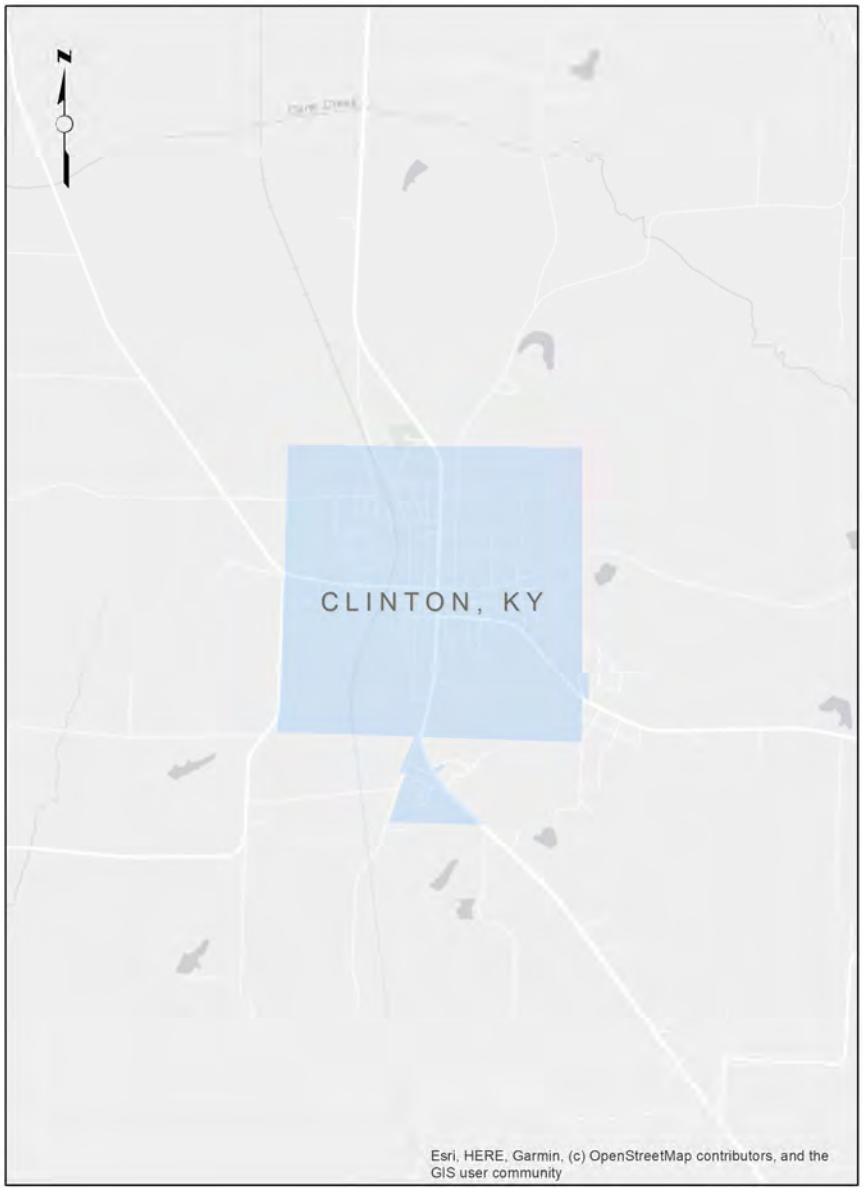

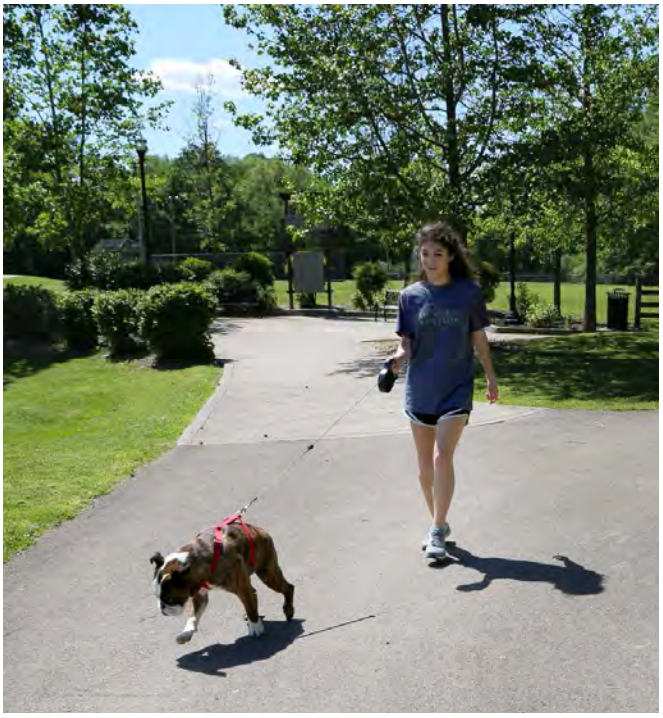

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PURCHASE DISTRICT HEALTH DEPARTMENT ACTIVE LIVING BICYCLE AND PEDESTRIAN PLAN

City of Clinton, Hickman County, Kentucky

Approved: June 1, 2022

Gresham Smith

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, the City of Clinton in Hickman County, Kentucky received a grant through the Purchase District Health Department to establish a bicycle and pedestrian plan based upon engagement from the residents and supported by community and county leaders.

Planning Process

On August 6th, 2021 the planning team met with local officials to kick off the planning process for the City of Clinton. During the kick off, the team established a community survey to be provided to residents and stakeholders. 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:

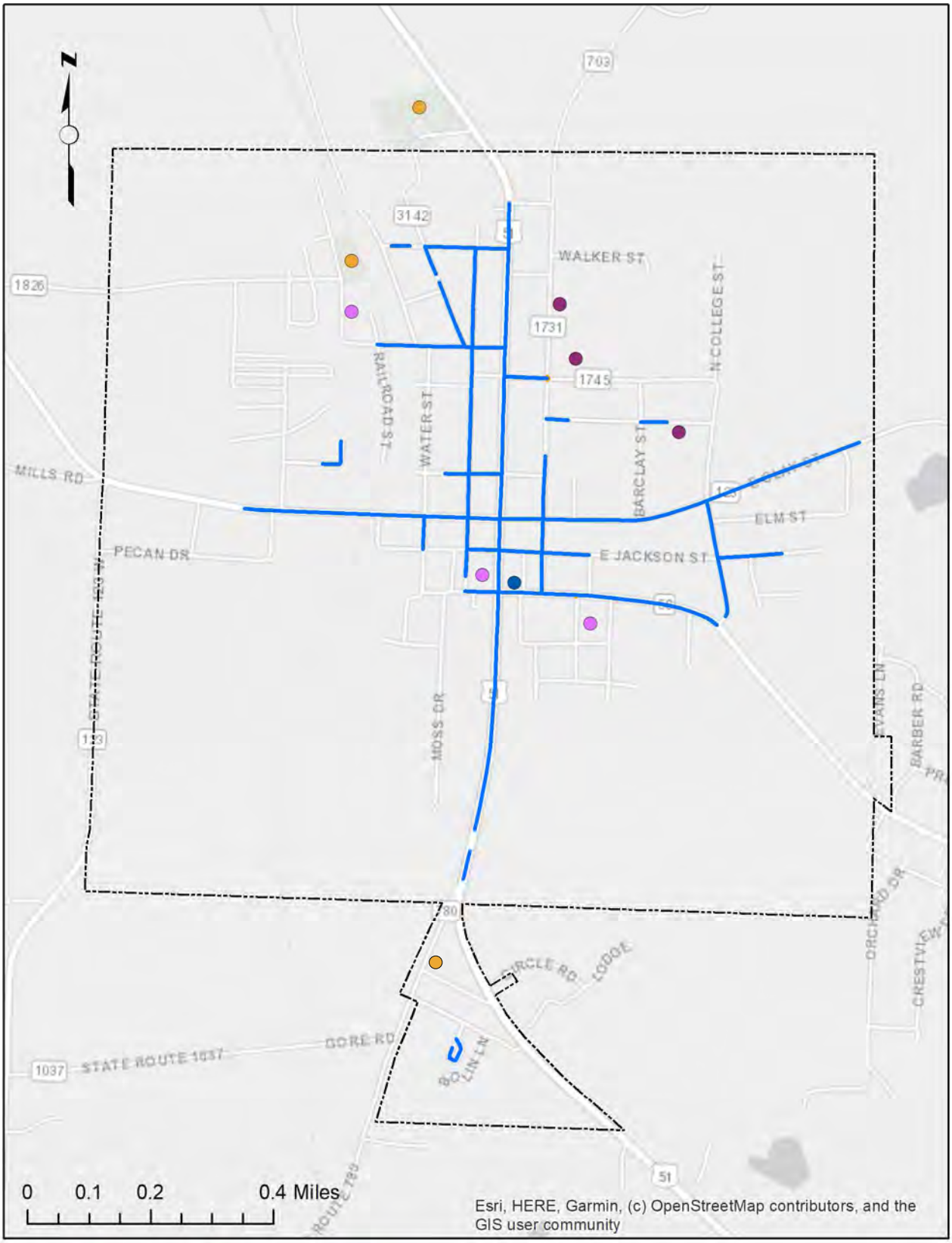
- Insufficient sidewalks and lack of bike lanes were the greatest barrier to residents making trips by foot or bike, followed by high traffic volume and insufficient safety signage.
    - 96% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing children from walking or biking to school, followed by traffic (57%), lack of safety signage (35%), and insufficient bike parking (26%).
    - 100% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing residents from walking or biking to local destinations, followed by insufficient safety for children (60%), traffic (56%), lack of safety signage (30%) and insufficient bike parking (30%).
- Desire for safe, marked crossings. Crosswalks in Clinton are unmarked and lack pedestrian crossing signals.
- Desire for walking and bicycling facilities to:
    - Regional communities
    - Schools
    - Health Department
    - Courthouse
    - Grocery Store and other local shopping destinations
- Along with a city-wide need for repaired or connected sidewalks, a specific gap on KY 58/KY 123 (Clay Street) was identified in the active transportation network to be addressed in Clinton.

