

PURCHASE DISTRICT HEALTH DEPARTMENT ACTIVE LIVING BICYCLE AND PEDESTRIAN PLAN

Cities of Barlow and LaCenter, Ballard County, Kentucky



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This report was developed by Gresham Smith in partnership with the Kentucky Cabinet for Health and Family Services and the Purchase District Health Department.

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LIST OF ACRONYMS

FHWA	Federal Highway Administration
AASHTO	American Association of State Highway and Transportation Officials
NACTO	National Association of City Transportation Officials
ADA	Americans with Disabilities Act



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CHAPTER 1: Introduction

The built environment has a strong influence on the community. Active, healthy communities are supported by infrastructure that encourages residents and visitors alike to choose walking or biking to nearby parks, businesses, and other destinations. In 2021, Barlow and LaCenter in Ballard County, Kentucky received a grant through the Purchase District Health Department to establish a bicycle and pedestrian plan based upon engagement from both communities and supported by community and county leaders. Barlow and LaCenter are deeply connected, located along US 60 (Paducah Road) connecting the two communities through the rural, agriculture based properties.

Planning Process

On June 24th, the planning team met with local officials to kick off the planning process for both Barlow and LaCenter. During the kick off, the team discussed potential bicycle and pedestrian projects for both communities, and established a community survey to be provided to residents and stakeholders. Potential projects and opportunities discussed during the kick off included the desire to develop a walking trail in Barlow, and the potential to use leases along existing rail lines for rails to trails projects. An online Survey Monkey seeking an evaluation of the existing bicycle and pedestrian network as well as feedback for potential improvements was presented to members of the community through city, county, and regional leaders. Feedback from the surveys included:

- 56% of respondents selected Barlow as the response location; the remaining 44% selected LaCenter
- Insufficient sidewalks and lack of bike lanes were the greatest barrier to residents making trips by foot or bike, followed by high traffic volume and insufficient safety signage.
 - 75% of respondents indicated traffic as a barrier preventing children from walking or biking to school, followed by insufficient sidewalks or bike lanes (56%), insufficient bike parking (28%), and lack of safety signage (19%). 22% of respondents indicated other factors prevent children from walking or biking to school.
 - 79% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing residents from walking or biking to local destinations, followed by traffic (58%), insufficient safety for children (45%), insufficient bike parking (32%)and lack of safety signage (26%). 3% of respondents indicated other factors prevent residents from walking or biking.
- Neither Barlow nor LaCenter have dedicated bicycle infrastructure.
- The school system does not allow walking or bicycling to school due to lack of safe bicycle or pedestrian facilities.
- Along with a city-wide need for repaired or connected sidewalks, specific gaps were identified in the active transportation network to be addressed in Barlow, including the following:
 - US 60 (Paducah Road)
 - 4th Street
- Along with a city-wide need for repaired or connected sidewalks, specific gaps were identified in the active transportation network to be addressed in LaCenter, including the following:
 - US 60 (Paducah Road)
 - Broadway
 - Walnut Street
 - 4th Street



5th Street

Barlow, KY

The sidewalk network in Barlow is largely located in the heart of downtown along US 60 (Broadway Street) as seen in Figure 2.1. Crosswalks are unmarked, which can discourage walking by creating a perceived lack of safety. Additionally, in many locations the sidewalk is damaged or not designed to the Americans with Disabilities Act (ADA) standards for width and cross-slope which makes traveling along the sidewalk network difficult for people of all abilities. Existing sidewalks were likely constructed well before the ADA standards were developed. When traveling to the north or south of US 60 the sidewalks become disconnected or disappear altogether, and a distinct lack of connection exists to LaCenter and the schools along US 60 (Paducah Road) to the east. The City of Barlow does not have any multi-use path or bicycle infrastructure.

Despite the disconnected sidewalk network and lack of bicycle and multi-use infrastructure, people in the community clearly want to walk and bike in Barlow as shown in the Strava heat maps for walking (Figure 2.2), particularly along Lake Drive and to access the park and bicycling (Figure 2.3). Although this information is only captured by those community members actively using the Strava app to track their activity, it is a strong indicator of support for built environment improvements to create a safer, more connected network that encourages a healthy and physically active community.

