



# Winchester-Clark County Active Transportation Plan

Winchester-Clark County Pedestrian Bicycle Master Transportation Plan

September 20, 2016



CITY OF WINCHESTER, KENTUCKY

ORDER NO. 2016-125

**AN ORDER ADOPTING THE WINCHESTER-CLARK  
COUNTY ACTIVE TRANSPORTATION PLAN**

**WHEREAS**, the City of Winchester, Kentucky recognizes the value of pedestrian and bicycle opportunities for the Health, Safety, and Economic Development of the community; AND

**WHEREAS**, the City of Winchester, Kentucky is dedicated to providing a high quality of life for its citizens, AND;

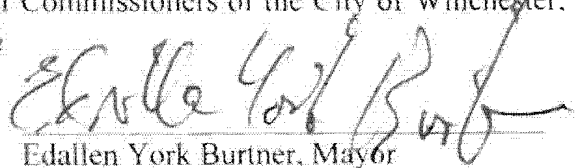
**WHEREAS**, the City of Winchester, Kentucky is committed to developing, maintaining, and improving active transportation within the City of Winchester; AND

**WHEREAS**, the City of Winchester, Kentucky understands that planning facilities and programs for bicycle and pedestrian transportation is important to maximizing these opportunities; AND

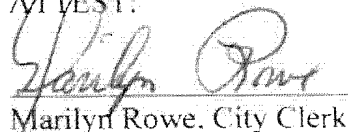
**WHEREAS**, the City of Winchester, Kentucky seeks to provide improved facilities and programs for bicycle and pedestrian transportation based on available funding.

**NOW, THEREFORE, BE IT ORDERED** by the City of Winchester, Kentucky, that the attached "Winchester-Clark County Active Transportation Plan" is hereby approved and adopted for the purposes of guiding transportation planning decisions within the City of Winchester.

Introduced and adopted at a meeting of the Board of Commissioners of the City of Winchester, Kentucky, held on September 20, 2016

  
Edallen York Burtner, Mayor

ATTEST:

  
Marilyn Rowe, City Clerk

Reviewed by: William A. Dykeman, City Attorney September 19, 2016



CLARK COUNTY FISCAL COURT

ORDER NO. 2016- 51

AN ORDER OF THE CLARK COUNTY FISCAL  
COURT ADOPTING THE WINCHESTER-CLARK  
COUNTY ACTIVE TRANSPORTATION PLAN

**WHEREAS**, The Clark County Fiscal Court recognizes the value of pedestrian and bicycle opportunities for the Health, Safety, and Economic Development of the community; AND

**WHEREAS**, the Clark County Fiscal Court is dedicated to providing a high quality of life for its citizens, AND;

**WHEREAS**, the Clark County Fiscal Court is committed to developing, maintaining, and improving active transportation within Clark County, Kentucky; AND

**WHEREAS**, the Clark County Fiscal Court understands that planning facilities and programs for bicycle and pedestrian transportation is important to maximizing these opportunities;

**NOW, THEREFORE, BE IT ORDERED** by the Clark County Fiscal Court, that the attached "Winchester-Clark County Active Transportation Plan" is hereby approved and adopted for the purposes of guiding transportation planning decisions within the jurisdiction of Clark County, Kentucky.

Introduced upon a motion made by Magistrate Briegan and seconded by  
Magistrate Brian, and passed by unanimous vote of the Clark County Fiscal  
Court in duly session assembled this Sept 14, 2016.

Henry Branham  
HENRY BRANHAM  
CLARK COUNTY JUDGE/EXECUTIVE

ATTEST:

A handwritten signature in cursive script, appearing to read "Michelle S. Turner", written over a horizontal line.

MICHELLE S. TURNER  
CLARK COUNTY CLERK

PREPARED BY:

Clark County Attorney's Office  
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Telephone: 859.745.0220

By:

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BRIAN N. THOMAS  
CLARK COUNTY ATTORNEY



*The Winchester-Clark County Active Transportation Plan*  
**Winchester-Clark County Pedestrian Bicycle Master Transportation Plan**

August 15, 2016

by

The Clark County Bicycle and Pedestrian Advisory Committee

Beth W. Jones, Program Officer-Built Environment, The Greater Clark Foundation

Stephen M. Berry, GISP, GIS Coordinator, Clark County Consortium for Geographic Information Systems

**Special Acknowledgements**

The Clark County Bicycle-Pedestrian Advisory Committee would like to thank the following individuals for their constant and energetic contributions to this plan:

Linda Lough Barrett, Clare Sipple, Jon Walker, Bill Esarey, and Cindy Powe-Juett.


Presented to the public on August 11, 2016

Adopted by the Clark County  
Fiscal Court

  
W. Henry Branham  
Clark County Judge-Executive

September 14, 2016  
Date

Adopted by the City of Winchester  
Board of Commissioners

  
Edallen Burtner  
Mayor, City of Winchester

September 20, 2016  
Date





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## EXECUTIVE SUMMARY

### **Vision, Purpose, and Success**

The Winchester-Clark County Active Transportation Plan (the plan) supports the vision of the Clark County Bicycle and Pedestrian Advisory Committee (BPAC) to sustain “a vibrant, healthy, and active community.” The ultimate goal is to provide a high quality of life to Winchester and Clark County residents. The plan recommends projects and programs to improve the health, safety, and economic development in the community through active transportation improvements. Success of the plan will depend on the capacity of the community to provide leadership to create active transportation programs that support all transportation users in Clark County.

### **Establishing Priorities**

The Clark County BPAC held public meetings, monthly meetings, and collected survey data to inform the plan. The results were used to create goals to guide the community in walk-bike efforts. The goals focus on accessibility, usability, health and wellness, and sustainability. The goals also recognize the importance of walk-bike opportunities in attracting visitors to the community. The plan establishes measurable goals that will be reported to stakeholders on a regular basis and used as a basis to adjust the plan and make it more effective.

### **Part of a Larger Community Strategy**

The plan will be implemented in harmony with existing community planning efforts to maximize the benefits of each plan. The plan also recommends changes to current ordinances and policy that will insure the expansion and maintenance of the walk-bike infrastructure.

### **Challenges & Solutions**

The active transportation challenges facing the community are funding, connectivity, and safety. The community must invest its resources in the improvement of bicycle and pedestrian facilities. This may require the establishment of additional fees and taxes to fund projects that support the goals of the plan. The plan recommends alternative ways of funding these projects and programs. The plan recommends projects and programs that improve safety and connectivity to destinations that are in high demand. Results from the public survey stated that respondents did not feel safe commuting by bicycle or on foot, due to the lack of connections. The plan proposes connector paths and safety improvements that address these concerns. Projects and programs will become part of regional trail systems, improve walking and bicycling access to shopping, entertainment, and dining, and promote safe routes to school for children.

### **A Living Plan**

The City of Winchester Board of Commissioners and the Clark County Fiscal Court adopted the plan as a commitment to all transportation users: motor vehicle operators, bicyclists, pedestrians, and disabled persons. Clark County and Winchester seek to move the community toward greater health, safety, and prosperity with assistance from governmental, non-governmental, and citizen active transportation allies. The BPAC will report progress to the City Commission and County Fiscal Court after each, annual plan review. GET YOUR MOVE ON!

## VISION, PURPOSE, AND SUCCESS

### Vision

A **vibrant, healthy, and active** community.

### Purpose of the Plan

The primary goal of the Winchester-Clark County Active Transportation Plan is to improve the **Quality of Life** in Winchester and Clark County, Kentucky. It is specifically developed to support all transportation users in transportation planning, maintenance, and construction. The Stakeholders agree developing pedestrian and bicycle opportunities increases the health, safety, and economic development of the community. These same conditions also help determine the quality of life for individuals and the community as a whole.

#### Health

Most Kentuckians do not get enough daily physical activity and are burdened with chronic health conditions, Clark County is no exception. Each year the County Health Rankings give U.S. counties a snapshot of their health status (see table 1). Clark County has improved slightly in health factors and behaviors, but still contains to rank high for its health outcomes- those factors related to premature death and years of healthy life lost. The leading causes of death for Clark County residents are cancers, heart disease, and strokes- all of which are preventable through lifestyle modifications and community policy improvements, especially those related to active transportation and built environment. Walking and bicycling have many benefits to health; such as lowering blood pressure, increasing circulation, and reducing body fat. Simply being outdoors can help mental health by relieving stress, reducing feelings of anger and fear, and may also help with symptoms related to Attention Deficit Disorder.

**Table 1: 2016 County Health Rankings <sup>1</sup>**

<i><b>Indicators</b></i>	<i><b>Clark</b></i>	<i><b>KY</b></i>	<i><b>Best U.S. Performers</b></i>
Adults reporting fair or poor health	19%	24%	12%
Poor physical health days reported past 30 days	4.5	5.0	2.9
Adult obesity	32%	32%	25%
Physical inactivity reported by adults 20 and over	29%	29%	20%

#### Safety

Planning exclusively for motorized vehicle traffic leaves pedestrians and bicyclists at risk for even greater amounts of accidents and collisions while using our transportation 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 between various mode choices. Between 2004 and 2015 there were 113 bicycle or pedestrian crashes in Clark County, most of these incidents were between pedestrians and vehicles occurring at non-intersection locations. The presence of properly marked crosswalks, continuous and maintained sidewalks may help decrease the number of collisions and make it safer for all ages and abilities to choose active transportation and recreation. The public survey results (see Appendix I) show that Clark County residents and visitors are concerned about safety in traffic.

#### Economic Development

Improvements to the built environment increase quality of life by fostering a vibrant and healthy economic system. More and more businesses are prioritizing the walkability and bicycle infrastructure in a community when choosing to grow or relocate a business. Younger generations rank physical activity

and recreation opportunities high on the list of community attributes when choosing where to live or start a family. Studies have found investing in active transportation, rather than motor vehicle infrastructure, can create more jobs in a local economy and have a much higher return on investment.

### **Success of the Plan**

The Success of the Winchester-Clark County Active Transportation plan is dependent on the commitment, dedication, and collaboration of the City of Winchester, The Clark County Fiscal Court, The Clark County Health Department, key stakeholders, and, most importantly, the citizens of Clark County, Kentucky. The plan will require the commitment of the City of Winchester Board of Commissioners and the Clark County Fiscal Court to pursue projects, grants, and political support for pedestrian and bicycle improvements. These legislative bodies must direct local government departments to adjust business practices and activities to support all transportation users. The Clark County Health Department must dedicate staff and resources to promoting the plan, and measuring its effects on the well-being of the community. The stakeholders will market the plan, and provide volunteers to support events, programs, and other parts of the plan that will help in its sustainability. The citizens of Winchester and Clark County are the most important key to the long-term success of the plan. The citizens must express their desires to live in an active place, that has the infrastructure to support the quality of life that they expect from their community. Citizens must recruit others and build leadership capacity at the grassroots level to help sustain the plan, and insure the implementation of the projects and programs that they support.

## **INTRODUCTION AND BACKGROUND**

### **Acknowledgement of Stakeholders**

The Winchester-Clark County Active Transportation Plan was developed with support from a Kentucky Department for Public Health CDC 1503 Communities Block Grant. The Kentucky Transportation Cabinet (KYTC) provided technical assistance and resource guidance during the funding and planning program. The Clark County Health Department served as the fiscal agent and the Bicycle and Pedestrian Advisory Committee (BPAC), an initiative of the Clark County Activity Coalition, provided the organizational support to make this plan possible. Many stakeholders and individuals gave time and resources to this plan. The primary organizations involved include:

Bluegrass Area Development District	The Greater Clark Foundation
Bluegrass Cycling Club	Kentucky Department of Public Health
Bluegrass Community and Technical College	Kentucky Transportation Cabinet
Bluegrass Trails and Greenways	Main Street Winchester
Citizens of Clark County	Planning Communities, Inc.
Citizens of Winchester	Walk-Bike Clark County
Clark County Activity Coalition	Winchester City Board of Commissioners
Clark County Fiscal Court	Winchester Clark County Chamber of Commerce
Clark County GIS	Winchester Clark County Parks & Recreation
Clark County Health Department	The Winchester Clark County Tourism Commission
Clark County Public Schools	Winchester Council for the Arts
Clark Regional Medical Center	Winchester Sun

The contents of this plan do not necessarily reflect the official views or policies of the stakeholder agencies and organizations.



## **Plan Development Process**

This plan was developed with coordination between multiple agencies and organizations, with input from the public considered throughout the process. Since this is a county-wide plan, outreach to different stakeholder and transportation user groups was attempted. Ideas from each group were considered. Comments and ideas from public meetings and surveys were used to identify projects, programs, and implementation strategies. A specialty Bicycle and Pedestrian Advisory Committee (BPAC) was formed to work on specific tasks related to the plan and implemented the strategies for gathering public input. The committee met on a monthly basis to determine the vision, goals, performance measures, and priorities for the Winchester-Clark County Pedestrian Bicycle Master Transportation Plan. The project ideas were prioritized based on demand, barrier reduction, social benefit, and affordability. The definition for each criteria is listed below.

- **Demand**- is there a need and do the residents and visitors to Clark County want this project built?
- **Barrier reduction**- will the project reduce transportation barriers for diverse users and special populations, such as low-income, children and youth, elderly, and disabled?
- **Social benefit**- will the project bring safety, health, and economic benefits to residents and visitors?
- **Affordability**- what is the total cost to implement the project; can we use a combination of local, state, and federal funds?

## **Public Meetings**

The BPAC held a public meeting on January 15, 2016 at George Rogers Clark High School to gather public input on the current and future needs for pedestrian and bicycle transportation in Clark County. The meeting was designed to allow community members to learn more about the current conditions of the built environment in Winchester and Clark County, and give input on changes they'd like to see in the future. BPAC committee members also hosted design charrettes with Clark County 4-H Leadership clubs to gather input from youth. The results of the public meeting were examined by the BPAC and used to create goals, identify proposed project and provide a priority list (see Appendix G).

## **Public Surveys**

BPAC also created a two-page survey which was distributed in paper and digital format for public input (see Appendix H). The survey results produced information on the conditions related to active transportation, personal walking and bicycling habits of residents and visitors, and barriers to walking and bicycling in the community. The results of the surveys are summarized in Appendix I.

## **Field Investigations**

The BPAC has conducted windshield surveys and walkability audits of conditions related to the top project and programs. BPAC will continue to conduct field investigations throughout the implementation phase of the plan. Continuous auditing of infrastructure conditions will hopefully lead to successful stewardship of projects and sustainability of the plan.

## **GIS Analysis**

Before, during, and after the conclusion of field investigations, survey results and interviews; GIS data was used to document potential project corridors, identify possible opportunities previously overlooked, and to calculate potential impacts and lengths of projects.

## GOALS

Through an iterative planning process lead by Planning Communities, Inc., BPAC established goal statements and performance measures for the plan. The goals of the plan were developed with input from conversations with community members, civic leaders, consultation with experts, and research of published reports. Detailed descriptions of each goal can be found in Appendix F.

### **Goal Statements**

#### **Amenities**

**Goal:** The amenities in Winchester and Clark County will provide desirable and useful features in places and destinations within the community.

#### **Sustainability and Stewardship**

**Goal:** The implementation of an active transportation plan will be successful with sustained funding, an educated community, and committed grassroots and local leader champions.

#### **Accessibility to diverse users/populations**

**Goal:** Winchester and Clark County will provide reliable, efficient, and interconnected routes between our destinations and neighborhoods for all modes of transportation- bicycles, motorized vehicles, walking and wheelchairs.

#### **Aesthetics and community identify**

**Goal:** Winchester and Clark County will design features and infrastructure that are visually pleasing and responsive to local culture.

#### **Tourism**

**Goal:** Improvements to the pedestrian and bicycle infrastructure will make our community a more desirable destination for bicycling travelers, outdoor enthusiasts, and other visitors.

#### **Connections and destinations**

**Goal:** Winchester and Clark County residents and visitors can safely use active transportation to access destinations and different parts of town.

#### **Signage, infrastructure**

**Goal:** Coordinated and improved signage in Winchester and Clark County will enhance aesthetics and provide safe and reliable information to travelers.

#### **Health and Wellness**

**Goal:** Improved physical activity and health outcomes for Clark County Residents.

## **Goal Performance Measures**

The BPAC considered the goal categories and statements when establishing specific ways to measure success and performance. The responsibility of collecting and reporting this information will be established in the implementation plan.

