

# **Bike and Walking Trail Master Plan For Muhlenberg County 2019**



**April 18, 2019**

**Prepared For:  
Muhlenberg Joint City-County Planning Commission**

**Prepared By:  
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## BICYCLE AND PEDESTRIAN PLAN

The primary goal of the Muhlenberg County *Bicycle and Pedestrian Master Plan* is to improve the quality of life in Muhlenberg County, Kentucky by increasing opportunities to walk and bike, in and around, the cities. The community feels that developing bicycle and pedestrian infrastructure will increase the health, safety and economic development of the community. This type of infrastructure will help individuals and the community as a whole.

### *Health*

Most Kentuckians do not get enough physical activity and as a result have chronic health conditions. The lack of even moderate exercises like walking or biking three (3) or four (4) times a week leads to premature death and years of healthy life lost. Walking and bicycling have many benefits to health to include lowering blood pressure, increasing circulation and reducing body fat and diabetes.

### *Safety*

Planning exclusively for motorized vehicle traffic leaves pedestrians and bicyclists at risk of even greater amounts of accidents and collisions while using the local road network. Planning for and constructing a complete network of sidewalks and paths, wide buffers/shoulders, marked crosswalks at intersections, and bicycle facilities can decrease accidents. The presence of properly marked crosswalks and continuous and well maintained sidewalks should help decrease the number of collisions and make it safer for all ages and abilities to have recreation and exercise opportunities.



*Example photo*

### *Economic Development*

Businesses that are looking for new cities to locate in want to locate in communities with bike and walking infrastructure. The younger generation wants more outdoor recreational activities when choosing where to live or starting a family. Therefore, bike and walking trails are

all part of a list of quality of life issues prospective new companies are looking for when choosing a new site.

## **Types of On-Road Cyclists and the Related Facilities They Need**

Cyclists are broken down into three (3) separate groups or types based on their skill level, and these different skill levels or “types” are used in planning bike routes. These three (3) types are advanced bicyclists, basic bicyclists and children or novice cyclists.

### **Type “A” Cyclist: *Advanced Bicyclists***

These are experienced riders (16 years of age or older, with a valid driver’s license, and with several years of riding experience) who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets/roadways and are best served by the following:

- Direct access to destinations usually via the existing street and highway system.
- The opportunity to operate at maximum speed with minimum delays.
- Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.



*Design/facility recommendations: Clean/smooth pavement, lower speeds, and share the road signs.*

### **Type “B” Cyclists: *Basic Bicyclists***

These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many millions of basic bicyclists. They prefer:



- Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separate bike paths.



*Design/facility recommendations: Clean/smooth pavement, lower speeds on secondary roadways, wide/clean shoulders, separated multi use paths, wide bike lanes (5 foot min).*

### **Type “C” Cyclist: *Children or novice cyclists:***

These are beginning cyclists or riders that may only ride a few times a year (this may include adults or children). Children (age 18 or below) riding in the roadway should be monitored by parents.

These riders prefer:

- Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas.
- Residential streets with low motor vehicle speed limits and volumes.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets or separate bike paths.



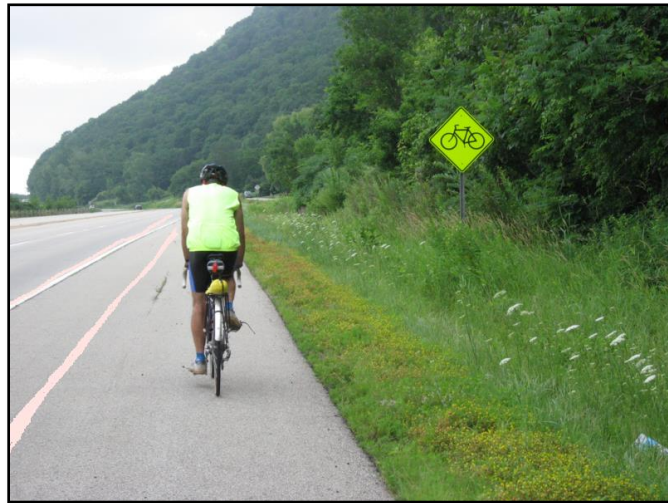
*Design/facility recommendations: Separated multi use paths, lower speed limits on city streets, wide/clean shoulders, and or easy off-road trails.*

### **Success of the Plan**

The success of the Muhlenberg County Bicycle and Pedestrian Plan is dependent on the commitment of the community leaders and key stakeholders. The Plan requires the commitment of the major cities, as well as the Muhlenberg County Fiscal Court to pursue projects, grants and political support for pedestrian and bicycle improvements. However, the citizens of Muhlenberg County are the most important key to the long-term success of the Plan. Citizens need to recruit others and build a grassroots movement to help sustain the Plan and insure the implementation of the projects they support.

### ***US 62, US 431, KY 189 and KY 181 Shoulder Bikeway Projects***

These projects involve striping the shoulders of US 62 (East Everly Brothers BLVD), KY 189 (West Everly Brothers BLVD, KY 189/US 431 (Phillip Stone Way), and KY 181 from West Everly Brothers BLVD to the WK Parkway Interchange. This will involve adding white strips on both shoulders and installing green and white signs that indicates that sections of US 62, KY 189 and KY 181 are bicycle routes. A shoulder bikeway has to have a local agreement with the Kentucky Transportation Cabinet (KYTC) to keep the shoulders reasonably clean of debris. These shoulder Bike Lanes are intended just for cyclist and are not intended for multi-use (walking pedestrian).