LaCenter, KY

Similarly to Barlow, the sidewalk network is located in the heart of downtown LaCenter north of the US 60 (Paducah Road) corridor as seen in Figure 2.4. Crosswalks are unmarked with the exception of one crossing on school property. Many of the same issues of damaged and inaccessible sidewalk are seen on the LaCenter sidewalk network, and are likely due to the age of the sidewalk network. The city also lacks a dedicated network connecting to the schools to the west of the city, important for ensuring a safe way for parents, students, and staff to

walk to school. A narrow (sidewalk width) section of identified multi-use path connects the LaCenter City Park to the street sidewalk network. No dedicated bicycling infrastructure is available in LaCenter.

The Strava heat map data shown in Figure 2.5 indicates a very strong desire to walk in LaCenter, particularly to access the park downtown and the nearby schools for education, sporting events, and a safe location to walk or run for recreational physical activity. Likewise, the Strava data in Figure 2.6 indicates the community is also biking in downtown LaCenter and near the LaCenter City Park. Both of these maps indicate the need for infrastructure to support safe access to active transportation to local destinations as well as recreational walking and bicycling.





Section of disconnected sidewalk at Maple Street and 3rd Street intersection in LaCenter, KY.





Figure 2.2 Strava heat density map of walking in Barlow, KY.



Figure 2.3 Strava heat density map of bicycling in Barlow, KY.





Figure 2.4 Map of existing infrastructure in LaCenter, KY.

50×1×6



Figure 2.5 Strava density heat map of walking in La Center, KY.



Figure 2.6 Strava density heat map of bicycling in La Center, KY.





CHAPTER 3: Potential Improvements and Recommendations

To support walking in Barlow and LaCenter, gaps in sidewalk connectivity should be filled in and damaged sidewalk repaired throughout the neighborhoods surrounding downtown. The existing network should be extended into residential neighborhoods and connected to local destinations, along with implementing targeted shared-use path and dedicated bicycle infrastructure to support bicycling in Barlow and LaCenter to local destinations. In addition to the local multi-modal network, shared-use path trails should be considered along abandoned rail bed, maintenance access routes, and available easement lease opportunities along the rail line as well as on at least one side of major connecting roads. Throughout both communities, accessible sidewalk and ADA ramps should be placed along with marked crosswalks at major crossings and near schools, local destinations and parks to improve safety while walking.

Specific planning level multi-modal projects addressing the identified gaps and network expansion opportunities are identified in Figures 3.1-3.30. Each project page outlines the type of project, limits, and an opinion of probable construction cost estimate not including potential right-of-way and utility impacts.



Figure 3.1: Planned bicycle and pedestrian network in Barlow, KY.

For all project recommendations, design and construction of pedestrian and bicyclist facilities should consider the most current best practices established by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of City Transportation Officials (NACTO) along with all other applicable federal, state and local guidelines.

New construction of sidewalk and shared-use path or rehabilitation of existing pedestrian facilities must adhere to ADA and Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) standards in conjunction with any local and state guidelines. This includes, but is not limited to cross-slope, grade, and accessible ramps and landings.





Figure 3.2: Planned bicycle and pedestrian network in LaCenter, KY.



PROJECT TYPES



Sidewalk

Sidewalks are a minimum of six feet in width, and are considered pedestrian and mobility assisted access only. Some communities allow children to bike on sidewalks. Typically constructed of concrete.



Shared-Use Path or Trail

Shared-use paths are a minimum of ten feet in width, and are considered accessible to pedestrians and bicyclists. May be constructed with either concrete or asphalt with concrete access ramps. May be used separate from a roadway as a trail or on high volume or high speed (45 mph or more) roadways to safely separate bicyclists and pedestrians from motor vehicle conflicts.



Neighborway (Shared Lane)

A neighborway consists of shared bicycle lane markings and signage to bring awareness of bicyclists on the roadway. Typically installed on low speed, low volume roadways without enough width for a dedicated bicycle lane.



Bicycle Lane

A dedicated bicycle lane may include a lane line or buffer with posts separating bicycle traffic from motor vehicle traffic and signage to bring awareness of bicyclists on the roadway. May be installed on any roadway with enough width and a speed lower than 45 mph.