## **Connections & Destinations**

- Miles of trail connecting Winchester and Lexington and other regional communities, including Appalachian counties
- Miles of trail connecting Winchester and recreation and tourism amenities located with Lower Howards Creek (or KY River) and vicinity
- Crash data involving vehicles with pedestrians and/or cyclists
- Number of people using connector trails and traveling to specific destinations

## **Amenities, Signage, & Infrastructure**

- Miles of signed bicycle routes on city/county roads
- Number of new signalized pedestrian intersections added to city, county, state, or federal roads
- Number of sidewalk citations issued and enforced
- Number and location of bicycle racks
- Number of requests for bicycle racks from businesses, schools, etc.
- Number business sponsored benches or bicycle racks
- Number of bicycle racks as art installations

## **Sustainability & Stewardship**

- Amount of public dollars allocated to active transportation
- Amount of grant dollars awarded, match dollars secured
- Number of MOA/MOUs in place for operations and/or maintenance of existing and new trails, paths, shared-use paths, etc.

## **Accessibility**

- Crash data involving vehicles with pedestrians and/or cyclists
- Walkability audits scores
- Safe Routes to School Programs- number of new programs initiated or sponsored by local schools

## **Tourism**

- Number of tourists visiting Clark County destinations (Winchester-Clark County Tourism Commission)
- Bluegrass Cycling Club (BCC) sanctioned bicycle rides- frequency and number of users
- Number of “Bluegrass Partner” organizations in Clark County (Bluegrass Partner is a program of the BCC, acknowledging bicycle-friendly businesses)

## **Health and Wellness**

- Health and Wellness data collected from national databases and local assessments.
  - RWJF County Health Rankings
  - Local Community Health Assessment and Community Health Improvement Plan Policy Framework

### **Goal Performance Management**

The Clark County Health Department (CCHD) maintains a system that allows performance measures to be entered and tracked. CCHD will receive data from individual stakeholder groups to collate into the system. Data will be due for entry one month prior to the annual review of the plan. Annual reviews of the plan will use the performance data to determine the effectiveness and efficiency of each goal area. The plan will be adjusted to abandon projects or increase capacity for low effectiveness and low efficiency outcomes.

## **HARMONY WITH OTHER PLANS**

### **Comprehensive Plan**

Kentucky Revised Statutes Chapter 100 requires the Winchester Clark County Joint Planning Commission (WCCJPC) to prepare and amend a Comprehensive Plan every five years. One of the content requirements (KRS 100.187) is a transportation plan element. The Winchester-Clark County Active Transportation Plan will be presented to the WCCJPC for reference in the update of the Comprehensive Plan. Previous plans were amended and adopted in 2007 and 2012. The next update of the Comprehensive Plan is due in 2017.

### **Community Action Plan**

In 2011, the City of Winchester and Clark County and other community partners established the Clark County Community Action Plan. The objectives of this plan are to create community partnerships, establish common goals, create focus areas for progress, and create open communication and accountability. The Community Report Card assigned a grade of “D” to transportation planning and community recreation. Short-term goals for transportation included creating a Comprehensive Plan for walkways and bikeways in the Transportation and Parks and Recreation Master Plans. Long-term transportation goals included “expand comprehensive walking, hiking, and bike services to all open spaces and schools in the community”. The Winchester-Clark County Active Transportation Plan fulfills the planning portion of these goals. The implementation of the Active Transportation Plan will help Winchester and Clark County become more walkable and expand transportation opportunities to the pedestrian and bicycling users.

### **Subdivision Regulations**

Kentucky Revised Statutes Chapter 100 also requires the WCCJPC to prepare and adopt regulations for the subdivision of lands, consistent with the objectives, land use plan, transportation plan, and community facilities elements of the comprehensive plan. The Winchester-Clark County Active Transportation Plan will be presented to the WCCJPC for reference in the establishment and amendment of the Subdivision regulations.

### **Community Health Improvement Plan**

The Clark County Health Department maintains a Community Health Improvement Plan (CHIP) as part of the Mobilizing for Action through Planning and Partnerships (MAPP) process. This process helps communities achieve measurable progress in goals established by local community partners. One of the primary goals of the Clark County CHIP is to improve overall health and quality of life for Clark County residents. Active transportation planning is included in the CHIP as part of the overall strategy to increase physical activity and health outcomes for Clark County citizens. The Winchester-Clark County Active Transportation Plan is one of the outcomes which will help achieve the goals of the CHIP and expand access to places for safe physical activity and active transportation.

### **Downtown Development Plan**

Main Street Winchester developed a downtown development plan to govern the development and redevelopment of the Central Business District in Winchester. The Winchester-Clark County Active Transportation Plan will be presented to the Main Street Winchester Board as a reference for implementing the bicycle and pedestrian elements of the downtown development plan.

### **Winchester Clark County Parks and Recreation Master Plan**

The Winchester Clark County Parks and Recreation Board is established to oversee the operations and maintenance of the public parks and recreational programs in Clark County, Kentucky. The Winchester Clark County Parks and Recreation Master Plan provides guidance for operations and strategic planning for parks and recreation, and includes long-term goals for increasing access to healthy activities and programs. The Winchester Clark County Pedestrian Bicycle Master Transportation Plan will be presented to the Winchester Clark County Parks Board for reference in implementing and amending the Parks and Recreation Master Plan.

### **Winchester Image Improvements Plan**

The City of Winchester adopted a Winchester Image Improvement Plan to improve the aesthetics of the main transportation corridors within downtown Winchester. This plan was adopted in 2010. The Image Improvement plan includes plantings and infrastructure improvements that contribute to a more visually pleasing community. The Winchester-Clark County Active Transportation Plan will help to support and compliment the aesthetics and community identity of Winchester and Clark County.

## **CITY & COUNTY POLICY**

The City of Winchester and Clark County Fiscal Court each share subdivision regulations, that are administered through the Winchester/Clark County Joint Planning Commission (WCCJPC). The staff of WCCJPC is housed in the Planning and Community Development department. The Development and Subdivision Regulations are established for the entire county.

The Clark County Fiscal Court has established road ordinances that are similar to the City of Winchester.

### **City of Winchester Ordinances and Regulations**

#### *Street Construction*

The City of Winchester does not construct roadways unless they are identified as high-priority projects, based on connectivity between roadways. Most roadways within the City of Winchester are constructed during the development of subdivisions. The requirements for these roadways and the associated sidewalks are described in the City of Winchester Subdivision Regulations. Roadways are adopted into the city or county network when the surface meets the minimum roadway criteria for road quality and durability. These roadways are adopted into the city and county road system by action of the City Commission and the Clark County Fiscal Court, respectively. The Subdivision Regulations state that sidewalk improvements must be completed as a condition of the Final Development Plan.

#### *Subdivision Regulation References-related to active transportation*

**Section 710-B-13** The need for curbs, gutters, and sidewalks shall be determined by the Planning Commission on a case-by-case basis depending on anticipated traffic volume and increased storm water runoff.

**Section 830-A** Describes Required Improvements, including sidewalks.

**Section 830-H** Sidewalk Lighting Requirements.

**Section 830-J Pedestrian Sidewalks.** When required by the Commission sidewalks shall be of concrete, at least 4 feet wide, 4 inches thick, and located on the right-of-way line. All sidewalks shall be ramped at street intersections and in all other respects comply with American with Disabilities Act Guidelines. The Planning Commission Engineer has jurisdiction over this.

**Section 840-D Concrete Sidewalks** – Describes minimum standards for sidewalk construction. Concrete sidewalks to be constructed a minimum width of four (4) feet and in accordance with the current standards and specifications of the Kentucky Transportation Cabinet. Sidewalks shall be placed on the edge of the street right-of way line. Slope toward curb shall be one-quarter (1/4) of an inch to the foot. Concrete shall comply with Kentucky DOT standards.

#### *Sidewalk Maintenance*

The Code of Ordinances, City of Winchester, Kentucky (City Ordinance), Section 15-4 assigns the responsibilities related to sidewalk maintenance and cleaning. According to City Ordinance, the adjacent property owner(s) is responsible for maintaining and cleaning sidewalks. This section also defines the penalties for violations of the ordinance. (Ordinance 7-77 was passed in April 26, 1977 and did not specifically amend the Code of Ordinances.)

### **Clark County Transportation Funding and Policy**

#### *Road Funding*

The Clark County Road Department is funded by allocations from the Clark County Fiscal Court and state funds. The Road Department fund is a closed fund that cannot be used for county General Funds. The state funds a County Road Aid program that represents the bulk of the funding for the Clark County Road Department. Other funding from the state includes a Rural Secondary Program for bridge replacement and repair and Flex Funds. There are currently no funds set aside for sidewalk construction, repair, or maintenance in the County Road fund.

#### *Road Construction*

The Clark County Fiscal Court does not construct roadways unless they are identified as high-priority projects, based on connectivity between roadways. Most roadways within unincorporated Clark County are constructed during the development of subdivisions. The requirements for these roadways and the associated sidewalks are described in Fiscal Court Ordinances related to Subdivision Regulations. Roadways are adopted into the city or county network when the surface meets the minimum roadway criteria for road quality and durability. These roadways are adopted into the city and county road system by action of the City Commission and the Clark County Fiscal Court, respectively. The Subdivision Regulations state that sidewalk improvements must be completed as a condition of the Final Development Plan.

#### *Additional Policy*

The Clark County Fiscal Court shares planning and zoning regulations with the City of Winchester and these regulations are administered by the City of Winchester Planning and Community Development department, by agreement with the Fiscal Court. The ordinances mentioned in the “*Subdivision Regulation References-related to active transportation*” section, above, are mirrored in Clark County Ordinances passed by the Clark County Fiscal Court.

### **Winchester-Clark County Comprehensive Plan**

The 2012 Winchester-Clark County Comprehensive Plan Update (Comp Plan) identifies pedestrian safety and installation of sidewalks as one of the objectives of its transportation goals. Transportation guiding principles are established to provide a balanced and complete transportation system. This transportation

system is further defined as encouraging the development of efficient utilization of all modes of transportation. Other guiding principles include development on major arterial streets that provide for safe pedestrian movement. Pedestrian access to community parks and recreation facilities is a guiding principle in the transportation goals.

The Comp Plan also identifies protected pedestrian and bikeways as an objective in its housing goals. Further, the Comp Plan identifies Business Development guiding principles that include circulation patterns for pedestrians, handicapped persons, and, where appropriate, bicyclists. The Downtown Business Area guiding principles include areas and activities that are oriented to pedestrians.

## REGIONAL, STATE, & FEDERAL SUPPORT

### **Bluegrass Area Development District**

The Bluegrass Area Development District (BGADD) is a 501(c)(1) public non-profit organization. It is one of 15 Kentucky Area Development Districts. The BGADD serves 17 counties in the central Kentucky region: Anderson, Bourbon, Boyle, Clark, Estill, Fayette, Franklin, Garrard, Harrison, Jessamine, Lincoln, Madison, Mercer, Nicholas, Powell, Scott and Woodford counties. It is a regional development organization, created under Kentucky Revised Statutes 147A.050-.150 in 1972.

The Board of Directors of the BGADD include the Judges-Executive and Mayors of the member counties. The BGADD is recognized by the Commonwealth of Kentucky as an authorized planning and development agency. The BGADD provides planning assistance in transportation for its member communities and to the region.

The BGADD Regional Transportation Committee (RTC) is responsible for identifying and prioritizing local and regional projects for inclusion in the long range state transportation plan. The RTC is composed of stakeholders; including the Kentucky Transportation Cabinet. This committee also identifies and reviews transportation projects for local streets, local planning agencies, and other projects that are sent to the KYTC for evaluation, estimation, and funding.

### **Commonwealth of Kentucky Transportation Cabinet**

#### **Recommended Highway Plan**

Every two years (as required by KRS 176) The Kentucky Transportation Cabinet updates a six-year road plan for the Commonwealth of Kentucky. The Kentucky General Assembly is given the task to approve the plan. The current plan is known as “Kentucky’s FY 2016-2022 Recommended Highway Plan.” This plan identifies state and federally funded projects that fall within the six-year window. This plan identifies state and federally funded projects that fall within the six-year window. The plan identifies the estimated costs for the various phases of the projects, funding sources, and timelines for the proposed highway projects. Many of the projects (included in the plan) are identified at the local and regional level, and then evaluated by the Area Development District Regional Transportation Committees.

#### **Pedestrian and Bicycle Travel Policy**

The Kentucky Transportation Cabinet is guided by State Laws, Administrative Regulations, and policies in the consideration of pedestrian and bicycling (non-motorized) transportation modes. Currently, the KYTC gives guidance to the state, regional, and local transportation planning agencies through the Pedestrian and Bicycle Program within the Division of Planning. The KYTC has established a Pedestrian and Bicycle



Travel Policy to guide the consideration and development of Walk-Bike opportunities on existing, new, or reconstructed roadways. The KYTC Pedestrian and Bicycle Program also uses guidance and resources provided by the U.S. Department of Transportation Federal Highway Administration, AASHTO, and other leading agencies to assist in the development of non-motorized travel along Kentucky roadways. One important policy of the KYTC is that it will consider pedestrian and bicycle facilities in ALL roadway projects when and where appropriate. One of the most important considerations is that the proposed or planned facilities or treatments are part of a locally adopted pedestrian and or bicycling network or plan. This is one of the primary purposes of establishing the Winchester-Clark County Pedestrian Bicycle Master Transportation Plan.

The Commonwealth of Kentucky has also established the Kentucky Bicycle and Bikeway Commission (KBBC) and the State Bicycle & Bikeways Program. There are also KY laws and administrative regulations related to additional pedestrian and bicycle travel issues and accommodations.

### **U.S. Department of Transportation Policy**

The Federal Highway Administration's Bicycle and Pedestrian Program provides funding, policy guidance, program management, and resource development for communities in the United States. In 2010, the U.S. Department of Transportation (U.S. DOT) has issued the "United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations ". It states: *"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."*

The U.S. DOT has many memoranda that address questions of statutory and regulatory compliance and best practices related to facilities that are constructed with Federal Funds. The agency also provides guidance on Traffic Control devices through the adoption of the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is adopted as a minimum standard by all state departments of transportation that receive federal funds.

The U.S. DOT has identified many sources of Federal Transit and Federal Highway program funding available to support pedestrian and bicycle infrastructure and improvements (see Federal Funding Resources). The amounts and sources of federal funding for non-motorized transportation projects varies from year to year, based on Acts of Congress and budgetary capacity.

The Federal Highway Administration has a representative in Frankfort, Kentucky that assists the Commonwealth of Kentucky and local communities with questions, recommendations, and guidance related to federal highways.



## EXISTING CONDITIONS AND ANALYSIS

### **Existing Bicycle Opportunities**

#### **Bicycle Routes**

The City of Winchester and Clark County are in the process of establishing rural and urban bike routes. The rural bike routes were established in conjunction with the Preservation Pedal, an annual 100-mile bicycle ride sponsored by Preservation Kentucky, which was hosted in Clark County in 2014. The City of Winchester is establishing alley bikeway routes and utilizing low traffic and historic routes near the downtown area. A map of existing bicycle routes is located in Appendix B.

#### **Bicycle Amenities & Infrastructure**

Winchester Clark County Parks and Recreation currently has a bicycle rental program that provides bicycles to users at the rate of \$10 per year. WCCPR will pursue funding for additional staff to manage its bicycle rental program. Parks and Recreation has located a bicycle fix-it station at the College Park Gym for public use. The Bluegrass Cycling Club (BCC) has donated a bicycle fix-it station that will be located on North Main Street. BCC has also committed to donate an additional bicycle fix-it station to the City of Winchester for its historic Depot Street. Depot Street will eventually become the trail head for all bicycle rides in Winchester and Clark County.

Currently, bicycle racks are located throughout Winchester at various locations: Clark County Courthouse, Cairn Coffee House on Main Street, College Park Gym, Melbourne Park and the Clark County Health Department. Winchester Clark County Tourism Commission has donated a bike rack for North Main Street, near the Leeds Theater. There is a small section of North Main Street (US60) that includes a bike lane (<0.25 miles). The Kentucky Transportation Cabinet is in the process of posting “share the road” signage on popular bicycle routes, along state highways.