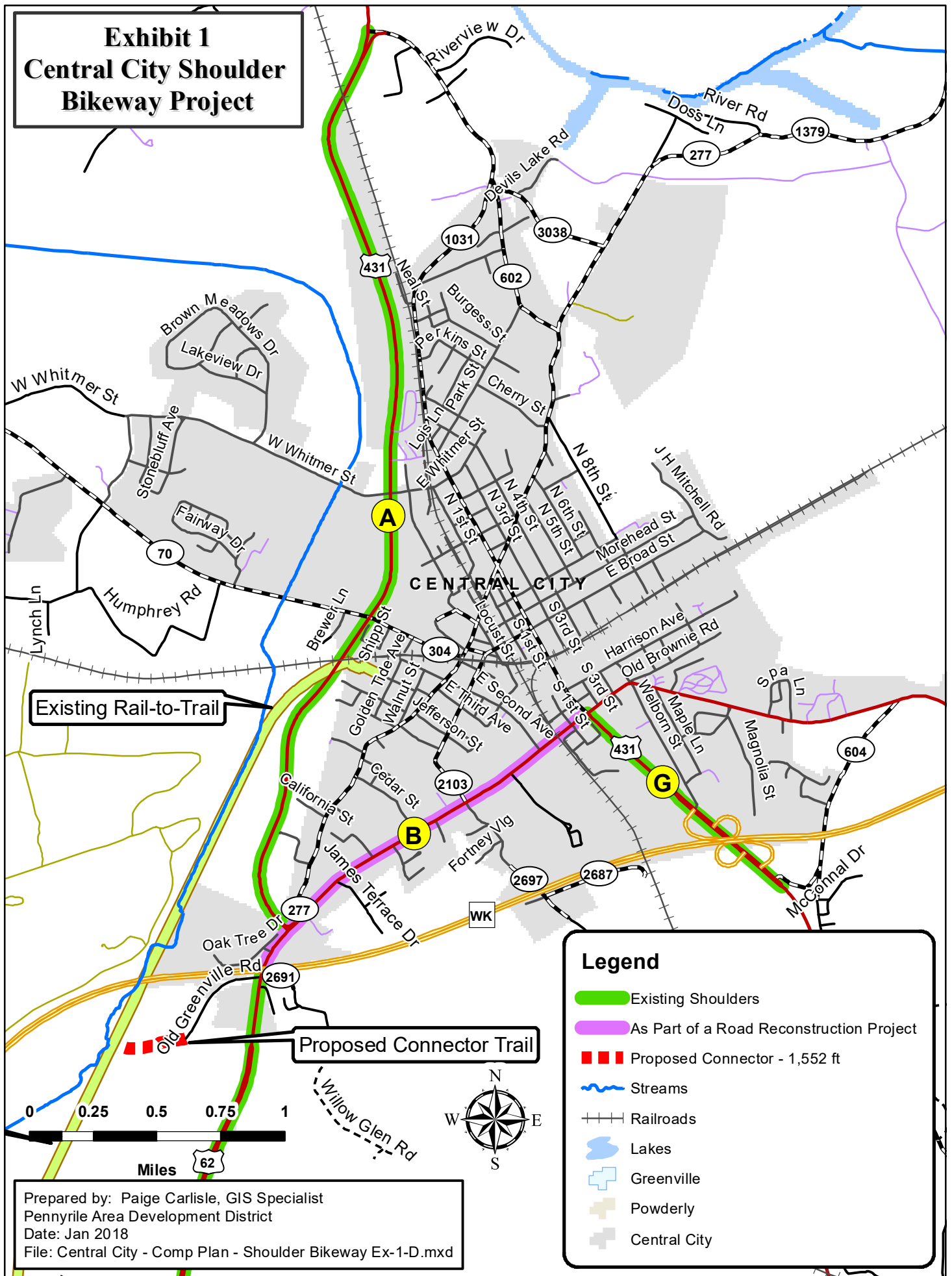


*Example of shoulder bike lane*



*Example of striping a shoulder bike lane*

# Exhibit 1 Central City Shoulder Bikeway Project



**Phillip Stone Way (KY 189) Shoulder Bikeway Project Central City**

This shoulder bike lane concept involves restriping the existing shoulders along Phillip Stone Way (KY 189) from US 62 (Everly Brothers BLVD) near the WK Interchange in Central City to the intersection of US 431 north of Central City near South Carrollton. This is shown as Project A on *Exhibit 1, Central City Shoulder Bike Lane Projects*, which should also include *Pedestrian Crossing Refuge Islands* at key locations.

**East Everly Brothers BLVD Shoulder Bike Lane (US 62) Central City**

This shoulder bike lane concept involves adding bike lanes into the shoulders of the proposed US 62 (East Everly Brothers BLVD) Reconstruction Project from Wal-Mart to US 431 when the route is reconstructed as part of an overall road widening project along this corridor. This is shown as *Project B on Exhibit 1, Central City Shoulder Bike Lane Projects*. This should include *Pedestrian Crossing Refuge Islands* at key locations along the route. New construction should not include rumble strips in shoulders that have bike lanes.



*Example of a Pedestrian Crossing Refuge Island*

**West Everly Brothers BLVD (KY 181 and US 62 south of the WK Parkway) Shoulder Bike Lane Project in South Center City, Powderly and Greenville**

This shoulder bike lane concept involves restriping the existing shoulders along West Everly Brothers BLVD (KY 181 and US 62) from Wal-Mart to US 62 east of Greenville. This section of state route provides direct access to the Muhlenberg County High School and to the County Park adjacent to the High School. This is shown as *Project C on Exhibit 2, Greenville and Powderly Shoulder Bike Lane Projects*, which should also include constructing *Pedestrian Crossing Refuge Islands* in front of the High School and at other key locations.



### **North Main Street (US 62) Reconstruction Project with Bike Lanes**

As a part of the proposed reconstruction project of North Main Street (US 62) from Depot Street to the Everly Brothers BLVD (KY 189) overpass, this minor widening project should have a minimum of three (3) foot wide shoulders for vehicle safety as well as designated bike lanes in these shoulders. This section of North Main Street provides direct access to the Muhlenberg Rails-Trail (Multi-Use Bike/Ped. Trail). Four (4) foot wide shoulders with bike lanes are needed along this route to connect the Muhlenberg Rails-Trail to several key city streets with sidewalks that can link to the Muhlenberg Rails-Trail to Downtown Greenville and the Greenville neighborhoods south of Depot Street. This project is shown as *Project D* on *Exhibit 2, Greenville and Powderly Shoulder Bike Lane Projects*. *Pedestrian Crossing Refuge Islands* should be included at key locations and constructed as part of the minor road widening and reconstruction project. New construction should not include rumble strips in shoulders that have bike lanes.

### **KY 181 Minor Widening Project with Bike Lanes**

As a part of the proposed minor widening project of KY 181 from Everly Brothers BLVD (KY 189) to the West Kentucky Interchange, this minor widening project should have a minimum of four (4) foot wide shoulders for vehicle safety as well as designated bike lanes in these shoulders. This project is shown as *Project E* on *Exhibit 2, Greenville and Powderly Shoulder Bike Lane Projects*. *Pedestrian Crossing Refuge Islands* should be constructed along the route near the High School and at other key locations as part of the overall minor road widening and reconstruction project. New construction should not include rumble strips in shoulders that have bike lanes.

