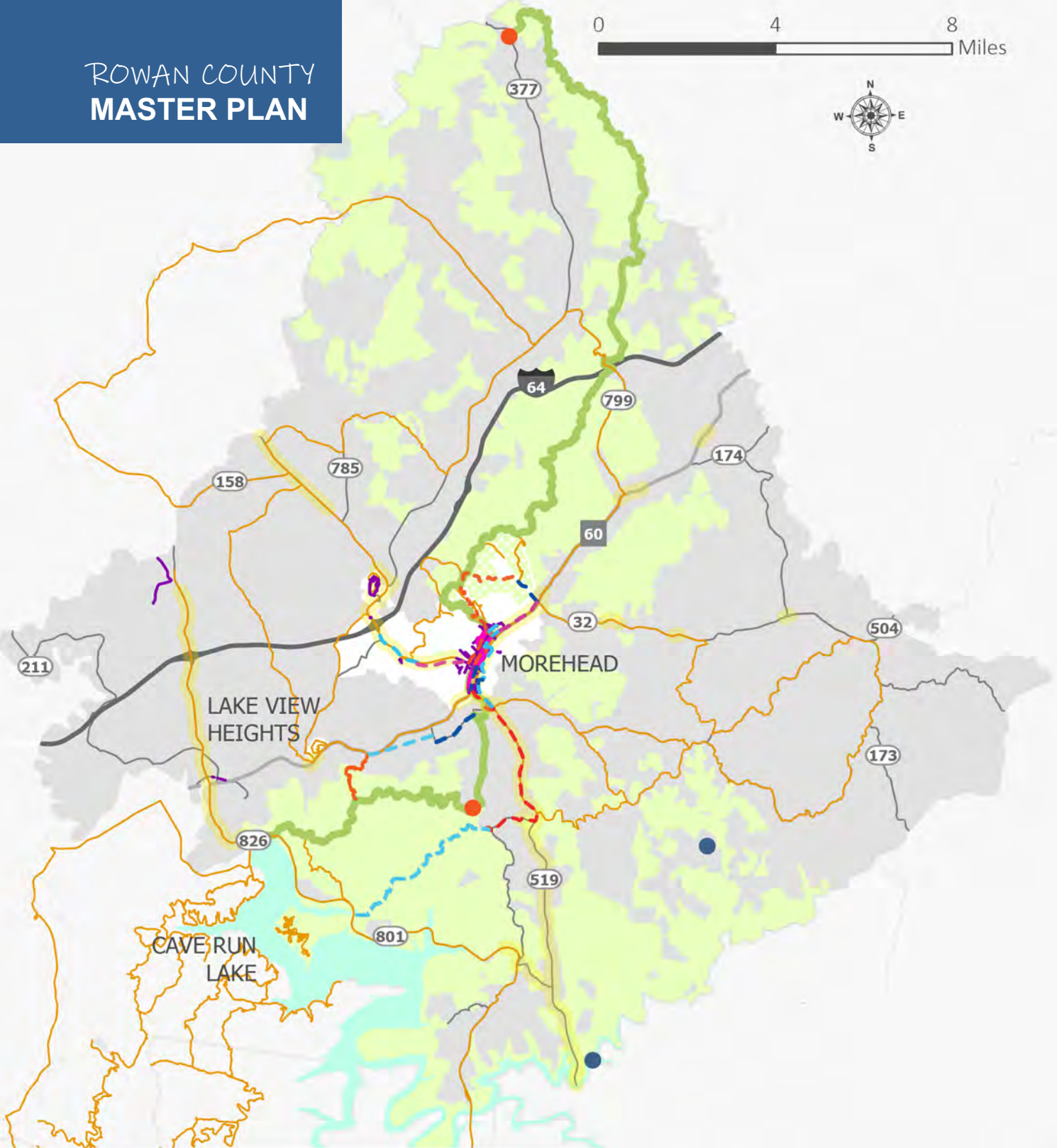
6 SLAB CAMP

Slab Camp is a Rowan County rock climbing destination. A dedicated trailhead with parking, shelter and signage would serve its visitors well and benefit the eco-tourism opportunities.



ROWAN COUNTY MASTER PLAN

0 4 8 Miles



Existing Facilities

- Existing Sidewalk & Crosswalk
- Existing User Bike/Hiking Trail
- Sheltowee Trace Trail
- Wide Shoulder
- Daniel Boone National Forest
- Incorporated Area

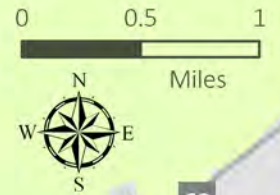
Recommendations

- Proposed Trailhead
- Proposed Sidewalk
- Proposed Pedestrian Path
- Proposed Shared-Use Path
- Proposed Neighborway
- Proposed Bicycle Path
- Proposed Sharrows
- Long Term Initiative

Proposed County Totals:

County Projects:	3
Shared-Use Paths:	3.21 Miles
Neighborways:	2.13 Miles
Bicycle Paths:	4.73 Miles
Long Term Initiatives:	2

MOREHEAD MASTER PLAN



Existing Facilities

- ◆ Transit Stops
- Existing Sidewalk & Crosswalk
- Existing User Bike/Hiking Trail
- Existing Sharrows
- Sheltowee Trace Trail
- Wide Shoulder
- Daniel Boone National Forest
- City of Morehead

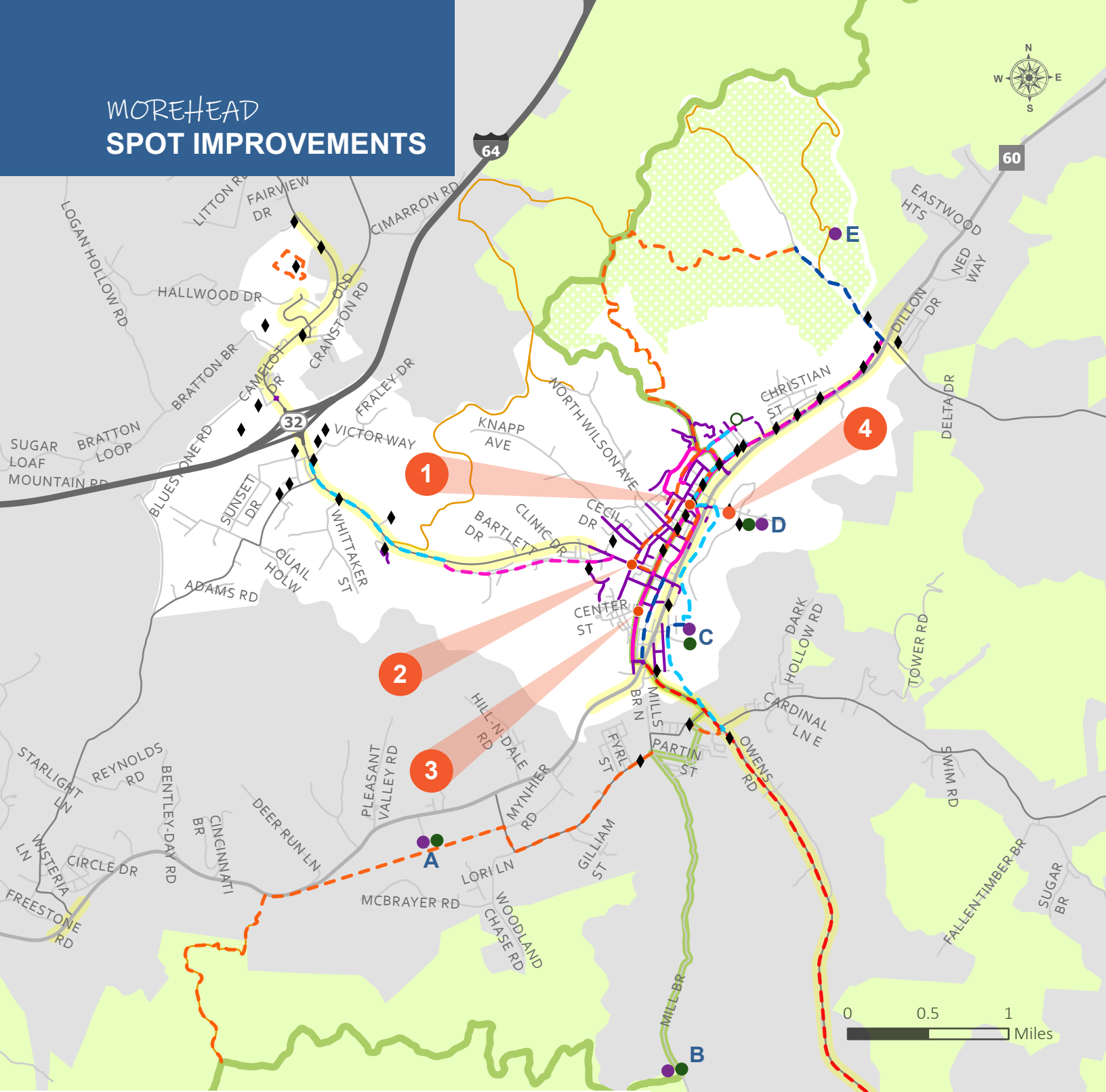
Recommendations

- Proposed Spot Improvement
- - - Proposed Sidewalk
- - - Proposed Hiking Trail
- - - Proposed Shared-Use Path
- - - Proposed Neighborway
- - - Proposed Bicycle Path
- - - Proposed Sharrows
- Proposed Trailhead

Proposed City Totals:

City Projects:	11
Shared-Use Paths:	3.63 Miles
Sidewalks:	2.55 Miles
Neighborways:	0.84 Miles
Sharrows:	2.17 Miles
Spot Improvements:	5

MOREHEAD SPOT IMPROVEMENTS



Existing Facilities

- ◆ Transit Stops
- Existing Sidewalk & Crosswalk
- Existing User Bike/Hiking Trail
- Existing Sharrows
- Sheltoewe Trace Trail
- Wide Shoulder
- Daniel Boone National Forest
- City of Morehead

Recommendations

- Proposed Spot Improvement
- Proposed Sidewalk
- Proposed Pedestrian Path
- Proposed Shared-Use Path
- Proposed Neighborway
- Proposed Bicycle Path
- Proposed Sharrows



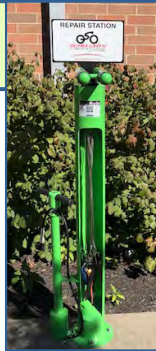
Recommended Bicycle Facilities

- A Future Trail
- B Sheltoewe Trailhead: South
- C Boone Hollan Wetland and Nature Trails
- D City Park
- E Rodburn Park

BICYCLE FACILITIES

BICYCLE SERVICE STATION

Morehead currently has only one bike repair station located at the MSU Rec and Wellness Center. Consider placement of more bike service stations for current users and to meet growing demand. Ideally, at least one on every shared-use path.



BICYCLE PARKING

Morehead has a multitude of bike rack types and locations in the downtown area. Additional bike racks are recommended at any bicycle destination including city parks, schools, and trailheads.



SPOT IMPROVEMENTS

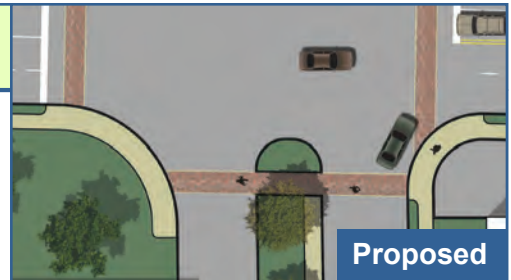
1 TRANSIT STOP

Existing transit stop on south side of Main Street, East of Bridge Street needs concrete pavement to meet ADA compliance. Transit signage and shelters should be considered at high use transit stops.



2 MEDIAN ISLAND

At the intersection of West Sun Street and Flemingsburg Road is a long crosswalk where the pedestrian cross signal is inadequate to safely cross. Extending the existing median into the intersection allows for a mid-way refuge area, adding safety for crossing pedestrians and bicyclists.



3 SIDEWALK COMPLIANCE

On the north side of West Main St. in front of the Farm Bureau office is a sidewalk, rendered unusable and ADA deficient due to an existing postal box and utility pole on the sidewalk. Either the poles and postal box should be relocated or additional sidewalks should be installed to the outside of the R.O.W. to solve the issues and ensure continuity in the sidewalk network.



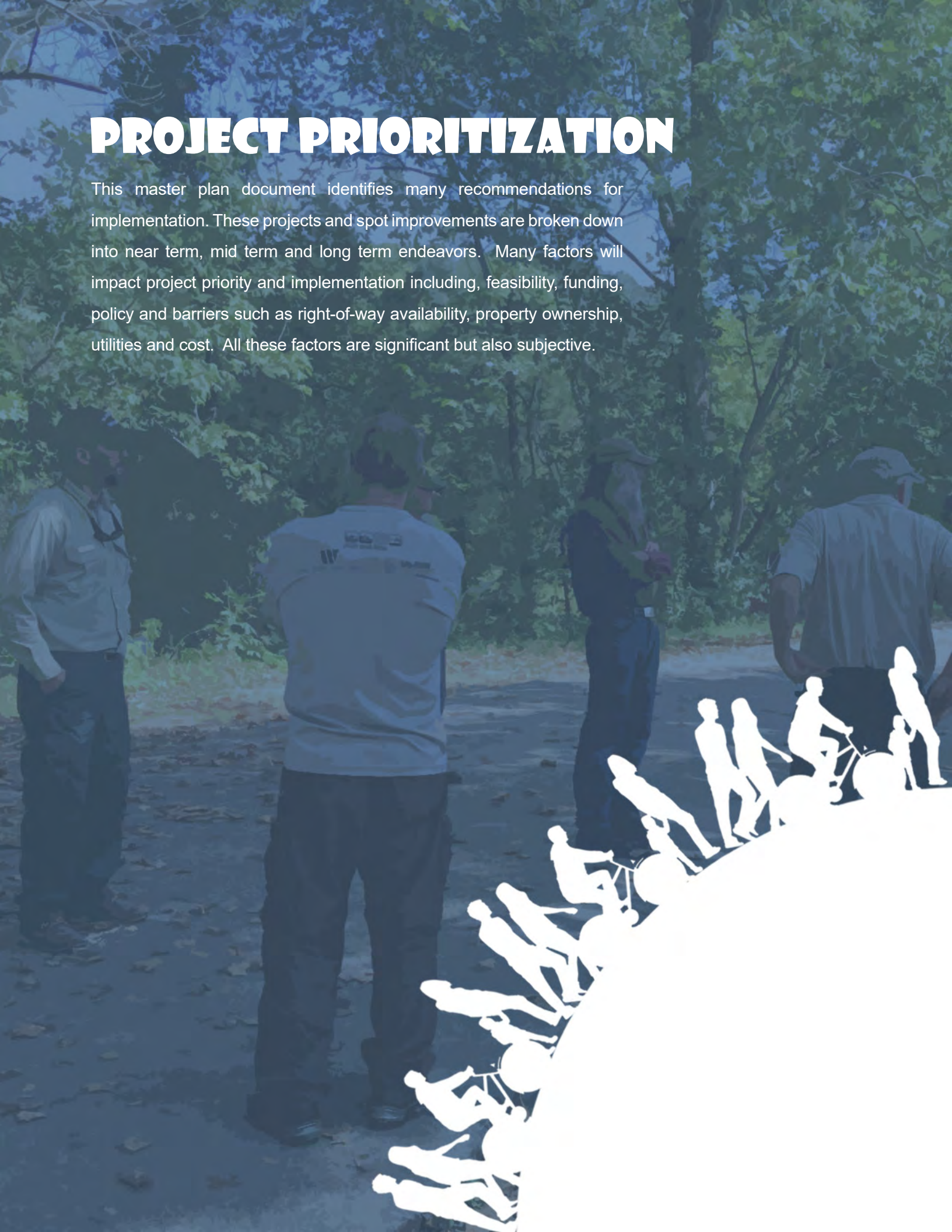
4 PEDESTRIAN BRIDGE

On the east side of Bridge Street at City Park is an existing pedestrian bridge which spans Triplett Creek. This bridge should be refurbished aesthetically to create an inviting and obvious pedestrian crossing.



PROJECT PRIORITIZATION

This master plan document identifies many recommendations for implementation. These projects and spot improvements are broken down into near term, mid term and long term endeavors. Many factors will impact project priority and implementation including, feasibility, funding, policy and barriers such as right-of-way availability, property ownership, utilities and cost. All these factors are significant but also subjective.



PROJECT PRIORITIZATION

For consistency and equity, it is imperative that projects be prioritized following standard methodology. A matrix was developed to determine project selection and prioritization. Weighting was assigned to total 100. The higher the value, the higher the priority. The project criteria was determined by the TTF and representative of input received from the public. See below for a breakdown of the matrix criteria.

PRIORITIZATION MATRIX

Criteria	Description	Score	Weight	Max Value
Safety	5. Addresses issues prone to injuries / deaths	0	30	150
	4. Enhances level of comfort / perceived safety			
	3. Compliance to ADA			
	2. Provides service to most vulnerable users			
	1. Minor safety improvement			
Connectivity	5. Direct connection of existing bicycle/ sidewalk / trail (gap connector)	0	20	100
	4. Section of multi-phase project (high demand, high use)			
	3. Connects transit stops to existing bike/ped network			
	2. Provides a local connection to school or park (not connected to network)			
	1. Provides a local connection to other destination			
Affordability	5. Low cost project, locally funded and/or budgeted	0	20	100
	4. Moderate cost project, locally funded / budgeted			
	3. Phased, moderate cost project, funding sources plus match			
	2. High cost, long term project, little issues with property, topography, utilities			
	1. High cost, long term project, significant issues with property, topography, utilities			
Constructability	5. No issues related to right-of-way, utilities, permitting, topography	0	10	50
	4. Minor issues related to right-of-way, utilities, permitting, topography			
	3. Moderate issues related to right-of-way, utilities, permitting, topography			
	2. Moderate issues related to multiple right-of-way, utility, permitting, topography			
	1. Significant issues related to right-of-way, utilities, permitting, topography			
User Volume (Demand)	5. Project serves a high demand area and multiple user groups	0	20	100
	4. Project serves high demand destination (St. Claire Regional Hospital, MSU, Downtown)			
	3. Project serves vulnerable user group(s) (senior, children, low-income, disabled)			
	2. Project serves low demand but multiple user groups			
	1. Project serves low demand or limited users			

100	500
-----	-----

PROJECT PHASING

Project phasing is recommended based on logical start and stop locations. All recommended projects and spot improvements have been individually scored based on the prioritization criteria of safety, connectivity, affordability, constructability and demand. The recommended projects have been further divided into near, mid, and long-term projects.

***See Project Recommendation section for all proposed projects.**

NEAR TERM PROJECTS

Near term projects are those identified as adding significant value to the existing network, and will generate public awareness, support and overall momentum for the project(s). Near term projects will address at least one of the following factors.

- **Affordable** - not reliant on external funding, relatively low cost
- **Safe** - addresses known safety concerns or dangerous conditions
- **Connection** - adds connectability to high demand destination(s).

These projects should be achievable within three (3) years and preliminarily will require an \$900k - \$1M total investment. See below for the ordered list of priority and estimated cost.

Project Estimates

1. East Main Street Gap Connector	\$435,900
2. Tri-School Sidewalks	\$286,800
3. Rodburn Neighborway	\$17,515
4. Sheltowee Trace North Trailhead	\$68,304
\$ 808,519 Total Investment	

PROJECT PHASING

MID TERM PROJECTS

Mid term projects are those identified as providing significant value to the overall network but have higher implementation barriers including, costs, construction conflicts, public opposition, etc. These projects will require multiple funding sources, an aggressive financial plan and a challenging public participation process for success. These projects are anticipated to be achievable within the next five (5) to twelve (12) years. See below for the ordered list of priority and estimated cost.