### **Existing Pedestrian Opportunities**

The City of Winchester and Clark County have a network of sidewalks and paths created over years of development. Historically, most sidewalks have been constructed as part of subdivision and transportation projects. The field investigations and GIS analysis found many challenges related to walking in the Winchester-Clark County area. A map was developed to show current sidewalks and gaps in the Winchester area (see Appendix A). The Winchester-Clark County Active Transportation Plan proposes projects to help improve connectivity between locations. The ideal pedestrian facilities would connect residences to destinations for social and medical services, education and learning, shopping, dining, recreation, and cultural experience; ideally with very little challenge to the pedestrian.

#### **Pedestrian Routes & Paths**

Winchester-Clark County Parks and Recreation (WCCPR) has a walking path, located at College Park. WCCPR has an indoor walking track located at the College Park Gym, as well. The WCCPR Master Plan calls for improved walking paths within and between park facilities. Lower Howard’s Creek Nature Preserve contains walking trails that are open to the public for hiking. The Civil War Fort at Boonesboro, on Ford Road, also has a short trail that is a challenging walk for those who want to visit a historic site. In downtown Winchester, the Main Street Winchester organization has established “The Main Street Mile” which is an urban walking trail of 1 mile in length, from Depot Street to the Bluegrass Heritage Museum and back.

Private organizations have come forward to offer additional walking opportunities. The Greater Clark Foundation maintains the “Winchester Travelling Trail” at the intersection of Bypass Road and Colby Road, and Calvary Christian Church maintains “The Path” located on Boonesboro Road. Both of these facilities are grass trails, free for the public, for walking and running. The Bluegrass Community and Technical College Campus developed “The Green at BCTC” as a walking path. Sekisui, a local industry, established “The Garden Walk” in the Winchester Industrial Park. These sites are heavily visited and are a great resource to people seeking healthy and safe walking environments. This plan recommends the expansion and connectivity of these resources by sidewalk or path.

### **Community Resources and Organizations**

The Bluegrass Cycling Club (BCC) is a volunteer organization that encourages bicycling for health, recreation, and transportation. The BCC is a stakeholder in the Winchester-Clark County BPAC and has offered to help improve bicycling facilities and promote bicycling safety in Clark County. The BCC hosts weekly rides in Clark County, and has offered to host bicycling safety workshops and bicycling events in Clark County. Several Clark County residents are BCC members and board members. Several of these individuals are emerging as local champions for active transportation.

Bluegrass Trails and Greenways (BGTG) is a 501c3 not-for-profit organization, located in Clark County and is a champion of recreational activity and healthy lifestyles. BGTG was originally founded to develop rail-trails. BGTG still continues in its mission to identify and assist with trail projects in Clark County. BGTG has agreed to be a fiscal agent partner with the BPAC to fulfill the goals of this plan. The members of BGTG are local champions of bicycle and pedestrian planning.

The Clark County Activity Coalition is a grassroots coalition dedicated to increasing physical activity for all Clark County residents and visitors. The coalition sponsors an annual wellness competition, advocates to the Winchester City Commission and Clark County Fiscal Court on behalf of BPAC and other stakeholders, and invests funds in local projects.

## PRIORITY PROJECTS & PROGRAMS

The BPAC identified a comprehensive list of desired projects and programs (Appendix G) for Winchester and Clark County based on public input provided during the public meeting and BPAC meetings. BPAC ranked the suggested projects based on the criteria of demand, barrier reduction, social benefit, and affordability. The public survey results (see Appendix I) show that Clark County residents and visitors would walk and bicycle more often if more paths were created to access community destinations. These projects will be generally described in this plan. As opportunities arise, the projects will be further developed into engineering plans; more appropriate for project funding applications, design, and construction requirements. In addition to the following projects, BPAC determined public education and outreach will be essential to any successful walk-bike program. Education should include all users of our roadway network (pedestrian, bicyclist, and motor vehicle user).

The following projects were selected as priorities for the Winchester-Clark County Active Transportation Plan. Project maps are located in Appendix C. A project cost analysis table can be found in Appendix D.

- Shared use path on Lexington Road (US60)
- Conversion of railroad beds to trails
- Community access to schools- infrastructure and programs
- Colby Road Improvements (KY-1927)
- Winn Avenue (KY-15) - Ecton Road (KY-1960) improvements
- BCTC-Strodes Creek Trail (Industrial Park)
- McClure Road Improvements
- Bicycle Route Signage
- Path Construction, Maintenance, and Codes Enforcement program
- All Users Transportation Resolution

## Project Descriptions

*Project ID Number Explanation:*

### **BP-025-US-0060-001**

**BP** = Type of Project. P designates pedestrian project. B is for bicycle project. BP is for shared-use project.

**025** = Clark County Federal Information Processing Standard (FIPS) Code.

**US** = Road Type. US is federal highway. KY is Kentucky highway. CS or CR are city street or county road, respectively. If the project is not along any designated right-of-way, or is a non-construction program, then it is designated by XX.

**0060** = Road or trail number. In this case, 0060 indicates that this project is along US 60.

**001** = Project number. Each roadway may have multiple projects assigned. This number designates a single, distinct project along the roadway.

Begin/End MP

Milepoints reflect KYTC milepoints as indicated in the HIS Official Milepoint Route Log

### *Cost Estimates*

Cost estimates for projects proposed within this plan were calculated using averages from University of North Carolina Highway Safety Research Center tables, based on average costs of project components for pedestrian and bicyclist infrastructure. Construction costs can and will vary depending on location, topography, and ancillary facilities such as trailheads, trash receptacles, landscaping, signage, and benches. These cost estimates do not include engineering, design, property acquisition, and administration costs. These costs could raise the costs significantly, depending on the challenge of existing conditions.

### **Shared use path on Lexington Road (US60)**

#### **BP-025-US-0060-001**

Lexington Road is a 2-lane highway that runs from mile point 0.0 (Fayette County Line) to mile point 4.5 (Bypass Road (KY-1958) in Clark County. The right of way width varies from 150 feet to 160 feet. Due to the construction of I-64, it is unlikely that US60 will be widened in this location. This ROW would be sufficient to support a shared use path. This project will cross 2 roads, Shoppers Drive (CS-1204) and Venable Road (CR-1315). These crossings will require two marked crosswalks. There are also 4 stream crossings in the project area. These crossings will require the installation 4 pedestrian bridges. The project will also require pedestrian signs to warn of pedestrian crossings.

### *IMPACT AND GOAL SUPPORT*

Construction of a shared use path would yield 4.5 miles of additional, safe walking and biking space. This project would support multiple goals, including **Connections and Destinations**, **Health**, and **Tourism**. Future connection to the Lexington-Fayette trail network would give regional connectivity, supporting the goal of **Connections and Destinations**. This goal is also supported by giving access to residents along Lexington Road to the Bypass Road, and further into downtown Winchester along existing sidewalks. Connecting to this additional network has the potential to draw tourism activity from the Lexington-Fayette area into Clark County, supporting the **Tourism** goal. This project would also promote the **Health and Wellness** goal by giving rural residents more access to walk and bike facilities.

Cost Estimate: \$3,055,000 (see Appendix D)

### **Conversion of railroad bed to trails**

#### **BP-025-XX-0000-001**

Winchester and Clark County are located along major railroad corridors. The decline in the coal industry has made some of the railroad lines unprofitable. This means that active railroad corridors may be abandoned by current operators. This plan prioritizes the acquisition of abandoned or discontinued rail road lines in Clark County for conversion to recreation trails. As an addendum to this plan, BPAC, Bluegrass Trails and Greenways, and other stakeholders will develop a comprehensive plan to convert railroad rights-of-way to trails. The plan will include the identification of stakeholders, procedures, and funding for conversion projects.

*IMPACT AND GOAL SUPPORT*

Acquiring rights-of-way from these corridors may lead to the establishment of approximately 12 miles of recreational trail in Clark County. Additional opportunities for acquiring previously abandoned railroad bed from individual property owners could add an additional 2 miles of walking and biking space to Clark County. A rail-trail plan is the first step toward implementing a rail-trail network. Sections of already abandoned trail can be used to connect existing bicycle and pedestrian routes (**Connections and destinations**). The enhanced connection of bicycle routes and the river corridor may also drive **Tourism** demand by attracting adventure tourists from other counties, states, and countries.

Cost Estimate: \$25,000 (see Appendix D)

**Facilities that Support Community Access**

The BPAC, along with the Clark County Public Schools (CCPS), City of Winchester, and Clark County will develop a phased implementation of projects and programs that will improve access to bicycling and walking to schools and other community destinations. Currently, there is no safe route to walk or bicycle to the George Rogers Clark High School. CCPS reports less than 2 percent of the students walk or bicycle to school. There have been two projects identified:

**Community Access Project 1: Neighborhood Connectivity to GRC High School**

**BP-025-CR-1243-001**

This project will include 0.2 mile of shared use path on Clark County Fiscal Court property on the north side of Old Boonesboro Road (CR-1243), a 400 foot shared use bridge crossing Old Boonesboro Road and Lower Howards Creek, and 650 ft of shared use path to parking lot at GRC High School.

*IMPACT AND GOAL SUPPORT*

There are approximately 180 persons (age 14-18) within one mile of GRC High School (2016 U.S. Census estimate). Adding neighborhood connectivity to GRC High School will allow many of these students to walk to school via the subdivisions to the north of the high school site. Currently, the Clark County School Board advises parents and student to avoid walking to school, due to safety concerns. As the Clark County School District expands facilities at the GRC High School site to include football, tennis, and other sporting facilities, these projects will provide safe community access to sporting events and facilities. The connection across Old Boonesboro Road will give safe access to the rear of the school property. This project will fulfill the goal of **Connections and Destinations**, by giving residents the option of walking to school. This project will also promote healthy habits, by encouraging walking to school (**Health and Wellness**). One of the primary goals for this plan is to increase accessibility, including safe access to the school (**Accessibility**). This project will be the first phase of a project that will connect the entire community to GRC High School.

Cost Estimate: \$644,000 (see Appendix D)

## Community Access Project 2: Community Connectivity to GRC High School

### BP-025-CR-1243-002

This project will include construction of 1.0 mile of shared use path along Old Boonesboro Road (CR-1243). 0.5 mile of shared use path would be installed along Boonesboro Road (KY-627) and 0.15 mile of sidewalk improvements along Boone Avenue (KY-627). There are two streams crossing that will require the installation of pedestrian bridges. There are five streets that intersect Old Boonesboro Road along the path. This will require the installation of 5 marked crosswalks. This project will require the installation of 9 pedestrian crossing signs. In addition, a signaled crosswalk would be installed at the intersection of Boonesboro Road (KY-627) and Bypass Road (KY-1958).

#### *IMPACT AND GOAL SUPPORT*

More than 1,000 persons (age 14-18) are located within 3 miles of GRC High School (2016 U.S. Census estimate). Adding community connectivity to the High School will allow many of these students to walk to school via a crossing at the Bypass Road and Boonesboro Road and additional shared use paths along Old Boonesboro Road. These infrastructure improvements will give safe access to the front and rear of the school property. Currently, the Clark County School Board advises parents and student to avoid walking to school, due to safety concerns. As the Clark County School District expands facilities at the GRC High School site to include football, tennis, and other sporting facilities, these projects will provide safe community access to sporting events and facilities. This project will fulfill the goal of **Connections and Destinations**, by giving students the option of walking to school. This project will also promote healthy habits, by encouraging walking to school (**Health and Wellness**). One of the primary goals for this plan is to increase accessibility, including safe access to the school (**Accessibility**).

Cost Estimate: \$842,210 (see Appendix D)

## Colby Road Improvements

### P-025-KY-1927-004

This project will construct 0.9 mile of sidewalk along Colby Road (KY-1927) from mile point 6.8 (Bypass Road (KY-1958) to mile point 7.7. The sidewalk will connect to the existing sidewalk along Belmont Ave at mile point 7.7 at Bristol Place. Depending on the route, this project may require crosswalks, due to the trees and hill slopes located along this section of Colby Road.

#### *IMPACT AND GOAL SUPPORT*

Many Clark County residents and law enforcement personnel report pedestrians walking along this section of Colby Road. Currently, the terrain is difficult, and there are no shoulders. Pedestrians must trespass on private property to walk along this section of roadway. This is a direct path from the Clark County Public Library\College Park neighborhood to Walmart located on Bypass Road. Additionally, this path can provide complete pedestrian access from Downtown Winchester to Colby Road and Bypass Road. Currently, this route is generally reported as an unsafe route for pedestrians, but one of necessity for many residents. This project will fulfill the goal of **Connections and Destinations**, by giving pedestrians safe, legal access to the Bypass Road area. The Winchester Travelling Trail is located at the corner of Bypass Road and Colby Road. This project will provide connectivity between the Travelling Trail and College Park. Many of the residents in the College Park neighborhood are low income, and may not have access to a vehicle. These residents rely on walking and biking to get groceries and household supplies.

This project will address the inequity of transportation by giving these lower income residents access to services, shopping and dining locations on Bypass Road (**Accessibility**).

Cost Estimate: \$735,400 (see Appendix D)

### **Winn Ave - Ecton Road Improvements**

#### **P-025-KY-1960-001**

This project will construct 0.2 miles of sidewalk along Winn Avenue (KY-15). The Winn Avenue section will include a mid-block crosswalk. The project will also include 0.7 miles of sidewalk along Ecton Road (KY-1960) from mile point 0 to mile point 0.7. This project will cross the Veterans Memorial Parkway (KY-1958) and will require the installation of a pedestrian signals and crosswalk striping.

#### *IMPACT AND GOAL SUPPORT*

This project is located on the east side of Winchester, between the city limits and the Veterans Memorial Parkway (KY-1958). This area includes many low income housing units, including public housing located at Stevenson Heights. The Ark of Mercy, which serves daily meals to low income residents, is located on Winn Avenue. This project will allow greater mobility for residents to access the Ark of Mercy and the Save-A-Lot grocery store at the intersection of KY-1958 and KY-1960. Both the Ark of Mercy and Save-A-Lot report many clients and customers walking daily to their locations. This project will serve to fulfill the **Destinations and Connections**, and **Accessibility** Goals of the plan.

Cost Estimate: \$437,850 (see Appendix D)

### **BCTC-Strodes Creek Trail (Industrial Park)**

#### **P-025-CS-1286-001**

The Winchester Industrial Park contains property owned by private industry, as well as the Winchester & Clark County Industrial Development Authority. The Bluegrass Community and Technical College Winchester Campus has a walking trail that was constructed to connect with a future trail at the Winchester Industrial Park. This project will have 2 phases. Phase I of the BCTC-Strodes Creek Trail will create a 2.5 mile shared-use path loop that will begin and end at the Bluegrass Community and Technical College Campus. This project will also include a 2.0 mile connector trail, that will allow access to the Kroger Soccer Complex on Van Meter Road. Parts of the trail that are located on public property will be paved or gravel trail. Sections of the trail that are located on recreational trail easements will also be paved. Portions of the trail that are identified by the Industrial Authority as developable property will be unpaved or gravel. This project will cross Rolling Hills Lane twice and the Winchester Municipal Utilities access road once and will require crosswalk striping and pedestrian signals. The path will cross Strodes Creek in four separate locations and will require bridges at these locations.

#### *IMPACT AND GOAL SUPPORT*

Construction of a shared use path would yield 4.5 miles of additional, safe walking and biking space. This project would support multiple goals, including **Connections and Destinations**, **Health**, and **Tourism**. Connection of the Kroger Soccer Complex to the BCTC Campus will support the goal of **Connections and**



**Destinations.** This project would also promote the **Health and Wellness** goal by giving industrial park employees, their families, and Clark County residents and visitors more access to walk and bike facilities.

Cost Estimate: \$2,176,950 (see Appendix D)

## **McClure Road Improvements**

### **P-025-KY-3370-001**

This project will construct 0.2 miles of shared-use path along Colby Road (KY-1927) from mile point 6.66 to mile point 6.85. This project will connect with McClure Road (KY-3370) and construct 1.5 miles of shared use path from mile point 2.95 to mile point 4.0 along KY-3370. This project will cross Colby Road (KY-1927) and require the installation of a signalized crosswalk and signage along Colby Road. This project will cross McClure Road in one location and will require a signalized crosswalk at this location. This project will also cross 8 subdivision roads and will require crosswalk striping at these locations along McClure Road. This project will also cross two creeks along McClure Road (KY-3370) and will require two pedestrian bridges to be installed. This project will terminate at the intersection of Colby Road (KY-1927) and Bypass Road (KY-1958) and will require the installation of a signalized crosswalk at this intersection.

