

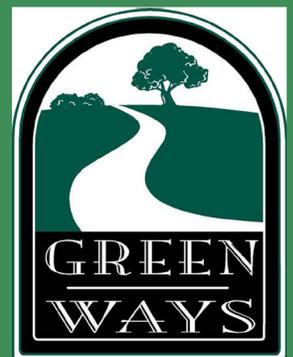
GREENWAYS MASTER PLAN

Greenways Commission of Bowling Green
& Warren County, Kentucky

COMMUNITY

CONNECTIVITY

COLLABORATION



2014

ACKNOWLEDGEMENTS

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CHAPTER 1: INTRODUCTION & BACKGROUND

HISTORY OF THE GREENWAYS

The Greenways Commission of Bowling Green and Warren County was created in 2001 by joint action of the City and County governments. Since 2001, the Greenways Commission has received over \$7.6 million in grants, resulting in a successful network of Greenways trails throughout the community. The Greenways Commission consists of twelve voting members and establishes priorities, solicits public input and assists in the design of new Greenways segments.

THE NEED FOR A NEW PLAN

The first Greenbelt System Master Plan for Bowling Green and Warren County was prepared in 1998 by Lose and Associates of Nashville, TN. The Master Plan was officially adopted by the Bowling Green City Commission and the Warren County Fiscal Court in 1999. Since then, the Greenways Commission has successfully used this plan as their guiding framework to construct more than 20 miles of trails throughout Warren County. Although several goals of the Greenways Commission have been achieved by utilizing this plan, after 16 years of use, the Greenways Commission elected to revise the Master Plan to accommodate the growing needs of the community.

GREENWAYS DEFINED

Though many people have their own definition of a greenway, they all share one commonality--they provide direct connections between important places of interest throughout the community. For the purpose of this plan, "greenway" is defined as a linear arrangement of interconnected natural and man-made corridors that fuse together for the benefit of the community.

TYPES OF GREENWAYS

The Greenway System Master Plan stated that greenways paths can be located in close proximity to a vari-

ety of features including rivers, floodplains, wetlands, railroads, parks, neighborhoods, places of work, churches, schools and open space. Greenways paths can be constructed out of several different types of trail surfaces. The most common type of greenways trail found in Warren County is a shared-use path constructed of concrete or another type of paved material, such as asphalt. This type of greenways trail is usually six to ten feet in width and can accommodate multiple users including walkers, runners, bicyclists and skaters.¹

Greenways trails can also be constructed using rock, crushed stone or wood chips. These types of trail surfaces can serve walkers, runners, hikers and in some cases mountain bikers. In certain situations, the landscape might provide limitations for constructing a greenways trail. Limitations can include ecologically sensitive areas, geologically sensitive areas, as well as steep terrain. If this type of condition presents itself, trails are often left in their natural state. These types of trails can accommodate a plethora of different users including mountain bikers and hikers.

As defined by Charles Little in *Greenways for America*, "greenways can be as wide as a watershed or as narrow as a trail." Some are publicly owned while others are established on private land by easements or other methods that protect valuable natural areas and cultural/historic sites and allow public access along such trails. Some are managed only to conserve native ecosystems and some are purely recreational. Some are "green," following ridgelines or other upland features, some are "blue," following rivers and wetlands, and others are more urban in nature.² Greenways trail types can also include sidewalks for pedestrian use and bikeways or bike lanes for cyclists.

GREENWAYS BENEFITS

The implementation of a greenways system in Bowling Green and Warren County has provided several benefits to the community, including the following:

¹ Lose & Associates, Inc. Greenbelt System Master Plan Warren County and Bowling Green, Kentucky 1998

² Charles Little. *Greenways for America*. (Baltimore. The Johns Hopkins University Press, 1990).

Healthy Lifestyles

Communities that have opportunities for regular physical activity, such as daily walking or cycling, have a vastly superior quality of life to communities that do not offer such a choice. Kentucky is among the states with high levels of disease, such as heart disease, obesity and diabetes (see map below).

It is critical for the health of our population to build and plan our environment in a manner that ensures a choice of transportation modes and routes, allowing people to not only drive, but also walk, ride a bicycle or take transit to reach daily destinations.

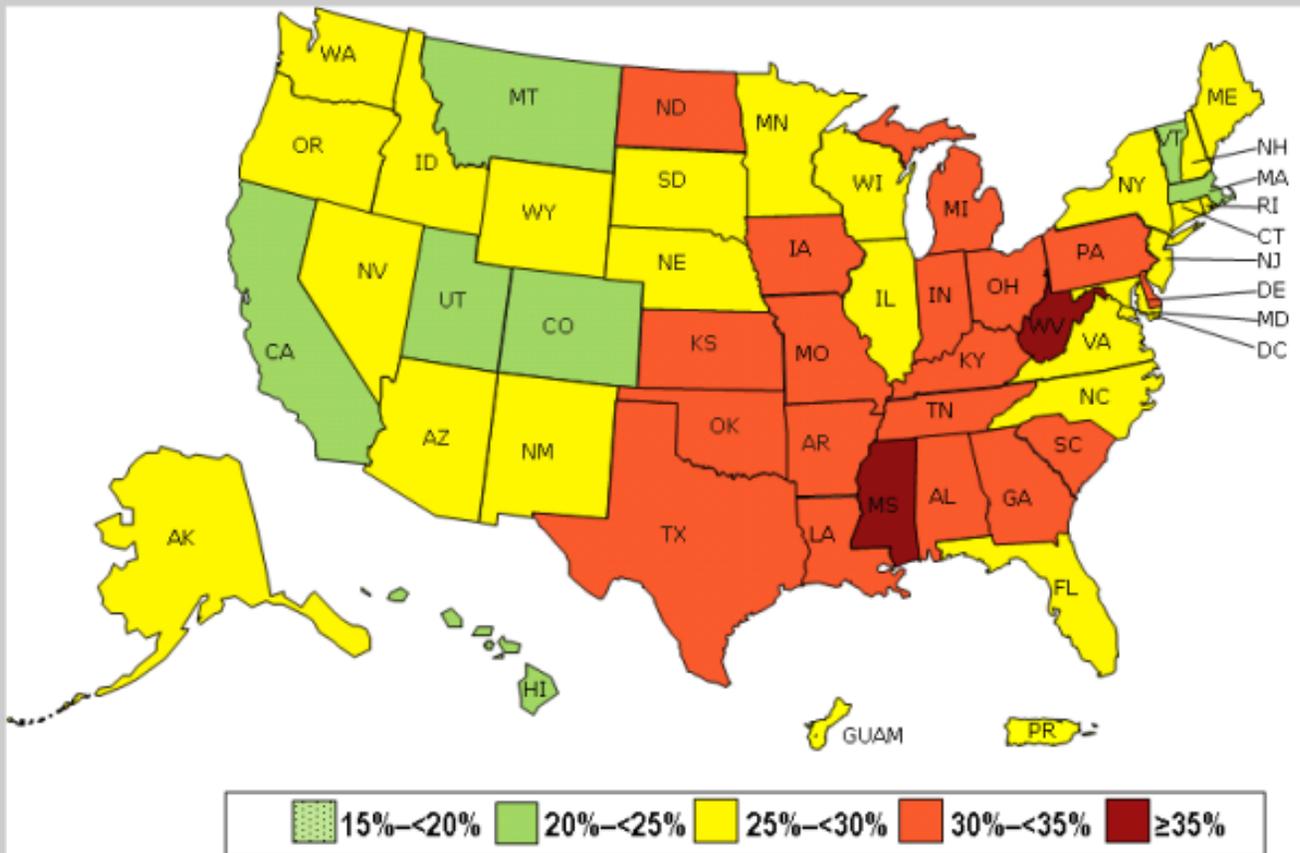
Economic Benefits

“Studies are confirming that trails and green space are important community assets that can help spur economic development. From urban home buyers preferring to live along or near a trail to bicyclists and



A Bike Share Program in Nashville provides an opportunity for healthy exercise and affordable, convenient transportation.

PREVALENCE OF OBESITY AMONG U.S. ADULTS BY STATE AND TERRITORY, 2013



Source: Behavioral Risk Factor Surveillance Systems, CDC.

<http://www.cdc.gov/physicalactivity/data/surveillance.html>

hikers making their way from town to town in a rural area, trails attract people and dollars.”³ Furthermore, the National Association of Realtors states that commute time and places to walk are 2 of the top 3 most important community characteristics that people consider when purchasing a home.

Tourism and recreation-related income, as well as an increase in property values, are resulting in greenways and trails being included as a key strategy in overall economic development planning for communities.

Environmental Benefits

If properly designed, greenways trails can help to protect important environmental features and provide corridors in which people and wildlife can coexist. Greenways help preserve native ecosystems by protecting areas that sustain natural plant and animal communities, while at the same time, maintain the well-being of such landscapes through the safeguarding of their physical, chemical, and biological processes. Greenways trails assist with improving air and water quality by providing an alternative means of transportation. Greenways trails also provide an interactive environmental experience for people of all ages. Designing trails that are strategically placed in environmentally sensitive areas allow trail users to experience nature in a way they are not normally used to.



Fountain Fest Community Event, Circus Square Park.

³ www.AmericanTrails.org

Preserving Our History and Culture

Greenways trails help provide connections between us and our heritage by providing access to important historic locations. The current Greenways trails in Bowling Green and Warren County connect several sites of historical interest, such as Fountain Square Park and Hobson Grove.



PC Staff commute to and from work.

Alternative Transportation

Greenways trails provide the community with several options for alternative transportation including commuting to and from work or school, local restaurants, businesses, parks, recreation sites and other various areas of interest. As mentioned previously, these alternative forms of transportation, if made available by greenways, can help reduce air pollution, as well as road congestion.

PURPOSE AND OBJECTIVES OF THE GREENWAYS MASTER PLAN

MISSION STATEMENT: “To develop a network of walking and biking pathways that bring the community and nature together while helping to provide a holistic transportation network.”

GOAL 1 Create a framework for the systematic expansion of greenways trails throughout the community.

GOAL 2 Pursue all available opportunities to provide a long-range funding source for the construction of greenways trails. Explore local funding options, as well as federal and state grants to support the development and future maintenance of the trail system.

GOAL 3 This plan will present avenues for the Greenways Commission to create a sustainable public presence for greenways in Bowling Green and Warren County. This goal is paramount to the long-term success of the Greenways system.



Ribbon cutting at the South Warren Greenway.

CHAPTER 2: DIRECTION FOR THE FUTURE

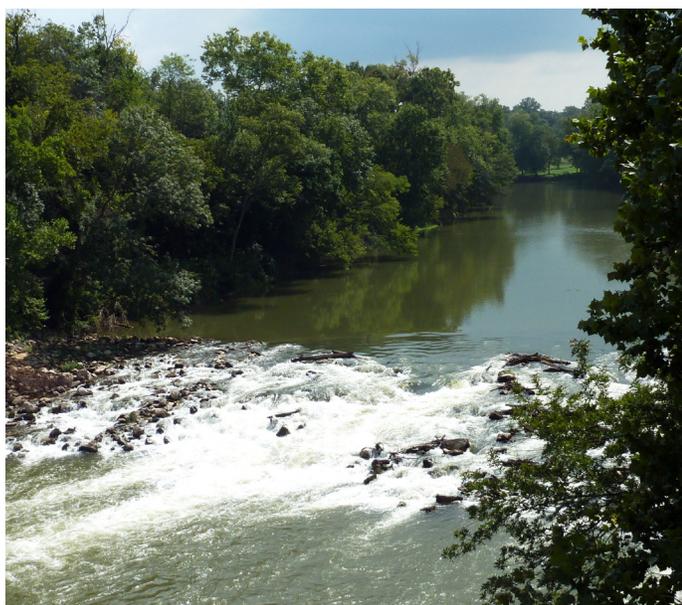
THE VISION

Greenways are an important asset to any community and are also part of a land use approach that can help to provide many benefits related to quality of life and sense of place. The Vision of this Master Plan must not only set a clear direction for the Greenways Commission of Bowling Green and Warren County, but at the same time, must also be brief enough to gain interest with all potential stakeholders, including the general public. The Vision must also promote a new foundation of awareness relating to the concerns and benefits of Greenways as well as foster public support for a program that will, ultimately, result in an increased use of the greenways network.

The Greenways Commission of Bowling Green and Warren County strives to develop an exceptional network of greenways across the county - creating a benefit highly valued by the community and bettering the quality of life for everyone. It is the goal of this Master Plan to connect areas of open space, natural landscape features, scenic, cultural, historic and recreational sites, as well as urban and rural areas of the county. The implementation of a greenways network will also become a tool to help attain sustainable growth and a livable environment. Additionally, the implementation of a greenways net-

work will provide an alternative transportation option which will promote active lifestyles, and at the same time connect individuals in the community to vital resources. It is important that the Master Plan encourage collaboration among both public and private entities within the community to explore different trail types in order to meet both the needs and wants of Greenways users in Warren County.

It is intended that the greenways network will contain individual greenways trails and regional linkages of trails of all varieties. While every greenway is significant and adds value to the county's landscape and neighborhoods, a countywide greenways network provides comprehensive connections that are essential for creating sustainable living in a variety of settings. The greenways network in Bowling Green and Warren County will help promote new opportunities for "green" infrastructure that will, in turn, provide connectivity among different areas of the Bowling Green and Warren County. The development of greenways in Bowling Green and Warren County will foster healthier lifestyles and create additional recreational resources and alternative forms of transportation. Greenways are a way to provide connections to some of the county's most valued areas. These connections can be conceptually represented by a "hubs and spokes" approach. The "hubs" of the greenways network will include activity centers and amenities throughout the county including parks, schools, recreation areas, employment centers and shopping regions as well as cultural and historic areas. The "spokes" of the greenways network will be the greenways trails which connect all of the previously mentioned destinations with the places where we live.



View of the Barren River from Riverwalk Greenway.



Cyclists at Keraikes Park.



Low-Hollow Trail Fest, Weldon Peete Park.
Photo by Bryan Lemon

GUIDING PRINCIPLES

The Vision of this plan provides a look at the “big picture” for how the greenways in Bowling Green and Warren County will progress in the future. In order to figure out “how we will get there,” it is necessary to employ the following guiding principles:

- *Promote active lifestyles by creating pedestrian and bicycle connections between places where we live, work and play .*
- *Collaborate with appropriate public, private and non-profit agencies to accomplish common goals.*
- *Encourage public participation to help identify, prioritize and support projects.*
- *Assess current greenways conditions and identify connectivity gaps.*
- *Protect ecologically significant “green” and “blue” corridors.*
- *Design new trails that are appropriate for the location and surrounding environment.*
- *Actively seek funding to create additional greenways connections.*

CHAPTER 3: EXISTING CONDITIONS

THE BOWLING GREEN AND WARREN COUNTY COMMUNITY

Population

The 2010 US Census reported that the population of Warren County was 113,792, while the City of Bowling Green population was 58,067. Two thirds of Warren County's population is urban, which includes Bowling Green, leaving just under one-third of Warren County's population as rural.⁴

Health Status

In the fall of 2011, the Barren River Community Health Planning Council (BRCHPC) was formed to address health issues, including high rates of cardiovascular disease, diabetes, obesity, lung cancer, and drug abuse in the 10-county Barren River Area Development District (BRADD). The Greenways Commission was invited to participate in the ongoing implementation of the Health Plan for 2013-2015. This plan recommends that every County in the BRADD, including Warren County, have a well-designed, complete, and informative guide to local physical activity resources. The plan also recommends the implementation of new programs to increase the ownership and/or use of bicycles for transportation and active living as well as hosting educational events that support the development of new bike paths and active transportation modes.

Walkable Community Status

The National Association of Realtors states that commute time and places to walk are 2 of the top 3 most important community characteristics that people consider when purchasing a home. Walk Score is the only international measure of the walkability of communities and is the leading provider of neighborhood maps to the real estate industry. The web-based application calculates how walkable specific locations are based on the extent to which daily errands require a car. A score of 90-100 is a "Walker's Paradise" in that daily errands do not require a vehicle and a

score of 0-24 is "Car-Dependent" in that almost all errands require a vehicle. A score of 25-49 is also listed as "Car-Dependent" in that "most errands require a car"; a score of 50-69 is "somewhat walkable" in that some errands can be accomplished on foot and a score of 70-89 is "very walkable" in that "most errands can be accomplished on foot."



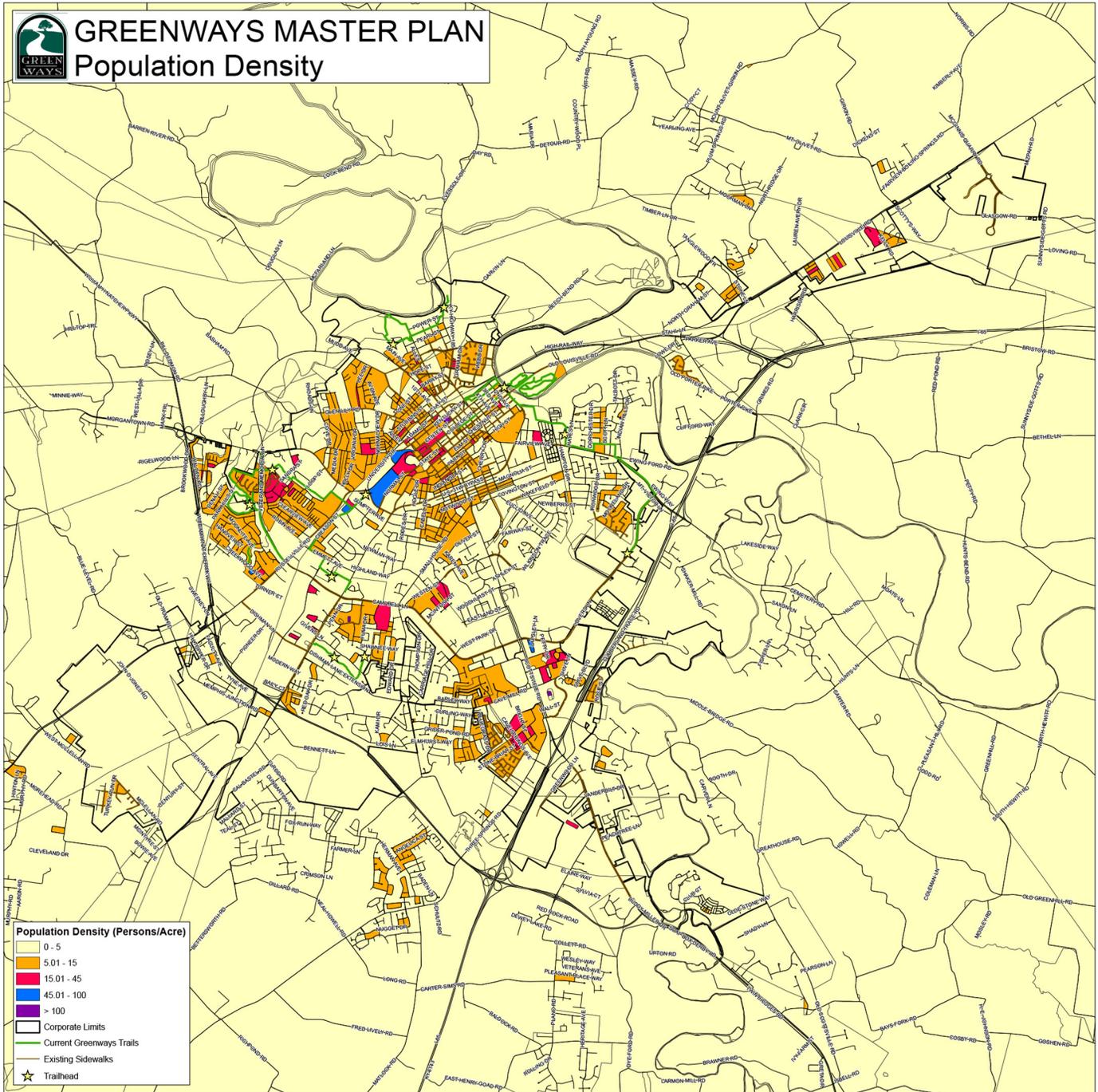
Bowling Green residents use the Greenway at Weldon Peete Park for exercise.