FIGURE 3.3 US 60 Shared-Use Path (Barlow and LaCenter)



Limits: N. 1st Street (Barlow) to N. 4th Street (LaCenter)

Length: 4.41 miles

Description: Shared-use path on the south side of US 60 connecting the community of Barlow and LaCenter with the school system on foot and by bike. Placement on the south side avoids crossing US 60 between Barlow and LaCenter to access the school. Enhanced crossings to access the shared-use path should be considered at key intersections in both Barlow and LaCenter, and follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$4,639,000



FIGURE 3.4 KY 118 (Lake Drive) Shared-Use Path (Barlow)



Limits: Farmer Street to N. 4th Street

Length: 0.29 miles

Description: Shared-use path on the south side of Lake Drive connecting to the park at the intersection of Lake Drive and N. 4th Street on foot and by bike. Enhanced crossings to access the shared-use path should be considered at key intersections, and follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$306,000

FIGURE 3.5 US 60 (Main Street/S. 4th Street) Shared-Use Path (Barlow)



Limits: Ballard County Senior Center to Broadway Street

Length: 0.26 miles

Description: Shared-use path on the west side of US 60 (Main Street/S. 4th Street) connecting the Ballard County Senior Center to the Barlow community on foot and by bike. Enhanced crossings to access the shared-use path should be considered at key intersections and recommended at the intersection of US 60 (Broadway Street), and follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$275,000



FIGURE 3.6 KY 1105 (6th Street) Sidewalk (Barlow)



Limits: Park Avenue to Cemetery

Length: 0.65 miles

Description: Sidewalk on both sides of KY 1105 (6th Street) replacing sidewalks in disrepair, and filling in gaps in the network. The sidewalks connect the northern and southern neighborhoods of Barlow, and serve as a major spine to connect to churches, parks, and other destinations on side streets along with the planned shared-use path on US 60 connecting to the community of LaCenter and the schools. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as US 60. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$505,000

FIGURE 3.7 N. 4th Street Sidewalk (Barlow)



Limits: Broadway Street to Clay Street

Length: 0.26 miles

Description: Sidewalk on both sides of 4th Street replacing sidewalks in disrepair, and filling in gaps in the network. The sidewalks connect the northern neighborhoods of Barlow, and serve as a major spine to connect to churches, parks, and other destinations on side streets along with the planned shared-use path on US 60 connecting to the community of LaCenter and the schools. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as US 60. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$203,000



FIGURE 3.8 Monroe Drive Sidewalk (Barlow)



Limits: N. 5th Street to City Limits

Length: 0.73 miles

Description: Sidewalk on both sides of Monroe Drive expanding the existing pedestrian network to connect the neighborhoods to either side of US 60 to the planned shared-use path along Broadway Street, ultimately connecting to the community of LaCenter and the school system. The sidewalks also serve to connect the neighborhood to the east of US 60 to the parks, churches, and other destinations to the west. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as US 60 and KY 1105. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$567,000

FIGURE 3.9 KY 118 (Lake Drive) Sidewalk (Barlow)



Limits: City Limits to N. 4th Street

Length: 0.33 miles

Description: Sidewalk on the north side of KY 118 (Lake Drive) providing pedestrian access to the park at the intersection of KY 118 and N. 4th Street parallel to the planned shared-use path. Enhanced crossings to access the shared-use path should be considered at key intersections , and follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$257,000



FIGURE 3.10 Wall Street Sidewalk (Barlow)



Limits: N. 1st Street to S. 6th Street

Length: 0.46 miles

Description: Sidewalk on both sides of Wall Street replacing sidewalks in disrepair, and filling in gaps in the network. The sidewalks connect the west neighborhood of Barlow to the planned shared-use path along US 60 to connect to the senior center, schools, other Barlow destinations and the City of LaCenter. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as US 60. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$358,000

FIGURE 3.11 Broadway Street Sidewalk (Barlow)



Limits: N. 1st Street to S. 4th Street

Length: 0.29 miles

Description: Sidewalk on both sides of Broadway Street replacing sidewalks in disrepair, and filling in gaps in the network. The sidewalks connect the west neighborhood of Barlow to the planned shared-use path along US 60 to connect to the senior center, schools, other Barlow destinations and the City of LaCenter. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as US 60. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$227,000



FIGURE 3.12 N. 4th Street Neighborway (Shared Lane) (Barlow)



Limits: US 60 (Broadway Street) to Lake Drive

Length: 0.10 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to access the park at the intersection of N. 4th Street and Lake Drive and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$3,000

FIGURE 3.13 Lake Drive Neighborway (Shared Lane) (Barlow)



Limits: Lake Drive to KY 1105 (N. 6th Street)

Length: 0.18 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to access the park at the intersection of N. 4th Street and Lake Drive and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$4,000



FIGURE 3.14 KY 358 (Bluegrass Drive) Shared-Use Path (LaCenter)