CHAPTER 2: Existing Conditions

The sidewalk network in Clinton is largely located in the heart of downtown along US 45 (Washington Street), KY 123 (Clay Street) and KY 58 (Mayfield Road/Clay Street) (Figure 2.1) with limited local connectivity to the adjacent side streets. Crosswalks are nearly universally 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 deeper into residential neighborhoods, the sidewalks become disconnected or disappear altogether. Parks and schools are largely disconnected from the community they serve. The City of Clinton 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 Clinton as shown in the Strava heat maps for walking (Figure 2.2) and bicycling (Figure 2.3). Although the Strava map 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. Based on the survey feedback and the concentration of walking and bicycling in the City of Clinton, access to parks, shopping and schools are extremely important to the community along with safe, connected, and accessible walking and bicycling opportunities in the residential neighborhoods and downtown. The of US 45 (Washington Street), KY 123 (Clay Street) and KY 58 (Mayfield Road/Clay Street) corridors are critical connectors of the community at large.

Figure 2.1 Map of existing infrastructure in Clinton, KY.



Legend

- Church
- Fairgrounds
- Park
- Ferry
- School
- College/University
- Library
- Existing Bike Lane, Separated Bike Path, and Shared Bike Lane
- Existing Crosswalk
- Existing Multi-Use Path
- Existing Sidewalk

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

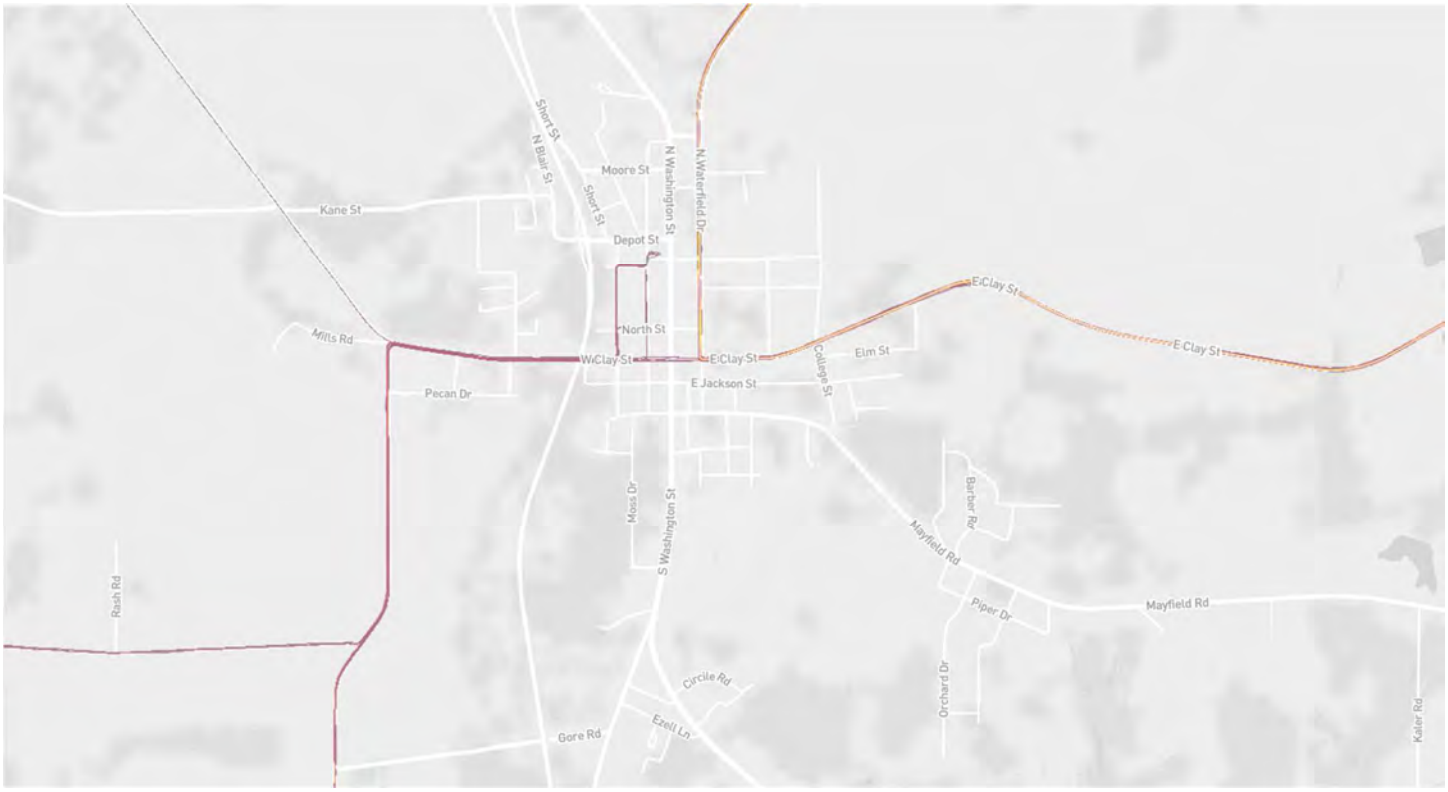
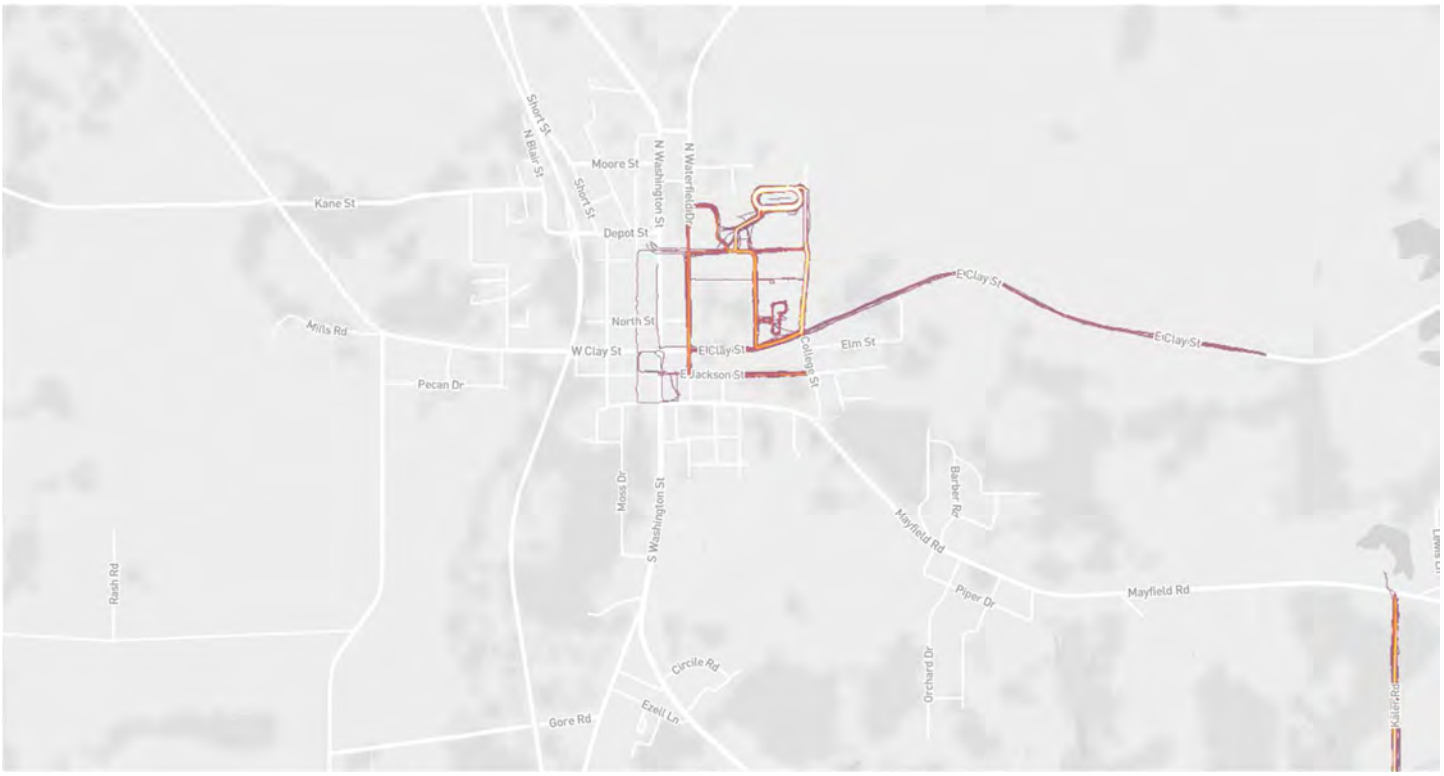


Figure 2.3 Strava heat density map of bicycling in Clinton, KY.