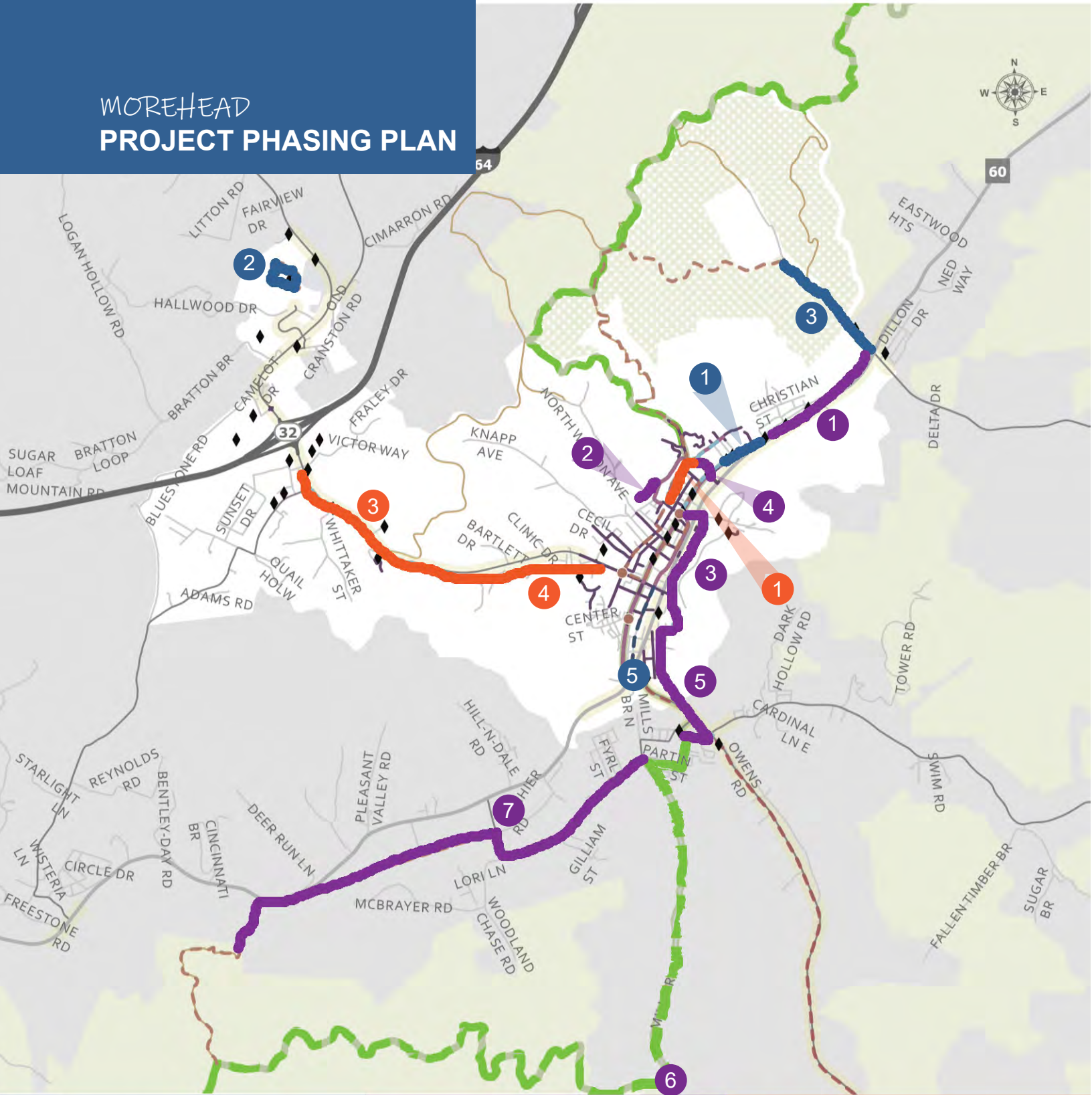
	Project Estimates
1. East Main Street Corridor	(\$929,109)
2. 5th Street Neighborway	(\$195,533)
3. Triplett Valley Trail, Phase 1	(\$982,640)
4. University Boulevard	(\$429,273)
5. Triplett Valley Trail, Phase 2	(\$1,016,800)
6. Sheltopee Trace South Trailhead	(\$129,280)
7. Rail Trail Shared-Use Path	(\$822,160)
	\$ 2,397,513 Total Investment

LONG TERM PROJECTS

Long term projects are those identified as providing significant benefit to the network but have very high implementation barriers. These projects will require multiple funding sources, an aggressive financial strategy, and a master plan champion to increase public awareness and momentum for long term projects. These projects should be achievable within the next 10 (10) to twenty (20) years and have been listed in order of priority. The estimated costs have not been created to account for inflation.

	Project Estimates
1. US 60 Gateway	(\$153,954)
2. Eagle Walk Pedestrian Mall	(\$1,138,130)
3. Forest Service Road #16	(\$1,265,250)
4. KY 32 Shared-Use Path	(\$1,059,440)
5. Old Flemingsburg Road Corridor	(\$464,210)
	\$ 4,080,984 Total Investment

MOREHEAD PROJECT PHASING PLAN



● NEAR TERM PROJECT

- 1 EAST MAIN STREET GAP CONNECTOR
- 2 TRI-SCHOOL SIDEWALKS
- 3 RODBURN NEIGHBORWAY
- 4 SHELTOREE TRACE NORTH TRAILHEAD

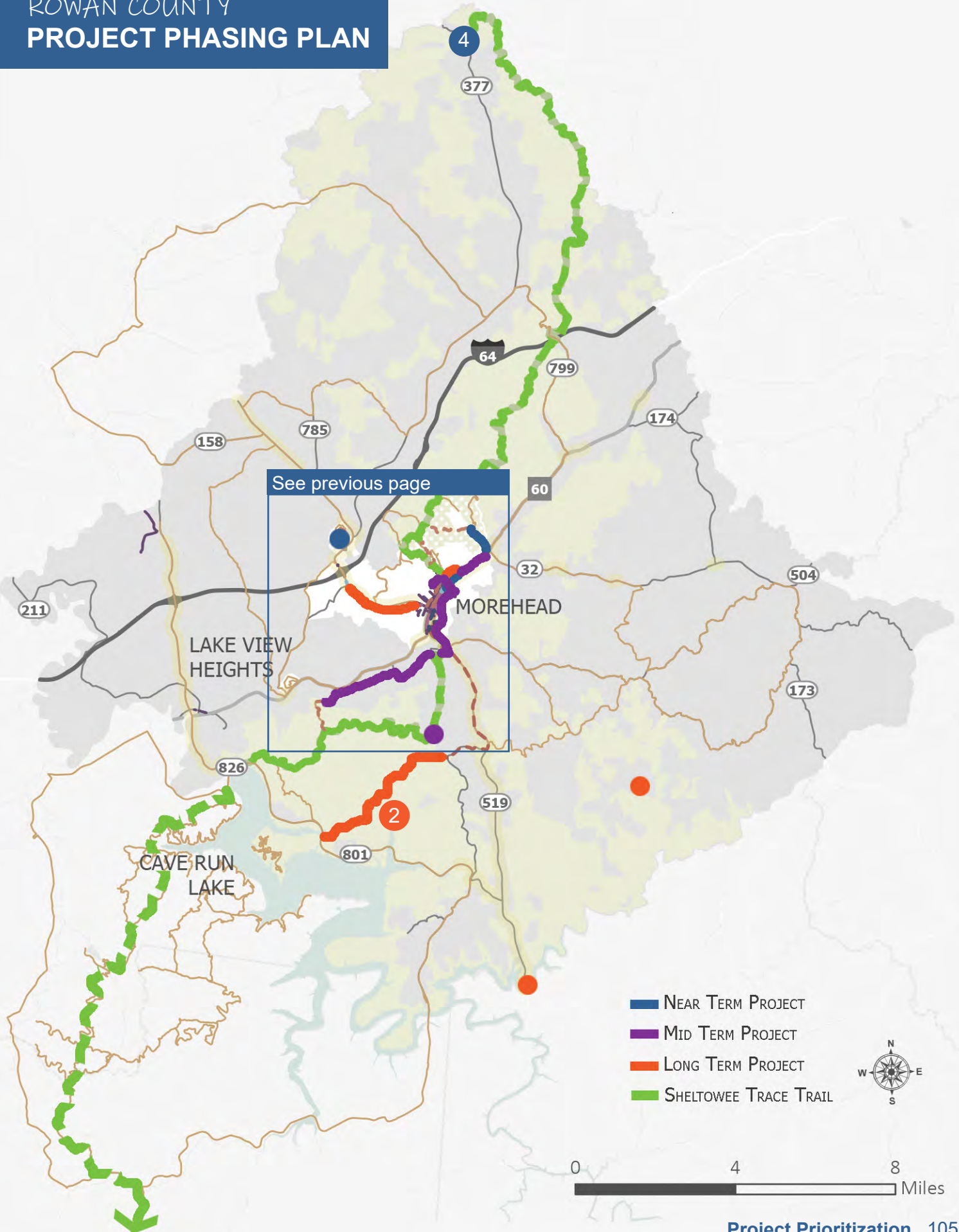
● MIDTERM PROJECT

- 1. EAST MAIN STREET CORRIDOR
- 2. 5TH STREET NEIGHBORWAY
- 3. TRIPLETT VALLEY TRAIL, PHASE 1
- 4. UNIVERSITY BOULEVARD
- 5. TRIPLETT VALLEY TRAIL, PHASE 2
- 6. SHELTOREE TRACE SOUTH TRAILHEAD
- 7. RAIL TRAIL SHARED-USE PATH

● LONG TERM PROJECT

- 1. EAGLE WALK PEDESTRIAN MALL
- 2. FOREST SERVICE ROAD #16
- 3. KY 32 SHARED-USE PATH
- 4. OLD FLEMINGSBURG RD CORRIDOR
- 5. US 60 GATEWAY

ROWAN COUNTY PROJECT PHASING PLAN



ESTIMATES OF PROBABLE COST

Each project recommendation in this master plan was prepared with an estimate of probable cost. However, these costs have been prepared conceptually at the time of this master plan and will require confirmation during each project planning and design phase. The costs indicated herein have been derived from **“Costs for Pedestrian and Bicyclist Infrastructure Improvements”** by the University of North Carolina, dated October, 2013 and from current cost estimates internally. The costs provided are derived based on conceptual unit costs but can vary widely. Below are conditions which will greatly impact project costs:

- Facility design (pavement materials, facility widths, phasing)
- Permitting
- Right-of-way acquisition
- Utility conflicts
- Environmental constraints and necessary impact studies
- FEMA floodplain impacts
- Funding and grants (which can increase project costs and project duration)
- Contractor experience
- Traffic control needs

ESTIMATES OF PROBABLE UNIT COST

Facility Type	Min cost	Assumptions	Max Cost	Assumptions	Unit	Average Cost
Sharrow Markings	\$30.00	Acrylic paint, small package	\$750.00	Thermoplastic paint and included within road marking package	Each	\$390.00
Shared-Use Path	\$200,000.00	10' wide asphalt, minimal constraints	\$1,500,000.00	12' asphalt with significant constraints	Mile	\$850,000.00
Sidewalk (Concrete)	\$75.00	Concrete sidewalk only	\$220.00	Concrete sidewalk with curb/gutter	Linear Foot	\$147.50
Sidewalk (Paver)	\$15.00	Decorative paver sidewalk	\$150.00	Decorative paver sidewalk	Linear Foot	\$82.50
Bump-Out Curbs	\$1,500.00	Extend curbs into street and infill with landscape	\$45,000.00	Extend curbs, relocate utilities, modify crosswalks, install sidewalks, landscape	Each	\$23,250.00
Island	\$7.50	Extend existing island to accommodate pedestrian refuge space	\$50.00	Construct new island, modify lane striping, add signage & landscape	Square Foot	\$28.75
Raised Crossings	\$1,400.00	Bituminous hump with striping and modified curb ramps	\$35,000.00	Specialty paving hump (concrete or pavers) with striping and modified curb ramps and drainage	Each	\$18,200.00
Curb Ramp	\$7.50	Concrete ramp with detectable warnings	\$270.00	Concrete ramp with detectable warnings, curb repairs, existing sidewalk repairs	Square Foot	\$138.75
Crosswalk	\$1.50	Thermoplastic painted stripes or lines	\$40.00	Concrete or pavers	Square Foot	\$20.75
Curb / Gutter	\$20.00	Integrally poured	\$130.00	Independently poured	Linear Foot	\$75.00

** Economy of scale has significant impact on unit costs*

See Appendix G: Project Cost Estimates

FUNDING SOURCES

The success of this master plan can only be gauged by the implementation of the recommended projects. Some projects will be feasible with local sources of funds and budgeting. However, many projects will require assistance. Implementing this master plan will require a comprehensive approach including planning and design, community engagement and partnerships with multiple sources of funding. The following information will identify steps towards implementation success as well as sources of funding which will shape the bike and pedestrian master plan for decades to come.



FEDERAL FUNDING

A Federal Highway Administration (FHWA) informational website titled “Pedestrian and Bicycle Funding Opportunities” has extensive information on sixteen separate funding programs for bicycle and pedestrian projects and activities. A summary of this information in table form is included in **Appendix D: Pedestrian and Bicycle Funding Opportunities**. For the types of projects included in this master plan, the most common funding sources are introduced below.

BUILD Grants - The Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program provides extensive funding each year for transportation projects nationwide. These grants, previously known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, are typically awarded on a competitive basis, generally for very large projects. In the past few years Kentucky has received BUILD / TIGER grants as follows:

2018: Three roadway projects for a combined \$60 million

2017: One streetscape project in Frankfort; \$8 million grant for a \$12 million project

2016: Town Branch Commons in Lexington - \$14 million for a \$20 million project

Transportation Alternatives Set-Asides The current version of the Transportation Alternatives Program (TAP) has \$850 million budgeted nationwide, and is the most common funding source for bike-ped projects in Kentucky. The program is coordinated by the Kentucky Transportation Cabinet (KYTC) and requires a 20 percent local match. Typical statewide funding is \$14.5 million per year and awards are usually in the \$400,000 to \$600,000 range.

FEDERAL / STATE FUNDING

Recreational Trails Program (RTP) is administered through the Kentucky Office of Local programs and provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the FHWA for hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Statewide funding is \$1.7 million per year and funds awarded are usually much smaller than BUILD or TAP awards.

Land and Water Conservation Fund (LWCF) is an option to assist a city or county with the acquisition and development of public outdoor recreation areas and facilities. These grants are administered thru the Kentucky Department of Local Development and available from the National Park Service. Grant authorization requires LPA matching grants for consideration but these grants can max out to \$250,000.

Kentucky Transportation Cabinet Another source of funding is the KYTC, through direct project funding from their Surface Transportation Program or by including bike-ped facilities in their planned highway projects.

FUNDING IMPLEMENTATION

We recommend that Morehead Tourism aggressively pursue funding every year, from as many sources as possible. The Gateway Area Development District has been instrumental in the pursuit of past funding, and has offered to continue in that role. Additional coordination of local elected officials and with KYTC District 9, especially the District's Local Public Agency (LPA) Coordinator, will be key to the successful pursuit of funding.

At a minimum, TAP applications should be submitted every year, for separate applications for design funds and construction funds. For example, submit applications for construction funding for Project A and at the same time submit a separate application for the design of Project B.

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Flexibility in Highway Design, 1997. FHWA. HEP 30, 400 Seventh Street SW, Washington, DC 20590.

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Improving Pedestrian Access to Transit: An Advocacy Handbook, 1998. Federal Transit Administration / WalkBoston. NTIS, 5285 Port Royal Road, Springfield, VA 22161.

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APPENDICES



Near Term Project Estimates

Rowan County Bike and Ped Project Estimates



East Main Street Gap Connector: 870 lf (.16 Miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$10,000	\$10,000
2	Construction Staking	1	LS	\$10,000	\$10,000
3	Storm Improvements	150	LF	\$60	\$9,000
4	KYTC curb box Inlet type F	3	EA	\$3,200	\$9,600
5	15" Sloped & Flared Headwall	3	EA	\$2,000	\$6,000
6	Signage	6	EA	\$1,100	\$6,600
7	Concrete curb & gutter	870	LF	\$30	\$26,100
8	5' Sidewalk	485	SY	\$60	\$29,100
9	DGA base course (8" depth min)	900	TN	\$30	\$27,000
10	Bituminous Surface (2" depth)	290	TN	\$110	\$31,900
11	Bituminous base (6" depth)	860	TN	\$110	\$94,600
12	Pavement Striping & Markings	1	LS	\$3,500	\$3,500
13	Erosion Control	1	LS	\$5,000	\$5,000
14	Bollards	12	EA	\$600	\$7,200
15	Furnish and placement of topsoil	150	CY	\$35	\$5,250
16	Trees	20	EA	\$550	\$11,000
17	Seed and Straw	500	SY	\$1.75	\$875
18	Mobilization	1	LS	\$10,000.00	\$10,000
19	De-Mobilization	1	LS	\$5,000.00	\$5,000
20	Adjust Utilities to Grade	1	LS	\$2,500	\$2,500

Subtotal \$281,225

30% contingency \$84,368

21	Engineering and Design	1	20%		\$56,245.00
22	Permitting	1	5%		\$14,061.25

**Geotechnical report may require additional excavation (NIC)

Subtotal \$70,306

Total Cost \$435,899

**Rowan County Bike and Ped
Project Estimates**



Tri-School Sidewalks; 3,175 lf (0.6 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$25,000	\$25,000
2	Construction Staking	1	LS	\$7,500	\$7,500
3	Sign panels	10	EA	\$1,100	\$11,000
4	Crosswalk striping	1	LS	\$5,000	\$5,000
5	5' Concrete Sidewalk	1765	SY	\$60	\$105,900
6	Erosion Control	1	LS	\$10,000	\$10,000
7	Seed and Straw	2,500	SY	\$2.25	\$5,625
8	Drainage	1	LS	\$5,000.00	\$5,000
9	Mobilization	1	LS	\$5,000.00	\$5,000
10	De-Mobilization	1	LS	\$5,000.00	\$5,000
Subtotal					\$185,025
30% Contingency					\$55,508
11	Engineering and Design	1	20%		\$37,005.00
12	Permitting	1	5%		\$9,251.25
Subtotal					\$46,256
Total Cost					\$286,789

**Rowan County Bike and Ped
Project Estimates**



Rodburn Neighborway: 2900 lf (.55 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Sharrow Pavement Markings	10	EA	\$300	\$3,000
2	Signage	3	EA	\$1,100	\$3,300
3	Traffic maintenance	1	LS	\$2,500	\$2,500
4	Miscellaneous	1	LS	\$2,500	\$2,500
Subtotal					\$11,300
30% contingency					\$3,390
5	Engineering and Design	1	20%		\$2,260.00
6	Permitting	1	5%		\$565.00
Subtotal					\$2,825
Total Cost					\$17,515

Rowan County Bike and Ped
Project Estimates



Sheltoewe Trace North Trailhead

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$5,000	\$5,000
2	Concrete Wheel Stops	5	LF	\$200	\$1,000
3	Gateway Feature	1	LS	\$30,000	\$30,000
4	Trash receptacle	1	EA	\$800	\$800
5	Seed and Straw	175	SY	\$1.75	\$306
6	Mobilization	1	LS	\$5,000.00	\$5,000
7	De-Mobilization	1	LS	\$5,000.00	\$5,000
Subtotal					\$47,106
20% contingency					\$9,421
8	Engineering and Design	1	20%		\$9,421.25
9	Permitting	1	5%		\$2,355.31
Subtotal					\$11,777
Total Cost					\$68,304

Mid Term Project Estimates

Rowan County Bike and Ped Project Estimates



East Main Street to Rodburn Park; 4,800 lf (0.91 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$15,000	\$15,000
2	Construction Staking	1	LS	\$5,000	\$5,000
3	Storm Improvements	2500	LF	\$60	\$150,000
4	KYTC curb box Inlet type F	12	EA	\$3,200	\$38,400
5	Drain Basin	10	EA	\$800	\$8,000
6	Signage	10	EA	\$1,100	\$11,000
7	Concrete curb & gutter	4800	LF	\$30	\$144,000
8	5' Sidewalk	2750	SY	\$60	\$165,000
9	Sharrow Pavement Markings	18	EA	\$300	\$5,400
10	Erosion Control	1	LS	\$5,000	\$5,000
11	Bollards	12	EA	\$600	\$7,200
12	Furnish and placement of topsoil	275	CY	\$35	\$9,625
13	Trees	25	EA	\$550	\$13,750
14	Seed and Straw	2,600	SY	\$1.75	\$4,550
15	Mobilization	1	LS	\$10,000.00	\$10,000
16	De-Mobilization	1	LS	\$5,000.00	\$5,000
17	Adjust Utilities to Grade	1	LS	\$2,500	\$2,500