#### *IMPACT AND GOAL SUPPORT*

This project is located on the southwest side of Winchester, between the Bypass Road and subdivisions along McClure Road. This project will serve 1,360 households (2016 U.S. Census estimate). This project will allow greater mobility for residents to access the Bypass Road and Walmart at the intersection of KY-1958 and KY-1927. Future development of this path, along Colby Road and McClure Road will allow access to walking and bicycling opportunities to rural residents in the area. Many rural residents have requested that more walking opportunities be located in this area of the county. Further development to the Fayette County line will provide connectivity to the Lexington-Fayette trail network. This project will serve to fulfill the **Destinations and Connections**, and **Health and Wellness** Goals of the plan.

Cost Estimate: \$1,225,490 (see Appendix D)

## **Bicycle Route Signage**

### **B-025-XX-0000-002**

This project will install signage to designate bicycle traffic and routes in Clark County. The BPAC will select, with the assistance of the Bluegrass Cycling Club, twelve initial locations along county roads for the installation of “Bicycle Crossing Warning” (MUTCD: W11-1) signs. This project will also designate the 100-mile, 50-mile, and 25-mile bicycle routes that were identified as part of the 2014 Preservation Pedal. The bicycle routes will be marked with 36 Bicycle Guide Signs (D11-1) and 36 Arrow Signs (M7-1). This project will require the purchase of 12 (W11-1) signs and 12 sign posts for the Bicycle Warning signs. This project will also require the purchase of 36 posts, 36 Bicycle Guide signs, and 36 Arrow Signs. Installation of Bicycle Guide signs on the northern portion of the 100-mile and 50-mile will require cooperation between Bourbon and Clark County Fiscal Court. Signs, located on state and federal roadways will require an encroachment permit.



*IMPACT AND GOAL SUPPORT*

The installation of Bicycle Warning signs will notify motorized vehicle operators to be aware and alert to the potential for bicyclists on roadways. This will enhance the safety of bicycling in rural areas, where drivers are less likely to encounter bicycle traffic. The installation of bicycle route signage will clearly mark the direction and location of existing rural bicycle facilities in Clark County. This project will fulfill the **Signage, Infrastructure** goal of the plan by providing warning and wayfinding message to bicyclists, as well as motorized vehicle operators. **Tourism** will be enhanced by establishing bicycle routes and creating a bicycling destination that can be marketed to residents and visitors. Businesses along the routes will become “bicycle friendly” and enjoy increased business from bicycle tourists. Many people get involved in bicycle clubs to lose weight, or to improve and maintain their health. By establishing a more bicycle-friendly road network, Clark County can support the **Health and Wellness** goal of the plan.

Cost Estimate: \$9,720 (see Appendix D)

**Path Construction, Maintenance, and Codes Enforcement program**  
**BP-025-XX-0000-001**

This program will establish a capital improvement fund that will be used to repair, maintain, and construct sidewalks in Winchester and Clark County. This project will require staffing with 1 full time equivalent (FTE) staff. One task of this staff will include the citation, enforcement, and follow-up of sidewalk code violations. Other tasks will include identifying projects and resources that can be used to fill sidewalk and recreation gaps in the Clark County active transportation network. The Staff would also apply for grant funding and oversee capital and grant projects related to pedestrian and bicycle infrastructure. This project can be used as a funding mechanism for the construction of high priority projects, including the projects and programs in this plan.

*IMPACT AND GOAL SUPPORT*

In the period 1999-2015 there were 205 violations of the sidewalk maintenance ordinance. The public, and sidewalk surveys have reported additional, widespread violations of this ordinance. Additional surveys of existing sidewalk have identified the need for additional paths to connect disjointed parts the existing sidewalk system. This program will support the continued maintenance and construction of needed infrastructure in Clark County. Construction projects can be identified to enhance **Accessibility to diverse users/populations, Connections and Destinations**, and provide for **Sustainability and Stewardship** of public active transportation.

Cost Estimate: \$510,000 (see Appendix D)

**All Users Transportation Resolution**  
**BP-025-XX-0000-002**

This program will establish the commitment of the Clark County Fiscal Court and City of Winchester Commission to providing transportation planning, maintenance, and construction for all users. The City and County will direct the County Road Department and City Public Works to take the lead on identifying, reporting, and maintaining pedestrian and bicycle infrastructure within their jurisdictions. An example of the “All Users Transportation Resolution” is located in Appendix E

#### *IMPACT AND GOAL SUPPORT*

This program will support the continued maintenance and construction of needed infrastructure in Clark County. Construction projects can be identified to enhance **Accessibility to diverse users/populations**, **Connections and Destinations**, and provide for **Sustainability and Stewardship** of public active transportation.

Cost Estimate: TBD (see Appendix D)

### **Funding Opportunities**

#### **Federal Funding Resources**

The United States Federal government offers several Bicycle and Pedestrian Opportunities. Many of these grant programs are administered through the Commonwealth of Kentucky. These programs each have individual requirements, restricts, and funding levels. These are the programs that are available for Fiscal Year 2015-2016. These programs are subject to authorization and cancellation by Acts of the U.S. Congress on an annual basis.

#### **TIGER Discretionary Grants**

Transportation Investment Generating Economic Recovery (TIGER) competitive grant program focuses on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural.

#### **Federal Transit Authority Grants**

Multiple FTA grant programs are able to help cities, towns and rural areas invest in bicycle infrastructure, which improves personal mobility and helps more people access public transportation. The Federal Highway Administration (FHWA) also provides funding for bicycling (including bikesharing).

#### **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**

The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

#### **Surface Transportation Block Grant Program (STBG)**

The Fixing America's Surface Transportation (FAST) Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

#### **Highway Safety Improvement Program (HSIP)**

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

### **Recreational Trails Program**

The Recreational Trails Program (RTP) currently funds trail projects throughout the State with a maximum grant of \$100,000. These are administered through the Governor's Office for Local Development (GOLD). The Recreational Trails Program (RTP) is funded by the Federal Highway Administration (FHWA). It can be used to provide assistance for acquisition of easements, development and/or maintenance of recreational trails and trailhead facilities for both motorized and non-motorized use. The Recreational Trails Program benefits communities and enhances quality of life. The minimum grant request is \$5,000.00; the maximum grant request is \$100,000.00. The grant requires a 50 percent match by the local government.

### **Land and Water Conservation Fund**

Land and Water Conservation Fund (LWCF) provides federal grant funds to protect important natural areas, acquire land for outdoor recreation and to develop or renovate public outdoor recreation facilities such as campgrounds, picnic areas, sports & playfields, swimming facilities, boating facilities, fishing facilities, trails, natural areas and passive parks. A current Bill before the United States Congress is the Conservation and Reenactment Act (CARA) in which funds would annually support the Land and Water Conservation Fund, which had been authorized for \$900 million nationally. Half of this would go to state and local communities. It has been determined by GOLD that approximately \$6 million would be available per year for use in the Commonwealth of Kentucky from these funds. Kentucky allows a maximum grant amount of \$75,000 and requires an equal match. The FY 2008 application will be available to download December 15, 2007 with a submission deadline of March 1, 2008.

### **Appalachian Regional Commission**

The ARC is a federal-state economic development program designed to assist in the economic development of Appalachia through a diversity of projects in the areas of public infrastructure (water, sewer, solid waste, housing, and telecommunications), human resource development (education/workforce development, affordable/accessible healthcare, and leadership development) and business/entrepreneurial development. Local governments, special districts, and non-profit entities that include Kentucky's 54 most eastern and southcentral Counties, including Clark County, are eligible to apply for the grant dollars. Thirty-eight "distressed" counties also have access to a separate restricted allocation of funds. Projects that are \$400,000 or less are more competitive, the average grant size is \$275,000. Matching requirements are fifty percent (50%) for transitional counties, thirty percent (30%) for at-risk counties, and twenty percent (20%) for distressed counties. Federal Funds may not exceed 80 percent of the total project.

### **U.S. Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) program**

The Department for Local Government (DLG) administers approximately \$23 million annually from the U.S. Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) program. The CDBG program provides assistance to communities for use in revitalizing neighborhoods, expanding affordable housing and economic opportunities, providing infrastructure and/or improving community facilities and services. With the participation of their citizens, communities can devote these funds to a wide range of activities that best serve their own particular development priorities.

## **State Funding Resources**

### **Kentucky Heritage Land Conservation Fund (KHLCF)**

KHLCF provides funding for preserving and conserving natural areas that possess unique features including, areas to be preserved in their natural state for public use, outdoor recreation and education. Revenue for the fund comes from the nature license plate, the state portion of the unmined minerals tax and environmental fines. The Environmental Education Council receives \$150,000 of environmental fines each year for environmental education programs.

### **State General Funds**

Many communities have utilized funds from the State budget for implementation of lands for trails, parks and other recreation facilities. In addition, other communities have been able to get State funding directly through the Legislature in the State's budget for particular projects.

## **Local Funding Resources**

### **City and County General Funds**

Funding may be allocated from the annual budgets of the City of Winchester and County of Clark to improve and expand the bicycle and pedestrian resources available to the citizens. Many local communities have established separate, capital funds that are dedicated to sidewalk, bike facility, and shared use path funding. The City of Winchester does provide fiscal support on replacement of damaged sidewalks. City of Winchester Public Works will remove sidewalk sections that are in need of replacement.

### **Development Impact Fees and Fees in Lieu of Land**

Many cities and some counties require park land for recreational purposes when residential, commercial or industrial development occurs. When areas proposed for dedication of park land are not accepted by the Planning Commission or City Council, then fees are received in lieu of dedication. This money can be deposited with the city or county and specifically designated for Parks and Recreation Capital Improvement Funds. For example, in Lexington developers must set aside a percentage of land that is made available to the City to purchase. The city then has a designated time period in which they must purchase the land or it reverts back to the property owner. In many communities in Ohio, developers are required to provide either land or fees that are based upon the impact for increased recreational demand that will be placed upon the county or city from the proposed development. There are many good models of this practice.

### **Tax Levies**

Legislation in KRS 97.590 from the 1998 General Assembly allows any class of cities and counties to levy taxes not exceeding \$.05 on each \$100.00 of all taxable property within the corporate limits. This tax would require a public referendum. In addition, a new section of KRS Chapter 97 was created to allow two or more counties to form a Regional Park Authority, which could levy taxes for the acquisition and development of public parks, trails and recreation areas. This would also require a public referendum to levy the taxes, which must be approved by the majority of voters in each county involved

### **Bonds**

Cities may issue two types of long-term debt: general obligation bonds and revenue bonds. General obligation bonds are secured by the city's full faith, credit, and authority to levy taxes.

Revenue bonds are secured by the revenues generated by the project being financed. General obligation bonds are limited based on restrictions of KRS Chapter 66. However, bonds could be issued to complete a large-scale, city- wide, capital pedestrian infrastructure project.

### **Tax Increment Financing Districts**

TIF is financing and development tool that permits local governments to capture future increases in property and other taxes generated by new development within a specified area (development area or district). The City or County could define areas of need for major pedestrian and bicycle facility upgrades and fund using TIF District.

### **Development Fees in Lieu of Subdivision Sidewalks**

The Subdivision Regulations of Winchester and Clark County require developers to provide for the installation of sidewalks in all subdivision plans. An ordinance could be written to allow developers to contribute payments to a general sidewalk\path development fund, in lieu of sidewalk development. The criteria could include developments with cul-de-sacs and wide road widths. This fund could be used to connect the new development to the existing walk-bike facilities or fill gaps in the base walk-bike path network.

### **Non-governmental Funding Resources**

In addition to Federal, State, and Local funding, Winchester and Clark County can apply for funding from non-governmental organizations (NGOs) that are dedicated to wellness, economic development, and safety. Identified NGOs that provide funding, resources, or technical support for walk\bike projects and programs include, but are not limited to:

- Alliance for Walking and Biking
- American Planning Association
- American Public Health Association
- Bluegrass Community Foundation
- Cities for Cycling
- The Clark County Community Foundation
- Clark County Fiscal Court Fund (Rockwell Fund)
- The Greater Clark Foundation
- Lykins Foundation
- National Complete Streets Coalition
- Partnership for a Fit Kentucky
- Rails to Trails Conservancy
- REI Coop Community Partnerships
- Robert Wood Johnson Foundation
- Roland Foundation
- Safe Routes to School National Partnership

### **PLAN UPDATE**

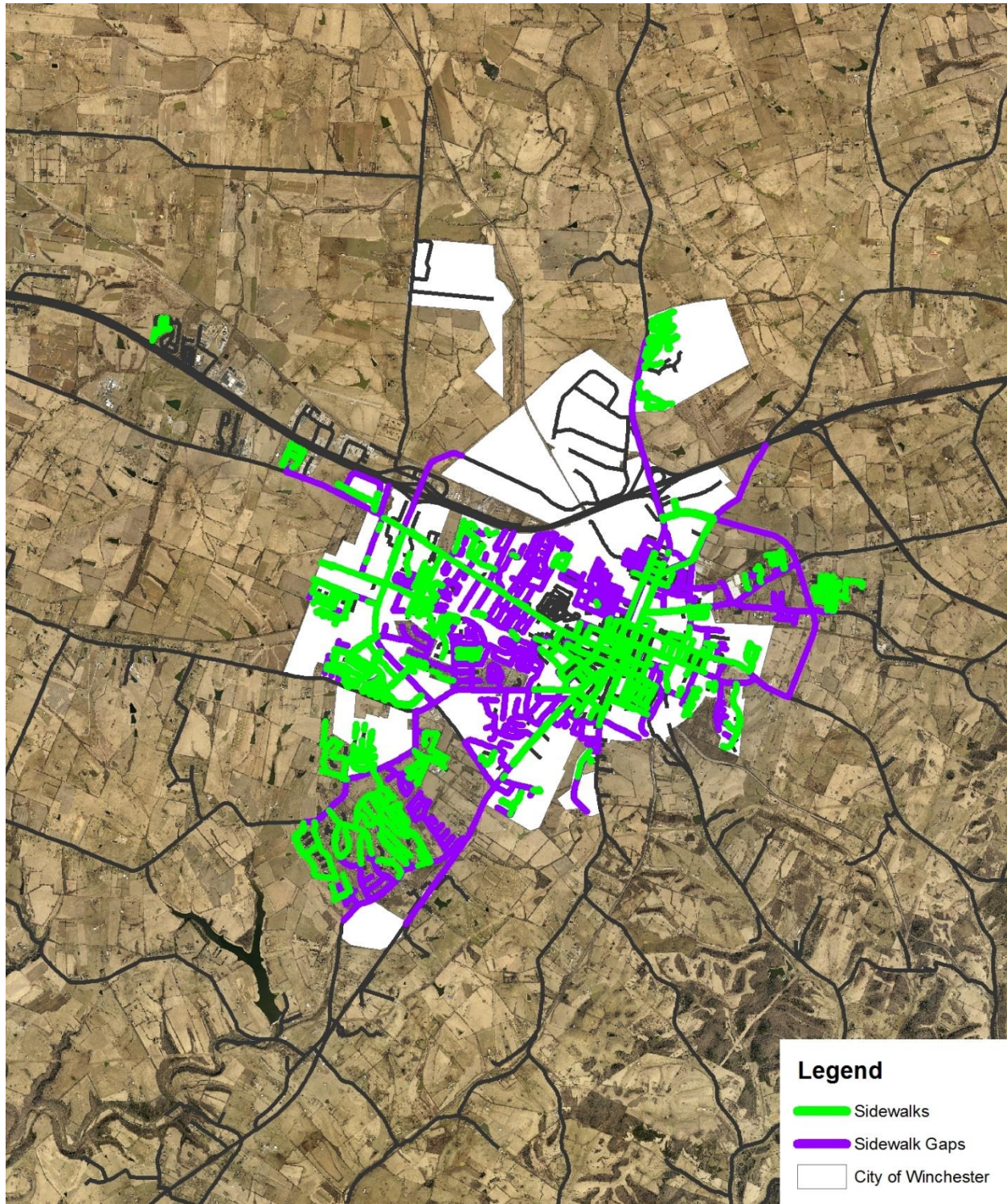
This Active Transportation Plan is created as a living, breathing document. The plan projects and programs should be reviewed and amended annually. The performance measures should be reported no less than annually, as well. This plan should be rewritten not less than every five years, with the next full rewrite in 2021. It will be the responsibility of the Winchester-Clark County Planning and Community

Development Department, in conjunction with the Clark County Health Department, to update this plan and maintain records of performance.