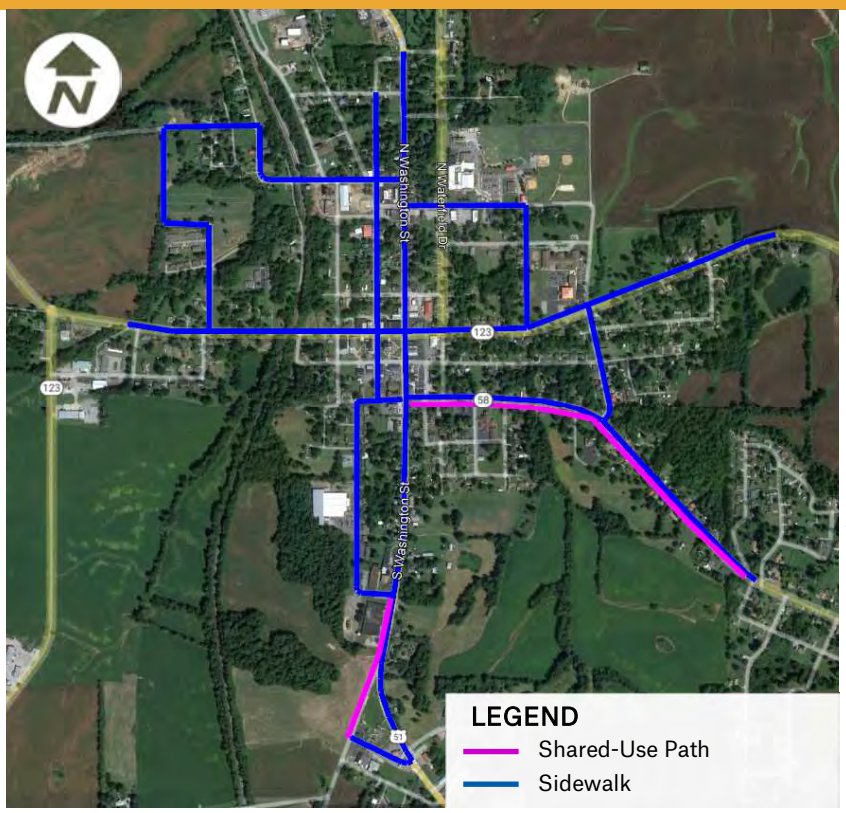


Figure 3.1: Planned Pedestrian Network

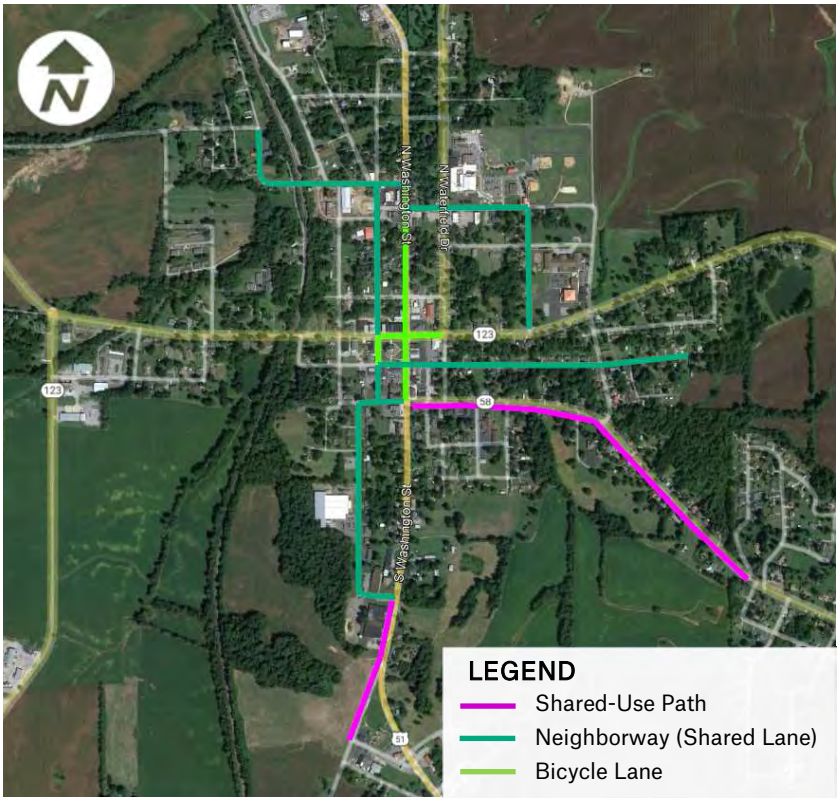


Figure 3.2: Planned Bicycle Network

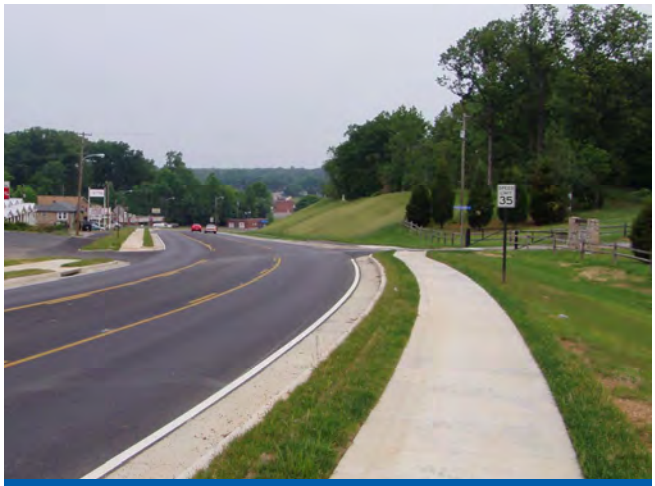
To support walking in Clinton, gaps in sidewalk connectivity should be filled in and damaged sidewalk repaired throughout the neighborhoods surrounding downtown. The existing network should be extended radially out into the neighborhoods that currently lack sidewalks, along with implementing targeted shared-use path and dedicated bicycle infrastructure to support bicycling in Clinton to local destinations. (Figures 3.1 and 3.2) Additionally, shared-use path (rail with trail) should be considered along abandoned rail bed, maintenance access routes, and available easement lease opportunities along the rail line, which could ultimately connect Clinton to the City of Fulton, the City of Hickman and the Ohio River on foot and on bike through a regional trail system. Throughout Clinton, 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 3.1-3.27. 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.

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.

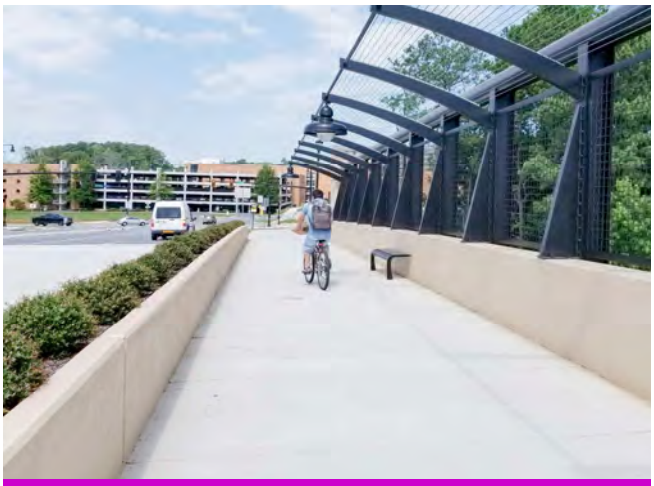
New construction of sidewalk and shared-use path or rehabilitation of existing pedestrian facilities must adhere to ADA and Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) standards in conjunction with any local and state guidelines. This includes, but is not limited to cross-slope, grade,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

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.