Subtotal \$599,425

30% contingency \$179,828

18	Engineering and Design	1	20%		\$119,885.00
19	Permitting	1	5%		\$29,971.25

Subtotal \$149,856

Total Cost \$929,109

Rowan County Bike and Ped

Project Estimates



5th Street Neighborway 700 lf (.13 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Signage	4	EA	\$1,100	\$4,400
2	Concrete header curb	700	LF	\$35	\$24,500
3	Pavers	2800	SF	\$22	\$61,600
4	Pavement Striping & Markings	1	LS	\$5,000	\$5,000
5	Erosion Control	1	LS	\$5,000	\$5,000
6	Drainage Enhancements	1	AL	\$10,000	\$10,000
7	Seed and Straw	1800	SY	\$1.75	\$3,150
8	Mobilization	1	LS	\$5,000.00	\$5,000
9	De-Mobilization	1	LS	\$5,000.00	\$5,000
10	Adjust Utilities to Grade	1	LS	\$2,500	\$2,500

Subtotal \$126,150

30% contingency \$37,845

11	Engineering and Design	1	20%		\$25,230.00
12	Permitting	1	5%		\$6,307.50

**Excludes any public or historical hearings

Subtotal \$31,538

Rowan County Bike and Ped

Project Estimates

Total Cost \$195,533



Triplett Valley Trail Phase 1; 3,960 lf (0.75 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$30,000	\$30,000
2	Construction Staking	1	LS	\$10,000	\$10,000
3	Drainage	1	LS	\$15,000	\$15,000
4	Signage	10	EA	\$1,100	\$11,000
5	Pedestrian Bridge	1	LS	\$200,000	\$200,000
6	DGA base course (8" depth min) 11' Width	1700	TN	\$30	\$51,000
7	Bituminous Surface (2" depth) 10' width	500	TN	\$110	\$55,000
8	Bituminous base (6" depth) 10' width	1485	TN	\$110	\$163,350
9	Pavement Markings	1	LS	\$20,000	\$20,000
10	Erosion Control	1	LS	\$15,000	\$15,000
11	Furnish and placement of topsoil	300	CY	\$35	\$10,500
12	Trees	25	EA	\$550	\$13,750
13	Seed and Straw	2,600	SY	\$1.75	\$4,550
14	Mobilization	1	LS	\$10,000.00	\$10,000
15	De-Mobilization	1	LS	\$5,000.00	\$5,000

Subtotal \$614,150

30% contingency \$184,245

16	Engineering and Design	1	20%		\$122,830.00
17	Permitting	1	10%		\$61,415.00

Subtotal \$184,245

Total Cost \$982,640

Rowan County Bike and Ped

Project Estimates



Sheltowee Trace South Trailhead

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$5,000	\$5,000
2	Clearing and Grubbing	1	LS	\$40,000	\$40,000
3	Sign Kiosk	1	EA	\$7,500	\$7,500
4	Concrete Wheel Stops	5	LF	\$200	\$1,000
5	DGA base course (8" depth min)	210	TN	\$30	\$6,300
6	Drainage Improvements	1	LS	\$7,500	\$7,500
7	Erosion Control	1	LS	\$5,000	\$5,000
8	Trash receptacle	1	EA	\$800	\$800
9	Seed and Straw	175	SY	\$1.75	\$306
10	Mobilization	1	LS	\$5,000.00	\$5,000
11	De-Mobilization	1	LS	\$5,000.00	\$5,000
Subtotal					\$83,406
30% contingency					\$25,022
12	Engineering and Design	1	20%		\$16,681.25
13	Permitting	1	5%		\$4,170.31
Subtotal					\$20,852

Total Cost \$129,280

Rowan County Bike and Ped

Project Estimates



Rail Trail Shared-Use Path:7,200 lf (1.3 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$1,000	\$1,000
2	Construction Staking	1	LS	\$10,000	\$10,000
3	Drainage Improvements	1	LS	\$10,000	\$10,000
4	Signage	10	EA	\$1,100	\$11,000
5	Neighborway component	1	LS	\$40,000	\$40,000
6	DGA base course (8" depth min) 11' Width	2150	TN	\$30	\$64,500
7	Bituminous Surface (2" depth) 10' width	720	TN	\$110	\$79,200
8	Bituminous base (6" depth) 10' width	2160	TN	\$110	\$237,600
9	Pavement Markings	1	LS	\$30,000	\$30,000
10	Erosion Control	1	LS	\$15,000	\$15,000
13	Seed and Straw	2,600	SY	\$1.75	\$4,550
14	Mobilization	1	LS	\$10,000.00	\$10,000
15	De-Mobilization	1	LS	\$1,000.00	\$1,000
Subtotal					\$513,850
30% contingency					\$154,155
16	Engineering and Design	1	20%		\$102,770.00
17	Permitting	1	10%		\$51,385.00
Subtotal					\$154,155

Total Cost \$822,160

Rowan County Bike and Ped

Project Estimates



University Boulevard: 420 If (.08 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$10,000	\$10,000
2	Construction Staking	1	LS	\$7,500	\$7,500
3	Storm Improvements	1	AL	\$7,500	\$7,500
4	KYTC curb box Inlet type F	2	EA	\$3,200	\$6,400
5	Signage	6	EA	\$1,100	\$6,600
6	Crosswalk signalization changes	1	LS	\$2,500	\$2,500
7	Concrete curb & gutter (raised medians)	1220	LF	\$30	\$36,600
8	Concrete curb & gutter corner modifications	400	LF	\$35	\$14,000
9	Crosswalk Pavers	3600	SF	\$22	\$79,200
10	5' Sidewalk	350	SY	\$60	\$21,000
11	Pavement Striping & Markings	1	LS	\$3,500	\$3,500
12	Erosion Control	1	LS	\$5,000	\$5,000
13	Furnish and placement of topsoil in raised medians	450	CY	\$35	\$15,750
14	Trees	25	EA	\$550	\$13,750
15	Drainage Ditch Enhancements	1	AL	\$15,000	\$15,000
16	Seed and Straw	1800	SY	\$1.75	\$3,150
17	Mobilization	1	LS	\$10,000.00	\$10,000
18	De-Mobilization	1	LS	\$5,000.00	\$5,000
19	Traffic maintenance	1	LS	\$12,000.00	\$12,000
20	Adjust Utilities to Grade	1	LS	\$2,500	\$2,500
Subtotal					\$276,950
30% contingency					\$83,085
21	Engineering and Design	1	20%		\$55,390.00
22	Permitting	1	5%		\$13,847.50
Subtotal					\$69,238
Total Cost					\$429,273

* Gateway feature or MSU elements not included

Rowan County Bike and Ped Project Estimates



Triplett Valley Trail Phase 2: 5,960lf (1.1 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$25,000	\$25,000
2	Construction Staking	1	LS	\$10,000	\$10,000
3	Drainage Improvements	1	LS	\$15,000	\$15,000
4	Signage	10	EA	\$1,100	\$11,000
5	Pedestrian Bridge	1	LS	\$150,000	\$150,000
6	DGA base course (8" depth min) 11' Width	2100	TN	\$30	\$63,000
7	Bituminous Surface (2" depth) 10' width	650	TN	\$110	\$71,500
8	Bituminous base (6" depth) 10' width	1920	TN	\$110	\$211,200
9	Pavement Markings	1	LS	\$20,000	\$20,000
10	Erosion Control	1	LS	\$15,000	\$15,000
11	Furnish and placement of topsoil	300	CY	\$35	\$10,500
12	Trees	25	EA	\$550	\$13,750
13	Seed and Straw	2,600	SY	\$1.75	\$4,550
14	Mobilization	1	LS	\$10,000.00	\$10,000
15	De-Mobilization	1	LS	\$5,000.00	\$5,000
Subtotal					\$635,500
30% contingency					\$190,650
16	Engineering and Design	1	20%		\$127,100.00
17	Permitting	1	10%		\$63,550.00
Subtotal					\$190,650
Total Cost					\$1,016,800

Long Term Project Estimates

Rowan County Bike and Ped Project Estimates



Eagle Walk Pedestrian Mall: 1,650 lf (0.31 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Demolition of pavement	7700	SY	\$12	\$92,400
2	General Conditions	1	LS	\$25,000	\$25,000
3	Grading	1	LS	\$15,000	\$15,000
4	Construction Staking	1	LS	\$15,000	\$15,000
5	Signage	10	EA	\$1,100	\$11,000
	Pedestrian permeable pavers				
6	Permeable base course (12" depth min) 13' Width	1075	TN	\$30	\$32,250
7	Decorative Pavers	19800	SF	\$15	\$297,000
8	Drainage	1	LS	\$30,000	\$30,000
	Bicycle corridor (asphalt)				
9	DGA base course (preparation of existing)	1	LS	\$2,500	\$2,500
10	Bituminous surface (2" depth) 14' width	290	TN	\$110	\$31,900
11	Bituminous base (6" depth) 14' width	875	TN	\$110	\$96,250
12	Pavement Markings	1	LS	\$20,000	\$20,000
13	Landscape materials	1	LS	\$35,000	\$35,000
14	Furnish and placement of topsoil	980	CY	\$30	\$29,400
15	Site furnishings	1	LS	\$45,000	\$45,000
16	Erosion Control	1	LS	\$15,000	\$15,000
17	Seed and Straw	3,000	SY	\$1.75	\$5,250
18	Mobilization	1	LS	\$10,000.00	\$10,000
19	De-Mobilization	1	LS	\$5,000.00	\$5,000
				Subtotal	\$812,950
				20% contingency	\$162,590
20	Engineering and Design	1	12%		\$97,554.00
21	Permitting & Partnerships	1	5%		\$40,647.50
				Subtotal	\$138,202
				Total Cost	\$1,113,742

Rowan County Bike and Ped Project Estimates



Forest Service Road #16: 26,580 lf (5 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$15,000	\$15,000
2	Construction Staking	1	LS	\$15,000	\$15,000
3	Spot Drainage Improvements	1	LS	\$20,000	\$20,000
4	Signage	10	EA	\$1,100	\$11,000
5	DGA base course (preparation of existing)	1	LS	\$100,000	\$100,000
6	Bituminous Surface (2" depth) 10' width	5000	TN	\$110	\$550,000
7	Pavement Markings	1	LS	\$72,500	\$72,500
8	Erosion Control	1	LS	\$35,000	\$35,000
9	Mobilization	1	LS	\$10,000.00	\$10,000
10	De-Mobilization	1	LS	\$7,500.00	\$7,500
11	Traffic maintenance	1	LS	\$7,500.00	\$7,500
Subtotal					\$843,500
30% contingency					\$253,050
12	Engineering and Design	1	15%		\$126,525.00
13	Permitting & Partnerships	1	5%		\$42,175.00
Subtotal					\$168,700
Total Cost					\$1,265,250

Rowan County Bike and Ped Project Estimates



Old Flemingsburg Road Sidewalk, 5,800 lf (1.1 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$15,000	\$15,000
2	Construction Staking	1	LS	\$15,000	\$15,000
3	Drainage Improvements	1	LS	\$15,000	\$15,000
4	Signage	4	EA	\$1,100	\$4,400
5	DGA base course (8" depth min) 5' Width	900	TN	\$30	\$27,000
6	5' Concrete Sidewalk	3200	SY	\$60	\$192,000
7	Erosion Control	1	LS	\$10,000	\$10,000
8	Furnish and placement of topsoil	120	CY	\$35	\$4,200
9	Seed and Straw	1,080	SY	\$1.75	\$1,890
10	Mobilization	1	LS	\$10,000.00	\$10,000
11	De-Mobilization	1	LS	\$5,000.00	\$5,000
Subtotal					\$299,490
30% contingency					\$89,847
12	Engineering and Design	1	20%		\$59,898.00
13	Permitting & Partnerships	1	5%		\$14,974.50
Subtotal					\$74,873
Total Cost					\$464,210

Rowan County Bike and Ped Project Estimates



KY 32 Shared Use Path: 6,050 lf (1.15 miles)

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Grading	1	LS	\$15,000	\$15,000
2	Construction Staking	1	LS	\$15,000	\$15,000
3	Drainage Improvements	1	LS	\$125,000	\$125,000
4	Signage	10	EA	\$1,100	\$11,000
5	Pedestrian Bridge	1	LS	\$200,000	\$200,000
6	DGA base course (8" depth min) 11' Width	1615	TN	\$30	\$48,450
7	Bituminous Surface (2" depth) 10' width	405	TN	\$110	\$44,550
8	Bituminous base (6" depth) 10' width	1210	TN	\$110	\$133,100
9	Pavement Markings	1	LS	\$20,000	\$20,000
10	Erosion Control	1	LS	\$20,000	\$20,000
11	Furnish and placement of topsoil	300	CY	\$35	\$10,500
12	Seed and Straw	2,600	SY	\$1.75	\$4,550
13	Mobilization	1	LS	\$10,000.00	\$10,000
14	De-Mobilization	1	LS	\$5,000.00	\$5,000
Subtotal					\$662,150
30% contingency					\$198,645
15	Engineering and Design	1	20%		\$132,430.00
16	Permitting & Partnerships	1	10%		\$66,215.00
Subtotal					\$198,645

Total Cost \$1,059,440

Rowan County Bike and Ped Project Estimates



US 60 Intersection and Gateway

Item No.	Item	Qty	Unit	Unit Cost	Total
1	Construction Staking	1	LS	\$7,500	\$7,500
2	Gateway Banners	2	EA	\$6,000	\$12,000
3	Concrete curb and gutter	630	LF	\$30	\$18,900
4	5' Sidewalk	280	SY	\$60	\$16,800
5	DGA base course (8" depth min)	900	TN	\$30	\$27,000
6	Pavement Crosswalk Striping	600	LF	\$6	\$3,600
7	Erosion Control	1	LS	\$2,000	\$2,000
8	Furnish and placement of topsoil	100	CY	\$35	\$3,500
9	Seed and Straw	300	SY	\$1.75	\$525
10	Mobilization	1	LS	\$10,000.00	\$10,000
11	De-Mobilization	1	LS	\$5,000.00	\$5,000
Subtotal					\$99,325
30% contingency					\$29,798
12	Engineering and Design	1	20%		\$19,865.00
13	Permitting	1	5%		\$4,966.25
Subtotal					\$24,831

Total Cost \$153,954

Implementation Plan

			Design	Construction																		Total Investment		
Phase	#	Project Name	Design Estimate	Construction Estimate	2019 year 0	2020 year 1	2021 year 2	2022 year 3	2023 year 4	2024 year 5	2025 year 6	2026 year 7	2027 year 8	2028 year 9	2029 year 10	2030 year 11	2031 year 12	2032 year 13	2033 year 14	2034 year 15	2035 year 16	2036 year 17	Total Investment	
Near Term	1	East Main St Gap Connector	\$70,306	\$365,593	\$70,306	\$365,593																		
	2	Tri-School Sidewalks	\$46,256	\$240,533		\$46,256	\$240,533																	
	3	Rodburn Neighborway	\$2,825	\$14,690		\$2,825	\$14,690																	
	4	Sheltowee Trailhead, North	\$11,777	\$56,527			\$11,777	\$56,527																
Near Term Totals			\$131,164	\$677,343	\$70,306	\$414,674	\$267,000	\$56,527																
Mid Term	5	East Main St Corridor	\$149,856	\$779,253			\$149,856	\$149,856	\$259,751	\$259,751	\$259,751													
	6	5th Street Neighborway	\$31,538	\$163,995				\$31,538	\$163,995															
	7	TVT phase 1																						
	8	University Blvd	\$69,238	\$360,035						\$69,238	\$180,018	\$180,018												
	9	TVT phase 2	\$199,635	\$836,195																				
	10	Sheltowee Trailhead, South	\$20,852	\$108,428								\$20,852	\$108,428											
Mid Term Totals			\$800,534	\$3,704,261	\$0	\$0	\$149,856	\$181,394	\$423,746	\$328,989	\$439,769	\$200,870	\$108,428	\$154,155	\$334,003	\$334,003								
Long Term	12	US 60 Gateway	\$24,831	\$129,123								\$24,831	\$129,123											
	13	Eagle Walk Pedestrian Mall	\$162,590	\$975,540									\$162,590	\$325,180	\$325,180	\$325,180								
	14	Forest Service Road #16	\$168,700	\$1,096,550													\$168,700	\$548,275	\$548,275					
	15	KY 32 Shared-Use Path	\$198,645	\$860,795													\$198,645			\$430,398	\$430,398			
	16	Old Flemingsburg Rd Corridor	\$74,873	\$389,337																	\$74,873	\$389,337		
Long Term Totals			\$629,639	\$3,451,345	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,831	\$291,713	\$325,180	\$325,180	\$325,180	\$367,345	\$548,275	\$548,275	\$430,398	\$505,271	\$389,337		
Total All Phases			\$1,561,337	\$7,832,949	\$70,306	\$414,674	\$416,856	\$237,921	\$423,746	\$328,989	\$439,769	\$225,701	\$400,141	\$479,335	\$659,183	\$659,183	\$367,345	\$548,275	\$548,275	\$430,398	\$505,271	\$389,337	\$7,544,702	

Costs provided in U.S. 2019 dollars

Triplett Valley Trails (TVT) phases 1 and 2 to be performed by others at time of this master plan.

TVT estimate of \$1,999,440 not included in the Total Investment Estimate

Weighted Prioritization Results

	Near-Term Projects				Mid-Term Projects							Long-Term Projects				
	East Main St Gap	Tri-School Sidewalks	Rodburn Hollow Neighborhood	Sheltoewe Trailhead: North	East Main St. Corridor	5th Street Neighborhood	Triplett Valley Trail Phase 1	University Boulevard	Triplett Valley Trail Phase 2	Sheltoewe Trailhead: South	Rail Trail Shared-Use Path	Eagle Walk Pedestrian Mall	Forest Service Road #16	KY 32 Shared-Use Path	Old Flemingsburg Rd Corridor	US 60 Gateway
Criteria	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Safety	960	870	810	510	900	930	n/a	510	n/a	540	1020	750	720	600	600	480
Connectivity	640	460	520	460	640	440	n/a	460	n/a	520	660	600	700	700	700	700
Affordability	580	580	660	600	640	660	n/a	600	n/a	660	300	520	480	340	340	380
Constructability	190	220	210	240	180	190	n/a	240	n/a	210	90	190	170	120	240	120
User Volume (Demand)	500	620	480	500	520	640	n/a	500	n/a	480	580	660	520	400	400	400
	2870	2750	2680	2310	2880	2860	0	2310	0	2410	2650	2720	2590	2160	2280	2080
Rank	2	4	6	10	1	3	n/a	11	n/a	9	7	5	8	13	12	14

* Triplett Valley Trail phases 1 and 2 were not scored as they are to be performed by others at time of this master plan. However, they have been phased based on cost, funding and implementation constraints.