Limits: 1st Street to City Limits

Length: 0.62 miles

Description: Shared-use path on the east side of KY 358 (Bluegrass Drive) and Olive Street connecting with the planned shared-use path along US 60 (Kentucky Drive) and the school system on foot and by bike through a signalized intersection crossing. Placement on the east side avoids overhead utilities on the west side of KY 358. Enhanced crossings to access the shared-use path should be considered at key intersections, and are recommended at the intersection of US 60 along with pedestrian crossing signals. Mid-block and uncontrolled crossings should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$653,000



FIGURE 3.15 5th Street Sidewalk (LaCenter)



Limits: Chestnut Street to Locust Street

Length: 0.51 miles

Description: Sidewalk on both sides of 5th Street expanding the existing pedestrian network in LaCenter and connecting directly to the LaCenter City Park and to the Ballard County Fairgrounds through the planned sidewalk on Oak Street. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at the park and all major intersections such as KY 358. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$397,000

FIGURE 3.16 4th Street Sidewalk (LaCenter)



Limits: Cedar Street to Forest Street

Length: 0.74 miles

Description: Sidewalk on both sides of 4th Street expanding the existing pedestrian network in LaCenter and connecting directly to the LaCenter City Park and to the Ballard County Fairgrounds through the planned sidewalk on Oak Street. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at the park and all major intersections such as KY 358. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$575,000



FIGURE 3.17 3rd Street Sidewalk (LaCenter)



Limits: Walnut Street to Hickory Street

Length: 0.14 miles

Description: Sidewalk on both sides of 3rd Street expanding the existing pedestrian network in LaCenter and connecting to the grocery store and other downtown LaCenter destinations as well as to the Ballard County Fairgrounds through the planned sidewalk on Oak Street. Enhanced crossings at intersections including high visibility crosswalks should be considered at Oak Street. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$110,000

FIGURE 3.18 2nd Street Sidewalk (LaCenter)



Limits: Maple Street to Hickory Street

Length: 0.51 miles

Description: Sidewalk on both sides of 2nd Street expanding the existing pedestrian network in LaCenter and connecting to the grocery and other downtown LaCenter destinations as well as to the Ballard County Fairgrounds through the planned sidewalk on Oak Street. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and key residential access streets and recommended at the Broadway and Oak Street intersections. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$397,000



FIGURE 3.19 Walnut Street Sidewalk (LaCenter)



Limits: 1st Street to 6th Street

Length: 0.43 miles

Description: Sidewalk on both sides of Walnut Street expanding the existing pedestrian network in LaCenter and connecting directly to the LaCenter City Park. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at the park and key residential access streets. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$335,000



FIGURE 3.20 Oak Street Sidewalk (LaCenter)



Limits: 2nd Street to 6th Street

Length: 0.35 miles

Description: Sidewalk on both sides of Oak Street expanding the existing pedestrian network in LaCenter and connecting directly to the Ballard County Fairgrounds. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at the fairgrounds and key residential access streets. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$272,000

FIGURE 3.21 Broadway Sidewalk (LaCenter)



Limits: 5th Street to City Limits

Length: 0.25 miles

Description: Sidewalk on both sides of Broadway expanding the existing pedestrian network in LaCenter. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at key residential access streets. Mid-block and uncontrolled crossings should be considered at key residential access streets, destinations, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$195,000



FIGURE 3.22 KY 358 (Bluegrass Drive) Sidewalk (LaCenter)



Limits: US 60 (Kentucky Drive) to City Limits

Length: 0.57 miles

Description: Sidewalk on the west side of KY 358 (Bluegrass Drive) providing pedestrian access parallel to the planned east side shared-use path, ultimately connecting to the planned shared-use path at US 60 (Kentucky Drive) and the school system. Enhanced crossings to access the shared-use path should be considered at key intersections, and follow all current best practices established by FHWA for uncontrolled crossings. Enhanced crossings to access the shared-use path are recommended at the intersection of US 60 along with pedestrian crossing signals.

Estimated Construction Cost: \$223,000



FIGURE 3.23 Aspen Drive Sidewalk (LaCenter)



Limits: US 60 (Kentucky Drive) to Cedar Street

Length: 0.37 miles

Description: Sidewalk on both sides of Aspen Drive expanding the existing pedestrian network in LaCenter and connecting to the planned US 60 (Kentucky Drive) sidewalk and walking path at Grace United Methodist Church. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at US 60. All uncontrolled crossings should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$288,000

FIGURE 3.24 US 60 (Kentucky Drive) Sidewalk (LaCenter)



Limits: Grace United Methodist Church to Aspen Drive

Length: 0.15 miles

Description: Sidewalk on the north side of US 60 (Kentucky Drive) expanding the existing pedestrian network in LaCenter and connecting directly to the walking path at Grace United Methodist Church. Enhanced crossings at intersections including high visibility crosswalks are recommended at the intersection with Aspen Drive and should follow all current best practices established by FHWA.