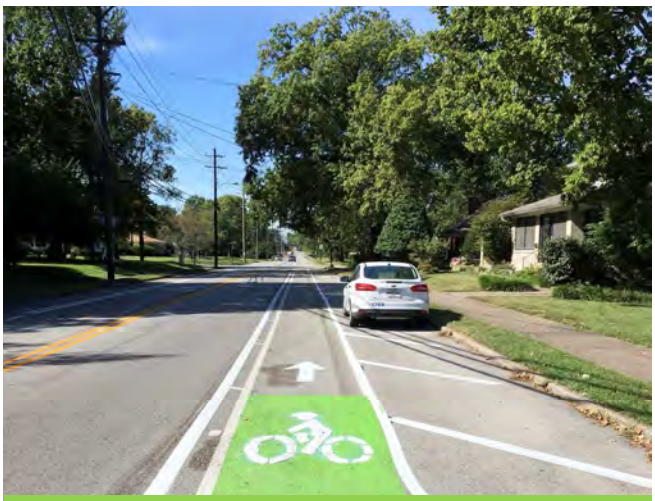


Shared-Use Path or Trail

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)

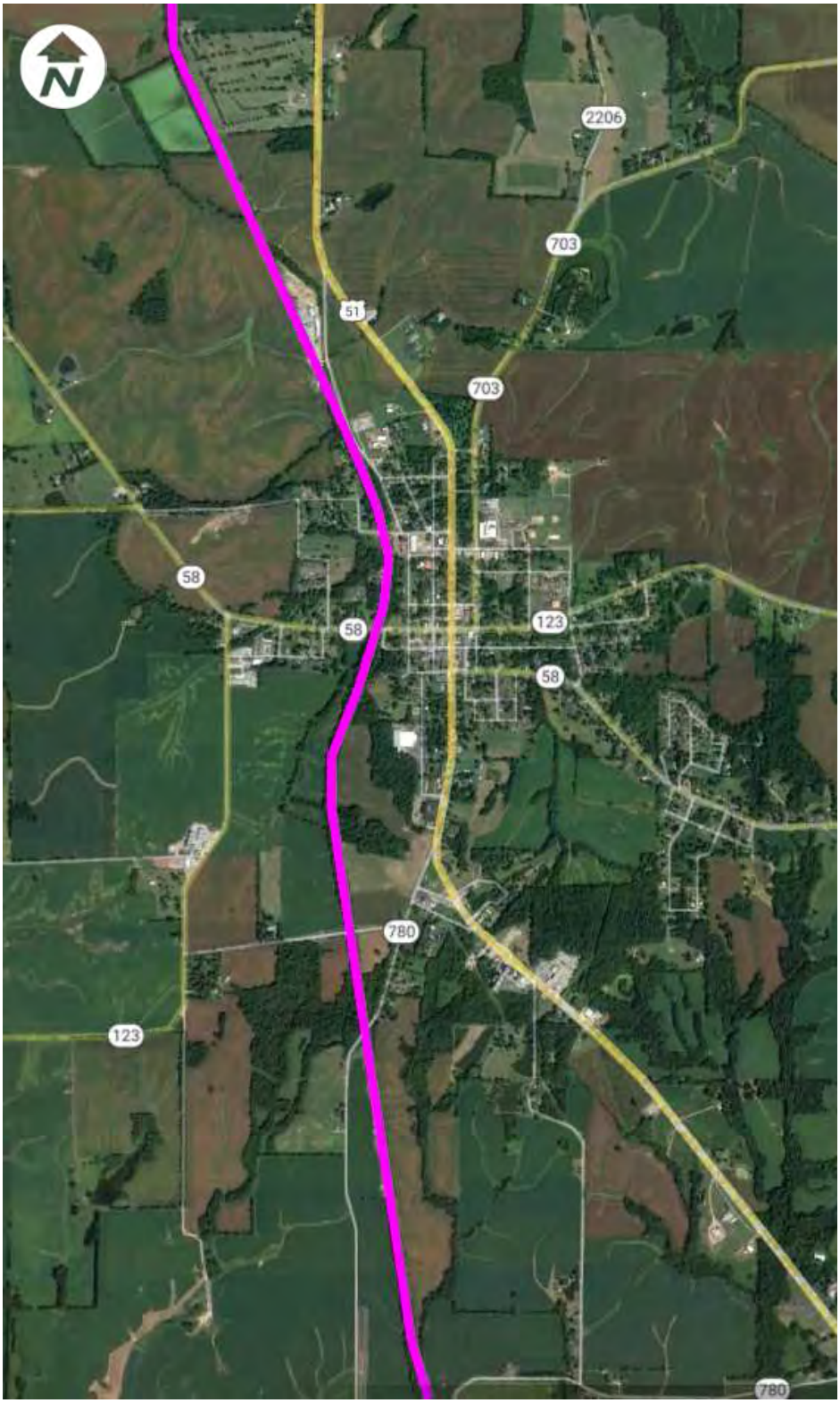
A neighborway consists of shared bicycle lane markings and signage to bring awareness of bicyclists on the roadway. Typically installed on low speed, low volume roadways without enough width for a dedicated bicycle lane.



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 Regional Rail Trail



Limits: To Be Determined

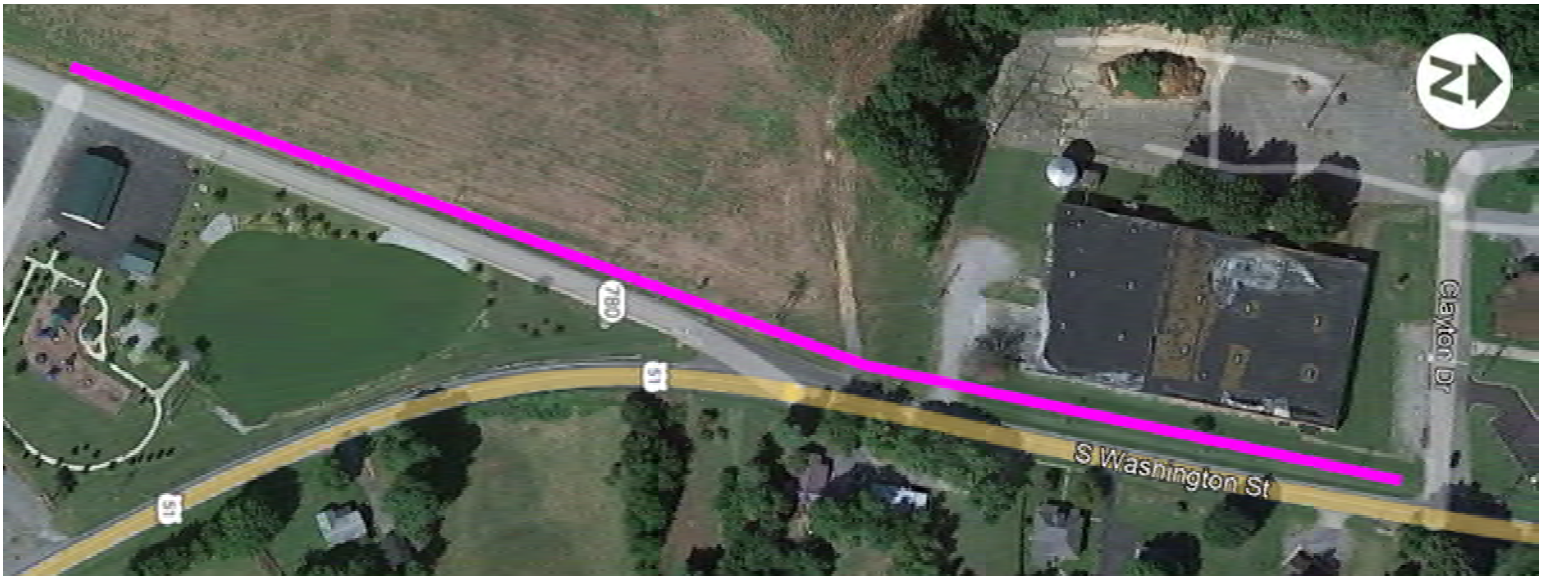
Length: Length of the alignment will vary depending on alignment chosen.

Description: Shared-use path regional trail should be considered along abandoned rail bed, maintenance access routes, and available easement lease opportunities along the rail line as part of an independent planning study. Ultimately this regional trail could connect Clinton to the Cities of Fulton, Bardwell and Hickman and the Ohio River on foot and on bike. Additional considerations include, but are not limited to right-of-way acquisition, utility easements, trail maintenance responsibilities, and safety along active rail bed.

Estimated Construction Cost: Cost will vary widely upon the alignment, access and leasing opportunities, materials, and trail amenities.

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 3.4 US 51/KY 780 Shared-Use Path



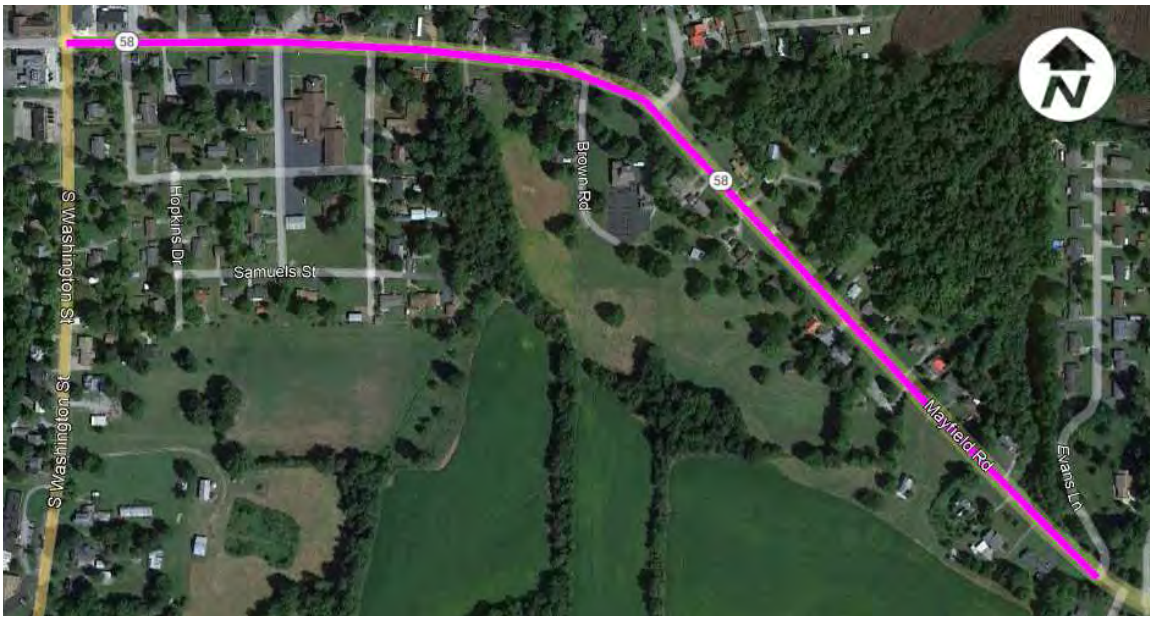
Limits: Clayton Drive to Kimbro Street

Length: 0.27 miles

Description: Shared-use path on the west side of US 51 and KY 780 connecting the proposed bicycle and sidewalk network to the park at Kimbro Street. This alignment avoids the skewed intersection of US 51 and KY 780 and the steep grades near the pond along US 51. An enhanced mid-block crossing should be considered at Kimbro Street, and follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: $285,000