Address	% Morehead Tourism Commission 111 East First Street Morehead, Ky. 40351
Tax ID #	61-1347702
Mission Statement	Experience nature at its finest by trailing with use to a healthier you. Daniel Boone paved our paths so shall we pave the path for future generations.
Organization's History	In July 2014, Morehead became the third Kentucky Trail Town designated by the state. As part of our designation, we are required to maintain a Task Force and an updated action plan for annual review by the state. The criteria, also changes annually, so we adjust our goals as necessary. The Task Force consists of twelve members representing various groups in our community.
Members	Joy Brown, Chair – Morehead Tourism Commission ** Ashley Gilliam, Vice Chair – Rowan County Arts Center Tina Holbrook, Secretary – Morehead Visitor Center ** Lucy Pryor – Sheltopee Trace Association Tim Eling/Jon Kazmierski – U.S. Forest Service Louise Cooper – Morehead State University Jason Hilton – Morehead State University Recreation and Wellness Department Regina Thompson – St. Claire Regional Medical Center ** Tom Carew – Morehead City Council Rodney Watkins – Mountain Bike Community ** Dave Dummer – Road Cycling/Hiking Community ** April Reefer – Kayak/Canoe Community ** **Served on the committee since before 2014 as those members worked for two and a half years to complete the paperwork, assignments, tasks, events etc. needed for the final certification.
Meetings	Quarterly meetings (February, May, August, November) 4 th Friday at 9 a.m., location TBA
Funding Source	Morehead Tourism Commission and various grants
Current Tasks	<u><i>Morehead Bike/Pedestrian Plan</i></u> The Task Force's Bike/Ped Committee, under the direction of Morehead Tourism Commission interviewed and vetted twelve firms for the task of creating a Bike/Ped Plan for Morehead and Rowan County. The Committee consists of Joy Brown, Regina Thompson, Dave Dummer and Tina Holbrook. After several months of interviews, meetings and reviews, Banks Engineering from Nicholasville, Kentucky was chosen to head up the project. The plan is not on a time schedule however, it must be in the production phase to be included in the binder for annual recertification. Banks Engineering attends all meetings to provide guidance, gather data and update the group on the progress.

Strategic Plan 2015-2018

FORMULATION			IMPLEMENTATION		
Analysis	Objectives	Strategic Formulation	Structure	Control & Feedback	Financial
Signage	<p>Improve the wayfinding signage in our community to allow better access points of reference for tourists, trail users, students and locals.</p> <p>Improve signs on the trails and at trailheads.</p>	Partner with Downtown Morehead Inc., Morehead State University, St. Claire Regional Medical Center and other entities to develop a design concept, mileage points etc.	In progress		
Access	Mountain bike trail access from town to the trails at Cave Run Lake	Meet with new district ranger to discuss potential connectivity.	In progress		
Promotions	Create website trail mapping that is accessible and consistently updated for trail users.	Form a sub-committee regarding trails.	In progress		
Expansion	Develop beginner loop for bikers.	Develop a master plan for Rodburn Park to include a beginner bike loop. Meet with City Officials to discuss opportunities.	In development		
Downtown	Find ways to encourage downtown businesses to support weekend events by staying open later or possibly opening on Sundays.	Establish some incentives for downtown businesses to stay open during non-regular hours.	In development		

Stakeholders

Morehead Tourism Commission
 Cave Run Lake Chapter of the Sheltoewe Trace Association
 Gateway Wellness Coaltion
 Cave Run-Red River Gorge Mountain Bike Alliance
 Rowan County Arts Promotion Foundation
 Morehead Trail Town Task Force
 U.S. Forest Service
 Sustainable Morehead
 Morehead State University
 Downtown Morehead Inc.
 Morehead-Rowan County Chamber of Commerce
 Daniel Boone Rails to Trails
 City of Morehead
 Rowan County Fiscal Court

Political Involvement

House Minority Leader Rocky Adkins

Liaisons

Morehead Mayor & City Council – Tom Carew
 Rowan County Judge and Fiscal Court – Darrell Glover
 The Morehead News – Stephanie Ockerman
 Morehead State Public Radio – Paul Hitchcock
 WMOR – Randy Stacy
 Gateway Radio Works – Jeff Ray

Action Plan

Additional attachment

Action Plan Morehead Trail Town Task Force						
<i>Experience nature at its finest by trailing with us to a healthier you. Daniel Boone paved our paths so shall we pave the path for future generations.</i>						
Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2016	Status
General Access	Need to improve the communication with our downtown businesses regarding events and activities. This will allow them to plan staffing and adjust their hours. Many are not willing to change their hours to later in the evening permanently but are willing to adjust for special events.	Merchant Committee	2/10/14	Downtown Morehead Inc. has developed effective communication with downtown businesses over the last year. Continue to develop that relationship.	Much improvement with all the downtown businesses. There is a better understanding of the hikers that will be using their businesses for eating, resting, directions and more. The businesses are more active with our goals for downtown and visitors.	In progress
Signage	The trail access from Morehead State University is phenomenal to bring the trail through Main Street. Currently the signage is not adequate. We are improving that through our TRAC team as they plan for way finding signage.	Signage	1/1/15	Morehead State University and the City of Morehead have added way finding signage to their strategic planning and will coordinate their efforts.	Signs are in the process of being ordered and will be placed by MSU employees and City of Morehead employees.	In progress
Safety	Morehead is a low crime area so that is not a concern. We would like to improve our bike and pedestrian travel. Improving sidewalks in and around the downtown area is specifically noted on the City of Morehead master plan. We have added walk/don't walk signage and lighting to our intersections.	TRAC	9/1/14	A Morehead State University class developed a pictorial and written report regarding a walk-ability study. Following the trial run on June 7 the TRAC Committee plans to meet with their advisor and develop a presentation for Morehead State University and the City of Morehead.	The class is still working with us to help make our city more walkable.	In progress
Business Signs	The signage on our downtown businesses is very prominent. As addressed earlier in the summary, we are continuing to work with the local business owners on their hours of operation. Our Main Street Association is also revamping so that will assist the lines of communication for these merchants.	PR/Funding	10/18/14	Seek out Small Business and downtown business signage grants	Access points have been placed as requested in last year's action plan. Our work on the signage in the city is ongoing with the establishment and new businesses.	In progress

Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2016	Status
Parking	Citizens have raised concerns regarding on street parking in our downtown area. While a big concern is the time limit on parking, this does eliminate student parking on our streets. The Mayor and City Council have determined summer months and winter shopping months as times when there will be no limit for on-street parking.	Volunteer	5/25/14 and 6/25/14	4 of the downtown bike racks have been painted by a local gift scout troop and 4 more will be painted following the trial run.	The downtown and city parking committee is working on improving downtown parking. The City of Morehead along with the downtown program revamped Main Street to make it more conducive to pedestrian traffic. This has also created a safer method of travel for cyclist. With the changes, additional parking spaces have been added to accommodate visitors.	Done
	There are bike racks located throughout our town. We have intentions to paint all of them in bright colors to designate the locations.			Morehead Tourism has also agreed to purchase additional bike hitching posts in 2015 for downtown Morehead sidewalks.	Morehead State University has also agreed to allow parking at the Eagle Lake Trail Head with proper tag. Morehead Tourism provided a specialty sticker for the trail users. Working very well.	Done
Overall Impressions	We need to improve access points to our town. We are planning through the Tourism Commission to add a welcome to Morehead sign at the end of the ramps from I-64/Exit 137. Stores in our town are well-kept. Any abandoned locations are being monitored through our building inspector office. We plan to request the owners allow us to display kid's art in the windows to distract from the empty storefront.	TRAC	4/1/14	This task is now completed.	Welcome signs are in the process to be placed on I-64 east and west.	In Progress

Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2016	Status
Accommodating to Visitors	<p>There is limited public accessible restrooms but we are exploring the addition of portable restrooms during key travel months. Our tourism center, located inside the Morehead Conference Center, is in the process of adding a gift shop and improving their outdoor signage.</p> <p>We are also planning customer service training for front line employees in August 2014.</p>	Merchant	10/22/14		<p>The gift shop has went over very well with our Trail Town items and additional visitor related items for sale. We also sell Sheltovec Trace National Recreation Trail Northern Terminus map sets, STA patches and mugs.</p>	Done
Rentals Related	<p>We have a local shop that will rent bikes and kayaks but they are located near Cave Run Lake. We hope with the communication of our Trail Town Initiative that commerce will improve and encourage someone to open a shop in downtown Morehead.</p>	Merchant and PR/Funding	4/20/15	<p>The Merchant Committee and Chamber of Commerce is developing a front line sales training and will begin training in August 2014.</p> <p>Continue to seek out gear shops.</p>	<p>Since becoming a Kentucky Trail Town, we have added a downtown bike shop, Switchback Cycling Bike Shop, on Main Street. Their response has been phenomenal. They have map sets, trail user items, bike rentals and more. They also meet weekly at the bike shop for mountain bike rides around the area.</p>	In Progress
Lodging	<p>We currently do not have downtown lodging. Our city has been in discussion with potential hotel/motel owners on locating to our area but that has proven stagnate as the economy sank at the initial point of discussion. We have seven hotels/motels, three campgrounds, two cabin rentals and one bed and breakfast in our community.</p>	TRAC	3/5/18	<p>The Morehead Tourism Commission along with the Morehead-Rowan County Economic Development Council has applied for a grant through Brushy Fork Institute to fund a site and feasibility study for a downtown hotel. Morehead State University has included the project in their strategic plan.</p>	<p>The large entities in Morehead are now actively seeking a downtown hotel. This will be a phenomenal opportunity for trail users to have a downtown hotel. -Still pursuing a downtown hotel.</p>	In progress
Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2016	Status

Buildings	The City of Morehead continues to add sidewalks to our community. The majority of the businesses have a sidewalk in front of them.	PR/Funding and Merchant	5/5/15	Downtown Morehead Inc. has developed effective communication with downtown businesses over the last year. Continue to develop that relationship.	The sidewalk improvement is still ongoing. There is over 50% complete. There has been a 4-way stop established and it is slowing the traffic down.	In Progress
Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2015	Status
Storefronts	Businesses are beginning to add sandwich boards outside their doors, windows show their school spirit, flowers are in abundance and people are ready for the continued improvements to our downtown. As part of the streetscape project, through our downtown association, Downtown Morehead Inc. has experienced drastic changes in the past nine years. With improved lighting and street parking, we continue to improve downtown.	PR/Funding and Merchant	5/5/15	Continue to research grant options.	On-going -We are also in the process, through a Share the Road grant, to add bike lanes to West Morehead/Main Street and green bike boxes and lanes potentially on East Main Street.	In Progress
	We have a historical walking tour available as well as an art tour.			On-going Morehead Tourism is already working with the Rowan County Historical Society in developing a historical walk. We have applied for funding from Brushy Fork Institute regarding the Historical Rowan project.	We have expanded our history development project and are exploring a depot and train station trail in Kentucky.	In Progress
					We were also approached by a nearby community to feature Kentucky Saddles in our downtown hotel. We lack the horse interest but can partner with the nearby trail town, Olive Hill, to add the horseback riding feature to our history tour.	In progress

Kentucky Proud	Meet with leaders of the Kentucky Proud program and coordinate communications to local businesses, growers and etc. Increase the visibility of the Farmers Market; assist with enclosing the Farmers Market and more.	TRAC	2/1/15	Develop a Kentucky Proud Conference in coordination with the Kentucky Proud program	The Kentucky Proud Expo of 2016 was a complete success. Looking forward to 2017.	Done
Food	We need more downtown food locations with a unique food offering for trail users.	Merchant and TRAC	6/1/15	Work with current businesses that offer food and discuss opportunities that they may develop a 'trail user special' or offer an alternative menu designed for hydration and refueling during an extensive hike or bike.	On-going - Several of our local restaurants are developing menu options for their menu re-print directly related to trail users. Morehead State University will begin construction this summer on a new food service facility for students. They have agreed to invite trail users in and provide discounts. MSU Outdoor and Recreation Center will also be adding trail user vending machines inside their facility.	In progress
Services and Amenities	Seek amenities that are targeted for trail users.	TRAC	4/4/15	The Big Turtle Tap Room and Grill is slated to open in downtown Morehead. Scoreboard Pub is also slated to open September 2015. Work with Chamber of Commerce to seek out local developers interested in expanding their business or franchising with a chain retailer.	On-going Morehead Tourism invested in a long term plan for downtown developers. The Launch Pad opens on Main Street as a start-up for small businesses. It offers a board room, office space, free technology services, Main Street storefront and Morehead State University resources for student interns.	In progress Done
Promotions	Always promote and improve promotions for events, activities for tourists and availability of added services	PR/Funding	On going	Seek media outlets that target a wide array of demographics that successfully reach trail users.	Social media has went off the charts. Followers continue to share their trail experiences, attend more and trail town events and etc. Success!	Done/In Progress
Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2016	Status

Public Amenities	Our trail stop in downtown Morehead is located at one of our premier artist centers. We need to adjust the hours of operation, focusing on the weekends, so that it would be available for trail users to utilize the facilities, rest, enjoy art and possibly enjoy a class	TRAC	10/10/14	Review the scheduling and continually improve based special events, large shuttled groups and etc.	On-going Adding the Rowan County Arts Center as a trail stop was a great plan. People have stopped in, viewed the art in the gallery, used the restrooms and been greeted with a 'Welcome to Morehead' by staff at the center. We continue to allow trail user access to our parking lots for safe overnight and weeklong parking and we offer continuous shuttle service.	Continual
Visual appearance of town and storefronts	The visual appearance of our town from Interstate 64 is not inviting as it does not offer directional signage to our downtown area. This needs to be improved as appearance is just as important as signage.	Merchant	On going	Work with the City of Morehead and the Department of Transportation-District Office on installing directional/welcome signs along major in routes to downtown.	Through a cooperative effort with Morehead State University, City of Morehead and Morehead Tourism Commission, a way finding signage committee has been developed. Two of the entities have included way finding signage in their strategic plan and plan to have all access points clearly marked by 2016.	In Progress
Clean and Green	We are a fairly clean community however we need to create a greener environment through recycling programs.	PR/Funding and Merchant	6/1/14	Work with the Morehead State University recycling program and City/County recycling program on expanding the programs to reach downtown merchants.	Working with Allie Secor with the Morehead Recycling Center on developing a more comprehensive recycling plan for downtown Morehead.	In progress
Signage and Information	There is a significant lack of signage from Morehead to the lake and the lake to Morehead. We are very limited in pointing visitors to the right direction to advance our amenities.	PR/Funding and TRAC	10/18/14	Continue to seek out grant opportunities and local organizations interested in assisting with directional signage.	Through a cooperative effort with Morehead State University, City of Morehead and Morehead Tourism Commission, a way finding signage committee has been developed. Two of the entities have included way finding signage in their strategic plan and plan to have all access points clearly marked by 2016.	In progress
Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2016	Status

Parking Lots	We have an ample amount of parking areas however offering 1 hour and 2 hour parking is not user friendly for those interested in utilizing the trails.	Merchant and TRAC	6/1/14	Visit other cities that have successful parking plans and use their ideas to expand and create a workable parking plan for downtown. Once the proposal is created, present to members of City Council.	The City of Morehead and Downtown Morehead Inc. have formed a downtown parking committee to improve parking in downtown Morehead.	In progress
Amenities	We don't offer amenities such as camping, bike rentals and gear/repair stores that trail users would find beneficial in their travels. They are often hundreds of miles from home.	TRAC	2/10/15	Work with the Sheltoe Trace Association in determining amenity needs for trail users and develop a proposal to encourage these types of businesses.	Switchback Cycling Bike Shop, on Main Street. Their response has been phenomenal. They have map sets, trail user items, bike rentals and more. They also meet weekly at the bike shop for mountain bike rides around the area. Morehead State University Recreation Center has agreed to allow trail user access for restrooms, showers and etc. at a small fee.	Done
Trail Development	Increasing trail usage and improving overall upkeep of the trails.	Task Force	On Going	Work with Sheltoe Trace Association and Daniel Boone National Forest Services on the continued improvements of trails in Morehead and Rowan County.	Sheltoe Trace National Recreation Trail re-route completed. Now the trail runs down Main Street Morehead Kentucky. Triplett Valley Trail development on the banks of Triplett Creek is progressing well. Cave Run Lake Trails Initiative has developed well. The trail user groups are continuing to forge relationships and are working well with the DBNF.	Done In progress In progress
Packets	Develop Trail Town Adventure package for trade show distribution and mailers	Tourism	2014	Hotel/Trail/Shuttle and Eatery Package	Developed a Trail Town Adventure package	Done
Checklist Items	Need	Assigned To	Target Date	Assignment	Update 2016	Status

Partnerships	Sheltoewe Trace Association Office Space	Tourism	Oct. 14	Partner with the Sheltoewe Trace Association to develop a brick and mortar office at the northern end of the trail	Offered the Sheltoewe Trace Association office space inside the Morehead Tourism/Morehead Conference Center office suite.	Done
	Consignment Agreement	Tourism	Nov. 14	Develop a local trail town selling program	Continue to work with local businesses in selling Trail Town items.	In Progress
Additional						
Events	<p>Sheltoewe Trace Association Opening Reception of Regional Office – Wednesday, December 18, 2013 – Morehead Conference Center</p> <p>Sheltoewe Trace Association Hiker Challenge Orientation – Monday, January 6, 2014 – Morehead Conference Center</p> <p>Morehead Trail Town Designation Ceremony – Tuesday, July 22, 2014 – Rowan County Arts Center</p> <p>Trail Town Today: Chat and Chew – Friday, August 29, 2014 – Morehead Conference Center</p> <p>Trail Town Today: Chat and Chew – Tuesday, October 14, 2014 – Morehead Conference Center</p> <p>Licking River Water Trail Alliance Meeting – Wednesday, October 22 – Morehead Conference Center</p> <p>Trail Town Today: Campus to Community Event – Friday, November 19, 2014 – Morehead State University</p> <p>Sheltoewe Trace Association/Rowan County EMS Training – Tuesday, December 9, 2014 – Morehead Conference Center</p> <p>Trail Town Today: Chat and Chew – Tuesday, December 9, 2014 – Morehead Conference Center</p> <p>Morehead State University Trail Fest – Saturday, March 28, 2015 – Campus of Morehead State University</p> <p>Kentucky Proud Expo – Friday, April 10 and Saturday, April 11, 2015 – Morehead Conference Center</p> <p>Trail Town Today: Chat and Chew – Tuesday, April 14, 2015 – Morehead Conference Center</p> <p>Spend the Weekend in Morehead/Morehead Trail Fest – Saturday, June 6, 2015 – Morehead Conference Center</p> <p>Trail Town Today: Chat and Chew – Tuesday, July 14, 2015 – Morehead Conference Center</p> <p>International Mountain Bike Association/Subaru Trail Care Crew- July 16-18, 2015 – Morehead Conference Center/Morehead State University</p> <p>Trail Town Re-Certification Review – Wednesday, July 22, 2015 – Morehead Conference Center</p> <p>Morehead Outdoor and Off-Road Expo – Saturday and Sunday, October 24-25, 2015 – Morehead Conference Center</p>					Done/In Progress
Membership	As part of our initiative to improve trails in Rowan County, we will begin a Trail Town membership plan in July 2015. Through the membership, community members and trail users can join for a fee, receive a Morehead Trail Town patch or pin and free t-shirt. The membership fee will go directly to trail maintenance expenses. All members will be required to work a set amount of hours per month on trail improvements/maintenance.					In Progress
Upcoming	Subaru/IMBA Trail Crew trail building – July 17-19, 2015 – Morehead Conference Center					
	Sheltoewe Trace Association Conference – Saturday, October 3, 2015 – Morehead Conference Center					
	Bike Morehead – Saturday, October 17, 2015 – Morehead, Kentucky					
Strategic Plan	5 – Year Strategic Plan for Trail Town	Task Force	9/3/15	Develop a list of goals, objectives and strategic plan for the next five years to improve trail connectivity and community communication		In Progress
Attended Events	Ohio River Paddlefest – June 20-22, 2014 – Coney Island, Cincinnati, Ohio					
	Kentucky Arts Council: Masters Class – Thursday, October 16, 2014 – Frankfort, Kentucky					
	Pedestrian Master Plan Training – March 19, 2015 – Morehead Conference Center					
	Trail Town Roundtable – Wednesday, May 12, 2015 – Pikeville, Kentucky					
Shuttle Service	Provide Sheltoewe Trace Association Hiker Challenge Shuttle Service	Tourism	1/19/13 2/23/13	3/21/13 9/30/14	1/17/15 1/24/15	2/21/15 2/28/15