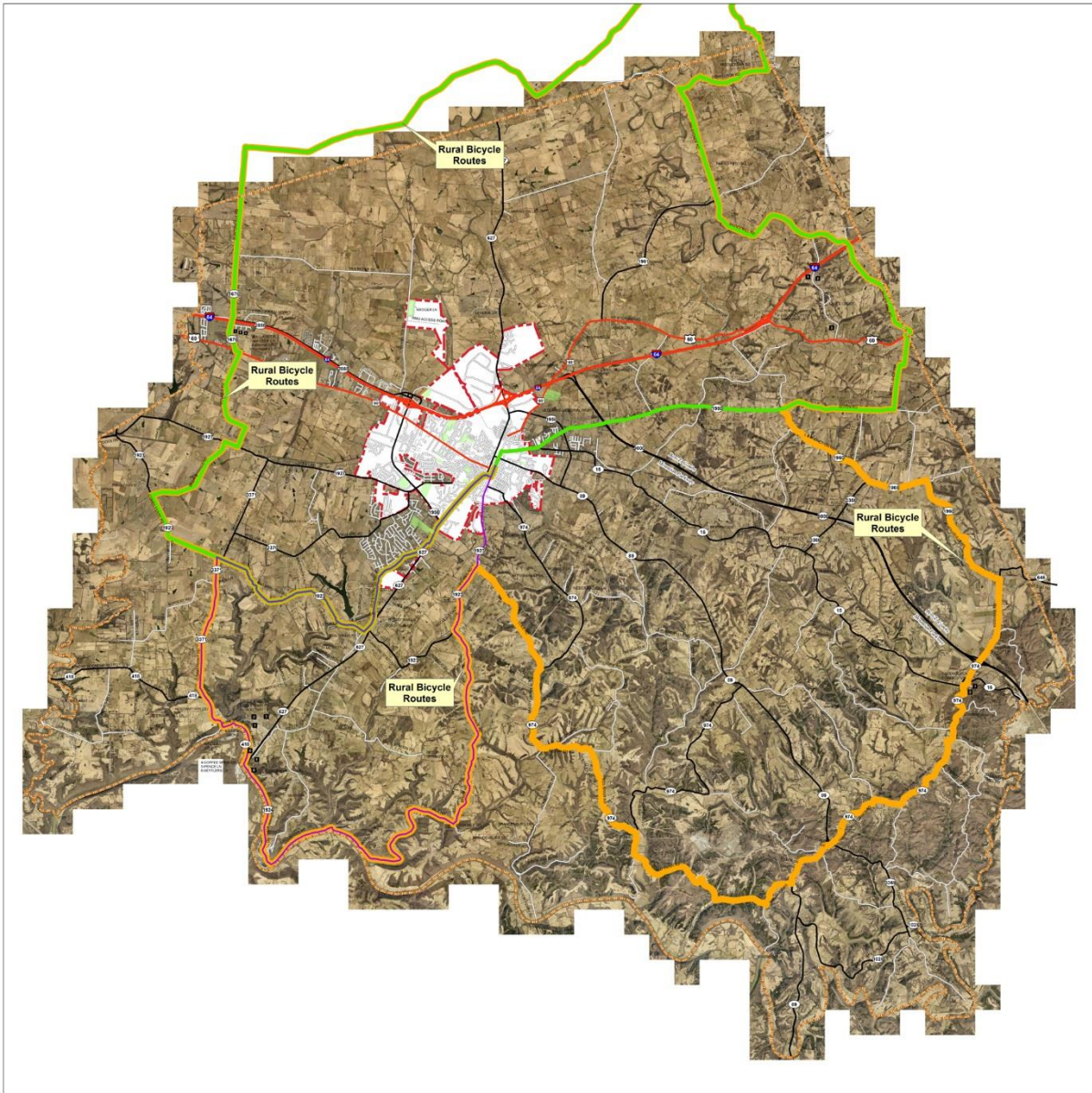
Sidewalk Inventory





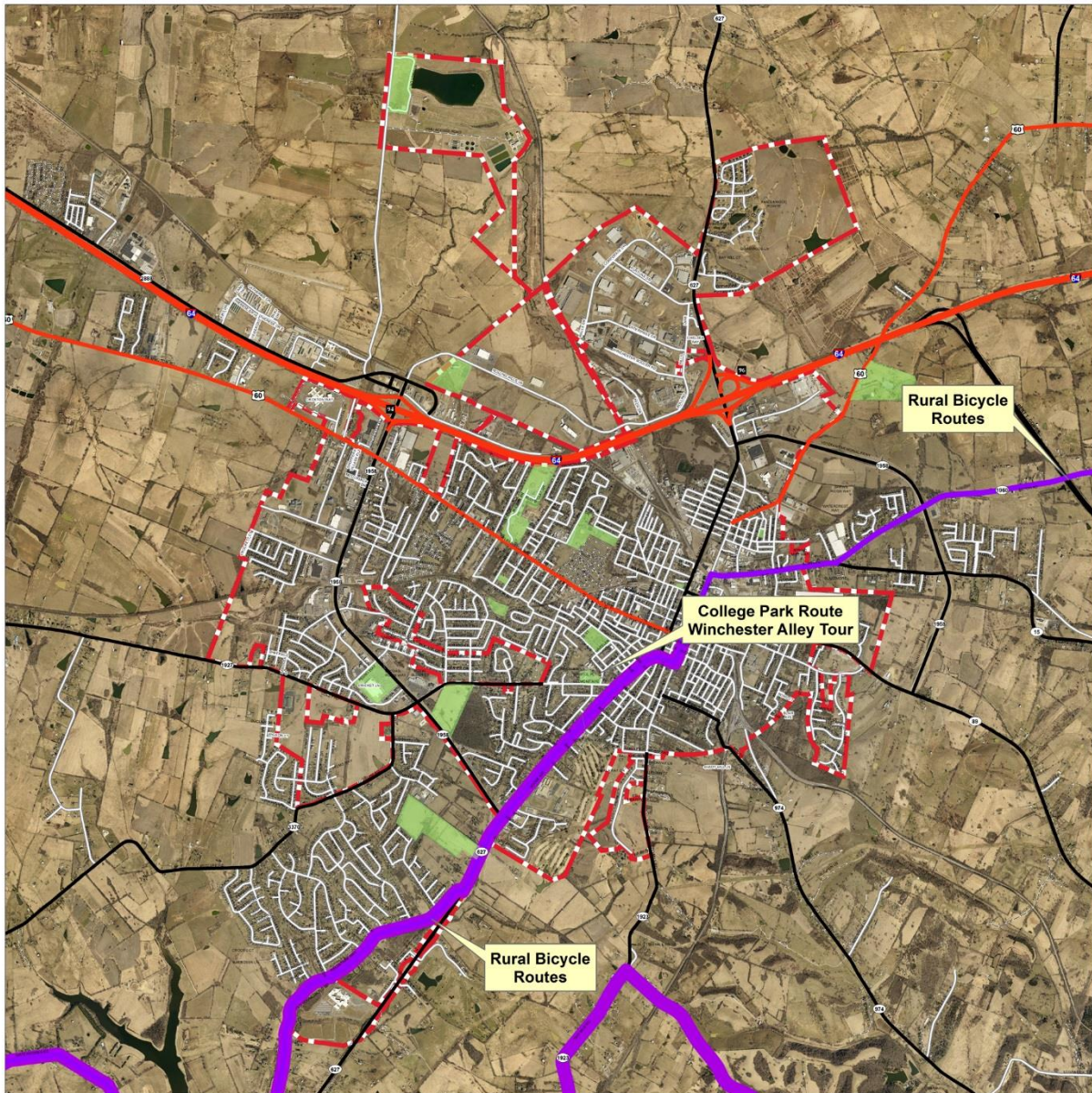
Bicycle Routes

County Bike Routes





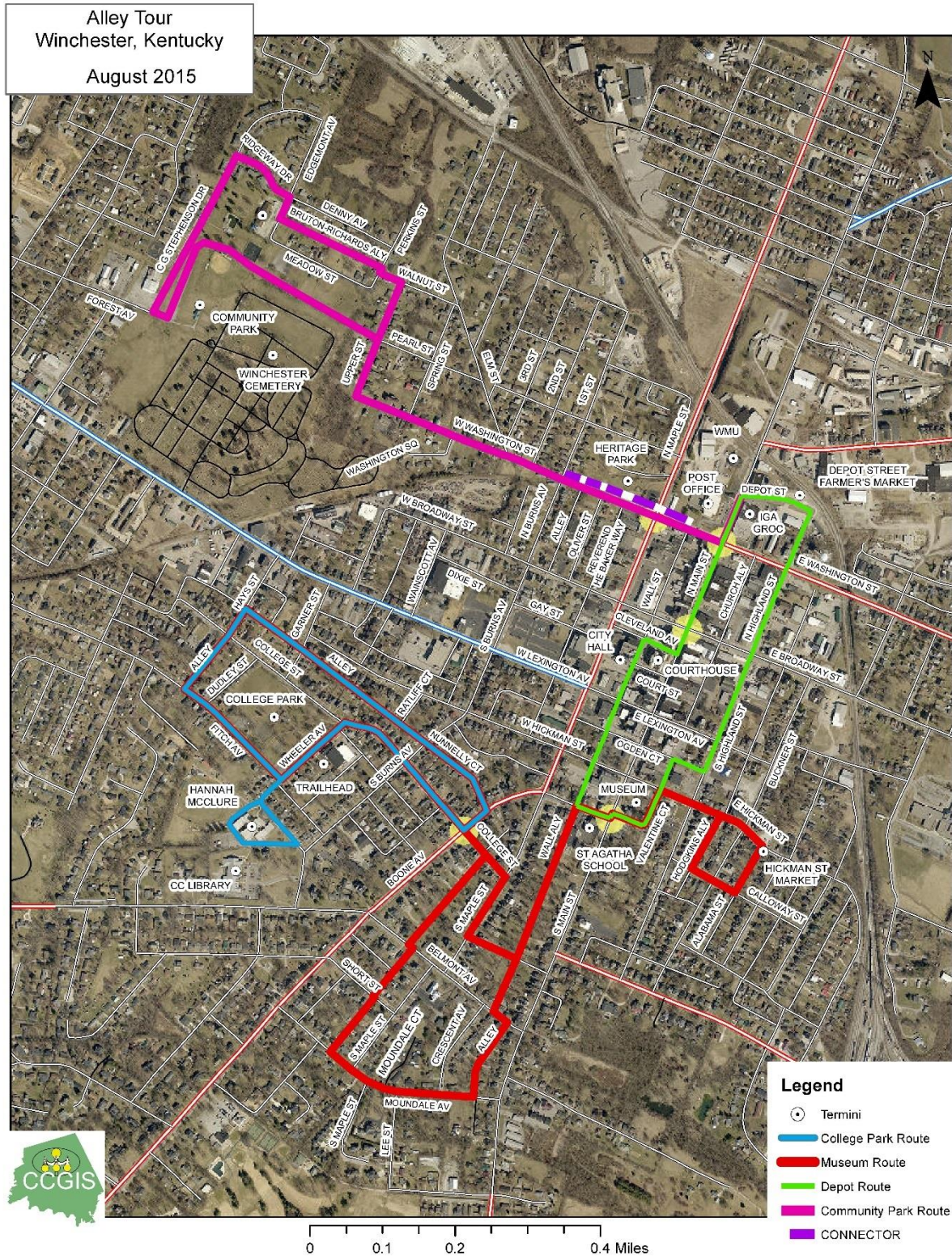
City Bike Routes





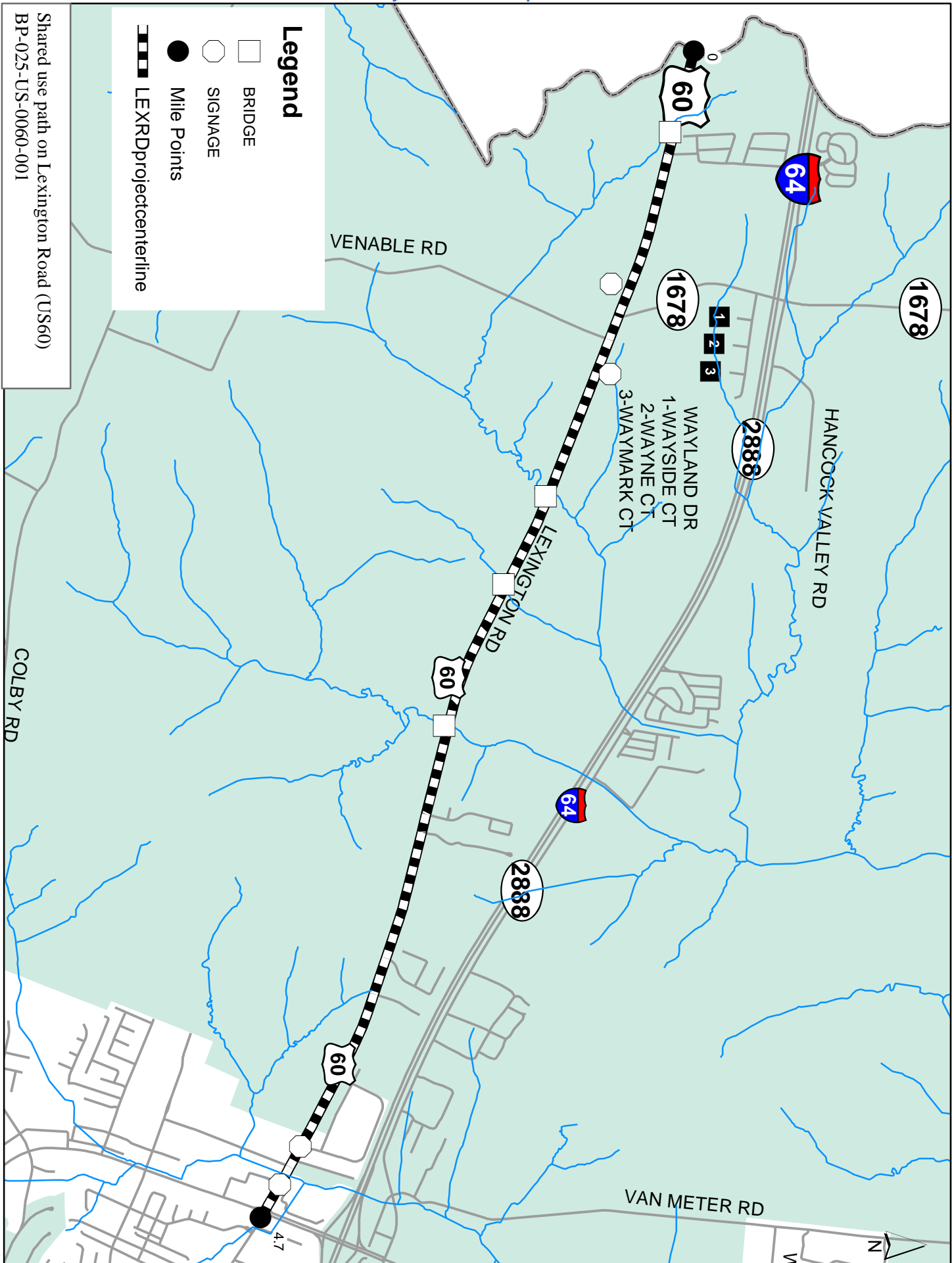
Winchester Clark County Pedestrian Bicycle Master Transportation Plan  
Appendix B  
Bicycle Routes