The company also tracks transit and bike scores and has found that "walkability, short commutes, bike-ability and access to public transit" are becoming "economic engines, talent magnets and valuable real estate investments" as "four in five millennials want to live in places where they have a variety of options to get to jobs, school or daily needs and 3 in 4 say they'll likely choose to live where they do not need a car." More than 30,000 websites use the Walk Score, Bike Score and Transit Score Neighborhood Maps and over 20 million scores are recorded each day.⁵

Bowling Green has an average Walk Score of 32 and Warren county has a Walk Score of 18. According to Walk Score, Bowling Green is a car-dependent city in that most errands require a car. This reality is also reflected in a 2014 Forbes Magazine rating that listed Bowling Green as one of the best 25 cities in which to retire but listed "walkability" as a negative. Also, according to a citizen survey commissioned by the City of Bowling Green and conducted by the National

⁴ Focus 2030 Comprehensive Plan for Warren County, Kentucky

⁵ <http://www.walkscore.com>



Citizen Survey and the International City/County Management Association (ICMA) in 2012, single-occupancy vehicle (SOV) travel was the overwhelming mode of transportation in Bowling Green. When asked how people typically traveled to work, ease of bicycle travel and walking, as well as the availability of paths and walking trails, received a low ranking from local residents.⁶

Housing and Neighborhoods

The greenways system is in the early stages of connecting neighborhoods to parks, schools and other destinations. As more sidewalks and greenways are built, residents will have an opportunity to use the trails to travel to daily destinations.

Many housing developments and subdivisions in Bowling Green and Warren County built since the

⁶ Community Transportation Benchmarks, National Citizen Survey, City of Bowling Green, 2012 <http://www2.bgky.org/pdf/citizen-survey-2012.pdf>

1940s do not have pedestrian or public transit facilities. For example, high density residential complexes on Lovers Lane are separated from commercial destinations by Scottsville Road (US 231), a six-lane highway which is not comfortable for pedestrians to cross. The majority of residential subdivisions are single use developments that require a vehicle for most daily trips. Linking new developments to the Greenways system is listed as an Action Plan Element in the Focus 2030 Comprehensive Plan (LU5).

Schools

There are two school systems in Warren County - the Bowling Green Independent School District and the Warren County School District. The Warren County School District operates fifteen elementary schools, four middle schools, four high schools and three alternative schools. The Bowling Green Independent School District includes five elementary schools, one middle school, one high school, one alternate school and one pre-school. There are several private schools in Bowling Green, including the Anchored Christian Academy, Foundation Christian Academy, Holy Trinity Lutheran School, Montessori School of Bowling Green, Plum Springs Montessori School and St. Joseph's Catholic School.

One of the priorities of the Greenways Commission has been to connect schools and greenways. Although many students ride a school bus, long car lines outside schools suggest that many students are transported by car to school. All of the local high schools are surrounded by parking lots which are full of cars on school days suggesting that most high school students drive their own car to school. So far, several schools are located directly on the greenway, including McNeil, Potter Grey and Briarwood. Warren Central and South Warren High Schools and the two institutions of advanced learning, Western Kentucky University (WKU) and Kentucky Advanced Technical Institute, are also connected to the greenways.

WKU continues to expand facilities for cycling and walking and, according to a WKU Parking and Transportation Department "Campus Housing and Residency Occupancy and Housing Parking Permit Sales Survey" for 2005-2014, WKU has experienced a grad-

ual decline in the sale of campus parking permits. Also, the WKU Parking and Transportation Department hosts a web page titled "Being Car Free at WKU" which provides information on alternative modes of transportation and lists the many benefits of enjoying campus life without a vehicle.⁷



View of Barren River from the greenway on Emory G. Dent Memorial Bridge.

COMMUNITY RESOURCES

Natural Features

Much of Warren County's aesthetic character can be attributed to its diverse topography which ranges from ridges and valleys to gently rolling farm fields and flat floodplains. There will be opportunities in the future to extend the greenways system farther into the county and, through the use of trailhead displays, educate the public about geology and soils, wildlife, vegetation and topography.

Blueways

The Focus 2030 Comprehensive plan recommends the coordination between the blueways and greenways to help connect blueway resources to the pedestrian and bicycle system, as well as with destinations around the county (ActionPR-5.1). The Warren County Blueways is a river and stream trail system with access points throughout Warren County as well as adjacent counties. The project began in 2006 when WKU Outdoor Leadership students docu-

⁷ http://www.wku.edu/transportation/car_free/ind

mented and mapped the rivers in Warren County for the purpose of increasing stewardship of the river and improving river awareness, conservation, and access. Since 2006, over 185 miles of rivers in Warren and surrounding counties have been identified on an interactive map on the Blueways website.⁸ The project continues through the work of multiple partners including government, public, not-for-profit, and private sectors.

Warren County has a number of significant water resources, including the Barren River, the Green River tributaries, the Gasper River, Drakes Creek, Jennings Creek, Shanty Hollow Lake and the Lost River at Lost River Cave. There are currently Greenway connections at Lost River Cave, Riverview at Hobson Grove, the James Hines Boatlanding Park, the Riverwalk, Mitch McConnell Park and Weldon Peete Park.

In 2005, a Conceptual Master Plan for a Whitewater course on the Barren River in downtown Bowling Green was prepared. Although funding has not been secured for the project, if built in the future,

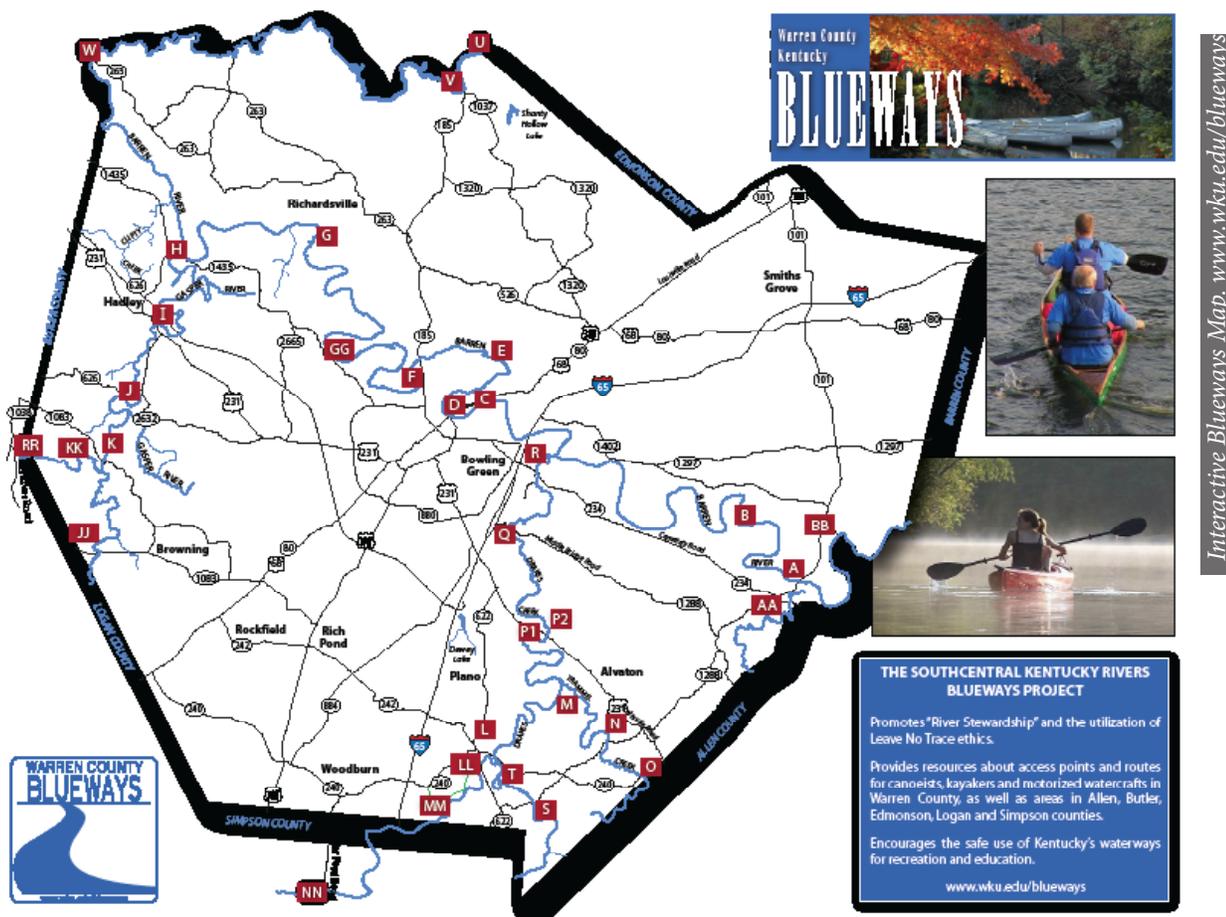
the park would be a key feature along the greenways system and would tie into the Blueways trail.⁹

In 2013, the National Park Service provided funding for the development of the Green River Blueway Water Trail Program through the Rivers, Trails and Conservation Assistance Program.¹⁰ The Barren River Area Development District is the lead organization for a two-year planning project to complete a Green River Blueway Master Plan.

The Green River marks the northern Warren County Line from the Barren River to the Edmonson County Line and is identified on the Warren County Blueways map.

Parks and Open Space

Warren County is served by two park systems – Bowling Green Parks and Recreation and Warren County Parks and Recreation. The Bowling Green Parks and Recreation Department offers a variety of recreational programs and activities at its 27



8 <http://www.trailsrus.com/blueways>

9 <http://www.trailsrus.com/blueways>

10 Russell L. Clark, ASLA, AICP Landscape Architect & Community Planner
National Park Service, Rivers, Trails & Conservation Assistance Program

facilities and maintains about 970 acres, including three golf courses that account for approximately 250 acres. The Warren County Parks and Recreation has 18 different parks and facilities on approximately 625 acres. These facilities provide many recreational opportunities, including disc golf, fishing, softball, baseball, football, soccer, basketball, inline hockey, and swimming.

Another priority of the Greenways Commission is to connect community parks to schools and neighborhoods via a system of trails and paths. Since the first greenways plan was adopted in 1998, city parks that are connected to the greenway include the H.P. Thomas Bark Park, Kereiakes Park, Circus Square Park, Hobson Grove Park, the Lovers Lane Soccer Complex and Preston Miller Park. In the county, Michael O. Buchanon Park and Weldon Peete Park have Greenway connections.

Cultural Heritage and Historic Landmarks

Warren County's historic resources are valuable assets, encouraging a unique architectural character and a strong cultural identity. The Focus 2030 Comprehensive Plan states that "Bowling Green currently has four locally designated historic districts, as well as six historic districts on the National Register of Historic Places. In addition, the Smiths Grove National Register Historic District—where several architecturally significant churches and homes remain—is located about 10 miles north of downtown Bowling Green, and the



Riverview at Hobson Grove is located along the greenway.

Oakland-Freeport National Register Historic District boasts noteworthy assets, as well. Beyond the district designations, there are nine locally-designated individual properties in Bowling Green, and 60 individual properties with National Register status." The four locally designated historic districts are all within walking distance of the Greenway.

In 2010, the Historic Preservation Board, the Greenways Commission and other local organizations worked together to establish a Tour of Historic Bowling Green along the greenways. Funded by a Preserve America Grant, the tour includes 23 historic sites along the greenways each of which have an interpretive marker providing a history of each location.

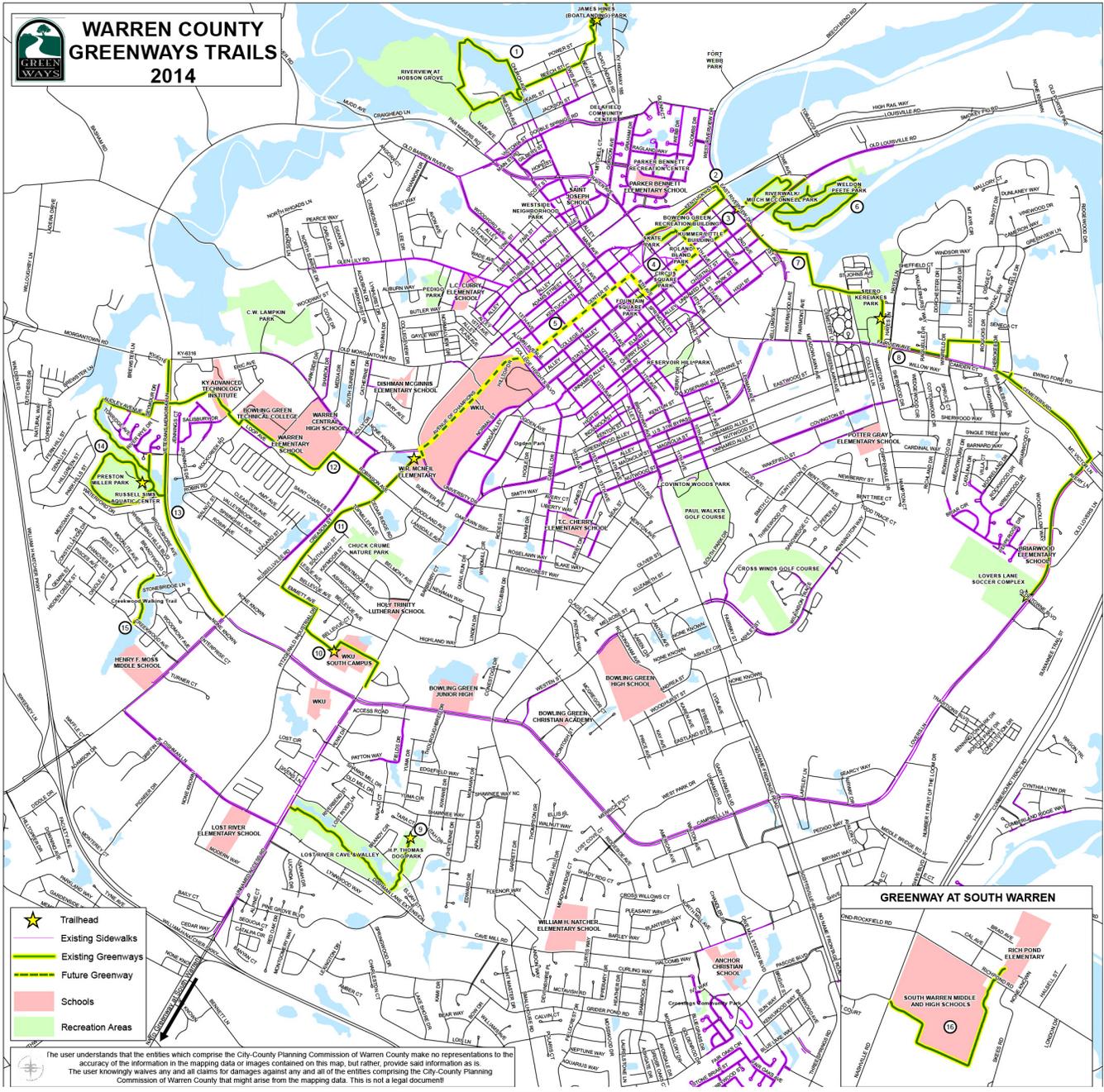
Sidewalks

Existing sidewalks are a key element of the Greenways system in that they provide safe connections and links between greenways and neighborhoods, schools, parks and other destinations.



Sidewalks provide connections throughout the city to the Greenways.

The City of Bowling Green established a sidewalk program in 2007 to coordinate identification, selection, design, funding sources and construction management for new sidewalk projects. The program governs both commercial and residential areas within the city. As stated on the city's website, it is a voluntary program intended to foster development of a "walkable" city by providing sidewalks in areas where none exist. Bowling Green Public Works is



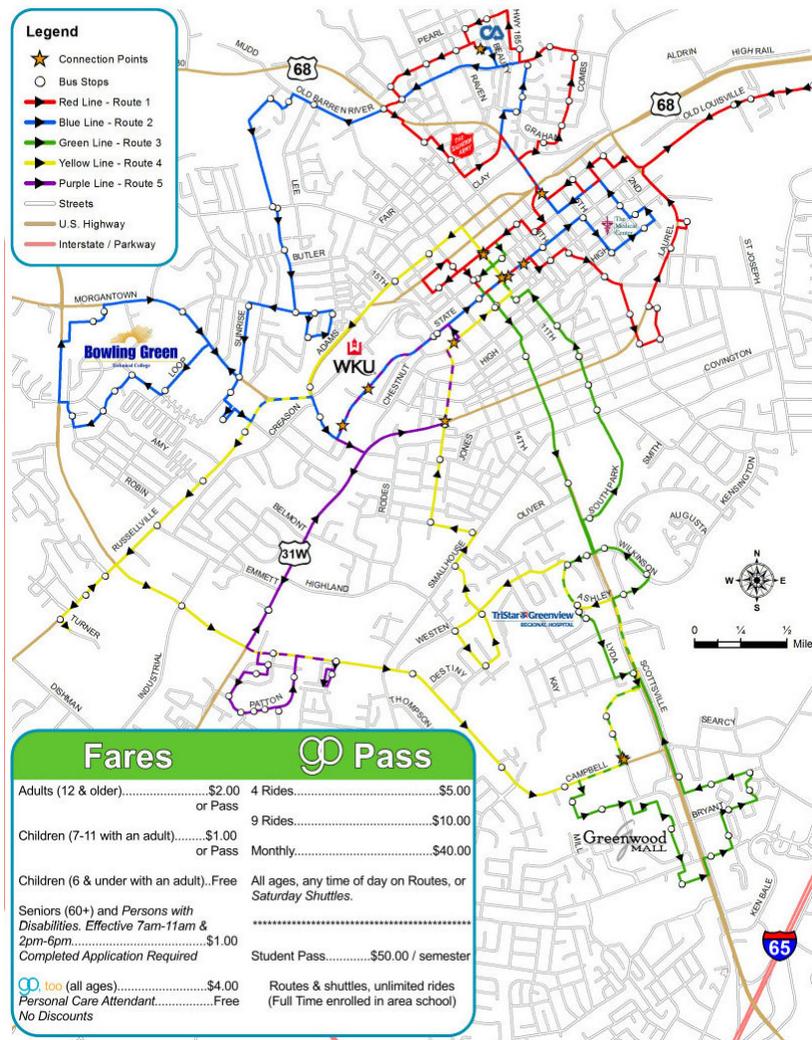
This map shows the location of greenways, sidewalks, future greenways, schools and recreation areas.

the proponent for, and provides general oversight of a program in which city staff, other public agencies (i.e. utilities), and neighborhood associations collaboratively advance the vision of increasing opportunities to travel throughout the community on foot. Since 2012, the city’s Sidewalk Construction Program has created 8.4 miles of new sidewalks, with an additional 2.2 miles pending construction.