Estimated Construction Cost: \$59,000

FIGURE 3.25 KY 358 (Broadway) Bicycle Lane (LaCenter)



Limits: 1st Street to 5th Street

Length: 0.34 miles

Description: Bicycle lanes in both directions along KY 358 connecting residents and visitors bicycling to downtown LaCenter with dedicated, separated space from motor vehicles. Installation of bicycle lanes will require an evaluation of the conversion of angled parking to parallel parking. Alternatively, back-in angled parking to improve visibility of, and therefore reduce conflicts with, cyclists may be used in conjunction with shared lanes in either direction in lieu of separated bicycle lanes. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$15,000

FIGURE 3.26 1st Street Neighborway (Shared Lane) (LaCenter)



Limits: Olive Street to Broadway

Length: 0.10 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists between the planned shared-use path on Olive Street and bicycle lanes on Broadway, and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be

considered based on best practices established by AASHTO, NACTO, and FHWA.



Estimated Construction Cost: \$3,000

Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.27 Kenwood Drive Neighborway (Shared Lane) (LaCenter)



Limits: Coffee Drive to US 60 (Kentucky Drive)

Length: 0.19 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to the planned shared-use path on US 60 (Kentucky Drive) and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$4,000

FIGURE 3.28 Impala Drive Neighborway (Shared Lane) (LaCenter)



Limits: Coffee Drive to KY 358 (Bluegrass Drive)

Length: 0.14 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to the planned shared-use path on KY 358 (Bluegrass Drive) and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$3,000



FIGURE 3.29 Aspen Drive/3rd Street Neighborway (Shared Lane) (LaCenter)



Limits: US 60 (Kentucky Drive) to Forest Street

Length: 1.10 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to the planned shared-use path on US 60 (Kentucky Drive) and the school system, to the LaCenter City Park via the planned bicycle lanes on Broadway, and raising motorist awareness of bicyclists along the roadway. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$19,000



FIGURE 3.30 Summary of Potential Improvements

Fig.	City	Location	From	То	Potential Improvement	Estimated Construction Cost
3.3	Both	US 60 (Barlow to LaCenter)	N. 1st St. (Barlow)	N. 4th St. (LaCenter)	Shared-Use Path	\$ 4,639,000
3.4	Barlow	KY 118 (Lake Dr.)	Farmer St.	N. 4th St.	Shared-Use Path	\$ 306,000
35	Barlow	St /S 4th St)	Senior Center	Broadway St	Shared-Lise Path	\$ 275,000
3.6	Barlow	KY 1105 (6th St.)	Park Ave.	Cemetery	Sidewalk	\$ 505,000
3.7	Barlow	N. 4th St.	Broadway St.	Clay St.	Sidewalk	\$ 203,000
3.8	Barlow	Monroe Dr.	N. 5th St.	City Limits	Sidewalk	\$ 567,000
3.9	Barlow	KY 118 (Lake Dr.)	City Limits	N. 4th St.	Sidewalk	\$ 257,000
3.10	Barlow	Wall St.	N. 1st St.	S. 6th St.	Sidewalk	\$ 358,000
3.11	Barlow	Broadway St.	N. 1st St.	S 4th St.	Sidewalk	\$ 227,000
3.12	Barlow	N. 4th St.	US 60 (Broadway St.)	Lake Dr.	Neighborway	\$ 3,000
3.13	Barlow	Lake Dr.	Lake Dr.	KY 1105 (N. 6th St.)	Neighborway	\$ 4,000
3.14	LaCenter	KY 358 (Bluegrass Dr.)	1st St.	City Limits	Shared-Use Path	\$ 653,000
3.15	LaCenter	Sth St.	Chestnut St.	Locust St.	Sidewalk	\$ 397,000
3.16	LaGenter	4th St.	Cedar St.	Forest St.	Sidewalk	\$ 575,000
3.17	LaCenter	3rd St.	Walnut St.	Hickory St.	Sidewalk	\$ 110,000
3.18	LaCenter	2nd St.	Maple St.	HICKORY SL	Sidewalk	\$ 397,000
3.19	LaCenter	Walnut St.	ist St.	6th St.	Sidewalk	\$ 335,000
3.20	LaCenter	Oak St.	2nd St.	6th St.	Sidewalk	\$ 2/2,000
3.21	LaCenter	Broadway	5th St.	City Limits	Sidewalk	\$ 195,000
3.22	LaCenter	Dr.)	Dr.)	City Limits	Sidewalk	\$ 223,000
3.23	LaCenter	Aspen Dr.	Dr.)	Cedar St.	Sidewalk	\$ 288,000
3.24	LaCenter	US 60 (Kentucky Dr.)	Grace United Methodist Church	Aspen Dr.	Sidewalk	\$ 59,000
3.25	LaCenter	KY 358	1st St.	5th St.	Bicycle Lanes	\$ 15,000
3.26	LaCenter	1st St.	Olive St.	Broadway	Neighborway	\$ 3,000
3.27	LaCenter	Kenwood Dr.	Coffee Dr.	US 60 (Kentucky Dr.)	Neighborway	\$ 4,000
3.28	LaCenter	Impala Dr.	Coffee Dr.	KY 358 (Bluegrass Dr.)	Neighborway	\$ 3,000
3.29	LaCenter	Aspen Dr./3rd St.	US 60 (Kentucky Dr.)	Forest St.	Neighborway	\$ 19,000