FIGURE 3.5 KY 58 (Mayfield Road) Shared-Use Path



Limits: US 51 (S. Washington Street) to Evans Lane

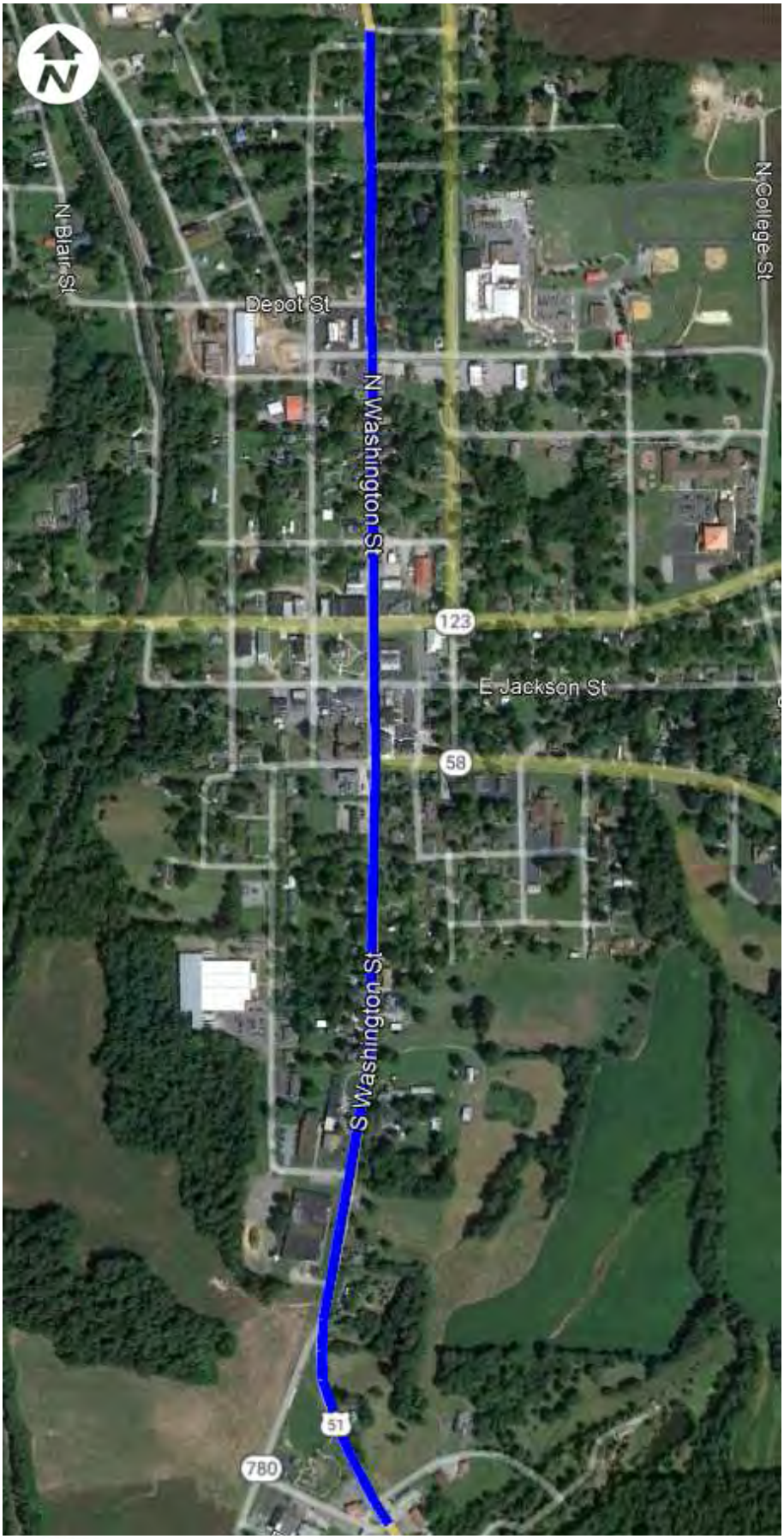
Length: 0.76 miles

Description: Shared-use path along the north side of KY 58 avoiding overhead utility conflicts on the south side, and utilizing existing space graded for sidewalks. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities along a busy roadway. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as the intersection with US 51. Mid-block and uncontrolled crossings should be considered at key residential access points, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: $800,000

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 3.6 US 51 (Washington Street) Sidewalk



Limits: Kimbro Street to Spring Street

Length: 1.32 miles

Description: Sidewalk on both sides of US 51 replacing sidewalks in disrepair, and filling in gaps in the network. The sidewalks connect the residents of Clinton to the grocery and shopping to the south, and serve as a major spine to connect to churches, parks, and other destinations on side streets. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as KY 123 and KY 58. Pedestrian crossing signals should be considered at the signalized intersection of KY 123 (Clay Street). Mid-block and uncontrolled crossings should be considered at key residential access streets, major destinations, such as at Kimbro Street to access the grocery, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: $1,025,000

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 3.7 KY 58 (Mayfield Road) Sidewalk

Limits: US 51 (S. Washington Street) to Piper Drive

Length: 0.77 miles

Description: Sidewalk on the south side of KY 58 providing parallel connectivity for the residents walking to access downtown or the shared-use path on the north side. Sidewalk should be placed to avoid overhead utilities. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as the intersection with US 51. Mid-block and uncontrolled crossings should be considered at key residential access points, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: $299,000

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 3.8 James H Phillips Drive Sidewalk

Limits: US 51 (Washington Street) to Barclay Street

Length: 0.22 miles

Description: Sidewalk on both sides of James H Phillips Drive connecting residents to Hickman County High School, Elementary School, and Hickman County Cooperative Extension Service. Enhanced intersection treatments with high visibility crosswalks and signage are recommended at all school crossings following best practices established by FHWA.

Estimated Construction Cost: $172,000

FIGURE 3.9 Barclay Street Sidewalk

Limits: James H Phillips Drive to KY 123 (E. Clay Street)

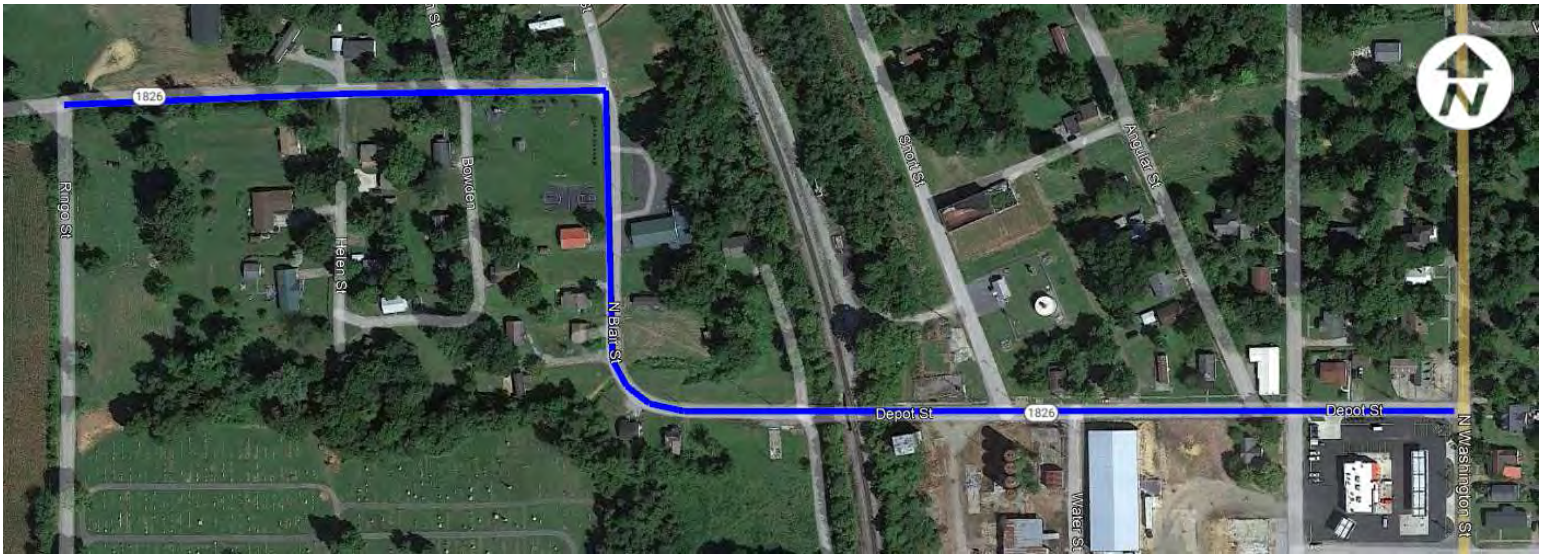
Length: 0.22 miles

Description: Sidewalk on both sides of Barclay Street connecting residents to Hickman County High School, Elementary School, and Hickman County Cooperative Extension Service. Enhanced intersection treatments with high visibility crosswalks and signage are recommended at all school crossings following best practices established by FHWA.