In 2006, the Safe Routes to School (SRTS) program resulted in new sidewalks and other initiatives to encourage elementary students to walk to school.

Although the SRTS program is not currently active, it resulted in valuable infrastructure that the Greenways can connect to in the future.

The Warren County Subdivision Regulations require sidewalks on both sides of the street along arterial roads and major and minor collectors; on both sides of the street on certain roads in residential subdivisions connected to sewers and on both sides of the street in commercial developments. Although sidewalks are not required in the Warren County Subdivision Regulations in residential subdivisions that



Bowling Green Transit and Route Map, 2014

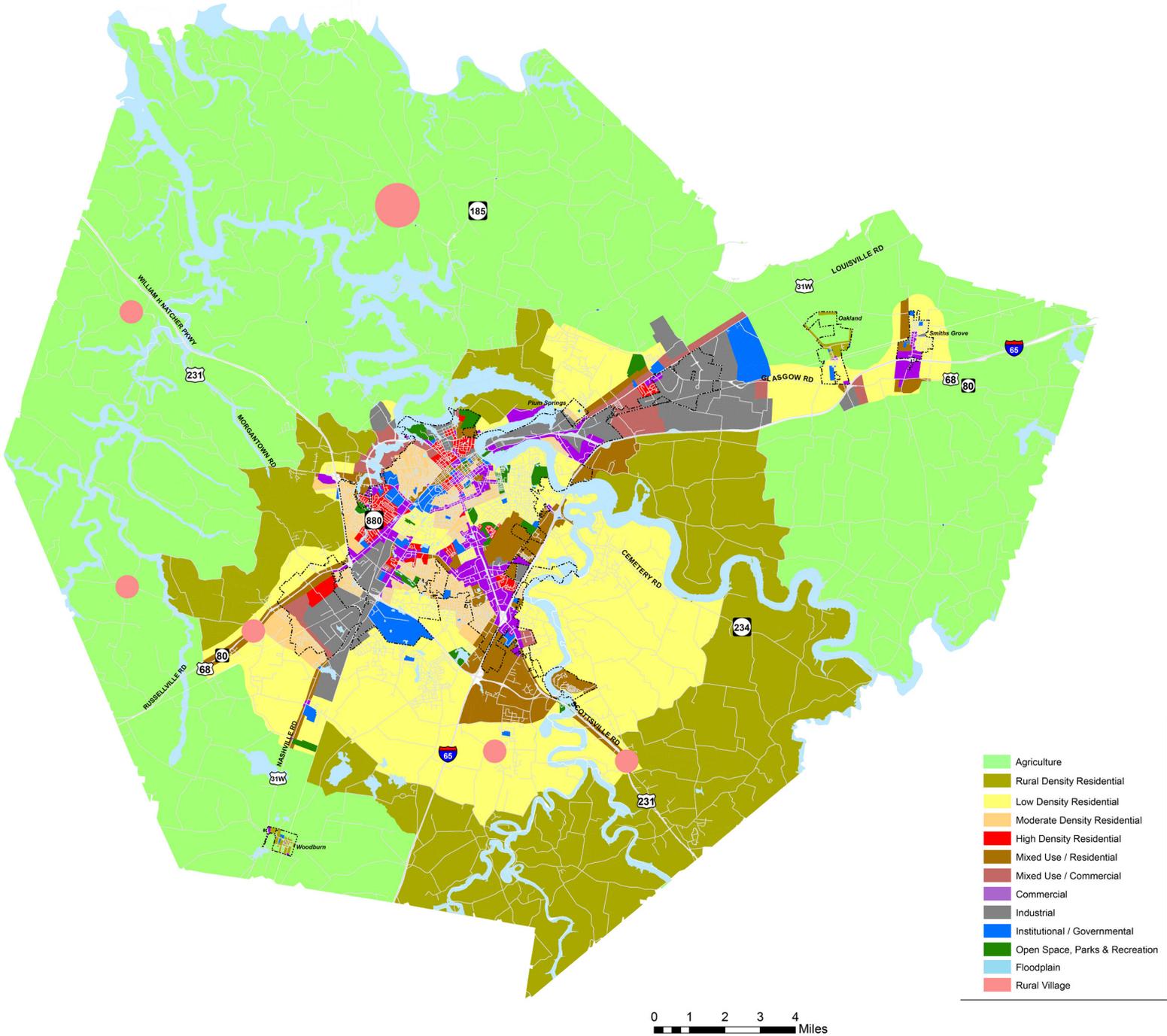
are on septic systems, new developments often have binding elements requiring sidewalks on at least one side of the street.

Transit

Today, there are two transit providers in Bowling Green – GO bg and the Topper Transit Shuttle System. GO bg operates as a division of Community Action Transit and operates five fixed routes traveling 680 miles each day. Ridership has been growing steadily (from approximately 31,000 in 2004 to 56,489 in 2014) as new routes and more buses are added to the system. GO bg has moved their main hub to a more central location in downtown Bowling Green, added a shopping route, added bike racks to the buses and provides a complementary ADA paratransit service for persons with disabilities.

The Topper Transit Shuttle Service is a division of WKU’s Parking & Transportation Services Department (PTS). Topper Transit provides service to WKU students, faculty, and staff along with the general public. This is a free service which operates between the hours of 7:00 AM to 10:00 PM Monday through Friday with limited service on Saturday. The service operates between Main Campus and South Campus as well as evening service to retail, dining, and entertainment businesses along Campbell Lane. Topper Transit also offers the “Safe Ride Home” service from 10:00 PM to 2:00 AM Thursday, Friday, and Saturday. Last fiscal year (FY13), Topper Transit carried approximately 575,000 passengers.

There are currently transit stops along several segments of the greenways, including the segment along Creason Street to the South Central Kentucky Community and Technical College and Walmart, the



FUTURE LAND USE MAP (FLUM) - Conceptually representing the pattern of land use in Warren County in the year 2030. The goals, policies and actions in the Focus 2030 Comprehensive Plan all strive toward achieving this land use pattern. Encouraging new developments to incorporate planned greenways links or to provide connections to the greenways system is listed as an action item in the Focus 2030 Comprehensive Plan (LU 5).

downtown segments and the riverfront segments. The Lost River Cave/Bark Park segment has several bus stops within a quarter of a mile.

PLANNING EFFORTS

Land Use Planning

The Focus 2030 Comprehensive Plan adopted in 2011 introduced a “Future Land Use Map” (FLUM) which depicts the expected long-range future pattern of land use throughout the community. A significant portion of the map, surrounding the developed areas of the city on all sides and extending from downtown to the Allen County line is categorized as “Rural Density Residential” and “Low Density Residential”. Although sidewalks are required in subdivisions that are connected to sewer, there is no transit system serving this area and currently, there are no greenway connections.

The goal of the Focus 2030 Comprehensive Plan is to create an “over-arching vision and a set of intentional directions for the community as a whole, as well as a comprehensive understanding of the dynamics of growth and change which the community will face for the next twenty years. Of extreme importance is to recognize and prepare to cope with growth pressures that, if left unattended, could cause profound and irreversible changes to the character, quality of life and environmental and fiscal health of Warren County”.¹¹

Road & Street Network

The Focus 2030 Comprehensive Plan for Warren County, states that the county is comprised of a collection of major highways, principal arterials, minor arterials and collectors that provide varied levels of access and mobility. Interstate 65, the William H. Natcher Parkway, US 31W, US 68, US 231, and numerous state, county and local highways encompass the road network in Warren County. Many of these roadways vary in size and character as they traverse different parts of the county. The Comprehensive Plan also addresses the significant roadway congestion issues in Warren County, which are largely concentrated

among arterial roadways linking downtown Bowling Green. US 231 from the I-65 interchange into downtown has been identified as one of the most congested areas in the community. Congested areas principally relate to where new development is occurring (south and northeast of Bowling Green). Without substantial road improvements or the development of a multi-modal transportation system and a more walkable community, congestion can be expected to increase through 2030.

Transportation Planning & Network

Automobiles are an integral part of Bowling Green’s identity and history. Home to the Dixie Highway, General Motors Corvette Plant, the National Corvette Museum, the new NCM Motorsports Park and Beech Bend Raceway, the community has embraced the automobile since the 1920s. As Bowling Green grows, while it is important to recognize this culture, it will be important to include facilities for bicyclists and pedestrians, as well as vehicles, so that residents are able to enjoy driving, but will also have the option to walk or ride a bicycle to daily destinations and for recreation.

The Bowling Green/Warren County Metropolitan Planning Organization (MPO) is responsible for transportation planning on state and federal roads in Warren County. The MPO is mandated by State and Federal law to provide a continuing, cooperative, comprehensive transportation planning process, which guides the expenditure of state and federal transportation funds in the Warren County area. The MPO establishes project priorities for consideration by the Kentucky Transportation Cabinet. In addition, the MPO continually monitors and collects data on the current condition of Warren County’s transportation system, including roads, bicycle and pedestrian ways, the airport, and public transit.

Two of the most important documents that the MPO produces, which guide transportation decisions, include a Transportation Improvement Program (TIP) and a Metropolitan Transportation Plan (MTP). The purpose of the MTP is to identify the existing and proposed transportation facilities and services that are necessary to meet the transportation needs of Bowl-

¹¹ Focus 2030 Comprehensive Plan , City County Planning Commission of Warren County, Kentucky.

Bowling Green – Warren County MPO				
Transportation Improvement Program				
FY 2012 - 2016				
Project ID	KYTC 6YP ID	Route	Amount	Project Description
2012-1	3-16.02, 3-16.03, 3-16.04	I-65	\$33,011,206	Construction of new interchange connecting US 31W to I-65 at mile marker 32 in Warren County.
2012-2	3-16.11	N/A	\$5,250,000	Kentucky Trimodal Transpark.
2012-3	3-16.12	US 68	\$1,967,856	Four lane US 68, US 31W to Transpark entrance on US 68.
2012-4	3-17, 3-17.01	I-65	\$24,750,000	Reconstruct I-65/US 231 (Scottsville Road) interchange at Bowling Green.
2012-5	3-53.1	Natcher Pkwy	\$13,000,000	Surfacing for the extension of William H. Natcher Parkway to US 231 at Dye Ford Road.
2012-6	3-317	US 31W	\$14,180,000	Bowling Green – Franklin Road; Widen US 31W west of the Natcher Parkway to Dillard Road.
2012-7	3-594	N/A	\$950,000	Western Kentucky University (WKU) – Community bikeway project. Construction of 4.5 miles of bicycle and pedestrian paths to connect WKU campus with recreational facilities, businesses, and local public schools within the city of Bowling Green.
2012-8	3-1070	CR 1301	\$960,000	West Bogle Road; Replace bridge and approaches over RJC railroad 0.20 mile southeast of US 68.
2012-11	3-102.10	KY 884	\$11,030,000	Improve Three Springs Road to reduce congestion at the intersection with Scottsville Road.
2012-12	3-131.00	US 31W	\$3,430,000	Construct roundabout at US 31W Bypass and Chestnut Street/University Blvd/Loving Way.
2012-13	3-316.00	KY 2158	\$4,330,000	Widen Cumberland Trace from US 231 to 1.4 mile north of US 231.
TOTAL			\$112,859,062	

ing Green and Warren County by the year 2035. (The MTP will be updated by FY2015 and will extend to the year 2040.) The recommendations are shaped with considerations for key community issues, transportation goals, coordination with public agencies, trends in population, trends in development and employment patterns and input from the public and planning agencies. Project recommendations are developed through a prioritization and ranking process designed to systematically identify and rank the overabundance of transportation needs based on appropriate data, input from the public, and involvement from the local officials and MPO members. The priorities and rankings are ultimately determined by the MPO Policy and Technical Advisory Committees and are used by the Kentucky Transportation Cabinet (KYTC) to establish priorities for input to the State Recommended Highway Plan, the Transportation Improvement Program (TIP), the Statewide Improvement Program (STIP), and the Metropolitan Transportation Plan (MTP).

The MTP includes many useful maps showing major and minor gateways into Warren County, highway functional classification maps, traffic counts, collision locations, greenways and pedestrian facilities.

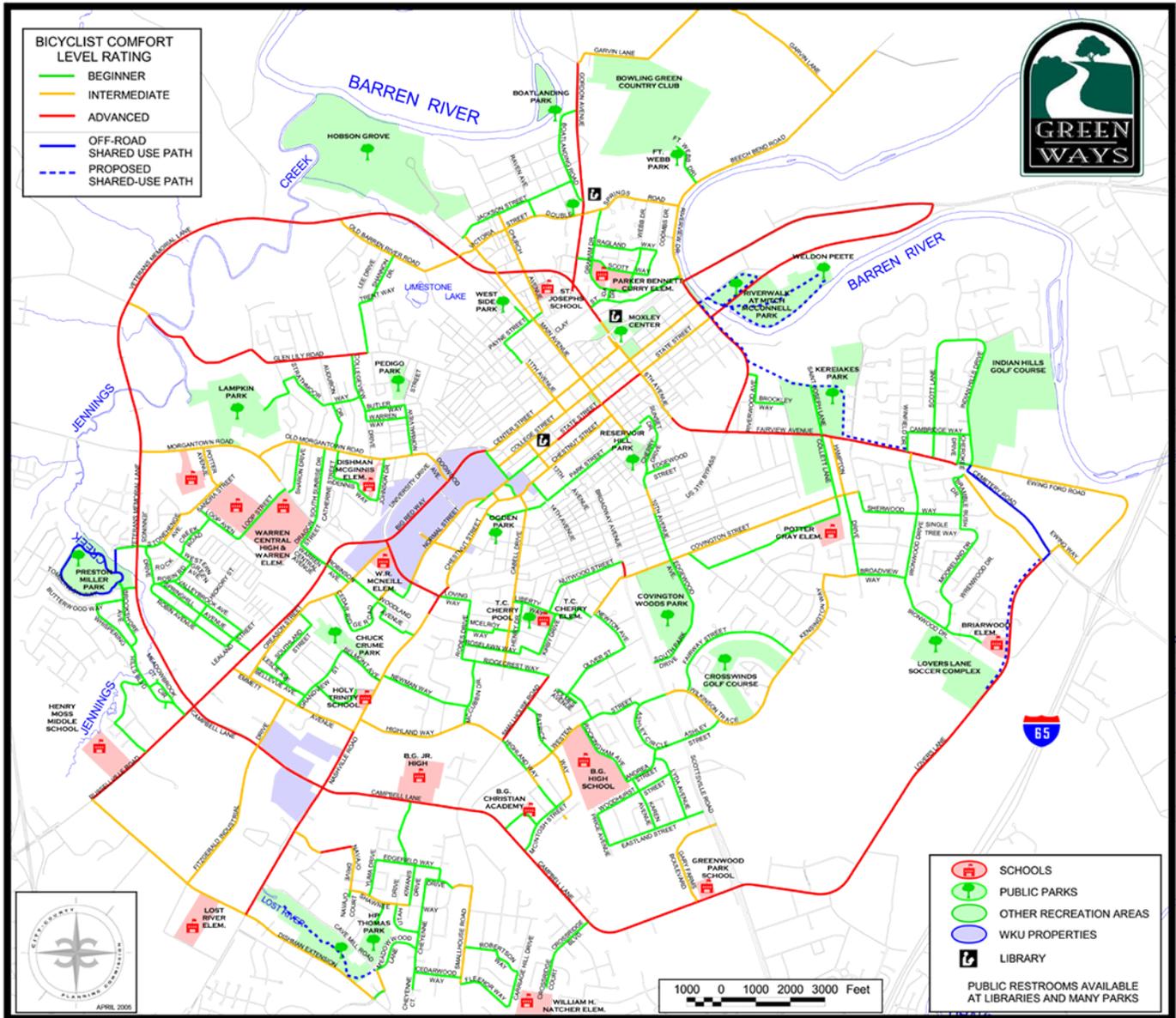
The Transportation Improvement Program (TIP) provides a listing of all regionally significant highway and transit improvements that are contemplated by Bowling Green and Warren County for a period of four years. The current Transportation Improvement Program applies to Fiscal Years 2012– 2016 and is shown in the table above.

The MPO also produces many other transportation related studies which are available on the MPO website.¹² For example, the MPO has recently hired a consulting firm to conduct a traffic circulation study for downtown Bowling Green. The study is focusing on trip generation and traffic circulation within downtown as well as the transportation connections to the surrounding community which are necessary to support the proposed development within the area. Bicycle and pedestrian facilities are being addressed as a part of this study.

The city and county governments, including the four 6th class cities (“Kentucky cities are divided into one of six classes, which are based on population size tiers ranging from less than 1,000 to more than 100,000”)¹³ maintain road improvements and paving needs on local roads.

¹² <http://mpo.bradd.org>

¹³ Kentucky League of Cities



Bicycle Comfort Level Route Map, 2006

Bicycle Facilities

In 2006, the City of Bowling Green, in partnership with the Greenways Commission, Operation Pride and the Bowling Green League of Bicyclists, produced a “Bicycle Bowling Green” brochure with a map showing a bicyclist comfort level rating as well as tips for bicycle safety (shown above). The Bicycle Bowling Green map is an update of the 1978 Bicycle Facilities Plan for Bowling Green, which mapped two types of bike routes: residential routes for specific neighborhoods, and recreational routes along some of the suburban and rural roads. The 2006 map connects the 1978 routes into a network. The 2006 map evaluated three factors when rating the safety for each route - lane



Adding interesting bicycle racks helps to create an active bicycle culture such as these racks in Pensacola, FL.

width, traffic volume, and speed limit. Other additional factors evaluated included the condition of pavement, the presence of edge line markings, the presence of on-street parking, and the percentage of heavy vehicles. It was stated that the map will serve as a guide for future installation of bike route signs

and/or edge line marking. The map was intended to be a starting point for improving the conditions for bicycling in Bowling Green and recommended that the routes continue to be evaluated by the bicycling community and public.