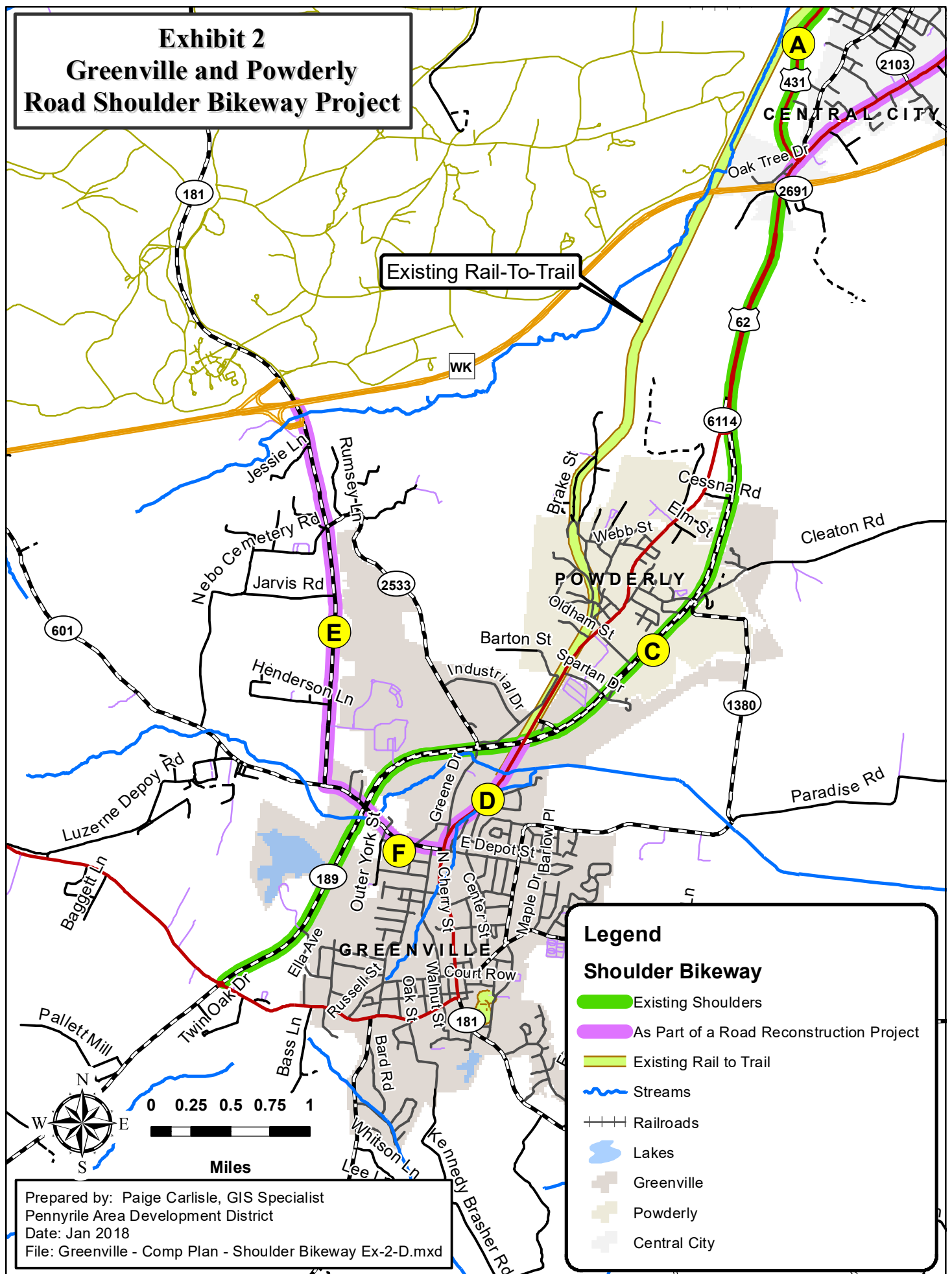
### **West Depot Street (KY 601) Reconstruction Project with Bike Lanes**

As a part of the proposed reconstruction project of West Depot Street from Everly Brothers BLVD (KY 189) to North Main Street (US 62), this minor widening curb, gutter and sidewalk project should have a minimum of four (4) foot wide shoulders for vehicle safety as well as designated bike lanes in these shoulders. This project is shown as *Project F* on *Exhibit 2, Greenville and Powderly Shoulder Bike Lane Projects*. *Pedestrian Crossing Refuge Islands* should be included at key locations and constructed as part of the minor road widening and reconstruction project.

### **US 431 Shoulder Bike Lane**

The US 431 shoulder bike lane is proposed from US 62/US 431 intersection, south across the WK overpass and approximately 1,500 feet south of the WK Parkway where the US 431 4-lane turns into a 2-lane route. This project is shown as *Project G* on *Exhibit 1, Central City Shoulder Bike Lane Projects*. This bike lane would be part of the *Cleaton Bike Route* shown on Exhibit 5.

# Exhibit 2 Greenville and Powderly Road Shoulder Bikeway Project



## **Proposed New Multi-Use Bike/Pedestrian Trails and Extensions to the Existing Muhlenberg Rail-Trail**

### **Caney Creek Trail**

Expand the Muhlenberg Rail-Trail, Multi-Use Trail from its intersection with Caney Creek next to North Main St. (US 62) and develop a new eight (8) foot wide, asphalt or concrete trail west along Caney Creek to the Greene Dr/KY 189 intersection near Philly's Restaurant and then continuing west along Caney Creek to the Intersection of West Depot St. and KY 189. This would require an approximately 30 foot wide trail easement contiguous to one side of Caney Creek. This project would be contingent on property owners volunteering easements for the trail along the Creek. The trail will also provide access to do flood control maintenance by removing log jams and beaver dams to reduce flooding.

### **Ray Jones Park Access Trail to the Rails-Trail**

Construct a new eight (8) foot wide Multi-Use (Bike/Pedestrian) Trail starting from the existing Rails-To-Trails path approximately 300 feet north of the Everly Brother BLVD Overpass (KY 189) and going north across Opportunity Way, along and adjacent to Industrial Drive, up to and across KY 2533, and then running into northwest side of the Ray Jones Park Complex. This project will provide direct access from the Existing Muhlenberg Rail-Trail path to Ray Jones Family Athletic Complex.

### **Old Greenville Road's Walmart Trail Connector**

Construct a new eight (8) foot wide Multi-Use (Bike/Pedestrian) Access Trail starting from the existing Rails-To-Trails and connecting to Old Greenville Road (KY 2108) just south of the West Kentucky Parkway near Walmart. This short trail is intended as a new access trail to connect the existing Rail-Trail to the southern part of Central City. Currently, the only Rail-Trail access point in Central City is located at the Central City Convention Center. In the 20/20 Vision public survey, additional access points to the Existing Rail-Trail path was mentioned several times by the public. This proposed connector trail would provide access to the south part of Central City residents, as well as access for trail users to several commercial restaurants along Everly Brothers BLVD (US 62).