Estimated Construction Cost: $172,000

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 3.10 KY 1826/Blair Street/Depot Street Sidewalk



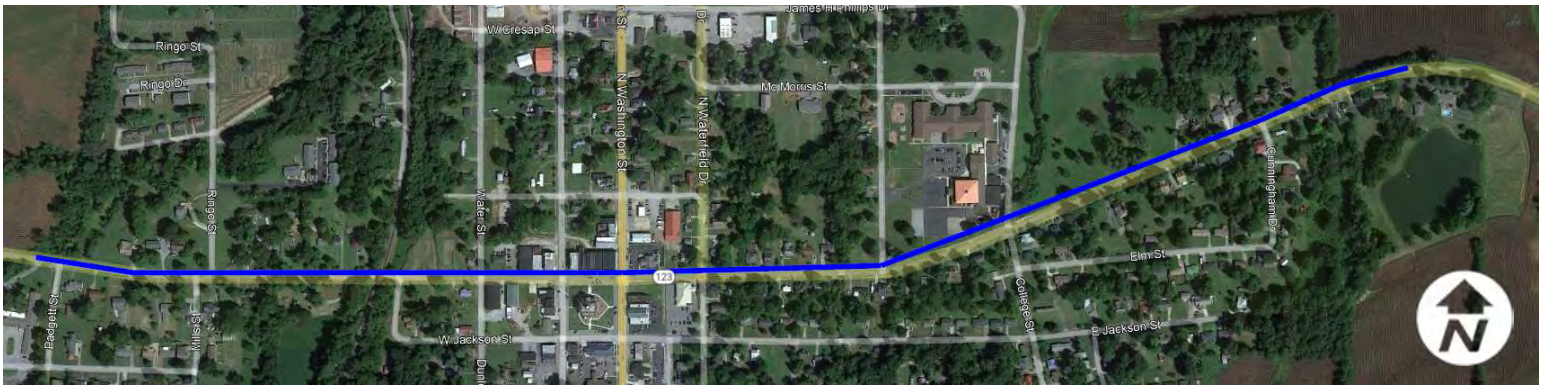
Limits: Ringo Street to US 51 (Washington Street)

Length: 0.53 miles

Description: Sidewalk on both sides of these streets connecting residents to the park near Green Valley Baptist Church. Additionally, they connect residents to destinations on the larger sidewalk network through the major sidewalk spine proposed along US 51. Enhanced crossing treatments with high visibility crosswalks and signage are recommended at the park to allow access from any direction following best practices established by FHWA.

Estimated Construction Cost: $413,000

FIGURE 3.11 KY 58/123 (Clay Street) Sidewalk



Limits: Clinton Place (Padgett Street) to City Limits

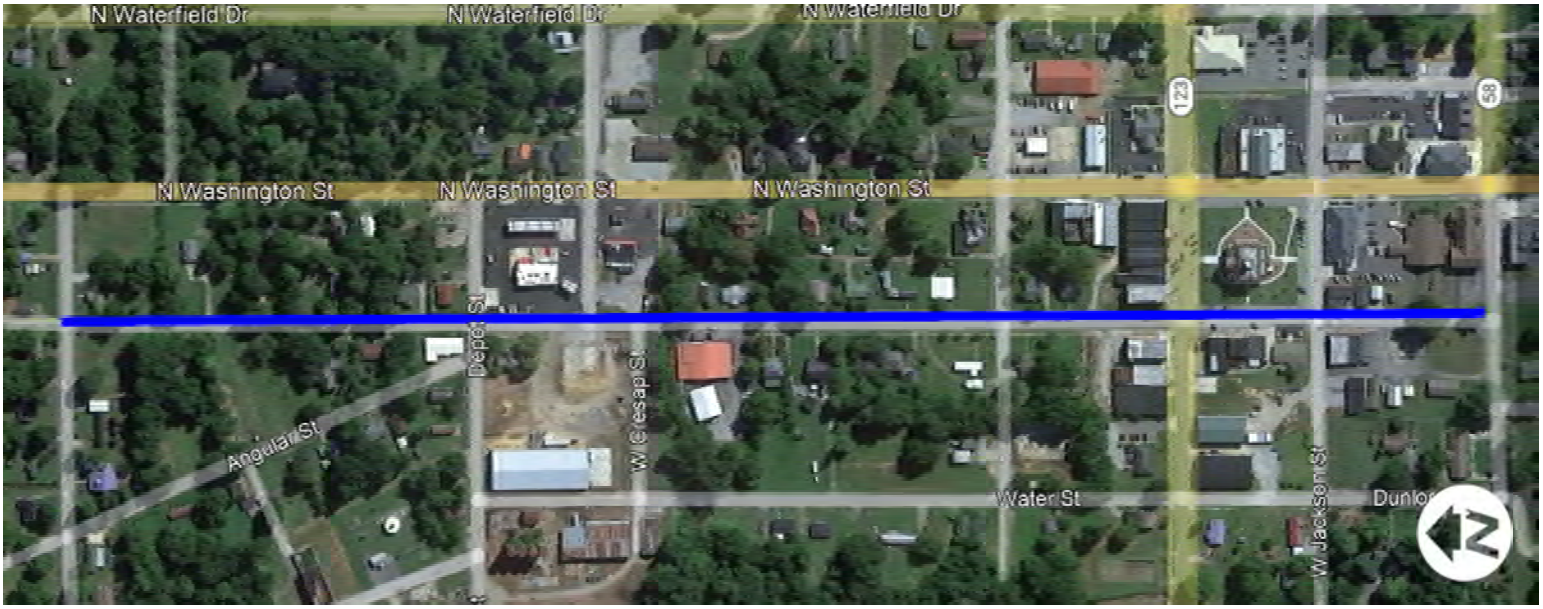
Length: 1.23 miles

Description: Sidewalk on both sides of KY 58/123 creating a major east-west spine in the sidewalk network, connecting residents into the heart of Clinton and destinations along the larger network. This segment of sidewalk also connects the Clinton Place senior care center to recreation and healthy living through walking. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as US 51 (Washington Street). Pedestrian crossing signals should be considered at the signalized intersection of US 51. Mid-block and uncontrolled crossings should be considered at key residential access streets, major destinations, and Clinton Place, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: $955,000

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 3.12 Jefferson Street Sidewalk



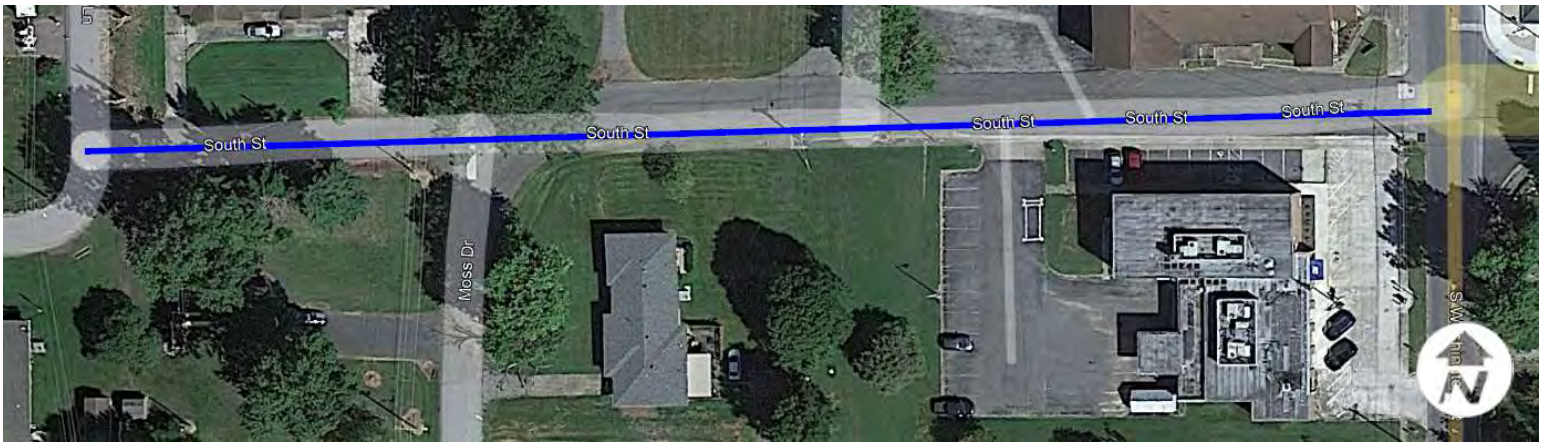
Limits: Moore Street to South Street

Length: 0.56 miles

Description: Sidewalk on both sides of Jefferson Street connecting residents to downtown and the courthouse area. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as KY 123. Mid-block and uncontrolled crossings should be considered at key residential access streets, major destinations, and to the courthouse, and should follow all current best practices established by the Federal Highways Administration (FHWA) for uncontrolled crossings.