Since the 2006 map was completed, City of Bowling Green bicycle designations have been made on a case by case basis. For example, portions of Chestnut Street and Scottsville Road have been striped with a bicycle lane. The City has also worked with WKU to design a greenway/bike route from WKU to the Bowling Green Parks & Recreation facility on East 3rd Avenue to be completed in 2014. The total mileage of designated bicycle lanes or streets with “Share the Road” signs are currently not available.



Many techniques can be used to connect greenways via roads, such as signage to allow bikes to share the road and designated bicycle lanes.

Bicycle Routes in Warren County

The Midland Kentucky Bike Tour enters Warren County at the Butler county line traveling southeast through Rockfield, Richpond and Boyce and then passes through Smiths Grove and Oakland to the Edmonson County line.

- The Mammoth Cave Bike Tour enters southern Warren County near the Boyce community then east near Alvaton. From US 231 the Mammoth Cave Bikeway travels on the same route as the Midland Bikeway until it exits Warren County at the Edmonson County line.

- The Local Bikeway Route begins in north Warren County near US 31W and travels east through Oakland and Smiths Grove before traveling north into Edmonson County and Mammoth Cave. This route returns to its point of origin via KY 743 in Warren County.

Route sharing websites such as Bikely, Map My Ride, Ride with GPS, Strava and Endomondo allow cyclists to document routes and share information about the cycling experience, such as marked routes and traffic, creating a collection of mapped rides around Warren County, and has demonstrated a growing interest in cycling. For example, Map My Ride shows 54 routes that road riders have documented in the past 5 years.



Preservation Pedal, Danville, Kentucky, 2013

Greenways help to attract cycling events to communities which attract thousands of cyclists who enjoy riding through historic locations and scenic landscapes, such as Shaker Village in Auburn, Kentucky.



Shaker Village, Auburn, Kentucky

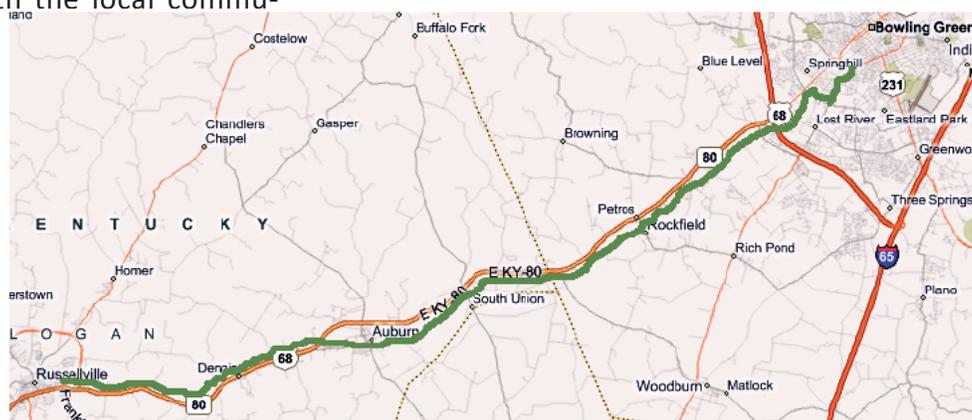
Regional Greenways

Warren County is surrounded by six other counties. The Barren County Regional Development District (BRADD) is currently conducting a survey of certain cities within their ten county region, of which all six neighboring counties belong, to determine the level of interest in planning and development of bicycle and pedestrian facilities and are in the process of mapping all existing facilities.

The following is a summary of plans that include greenways or bike/pedestrian plans:

Allen County: At this time, there are no designated greenways in Allen County.

Barren County: A master plan for greenways in Glasgow named the Glasgow Alternative Transportation Endeavor (G.A.T.E) was completed in 2013. The City County Planning Commission of Barren County worked with the local community to develop a plan so that greenspace would be taken into consideration in future transportation projects. The goal of the Plan was to promote a healthier lifestyle, feeling of community, an alternative to reliance on automobiles and develop connections to cultural and historical destinations.



2009 UK Department of Landscape Architecture - Russellville to Bowling Green

Butler County: Currently, there are no designated greenways in Butler County.

Edmonson County: Presently, there are no designated greenways in Edmonson County.

Logan County: In 2009, as part of a comprehensive planning project titled Connecting Communities through Landscapes, the Department of Landscape Architecture at the University of Kentucky worked with the Logan County community to develop a greenways plan to be located along US 68/KY80 connecting the cities of Russellville and Auburn to Bowling Green. The trail would begin

at the State Glade Nature Preserve and Hampton City Park in Russellville, travel through the town of Auburn and would end at WKU’s South Campus in Bowling Green. If built this trail would connect to the existing greenways segment on Veteran’s Memorial Lane and Creason Street.¹⁴

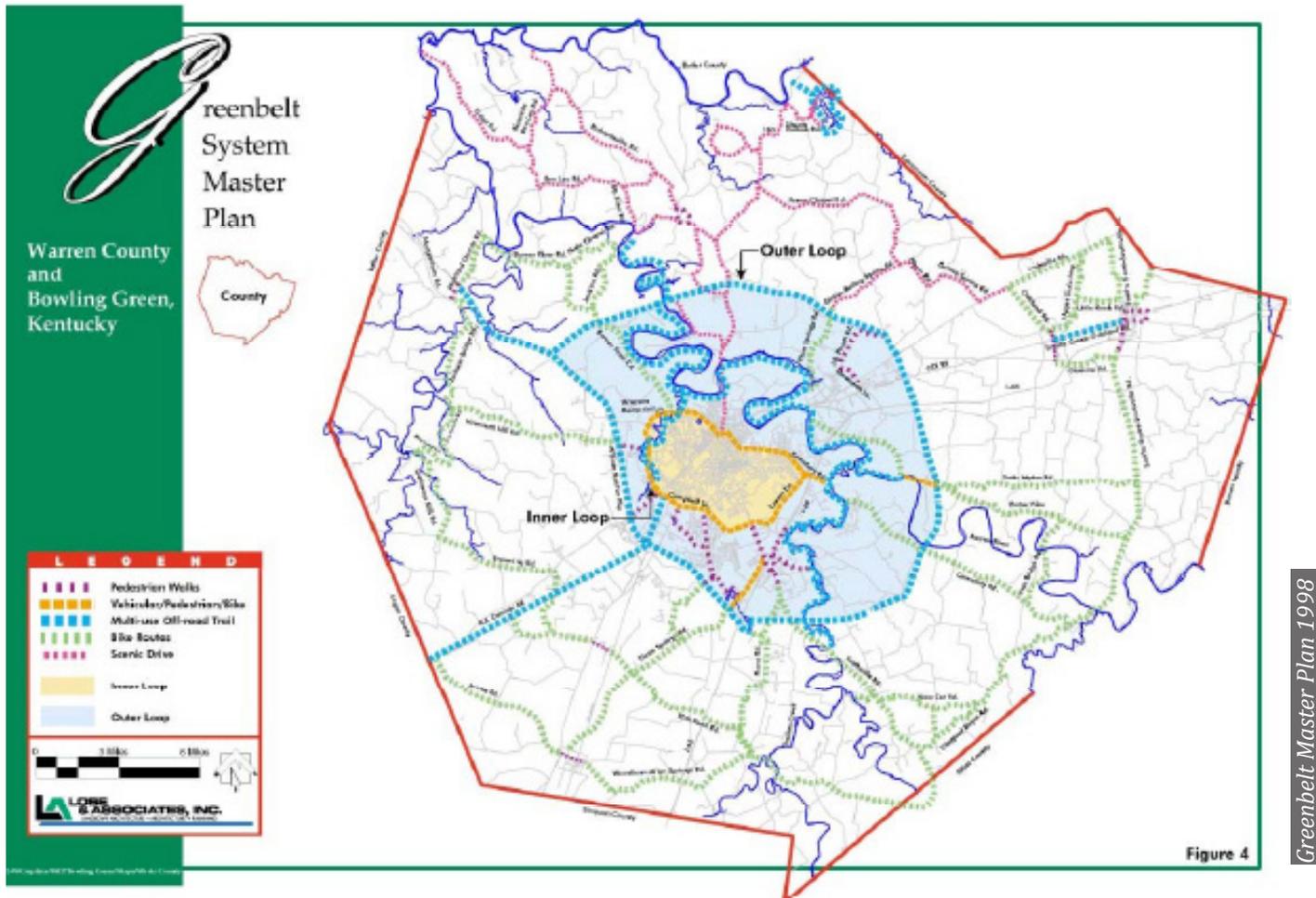
Simpson County: Recently, the Simpson County Get Healthy Coalition and the Cooperative Extensive Service, along with concerned citizens, business leaders, elected officials and health professionals, received a grant to map new sidewalks and pathways for walking, running and bicycle riding. The grant was made possible by the “Move More” Physical Activity Committee and the Barren River District Health Department. The goal of the ‘Pathways for Walking and Bike Riding’ project is to help Simpson County citizens lead a more active and healthy lifestyle, which will improve overall quality of life. Public opinion is being sought o map locations where bike and/or walking paths are needed.

Status of Existing Greenways in Warren County

The Greenbelt System Master Plan that was completed in 1998 presented a conceptual vision for a connected network of greenways, trails and pedestrian facilities for the entire county. As shown on the following map, an Inner Loop and an Outer Loop were identified with the Barren River functioning as the spine of the system.

Since the Master Plan was adopted, almost 25 miles of trails have been completed. As the plan was implemented, the Greenways Commission followed a “hub and spoke” concept of connecting hubs such as

¹⁴ <http://www.uky.edu/Ag/LA/KLEAR/images/logan/logancountyreport.pdf>



schools and parks to other destinations via spokes – trails, pedestrian facilities and greenways. Following is a description of each segment that has been built to date with information about the cultural, educational, recreational and other destinations along each route.

1. Hobson Grove Park & Hobson Grove Park to Boatlanding Park

From Hobson Grove Park there is a one mile greenway path that goes through the Delafield neighborhood to the James Hines Boatlanding Park and a local VFW club. Looking over the river is a greenways trailhead with a pedestrian plaza and an interpretive marker that talks about a Civil War hospital that was located nearby. A second greenway loop starts at an interpretive marker near the entrance to Hobson Grove Park that discusses the history of Riverview at Hobson Grove, a historic house museum, and then takes the visitor to the riverfront where a second marker discusses the history of the Bowling Green Wharf and Boatlanding. Visitors are attracted to the park to play golf at a city

owned 9-hole golf course, as well as to the many annual events held at the historic house museum.

There is a third interpretive marker along this section of the greenway which is located at a ca. 1890 church located several blocks from Hines Boatlanding Park which discusses the history of the “Little Rock Church” and the Delafield community.

2. Center Street-Adams Street Loop

The greenway on Riverview Drive is connected to several downtown recreational and historical destinations by way of a four block loop along Kentucky and Center Streets. The Bowling Green Parks and Recreation building and the Kummer/Little Recreation Building, which offer youth sports and fitness opportunities, are located on the greenway as well as the Roland Bland Park, which has a playground, picnic facilities and a skate park. Across the street from the park is the restored Louisville and Nashville (L & N) Railroad Depot which is the home of the Historic Railpark and Train Museum.

This loop features two interpretive markers – one that discusses a Civil War Rifle Trench that extended from the L & N Railroad tracks to the middle of Roland Bland Park and one that provides a history of the railroad in Bowling Green.

3. Riverwalk Park – Mitch McConnell Park

Riverwalk Park consists of a “Heritage Plaza” located at the terminus of the College Street Bridge, a metal truss bridge constructed in 1915 that has been converted to a pedestrian bridge. The greenway crosses the bridge to Mitch McConnell Park - a brownfield site that is functioning as a passive park. There are several historical markers along the river walk, including six brass plaques describing the natural and historical features of the river and the city. An interpretive marker with images provides a history of the L & N Railroad and its association with the river and the Civil War. Heritage Plaza, a circular concrete pad etched with a sketch of Warren County with surrounding counties and the river winding through, is located at the terminus of the bridge and functions as a gateway to downtown Bowling Green. A trailhead display case with a map of the greenway is also located at Riverwalk Park.

4. Circus Square Park to Fountain Square Park

A three-block greenway connecting the historic heart of the city, Fountain Square Park, with the newest city park, Circus Square Park, follows an alley that is known as the “Heritage Walk”. There are three interpretive markers along this route: one that is located in a walkway beside the Capitol Arts Theater that provides information about the history of Fountain Square Park; one that is located on Lower College

Street that provides a history of the Cecilia Memorial Presbyterian Church; and a third marker that is located in Circus Square Park and discusses the significance of the National Register Modern Automotive Historic District. This greenway is often used during the summer months when concerts occur simultaneously in both Fountain Square Park and Circus Square Park. The Southern Kentucky Performing Arts Center is located adjacent to Circus Square Park and a restored 1921 Standard Oil Filling Station houses the park restrooms.

5. Center Street Greenway

The Center Street path begins at the WKU Augenstein Alumni Center on Alumni Avenue, and continues from Alumni Avenue to 8th Avenue, then follows 8th Avenue across College Street to the existing Heritage Walk. The route follows the Heritage Walk through Circus Square Park, and continues on an undeveloped portion of the Heritage Walk from 6th to 4th Avenue, then follows 4th Avenue to return to Center Street at the Bowling Green Parks & Recreation facility. Construction of the path is planned to start in 2014.



Shake Rag Festival at the Heritage Plaza.



Fountain Square Park.

6. Weldon Peete Park

This section of the greenway crosses Old Louisville Road Bridge and includes two entrances into an existing recreation area, Weldon Peete Park, which has an accessible boat ramp. The trail has an approximate length of 1.78 miles and includes paved multi-use trails as well as gravel paths and off-road mountain bike trails through the woods. There is direct access to Barren River along the trail at several locations as well as a foot path to a shallow waterfall near the Old Louisville Road Bridge.



The mountain bike trail at Weldon Peete Park.

An interpretive marker is located on Old Louisville Road at the entrance to Weldon Peete Park that describes Fort Baker, an important Civil War site.

7. Riverwalk Park to Kereiakes Park

From the river walk, a 0.85 mile greenway extends along US 31 W By-Pass where it goes behind the Kroger Shopping Center, through the Fairview Cemetery and into Kereiakes Park. Two interpretive markers are located along this route: one located at the Natcher Footbridge which honors William Huston Natcher, a US Congressman for 41 years, and the second is located at the junction of three historic cemeteries: Mt. Moriah, St. Joseph and Fairview and provides a history of the cemeteries.

8. Kereiakes Park to Lovers Lane Soccer Complex

This greenway travels through Kereiakes Park, a popular city park with tennis and basketball courts, baseball facilities, playground, community gardens, disc golf course and walking and jogging trails. Within the park there is an interpretive marker that discusses the Civil War history of Fort Underwood and Mt. Ayr

– both located near the park. There is also a trailhead display case with a map of the greenways located in the park. From the park, a 2.96 mile segment runs along Fairview Avenue and Cemetery Road to Lovers Lane, passes by Briarwood Elementary School, and continues to the Lovers Lane Soccer Complex. An interpretive marker that talks about the history and development of the Lovers Lane area is located at the entrance to the Soccer Complex, as well as a greenways trailhead map.

9. H.P. Thomas/Hills Bark Park to Lost River Cave

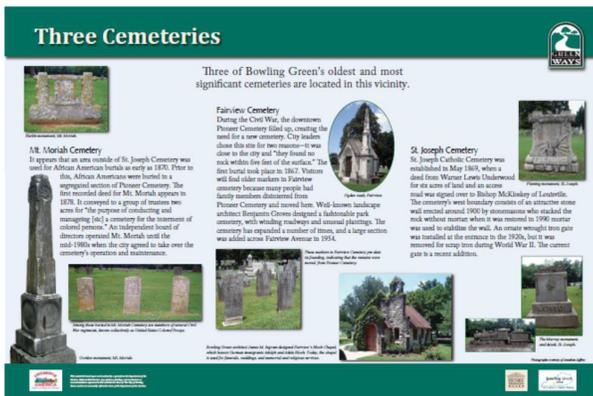
A 1.08 mile section of the greenway connects Lost River Cave and H.P. Thomas/Hills Bark Park. An interpretive marker is located at Lost River Cave that discusses the important role the cave played during the Civil War. From H.P. Thomas/Hills Bark Park, users of the trail can follow sidewalks through residential neighborhoods to the South Campus Greenway. A map showing the route is located in a greenways trailhead display case at the park.



Greenway at the Bark Park

10. WKU to South Campus

The main WKU Campus is connected to the WKU South Campus via a 2.06 mile greenway that links the WKU South Campus, an elementary school, neighborhoods, the WKU Hattie Preston Intramural Fields and a busy commercial intersection. There are three interpretive markers along this greenway – one at each of the WKU campus sites that discuss the history of higher education in Warren County and one located on Creason Street by the WKU Soccer Fields that discusses the history and significance of the Cedar Ridge neighborhood. A greenways trailhead display case with a map of the greenway is also located at the WKU South Campus.



Interpretive Marker at the junction of the three cemeteries along the greenway.



Greenway path along the WKU Hattie Preston Intramural Fields to the WKU South Campus. Photo by Karissa Grammer

11. Creason Street to Kentucky Technical Institute & Walmart

This section of the greenway connects several educational institutions and neighborhoods to WKU. A 1.29 mile section extends from Creason Street near the main WKU Campus to Walmart on the corner of Veterans Memorial Lane and Morgantown Road. The South Central Kentucky Community and Technical College, Warren Central High School and Warren Elementary School are located along this section of the trail.

12. Veterans Memorial Trail

A 1.46 mile greenway trail is located along Veterans Memorial Lane providing a pedestrian/cycling connection between two main roads— Morgantown Road and Russellville Road.

13. Walmart to Preston Miller Park

A 2.27 mile greenway loop connects Walmart on the corner of Veteran’s Memorial Lane and Morgantown Road with Preston Miller Park and the Russell Sims Aquatic Center. The park is surrounded by single and multi-family housing which allows residents to use the greenway to walk or ride a bike to the many educational, recreational and cultural destinations between this location and the riverfront. A 0.97 mile greenway loop circles the park. An interpretive marker that talks about the history and significance of Jennings Creek and the importance of Warren County’s waterways in the development of the region is located here. There is also a trailhead display case with a map of the greenway located in the park.

14. Creekwood Drive

Located in the general vicinity of Veteran’s Memorial Lane is a short greenway path known as the Creekwood Walking Trail which is located in the floodplain that runs between the rear lot lines of residential developments.