CHAPTER 4: Implementation Plan

Cities across the Commonwealth continue to be asked to do more with fewer dollars allocated directly to their community. Transportation infrastructure improvements often require significant construction costs during implementation, particularly for sidewalk, shared-use path, and traffic signal upgrades. Often, a community must choose between repairing the roadway or improving the active transportation network with their limited available funding. To leverage limited available local funding and capitalize on larger grant funding opportunities, both short-term and long-term implementation strategies are key.

Short-Term Implementation

In some instances, lower-cost and relatively short-term installation methods with paint and post may be used to provide interim walking and bicycling facilities. The FHWA *Small Town and Rural Multimodal Networks Guide* is a resource that includes guidance on how to implement safe walking and bicycling in rural communities like Barlow and LaCenter. These short-term installation opportunities may also be combined with roadway maintenance projects like resurfacing and lane reconfigurations to leverage available funding. Installation of bicycle racks are another lower-cost opportunity to support bicycling in a community. Bicycle racks should be considered at schools, parks, churches and other destinations where people gather to socialize and play to support healthy transportation choices and recreation by giving people a safe place to park and secure their bicycles.

In addition to physical improvements, education and events that promote safe walking and bicycling are also low- to nocost opportunities to encourage a culture of active transportation and healthy recreation in a community. Hosting local events for walking or bicycling to work, school, church, sports events, and others can normalize these choices and bring awareness to the safety and comfort of vulnerable roadway users.

Long-Term Implementation

Federal funding is available through grant opportunities to communities who invest in multimodal infrastructure, including rural communities like Barlow and LaCenter. Every year, the Federal Government releases a Notice of Funding Opportunity (NOFO) that details available funding sources, the requirements to pursue funding, and other information. On January 20th, 2022 FHWA released a fact sheet highlighting the Building a Better America program which includes 25 available or soon to be available sources of funding that local governments, with a focus on cities, can compete for directly. Ten of these grant programs are listed as transportation focused, with programs like Rebuilding American Infrastructure Sustainably and Equitably (RAISE), Safe Streets and Roads for All, Reconnecting Communities and more that could be evaluated and potentially pursued for long-term implementation of physical infrastructure improvements.

Grant program names and funding availability often change over time. However, grant opportunities to address active transportation infrastructure related to walking and bicycling are becoming much more widely available to communities across the nation. Grant sources will also occasionally further support rural communities by providing 100% federal funding opportunities for infrastructure. A sample of federal grants available at the time of this report include, but are not limited to:

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

A state or city government can appropriate funds from this existing competitive grant program at the Department of Transportation, which provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria include safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Under the Bipartisan



Infrastructure Law, RAISE expands the number of communities eligible for 100 percent federal share of funding, specifically those in rural communities, areas of persistent poverty and historically disadvantaged communities.

Safe Streets and Roads for All

This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance "vision zero" plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Reconnecting Communities

The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction or retrofit of street grids, parks, or other infrastructure to address these legacy impacts.

Additional funding and support for active transportation improvements may be also available through Kentucky-based resources. The KYTC Office of Local Programs (OLP) administers the state Transportation Alternatives Program (TAP), and the Kentucky Cabinet for Health and Family Services (CHFS) are Commonwealth of Kentucky resources that are available to assist local communities in identifying, obtaining, or otherwise leveraging funding for walking and bicycling in rural communities.