Estimated Construction Cost: $436,000

FIGURE 3.13 South Street Sidewalk



Limits: Dunlora Street to US 51 (S. Washington Street)

Length: 0.12 miles

Description: Sidewalk on both sides of South Street connecting residents to the larger sidewalk network through US 51. Mid-block and uncontrolled crossings should be considered at Dunlora Street and US 51, and should follow all current best practices established by the Federal Highways Administration (FHWA) for uncontrolled crossings.

Estimated Construction Cost: $94,000

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 3.14 Moss Drive/Clayton Drive Sidewalk

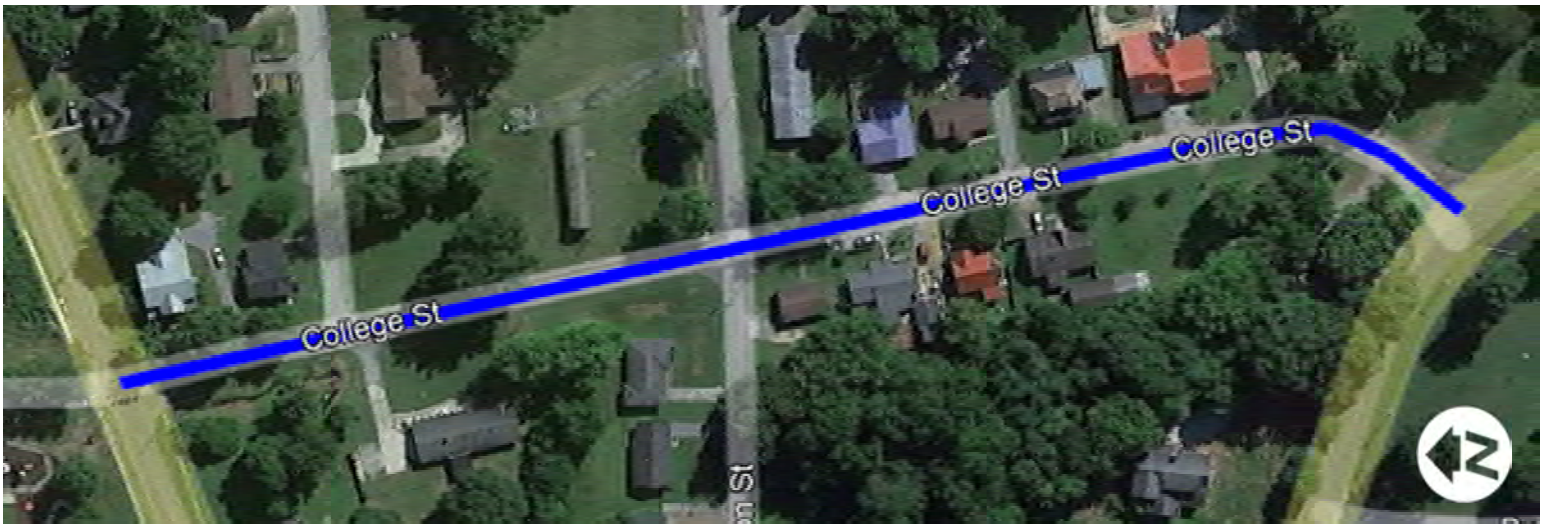
Limits: South Street to US 51 (Washington Street)

Length: 0.42 miles

Description: Sidewalk on both sides of Moss Drive and Clayton Drive connecting residents to Clinton County Skilled Nursing, the Clinton County Health Department, and the larger sidewalk network along the US 51 corridor providing access to employment, shopping, and other destinations. Mid-block and uncontrolled crossings should be considered at South Street, near the hub of employment and senior care center, and at US 51 and should follow all current best practices established by the Federal Highways Administration (FHWA) for uncontrolled crossings.

Estimated Construction Cost: $327,000

FIGURE 3.15 College Street Sidewalk



Limits: KY 123 (E. Clay Street) to KY 58 (Mayfield Road)

Length: 0.21 miles

Description: Sidewalk on both sides of College Street connecting residents to the Hickman County Elementary School, as well as employment, shopping, and other destinations through the larger network along KY 58 and KY 123. Mid-block and uncontrolled crossings should be considered at KY 58, and to access the school at KY 123. Crossings should follow all current best practices established by the Federal Highways Administration (FHWA) for uncontrolled crossings.

Estimated Construction Cost: $164,000

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 3.16 Kimbro Street Sidewalk

Limits: KY 780 to US 51 (Washington Street)

Length: 0.13 miles

Description: Sidewalk on both sides of Kimbro Street connecting to the park, grocery store, and shopping destinations. An enhanced mid-block crossing should be considered at both US 51 and KY 780, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: $102,000

FIGURE 3.17 Ringo Street Sidewalk

Limits: KY 1826 to KY 58/123 (W. Clay Street)

Length: 0.45 miles

Description: Sidewalk on both sides of Ringo Street connecting residents to the park near Green Valley Baptist Church with the proposed sidewalk along KY 1826 and Blair Street. Enhanced crossing treatments with high visibility crosswalks and signage are recommended at KY 58/123 following best practices established by the Federal Highway Administration (FHWA).

Estimated Construction Cost: $350,000

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 3.18 US 51 (Washington Street) Bicycle Lane

Limits: Depot Street to KY 58 (Mayfield Road)

Length: 0.40 miles

Description: Bicycle lanes in both directions along US 51 connecting residents and visitors bicycling to downtown Clinton and the courthouse area 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: $16,000

FIGURE 3.19 KY 58/123 (Clay Street) Bicycle Lane

Limits: Jefferson Street to Waterfield Drive

Length: 0.12 miles

Description: Bicycle lanes in both directions along KY 58/123 connecting residents and visitors bicycling to downtown Clinton and the courthouse area 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: $6,000

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 3.20 Jefferson Street Bicycle Lane

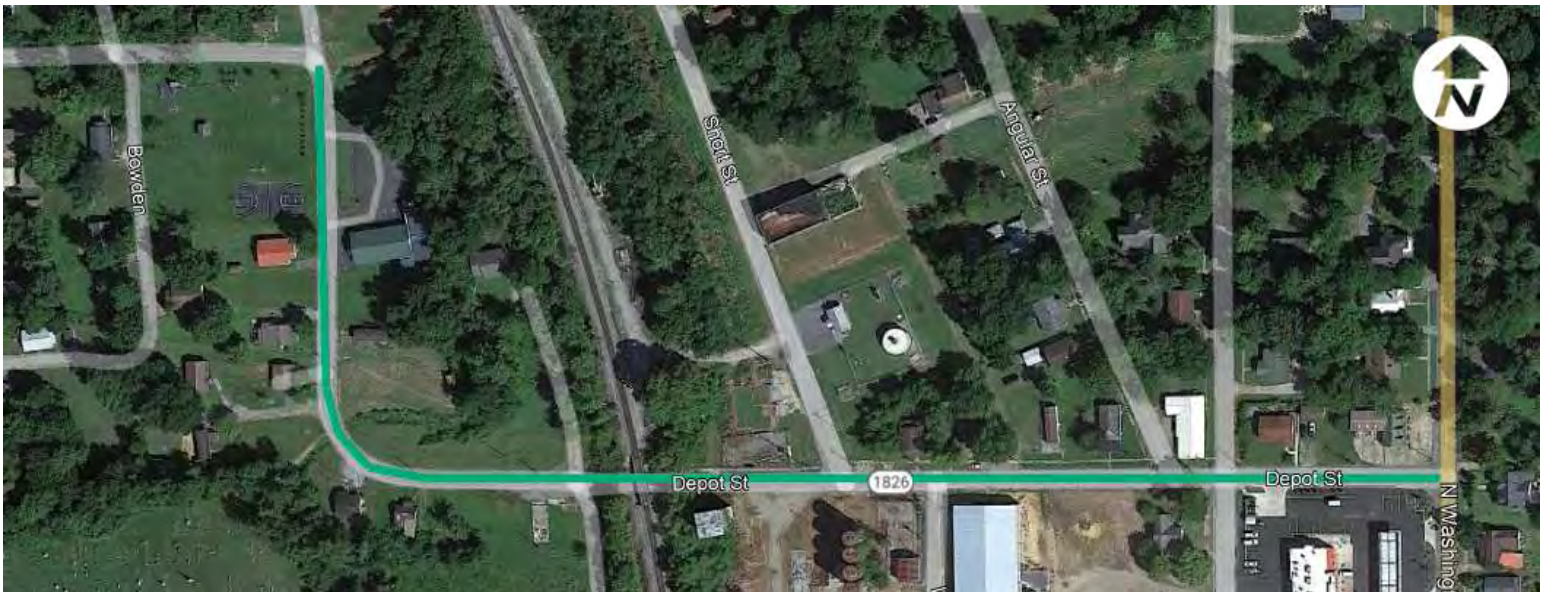
Limits: KY 58 (Mayfield Road) to W. Jackson Street

Length: 256 feet

Description: Bicycle lanes in both directions along Jefferson Street connecting residents and visitors bicycling to downtown Clinton and the courthouse area 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: $3,000