Hosted Events	<p>Celebrated the 35th Anniversary of the Shelton Trace National Recreation Trail – June 1, 2014</p> <p>Morehead Paddle Fest – September 5-6, 2014 – Cave Run Lake</p> <p>Shelton Showcase hosted by Morehead State University RAPP360 Class – November 12, 2014- Rowan County Arts Center</p> <p>Morehead Women’s Club Valentine Ball for Trail Town – February 14 – Morehead Conference Center</p> <p>Trail Town and Shelton Trace Association Trail Town Summit – March 11 – Livingston, Kentucky</p> <p>Morehead State University Trail Fest – March 28, 2015 – Downtown Morehead</p> <p>Hike the Shelton Trace in Rowan – January 2, 2016 through June 4, 2016</p> <p>Morehead Trail Fest – June 6, 2016 – Downtown Morehead</p> <p>Morehead Trail Fest – June 4, 2016 – Downtown Morehead</p> <p>With the changing of the season to Spring, the City will be making several changes to downtown. These changes will include: a face lift for one of our main intersections. Main and Battson, by taking out the multiple turn lanes and making that intersection a true 4 way stop. This will be done with paint, including bright MSU colored crosswalks as well as additional parking for Main and Battson. This will also enhance the Rowan County Art Center’s square with a few additional parking spaces and wider sidewalks for a more pedestrian-friendly experience, especially for their regular events on the lawns such as First Friday and outdoor theater.</p> <p>This past October Morehead Tourism was approved to receive a \$3,000 mini-grant for Level 2 pedestrian/Bicycle Master Plan Development. The funding is provided through the Kentucky Department for Public Health’s Healthy Communities Grant Program. We have allocated the entire fund to repainting all crosswalks, painting and improving the four-way stop at the Battson-Oates/Main Street intersection. Tony Pence, Greg Jones and Joe Parson are heading up the design and implementation.</p> <p>Meeting Dates and Minutes (see attached)</p>	2014- Current
Changes to Downtown	<p>Done</p>	Done
Main Street	<p>Done</p>	Done
Task Force	<p>Meeting Dates and Minutes (see attached)</p>	
Other	<ul style="list-style-type: none"> • Morehead certified as the third city in Kentucky on July 22, 2014 • Hosted the Shelton Trace Association Conference September 28, 2013 • Added trail signage along the re-route near Eagle Lake • Featured in the Kentucky Office for Adventure Tourism booth in 2013 and 2014 at the Kentucky State Fair • Assisted the Shelton Trace Association and Triplett Valley Trail with logo development to synchronize the trails and trail organizations in Morehead and Rowan County • Added another bike rack at the Morehead Conference Center • Developed a partnership with the Licking River Water Trail Alliance on projects and activities – first meeting 10/22/14 • Spoke publicly to various groups in the community promoting Trail Town awareness and activities • Tourism Executive Director began serving on the Shelton Trace Association Board of Directors in September 2013 • Tourism Executive Director was reappointed to the Shelton Trace Association Board of Directors, named Secretary/Treasurer and serves as a member of the Executive Committee • Named the Rowan County Arts Center an official Trail Stop • Installed a kiosk at Eagle Lake on the campus of Morehead State University • Received two designations through the Bon Appetite Appalachia program for the CCC Winery and the downtown Morehead Arts and Eats Fest • Continue to attend seminars, conferences and specialized events centered on the Kentucky Trail Town Initiative. • We added welcome banners to our Main Street light poles • Tourism Executive Director completed the 2013 Brushy Fork Annual Institute under the <i>Developing a Tourism Economy: The Kentucky Trail Town Initiative</i> study track • Participated in the first Experience Morehead event on the Morehead State University campus welcoming freshman students • We attended Kentucky Trail Summit hosted by the Kentucky Horse Council in Natural Bridge • Hosted the first Morehead Trail Fest in June 2014, this also served as our trial run for certification • The late Jim Ross, local winery owner, created a wine label specifically for the Shelton Trace Association and the Morehead Trail Fest • Partnered with Morehead State University HWP Professor Dayna Seelig to create a walk-ability assessment for Morehead. • 	

Grants	<ul style="list-style-type: none"> • Kentucky Department for Public Health – Healthy Community Grant Program – Pedestrian Master Plan Mini Grants <i>We were approved for the grant and used the funding for pedestrian walk way improvements including paint. We have submitted our final report and paperwork.</i> • PeoplesforBikes Community Grant Program <i>Submitted a letter of intent</i> 	<ul style="list-style-type: none"> • Awaiting project reimbursement • Awaiting approval to proceed
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Additional

	<p>Trainings</p> <ul style="list-style-type: none"> • 3.10.2016 – Pedestrian Planning Training 9:30 – 3:30 • 5.13.2016 – Ky. Trail Town Resource Roundtable – Pikeville 9:30 – 10:45 • 5.28.2016 – Ky. Pedestrian Master Plan Webinar 2:00 – 3:00 • 9.30.2016 – Southern & Appalachian States CFP Webinar 2:00 – 3:30 • 12.03.2016 – Pedestrian Plan Level 2 Training – Frankfort – 8:30 – 3:30 • 12.10.2016 – Pedestrian Master Plan Training for Healthy Communities Grants Webinar • 04.18-21.2016 – South East Regional Bike Tourism Summit, Chattanooga TN • 08.19.16 – Bluegrass Forever Green Trails and Greenways Summit hosted by Bluegrass Trail Alliance, Lancaster KY
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08/23/18jb



August 20, 2018

John Steinmetz, P.E.
Senior Project Engineer
Banks Engineering
Phone: (859) 881-0020
jsteinmetz@banksengineering.net

Subject: Morehead RR Structural Adequacy Evaluation

Dear Mr. Steinmetz,

The structural evaluation of the existing railroad bridge in Morehead has been completed. Attached are the observed conditions.

Sincerely,

Lee Sewell, PE, SE

Morehead Railroad Structural Evaluation

Integrated Engineering performed a cursory structural adequacy evaluation of an abandoned railroad bridge in Morehead, KY near the Highway 60/Clearfield Rd intersection on August 20, 2018. The goal of the visit was to determine the current condition of the structure and assess the adequacy of the bridge to be converted to a pedestrian bridge.

Below is a summary of the observed conditions:

Superstructure

- a. There is not a deck on the structure currently. Leftover Railroad cross ties span across the beams with many missing. The cross ties are rotting, and vegetation is growing on them. These are not salvageable.
- b. The beams looked in relatively good condition. There are two different sets of beams that are divided at the pier located in the center of the stream. The southeastern superstructure appears to be older and is in worse condition but still reusable. The beams were designed to carry heavy railroad loading. Their size and spacing will be more than adequate to handle pedestrian loading.

Substructure

- a. The substructure units appear to have been built at different times. The northwestern section composed of an abutment and two 2-column piers appear to be newer than the southeastern section composed of one wall pier and a stacked stone abutment.
- b. Due to heavy vegetative growth, the abutments were not able to be accessed. The southeastern abutment was able to be viewed from atop the beams. Concrete rehab work may need to be done to the southeastern abutment due to deterioration. The northwestern abutment was not able to be accessed.
- c. The visible portions of the piers displayed typical deterioration for this age of structure but would be able to be reused. Debris has also collected at the upstream end of the center pier. No determination could be made of scour concerns due to the underwater nature. An underwater inspection would be needed to verify the structure foundations are not scouring.
- d. Judging by the debris found resting on the beams, it appears the water rises above the low chord in the area. Some channel lining could be placed to prevent erosion of the banks.

Approaches

- a. The approaches at both ends of the bridge are heavily vegetated making access to the bridge extremely difficult.

Summary and Conclusions

A cursory structural evaluation of an abandoned railroad bridge in Morehead, KY was performed to assess the adequacy of the bridge being converted to a pedestrian bridge. After a site visit to evaluate the current condition of the bridge, it is believed the existing substructure and beams could be reused and retrofitted as part of the new pedestrian bridge. In order for the bridge to be converted, several items would need to be addressed:

- A new deck system would need to be constructed as one does not exist currently.
- Beams would need painting and possibly some minor repairs.
- Bearing Pads would need to be evaluated and possibly replaced if deteriorating.
- Substructure units may need some concrete rehab to fix deteriorating seats and spalling.
- An underwater inspection would be needed to determine whether the existing substructure units are scouring.
- Extensive vegetation clearing and debris removal.



Bridge Overview



Center Pier with Wall Pier in the distance.



Typical Beam Layout.



Top of superstructure condition.



Typical light rusting of beams.



Southeastern Abutment Condition.

Bicycle Attitude and Safety Knowledge Questionnaire

Answer the following questions based on your bicycle use while attending Morehead State University. If you are a yearlong resident of Morehead, answer based on your yearlong experiences in Morehead.

1. I am a: student faculty/staff member of the community
2. Do you bicycle? Yes (go to #3) No (go to #9)
3. The purpose of your trips are for (check all that apply)
 - Recreation
 - Personal errands
 - Visit friends
 - Fitness
 - Environment
 - Commute to work or school
 - Economic (to save money)
4. Do you ride on the road? Yes (go to #5) or No (go to #9)
5. On the average, how often do you ride?
 - a. At least once a week
 - b. A few time per month (not weekly)
 - c. Less than monthly
6. In the past 30 days how often did you ride?
 - a. 1-7 days
 - b. 8-19 days
 - c. 20-31 days
7. While riding in the community do you feel safe? Yes (go to #8) No (go to #9)
8. Check reasons for feeling threatened (check all that apply)
 - a. Motorist
 - b. Uneven walkways or roadways
 - c. Dogs or other animal
 - d. Potential crime
 - e. Hazardous shoulders (example: debri and drop-offs)
 - f. Other
9. Is a bicycle a vehicle?
10. You are not required to have a light on a bicycle when riding at night. T or F
11. Bicyclist are required to hand signal their turns. T or F
12. It is recommended that a car provide at least three feet of a space when passing bicyclist. T or F
13. Bicycles should always be ridden on a sidewalk. T or F
14. Bicycles are to be ridden on the right side of the road with traffic. T or F
15. Bicycles may be ridden two abreast. T or F
16. A bicyclist must obey the same traffic rules as a motor vehicle. T or F
17. A motor vehicle has the right of way over a bicycle. T or F
18. Does Morehead State University have an adequate amount of bicycle racks? Yes or No
19. Do you have a safe place to store your bicycle on campus? Yes (go to #21) or No

20. If no, specify.

21. Would you rent a bicycle if available on campus? Yes or No

22. Rate your thoughts towards the following statements. Using the scale of 1 being the lowest rating and 5 being the highest rating.

Statement	1	2	3	4	5
Morehead State University is bicycle friendly					
Morehead/Rowan County is bicycle friendly					
Motor vehicles treat bicyclist with caution					
More bicycle lanes are needed					
More bicycle paths are needed					
More bicycle safety education is needed					
Bicycling should be encouraged					
Bicycling is a safe alternative					

23. Other comments

Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds

Revised August 9, 2018

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Activity or Project Type	U.S. Department of Transportation Transit, Highway, and Safety Funds															
	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA	NHTSA	FLTTP
Access enhancements to public transportation (includes benches, bus pads)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
ADA/504 Self-Evaluation / Transition Plan													\$			
Bicycle plans					\$								\$			\$
Bicycle helmets (project or training related)									\$	\$SRTS			\$	\$*		
Bicycle helmets (safety promotion)									\$	\$SRTS			\$			
Bicycle lanes on road	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Bicycle parking	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$
Bike racks on transit	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$
Bicycle share (capital and equipment; not operations)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$	\$			\$
Bus shelters and benches	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Coordinator positions (State or local)						\$ 1 per State			\$	\$SRTS			\$			
Crosswalks (new or retrofit)	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$	\$			\$
Curb cuts and ramps	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$	\$			\$
Counting equipment					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$*		\$
Data collection and monitoring for pedestrians and/or bicyclists					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$*		\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Maps (for pedestrians and/or bicyclists)					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$*		
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$	\$			\$

Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.

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Pedestrian and Bicycle Funding Opportunities

U.S. Department of Transportation Transit, Highway, and Safety Funds

Activity or Project Type	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA	NHTSA	FLTP
														402	405	
Pedestrian plans					\$					\$	\$	\$	\$			\$
Recreational trails										\$	\$	\$				\$
Road Diets (pedestrian and bicycle portions)						\$	\$			\$	\$					\$
Road Safety Assessment for pedestrians and bicyclists						\$	\$			\$	\$		\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety										\$SRTS	\$SRTS	\$	\$*	\$*	\$*	\$
Safety education positions										\$SRTS	\$SRTS	\$		\$*		
Safety enforcement (including police patrols)										\$SRTS	\$SRTS	\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)										\$SRTS	\$SRTS	\$	\$*	\$		
Separated bicycle lanes						\$	\$	\$	\$	\$	\$	\$				\$
Shared use paths / transportation trails						\$	\$	\$*	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)						\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements						\$	\$	\$	\$	\$	\$	\$				\$
Signed pedestrian or bicycle routes						\$	\$	\$	\$	\$	\$	\$				\$
Spot improvement programs						\$	\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects						\$	\$	\$	\$	\$	\$	\$				\$
Traffic calming						\$	\$	\$	\$	\$	\$	\$				\$
Trail bridges						\$	\$	\$*	\$	\$	\$	\$				\$
Trail construction and maintenance equipment										\$RTP	\$RTP	\$				
Trail/highway intersections						\$	\$	\$*	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see program guidance)						~\$*	~\$*			\$*	\$*	\$*				\$
Training																
Training for law enforcement on ped/bicyclist safety laws								\$		\$	\$	\$	\$*	\$*	\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists						\$	~\$	\$*	\$	\$	\$	\$				\$

Abbreviations

- ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
- BUILD: Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
- INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
- TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
- FTA: Federal Transit Administration Capital Funds
- ATI: Associated Transit Improvement (1% set-aside of FTA)
- CMAQ: Congestion Mitigation and Air Quality Improvement Program
- HSIP: Highway Safety Improvement Program
- NHPP: National Highway Performance Program
- STBG: Surface Transportation Block Grant Program
- TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
- RTP: Recreational Trails Program
- SRTS: Safe Routes to School Program / Activities
- PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
- NHTSA 402: State and Community Highway Safety Grant Program
- NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
- FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

- **Program-specific notes:** Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.
- BUILD: Subject to annual appropriations. See <https://www.transportation.gov/BUILDgrants> for details.
- INFRA: See <https://www.transportation.gov/buildamerica/infragrants> for details. Focus on projects that generate national or regional economic, mobility, and safety benefits.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#) and the FTA Final Policy Statement on the [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked “\$SRTS” means eligible only as an SRTS project benefitting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning funds must be used for planning purposes, for example:
 - Maps: System maps and GIS;
 - Safety education and awareness: for transportation safety planning;
 - Safety program technical assessment: for transportation safety planning;
 - Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, sections 133(b)(6) and 133(h) list “recreational trails projects” as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.

Program Overview & Funding Eligibility

This application is for Fiscal Year 2018 Transportation Alternatives Program (TAP) funding.

The Transportation Alternatives Program was created by MAP-21 and eliminated in name only by the FAST Act. The FAST Act replaces it with a set-aside of Surface Transportation Block Grant (STBG) funding for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right of way of former Interstate System routes or other divided highways.

A full list of eligible activities can be found under the Federal Highway Administration (FHWA) [Transportation Alternatives Program Guidance](#), Section E. Note that the Kentucky Department for Local Government administers funding for the state Recreational Trails Program (RTP).

In Kentucky, eligible TAP applicants are limited to local governments, transit agencies, natural resource or public land agencies, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a state agency) the state determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Nonprofits are not eligible as direct grant recipients of the funds. However, a nonprofit may partner with a city or county government, with the local government acting as the applicant.

Private organizations are not eligible for funding. However, they may partner with an eligible applicant through a Public Private Partnership (PPP) with the eligible sponsor as the applicant.

Application Deadline, Submittal, & Selection Process

The 2017 application cycle begins August 1, 2017 and ends at close of business on October 2, 2017. All applications must be submitted electronically. Applications and the required attachments should be saved as a .pdf file. Email applications to abbi.stockwell@ky.gov in the Office of Local Programs.

- The Office of Local Programs (OLP) will send a confirmation email once an application is received. If you do not receive a confirmation, please contact OLP to ensure receipt of the application.
- As applications are received, OLP will review the applications with FHWA and other KYTC staff to determine eligibility.
- TAP projects are subject to a competitive process, and project applications will be scored based on the information provided and the applicant's performance history on any previous OLP projects.
- Once scored, eligible applications are then submitted for review and selection by the Governor's Office.
- Applicants selected for funding will be notified once the final selection has taken place.
- Please contact Mrs. Stockwell or Kim Tompkins (Kimberly.tompkins@ky.gov) if you have any questions regarding the application process.

General Instructions

Applicants must complete all sections of the application. Applications submitted with missing or incomplete information will be returned for corrections and the applicant will have until the end of the application cycle to return the corrected form.

Only use the application form provided (TC 20-36). Attach the required documents specified under "Required Application Attachments" below. Do not attach additional documents.

Section 1: Applicant Information

Applicants must be one of the eligible applicants described in the FHWA TAP Guidance.

All projects receiving federal funding must complete an Application for Federal Assistance (Form 424) with the Kentucky State Clearinghouse. Once this has been submitted, the project will be assigned a State Applicant Identifier (SAI) number. Applicants must submit Form 424 on the eClearinghouse website and provide the SAI number as part of this application. **CFDA #20.205**

Person in Responsible Charge

FHWA defines a Person in Responsible Charge as a full-time employee of the LPA. The responsibilities of this person can be found in 23 CFR 635.105. The person designated as the Person in Responsible Charge will be the contact for the life of the project and should be able to answer any questions regarding the project. All correspondence and other documents from the KYTC will be sent to this person. Applicants will be responsible for notifying the OLP if the Person in Responsible Charge changes.

System For Award Management (SAM) Requirements

All applicants must be registered in the federal System for Award Management (SAM) before applying for funding. SAM replaces the Central Contractor Registry (CCR) previously used by the federal government. To register, go to <https://www.sam.gov/portal/SAM/#1>. You are being asked on this application to provide the CAGE Code assigned to you when registering.

Section 2: Project Category

All federal TAP projects must have a surface transportation relationship. Activities that fall under one of the eligible funding categories, but do not have a surface transportation relationship, are not eligible for funding.

Section 3: Project Description

A concise, yet detailed, project description is necessary. List each location for which funding is requested and describe all work to be completed using federal funds. The form for this section is designed for one project location only. If multiple locations are involved, multiple pages must be completed.

Space is provided for additional detailed information, to include side of road, direction, and other relevant information.

For example:

- *This project is for a new 5' sidewalk on the North side of Cardinal Drive from the corner of 1st street going East to 5th Street and will include...*
- *This project is for a new asphalt trail 8' wide from the South entrance of Levolour Park going West to the playground entrance of Washington Elementary, continuing West to the Bike/Ped area of Adams High School and still continuing West to the East entrance of Franklin Shopping Center.*

Section 4: Project Readiness

Once a project has been selected to receive funding, and the project sponsor has been notified, the project should be ready to begin. The information requested in this section helps the reviewers determine whether or not the project can begin in a timely fashion, and the applicant's readiness to undertake a federal-aid project.

Section 5: Project Cost

The information provided in this section helps determine the amount of funding for a project. Take into account each phase of the project and all the work that will need to be completed. Review the KYTC LPA Guide to see all the requirements that must be fulfilled if the project is selected to receive funding. This should help in preparing the cost estimate. An engineer's estimate is also required as part of the application.

TAP projects require a 20% match. All forms of match must be listed. Applicants are also required to provide a statement of match letter as part of the application.

Kentucky Bicycle and Byways Commission

Paula Nye Grant

Morehead State University

Final Report

Submitted on 12/20/2015

By April Haight, Director of the Center for Environmental Education

This report is organized into six sections:

Grant overview

Bicycle safety newspaper displays

Survey summary

Bike sharrows

Miscellaneous

Rental Program

Trail Buidling

Budget

Grant Overview

The Kentucky Bicycle and Byways Commission's Paula Nye grant was developed by Morehead State University's Center for Environmental Education in partnership with Morehead Tourism and the City of Morehead. Students' enrolled in *Seminar in Regional Issues* (fall 2014 course) worked with Haight to determine the objectives of the grant. This onetime grant outcomes were:

1. to increase the community's knowledge of bicycle safety and pedestrian safety practices,
2. to install new bike lanes on West Main Street, and
3. to increase the visibility of the Sheltowee Trace route through town.

Outcome 1 and 3 were fully met. Outcome 2 was modified based on the request of new administration within the City of Morehead. Additionally, we added another outcome to the grant. This outcome was the purchase of five new Mountain bikes for the MSU Outdoor Adventure program.