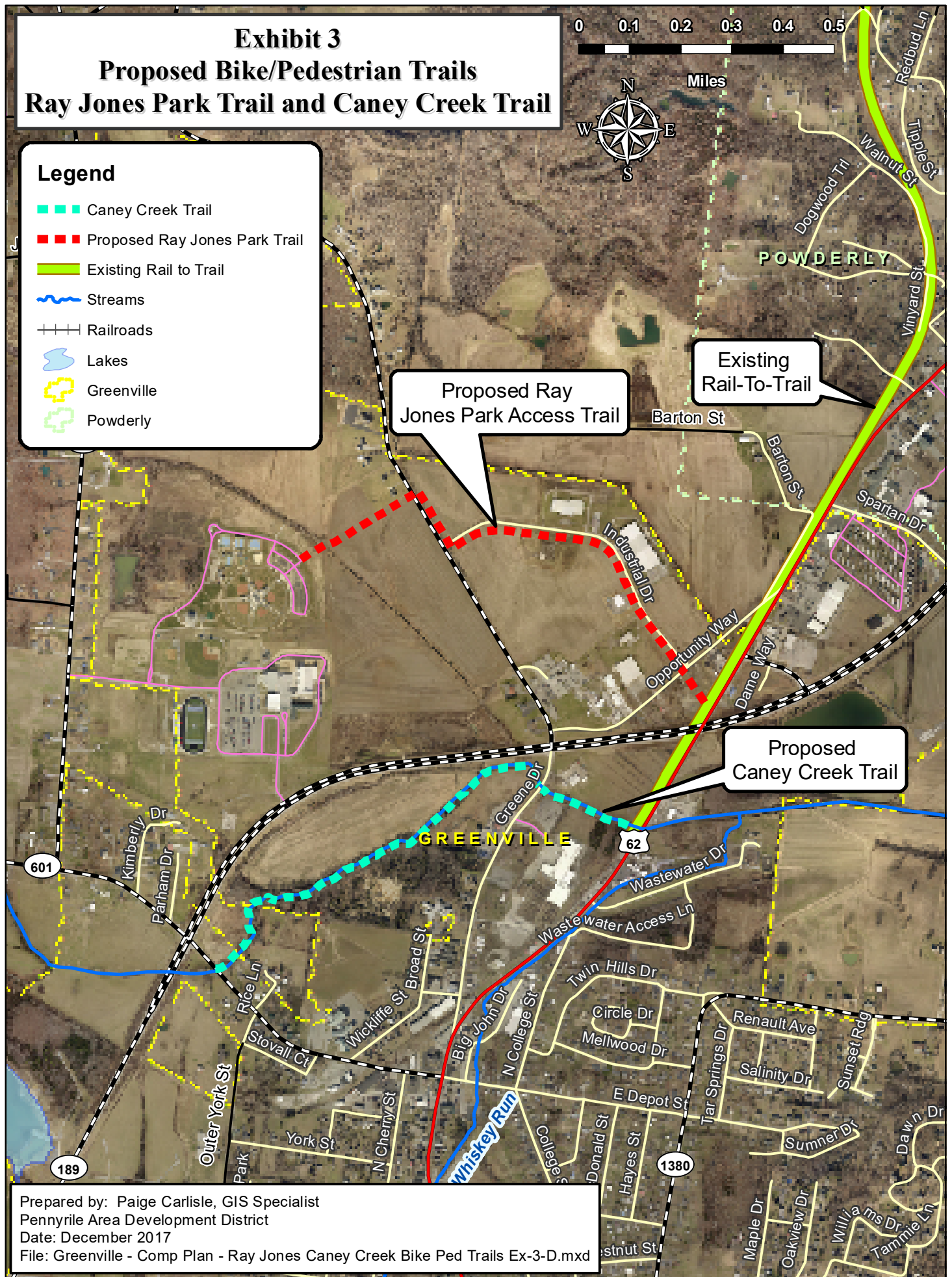
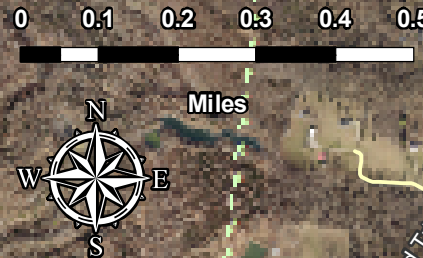
# Exhibit 3

## Proposed Bike/Pedestrian Trails

### Ray Jones Park Trail and Caney Creek Trail

#### Legend

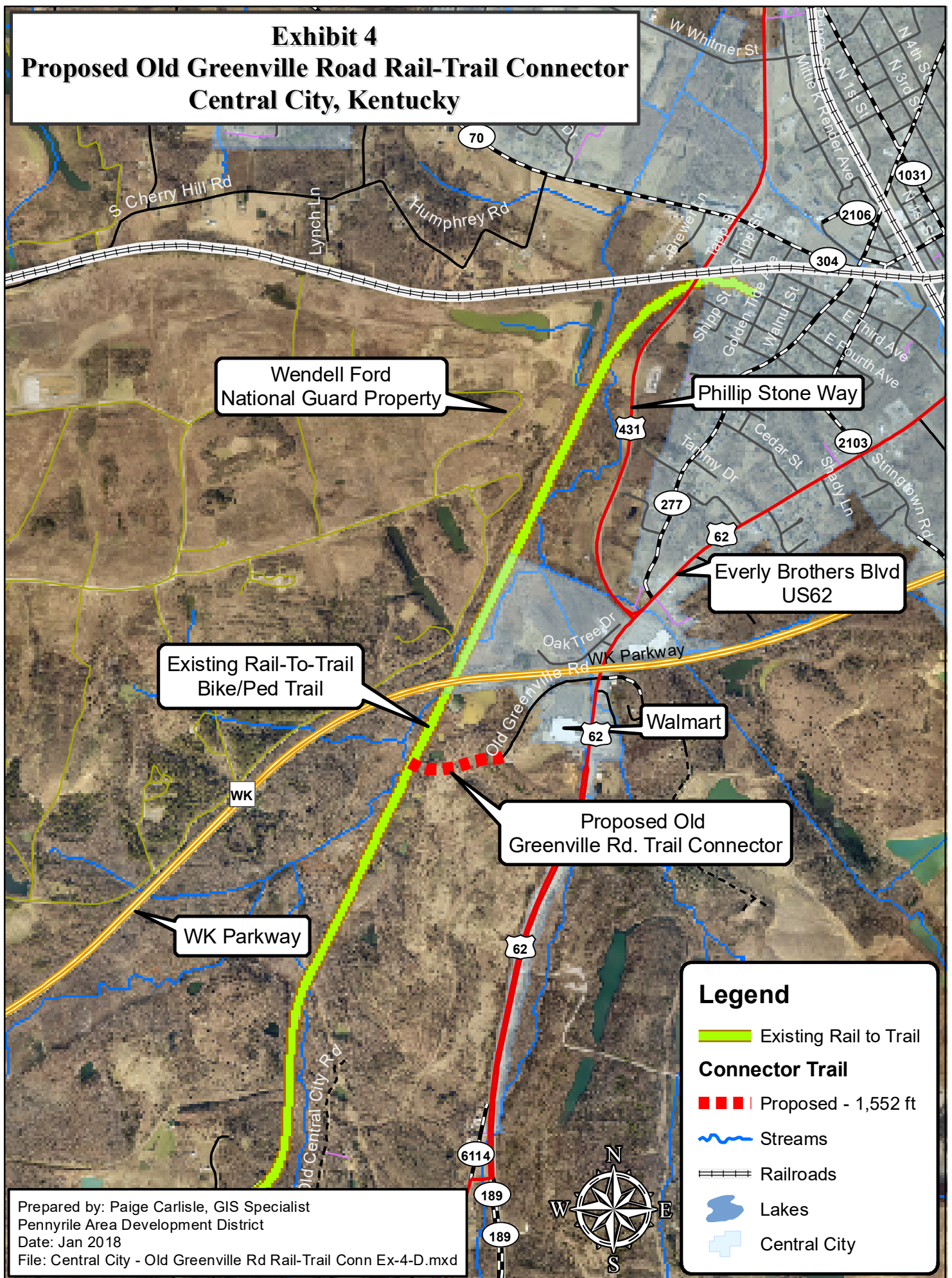
- Caney Creek Trail
- Proposed Ray Jones Park Trail
- Existing Rail to Trail
- ~ Streams
- + + + Railroads
- Lakes
- Greenville
- Powderly