15. South Warren Greenway

The South Warren shared use path connects Richpond Elementary School with Michael O. Buchanan Park and the Woodburn Community Center. The first phase of construction was completed in 2013 and is approximately 1 mile in length. This phase begins at Richpond Elementary on Richpond Road, loops around South Warren Middle and High Schools, and terminates at a traffic signal on Nashville Road. Improvements at Michael O. Buchanan Park, a multi-purpose county facility that features athletic fields, a playground, and a 2.1 mile walking trail, are currently under construction and will be completed in 2014. Future phases include construction of a shared use path along Woodburn-Allen Springs Road and a connection to the Woodburn Community Center on Fletcher Street. The future widening of Nashville Road by the Kentucky Transportation Cabinet will include facilities that “close the gaps” between all phases and will complete the 4.5 mile project.



Greenway at the South Warren Middle/High School.

CHAPTER 4: PROPOSED GREENWAYS NETWORK

GOALS AND OBJECTIVES

The proposed greenways network is built upon a foundation of several goals and objectives that focus on community, connectivity and collaboration.

Community

A healthy community is one that offers transportation facilities which allow residents to walk or ride a bicycle safely to daily destinations. Public health is dependent on several factors, one being personal exercise. Being able to walk or ride to work, school, shopping, recreational and cultural sites builds exercise into the daily routine which in turn creates a desirable place to live, work and play. The greenways system is an important part of a walkable, bike friendly community and this plan provides recommendations and guidance on continuing to expand the existing network.

Bowling Green's streets have developed with ring roads surrounding the downtown core so the greenways is utilizing a "hubs and spokes" concept, with hubs being desired connection points along and within these loops, and spokes being the greenways trails that connect them.

An essential ingredient of a community with a high quality of life is the opportunity to interact with and enjoy the natural environment, especially waterways. The 1998 Greenbelt Master Plan recommended building trails with scenic qualities and during the public input phase of this planning process, a common request included locating greenways along scenic routes. For example, exploring routes along the Inner Loop that are parallel to the highway but are located along ecologically significant corridors, such as Jennings Creek, is recommended. Also, trees and landscaping along greenways that are located on highways would provide shade, beauty and buffering from traffic. For example, the existing greenway along Veteran's Memorial Lane may attract more users if it were shaded with trees.



Jennings Creek Area

Connectivity

Improving connectivity is the second major goal of this plan and was also expressed as a desired strategy in the public input phase of the planning process. There is a need to create additional connections between existing trails and a need to continue to make the following priorities:

- Connect schools and recreation areas wherever possible
- Connect neighborhoods to greenways
- Connect greenways to greenways
- Connect people to destinations

Specifically, the trail network needs to be expanded to include the west side of town where pedestrian and bicycle modes of transit are very prevalent. Also, the trail network should be expanded to include established bicycle routes utilized by local bicycling groups, such as Bowling Green League of Bicyclists (BGLob), with such routes being designated as needing bicycle facilities, so that in the event of road improvement projects, appropriate facilities are included. The existing greenways network, located mostly within the city limits of Bowling Green, needs to be expanded in order to produce a more comprehensive system which encompasses trails countywide, including bike trails that connect Warren County to surrounding counties.



Collaboration

Collaboration and communication between city, county, and state governments will be necessary to meet the goals and objectives of the plan. As described in Chapter 3, the Metropolitan Planning Organization (MPO), the City and County Public Works Departments and the Transportation Cabinet are the organizations that plan, design and implement our transportation plans and system. It will be necessary to coordinate efforts between City, County and State governments to provide holistic transportation solutions for the entire community.

Collaboration among both public and private entities within Bowling Green and Warren County will be necessary to achieve the vision of an exceptional network of greenways across the county. The greenways are for the community and as such, the Greenways Commission will seek involvement and support by pursuing sponsorship from stakeholders such as the medical community, schools and colleges, and related commercial entities. The Greenways Commission will partner with organizations with similar missions, such as Bowling Green League of Bicyclists (BGLOB), South West Kentucky Mountain Bike Association (SWKYM-BA) and the Department for Sustainability at WKU to meet the goals and objectives of this plan.

Public Input

The Greenways Commission conducted a public survey using Survey Monkey¹⁵, which was posted on the City County Planning Commission Greenways website and distributed to many agencies, businesses and institutions in Bowling Green and Warren County. The survey was available from April 12 to May 12, 2014 and attracted 382 respondents. The full results of the survey are included in Appendix 1 of this document.

The strategies that most respondents expressed support for included connecting neighborhoods to greenways, followed by identifying and marking bicycle lanes to connect to Greenways and thirdly, developing long, uninterrupted greenway routes (6 miles or longer).

Responses to the question of where people would like to see more greenway trails varied. The highest number of respondents said that they would like to see more greenways located downtown and around WKU.

The following is a list of recommended locations for greenways, based on survey responses:

Location	# of Responses
Downtown/WKU	36
Complete Inner Loop*	19
Smallhouse Road	18
Three Springs Road/Basil Griffin Park	14
South Warren	13
Scottsville Road/Greenwood High School	12
Nashville Road/US 31W Bypass	11
Warren East/Bristow/Plum Springs/Corvette Museum	8
West Bowling Green**	7
Cave Mill Road	7
Bent Tree	6
Plano/Alvaton	5

¹⁵ www.surveymonkey.com

Cumberland Trace Road/Old Scottsville Road	3
Locations with <2 Responses	
Hunt Master to Lost River Trail Russellville Road Highway 185 Low Hollow-Weldon Peete Area Barren River Outdoor Center to Mammoth Cave Rockfield/US Hwy 68/KY 80 Connect Ewing Way to trail	

**Veteran’s Memorial, Campbell Lane, Lovers Lane, Cemetary Road, Fairview Avenue, 6th Avenue*

***Glen Lilly Road, Woodford Avenue, Durbin Estates, Old Morgantown Road*

Non-specific Areas	# of Responses
Natural settings/country-side/small towns	19
Connect parks	15
Everywhere	12
Waterways - rivers and creeks	12
Neighborhoods to schools, downtown, shopping, work, grocery	11
Connect existing trails	9
Proximity to bus stops	1

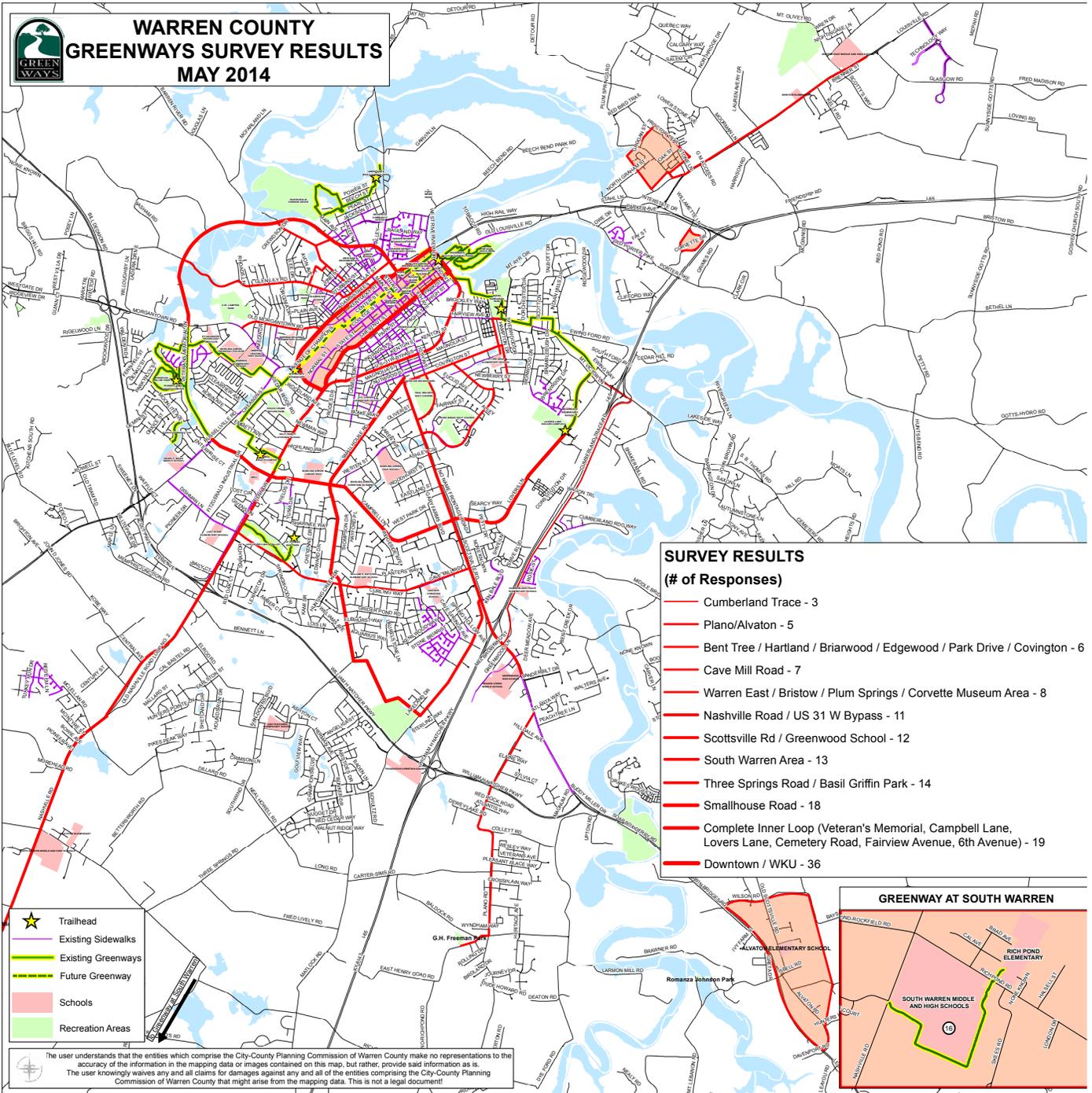
A variety of responses were given to Question # 10 which asked for any other comments or suggestions. With 120 responses to this question, most respondents provided positive comments and support for the greenways. The next most common response included suggestions for building more greenways, longer trails and connecting existing trails followed by suggestions for more public awareness, promotion of the greenways and requests for more and safer bicycle facilities.

DESCRIPTION OF THE PROPOSED GREENWAYS NETWORK

The 1998 Greenbelt System Master Plan for Bowling Green and Warren County defined greenways as linear parks typically built adjacent to natural corridors such as streams, creeks, or rivers. They frequently occupy abandoned railroads in “Rail-to-Trail” conversions and are often built concurrently with road and highway improvements. It was stated that there are three major categories of greenways:

1. Greenways of ecologically significant corridors and natural systems, such as rivers and ridgelines built for the purpose of maintaining biodiversity and providing for wildlife migration and nature studies.
2. Recreational greenways where networks of trails and water link land and water based recreational sites and areas.
3. Greenways with historical and cultural values to attract tourists and provide recreational, educational, scenic and economic benefits; to provide high quality housing environments at greenway edges and sensitively located alternative infrastructure (e.g. bike paths within urban areas).

In the 1990s, following the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), federal funding became available for “transportation enhancements” such as bike paths and greenways. Federal Highway Administration transportation enhancement funding paid for the initial development and construction of many greenways in communities nationwide and resulted in a growing trails and greenways movement. In Bowling Green, more than \$4 million funded the construction of the first 20 miles of the system. Today, funding for greenways is scarce and grants that are available are very competitive and require substantial local investment for matching funds. The Greenways Commission, acknowledging that funding is harder to obtain, is looking at ways to connect our existing greenways to other greenways and destinations through facilities that are less expensive such as sidewalks and bicycle lanes, bicycle routes along alleys in neighborhoods and simple, asphalt paths. Small segments will be identified as priorities for which we will subsequently apply for grants.



This map shows the results of the 2014 public survey. The most requested routes are indicated by a thicker red line.

SHORT TERM PRIORITIES

Inner Loop Completion

The Inner Loop, identified in the 1998 Greenbelt Master Plan, forms a connected loop made up of the following streets: Veterans Memorial Lane, Campbell Lane, Lovers Lane, Cemetery Road, Fairview Avenue, 6th Avenue to Riverview at Hobson Grove and finally connecting back to Veterans Memorial Lane. This entire loop, with the exception of Veteran's Memori-

al Lane from the intersection of Morgantown Road to Jackson Street in the Delafield neighborhood, has either a greenways trail or sidewalks. It is recommended that some form of connection be made on Veteran's Memorial Lane in the form of a shared-use trail along Jennings Creek or some type of bicycle/pedestrian facility along Veteran's Memorial Lane. The existing greenway dead ends into a busy inter-section at Morgantown Road which, according to the Bowling Green Police Department, is currently

one of the most dangerous intersections in Bowling Green in terms of traffic accidents.

The two other key areas that surfaced as recommended locations for greenway trails or connections included the WKU/downtown area and Smallhouse Road between Campbell Lane and Scottsville Road, linking two of the busiest streets in Bowling Green. Bowling Green Junior High School and Bowling Green High School are located in this area and linking schools to neighborhoods and other destinations is one of the objectives of the plan. The Center Street Greenway, which will provide a connection from WKU to the existing greenway near the Bowling Green Parks and Recreation Building, will help expand the downtown greenway. The City of Bowling Green has been constructing sidewalks downtown which will also help with connectivity.

Two specific short term priorities identified by the Greenways Commission in 2013 included connecting Western Kentucky University South Campus to Lost River Park and connecting the Moss Middle School to the Creekwood Trail located along a floodplain adjacent to a densely populated area near the school. The City of Bowling Green has applied for Transportation Alternatives Program grants through the Kentucky Transportation Cabinet to fund both paths.

The Greenways Commission held a work session in March 2013 and identified priority areas for recommended greenways. Completing the Inner Loop, as well as other projects, were identified on this map (see map on previous page).

LONG TERM PRIORITIES

For the greenways system to be truly connected to the community, the ideal situation would be for pedestrians and cyclists to be able to safely and easily use our existing street network to access the greenways. Organizations, such as American Trails and the National Association of City Transportation Officials (NACTO), provide guidance and information on best practices for communities interested in transforming their transportation systems to accommodate pedestrians, cyclists and other non-motorized forms

of transportation as well as greenways. Two useful documents to guide this transformation include the Urban Street Design Guide and the Urban Bikeway Design Guide both available from NACTO.

The National Complete Streets Coalition, organized by Smart Growth America, advocates context sensitive design that can be adapted to the unique circumstances of each community to redesign existing streets and design new streets to accommodate all users, not just automobile drivers. Common characteristics of such “complete streets” include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.

Although a complete street in a rural area will look different from a complete street in an urban area, both are designed to balance safety and convenience for everyone using the road. Nationwide, a total of 610 jurisdictions now have “complete streets” policies in place. To be competitive with other communities, and to position our city to receive funding for “complete streets” projects, it is important that a long term goal of this plan is to work toward developing a more holistic transportation network through supporting a “complete streets” policy for Bowling Green and Warren County.



Complete Streets plan in Cleveland's Slavic Village neighborhood includes bike lanes, better crosswalks, street trees and wider sidewalks. <http://www.gcb.org/transform/sustainability-agenda/transportation-choices>

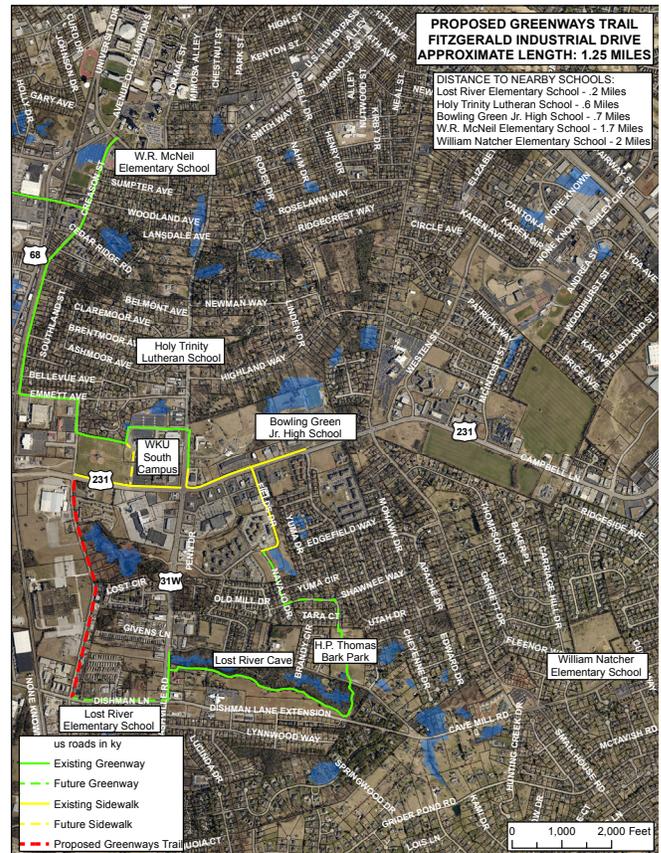
REGIONAL PROJECTS

Projects in Support of Regional Efforts:

- Regional bike routes such as Mammoth Cave Connection and a bike route into Tennessee
- US68/KY80 Greenway from WKU South Campus to Russellville (map on page 22)
- Blueways – continue to develop greenways along blueways and to provide connections to blueways (map on page 13)

Warren County Greenways:

- The 2014 Public Input Survey results reflected a desire to expand the greenways network in the southern part of the county. The South Warren Greenway will eventually be connected to Woodburn. It is important to continue to seek locations for greenways in this part of the county as the Focus 2030 Future Land Use Map shows a majority of this part of the county as residential. It is crucial that future residential developments include facilities for multi-modal transportation for environmental, economic and quality of life benefits.
- A long-term priority is to identify cultural destinations throughout the county, such as Smiths Grove and Oakland, and provide greenway connections to these areas. Many survey respondents requested greenways in natural areas, out in the county or along waterways.

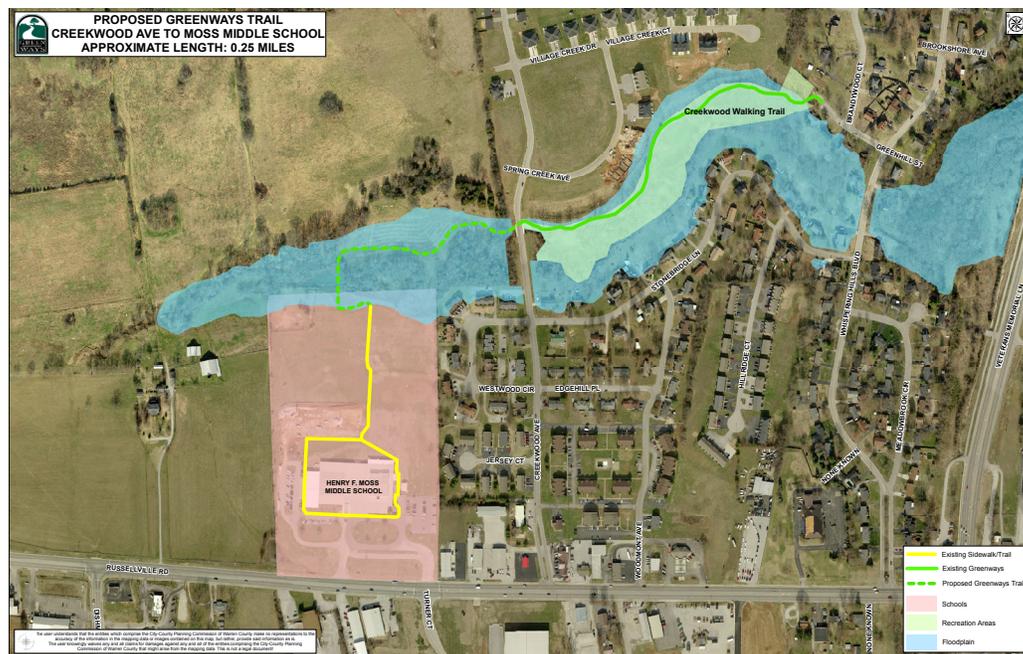


The maps above and below show proposed greenway trails near the WKU South Campus/Lost River Cave area and Moss Middle School greenway to Creekwood Drive.