Alley Routes

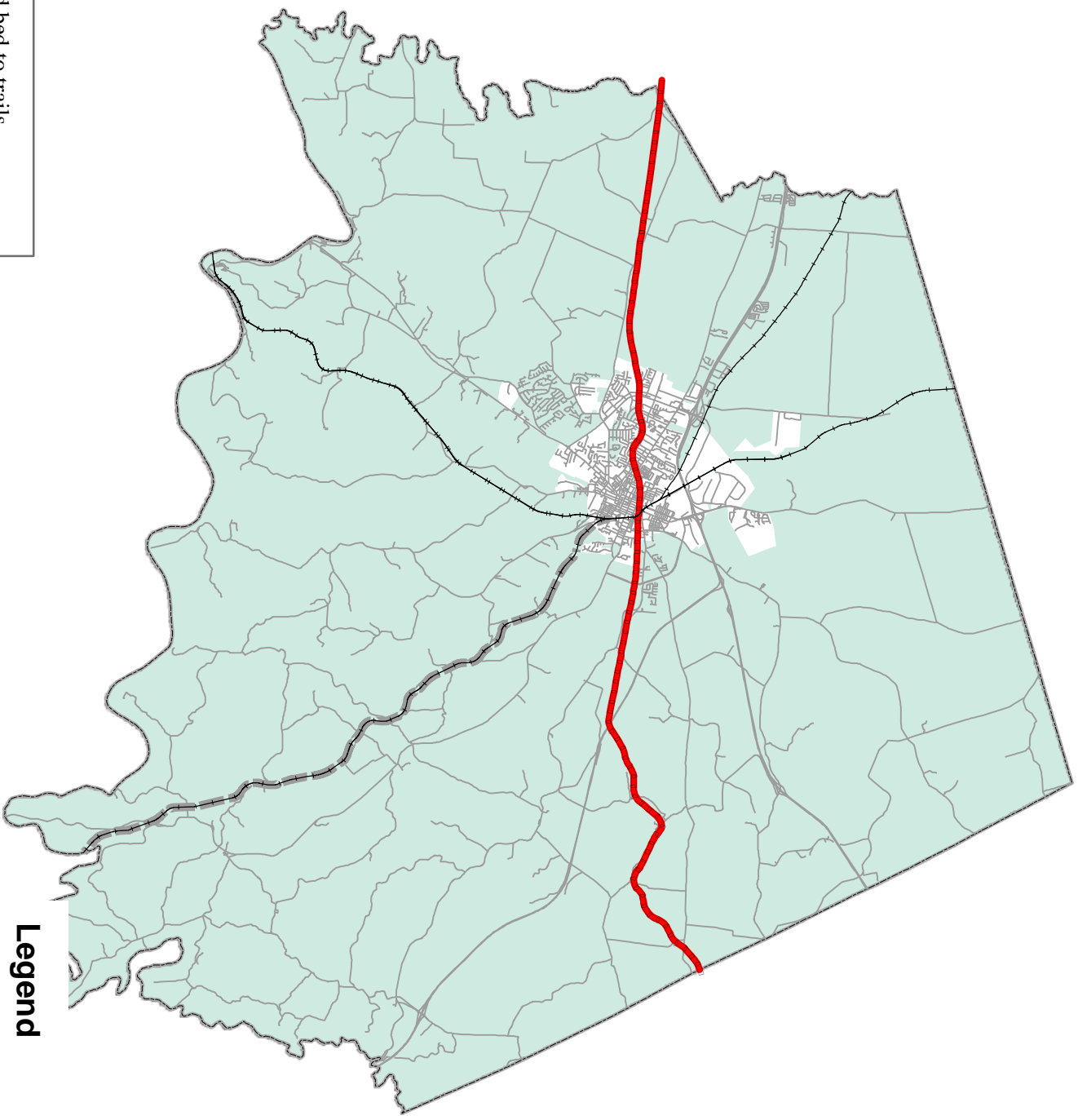


## **Identified Project Location Maps**





Conversion of railroad bed to trails  
BP-025-XX-0000-001

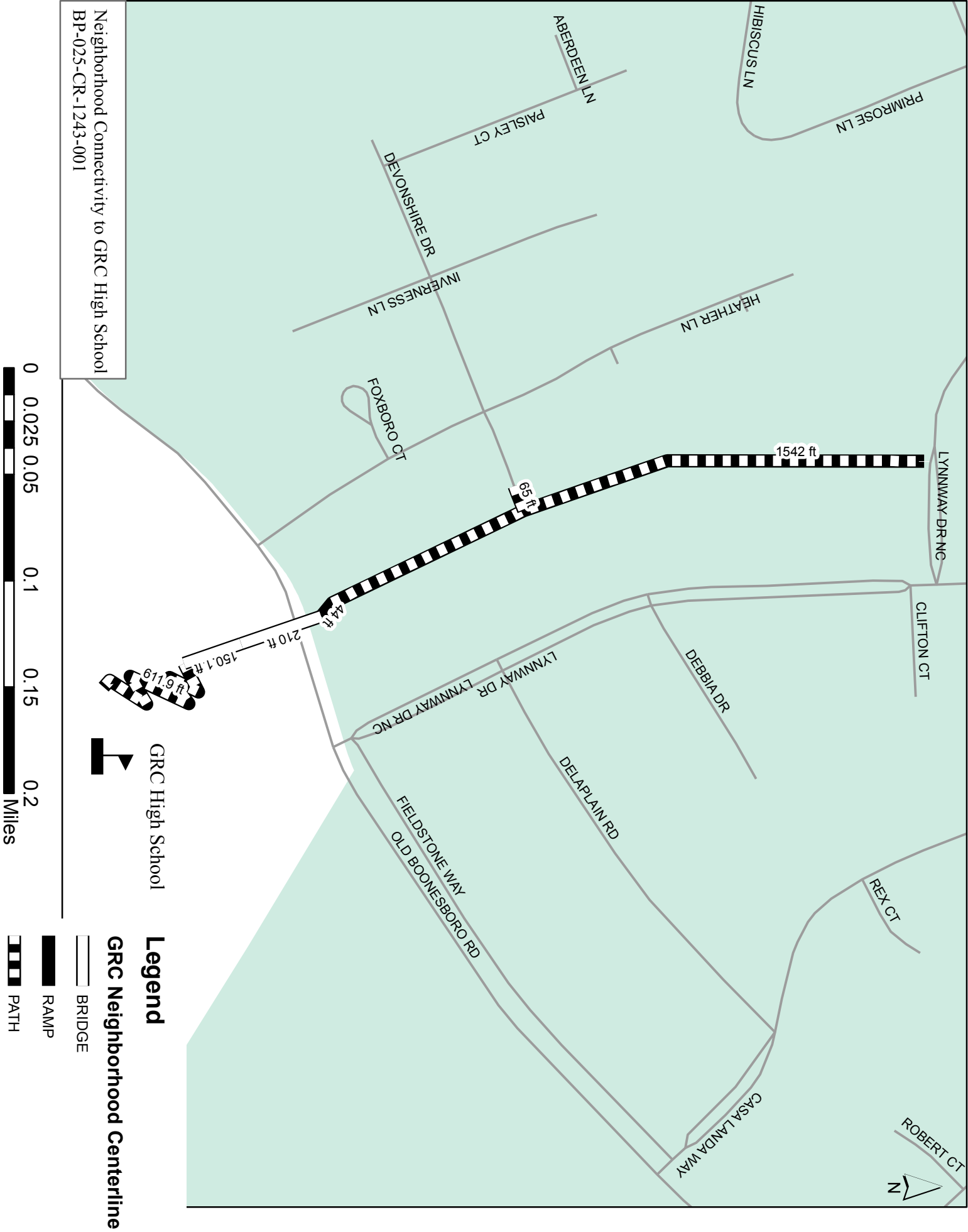


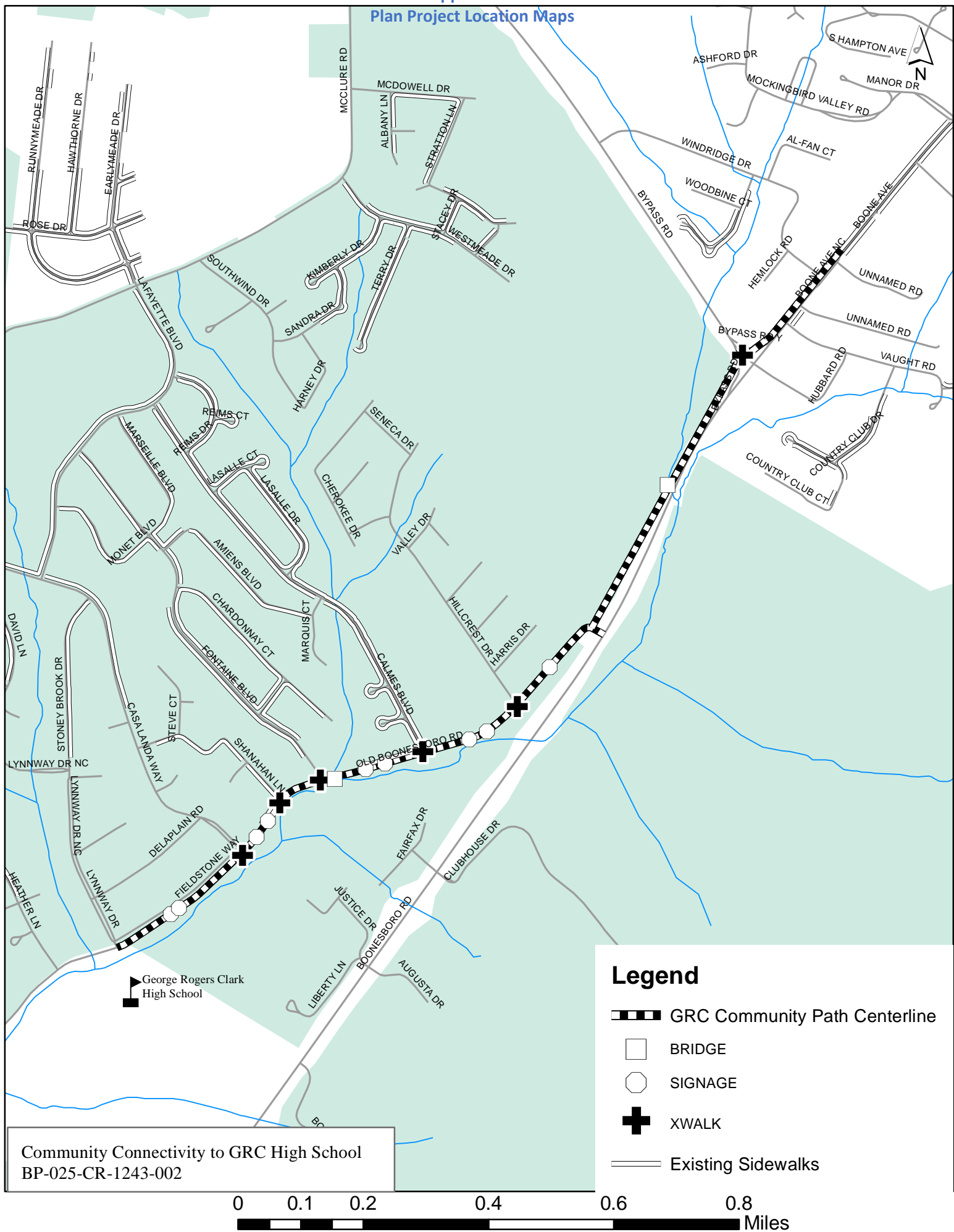
**Legend**

—+— Active Rail Lines

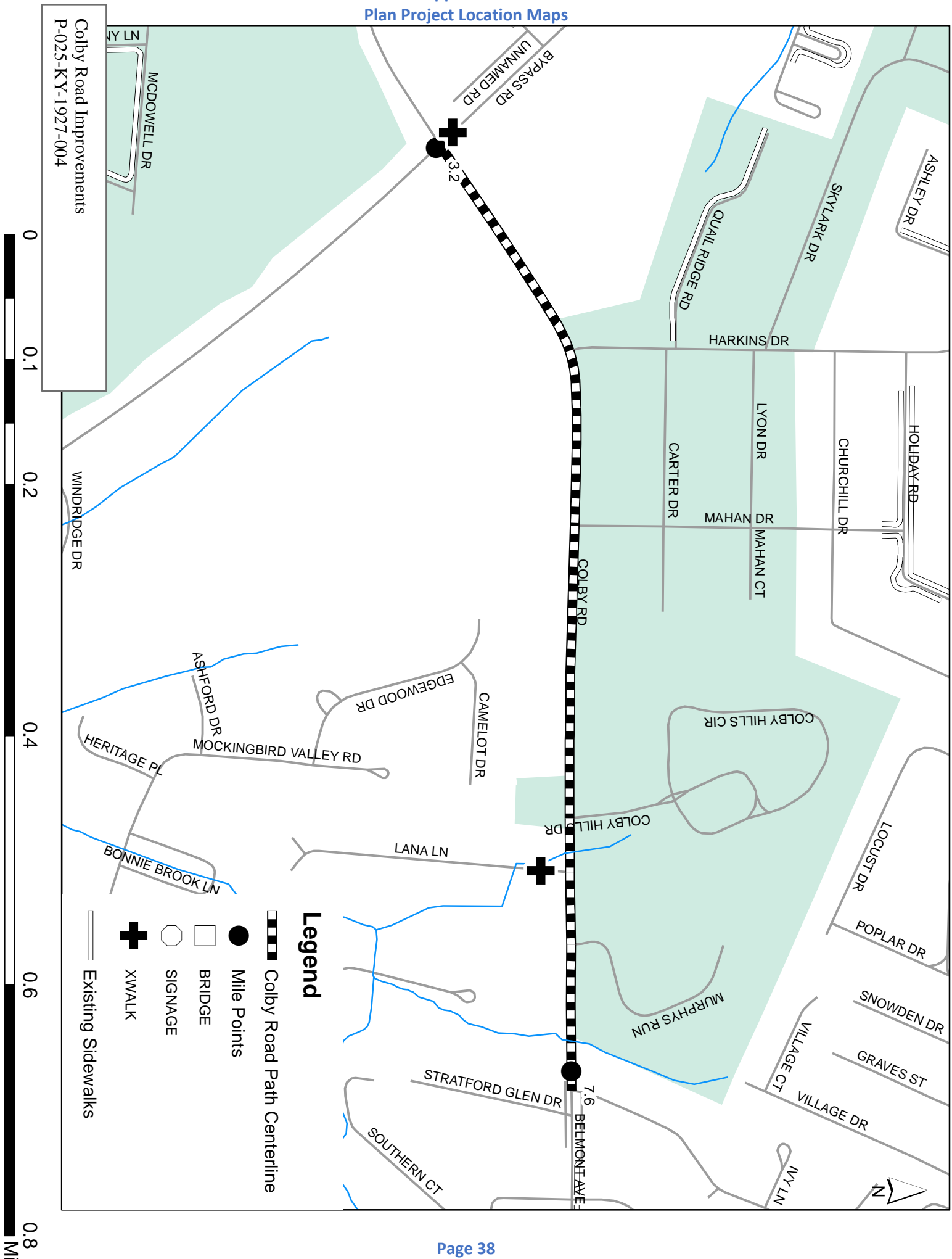
— Potential for Abandonment

— Abandoned Railroad Right-of-Way

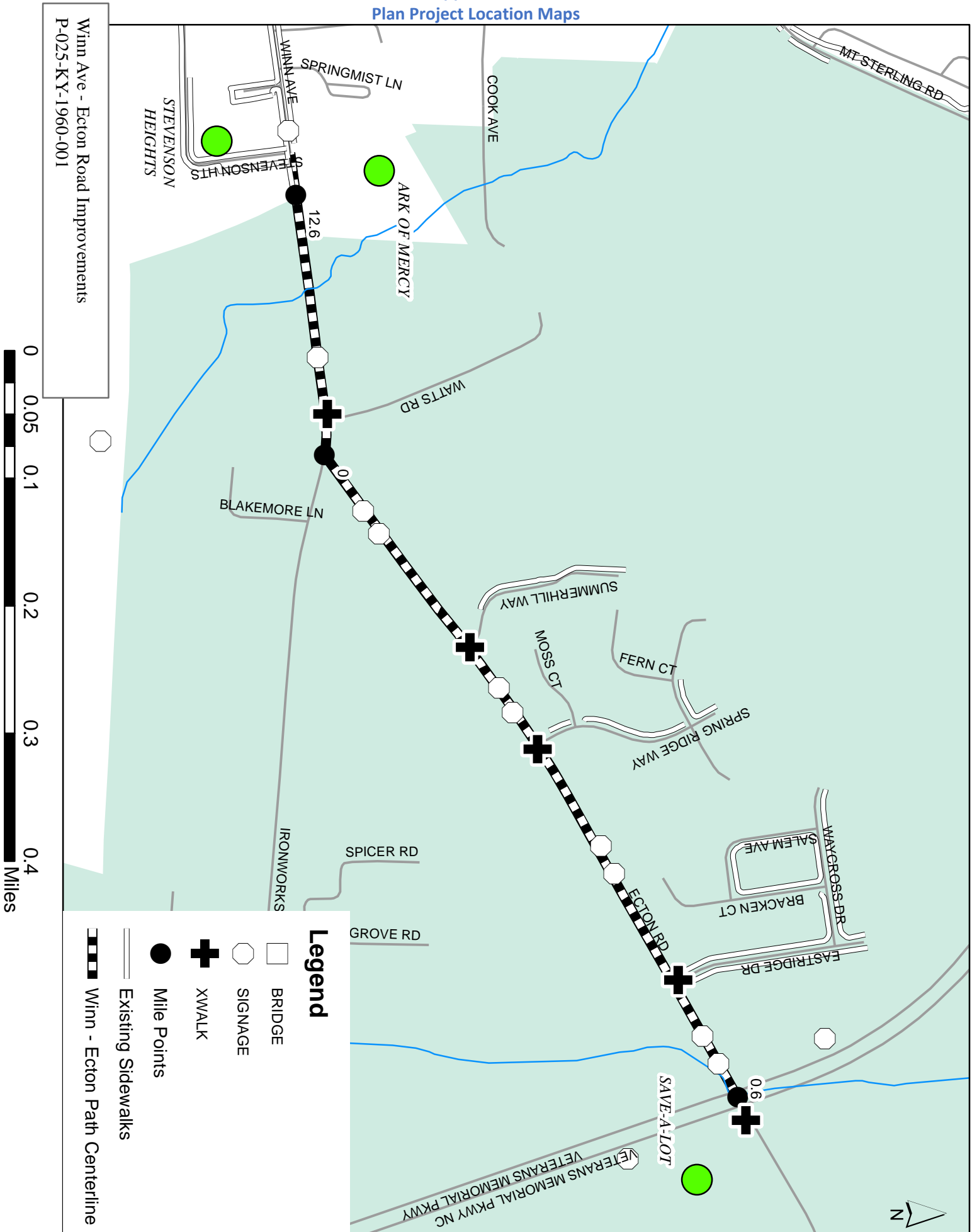


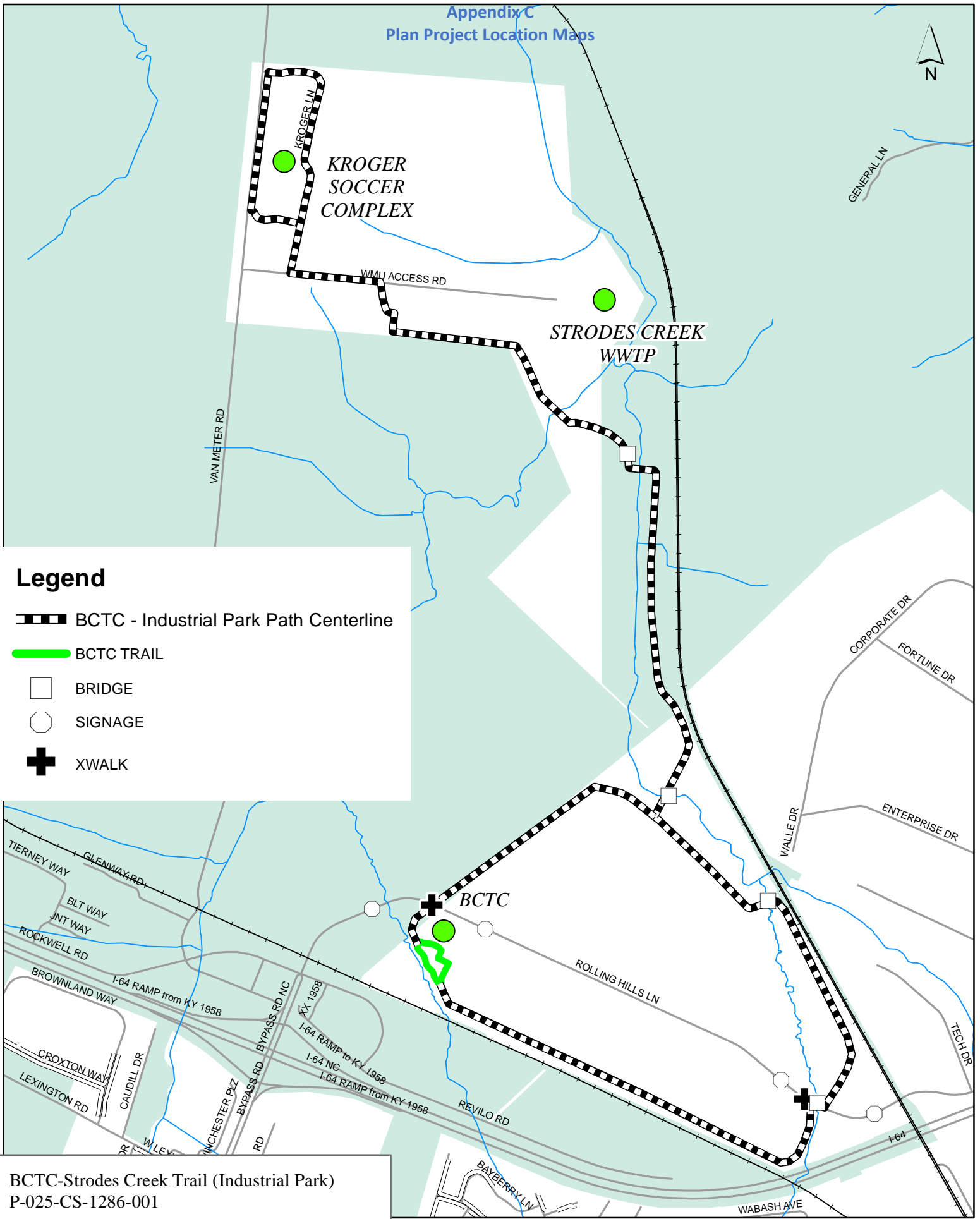






# Appendix C Plan Project Location Maps









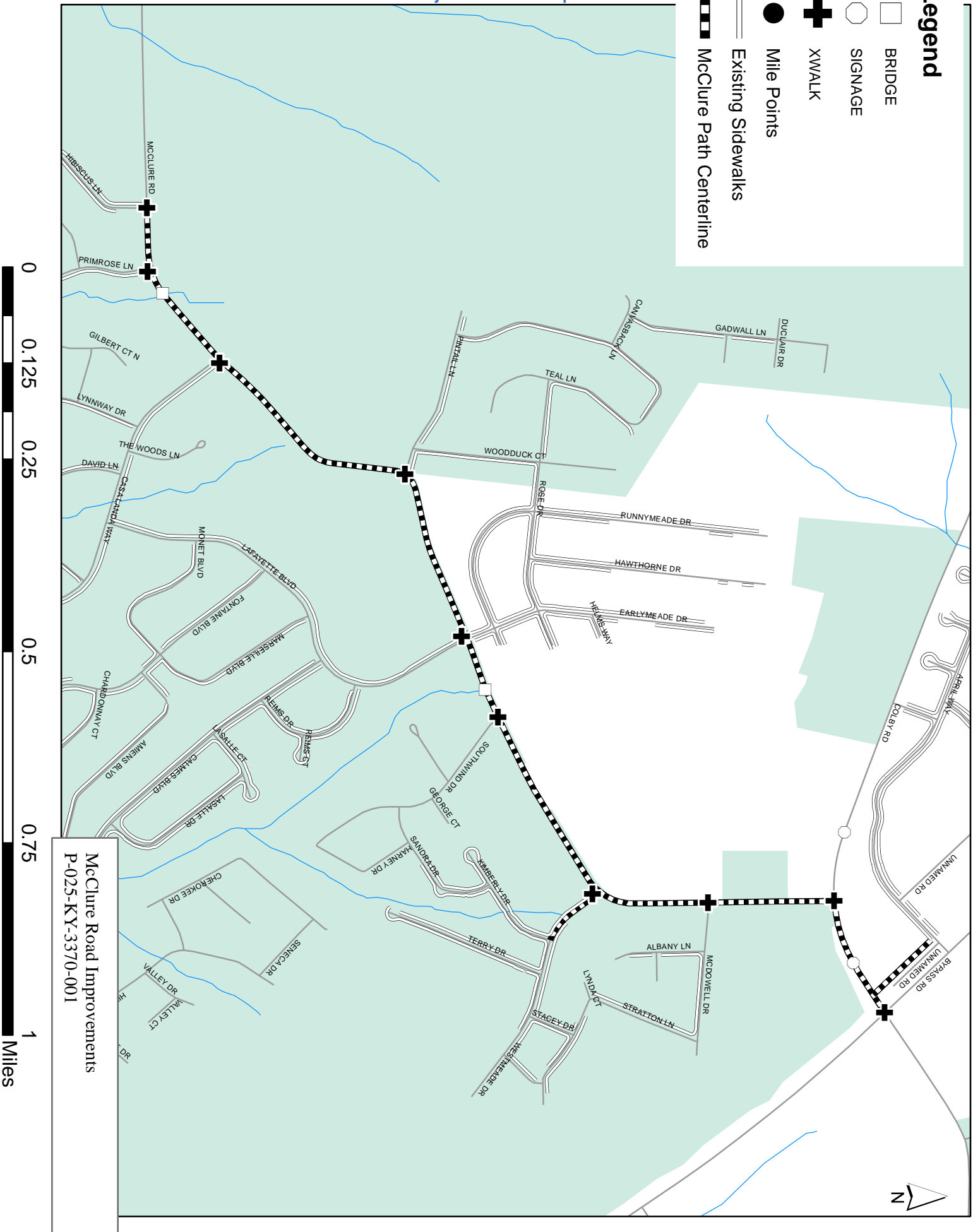


BCTC-Strodes Creek Trail (Industrial Park)  
P-025-CS-1286-001

# Appendix C Plan Project Location Maps

## Legend

-  BRIDGE
-  SIGNAGE
-  XWALK
-  Mile Points
-  Existing Sidewalks
-  McClure Path Centerline



McClure Road Improvements  
P-025-KY-3370-001



Winchester Clark County Pedestrian Bicycle Master Transportation Plan  
Appendix D  
Project and Program Table

Project ID	Project Name	Element	Quantity	Unit Cost	Total Cost
<b>BP-025-US-0060-001</b>	LEXINGTON ROAD SHARED USE PATH	PATH CONSTRUCTION (Shared Use)	4.5	\$480,000	\$2,160,000
		Signaled Xwalk	6	\$4,800	\$28,800
		Xwalk Marking	9	\$2,450	\$22,050
		Flashing Pedestrian Signs	6	\$3,200	\$19,200
		<b>TOTAL COST</b>			<b>\$2,230,050</b>
<b>BP-025-XX-0000-001</b>	Rail Trail Plan	Professional Services	1	\$25,000	\$25,000
		<b>TOTAL COST</b>			<b>\$25,000</b>
<b>BP-025-CR-1243-001</b>	NEIGHBORHOOD ACCESS TO GRC	PATH CONSTRUCTION (Shared Use)	0.3	\$480,000	\$144,000
		BRIDGE CONSTRUCTION	2	\$250,000	\$500,000
		RAMP CONSTRUCTION	1	\$80,000	\$80,000
		<b>TOTAL COST</b>			<b>\$644,000</b>
<b>BP-025-CR-1243-001</b>	COMMUNITY ACCESS TO GRC	PATH CONSTRUCTION (Shared Use)	1	\$480,000	\$480,000
		Signaled Xwalk	2	\$4,800	\$9,600
		Xwalk Marking	4	\$2,450	\$9,800
		Flashing Pedestrian Signs	4	\$3,200	\$12,800
		Sidewalk Construction - Boone	0.2	\$237,000	\$47,400
		Speed Limit Signs	2	\$300	\$600
		Speed Trailer	2	\$9,510	\$19,020
		<b>TOTAL COST</b>			<b>\$579,220</b>
<b>P-025-KY-1927-004</b>	Colby Road Pedestrian Improvements	PATH CONSTRUCTION (sidewalk)	0.9	\$792,000	\$712,800
		Xwalk Marking	4	\$2,450	\$9,800
		Flashing Pedestrian Signs	4	\$3,200	\$12,800
		<b>TOTAL COST</b>			<b>\$735,400</b>
<b>P-025-KY-1960-001</b>	Ecton Road Pedestrian Improvements	PATH CONSTRUCTION (sidewalk)	0.75	\$500,000	\$375,000
		Signaled Xwalk Upgrade	2	\$4,800	\$9,600
		Xwalk Marking	5	\$2,450	\$12,250
		Flashing Pedestrian Signs	6	\$3,200	\$19,200
		Sidewalk Construction - Boone	0.2	\$237,000	\$47,400
		Speed Limit Signs	2	\$300	\$600
		<b>TOTAL COST</b>			<b>\$464,050</b>
<b>P-025-CS-1286-001</b>	Extend BCTC Trail Industrial Park	PATH CONSTRUCTION (unpaved)	4	\$121,390	\$485,560
		Xwalk Marking	2	\$2,450	\$4,900
		Flashing Pedestrian Signs	2	\$3,200	\$6,400
		<b>TOTAL COST</b>			<b>\$496,860</b>
<b>P-025-KY-3370-001</b>	McClure Road Shoulder Improvements	PATH CONSTRUCTION (Shared Use)	1.5	\$480,000	\$720,000
		Sidewalk Construction - Colby Road	0.2	\$500,000	\$100,000
		Sidewalk Construction - Private Road	0.1	\$500,000	\$50,000
		Xwalk Marking	2	\$2,450	\$4,900
		Flashing Pedestrian Signs	2	\$3,200	\$6,400