Prepared by: Paige Carlisle, GIS Specialist  
Pennyrite Area Development District  
Date: December 2017  
File: Greenville - Comp Plan - Ray Jones Caney Creek Bike Ped Trails Ex-3-D.mxd



# Exhibit 4 Proposed Old Greenville Road Rail-Trail Connector Central City, Kentucky



Prepared by: Paige Carlisle, GIS Specialist  
Pennyrite Area Development District  
Date: Jan 2018  
File: Central City - Old Greenville Rd Rail-Trail Conn Ex-4-D.mxd

## **Proposed New Bike Route Using Existing Roads**

### **Cleaton Bike Route**





The basic safety guidelines used to analyze bike routes that co-route cyclists with vehicles target low traffic county roads which generally have no paved shoulders, or State routes that have at least four (4) foot wide paved shoulders even though they have significantly more traffic. Also, part of this analysis was to look for roads with good passing lanes and lines-of-site. Anytime a bicyclist and a vehicle share the same traffic lane, there is always a possibility of a collision. Distracted drivers and bicyclists, as well as other issues, can create unsafe conditions. However, communities have the ability to decide whether to identify specific routes that can be targeted as bike routes and have additional signage and road markings that make bike routes safer and easier to follow with road signs designed specifically for cyclists. If one of these targeted routes is reconstructed with a widening project or some other form of upgrading, it always presents opportunities to reconstruct the route with dedicated bike lanes in the shoulders or other safety accommodations for bicyclists and pedestrians. However, no road improvements are needed for the proposed Cleaton Bike Route.

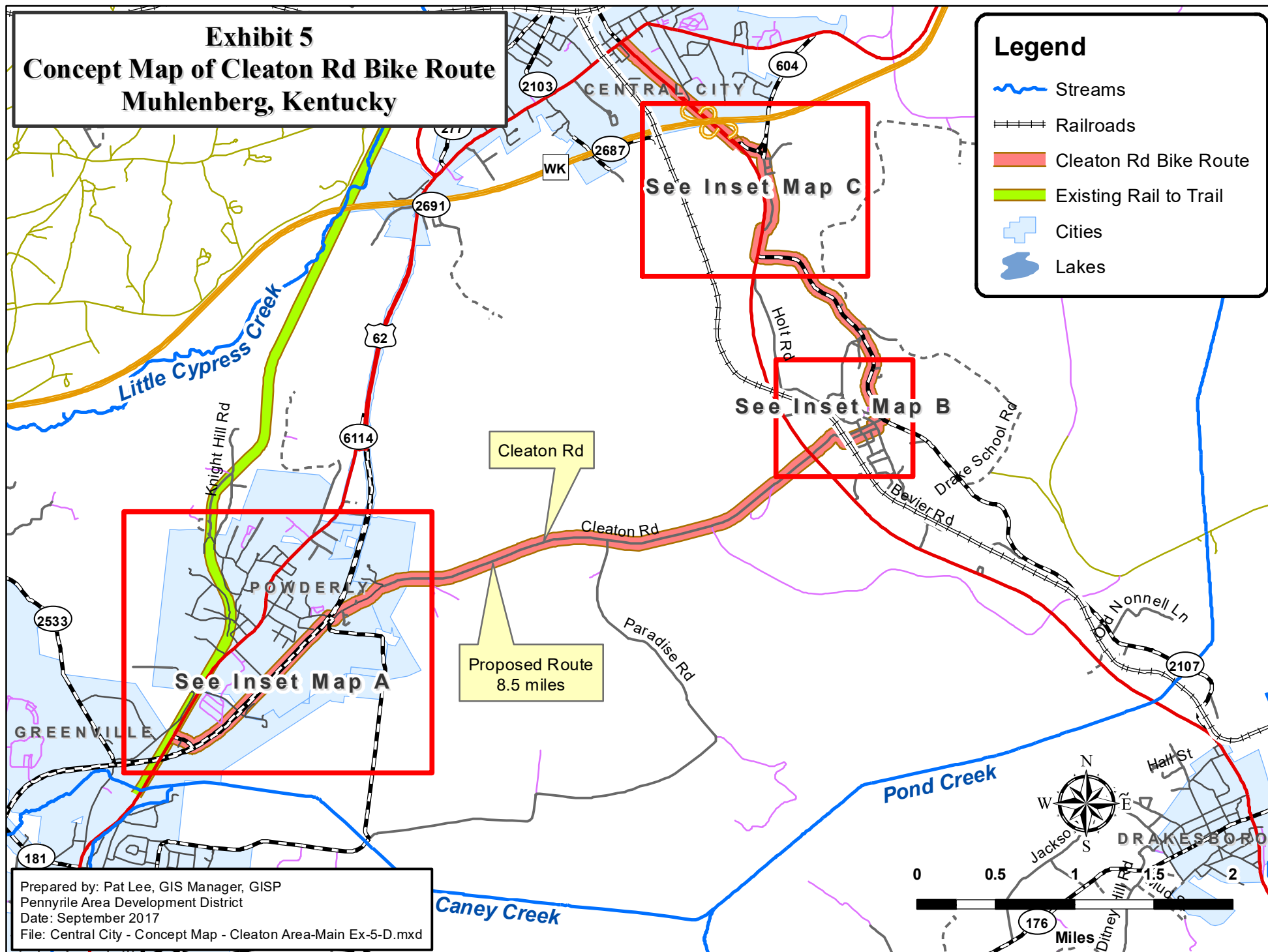
The proposed Cleaton Bike Route as shown on Exhibit 5 and 5B, would create a looped bike route approximately 16 miles in length, which runs through Central City, Powderly and Greenville using the existing Rail-to-Trail path, which would comprise 7.5 miles of this proposed 16 mile loop. The new 8.5 mile section of this proposed bike route runs east from Powderly along Cleaton Road to the unincorporated community of Cleaton, just north of the City of Drakesboro. This new bike route would use KY 2107 and Youngstown Road, as well as a section of US 431 north of the unincorporated community of Cleaton, as it circles back north into Central City. This would create a looped bike route that can be accessed from various points along the corridor and allow the rider to circle back to their starting position.