The Center used Facebook to share information about the project with both the campus and university community, as well as a large audience to promote bicycle use and safety. Below are some of the postings from Facebook with the number of views shown at the bottom left corner of each posting.



MSU's Center for Environmental Education

April 14 · 🌐

Check presentation from Kentucky Bicycle and Byways Commission. The funds are being used to paint bicycle lanes on West Main Street, and to conduct bicycle safety & awareness survey and educational campaign. The project was initiated by MSU students in partnership with Morehead Tourism as part of the Appalachian Teaching Project.



6,188 people reached

Boost Post



MSU's Center for Environmental Education

April 14 · Edited · 🌐

2014 Institutional Regional Analysis and Public Policy's Seminar in Regional Issues student, Randall Roff, speaking at Morehead Tourism Commission's Chat and Chew about the bicycle grant.



94 people reached

Boost Post



MSU's Center for Environmental Education

April 22 · 🌐

The Center collected well over 125 bicycle usage and safety surveys today at the Earth Day event. Survey participants included students and community folks – both young and old.



332 people reached

Boost Post



MSU's Center for Environmental Education

June 4 · 🌐

Johnathan Coleman, MSU student, and I spent part of this afternoon measuring streets to finish off the bike lane plans.



21 people reached

Boost Post



MSU's Center for Environmental Education added 2 new photos.

August 28 · Edited · 🌐

Bike sharrows are being painted on First Street today in Morehead. The sharrows are being funded by the Kentucky Bicycle and Byways Commission in partnership with MSU, Morehead Tourism, and the City of Morehead. #more2morehead #muchmore

Check out this video for how bike sharrows work.

http://youtu.be/dYivz3J_c3U



MSU's Center for Environmental Education

July 14 · 🌐

Promoting bicycling and sustainability at SOAR with EarthWise Eagles. Thank you to everyone that took the bicycle safety survey sponsored by the Kentucky Bicycle and Byways Commission.



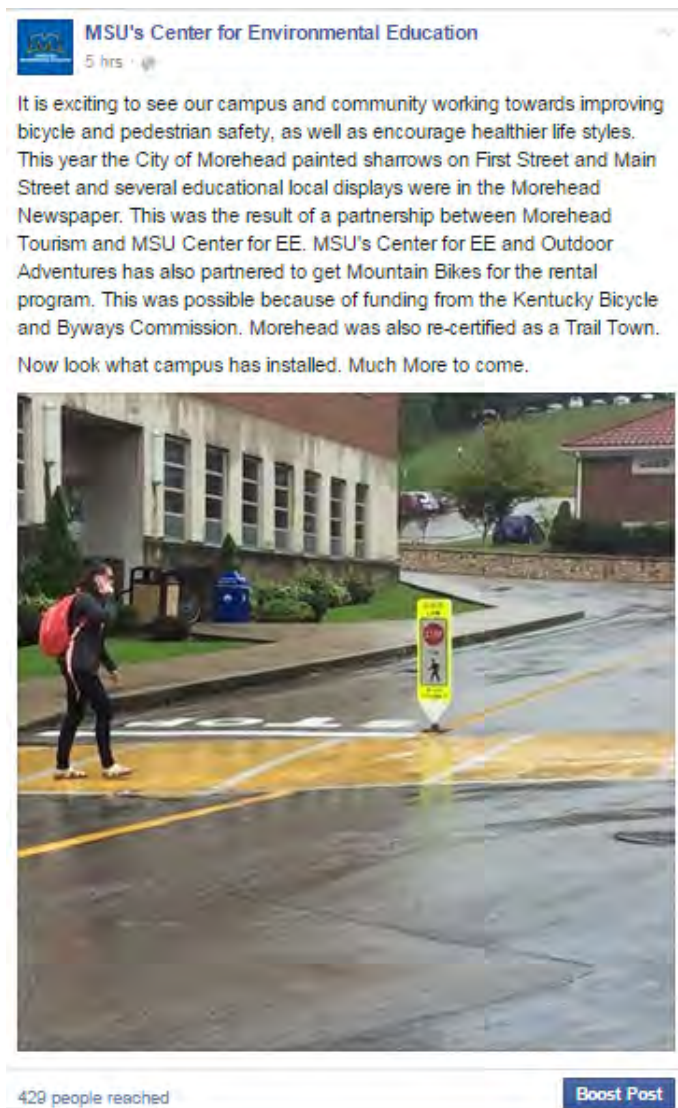
155 people reached

Boost Post



3,821 people reached

Boost Post



Over 11,000 people reached with the Facebook post, by the time of this report.

Bicycle Safety Newspaper Displays

Haight and Johnathan Coleman (student) worked together to design several ads for the Morehead Newspaper. The first group of advertisements focused on Kentucky bicycle regulations. The second group of ads were to education local community members about bike sharrows. The second group of ads were placed right after the first installation of the bike sharrows.

Group 1 – Kentucky Bicycle Regulations

These displays were printed in the Morehead Newspaper on May 8 and 15, June 5 and 23, and July 6.

Group 2 – Bike Sharrows

These displays were printed in the Morehead Newspaper on August 28, and September 8, 11, 15, 18, 22, and 25.

Bike Friendly Morehead!

Bicycle Safety

With summer practically upon us, we are beginning to see more and more people out on bicycles enjoying our lovely little town. However, it is all too common to see individuals taking unnecessary risks while riding a bicycle that not only effects the cyclist, but also motorist and pedestrians. With that being said, I would like to introduce everyone to 601 KAR 14:020 which addresses bicycle safety in Kentucky.



KAR 601 14:020 contains the bare minimum safety requirements for operating a bicycle in the state of Kentucky. Although it contains some things that many of us would take to be common sense, such as requiring a seat or working breaks to be equipped on a bicycle, it also contains somethings that may be less obvious. Take for example the red reflector that comes stock on bicycles. These red reflectors, or a red light, are required by law. Additionally, if you are riding your bicycle a half an hour before sunset or a half an hour after sunset a front light is required for your bicycle. Another less know regulation which is noted in KAR 601 14:020 is that you are required to warn pedestrians when you are approaching them. What this means is for those who are still not comfortable on the roadways, when you go to pass a pedestrian you are required to either ring a bell, a whistle, or to shout to warn the pedestrian of your approach.

Although KAR 601 14:020 addresses many important things pertaining to bicycle safety, it does not, however, require the use of a helmet. Though not required by state law, we would like to encourage you to always wear a helmet when riding your bicycle. A helmet is one of the simplest ways to improve safety on a bicycle. In fact, according to a review by the National Conference of State Legislatures, in 2009 91% of bicyclist who were killed were not wearing a helmet.

Remember, bicycles are vehicles too! Be safe, be active, bike Morehead!

Prepared by a MSU student with funding from the Kentucky Bicycle and Byways Commission

Bike Friendly Morehead!

Bicycles Are Vehicles

For many, myself included, it's hard to stay inside, especially with summer right around the corner and all of the amenities our town has to offer. Now, there are many great ways to enjoy our town, but none of them compare to the experience you get while riding your bike through town, especially down our beautiful Main Street. It really offers a whole new prospective of our town! Sadly though, it is often the case that people use their bicycles less because they are concerned about other traffic, which is a valid concern.

A recent survey of community members list motorist as the number one reason for not feeling safe while riding on the road. The concern I have heard the most is about motorists passing bicycles and leaving them very little room between them. There are laws in Kentucky that address this concern. In fact the Kentucky Drivers Manual addresses this very issue. On page 45 of the driver's manual it instructs motorists to give 3 feet between their car and the bicycle while passing!



In addition to leaving 3 feet between their car and the bicyclist, drivers should also be aware that it is legal for bicyclist to ride 2 side by side. This can be found in section 9 of the Kentucky Administrative Regulations. Riding side by side allows for bicyclist to communicate with each other and can be safer. That means less worrying and looking back and more riding!

Remember, bicycles are vehicles too! Be safe, be active, bike Morehead!

Developed by students at Morehead State University, with funding from the Kentucky Bicycle and Byways Commission.

Bike Friendly Morehead!

Bicycles and Sidewalks



As summer approaches it is becoming more and more frequent to see people out on their bicycles, especially in our beautiful downtown area. Often people are riding on the sidewalks rather than on the streets and we totally get it, riding on the street can be extremely intimidating and often times flat out frightening! This is especially true for new riders.

Now, if you are uncomfortable immediately making the transition from sidewalk to street we are by no means asking you to do so right away! Your number one goal should be your safety and if you don't feel safe riding on the streets yet then don't.

However, we would like to encourage you to gradually work toward riding on the streets. Riding on the streets can be scary at first but you are not alone in this fear, trust me I've been there, but it gets easier with practice. Always remember that you have as much of a right to be on the street as the other vehicles! We hope that come summer of 2015, with the installation of bicycle lanes and bike boxes on Main St., that we can make bicycling a much safer and more pleasant experience for both the bicyclist and the motorist.

According to Kentucky Transportation Cabinet's Sharing Kentucky's Roads: KY Laws for Drivers and Bicyclists brochure, "Sidewalk Riding Sidewalks are controlled by local ordinances, so check your town's laws. Typically, sidewalk riding is prohibited in downtown Business Districts because of high numbers of pedestrians and doorway entrances. Wrong way sidewalk riding = where bicyclists are riding on the sidewalk on the side opposite the direction of traffic = is the cause of high numbers of vehicle/bicycle collisions."

Generally riding on the sidewalk is only encouraged for young riders under the age of 10. All riders should yield to pedestrians and walk their bicycles when in congested areas.

Remember, bicycles are vehicles too! Be safe, be active, bike Morehead!

Prepared by a MSU student with funding
the Kentucky Bicycle and Byways Commission

New Bike Sharrows on First Street



Bike sharrows were painted on First Street this past Wednesday. The project is a joint effort between the City of Morehead, MSU's Center for Environmental Education, and Morehead Tourism's Trail Town. The funding is from the Kentucky Bicycle and Byways Commission.

Should cyclists and motorists only share the road in lanes with sharrow markings?

Cyclists and motorists should share the road regardless of whether there are pavement marking or signs. It is recommended that a motorist provide 3 feet when passing a bicyclist.

What is a sharrow?

- Motorist and bicycles share the lane
- Bicyclists are permitted to use the full lane
- Used on low traffic streets under 35 mph, not wide enough for bike lanes and have vehicle parking

What do these sharrow markings mean for bicyclists?

Cyclists are to use the arrows as a positioning point for riding. When riding on a sharrow marked street ride through the center of the symbols and do not weave in and out – stay in a straight line while riding on a shared roadway.

Sharing the road means bicyclists should:

- Ride your bicycle predictably
- Follow the rules of the road
- Watch for motorists when making lane changes and turns
- Ride in the correct direction of travel at all times
- Do not ride on side walks
- Yield for pedestrians



Bicyclist should wear a helmet and follow traffic rules. It is also recommended that you do not ride on sidewalks. If on a sidewalk with pedestrians, dismount your bike and walk.

Bicycle Safety and Rules of the Road



What is a sharrow?

- Motorist and bicycles share the lane
- Bicyclists are permitted to use the full lane
- Used on low traffic streets under 35 mph, not wide enough for bike lanes and have vehicle parking
- They are not recreational trails; just like a motor vehicle the roads are designed for transportation
- Cyclist should follow the same rules as motor vehicles

What do these sharrow markings mean for bicyclists?

Cyclist are to use the arrows as a positioning point for riding. When riding on a sharrow marked street ride through the center of the symbols and do not weave in and out – stay in a straight line while riding on a shared roadway.

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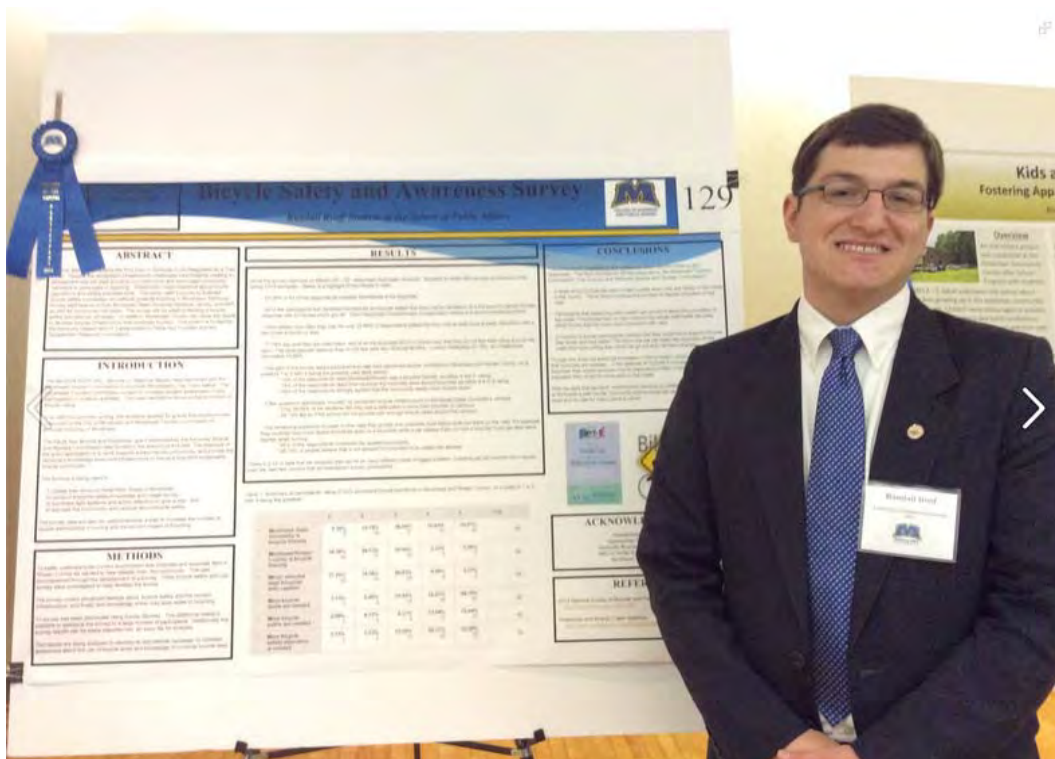
Safety:

- Bicyclist should wear a helmet and follow traffic rules.
- It is also recommended that you do not ride on sidewalks.
- If on a sidewalk with pedestrians, dismount your bike and walk.

Did you know that bicyclists are allowed to ride two abreast on the road?

Survey Summary

The bicycle usage and knowledge survey was distributed both online and paper format. Booths were set up Community Earth Day, Trail Town Chat and Chew, Morehead Trail Town Day, and Campus Challenge sign up to encourage folks to participate in the survey to provide bicycle safety information. A total of 302 surveys were completed. The initial results of the survey (first 120 respondents) were presented by Randall Roof at the Annual Spring Student Scholarship event on MSU's campus. The student received a merit recognize for the post. Randall Roof is now serving on the Morehead Trail Town Committee and has been involved with the promotion of the On Campus Challenge.



Of the survey participants, 181 indicated that they ride a bike. The most common reasons for riding were recreation followed by fitness. Most of the cyclist only road a few times per month with most responding that they had ridden on 1 to 7 days in the past 30 days. Most of the participants ride on the road. How safe they felt while riding was mixed. Motorist were the number reason for feeling unsafe while riding on the road. Hazardous, such as debri and drop off, was also a common response for feeling unsafe while riding.

When ask specifically about campus 118 said they would rent a bike if MSU had a rental program. Most of the participants also felt that MSU did not have adequate bike racks or places to store a bicycle.

Below is a demographic summary of the final survey with all 302 participants. Haight will be comparing the Morehead survey results to other surveys and comparing them to national surveys. She intends to submit the finds for publication. The final paper submitted for and/or copy of the publication

will be sent to Troy Hearn. The survey results are being submitted to Morehead Tourism and Troy Hearn as a separate report.

Survey participants included both cycling and non-cycling members of the campus and community. The table below is a summary of the survey demographics.

Identified as a	Cyclist	Non-cyclist	Total
Community	75	32	107
MSU faculty/staff	29	11	40
MSU students	74	79	153
Unidentified	2	0	2

Bike sharrows

The bike sharrows and the remarking of the Sheltoewe Trace were completed by the City of Morehead’s Public Works Department. April Haight and Johnathan Coleman met with City Council and Pubic Works to ensure the proper installation of the bike sharrows on First Street and Main Street, which covers over 5 miles of road way. The bike sharrows were a change from the original application, which included bike lanes on West Main Street only. Administrative changes and more research into bike lanes changed the focus from bike lanes to bike sharrows. After furture research it was determined that very few of our streets were wide enough for bike lanes. It was the opinion of the involved parties that switching from bike lanes to bike sharrows would be more confusing to cyclist and motorist. So we went with all bike sharrows.

Miscellaneous

The give-a-ways for the bike survey cost much less than expected. This was because Swtichback Cyclery sold the items at cost. With the unspent funds we were able to purchase stencils for the bike sharrows, purchase five mountain bikes (and accessories) for the Outdoor Adventures program, get a tune up on two bikes for the Outdoor Adventures program, tool for trail maintenance and building, and allot more time for a student employee. The Outdoor Adventures and the Center for Environmental Education are continuing the promotion of cycling through the On Campus Challenge, Trail Maintenance Work Days, and Ride with the President day.

MSU’s placed 13th out of 57 schools in the On Campus Challenge. We do plan on participating in this event next year. The new bike rental program housed in the Outdoor Adventures program will be a featured event as well as the trail maintenance and building days. MSU will continue with hosting a campus trail building day the third Wednesday of every month from 3 to 6 pm. These trail days are being used to build a new mountain bike trail on campus. Additionally, we are maintaining and improving on the Sheltoewe Trace through campus, Fern Valley Trail, and Eagle Lake Loop Trail. In all about 6 miles of trails. These trails were newly marked with signage purchased by Morehead Tourism. This upcoming spring the MSU Outdoor Adventures program will be hosting ride with the President events to promote cycling among MSU students.

Morehead State University and Community Bicycle Usage and Knowledge Report

2015

Introduction

Methods

Survey Demographics

Below is a summary of the final survey with all 302 participants. Haight will be comparing the Morehead survey results to other surveys and comparing them to national surveys. She intends to submit the finds for publication. The final paper submitted for and/or copy of the publication will be sent to Troy Hearn.

Survey participants included both cycling and non-cycling members of the campus and community. The table below is a summary of the survey demographics.

Identified as a	Cyclist	Non-cyclist	Total
Community	75	32	107
MSU faculty/staff	29	11	40
MSU students	74	79	153
Unidentified	2	0	2

Purpose for Cycling

For those participants that identified themselves as a cyclist they were asked to check the 'purpose of your trips are for (check all that apply)'.

Identified as a	Recreation	Personal errands	Visit friends	Fitness	Environment	Commute to work and school	Economic
Community	68	14	11	47	13	8	8
MSU faculty/staff	25	3	1	19	3	3	3
MSU students	62	17	13	41	19	12	12
Unidentified	1	1					
Total	156	35	30	97	35	23	23

Only three member of the community checked all 7 purposes for cycling. Likewise three students and zero faculty/staff check all 7 purposes for cycling.

Identified as a	1 purpose	2 purposes	3 purposes	4 purposes	5 purposes	6 purposes	7 purposes
Community	30	24	3	7	7	2	7
MSU faculty/staff	10	13	3	2	1	0	0
MSU students	25	21	13	5	6	1	3
Unidentified	2						
Total	67	58	19	14	14	3	10

Next participants were asked to indicate how much they typically rode their bicycles.

Identified as a	At least once a week	A few times a month (not weekly)	Less than monthly
Community	22	34	19
MSU faculty/staff	10	6	13
MSU students	23	25	26

These responses were then compared to number of purposes for cycling and the range of times they road in the prior 30 days of the survey. The survey was distributed during a mild summer. The temperature range of temperatures were 50 to 75 degrees Fahrenheit.

Thoughts about On Campus cycling facilities

All survey participants were asked ‘Would you rent a bicycle if you lived on campus?’. Not all of the participants responded to the question. This question was aimed at gauging student interest in a bicycle rental program through the Outdoor Adventure program at Morehead State University. Of the students that responded to this questions just over 61% of the students responded that they would rent a bicycle.