CRITICAL CONNECTIONS

Areas in need of critical connections will be identified. Some of the problem areas that the Greenways Commission has identified to date are listed below:

- 1) Russellville Road
- 2) Scottsville Road
- 3) Three Springs Road
- 4) Nashville Road
- 5) Morgantown Road
- 6) Veteran's Memorial Lane



Comprehensive planning principles need to be considered in addressing the common problems associated with the above mentioned areas. The development along these roads is largely the result of transportation and planning policies, regulations and practice, both from the private and public sector, of the post-World War II suburban era. Identifying and building greenways and other pedestrian connections to these roads will help, but ultimately, it will be necessary to conduct focused land use planning exercises to examine the impact of existing automobile-dependent, separate land use and transportation policies on the functioning of the built environment in terms of the health of daily life, walkability and human-scaled neighborhoods.

As far as this plan is concerned, the Greenways Commission should focus on achieving the short term priorities of this plan and work with the larger community on a long term basis to address these more complex issues.



Circus Square Park

CONCLUSIONS

Community, connectivity and collaboration form the foundation for the greenways network. The Greenways Commission will continue to form partnerships with local and state organizations to build greenways in the community. Using the greenway system to make key connections that accommodate all types of users will help make Bowling Green and Warren County a healthy community that offers a high quality of life.



Weldon Peete Park Greenway

CHAPTER 5: IMPLEMENTATION FRAMEWORK

PLAN ADMINISTRATION, EVALUATION, MONITORING AND UPDATES

Since the first Greenbelt Master Plan was adopted in 1999, the Greenways Commission has become an established and well recognized organization within the City and County. Formed in 2001, the Commission is a twelve member volunteer board made up of six city appointments and six county appointments with ex-officio members representing City and County Public Works and Parks and Recreation departments and the Kentucky Transportation Cabinet. The Commission was created to implement the 1998 Greenbelt System Master Plan and to establish priorities, develop cost estimates, solicit public input and recommend detailed master plans for greenways. The Commission is assisted by one part-time Greenways Coordinator and support staff employed by the City-County Planning Commission of Warren County.

The Commission has six working committees (Executive, Master Plan Revision Sub-Committee, Maintenance, Governmental Affairs/Fundraising, Marketing and Publicity, and Greenways Projects) who report to the board at each monthly meeting.

This plan will be evaluated and monitored on an annual basis to coincide with annual reporting of the Planning Commission. It will be updated periodically as deemed necessary by the Greenways Commission and the community.

EDUCATION AND OUTREACH

Education and public awareness of the greenways system is important to encourage people to use the trails for enjoyment, transportation, exercise and recreation. Frequent use will result in strong support from the community which will help in obtaining grant and local funding for new trails and maintenance of existing trails.

For this plan, a survey was conducted to gain input from the public. The survey was posted for 30 days



Greenways Commission Display, Earth Day Celebration at WKU, 2014. Photo by Karissa Grammer

and 382 people responded. The survey showed that most respondents considered signage and trail markings to be the most effective way to promote the greenways, followed by using online social media. A significant number of respondents said that they were unaware of the greenways and felt that more promotion is needed.

The Greenways Commission attends several annual community events, such as the Arbor Day Celebration and the Earth Day Celebration. Information on greenways is distributed at the farmer's markets and at other locations around the community and the Commission maintains an active website and Facebook page.¹⁶

FUNDING

In order to develop, expand and maintain a successful greenways system, adequate funding is necessary. An investment by the community for such a system should provide a positive return by potentially improving or enhancing property values and local tax revenue, tourism, economic activity related to construction of greenways and related facilities, business expansion and economic development, health and wellness and recreational value. Greenways and

¹⁶ www.warrenpc.org/greenways. www.facebook.com/pages/Greenways-Commission-of-BowlingGreenand-Warren-County

trails have an established record of boosting community and economic development. Studies have shown that properties adjacent to local greenways have higher property values than similar properties farther away and that people increasingly seek communities with well-established greenway systems.¹⁷

The Greenways Commission will aggressively pursue grant funding for new trails. Most grants will require a local match. It will be necessary to request funding in each annual budget from the City and the County for the local contribution. To fully realize the vision of this plan, it will be necessary to request support from private sources as well as public entities.

There are two 2014 pending Kentucky Transportation Cabinet (TAP) grant applications for greenways in Bowling Green. The first grant would connect Western Kentucky University South Campus to Lost River Park via Industrial Boulevard and the second grant would connect the Moss Middle School to an existing greenway located on Creekwood Avenue. Both projects were identified as specific short term priorities by the Greenways Commission in 2013.

The next priority when applying for grant funding will be to complete the Inner Loop. Funding will be sought for a possible greenways trail along Jennings Creek and the Greenways Commission will collab-

orate with the City of Bowling Green to explore funding and options for a greenway or sidewalk along Smallhouse Road from Campbell Lane to Scottsville Road.

Appendix 2 includes a comprehensive list of bicycle and pedestrian funding opportunities that was prepared by the Federal Highway Administration in August 2014 as well as a list of funding sources provided on the Kentucky Transportation Cabinet website.

MAINTENANCE

In 2011, the Greenways Commission and the City of Bowling Green entered into a maintenance agreement that listed the following items as the responsibility of the City of Bowling Green:

- *Mowing, trimming of trees and bushes, and removal of trash and debris every two (2) weeks during a normal growing season.*
- *Clearing of any impediments, filling of any depressions and/or sinkholes and re-surfacing or repair to the surface of the Greenways trails as determined necessary by the City of Bowling Green's Public Works Director.*

The agreement stated that routine maintenance shall be a minimum of five (5) feet from the edge of any



WKU students participating in Big Red Blitz and members of Kentucky Mountain Bike Association (KyMBA) help clean up the greenway at Weldon Peete Park in late August.



Pattee Family assists in greenways clean-up. Photo by Pattee Family.

¹⁷ AmericanTrails.org: Resources and Library: Economic Impact of Trails – numerous articles and studies that document economic benefits of greenways.

greenways trail and that the routine maintenance shall take place only within a prescribed greenways easement or public right-of-way within the corporate limits of the City of Bowling Green. The maintenance agreement stated that the following items were the responsibility of the Greenways Commission:

- *The Greenways Coordinator shall engage local non-profit organizations, fraternal organizations and other volunteer groups to clear the greenways trails of trash and debris. This has been achieved through the establishment of an Adopt-A-Trail program described below.*

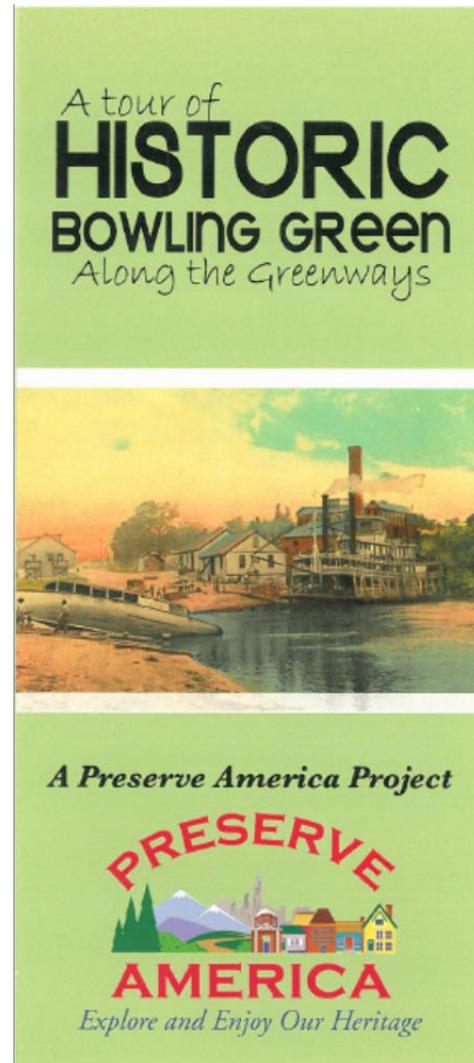
Greenways Adopt-A-Trail Program

The Greenways Commission established an “Adopt-a-Trail” program in 2012 to encourage non-profit, fraternal and other organizations to contribute toward the effort of maintaining litter-free greenway trails. There are twenty-six (26) adopt-a-trail segments and so far, eighteen (18) segments have been adopted. Organizations that clean up their adopted trails receive recognition on the Greenways Commission Facebook Page and receive a name plaque on the greenway signs.

Interpretive Markers along the Greenway

In 2010, as part of a Preserve America Grant, twenty-two (22) interpretive markers were placed along the greenways that provide a history of sites along the trail. The markers are made of a fiberglass material and require cleaning and maintenance on a regular schedule with appropriate chemicals. Instructions for maintenance are included in Appendix 3. The City of Bowling Green maintains these markers.

Bowling Green and Warren County are fortunate to have a successful greenways system that, through careful implementation of this plan, combined with public education, outreach, successful fundraising and excellent maintenance, will enhance the quality of life for residents while having a positive impact on economic development.



APPENDICES

Appendix 1: Public Input

Appendix 1: Greenways Master Plan 2014 Public Opinion Survey

QUESTION 1: WHAT IS YOUR AGE?

Answer Choices	Responses
0-19	2.37% 9
20-34	25.53% 97
35-54	48.42% 184
55-64	16.84% 64
65+	6.84% 26
Total Respondents: 380	

QUESTION 2: HOW OFTEN DO YOU USE A GREENWAYS TRAIL?

Answer Choices	Responses
Daily	5.59%
2-3 times a week	25.53%
2-3 times a month	27.39%
Less than once a month	41.49%
Total Respondents: 376	

QUESTION 3: WHAT IS THE MAIN REASON YOU USE THE GREENWAYS?

Answer Choices	Responses
Exercise	59.09%
Transportation	12.57%
Leisure/recreation	38.50%
I do not use Greenways	17.65%
Total Respondents: 374	

QUESTION 4:

I USE THE GREENWAYS TO:

Answer Choices	Responses	
Walk or cycle to work, school or other destination	17.59%	67
Jog/run for exercise	34.91%	133
Walk for exercise	43.31%	165
Bike for exercise	35.43%	135
Skate	0.52%	2
Other	5.51%	21
I do not use Greenways	18.64%	71
Total Respondents: 381		

**QUESTION 5:
WHEN I USE THE GREENWAYS, I AM USUALLY:**

Answer Choices	Responses	
Alone	43.16%	164
With family/children	25.53%	97
With a friend	25.79%	98
With a group	5.79%	22
With a pet	12.11%	46
I do not use the Greenways	18.42%	70
Total Respondents: 380		

**QUESTION 6:
WHAT TYPE OF SURFACE DO YOU PREFER ON GREENWAYS TRAILS?**

Answer Choices	Responses	
Solid Surface (asphalt or concrete)	67.72%	256
Rock or crushed stone	16.93%	64
Natural surface - dirt	15.08%	57
Natural coverings - woodchips or mulch	11.38%	43
I do not use Greenways	15.61%	59
Total Respondents: 378		

QUESTION 7:**HOW CAN WE DO A BETTER JOB OF PROMOTING THE GREENWAYS IN BOWLING GREEN/WARREN COUNTY?**

Answer Choices	Responses	
Signage	54.60%	196
Trail Markings	53.76%	193
Media (TV, Radio, Newspaper, etc.)	31.20%	112
On-line (social media)	41.23%	148
Community Events	37.05%	133
Other (please specify)	10.31%	37
Total Respondents: 359		

QUESTION 8:**AS WE UPDATE THE GREENWAYS MASTER PLAN AND IDENTIFY NEW PROJECTS, WHICH OF THE FOLLOWING STRATEGIES DO YOU SUPPORT?**

	Strongly agree	Agree	Disagree	Strongly Disagree	Total	Average Rating
Use schools as Greenways destinations, links or hubs	44.04% 159	46.26% 167	8.86% 32	0.83% 3	361	1.66
Use shopping centers as Greenways destinations, links or hubs	30.70% 109	49.30% 175	18.31% 65	1.69% 6	355	1.91
Use historic landmarks as Greenways destinations, links or hubs	42.69% 149	48.71% 170	8.02% 28	0.57% 2	349	1.66
Use major employment centers as Greenways destinations, links or hubs	31.16% 110	46.18% 163	20.11% 71	2.55% 9	353	1.94
Connect neighborhoods to Greenways	62.22% 224	34.44% 124	3.33% 12	0.00% 0	360	1.41
Develop Greenways trails in protected, natural habitats	41.85% 149	43.54% 155	12.36% 44	2.25% 8	356	1.75
Develop Greenways to support our transportation network	49.43% 172	39.08% 136	9.77% 34	1.72% 6	348	1.64
Provide amenities on Greenways such as trailhead signs, benches, trash cans, or water fountains	52.75% 192	41.48% 151	4.95% 18	0.82% 3	364	1.54
Develop long, uninterrupted Greenways routes (6 miles or longer)	57.58% 205	32.87% 117	8.99% 32	0.56% 2	356	1.53
Develop short Greenways routes (1 mile or less)	25.07% 87	48.70% 169	19.31% 67	6.92% 24	347	2.08
Build sidewalks to connect to Greenways	54.62% 195	40.06% 143	5.04% 18	0.28% 1	357	1.51
Identify and mark bicycle lanes to connect to Greenways	61.11% 220	35.56% 128	3.33% 12	0.00% 0	360	1.42

**QUESTION 9:
WHERE WOULD YOU LIKE TO SEE MORE GREENWAYS TRAILS?**

#	Responses	Date
1	in the lower income areas around glen lilly road and woodford ave	4/29/2014 11:11 AM
2	I would like to see more trails along the barren river similar to the Canal Loop trail system in Augusta GA	4/28/2014 2:52 PM
3	From high traffic areas to places like Plum Springs, Alvaton, Plano areas.	4/27/2014 3:59 PM
4	Around schools and shopping centers.	4/24/2014 9:02 PM
5	everywhere. I want a more bike friendly BG because I feel like im going to die on bg roads	4/24/2014 11:43 AM
6	Connect the county parks.	4/23/2014 11:43 PM
7	Downtown	4/22/2014 7:30 PM
8	Close to campus and other places with a high proportion of college students	4/22/2014 2:59 PM
9	WKU	4/19/2014 7:25 AM
10	In town	4/18/2014 10:01 PM
11	from hunt master to lost river trail	4/18/2014 8:31 PM
12	Everywhere , some out in the county -	4/18/2014 6:57 PM
13	Connecting common places to and from which people need to travel; Natural areas, as long as negative impacts to the surrounding environment and wildlife habitats could be minimalized	4/18/2014 5:27 PM
14	RiverFront in Bowling Green is the most beautiful area in our city.	4/18/2014 3:20 PM
15	Connecting from kerakas park and extending through different parts of the city. Maybe out through Beech bend and around. And make it asphalt!	4/18/2014 10:29 AM
16	We need one bicycle trail that is actually long enough for cycling (not stopping at traffic lights and intersections every 50 yards). Right now, none of them are safe or suitable for actual cycling practice. Cyclists who follow traffic laws cannot bicycle anywhere in Bowling Green for more than a few yards.	4/18/2014 10:27 AM
17	near bus stops, connecting routes	4/18/2014 9:02 AM
18	in rural, tranquil areas	4/18/2014 8:53 AM
19	Undeserved areas	4/18/2014 8:39 AM
20	extending east and west, so that people out of town can get in more easily on foot/bicycle. Conversely, people in town could have more access to the countryside	4/18/2014 7:24 AM
21	We definitely need longer uninterrupted Greenways. We need to stop this 1 mile there and one over there. Most runners want long safe areas to run. Trails along the river would be great or even Drakes Creek. We do not take advantage of the beautiful waterways.	4/18/2014 7:07 AM
22	Along the Barren River and going completely across Bowling Green on both north/south and east/west lanes.	4/18/2014 6:42 AM
23	Smallhouse Road, Scottsville road, Lovers Lane, Campbell Lane	4/17/2014 11:00 PM
24	It would be great if there was a Greenway that went all the way down Smallhouse Rd. Since it is a main road through a large residential area with schools and shopping areas nearby, I think it would get good use. Right now, it is very unsafe to bike with the heavy traffic and narrow road. However, I know the houses are already pretty close to the road in some parts so it may not be a real option.	4/17/2014 10:34 PM
25	South Warren, Woodburn	4/17/2014 10:08 PM
26	Connect trail to the park in Plano	4/17/2014 6:40 PM