There is only one section of the combined roadway system that makes up the proposed Cleaton Bike Route that does not either have low traffic volume, and does not have a minimum of four (4) foot wide shoulders. There is an approximate 900 foot section on US 431 that is north of the unincorporated community of Cleaton and between the intersections of KY 2107 and Youngstown Road that does not have four (4) foot shoulders. However, this is on a straight, flat section of a State Route with good line-of-sight. It also has a wide right-of-way and no close ditches to the edge of the road so it is a good candidate for shoulder widening project. This section of US 431 is shown on *Exhibit 5B*.

# Exhibit 5 Concept Map of Cleaton Rd Bike Route Muhlenberg, Kentucky

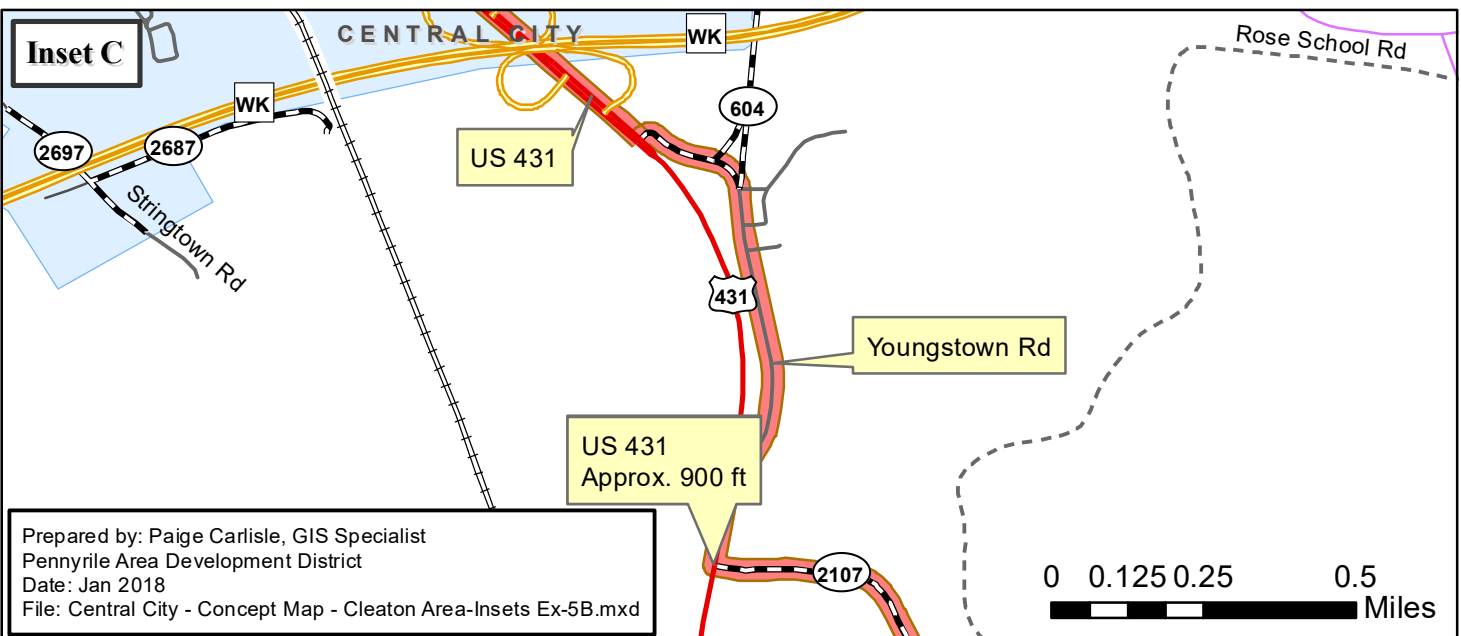
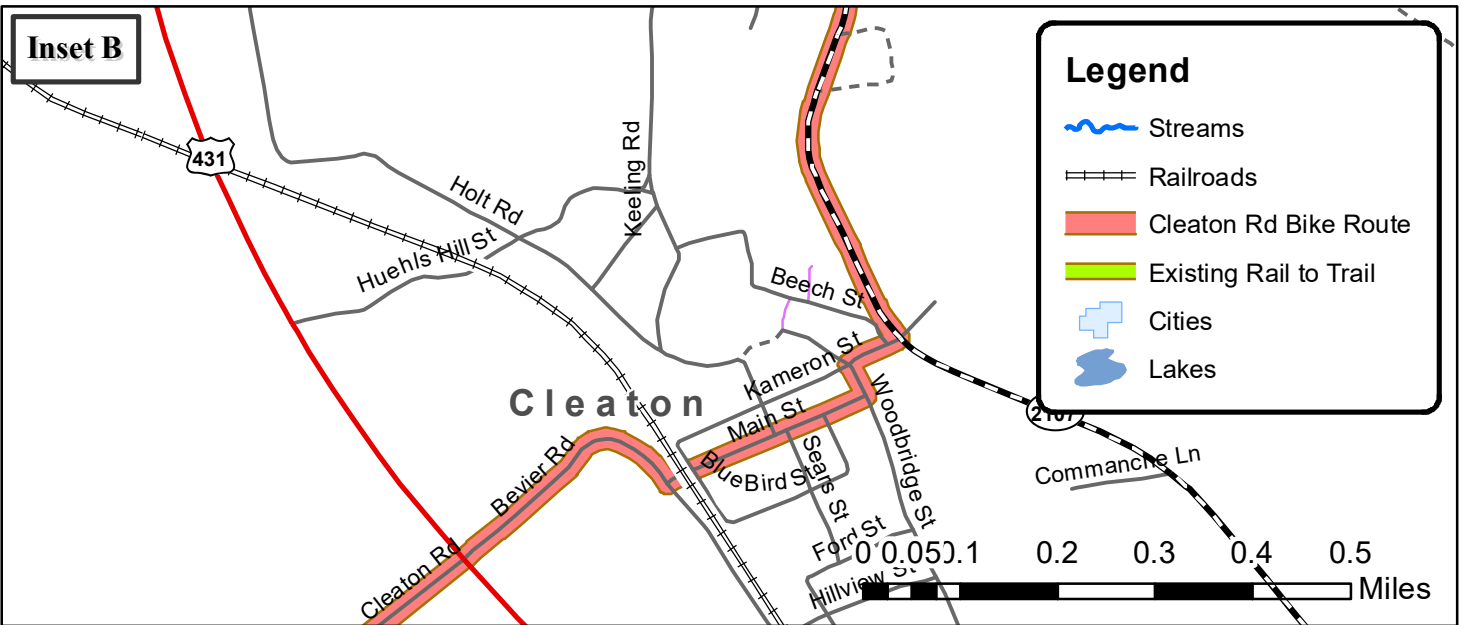
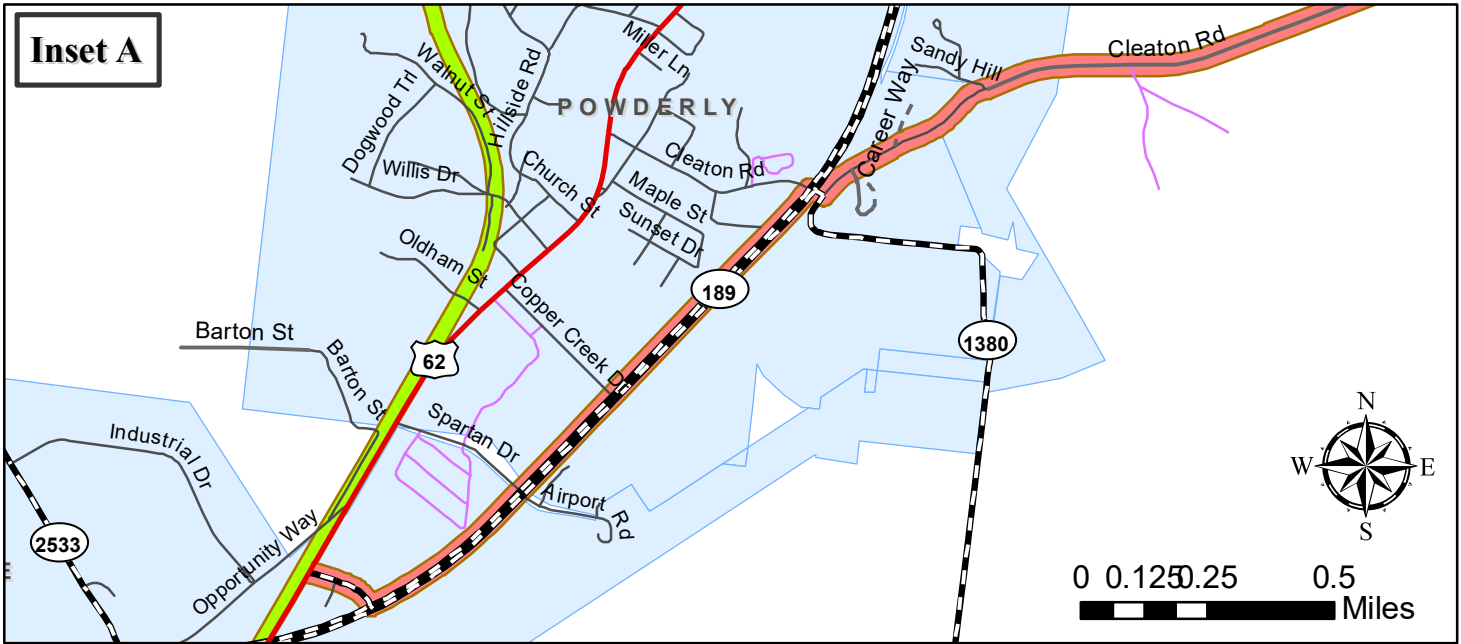
## Legend