Identified as a	Cyclist		Non-cyclist		Total	
	No	Yes	No	Yes	No	Yes
Community	34	24	14	16	48	40
MSU faculty/staff	8	12	6	4	14	16
MSU students	15	41	34	43	49	84

‘Do you have a safe place to store your bicycle on campus?’

Identified as a	Cyclist			Non-cyclist			Total		
	No	Yes	Other	No	Yes	Other	No	Yes	Other
Community	7	19	19	9	4	16	16	23	35
MSU faculty/staff	3	17	3		3	5	3	20	8
MSU students	14	35	4	16	43	15	30	78	19

Other (please specify)	Home
Other (please specify)	I do not own a bike
If no, specify below	I have had a bike vandalized on campus
If no, specify below	I live in a dorm
Other (please specify)	Live off campus
If no, specify below	No - it's hard to store one living in a dorm
If no, specify below	The bikes in racks never seem well protected
If no, specify below	There are many places to put in sheltered area, damage b

Acknowledgement

The Kentucky Bicycle and Byways Commission provided funding for the survey tool. Morehead Tourism support is distributing the survey. Morehead State University students Randall Roof and Johnathan Coleman for assisting the data collection. And Randall Roof for an analysis of the initial surveys.

AGENDA

Morehead Trail Town Task Force

August ~ November ~ February ~ May

9:00 – 11:00 3rd Friday Location TBD

Meeting called by Joy Brown, Chair

Attendees: Ashley Gilliam, Tina Holbrook, Lucy Pryor, Jason Hilton, Louise Cooper, Rodney Watkins, April Haight, Dave Dummer, Lee Breth, Regina Thompson, Tom Carew

Minutes Review		
	Cross Kentucky Master Trail Plan Review <i>Pages 5, 36-37, 41-42, 45 (refers to Morehead)</i> <i>Pages 71-73 (discussion on grant opportunities)</i>	Joy Brown
Recertification Timeline		Tina Holbrook
Member Round Table Review		All
Event Planning		Joy Brown
Economic Impact – Big Turtle	Shared with Task Force on 8/16/17 <i>Page 4-5</i>	Joy Brown
Adjournment/Response Deadline	December 1	All

**Morehead Trail Town Task Force
On Line Meeting
November 27, 2017**

MEMBERS PRESENT: Joy Brown, Tina Holbrook, Lucy Pryor, Ashley Gilliam, Tom Carew, April Haight

MEMBERS ABSENT: Regina Thompson, Lee Breth, Jason Hilton, Louise Cooper, Rodney Watkins

GUESTS PRESENT:

CALL TO ORDER: 9:00 a.m.

AGENDA ITEM	DISCUSSION/CONCLUSIONS	ACTIONS TO BE TAKEN
Email Greeting from Chair	<i>Joy Brown emailed all board members for the November email meeting.</i>	
Minutes Review	<i>Reviewed and approved by Joy Brown with changes requested by Dave Dummer.</i>	Corrections were made by Tina Holbrook
Cross Country Master Trail Plan	<i>Several members discussed the Master Trail Plan in length. The majority agrees that Rowan Co. should keep the trailhead, and agree that other trails that reach out to Lewis Co., Maysville, and Ohio areas to connect in some way to the Sheltoewe Trace.</i>	
Member Round Table Review	<i>Lucy Pryor updated the task force all the things that the Cave Run Lake Chapter of the Sheltoewe Trace have done in the past year. There has been an abundance of trail work all done by volunteers, support and volunteers from Pathways Inspiration Center to work on trails, just to mention a few things. Three of the five standards have been completed. Still in progress and will be finished up with in the next month or so.</i>	Lucy Pryor's discussion is in the discussion packet. Tina Holbrook completing task.
Recertification Timeline		
Event Planning	<ul style="list-style-type: none"> • <i>Dave Dummer's outdoor activity dream will be a reality in the year of 2018. We will host a Morehead Paddle Pedal Pack. Joy Brown has developed the logo for the event. Tentative location for event is Twin Knobs Campground.</i> • <i>There will be a volunteer picnic to recognize all our amazing volunteers that have take their time to work on our hiking trails to make them safe for all hikers at either the Spilway or Rodburn Park on September 29, 2018 which is National Public Lands Day.</i> • <i>Joy Brown has brought to the boards attention the Big Turtle 50 miler economic impact numbers.</i> 	
Adjournment/Response Deadline	<i>Deadline was December 1, 2017. Meeting adjourned.</i>	

Cah12042017

	1	2	3	4	5	
#						Absent/ Present
Name						
	Agenda, Minutes, Master Trail Plan	Re-Certification, events	Member round table	Morehead Paddle Pedal Pack, Volunteer picnic, Big Turtle Economic impact, logo	Follow Up from Joy	
1	Joy	1	1	1		Present
2	Regina			1		
3	Tina	1	1	1		Present
4	Lucy	Abstain; 1	1	1		Present
5	Dave	1				
6	Ashley	1	1	1		Present
7	Lee					
8	Jason					
9	Tom	1	1	1		Present
10	Louise					
11	April	1	1	1		Present
12	Rodney		1			

6 of 12 members participated which constitutes a quorum

Email #1

April Haight- A longer trail would be nice, only if it adds to the quality of the trail. Getting the trail off the road should be the focus of the Sheltoewe Trace and not length. At least that is my two cents worth. I would like to see the trailhead stay where it is. Lucy- Thank you for sharing. The idea of connecting trails with other trails with different names is great. A network of connected trails could really benefit Morehead. From what I see in other places ease of access with amenities and population drive the location people with access the trail. At one point I could say that I hiked the entire Sheltoewe but with all the changes over the past several years I guess I will need to get out my hiking boots again. I have turned into more of a bushwhacker over the years.

Dave Dummer- page 5: Excellent point. Ohio Valley Trail would terminate at the Sheltoewe Trace Northern Terminus as I see it. About the only positive of this trail for Morehead/Rowan Co. the licking River is already there ready to use. The Ky. State Fish & Wildlife is heavily involved, and they have resources and personal to further the cause.

Minutes changes: 1st page Dave is years. 4th Sunday bicycle rides are offered April through October. These events are sponsored by Sustainable Morehead and Daniel Boone Rails to Trails. 2nd page:.... Hike the Sheltoewe in Rowan County will, in the future be offered in 'odd years' with Hike the Sheltoewe in Bath and Menifee Counties offered in 'even years'. This activity is offered and sponsored by the Cave Run Chapter of the Sheltoewe Trae Association.

Lucy: Joy, since I was absent from last meeting I will abstain from voting on the minutes, but I do want to say they were very clear and easy to follow and understand. Kudos to the taker and keeper of the minutes! (Email was passed along to the secretary).

Lucy: p. 5- about keeping the Trailhead intact, I understand your point, Joy, and as a Moreheadian (is that a word?), I agree. I've thought of a possible alternative solution, if it could "sell". I know there's a great effort in the world of trail systems to make trails long enough that they can connect with other existing trails.... "They" want the Sheltoewe to reach the Cumberland system down in TN and then onward to Ohio to hook up with some existing system about which I'm not sure. This vision and hope, I doubt will change, but a different idea is that a totally newly named trail, like the Ohio river Crossing, The Citizen's Trail (since so much private land will have to be traversed) or some other name that has meaning for that area could be created. Allow the Sheltoewe Trailhead to stay in Rowan and another trail can junction providing for a long, very long hike! Another argument for this approach is that the Daniel Boone National Forest ends practically right at the trail head... Not logical to continue out of Boone's territory! From a little research it seems "The Boone" ends at the Southern border of Ky. And the Sheltoewe does not, but that's the South's decision. As an STA board member, I understand that this possibility is a long way off, 5 years maybe even, 10. There is a lot of work to be done to even dream of such trail being cut, so for practical purposes, its not something to put too much energy in now. Pages 36 + 37; There are corrections to be made to these pages. See attached photos with changes on them. Scroll all the way down to find the attachments.

Tom Carew- The Daniel Boone National forest is the core of the trail and ends at the Lewis/Rowan County line. Following that thought it makes sense to end it there but if there is an option to extend the trail through Lewis County and on it to Ohio that might be a good thing. Thinking of the Appalachian

Trail ending in the mid-Atlantic did not make sense. For now let's tick with what works but look to keep our options open. As April says, my two cents!

Tina Holbrook- I agree with keeping the Trailhead in Rowan Co. If we don't fight to keep it here we will get lost in the shuffle so to speak and whatever county has it will see the most in their economy. We will lose our "Trailhead" notoriety and most hikers will just go through without stopping. As it stands now they come here and shop, collect their supplies before starting their hike and when they get into town they stop and eat, rest before continuing.

Email #2

Lucy- The Cave Run Lake Chapter (CRLC) of the Sheltowee Trace (a National Recreation Trail) was formed in the spring of 2016 for the purpose of Promoting, Preserving and Protecting the northern-most 69 miles of the Trace. The chapter works out of Morehead but includes representation and support from Rowan, Bath and Menifee. The backbone of the chapter is the maintenance to keep the trail usable. The CRLC, since September 2015, has held monthly maintenance days on the Sheltowee. In addition, we now offer a weekly work day when the weather permits, and volunteers are available. The Chapter also has developed a working relationship with the Pathways Inspiration Center. The Center has been a great resource and support in helping to maintain the trail. We continue to look for other groups wanting to get involved. For the USFS year of Oc. 1, 2016 to Sept. 2017, the Chapter's volunteers clocked in 1,186.25 hours of trail work. In addition to maintenance the CRLC organizes hikes. January-May 2017, the hike offered was "Hike the Sheltowee through Rowan". This was the second time for this event. Morehead Tourism started this event in 2016, then offered to the newly formed chapter the opportunity to organize moving forward). For the fall of 2017, two 6-mile day hikes were planned and have been offered to the communities of Rowan, Bath, Menifee and beyond. Along with the hours that volunteers have worked to maintain the trail and lead hikes on the Sheltowee, CRLC has started offering a shuttle service to hikers. The hikers have come from as far away as Colorado, California, New Jersey and Wisconsin as well as "neighbors" from Tennessee, Ohio, WV and Indiana. With all of these programs we hope to help Promote, Preserve and protect the Sheltowee Trace here in Rowan County. This year, The Sheltowee Trace Association, as a whole, received a USFS Prestigious Award. It was a Regional Award for the volunteer work done on the Thrace, contributing to natural resource management on National Forest lands.

Tina Holbrook- Pass

Tom Carew- Looks Good

Ashley Gilliam- Pass

Email #3

April Haight- The geocaches will be installed in December. These geocaches meet the USFS specifications and guidelines. Regular eagle Lake Trail work will begin again next year. Sorry for not being very active this year. I have been finishing my house and catching up on grants.

Tina Holbrook – The only thing I have is if any of you have or know of events coming up to please email them to me so that I can share on our social media and web site. I do get the second Sunday and Fourth Sunday hikes and bikes from Dave Dummer. Thanks!

Tom Carew- A OK
Ashley Gilliam- Pass

Email #4

April Haight- June 23rd is the date for the Watermen Series race at Cave Run Lake. Carey Loomis has sent me the permit paper work for the event.

April Haight- Does Anyone have any name suggestions for a paddle race on the lake?

Ashley Gilliam- I am so excited about the possibility of a Morehead Paddle Pedal Pack event. I am game for whatever needs to be done. I love the logo. I know several have mentioned the multiple colors being distracting and I see your point. However, I think it will look great on a neutral color shirt like white, tan or gray (personal pick would be gray) black could be too hot. I really enjoy the artwork under each word. Great job!

Lucy Pryor- I think the idea of Morehead Paddle, Pedal and Pack sounds great. I look forward to more details of how that would all work. I agree with Tina with the colors on the logo. Color is good but too much kind of takes away from the point. Maybe the drawings could be in color or the words themselves? Wonder how either of those would work? Overall, really like the design. We as a chapter participated in the Big Turtle Run by hosting a station. Those who worked our station felt it was very worthwhile. The runners were very appreciative of the support given and the aid station hosts were impressed with the stamina and grit the runners displayed on that hot April Day. I felt the event was well run, knowing very little about those events. There were long lines at registration in the morning, but Michael and his team certainly appeared to know what they were doing! The economy impact sounds pretty good to me. Seems worth supporting again.

Tina Holbrook- Looking forward to the Paddle Peddle Pack. Question is will the paddle be races or just a family friendly paddling excursion? I like to logo for the Paddle Peddle Pack event. I think there are too many colors in Morehead. It may be more costly to develop and use on a t-shirt due to all the colors. Just a thought. I think either Rodburn Park or Spillway will work for the Volunteer Picnic.

Regina Thompson- I love Paddle Fest!

April Haight- Does anyone have any name suggestions for a paddle race on the lake?

Rodney Watkins-Good after noon everyone, I haven't met you yet Tom, but I help organize trail maintenance and cycling events in the area. Since our last meeting there has been a reroute that has started at Eagle Lake. I'm hoping to get this finished over the winter and it should improve the flow of the trail. We will also start leaf blowing after Thanksgiving holidays. I'm also working with the Forest Service to pinpoint areas needed for archeological surveys. I am also hoping we can host an event at Cave Run next year. I like Paddle Fest too and I can't wait for Dave's event to get off the ground. There have also been hunters and shooters at Big Limestone and that has scared some cyclists. It's intimidating to turn a blind corner, and someone is looking directly at you with a high-powered rifle. Some education may be needed or additional signage.

**Morehead Trail Town Task Force
Quarterly Meeting
Morehead Conference Center- Eagle Room
Wednesday, March 7, 2018 9 a.m.**

<p>MEMBERS PRESENT: April Reefer, Ashley Gilliam, Dave Dummer, Joy Brown, Louise Cooper, Lucy Pryor, Regina Thompson, Rodney Watkins, Tina Holbrook, Tom Carew</p> <p>MEMBERS ABSENT: Lee Breth, Jason Hilton,</p> <p>GUESTS PRESENT: Jon Kazmierski, Tim Eling</p> <p>CALL TO ORDER: 9:00 a.m.</p>		
DISCUSSION/CONCLUSIONS		ACTIONS TO BE TAKEN
<p>Minutes Review</p>	<p>Joy Brown reviewed the last meeting minutes that was done through email. Ashley Gilliam moved to approve the minutes as presented. Regina Thompson seconded the motion and it was approved unanimously.</p>	
<p>Introduce Banks Engineering</p>	<p>Joy Brown introduced Banks Engineering to the committee. They have been chosen to prepare a Bike and Pedestrian Plan for our area. John Steinmetz, Paul Schrader, Steve Singleton presented ideas to get us started.</p> <p><i>Additional minutes attached.</i></p> <ul style="list-style-type: none"> • April Reefer is planning a Paddle Fest for June. She updated the committee on her progress. This festival is part of the Waterman Series. The event will take place on June 23rd. • Joy Brown updated the Pedal, Paddle and Pack event. 4th Friday and Saturday (July 27-28) in July. A task sheet was passed around for volunteers. The event may take place at Paragon since it can be closed off. Jon Kazmierski said he can work with the campground hosts to make this possible. 	<p><i>Tina overseeing the shirt order. Joy having logo designed and paid registration to the circuit. Joy to meet with Jon Kazmierski and Dave Dummer to plan.</i></p>
<p>Open Forum</p>	<ul style="list-style-type: none"> • Joy Brown discussed with the committee that the kiosk at Eagle Lake is coming down due to them stocking it this year with trout. It will be replaced with a new design by KDFWR including the access to the lake for stocking. • The 50 miler Big Turtle race organizers are looking for Trail Station volunteers. • Discussion using the Cave Run Storytelling tents for trail volunteer appreciation picnic had too many concerns. Other plans will be made. • Regina Thompson updated the local Bath Co trail maintenance is being done by the Craft Academy kids and they have also worked at Eagle Lake. • Tina Holbrook updated the committee on the Trail Town 	<p><i>Joy to discuss with Bob Pryor. Joy to present assistance needs to Craft Academy leaders. Tina overseeing the re-</i></p>

<p>recertification. The task is complete and ready to be handed over to the state. Items for next year are already being gathered.</p> <ul style="list-style-type: none"> • Dave Dummer updated on the walking trail. Dave has 80% of it measured and mapped. • Ashley Gilliam updated the First Friday events taking place at the RCAC. They begin in April and run through October. There is also the Kentucky Proud Expo coming up in April at the Morehead Conference Center. Both events are buy local and support our local small businesses. Trail Summit will be April 10th and 11th at the Morehead Conference Center. • Jon Kazmierski discussed possible chain saw training for a few to help with the forest and Sheltovec. He is also is now able to write one document for trail re-route and trail movement. He does not have to send a document for every single change. • Tom Carew updated us on Rodburn Park. There has been a new shelter placed and Carolyn Franzini and other are developing a Friends of Rodburn Park to help with keeping the park nice. • Louise Cooper announced the she no longer has access to the Volunteer Hub so she doesn't have a way to recruit help. • April Reefer also updated that the parking at Eagle Lake has been re-zoned and there is no parking for hikers at this time. • Rodney Watkins updated the trails that he has worked on and cleaned up. Needs posts for signs to be placed. • April also informed the committee that will be a Cave Run-Red River Gorge Mountain Bike Alliance meeting at LaFinca's on April 10th after the Trail Town Summit. 	<p>certification binder completion.</p> <p><i>Joy and Dave to complete.</i></p> <p><i>Joy to discuss with Jason Hilton and MSU Police to come up with a compromise. Joy and Rodney to find a solution.</i></p>
<p>Next Meeting</p>	<p>Next meeting will be Friday, May 18, 2018 at 9 a.m. at the Morehead Conference Center.</p>
<p>Adjournment</p>	<p>Meeting adjourned at 12:15 p.m. with a motion from Dave Dummer and a second by Lucy Pryor.</p>

cah03132018

**Morehead Trail Town Task Force
Quarterly Meeting
Morehead Visitor Center
Friday, May 18, 2018 – 9:00 a.m.**

MEMBERS PRESENT: Dave Dummer, Jason Hilton, Joy Brown, Louise Cooper, Lucy Pryor, Regina Thompson, Rodney Watkins, Tina Holbrook	
MEMBERS ABSENT: Tim Eling, Tom Carew, April Reefer, Ashley Gilliam	
GUESTS PRESENT: Banks Engineering, John Steinmetz, Steve Singleton, Paul Schrader	
CALL TO ORDER: 9:05 a.m.	
AGENDA ITEM	
DISCUSSION/CONCLUSIONS	ACTIONS TO BE TAKEN
Minutes Review	
Old Business	<p>Louise moved to approve the meeting minutes as received by Tina. Lucy seconded the motion and it was approved unanimously.</p> <p>Joy Brown updated the committee on the Pedal, Pack and Paddle. We will start having meetings to prepare and event will be held summer of 2019. October 12, 2018 we will have the Volunteer Appreciation Celebration, 6 p.m. at the Morehead Conference Center. Tim Eling has become our newest member representing the Daniel Boone National Forest. Kiosk that was at Eagle Lake will be placed on the dam side.</p> <p>Joy Brown and Tina Holbrook will prepare the volunteer dinner and will prepare and schedule the Pedal, Pack and Paddle meetings.</p> <p>Joy will work with Jason to get the Kiosk back up at Eagle Lake.</p> <p>Tina to make aware on social media the types of snakes and how to protect yourself and how to keep ticks off of you and remove them if you get any.</p>
Open Forum	<ul style="list-style-type: none"> • Dave Dummer updated the clean up and volunteers that were at the Rodburn Park Clean up. They had over 60 MSU student volunteers. • Regina Thompson assists with beginner hikers and their concerns are ticks and snakes when they hike. She also encouraged tourism and trail town to have a booth and encourage organizers to advertise for vendors. • Louise Cooper updated on a volunteer program Eagle Trak that is being set up at MSU for recruiting volunteers when needed for different projects. Hopefully will be done in the next few weeks. • Lucy Pryor updated on some of the trails and horses being on them. Making clean up and hiking very difficult. • Jason Hilton updated the committee on some of the events at the MSU Wellness Center. They will soon have a web portal for rentals of equipment and pay for online. Using local resources surrounding the wellness center for projects and events to help with budget shortfalls at MSU. Equipment and gear may be rented from the wellness center for Morehead Paddlefest and Pedal, Paddle and Pack.