27	I would like NOT to be secluded. Some are pretty scary if you are running alone	4/17/2014 6:25 PM
28	Northern/ Warren East	4/17/2014 6:11 PM
29	I like the idea of circles around the city	4/17/2014 5:36 PM
30	Connect future Greenways to Parks and Natural Surface Trails	4/17/2014 5:05 PM
31	From the River to WKU.	4/17/2014 4:37 PM
32	away from busy traffic	4/17/2014 4:29 PM
33	west side of town	4/17/2014 4:16 PM
34	There are a lot if greenway trails around morgantown rd and onto veterans mem, but it just stops. It would be great if that were extends out	4/17/2014 4:07 PM
35	anywhere away from vehicle traffic like city/county parks, natural habitats, etc...	4/17/2014 3:58 PM
36	Small house rd	4/17/2014 12:11 PM
37	Russelville Road area	4/17/2014 8:30 AM
38	Connecting outlying neighborhoods such as those around Smallhouse Rd. Connecting downtown with other neighborhoods and parts of the city.	4/16/2014 8:59 PM
39	South Warren area	4/16/2014 8:01 PM
40	Connecting WKU to nearby neighborhoods in order to bypass the busiest streets. (i.e Nashville Road!) Ensure that existing greenways don't end abruptly at the worst traffic areas. Attempt to maintain existing vegetation/trees as much as possible between greenways and busy streets.	4/16/2014 5:58 PM
41	HWY 185 AREA THAT AREA IS DANGEROUS FOR BIKERS	4/16/2014 4:53 PM
42	On the south side of Warren County.	4/16/2014 4:52 PM
43	It would be great if there were greenways that connected parts of scottsville rd to maybe the lovers LN greenway or maybe Nashville rd greenway that wasn't parallel to a major rd	4/16/2014 4:48 PM
44	Smallhouse Road, near Basil Griffin Park	4/16/2014 3:47 PM
45	I'd like to see more connecting the Scottsville Rd area to Lost River Cave as well as in Three Springs Park (already beautiful area).	4/16/2014 2:43 PM
46	Across some of the "barrier" streets that inhibit cycling through town, e.g. Natcher Pkwy.	4/16/2014 12:48 PM
47	Greenway path to connect Hidden River over the Natcher Parkway into the city ending somewhere close to the Campbell Lane Wal-Mart. This would allow safe walking biking into the city.	4/16/2014 12:12 PM
48	Connecting more families to grocery stores.	4/16/2014 9:53 AM
49	Lo Hollow/Pete Weldon Also would develop more nature trails/Mountain Bike Trails	4/16/2014 8:12 AM
50	South side, Small House Road	4/16/2014 7:27 AM
51	I would especially like to see South Warren connect to the Greenways trails in the city!	4/16/2014 6:15 AM
52	On campus and around town	4/15/2014 9:49 PM
53	Link what we have together!	4/15/2014 9:47 PM
54	Three springs area	4/15/2014 9:04 PM
55	Downtown.	4/15/2014 8:22 PM
56	Anyway to extend cemetery road past lovers lane? I use this area a lot and other trails in the vicinity would be great.	4/15/2014 8:01 PM
57	In places where people would actually use them	4/15/2014 7:36 PM
58	Not sure need more input.	4/15/2014 6:44 PM
59	Through Bent Tree neighborhood	4/15/2014 5:16 PM

60	This one is out there, and I know that private land is likely an impasse, but it would be fantastic if there were any way at all to connect Kereiakes Park and Weldon Peete Park to where you didn't have to leave either park. (A foot bridge would have to be built to cross Barren River.) The current sidewalk greenway definitely gets the job done, but a lot of people don't visit Weldon Peete for having to go around the bypass and down Old Louisville Rd. Again, this is not a complaint, but worth mentioning in the event there are any possibilities of making this happen.	4/15/2014 4:39 PM
61	Connector bike lane along Cemetery Road from Lovers Lane to the drakesborough neighborhood..it's a popular cycling route, and could use a nice bikelane for about a mile where it is very dangerous.	4/15/2014 4:29 PM
62	Smallhouse Road, from Cave Mill road to Basil Griffin Park	4/15/2014 4:23 PM
63	The paved shoulders on Veterans Memorial and Scottsville Rd all the way to Scottsville could be cleaned and painted to be bike lanes. They must be periodically swept to be kept clean.	4/15/2014 4:00 PM
64	Downtown, downtown, downtown. Especially where there's shade.	4/15/2014 2:52 PM
65	Connecting green ways to parks and natural surface trails	4/15/2014 1:54 PM
66	Barren River Outdoor Center	4/15/2014 1:33 PM
67	Nashville road/Woodburn/rockfield area.	4/15/2014 1:16 PM
68	Downtown	4/15/2014 1:10 PM
69	Down the side of scottsville rd with more crosswalk areas encouraging people to walk or bike to popular shopping and restraunt areas from the downtown neighborhoods	4/15/2014 1:02 PM
70	down town, and adjacent to main roads	4/15/2014 1:00 PM
71	anywhere we can. having them multipurpose - both as a walking and/or bking trail AND as a means to get work work centers or retail centers should increase use	4/15/2014 12:24 PM
72	less garbage is my main concern	4/15/2014 11:53 AM
73	I would like to see a complete network of Greenways throughout town. That way you can get from one side of town to the other on a Greenway trail uninterrupted.	4/15/2014 11:32 AM
74	There seems to be a gap in making a loop around town up on the northwest side. If additional greenways could be constructed or identified via map and highway signage along Veterans Memorial from Morgantown road back to Kentucky Street/US 31, the ability to walk or bike all the way around town would exist. Currently I do not venture out that way because I don't feel comfortable making that connection from morgantown road back around to kentucky street.	4/15/2014 11:27 AM
75	Near Cumberland Trace / greenwood area	4/15/2014 10:59 AM
76	everywhere	4/15/2014 10:42 AM
77	Connect Greenways to Parks and Natural Surface Trails	4/15/2014 10:19 AM
78	I Would Like To See More GreenWay Trails Connecting The Great Parks In Bowling Green To Each Other, While Passing Through neighborhoods Along The Way So People Could Have Access To The Parks from Their Homes. I Would Also Like To See Greenway Trails To Local Schools (Especially Elementary) So That Kids learn To Be Active And Use Greenways From An Early Age.	4/15/2014 9:56 AM
79	I would like to see more greenways trails that branch away and through the WKU campus.	4/14/2014 4:18 PM
80	Southside of Bowling Green; i.e. near South Warren HS	4/14/2014 2:30 PM
81	Making biking trails on the roads, such as Nashville Road and 31W, would help with exercise and transportation.	4/14/2014 2:00 PM
82	around WKU campus & downtown connecting to College St bridge	4/14/2014 1:34 PM
83	next to water such as Barren River	4/14/2014 12:38 PM
84	along the river	4/14/2014 12:23 PM
85	Southern Warren County, especially a connection to Basil Griffin.	4/14/2014 10:33 AM
86	Nashville Rd - dedicated bike lane or path from Buchanon Park to Natcher Parkway Three Springs Rd - Basil Griffin Park to Highland Way or Ridgecrest Way	4/14/2014 10:18 AM
87	At the North end of town - near or past Bristow Elementary	4/14/2014 9:32 AM

88	Provide a safe route for all of Lover's Lane, Campbell Lane, and Veteran's Blvd. Full route to WKU from east side of BG	4/14/2014 9:21 AM
89	Connect BGHS, BGJH to neighborhoods past Russellville Rd. Prioritize connecting the various routes before building other disconnected greenways.	4/14/2014 8:58 AM
90	1. Bike lane or off road path along Three Springs Rd from Matlock rd to Scottsville Rd, 2. bike lane or off road path along Smallhouse Rd from basil griffin park to broadway. 3. Bike lane or offroad path beside Nashville Rd from Buchanon Park/Chaney's dairy barn to Lost River Cave.	4/14/2014 8:37 AM
91	Down cumberland trace	4/14/2014 8:33 AM
92	Durbin Estates Project, Glen Lily Road area	4/14/2014 8:21 AM
93	Not sure	4/14/2014 7:37 AM
94	Near WKU	4/13/2014 4:57 PM
95	fountain trace to fairview greenway	4/13/2014 8:19 AM
96	Near Smiths Grove. We pay taxes too!	4/12/2014 4:34 PM
97	In most parks of closeby.	4/12/2014 1:23 PM
98	EASTERN SIDE OF THE COUNTY	4/12/2014 12:59 PM
99	along the river	4/12/2014 12:00 PM
100	North side(Plum Springs), maybe near Corvette plant and museum.	4/12/2014 8:42 AM
101	Covington ave area	4/12/2014 8:28 AM
102	On the west side of town where there is heavy walking traffic. Connecting the new Dishman McGinnis School (Glen Lily) to Woodford St, maybe even to the Foundry.	4/12/2014 8:09 AM
103	I want them to at least connect. Too many end into a busy road.	4/11/2014 9:38 PM
104	Small house road from Three Springs Rd to Broadway/Scottsville Rd	4/11/2014 8:28 PM
105	Out in the burbs like off of Elrod Rd	4/11/2014 6:19 PM
106	Along Scottsville Road, connecting WKU t(maybe the new Walmart).	4/11/2014 6:17 PM
107	bring people downtown and away from heavy retail areas. connecting schools.	4/11/2014 5:29 PM
108	Between the Barren River and downtown/campus.	4/11/2014 4:57 PM
109	Inside the city limits	4/11/2014 4:33 PM
110	I would like to see more greenways trails out towards the Corvette Museum side of Bowling Green.	4/11/2014 3:59 PM
111	Along the bypass would be a great area for trails.	4/11/2014 3:30 PM
112	Smallhouse, Cave Mill	4/11/2014 3:25 PM
113	WKU to downtown; Covington; Cave mill rd; Basil griffin park, three Springs, Jody Richards elem. area;	4/11/2014 3:20 PM
114	along rural roads so that bicycles and pedestrians do not have to share the narrow roadway with cars.	4/11/2014 3:14 PM
115	Around the campus of WKU - into the neighborhood that surround WKU. It would also be nice to have one trail that is 8-10 miles in length - which would allow someone to have a nice, long, safe bike ride. Maybe a trail from Bowling Green to Woodburn. I know one has been discussed/planned - but I haven't seen any developments on this.	4/11/2014 3:11 PM
116	Into the county side, away from the city In more wooded areas	4/11/2014 3:06 PM
117	Honestly, it would be great if more went through the university and downtown. There could also be some on longer roads that go through a lot of BG, like Smallhouse road.	4/11/2014 3:02 PM
118	Any places that have historical significance to the city and the county, particularly places that are not easily accessed by road.	4/11/2014 2:54 PM
119	downtown, around WKU	4/11/2014 2:48 PM

120	Smallhouse road, cave mill road, one connecting cave mill to basil griffin, down scottsville, one that connects to lampkin park	4/11/2014 2:28 PM
121	anywhere that has shade, trees, grass...you know, greenways. NOT along roads, or parking lots or other non-green areas.	4/11/2014 2:18 PM
122	Greenways seem to connect best along Nashville Road going towards downtown by WKU. I would like more trails going east and west in southern Bowling Green and close to Scottsville Road where people live and shop in order to promote outdoor recreation and cycling.	4/11/2014 2:10 PM
123	Back property line of the WKU-Habitat for Humanity Durbin Project. This will be a connector between two communities - Pedigo Park and the new Dishman McGinnis school area through to the Foundry neighborhood. The Durbin Project itself will eventually have 43 residential units and a lot of protected greenspace.	4/11/2014 2:08 PM
124	N/A	4/11/2014 2:05 PM
125	I would like to see more out by Cave Mill Road area, etc. and have them connecting to the parks, etc.	4/11/2014 2:02 PM
126	I would like to see more greenways that connect over the city with good bike lanes to access the greenways.	4/11/2014 1:59 PM
127	connecting to WKU	4/11/2014 1:56 PM
128	Connect bike/walking path on nashville road from emmet to campus!!!!!!!!!!!!!! PLEASE! I live on the Newman side of the street and would walk to things at nashville/campbell if they were connected by a pathway, and would use that path to the campus as well.	4/11/2014 1:52 PM
129	We need a greenway leading out of town along Cemetery Road from the current greenway to the Drakesborough subdivision, as this leads to wonderful biking routes. It is less than a mile, but a very dangerous section of road. It also would be incredible if there was a system that leads out of town and toward Mammoth Cave Ntl Park.	4/11/2014 1:52 PM
130	Wooded areas and connections from park to park.	4/11/2014 1:51 PM
131	Would like to see more Greenway trails throughout city area to allow safe walking and biking.	4/11/2014 1:49 PM
132	Rockfield / west US-68 areas	4/11/2014 1:49 PM
133	South of town near Jody Richards Elementary.	4/11/2014 1:49 PM
134	to destinations that allow you escape into nature more, to be away from stores, roads, traffic.	4/11/2014 1:49 PM
135	Out in the county	4/11/2014 1:48 PM
136	Lost river area heading towards russellville	4/11/2014 1:46 PM
137	Wherever practicable.	4/10/2014 4:29 PM
138	Greenways should be developed in areas where no existing ped transportation(sidewalk, bike lanes, etc) system is available.	4/10/2014 3:59 PM
139	Plano area Three Springs road Hunters crossing Mainly neighborhoods	4/10/2014 12:50 PM
140	Plano, Alvaton, Richpond, Woodburn	4/10/2014 9:55 AM

QUESTION 10:**DO YOU HAVE ANY OTHER COMMENTS OR SUGGESTIONS?**

#	Responses	Date
1	Please work with KDOT to improve the way rattle bars are put into be pavement. Current methods force bicyclists into harms way unnecessarily. (270)782-7695. Tony Peaks.	4/27/2014 3:59 PM
2	Greenways are essential as we become more crowded and more healthy!	4/24/2014 9:02 PM
3	Thanks for your time and service. I think Greenways Commission members should be required to ride (or walk) at least a portion of the Greenways systems at least once a year. Actually using the existing trails would help inform the decisions about current problems (routes, abrupt endings, maintenance, etc...) and possible solutions.	4/23/2014 11:43 PM
4	Look at elevated bridges or similar to cross major roads to eliminate traffic dangers. These could also serve as nice looking landscaping areas with natural looking features. Just an idea!	4/21/2014 8:31 AM
5	Please make biking safer in the BG city limits.	4/19/2014 7:25 AM
6	Just moved to BG from Paducah an enjoy trails and Greenways very much keep up the good work	4/18/2014 8:31 PM
7	I live in Glasgow, Ky I travel to Bowling Green twice weekly	4/18/2014 7:41 PM
8	Hope city/county support more Greenways	4/18/2014 6:57 PM
9	Great project!	4/18/2014 5:27 PM
10	All successful cities that market their downtown capitalize on the waterfront. Our Riverfront and blueways need to be developed and attract tourism and promote hotel/restaurant sales.	4/18/2014 3:20 PM
11	I have run many green ways in cities across the country and they are wonderful. In my opinion bowling green is not a greenway even though they call it that. It's too choppy and too short. It has no real connectivity. You can run a little on it and then it stops. True green ways go for miles and you can access it from many points. Most of the time it's asphalt which I think is better than concrete sidewalks. I hope they will consider improving it. I know it would get used more if it were a true greenway and not what we have now. That's been my biggest complaint about what we have. This city is very active and a complete greenway would be a great asset to the community!	4/18/2014 10:29 AM
12	connect greenways to other recreational opportunities and other types of trails	4/18/2014 8:53 AM
13	Always enjoy seeing Master plans for Greenways. Keep up the good work!	4/18/2014 7:54 AM
14	it would be nice if the greenway could form a loop around the entire town extension into the surrounding countryside, particularly east and west, would be really nice	4/18/2014 7:24 AM
15	When Greenways and street intersections take place, there needs to be signage "beware of runners" and Caution markings on the greenways.	4/18/2014 7:07 AM
16	Most work should be done on a volunteer basis. Public funds should only be used for land acquisition, new trail development & resurfacing.	4/18/2014 6:42 AM
17	Fire Jennifer Tougas	4/17/2014 11:00 PM
18	I like the versatility of Greenways compared to sidewalks or bike lanes and look forward to seeing more of them!	4/17/2014 10:34 PM
19	thank you for the greenways, I really appreciate them	4/17/2014 6:25 PM
20	Connect future Greenways to Parks and Natural Surface Trails	4/17/2014 5:05 PM
21	i would like there to be a natural buffer like trees or bushes when a greenway is close to a busy road	4/17/2014 4:29 PM
22	concerned about safety of greenways for single people, need a way to access maps of where greenways are located, parking by trailheads,	4/17/2014 4:16 PM
23	I would love to see longer greenway trails. I love using the long Blueways, but we just dont have that for GreenWays	4/17/2014 4:07 PM

24	Please ask resident who live by greenways to not park cars on the Greenway. This happens on Creason St. Keep gravel off greenways so that road bikes can pass easily.	4/16/2014 8:59 PM
25	Great job with connecting to Weldon Peete Park.	4/16/2014 5:58 PM
26	Needs to go around the whole city.	4/16/2014 4:52 PM
27	Connectivity of the greenways would be the biggest improvement followed by implementing greenways away from major rds	4/16/2014 4:48 PM
28	Thank you for the maps! I wasn't aware most of these existed!	4/16/2014 2:43 PM
29	I live in the southwest part of town and I pretty much have to drive to use the Greenway.	4/16/2014 12:48 PM
30	We need a garden!	4/16/2014 9:53 AM
31	My family and I would use daily if it ran through South Warren!	4/16/2014 6:15 AM
32	Go to Owensboro, the green ways there are great, one solid route, here they are terrible, no continuity. I am an avid cyclist, if I'm not riding it there must be a pr oblem, right...	4/15/2014 9:04 PM
33	Hartland should be connected to Briorwood and then to the trail behind Kroger and up Old Louisville Rd to the Park on Barren River. There are probably walkder, bikers, moms pushing strollers in Bent Tree on Kinsington and Bent Tree Avenue that any place in the city. Yer there is no where for these people to do this except on the street. There are thousands of cars that cut through on Kensington and also Bent Tree Avenue	4/15/2014 7:36 PM
34	In Lawrence, Kansas (where I used to live), the trail staff partnered with the humane society to sponsor a walk (maybe 5K?) on one of the newest trails. It was a great way to introduce a group of potential users to what the trail had to offer.	4/15/2014 7:20 PM
35	Green wsys ste great.	4/15/2014 6:44 PM
36	Keep building them!	4/15/2014 4:29 PM
37	Set a goal of getting Greenways/sidewalk system to connect within a few hundred yards of all points in BG	4/15/2014 4:23 PM
38	Tie all the Greenway together, not a section here a section there. ASAP.	4/15/2014 4:00 PM
39	Thanks for what you do as Commission	4/15/2014 2:52 PM
40	Connecting green ways to parks and natural surface trails	4/15/2014 1:54 PM
41	Maintenance of the greenways and areas beside of the trails.	4/15/2014 1:10 PM
42	I would like to see some beautification done along side of the trails in order to make them more visually pleasing. Landscaping, trees, or flowers or something similar.	4/15/2014 11:32 AM
43	Signs with maps on them woudl be helpful at various locations along the greenway system. I think this would help people be more adventurous and take longer trips.	4/15/2014 11:27 AM
44	The Riverfront park is a great idea and way to promote the green ways .	4/15/2014 10:59 AM
45	I would love to see more bike designated lanes, or at least more room for them on the road. I also love the idea of the riverfront project, coordination there would be fantastic!	4/15/2014 10:52 AM
46	Better market a route that connects all of the major parks in the city/county.	4/15/2014 10:44 AM
47	Connect future Greenways to Parks and Natural Surface Trails	4/15/2014 10:42 AM
48	Increasing Greenway mileage by connecting Greenways to Parks and Natural surface Trails is key for functional recreational utilization.	4/15/2014 10:19 AM
49	I would love to see a full bike route that connects all major parts of Bowling Green like any of these example links: - http://www.reliance-foundry.com/blog/traffic-bollard-types - a channel protector (http://www.zjbestsea.com/new-products/) - https://www.geelongaustralia.com.au/council/cityplan/article/item/8cfbe02b5a55fc1.aspx	4/14/2014 1:34 PM
50	A kayak area would be nice	4/14/2014 12:38 PM
51	What kinds of promotional events are planned for Greenways? Fun runs or fitness expos, etc.	4/14/2014 10:33 AM
52	Keep up the very good work you're doing! I really appreciate it.	4/14/2014 9:21 AM