		Speed Limit Signs	2	\$300	\$600
		Speed Trailer	2	\$9,510	\$19,020
		<b>TOTAL COST</b>			<b>\$900,920</b>
<b>B-025-XX-0000-002</b>	Bicycle Signage for County Roadways	Share the Road Signs	12	\$300	\$3,600
		<b>TOTAL COST</b>			<b>\$3,600</b>
<b>BP-025-XX-0000-001</b>	Sidewalk Program (5 year)	Staffing (2 staff)	10	\$55,000	\$550,000
		Capital Investment (5 years)	5	\$750,000	\$3,750,000
		Administration	5	\$55,000	\$275,000
		<b>TOTAL COST</b>			<b>\$4,575,000</b>
<b>BP-025-XX-0000-002</b>	All Users Transportation Resolution	<b>TOTAL COST</b>			TBD



*Winchester Clark County Pedestrian Bicycle Master Transportation Plan*  
*Appendix E*  
*Complete Streets Sample Ordinance*

**All-User Resolution**

A RESOLUTION ADOPTING GUIDING PRINCIPLES SO THAT TRANSPORTATION  
IMPROVEMENTS ARE PLANNED, FUNDED, DESIGNED, CONSTRUCTED, OPERATED, AND  
MAINTAINED TO INTEGRATE WALKING, BICYCLING, TRANSIT, AND MOTOR VEHICLE USE WHILE  
PROMOTING SAFE AND EFFICIENT OPERATIONS FOR ALL USERS

WHEREAS, The City\County of \_\_\_\_\_ acknowledges that streets and roads are essential and valuable benefits to the citizens of Winchester and Clark County, Kentucky;

WHEREAS, streets constitute a large and valuable portion of public space; and

WHEREAS, streets need to be safe, convenient, and connected corridors for all transportation modes and users, with particular emphasis on the most vulnerable users; and

WHEREAS, the community seeks to encourage planning, designing, constructing, operating and maintaining transportation systems that promote safe and convenient travel for people of all ages and abilities - pedestrians, bicyclists, transit riders, and motor vehicle drivers; and

WHEREAS, streets should be designed to complement and support the adjoining land uses, buildings, and community character, such that the resulting street environment is attractive and of appropriate scale; and

WHEREAS, streets that integrate and invite multiple transportation choices - including pedestrians, bicycles, public transit, and motor vehicles- contribute to the public life of a community, sustainable economic development, and efficient movement of people and goods; and

WHEREAS, encouraging non-motorized transportation improves public health, advances environmental stewardship, reduces fuel consumption, and maximizes the use of roadway infrastructure;

**NOW, THEREFORE, BE IT ORDAINED** by the FISCAL COURT and by the CITY COMMISSION, acting in their respective legislative sessions, as follows:

Section 1. The City\County of \_\_\_\_\_ will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

Section 2. Transportation improvements will include facilities and amenities that are recognized as contributing to an inclusive transportation system, which may include street and sidewalk lighting ; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements;



*Complete Streets Sample Ordinance*

improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities.

Section 3. Transportation planning shall include the creation and implementation of a written, comprehensive transportation plan to include pedestrian, bicycle, transit, and motor vehicle users.