	<ul style="list-style-type: none"> • Regina spoke about doing a Moonlight Paddle on Eagle Lake. • Joy Brown ask that all members send her emails with their trail and forest frustrations as well as others who have expressed their frustrations to members. 	<p><i>Joy to meet with John Kazmierski about the lists that she receives.</i></p>
Banks Engineering	<p>Banks Engineering updated the committee on what has been accomplished on the Bike/Ped Plan. Interactive map has been developed for members to look at and use to help with marking of trails and other things needed for the Bike/Ped Plan.</p>	
Next Meeting	<p>Next meeting will be Friday, August 17, 2018 – 9 a.m. at the Morehead Conference Center.</p>	
Adjournment	<p>Meeting adjourned at 10:50 a.m. with a unanimous vote.</p>	

cah05232018

Morehead Trail Town Task Force

Meeting Minutes of August 24, 2018

MEMBERS PRESENT: Dave Dummer, Joy Brown, Louise Cooper, Lucy Pryor, Regina Thompson, Rodney Watkins, Tim Eling
MEMBERS ABSENT: Ashley Gilliam, April Reefer, Jason Hilton, Jon Kazmierski, Tom Carew
GUESTS PRESENT: Steve Singleton, John Steinmetz, Jocelyn Gross
CALL TO ORDER: 9:05 a.m.

AGENDA ITEM	DISCUSSION/CONCLUSIONS	ACTIONS TO BE TAKEN
Minutes Review	<i>Louise moved to approve the minutes of May 18, 2018 as presented. Mr. Dummer seconded the motion and it was approved unanimously.</i>	Joy to email everyone GoFundMe link for Slab Camp and photographs of the area. Review by next meeting.
Recreation Asset Inventory	Joy distributed a first draft of a project Morehead Tourism has updated for Gateway Area Development District. She asked that everyone review the information thoroughly and write changes, comments or additions in their books and return to her by the next meeting. Dave provided a brief update on the project.	Dave and Jocelyn to work together on the map development. Joy to provide Jocelyn with local points of interest to include on the map. Dave to continue to update everyone.
Downtown Walking Trail update		
Friends of Rodburn Park update	Dave provided an update on the progress at Rodburn Hollow Park. The Friends groups is developing bylaws, electing officers and will be doing a membership drive in the coming months. They are in the beginning planning stages of a mountain bike "pump track" in the area. Tabled until next meeting.	
Geocache Project update	Tabled until next meeting.	
Triplett Creek Paddle Access	Tabled until next meeting.	
#Trailtownuesday KDT update	Joy discussed the new social media hashtag the state developed for Trail Towns, #trailtownuesday. She encouraged everyone to use this hashtag when posting about recreation-type events or cool stuff. Joy also reminded everyone the state has officially cut the Kentucky Trail	Joy to discuss with the state and

	<p>Town Summit due to lack of staff assistance. Joy said she has been contacted to host the event (pending the state's approval), she asked everyone to weigh in on their thoughts. She spoke of the small marketing budget tourism has this fiscal year and said we would have to make this event break even. This includes free presenters, low cost food (lunch on their own), one day event, donated prizes, rented vendor booths and registration fees.</p> <p>Dave asked if Eagle Lake is listed as a FINs lake with the Kentucky Department of Fish and Wildlife Services. Joy wasn't sure but would contact Tom Timmerman at the Fish Hatchery. Dave stated if it is a true FINs lake there may be parking availability rules they have to provide specifically for the lake.</p> <p>Lucy said she hasn't had problems lately with parking at MSU. She suggested folks stop by the MSU Police Department and pick up a visitor pass.</p> <p>Joy provided an update regarding the pending trail kiosk location. It has officially found a home in Rodburn Park and the map insert is in production.</p> <p>Banks Engineering representatives Steve Singleton and John Steinmetz were on hand to discuss and present the next steps for developing of the Morehead Bike/Ped Plan</p> <p>Rodney suggested Steve reach out to Holly Niehoff at MSU to get them on board with the Bike/Ped development project.</p> <p>See attached notes.....</p> <p>Joy updated everyone on a meeting she attended with the new Ride MSU program. Steve suggested that the same provider be used regionally so visitors have the ability to use the same app. It is more of a user-friendly option and a great long-term plan for the area.</p> <p>Jocelyn encouraged Steve, John and Joy to attend the Gateway ADD Transportation Committee meeting coming up on November 27. She feels a brief review and update on the Bike/Ped Plan project would be advantageous for its' adoption in the road plan.</p>	<p>email results from the discussion.</p> <p>Joy to call Tim at the Fish Hatchery</p> <p>Joy to add a picture on social media when the map is installed.</p> <p>Joy to forward the information to the Ride MSU organization for consideration.</p> <p>Joy to apply for funding of the next Paula Nye grant.</p>
MSUPD Parking Map/Parking at Eagle Lake		
Trail kiosk placement on campus		
Banks Engineering update		
Other Business		

	Joy asked if everyone was interested in applying for a Paula Nye Grant to help educate the community on the new 3-foot bike law, cyclists on the roadways and safe cycling. All agreed it was needed and encouraged Joy to apply.	
Next Meeting	November 16, 2018	
Adjournment	<i>Ms. Mirus moved to adjourn at 9:51 a.m. Ms. Franzini seconded the motion and it was approved unanimously.</i>	

Joy C. Brown 082818

MEETING MINUTES

Project: Morehead Bike-Ped Master Plan

Date: January 22, 2018

Subject: Scoping Meeting

Attendees: Joy Brown – Morehead Tourism Frank Pruitt – Banks Engineering
Ashley Gilliam – Morehead Tourism Steve Singleton – Banks Engineering
John Steinmetz – Banks Engineering Paul Schrader, Consultant

A scoping meeting for the Morehead Bike-Ped Master Plan was held on this date at the office of Banks Engineering (BEI) with the attendance as listed above. The following items were discussed:

1. Consulting contract shall be at hourly rates; proposed contract to be emailed to Joy for their review.
2. Triplett Valley Trail plans will be provided to BEI for review and coordination. Banks Team to assist in funding pursuits.
3. Concepts presented in interview were discussed; generally on target although references to the Poppy Mountain Festival should be removed.
4. KYTC coordination to be conducted ASAP. Bart Bryant is the District 9 Engineer and Darrin Eldridge (Branch Manager for Design) has been involved in the trail town efforts.
5. Initial work to include inventories of existing bike-ped facilities and origins/destinations in the county.
6. The Trail Town Task Force meets quarterly with the next meeting scheduled for 2/16/18. BEI team members will attend.
7. Scope of public involvement will be stakeholder coordination with the Task Force, as previous public involvement has been conducted.
8. Plan to pursue RTP funding (deadline 4/30/18) and TAP funding in September.
9. Final deliverables will consist of a graphical illustration of the master plan, somewhat similar to Berea's, along with a narrative documenting the master planning process, recommendations, cost estimates, etc.

MEETING MINUTES

Project: Morehead Bike-Ped Master Plan
Banks Project No. 18001

Date: August 9, 2018

Subject: Meeting with KYTC District 9

Attendees: Darrin Eldridge – KYTC Paul Schrader, Consultant
Joe Callahan – KYTC John Steinmetz – Banks Engineering
Stuart Hurd - Intern Steve Singleton – Banks Engineering

An update meeting for the Morehead Bike-Ped Master Plan was held on this date at the KYTC District 9 office of with the attendance as listed above. The following items were discussed:

1. A brief update on the status of the project was given. Three (3) potential alignments from the western end of the proposed Triplett Valley Trail (TVT) to Cave Run Lake were discussed with the main barriers being KY 519 and the crossings of Triplett Creek and Dry Creek.
2. A connection using KY 2342 was suggested by Darrin at a previous meeting as a possible connector from the intersection of US 60 and KY 519 to the lake. Some barriers presented by Darrin included the fact the existing railroad R.O.W. may have been deeded back to adjacent properties. Electrical transmission lines may have easements adjacent to the old railroad bed. Paul will research properties to review any opportunities for a potential trail.
3. The second option from TVT near KY 519 to the lake is by way of Clack Mountain West Road for bicyclists and Sheltoewe Trace for pedestrians. One variation of this alignment from TVT assumes the use of an existing railroad bridge over Triplet Creek, east of KY 519. The proposed trail would follow the old rail bed south, inside the KY 519 R.O.W. but outside the existing ditch. The trail would cross Dry Creek Road and under the KY 519 bridge over Dry Creek to safely get east of KY 519. A “low water crossing” would be necessary to safely cross the creek and connect users back to McBrayer Road. From here, the trail would follow neighborhood streets to get users to the Sheltoewe Trace Trail, southbound on Mill Branch Road. Darrin stated this alignment would be permitted as long as all necessary permits were obtained from the Corps of Engineers and Kentucky Division of Water. Requirements would include the permits, hydraulic analyses, and a “no-rise” certification from FEMA. Darrin offered to provide us with the existing 2007 model as a base for the hydraulic analysis, at the appropriate time.
4. A third option from TVT to the lake is by way of trail users crossing KY 519 at the US 60 signalized intersection, heading south along KY 519 and crossing on a shared use path over the existing bridge over Triplett Creek. This would only be feasible if the road section was

modified to shorten the widths of the shoulders and median to allow for a tapered 8' shared use path on the west side of the bridge. The taper would need to be evaluated and designed per design speeds. Darrin stated that KYTC would consider this concept but cautioned that this option would be the most difficult to get permitted due to safety concerns.

5. Joe clarified the design speed for KY 519 is 35 mph from US 60 to the bridge; the speed limit then increases to 45 southbound.
6. Dave Manor of the Forest Service (position currently held by Jon Kazmierski) previously looked at using Clack Mountain West Road as a bike-ped trail.
7. The fourth and last option would be to simply let users use the KY 519 corridor without signage or striping designations.
8. Darrin voiced some concerns over access to proposed trails with ATVs. Paul proposed the use of removable bollards and/or gates similar to ones used on trails in Berea. The bollard/gate system allowed free access by most trail users but prevented motorized vehicles. All emergency / maintenance vehicles would have keys or other access as needed.
9. Darrin provided an update on the current planned road projects in Morehead; KY 301, KY 377 and KY 32. All of these projects are currently on hold or being further refined per the Performance-Based Funding System (PBFS) criteria. However, KY 377 still has activity in gas line relocations.
10. Darrin favors the inclusion of pedestrian facilities on KYTC plans and added the need for more support from local stakeholders.
11. Paul sees the need for Morehead to appoint someone to lead the ongoing coordination of non-motorized travel with state and city entities to ensure the discussion stays relevant.
12. PBFS funding criteria on KYTC projects may be detrimental to the inclusion of bike-ped facilities; the challenge is that bike-ped facilities on state funded projects would likely be cut for budgetary reasons.

MEETING MINUTES

Project: Morehead Bike-Ped Master Plan
Banks Project No. 18001

Date: August 24, 2018

Subject: Trail Town Task Force Update

Attendees: Joy Brown – Morehead Tourism Rodney Watkins - TTTF
Tim Eling – Us Forest Service Jocelyn Gross - GWADD
Lucy Pryor - TTTF John Steinmetz – Banks Engineering
Dave Dummer – TTTF Steve Singleton – Banks Engineering

An update meeting for the Morehead Bike-Ped Master Plan was held on this date at the Morehead Tourism Office with the attendance as listed above. The following items were discussed:

1. Funding discussions were deliberated first as we approach midterm elections in November. It is our plan to generate a refined master plan document by end of year to present to newly-elected local officials in an attempt to make them aware of our short and long term bike and ped intentions. Additionally, January would be ideal time to present the plan to the Transportation Committee, made up of elected mayors and judges of the Gateway District counties of Bath, Menifee, Montgomery, Morgan and Rowan. Jocelyn added it is imperative to make a formal presentation of the plans in lieu of merely submitting paperwork. GWADD will pursue all applicable funding sources every year until notified otherwise by Morehead Tourism.
2. Joy discussed the Morehead State University's pursuit of a "bike-share" program, whereby students/users for a small fee can utilize 'dockless' bikes in and around campus. This is another potential resource for the bike/ped master plan as these bikes use GPS to track inventory. This data can be used to support the use and support for biking in and around Morehead.
3. Joy provided the "Morehead Recreation Asset Inventory" document for review and discussion. This information will need to be added to the bike and ped master plan mapping.
4. Steven and John reviewed our last meeting with KYTC District 9 with the TTTF. Four potential connections from Morehead to Cave Run Lake were presented with three being verbally acceptable by the KYTC staff. The fourth option of restriping and narrowing lanes on 519 on the bridge over Triplett Valley Creek would need further review and evaluation by KYTC before being accepted.

5. Structural analysis of the existing rail bridge over Triplett Valley Creek is a critical element for pursuit of the 519 connectors. With Joy's approval, Banks Engineering had a sub-consultant perform a structural analysis on 8/21. Structurally, the bridge is sound and favorable for bike/ped use. The bridge would however need cosmetic repairs to become compliant and safe.
6. Rodney Watkins provided great feedback on current and needed biking routes and connectors. Both mountain biking and road cycling was discussed. Biking loops are ideal and add great value. Banks Engineering and Rodney agreed to meet in near future to continue the dialogue.
7. Tim Eling brought up potential rail trails and recreational trails at/around Paragon area. Also discussed was the Pedal/Paddle/Pack concept. Lucy mentioned the current poor condition of trails throughout the Cave Run Lake area. Tim agreed and mentioned the future intent to relocate poor trails and enhance others. Banks Engineering will meet with Tim and Jon Kazmierski to review trails and connections within the national forest areas.
8. Easements were discussed, and John cautioned the TTF about pursuing funding for routes within privately owned properties. Right-of-way acquisition through the LPA Guidelines is costly, laborious, time-consuming and can kill project momentum.
9. Next TTF meeting is scheduled for Nov. 16, 2018. Location to be determined.

MEETING MINUTES

Project: Morehead Bike-Ped Master Plan

Date: February 15, 2019

Subject: Draft Master Plan Review Meeting

Attendees:

Tina Holbrook

Ashley Gilliam

Steve Singleton

Dave Dummer

Tim Eling

Louise Cooper

Rodney Watkins

Regina Thompson

Steven Singleton

John Steinmetz

Banks Engineering reviewed the draft Bicycle and Pedestrian Master Plan with the Morehead Task Force. The following items were discussed:

Complete Streets

This is a growing policy endorsed by transportation, CDC, Dept. of Highways and it is a policy in 32 states. This creates a framework to Morehead and Rowan County as we go forward planning and designing. Complete streets are worth pursuing.

Reviewed Vision Statement- Asked if it was what task force agreed with.

Executive Summary- Will be added at the end of the summary.

Photographs: Need permission if necessary.

Develop a drop box for task force to use to help with corrections on the master plan.

Complete Streets to be in the vision paragraph. Kentucky has not adopted a Complete Streets state wide. However, several bigger cities have adopted complete streets. Louisville and Lexington both have. This includes all forms of transportation.

Goals and Objectives- Task Force to review. Does it need to be strengthened?

Economic Growth- Bike stations, lodging in downtown, encourage growth.

Tim Eling- Identifying existing facilities. Tim wanted to know what this included. Example: Repair a sidewalk. Easy, quick improvements at low costs in small bits will create a safe way for walkers, bikers, and motor vehicles. Simple fixes, affordable.

Equity- Not equal. Infrastructure is in place for those who need it. The elderly, children, those with disabilities, minorities, that will need other forms of transportation. Very important to be addressed. Places like 32 are not safe for non-motorized people.

Starting to map all the elements. Based on GIS. Known sidewalks, still adding. Bicycle mapping, and known routes.

Needs- working on analysis will shape the proposed analysis.

Data that was used to determine the motor vehicle, walking, transit is mostly done by census.

What is the level of comfort will be based on where it is safe to ride and/or walk. Maps will show where the comfort and dangerous areas are.

Equity analysis looked at a lot of data in Rowan Co. two worker households has 2 or no cars. People needing transportation. People at the age of 65 not driving needs transportation. Will need to include sub groups that need transportation. Address the needs in place.

Meat of projects- Needs of the project and how to prioritize.

List of projects need improvements. Get the list, prioritize the projects and how the projects need to be prioritized.

6 criteria- Safety, Connectivity, Stated Goal, Affordability, Constructability (physical and right of ways), User Volume (what is used the most) Partnerships (MSU, highway department, St. Claire) (Tim asked about funding ability and it will be under affordability.) These 6 criteria will also have sub groups.

Bump Out Design- Wide curves so that cars cannot turn 90 degrees, makes the crosswalks shorter in distance so the walker can get across and vehicles can see pedestrians better.

Task Force needs to prioritize the list that Banks will get out to all.

MEETING MINUTES

Project: Morehead Bike-Ped Master Plan
Date: May 7, 2019
Subject: Draft Master Plan Review Meeting

Attendees:

Joy Brown	Louise Cooper
Tina Holbrook	Rodney Watkins
Ashley Gilliam	Regina Thompson
April Reefer	Lucy Pryor
Dave Dummer	John Steinmetz
Jon Kazmierski	Steven Singleton

Banks Engineering reviewed the draft Bicycle and Pedestrian Master Plan with the Morehead Task Force. The following items were discussed:

1. Main Street, re-stripping sharrows is planned
2. Jon Kazmierski recommended adding the Blackwater project / Paragon Area by USFS into master plan document for future consideration as the projects unfold. Access is currently challenging due to seasonal water. Further connectivity into Elliott county has potential on old rails-to-trails line. Would require water crossing/bridge.
3. Slab camp area to be considered for inclusion into master plan document.
4. KY 32 to Old Flemingsburg Road connector was discussed. Will add this project to “long term initiatives” in lieu of its own project cut sheet. Dave Dummer mentioned looking into old prescriptive easements which may be in place where The Sheltopee Trace trail used to go under the I-64 overpass.
5. Jon Kazmierski mentioned looking into future fuel breaks behind MSU stadium as future potential trail. Needs further review to be included.
6. Lucy Pryor mentioned incorporation of the existing pedestrian bridge at City Park which runs parallel to Bridge Street and crosses Triplett Creek. Bridge needs new, aesthetic railings and signage to make it obvious and inviting to pedestrians. We will add this as a spot improvement into the master plan.
7. Gateway element to be considered at 3 street intersection of Rodburn Hollow, East Main Street and Christy Creek Road.
8. Joy to invite MSU delegates to attend the bike and ped presentation for their coordination and acceptance.

9. Tri-School area is unsafe and needs to be addressed. Safe sidewalks, better crosswalks, more signage to be incorporated. High priority as it involves kids.
10. 5th street neighborway: hot topic, MSU faculty and students use it as main western entrance to campus. Very narrow, low speed street.
11. Eagle Walk similar to MSU campus master plan.
12. Clack Mountain West corridor: change to Forest Service #16. Jon Kazmierski discussed constraints to pave FS#16, of main concern currently is recent landslide activity on east, lake side of road. Trail head would be great to consider around Amburgy Rocks to allow vehicular access for trail users. Leave most of FS#16 as is or possible an 8' paved route leaving 2'-3' gravel shoulders.
13. US 60 future road project – bike lanes?
14. Land exchange is proposed for property adjacent to US 60, north of Triplett Creek. Could be considered for trails and trail head. Relocate existing pull of at Limestone trail, east on US 60 to old service road/gate, better sight distance. Land exchange to happen in next 3-5 years.
15. Northern Terminus Trailhead Gateway: possibly use modern gateway concept
16. South Mill Branch Trailhead: area for 5 vehicles, signage. Evaluate existing utility easements in or near proposed trailhead to use.
17. KYTC initiative: push for bike/ped needs, must include in master plan
18. Project prioritization matrix was reviewed, and weights assigned as follows: Safety 30, Connectivity 20, Affordability 20, Constructability 10, Demand 20.
19. Prepare and present bike and ped plan to joined presentation to fiscal court, city council, MSU reps, and TTTF.
20. Add Landmark Conservation Fund to funding section in master plan.
21. Break recommended projects into categories; city, county and MSU
22. Triplett Valley Trail project: shall be referenced in report only.

Experience nature at its finest by trailing with us to a healthier you. Daniel Boone paved our paths so shall we pave the path for future generations.

Source: Trail Town Task Force



Prepared by



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