-  Streams
-  Railroads
-  Cleaton Rd Bike Route
-  Existing Rail to Trail
-  Cities
-  Lakes



Prepared by: Pat Lee, GIS Manager, GISP  
Pennyryle Area Development District  
Date: September 2017  
File: Central City - Concept Map - Cleaton Area-Main Ex-5-D.mxd

# Exhibit 5B





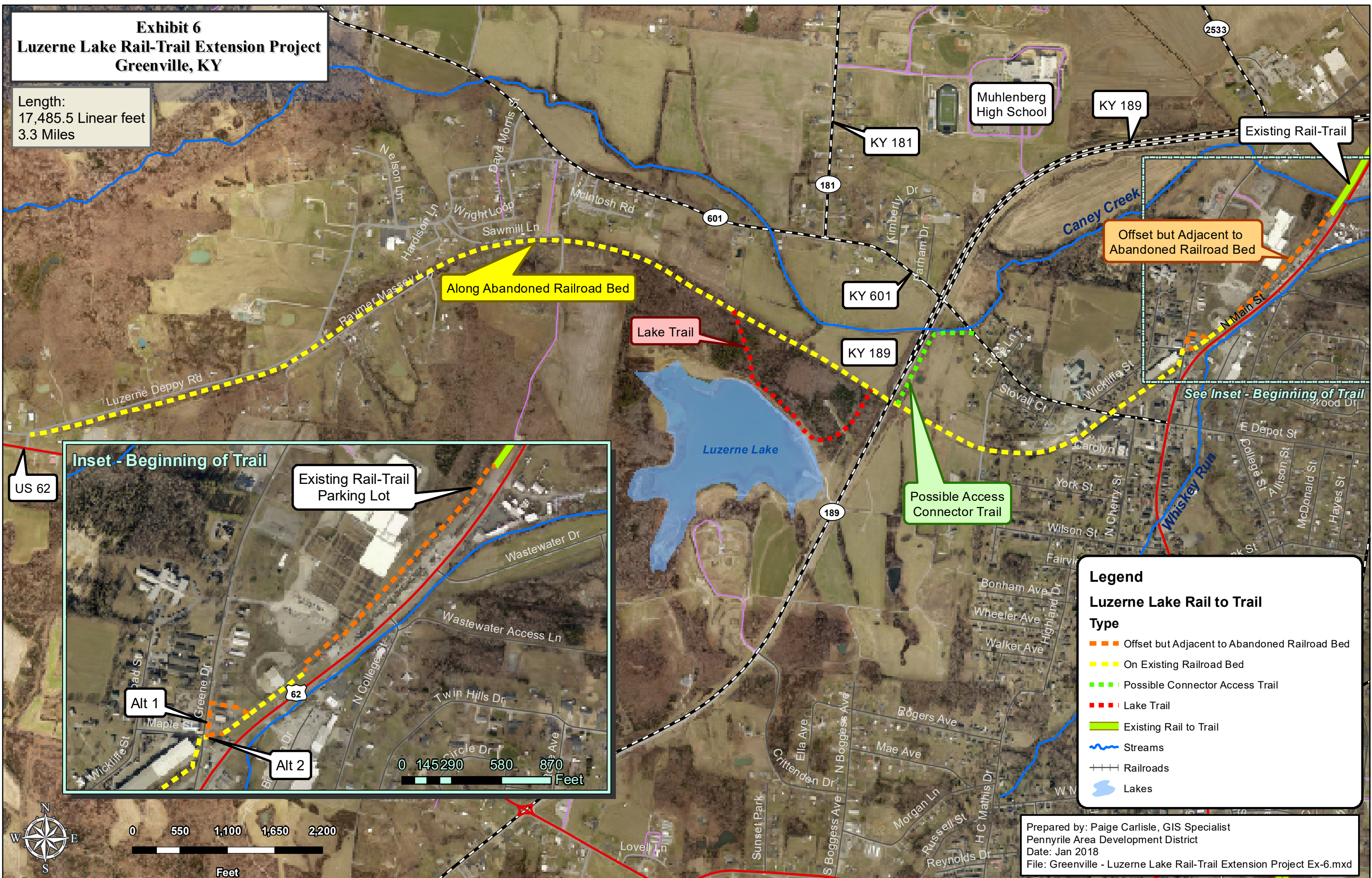
### **Luzerne Lake Rail-Trail Extension Project**

The existing Muhlenberg Rail-Trail dead-ends next to North Main Street (US 62) in Greenville across from Clark's Appliance Store. The abandoned railroad property south of the trail head has been given back to the property owners on each side of the abandoned rail line and is now privately owned property. The proposed *Luzerne Lake Rail-Trail Extension Project* involves exploring the possibility of piecing together sections of this old railroad property together with some trail alignment options that run parallel to, but off of the old rail bed, to extend the Rail-Trail south from where it currently ends to the intersection of Luzerne Depoy Road and US 62 approximately 2 miles west of the City of Greenville as shown on *Exhibit 6, Luzerne Lake Rail-Trail Extension Project*.

All trail access easements would be acquired from private property owners on strictly a voluntary base. There are a couple of locations along the old rail bed that buildings and other improvements have been constructed. In these locations, the community would explore the possibility of getting a 30' trail easement adjacent to the old rail bed. Also, some property owners along this proposed route may not want the new trail, and simply decide not to approve the easement. The goal of this project would be to get legal easements to construct and maintain a new Rail-Trail along the entire route from those property owners that are willing to provide the easements. Over time, different sections will be pieced together with good termini points and that can make useful trail extensions from the property owners that have agreed to provide easements. If some property owners declined to provide a trail easement, as these properties change hands over time, the community should contact the new property owners and request trail easements as the properties change ownership.

**Exhibit 6**  
**Luzerne Lake Rail-Trail Extension Project**  
**Greenville, KY**

Length:  
17,485.5 Linear feet  
3.3 Miles



**Legend**

**Luzerne Lake Rail to Trail**

**Type**

- Offset but Adjacent to Abandoned Railroad Bed
- On Existing Railroad Bed
- Possible Connector Access Trail
- Lake Trail
- Existing Rail to Trail
- Streams
- Railroads
- Lakes

Prepared by: Paige Carlisle, GIS Specialist  
Pennyriple Area Development District  
Date: Jan 2018  
File: Greenville - Luzerne Lake Rail-Trail Extension Project Ex-6.mxd

### **West River Queen Road Gravel/Mountain Bike Route**

A fairly new trend in the cycling recreation movement is that some cyclists prefer to ride on gravel roads to avoid vehicle traffic and have more peaceful and scenic rides. New types of bikes have been developed just to cater to this specialized cycling niche called “Gravel Bike”, which have special bike tires designed for gravel roads. Mountain bike have been around for several years, these cyclists are also using gravel roads as part of their trail rides, which are less physically challenging than traditional off-road trails, but still have scenic rides and avoid the heavier vehicular traffic of paved roads.

This proposal involves exploring the possibility of developing an agreement with the two (2) or three (3) property owners that own the private road known as the West River Queen Road which is south of, and runs parallel to, the WK Parkway from KY 181 near the Muhlenberg Job Corps Center, then eastward to the existing Muhlenberg Rail-Trail approximately one-half mile north of the City of Powderly as shown in *Exhibit 7, Proposed West River Queen Road, Gravel/Mountain Bile Route*. The West River Queen Road is an old Coal Haul Road that is privately owned and runs through several hundred acres of abandoned strip mined land. The goal would be to negotiate an agreement with the owners of the private road which in exchange for some limited road maintenance, the owners would agree to a 5 to 10 year lease for the Muhlenberg Parks Department to permit the use of the West River Queen Road as a recreational Gravel and Mountain Bike Route to the public. The agreement would exclude the use of ATV's or other motorized vehicles by the general public on this road, but the property owners would still have the right to allow people to use ATVs and other vehicles as long as they have the owner's permission. The entrance on KY 181 could still be gated and locked to prevent public vehicle traffic as long as bike access is available.



*Gravel Road Bike Route Example Photo*



# Exhibit 7 Proposed West River Queen Rd. Gravel/Mountain Bike Route

## Legend

- ■ ■ West River Queen Bike Route - 2.3 mi.
- — — Existing Rail to Trail
- ~ ~ ~ Streams
- + + + Railroads
- Lakes
- Greenville
- Powderly
- Central City

Existing Rail-To-Trail  
Bike/Ped Trail

Construct New Improved  
Bike Access to KY 181

Proposed West River  
Queen Bike Route  
2.3 mi.  
11,963.9 Linear Ft.

Prepared by: Paige Carlisle, GIS Specialist  
Pennyriple Area Development District  
Date: Jan 2018  
File: Powderly - Comp Plan - W River Queen Rd Bike Ex-7.mxd