## Plan Goal Detail

### **Amenities**

**Goal: The amenities in Winchester and Clark County will provide desirable and useful features to places and destinations in the community.** A bench is an amenity allowing occasions for people to rest and relax, people watch, talk with a loved one, or strike up a conversation with a stranger. Receptacles for trash and recycling offer opportunity for a cleaner and more beautiful community. Proper lighting provides safety for those people walking at dawn and dusk. This section highlights the current condition of active transportation amenities in Winchester and Clark County, and includes suggestions from residents and visitors for improvements.

### **Sustainability and Stewardship**

**Goal: The implementation of a transportation plan will be successful with sustained funding, an educated community, and committed grassroots and local leader champions.** Funding sources for prioritized projects are identified in this section. The action plan for providing education on active transportation to community residents and visitors is outlined, with significant stakeholders and partners identified. The education of Winchester and Clark County's elected officials is imperative for successful implementation.

### **Accessibility to diverse users/populations**

**Goal: Winchester and Clark County will provide reliable, efficient, and interconnected routes between our destinations and neighborhoods for all modes of transportation- bicycles, motorized vehicles, walking and wheelchairs.** For many of our population, walking or wheelchair is the primary mode of transportation. Unfortunately, plans and projects are not prioritized for this population. The section below includes prioritized projects and improvements to current and new infrastructure needed to make more routes accessible for diverse users.

### **Aesthetics and community identify**

**Goal: Winchester and Clark County will design features and infrastructure that are visually pleasing and responsive to local culture.** The aesthetics of Winchester and Clark County showcase its community pride and identity. It is important to give the local aesthetics due diligence in our planning efforts, as it contributes to the overall quality of life for community residents and visitors. Communities with high aesthetic quality provide pleasurable places for enjoyment and experiences pleasing to all senses.

### **Tourism**

**Goal: Improvements to the pedestrian and bicycle infrastructure will make our community a more desirable destination for bicycling travelers, outdoor recreation, and other visitors.** Winchester and Clark County have a historic downtown area with notable architecture, KY river access, local restaurants, beautiful scenery along its rural roads and many other destinations which make it a must-see community! Rural communities have become an attractive destination for bicycling travelers- they visit, dine and spend the night.

### **Connections and destinations**

**Goal: Winchester and Clark County residents and visitors can safely use active transportation to access destinations and different parts of town.** Residents are looking for ways to connect between local destinations in the community and the region. Winchester and Clark County has many points of interest which would benefit from linear “green” connections. Imagine a seamless connection of local parks, shops and houses. Imagine bicycling from downtown Winchester to the KY River restaurants and hiking Lower Howards Creek. The section below highlights the local and regional connections residents desire to have in this community.

### **Signage, infrastructure**

**Goal: Coordinated and improved signage in Winchester and Clark County will enhance aesthetics and provide safe and reliable information to travelers.** The signs and transportation infrastructure in a community create the basic elements of travel and safety. Wayfinding signage guide users on their path, brand the network of connections existing in a community and provide valuable information about destinations along a route. Coordinated signage among the focal points and destinations in the community may also encourage more users of active transportation.

### **Health and Wellness**

**Goal: Improved physical activity and health outcomes for Clark County Residents.** Additional opportunities for walking and biking allows a greater portion of the population to be physically active. Increased physical activity can be linked to positive health outcomes, reducing the rates of obesity, heart disease, and other negative health impact of sedentary lifestyles.

*Winchester Clark County Pedestrian Bicycle Master Transportation Plan*  
*Appendix G*  
*Project List from Public Comment*

Shoulder improvement along McClure Road  
BCTC to Strode Creek  
Safety concern on both intersections with 64  
Bike lanes on Veterans Memorial  
Sidewalks on 627 to high school  
Trail at WMU Reservoir  
Trail connection from Lower Howards Creek Nature Preserve to Old Boonesboro  
Pilot View to Kiddville to Goff's Corner (route would intersect twice with rail bed owned by C&O)  
Sidewalks on Ecton Road (out to Save-A-Lot)  
Pedestrian push button signal at Ecton and Veterans Memorial  
Colby Road improvements (shared use path, bike lane, continuous sidewalk to Bypass, etc.)  
Safe Routes to School improvements for Justice and Conkwright  
Pedestrian/bicycle route to GRC High School  
Trail to LHC, Civil War Site, River (Lettie Lane along old County Road)  
Establish portions of Abandoned Rail Bed as Trails  
US60 Shared Use Path from Bypass to Fayette County  
Rural Walk-Bike Opportunities outside city limits  
Shared use path to Industrial Park - Bypass Road  
Shared use path to Industrial Park - Paris Road  
Industrial Park sidewalks  
Reconstruct path from Sterling Street to Lykins Park  
Complete Alley Tour Designation  
Bicycle Signage for Roadways  
Promotion of and integration of Public Transportation  
Connectors to all local parks  
Sidewalk Program  
Codes Enforcement - Sidewalks  
Safety Education of Auto\Bike\Ped  
Complete Streets Resolutions  
Establish Mountain Bike Park  
Age-Friendly Requirements  
Jefferson Street Sidewalks and Pathways

The Clark County Health Department is interested to know what you think about walking and biking in your community. Your input is important! Your input will help the City of Winchester and Clark County improve walking and biking conditions in your community.



### GENERAL INFORMATION

(Information in this section will help to identify specific walking and biking needs in your neighborhood)

1. What is your age? \_\_\_\_\_

5. Where do you live?

2. What is your gender? \_\_\_\_\_

\_\_\_\_\_ BLOCK \_\_\_\_\_ STREET

3. Do you live within Winchester city limits? \_\_\_\_ YES \_\_\_\_ NO

(for example, 100 Block Cook Ave)

4. Do you own or have the use of a motor vehicle? \_\_\_\_ YES \_\_\_\_ NO

### WALKING/RUNNING

6. How often do you walk/run for recreation or to run errands?

\_\_\_\_\_ Everyday

\_\_\_\_\_ A couple times a month

\_\_\_\_\_ 3 or more times a week

\_\_\_\_\_ Never or almost never

\_\_\_\_\_ 1-2 times a week

7. How often do you walk/run for exercise?

\_\_\_\_\_ Everyday

\_\_\_\_\_ A couple times a month

\_\_\_\_\_ 3 or more times a week

\_\_\_\_\_ Never or almost never

\_\_\_\_\_ 1-2 times a week

8. Where do you walk/run most often? (Check all that apply)

\_\_\_\_\_ To work

\_\_\_\_\_ To a recreation or community center

\_\_\_\_\_ To do errands or shopping

\_\_\_\_\_ To a bus stop

\_\_\_\_\_ At a park

\_\_\_\_\_ To a family or friend's house

\_\_\_\_\_ To my school

\_\_\_\_\_ For exercise purposes

\_\_\_\_\_ To the library

9. What prevents you from walking/running more or at all? (Check no more than 3 items)

\_\_\_\_\_ Concerns about safety in traffic

\_\_\_\_\_ Sidewalks in poor condition or hazardous

\_\_\_\_\_ Concerns about crime

\_\_\_\_\_ Not enough trails

\_\_\_\_\_ Live too far away from anything to walk to, takes too long to walk

\_\_\_\_\_ Intersection crossings (don't give enough time to cross street or no crosswalk)

\_\_\_\_\_ Not enough sidewalks

\_\_\_\_\_ Weather

\_\_\_\_\_ Sidewalk obstructions (low tree limbs, garbage cans on curb, cars in driveway blocking sidewalk)

\_\_\_\_\_ Other \_\_\_\_\_

10. Do you have any physical limitations that may hinder walking? \_\_\_\_ YES \_\_\_\_ NO

11. What would encourage you to walk/run more? (Check no more than 3)

\_\_\_\_\_ More connected sidewalks

\_\_\_\_\_ Shopping, schools, parks closer to where I live

\_\_\_\_\_ Sidewalks in better condition

\_\_\_\_\_ Less traffic or slower moving traffic

\_\_\_\_\_ Better network of trails or paths

\_\_\_\_\_ Other \_\_\_\_\_

\_\_\_\_\_ Safer crossings at intersections

MORE QUESTIONS ON THE BACK

**BICYCLING**

12. Do you own a bicycle? \_\_\_\_ YES \_\_\_\_ NO

13. How often do you bike for recreation or to run errands?

\_\_\_\_ Everyday                                      \_\_\_\_ 1-2 times a week                                      \_\_\_\_ Never or almost never  
 \_\_\_\_ 3 or more times a week                                      \_\_\_\_ A couple times a month

14. How often do you bike for exercise?

\_\_\_\_ Everyday                                      \_\_\_\_ 1-2 times a week                                      \_\_\_\_ Never or almost never  
 \_\_\_\_ 3 or more times a week                                      \_\_\_\_ A couple times a month

15. Where do you bike? (Check all that apply)

\_\_\_\_ To work                                      \_\_\_\_ To my school                                      \_\_\_\_ To a bus stop  
 \_\_\_\_ To do errands or shopping                                      \_\_\_\_ To the library                                      \_\_\_\_ To a family or friend's house  
 \_\_\_\_ At a park                                      \_\_\_\_ To a community center                                      \_\_\_\_ For exercise purposes

16. What prevents you from biking more or at all? (Check no more than 3 items)

\_\_\_\_ Don't have a bike                                      \_\_\_\_ Lack of bike trails  
 \_\_\_\_ Bike needs to be fixed                                      \_\_\_\_ Weather  
 \_\_\_\_ Don't know how to ride a bike                                      \_\_\_\_ Streets are too narrow  
 \_\_\_\_ Concerns about personal safety with traffic                                      \_\_\_\_ Aggressive drivers  
 \_\_\_\_ Concerns about personal safety with crime                                      \_\_\_\_ Number of major intersections on my route  
 \_\_\_\_ Live too far away to bike/takes too long                                      \_\_\_\_ Amount of traffic  
 \_\_\_\_ Illness, injury, or physically unable                                      \_\_\_\_ Other \_\_\_\_\_  
 \_\_\_\_ Lack of bike lanes on roads

17. What would encourage you to bike more? (Check no more than 3)

\_\_\_\_ Dedicated bike lanes on the roads                                      \_\_\_\_ Better street lighting  
 \_\_\_\_ Paved shoulders                                      \_\_\_\_ Better enforcement of traffic laws for drivers  
 \_\_\_\_ Bike trails                                      \_\_\_\_ Shopping, schools, parks closer to where I live  
 \_\_\_\_ Better bike parking was available                                      \_\_\_\_ Other \_\_\_\_\_

**ENTER TO WIN A \$100 Visa Gift Card!**

To enter you must be a resident of Clark County and give the following information:

ARE YOU A RESIDENT OF CLARK COUNTY: \_\_\_\_

NAME: \_\_\_\_\_

HOME ADDRESS: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

## PUBLIC SURVEY RESULTS

BPAC created a two-page survey which was distributed in paper and digital format for public input (see Appendix A). The survey results produced information on the conditions related to active transportation, personal walking and bicycling habits of residents and visitors, and barriers to walking and bicycling in the community. There were 243 total responses to the online and paper surveys.

### Age Breakdown:

Average Age	33 years old
Respondents between ages of 14-18:	103

### Gender Breakdown:

Female	149
Male	94

### Question Responses:

#### Do you live within Winchester city limits?

Yes	62%
No	38%

#### Do you own or have the use of a motor vehicle?

Yes	88%
No	12%

#### How often do you walk/run for recreation or to run errands?

Everyday	15%
3 or more times a week	27%
1-2 times a week	28%
A couple of times a month	18%
Never or almost never	12%

#### How often do you walk/run for exercise?

Everyday	15%
3 or more times a week	27%
1-2 times a week	28%
A couple of times a month	18%
Never or almost never	12%

**Where do you walk/run most often? (out of 234 responses)**

For exercise purposes	160
To do errands or shopping	62
At a park	57
To a family or friend's house	43
To work	22
To the library	17
To a recreation or community center	15
To my school	12
to a bus stop	5

**What prevents you from walking/running more or at all? (out of 234 responses)**

Concerns about safety in traffic	76
Live too far away from anything to walk to	68
Not enough sidewalks	64
Not enough trails	61
Concerns about crime	47
Weather	46
Sidewalks in poor condition or hazardous	33
Sidewalk obstructions <i>(low tree limbs, garbage cans on curb, cars in driveway blocking sidewalk)</i>	26
Intersection crossings	14

**Do you have any physical limitations that may hinder walking/running?**

Yes	7.4%
No	92.6%

**What would encourage you to walk/run more? (out of 234 responses)**

Better network of trails or paths	125
More connected sidewalks	81
Destinations closer to where I live	66
Sidewalks in better condition	54
Safer crossings at intersections	36
Less traffic or slower moving traffic	32

**Do you own or have use of a bicycle?**

Yes	65%
No	35%

**How often do you bike for recreation or to run errands?**

Everyday	2%
3 or more times a week	5%
1-2 times a week	7%
A couple times a month	17%
Never or almost never	70%



**How often do you bike for exercise?**

Everyday	1%
3 or more times a week	5%
1-2 times a week	8%
A couple times a month	18%
Never or almost never	68%

**Where do you bike most often? (out of 234 responses)**

For exercise purposes	98
At a park	41
To a family or friend's house	28
To the library	11
To run errands or shopping	10
To work	3
To my school	2
To a bus stop	2
To a community center	1

**What prevents you from biking more or at all? (percent answering)**

Lack of bike trails	32%
Concerns about personal safety with traffic	31%
Lack of bike lanes on roads	30%
Don't have a bike	27%
Live too far away to bike/takes too long	18%
Other	13%
Weather	13%
Aggressive drivers	13%
Bike needs to be fixed	9%
Concerns about personal safety with crime	8%
Streets are too narrow	5%
Number of major intersections on my route	3%
Don't know how to ride a bike	3%
Illness, injury, or physically unable	2%
Amount of traffic	2%

**What would encourage you to bike more? (out of 234 responses)**

Bike trails	131
Dedicated bike lanes on the roads	91
Paved shoulders	48
Destinations closer to where I live	41
Better enforcement of traffic laws)	30
Other	30
Better bike parking was available	19
Better street lighting	15



## ACTIVE TRANSPORTATION SUCCESSES

2008

- The Winchester Traveling Trail established as a public recreation facility.

2009

- Kentucky Public Health Association, presents the Kentucky Public Health Association Group Award to the Clark County Activity Coalition for their work establishing the Winchester Traveling Trail

2011

- The Green at Bluegrass Community and Technical College built with Rails to Trails (Bluegrass Trails and Greenways) grant.

2013

- Clark County team attends KY Bike Summit hosted by KY Rails to Trails Council.
- Winchester Elks Lodge provides grant to begin the annual Bicycle Rodeo hosted by Winchester-Clark County Parks and Recreation.
- Winchester Alley Tours developed by Clark County Activity Coalition and Clark County GIS Consortium.
- First pedestrian and bicycling survey conducted by Clark County Health Department; results used to promote walking and bicycling to local governments.
- Clark County Health Department awarded grant from KY Department for Public Health's Office of Health Equity to promote rural access to recreation and physical activity.

2014

- Recipient of Shaping KY's Future Collaborative grant award for Winchester Alley Tour signage.
- Recipient of Paula Nye Memorial Education Award from the KY Bicycle and Bikeways Commission.
- Winchester-Clark County hosts Preservation Kentucky's annual Preservation Pedal, 100-mile bicycle event.
- Bicycle Rental Program begins at Winchester-Clark County Parks and Recreation.
- Award of first Healthy Communities Grant for active transportation planning in a Winchester neighborhood.
- First bicycle fix-it station installed in Winchester.
- Clark County Health Department receives an award from the Kentucky Public Health Association for its work in the community on walking and bicycling initiatives.

2015

- Completion of Active Transportation Plan for North Winchester
- Bluegrass Cycling Club begins hosting rides in Clark County
- Award of second Healthy Communities Grant
- Active transportation prioritized in the Community Health Improvement Plan
- City of Winchester receives a Recreational Trails Program grant award to develop a hard-surface trail through Community and Harmon Parks.

Active Transportation Success

- Active transportation stakeholders host the first Walk-Bike Summit for Winchester-Clark County.
- Formation of Bicycle Pedestrian Advisory Committee (BPAC)

2016

- Bluegrass Cycling Club began hosting weekly rides in Clark County.
- Completion of Winchester-Clark County Active Transportation Plan.