53	Please discourage bike lanes that are physically connected to roads - example Nashville Rd. They are not safe for both pedestrians and bikers because the vehicles drive in them and collect dangerous garbage such as metal shards and glass.	4/14/2014 8:58 AM
54	Water fountains would be extremely beneficial.	4/14/2014 8:33 AM
55	Love the idea of community events and social interactions within the community.	4/14/2014 8:21 AM
56	N/A	4/14/2014 7:37 AM
57	Improve existing sidewalks to accommodate safe bike travel along heavily trafficked roadways (e.g. sidewalk on Cemetery between Hampton and 31-W).	4/13/2014 8:59 AM
58	awareness program for city and county schools	4/13/2014 8:19 AM
59	If you make new greenways, make them inviting, amusing, and market them. It is the best we need of to some places for coffees store, ice cream store, etc. I need greenways for juggling.	4/12/2014 1:23 PM
60	link Durbin Estates to a Greenway	4/12/2014 12:00 PM
61	Not at this time	4/12/2014 8:28 AM
62	Let's get this going. BG is way behind in safe trails for all.	4/11/2014 9:38 PM
63	Please avoid using concrete as a trail surface whenever possible. Concrete is just too hard on feet, knees, and hips. Consult with any orthopedist or sports medicine specialist. I expect this makes little or no difference to cyclists, but it is somewhat important for walkers (even if they mostly don't know it), and quite important to runners/joggers. Personally, I would much rather have five miles of asphalt than ten miles of concrete.	4/11/2014 6:28 PM
64	Plant more trees and landscaping on Scottsville Rd!!!	4/11/2014 6:19 PM
65	The biggest problem with the BG Greenways is that you can't bike very far on them without having to bike on the street. Other cities have long greenways available to bikers, and Bowling Green bikers need that too.	4/11/2014 4:57 PM
66	Southwestern PA has an extensive network of bike paths, centered around Ohio pyle, PA. You really should see what they have done right instead of trying to re-invent the wheel...so to speak	4/11/2014 4:33 PM
67	Connect the trails more to existing retail and sidewalks, so that I can walk to a destination, for shopping or entertainment, dining, etc, not just walking in circles.	4/11/2014 3:42 PM
68	I would bike to work if there was a safe way to travel from the Cave Mill area to the rest of BG. There are nice trails near and around campus, the water front but there is no way to get across Scottsville Rd., or travel up Smallhouse. A Smallhouse bike trail would be the perfect thoroughfare for folks in the Cave Mill, Grider Pond, Elrod, Three Springs area.	4/11/2014 3:25 PM
69	no	4/11/2014 3:14 PM
70	Connect all the trails. It would be great to be able to travel 10-15 on a single trail instead of travelling a few miles then taking surface street to the next trail.	4/11/2014 3:06 PM
71	Asphalt. NOT CONCRETE. Concrete Discourages cyclist from using Greenways	4/11/2014 3:06 PM
72	Please make more greenways! Please make them uninterrupted trails. Do we have unused railroad tracks? Can we make "rail trails"? It is also nice to have them alongside water.	4/11/2014 3:02 PM
73	create a bike-share program along the trail where people can ride and leave at no cost like they have in major cities. Pass a bike helmet ordinance to go along with it.	4/11/2014 2:48 PM
74	I love the Greenways! please continue to expand and maintain them! I think they are a great part of Bowling Green, and promote health and outdoor activity.	4/11/2014 2:28 PM
75	I have no idea where any of the greenways go...only the small section I walk on...because I have to drive to get to it...and I have no clue how to get back to my car other than doubling back on the one small bit that I use....maps posted...so I can find my way, see where I can make a loop back through lovely natural areas of trees and open space to get back to where I started.	4/11/2014 2:18 PM
76	I care about bicycling in Bowling Green and for transportation, using the roads is most efficient and keeps bicycles equal with automobiles. Using signage, wider roads, and bicycle lanes make biking safer, and connecting roads to new Greenways trails as they are built will give cyclists more freedom to move and choices to determine their routes.	4/11/2014 2:10 PM
77	Great project!	4/11/2014 2:08 PM

78	N/A	4/11/2014 2:05 PM
79	somehow clean pebbles, glas, etc. from the bike trails every so often - use the WKU or small city sweepers	4/11/2014 2:05 PM
80	Develop a volunteer program (clean up events, or a program like adopt a highway) for trash removal and to patch portions of trail that have washed out. I live near the trail that connects to Preston Miller and it is always littered with trash and has some areas that have erosion problems. I'll be moving to the northeast end of town soon, but I'm happy to help (email is jennalanew@gmail.com).	4/11/2014 2:02 PM
81	I think the Greenways are awesome and I see them in use all the time for the ones that are established. I would like to see more out by Cave Mill Road area, etc. and have them connecting to the parks in the city, etc. They are really a terrific way to get around, are friendly to the environment and promote exercise. The trash cans, etc. are a good idea but I realize this may increase cost. I feel the actual trailways are more important if we are looking at how to spend dollars. Asphalt is preferred because sometimes running and riding a bike can be difficult on rocks, woodchips, etc. Having long uninterrupted trailways would also be nice for many reasons, one being for those who are runners or bikers and who are training for events.	4/11/2014 2:02 PM
82	It is hard to get to greenways by bike from my house. Bike lanes are non-existent or not separated from traffic.	4/11/2014 1:59 PM
83	N/A	4/11/2014 1:56 PM
84	In my mind, greenways means bike-lanes. But really, bike lanes are different things. But greenways can support bike lanes, so they could become a two-fer	4/11/2014 1:55 PM
85	I also believe the river is an incredible resource in this town. Something that followed along the Barren River could be highly utilized and enjoyed. I love what has happened out at Low Hollow- if something could be extended from that park it would be wonderful.	4/11/2014 1:52 PM
86	Would like to see true bike trails on city roadways and through neighborhoods. Also, increase sidewalks for safer walking throughout city and county areas.	4/11/2014 1:49 PM
87	electric vehicle charging stations in BG / WC would be great!	4/11/2014 1:49 PM
88	I like the Greenways and anything that supports biking and walking in our community. I do hope that this project can work with other projects to 1) build sidewalks in neighborhoods that are next to k-12 schools, and 2) build a system of bike paths that connect to WKU.	4/11/2014 1:49 PM
89	Stop. Just stop. We dont need trails, and widened sidewalks. As a cyclist, we don't belong on the same surface as pedestrians, it's dangerous no matter how wide you make them. The sidewalk surfaces are impossible to bike on so you aren't doing any one any favors with those. Bowling Green needs more bike lanes. People are not comfortable driving near cyclists because they are not used to it. If there were more than 2 bike lanes in town people would become comfortable with them.	4/11/2014 1:48 PM
90	Keep it up. Greenways from schools to neighborhoods is very important for our children's health. Plus start them young then they may become Greenway users to jobs and to shops.	4/10/2014 4:29 PM
91	no	4/10/2014 12:50 PM
92	Start soon. We like to walk while kids ride their bikes.	4/10/2014 9:55 AM

Appendix 2: Funding Table

Appendix 2: Bicycle and Pedestrian Funding Opportunities: Federal Transit and Federal Highway Funds

Revised August 13, 2014, to incorporate programs authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

This table indicates potential eligibility for pedestrian and bicycle projects under Federal Transit and Federal Highway programs. Specific program requirements must be met, and eligibility must be determined, on a case-by-case basis. For example: transit funds must provide access to transit; CMAQ must benefit air quality; HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP must benefit National Highway System (NHS) corridors; RTP must benefit trails; the Federal Lands and Tribal Transportation Programs (FLTTP) must provide access to or within Federal or tribal lands. See more information about Bikes and Transit and Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law.

Bicycle and Pedestrian Funding Opportunities / Federal Transit and Federal Highway Funds												
Activity	FTA	ATI	CMAQ see note below	HSIP	NHPP NHS	STP	TAP TE	RTP	SRTS until expended	PLAN	402	FLTTP
Access enhancements to public transportation	\$	\$	\$			\$	\$					\$
ADA/504 Self Evaluation / Transition Plan						\$	\$	\$		\$		\$
Bicycle and/or pedestrian plans	\$					\$	\$			\$		\$
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$		\$			\$
Bicycle parking	\$	\$	\$		\$	\$	\$	\$	\$			\$
Bike racks on transit	\$	\$	\$			\$	\$					\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$		\$	\$	\$					\$
Bicycle storage or service centers	\$	\$	\$			\$	\$					\$
Bridges / overcrossings for bicyclists and/or pedestrians	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Bus shelters	\$	\$	\$			\$	\$					\$
Coordinator positions (State or local)			\$ Limit 1 per State			\$	\$ as SRTS		\$			

Crosswalks (new or retrofit)	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Curb cuts and ramps	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Data collection and monitoring for bicyclists and/or pedestrians	\$	\$		\$	\$	\$	\$	\$	\$	\$		\$
Helmet promotion (for bicyclists)						\$	\$ as SRTS		\$		\$	
Historic preservation (bicycle and pedestrian and transit facilities)	\$	\$				\$	\$					\$
Landscaping, streetscaping (bicycle and/or pedestrian route; transit access)	\$	\$				\$	\$					\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$		\$	\$	\$	\$	\$	\$			\$
Maps (for bicyclists and/or pedestrians)	\$	\$	\$			\$	\$		\$			
Paved shoulders for bicyclist and/or pedestrian use			\$*	\$	\$	\$	\$		\$			\$
Police patrols						\$ as SRTS	\$ as SRTS		\$		\$	
Recreational trails						\$	\$	\$				\$
Safety brochures, books						\$ as SRTS	\$ as SRTS		\$		\$	
Safety education positions						\$ as SRTS	\$ as SRTS		\$		\$	
Shared use paths / transportation trails	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$

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Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$		\$			\$
Signed bicycle or pedestrian routes	\$	\$	\$		\$	\$	\$		\$			\$
Spot improvement programs	\$			\$		\$	\$	\$	\$			\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$		\$	\$	\$	\$	\$	\$			\$
Traffic calming	\$			\$	\$	\$	\$		\$			\$
Trail bridges			\$*	\$	\$	\$	\$	\$	\$			\$
Trail/highway intersections			\$*	\$	\$	\$	\$	\$	\$			\$
Training			\$			\$	\$	\$	\$		\$	
Tunnels / undercrossings for bicyclists and/or pedestrians	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$

<p>ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p>FTA: Federal Transit Administration Capital Funds</p> <p>ATI: Associated Transit Improvement (1% set-aside of FTA)</p> <p>CMAQ: Congestion Mitigation and Air Quality Improvement Program</p> <p>HSIP: Highway Safety Improvement Program</p> <p>NHPP/NHS: National Highway Performance Program/National Highway System</p> <p>STP: Surface Transportation Program</p>	<p>TAP/TE: Transportation Alternatives Program/ Transportation Enhancement Activities</p> <p>RTP: Recreational Trails Program</p> <p>SRTS: Safe Routes to School Program</p> <p>PLAN: Statewide or Metropolitan Planning</p> <p>402: State and Community Highway Safety Grant Program</p> <p>FLTTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)</p>
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Other funding sources (<http://transportation.ky.gov>)

FUNDING AGENCY	TYPE OF PROJECT
FEDERAL GOVERNMENT FUNDING SOURCES	
US Department of Agriculture USDA Community Facilities Loans and Grants http://www.rurdev.usda.gov/HCF_CF.html	Essential community facilities for public use in rural areas –up to 20,000 population
Environmental Protection Agency (EPA) Grant and Fellowship Information http://www.epa.gov/epahome/grants.htm	Community-based projects, programs and activities that seek to address local environmental, justice and public health issues and enhance environmental justice and community-based environmental protection.
Housing and Urban Development (HUD)	
Kentucky Small Cities Community Development Block Grant (CDBG) (Administered by Kentucky Office of the Governor Department for Local Government)	
National Park Service (NPS)	
Land and Water Conservation Fund (LWCF) (Administered by Kentucky Office of the Governor Department for Local	
KENTUCKY FUNDING SOURCES	
Kentucky Tourism (Kentucky Department of Travel)	
Kentucky Tourism Development Loan Program	
Kentucky Transportation Cabinet	
Paula Nye Memorial Education Grant	
PRIVATE FUNDING SOURCES	
Center for Disease Control and Prevention: http://www.cdc.gov/about/business/funding.htm	May fund related Greenways planning. Helped fund the Southwest Greenways Master Plan for Louisville Metro Parks
Bikes Belong	
CVS Caremark Community Grants	
Kodak American Greenways Program	
Tourism Cares	
Yamaha OHV Access Initiative	
4-H ATV Safety Grant Program	
Kentucky Heritage Land Conservation Local fundraising	Land purchases to protect wildlife habitats; hiking trails
City of Bowling Green	
Warren County	
Fundraising Events/Sponsors, etc.	

Appendix 3: US-DOT Policy Statement on Bicycle and Pedestrian Accommodations and Regulations

Appendix 3: United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

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.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a

transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.

- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and

convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process “will address the following factors...(2) Increase the safety for motorized and non-motorized users; (3) Increase the security of the transportation system for motorized and non-motorized users; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life...” 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans “...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system...” 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas “shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities).” 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP “shall include ...trails projects, pedestrian walkways; and bicycle facilities...”
- 23 CFR 450.316(a) states that “The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process.” 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.
- Prohibition of Route Severance
- The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:
- “The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists.” 23 U.S.C. 109(m).
- “In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations.” 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides “procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects.”

Appendix 4: Kentucky Health Now

Appendix 4: Kentucky Health Now 2019 Goals

“Governor Steve Beshear has made improving the health and wellness of Kentucky’s children, families and workforce one of his highest priorities. To significantly advance the wellbeing of Kentucky’s citizens, Governor Beshear is announcing the following health goals for the Commonwealth. He is outlining a number of strategies to help achieve these goals over the next five years, and will continue to add strategies throughout his term. These strategies will be implemented through executive and legislative actions, public-private partnerships and through the success of enrolling Kentuckians in health care coverage.”

Goal: Reduce the obesity rate among Kentuckians by 10%

Kentucky’s obesity problem has far-reaching health and productivity implications – and threatens the future health of children. The Commonwealth ranks 42nd in obesity and 46th in physical inactivity. A shocking 31.3% of adults in Kentucky are obese. Obesity is linked to multiple chronic conditions, including diabetes, heart disease and stroke. The Governor will initiate multiple strategies to address this problem, including:

- Certify 10 new “Trail Towns” through the Kentucky Office of Adventure Tourism by the end of 2015
- Invest more than \$30 million in federal funds by the end of 2015 to support many community-driven initiatives for pedestrian and bicycle paths

<http://governor.ky.gov/healthierky/kyhealthnow>

Appendix 5: Maintenance Instructions for Interpretive Markers

Appendix 5: Maintenance Instructions for Interpretive Markers

345 Oak Road
Gibsonia, Pennsylvania 15044
800-544-8428
www.panniergraphics.com



Pannier Graphics Sign Maintenance

Prior to Installation

Pannier recommends leaving panels in original packaging until time of installation. As with any products careful handling procedures must be observed to protect surface from scratching or marring and corners and edges from chipping. It is recommended that a coating of wax be applied to help protect and provide longer panel life. Pannier recommends *3M Marine Ultra Performance Paste Wax 09030* readily available where boat care products are sold or through an Internet product search.

Cleaning and Maintenance

Pannier fiberglass signs are very durable and require little maintenance. Periodic cleaning and removal of debris ensures good appearance and product life. Most commercial cleaning products may be used to remove dirt and debris. However, we recommend using the safest and most environmentally friendly cleaners before increasing the strength of a cleaner. Many household cleaners may be used safely, however, some may affect aluminum frames. Read all cleaning directions and recommendations carefully and always rinse thoroughly.

Steps

1. Wash the panel, frame and base with a mild liquid detergent such as *Original Green* or *Palmolive* or other dish soap to remove dirt and debris.
2. If still soiled, spray area with a biodegradable green cleaning solution such as *ZEP Green All Purpose Cleaner*. Work across the panel and under the frame channels with a sponge and rinse thoroughly.
3. For sticker removal, Pannier recommends *Super Orange* by Direct Chem. This product can be purchased from Zircon Industries (1-800-547-4328). Follow all product instructions carefully.
4. For permanent marker, graffiti or paint removal (not for urethanes based paints), Pannier recommends *Smooth Max and Max Wipes*. These products can be purchased at Graffiti Solutions, Inc. (1-800-891-0091). Follow all product instructions carefully.
5. Pannier recommends applying an additional coating of *3M Ultra Performance Paste Wax 09030* after cleaning. Follow all product instructions carefully.

Rev. 3-10/25/07

Appendix 6: Sources Consulted

Appendix 6: Sources Consulted and Websites

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Websites

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Barren River Area Development District (BRADD): www.bradd.org/

<http://www.bikewalkalliance.org/storage/documents/reports/2010BenchmarkingReport.pdf>

City-County Planning Commission of Warren County, Kentucky: http://warrenpc.org/pdf/Focus2030Master_Oct2011.pdf

Kentucky Tourism: <http://www.kentuckytourism.com/outdoor-adventure/>
and <http://www.kentuckytourism.com/outdoor-adventure/attraction/biking/midland-kentucky-bicycle-tour/654/>

Kentucky Transportation Cabinet (KYTC) District 3: <http://transportation.ky.gov/district-3/Pages/default.aspx>

Logan County Greenway from Russellville to Bowling Green: http://www.uky.edu/Ag/LA/KLEAR/images/Logan/Logan_County_Report.pdf

Map My Ride: www.mapmyride.com

Metropolitan Planning Organization (MPO): <http://mpo.bradd.org>

National Trails: <http://www.americantrails.org/nhttp/default.htm>

National Trails Training Partnership: <http://www.americantrails.org/resources/greenways/index.html>

Neighborhood Greenways: http://www.activetrans.org/modeshift/04_05/greenways

Official Municipal Website of Bowling Green, Kentucky: <http://www.bgky.org/>

Transportation Improvement Program (TIP); Statewide Improvement Program (STIP); Metropolitan Transportation Plan (MTP): <http://mpo.bradd.org/downloads/category/3-metropolitan-transportation-plan.html> and <http://mpo.bradd.org/downloads/category/2-studies.html>

Smart Growth America – National Complete Streets Coalition <http://www.smartgrowthamerica.org/complete-streets> and <http://www.smartgrowthamerica.org/documents/cs/impl/tn-nashville-streetplan.pdf>

US Department of Transportation, Federal Highway Administration. Manual on Uniform Traffic Control Devices (MUTCD) <http://mutcd.fhwa.dot.gov/>

Walkscore: <http://www.walkscore.com/>

Warren County Blueways: www.wku.edu/blueways