FIGURE 3.21 Depot Street/Blair Street Neighborway (Shared Lane)



Limits: KY 1826 to US 51 (N. Washington Street)

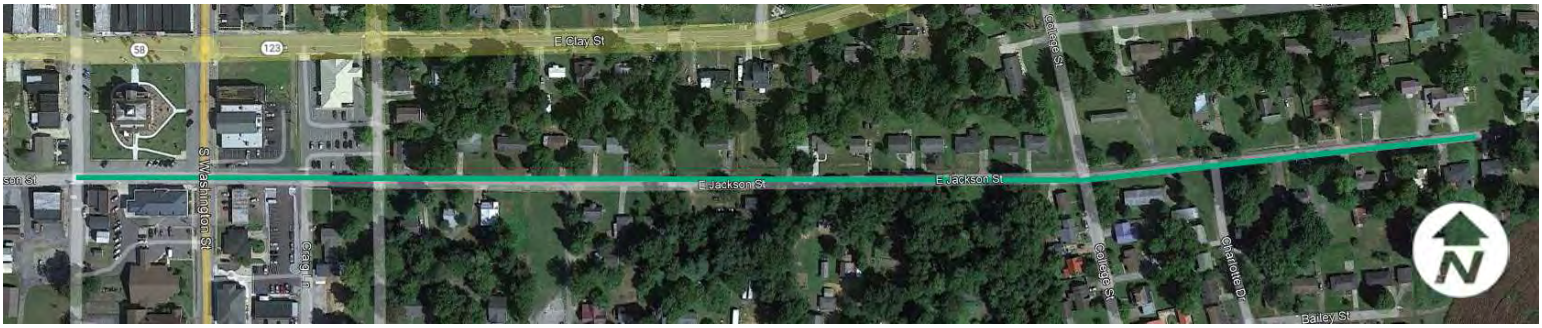
Length: 0.36 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to access the park near Green Valley Baptist Church 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: $7,000

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 3.22 Jackson Street Neighborway (Shared Lane)



Limits: S. Jefferson Street to Dead End (east)

Length: 0.57 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along Jackson Street providing wayfinding for bicyclists to access downtown Clinton and the courthouse, and raising motorist awareness of bicyclists along the roadway. Conversion of angled parking to parallel or back-in angles parking will improve visibility, and therefore improve safety, of bicyclists in the shared lane. 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: $10,000

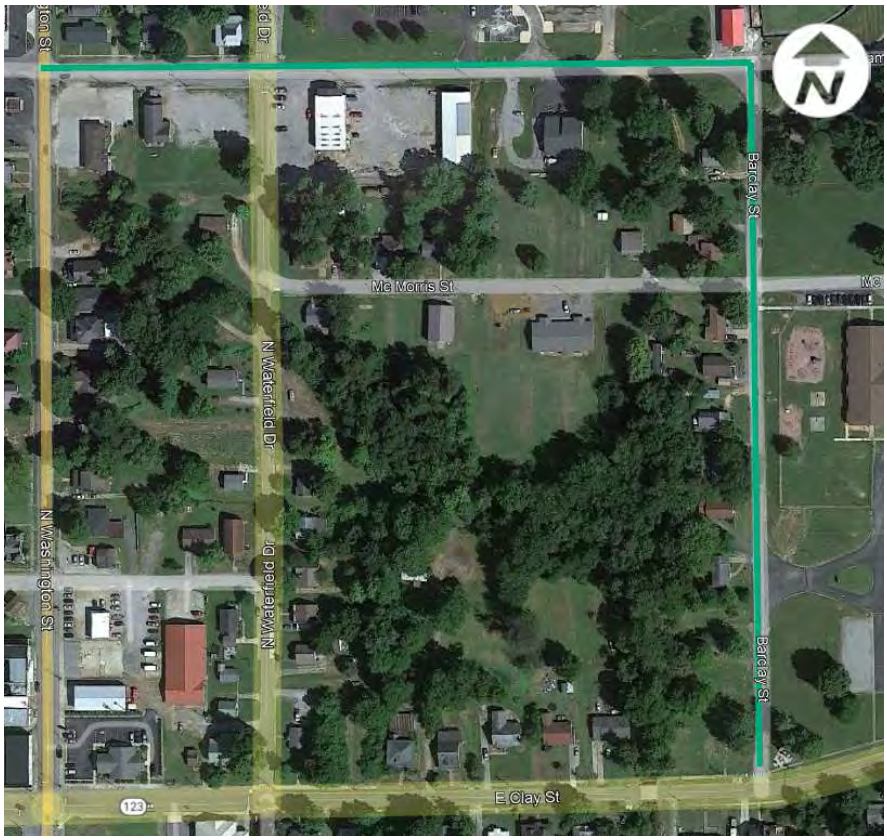
FIGURE 3.23 James H Phillips Drive/Barclay Street Neighborway (Shared Lane)

Limits: KY 1826 to US 51 (N. Washington Street)

Length: 0.45 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage providing wayfinding for bicyclists to access Hickman County High School, Elementary School, and Cooperative Extension Service 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: $8,000



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 3.24 S. Jefferson Street Neighborway (Shared Lane)

Limits: South Street to W. Jackson Street

Length: 0.10 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along S. Jefferson Street providing wayfinding for bicyclists to access downtown Clinton and the courthouse, 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 3.25 N. Jefferson Street Neighborway (Shared Lane)

Limits: Depot Street to KY 58 (W. Clay Street)

Length: 0.28 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along N. Jefferson Street providing wayfinding for bicyclists to access downtown Clinton and the courthouse, and raising motorist awareness of bicyclists along the roadway. Ultimately, this segment of bicycle network connects to the park near Green Valley Baptist Church through the shared lane on Depot Street and Blair Street. 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: $6,000

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 3.26 South Street/Moss Drive/Clayton Drive Neighborway (Shared Lane)

Limits: S. Washington Street to Moss Drive

Length: 0.50 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along South Street, Moss Drive, and Clayton Drive providing wayfinding for bicyclists and raising motorist awareness of bicyclists along the roadway near the Clinton County Health Department. Ultimately, this segment of bicycle network connects to the planned shared-use path connecting to the grocery, shopping, and park destinations to the south. 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: $8,000

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 Summary of Potential Improvements

Fig.	Location	From	To	Potential Improvement	Estimated Construction Cost
3.3	Regional Rail Trail	TBD	TBD	Shared-Use Path	TBD
3.4	US 51/KY 780	Clayton Dr.	Kimbro St.	Shared-Use Path	$ 285,000
3.5	KY 58 (Mayfield Rd.)	US 51 (S. Washington St.)	Evans Ln.	Shared-Use Path	$ 800,000
3.6	US 51 (Washington St.)	Kimbro St.	Spring St.	Sidewalk	$ 1,025,000
3.7	KY 58 (Mayfield Rd.)	US 51 (S. Washington St.)	Piper Dr.	Sidewalk	$ 299,000
3.8	James H Phillips Dr.	US 51 (S. Washington St.)	Barclay	Sidewalk	$ 172,000
3.9	Barclay St.	James H Phillips Dr.	KY 123 (E. Clay St.)	Sidewalk	$ 172,000
3.10	KY 1826/Blair St./Depot St.	Ringo St.	US 51 (Washington St.)	Sidewalk	$ 413,000
3.11	KY 58/123 (Clay St.)	Clinton Place (Padgett St.)	City Limits	Sidewalk	$ 955,000
3.12	Jefferson St.	Moore St.	South St.	Sidewalk	$ 436,000
3.13	South St.	Dunlora St.	US 51 (S. Washington St.)	Sidewalk	$ 94,000
3.14	Moss Dr./Clayton Dr.	South St.	US 51 (Washington St.)	Sidewalk	$ 327,000
3.15	College St.	KY 123 (E. Clay St.)	KY 58 (Mayfield Rd.)	Sidewalk	$ 164,000
3.16	Kimbro St.	KY 780	US 51 (Washington St.)	Sidewalk	$ 102,000
3.17	Ringo St.	KY 1826	KY 58/123 (W. Clay St.)	Sidewalk	$ 350,000
3.18	US 51 (Washington St.)	Depot St.	KY 58 (Mayfield Rd.)	Bicycle Lanes	$ 16,000
3.19	KY 58/123 (Clay St.)	Jefferson St.	Waterfield Dr.	Bicycle Lanes	$ 6,000
3.20	Jefferson St.	KY 58 (Mayfield Rd.)	W. Jackson St.	Bicycle Lanes	$ 3,000
3.21	Depot St./Blair St.	KY 1826	US 51 (N. Washington St.)	Neighborway	$ 7,000
3.22	Jackson St.	S. Jefferson St.	Dead End (east)	Neighborway	$ 10,000
3.23	James H Phillips Dr./Barclay St.	KY 1826	US 51 (N. Washington St.)	Neighborway	$ 8,000
3.24	S. Jefferson St.	South St.	W. Jackson St.	Neighborway	$ 3,000
3.25	N. Jefferson St.	Depot St.	KY 58 (W. Clay St.)	Neighborway	$ 6,000
3.26	South St./Moss Dr./Clayton Dr.	S. Washington St.	Moss Dr.	Neighborway	$ 8,000

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.

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 Clinton. 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 no-cost 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 Clinton. 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.