

## **Bicycle / Pedestrian Project — Corridor One**

Prepared for the City of Danville by B.I.K.E.

# **Proposed Enhancements and Repairs Perryville Road, Viaduct to By-Pass**

January 12, 2007

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### **B.I.K.E. | Boyle County**

**B**ikeway Initiative for **K**entucky **E**nhancements

B.I.K.E. is a volunteer-driven effort to promote a bicycle-friendly community, building partnerships at all levels to plan, fund and create complete streets and byways that include bike lanes, bike paths, and shared-use trails.

For more information about this proposal:

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**A WORTHY PROJECT**

Riding bicycles or walking can be a safer alternative to motorized vehicles for traveling between West Main Street and the Millennium Park entrance. As a larger goal, the entire corridor between the Viaduct and By-Pass can be made less hazardous for shared use with one project of enhancements and repairs to Perryville Road.

The zone between Maple Avenue and Millennium Park is of particular concern for regular cyclists and is often cited by would-be bicycle riders as an impediment to safe recreation and travel in this part of Danville. Due to the constraints of the railroad crossing, Main Street to Perryville Road is an important connecting corridor to several community assets: downtown, Millennium Park, Lebanon Road industrial area, Boyle County Schools campus, and the fairgrounds, in addition to the business center at the By-Pass, with city recreational facilities and the adjacent Bluegrass neighborhoods. It is also a gateway to nearly a dozen longstanding bicycle routes in the county.

**A PROPOSAL TO THE CITY**

Our volunteer-action group proposes that the City of Danville make a decisive step toward a more bicyclist- and pedestrian-friendly community by selecting this section of Perryville Road as a priority for cost-effective road improvements.

The project area covers just over a mile in distance, does not appear to involve new property acquisition, is eligible for state funds (Transportation Enhancements or Safe Routes to School), and can be completed with a package of modest upgrades and repairs.

The corridor should also be kept in good condition for users with routine street sweeping and shoulder brushing. This goal would likely involve new equipment acquisition for local government.

## KEY ELEMENTS OF THE SOLUTION

**1) Repairs and enhancements to the Viaduct to create a safer crossing for nonmotorized users.** The adjoining ramps and sidewalks need to be repaired or replaced to create a smooth, continuous, hazard-free surface for bicyclists and pedestrians using the bridge from either direction. The Viaduct is currently 30 feet wide between sidewalks and is striped with 3 feet of shoulder on either side of two 12-foot lanes. This part of the project would also include re-striping to allow one additional foot of shoulder on each side. If possible within state guidelines, it would be desirable to re-stripe the available travel zone for two 4-foot shoulders, leaving two 11-foot traffic lanes. Consistent sweeping and brushing of both the roadway and sidewalks is highly recommended.

**2) Upgrading of old-style curbs and gutters between Viaduct and entrance to Burkmann Feeds store.** This would widen the existing westbound roadway to a new curb at the existing sidewalk and widen the eastbound roadway at the narrow point along the larger of two median islands. In particular, westbound travel in this area is treacherous to motorists, bicyclists, and pedestrians because of the poor condition of the old-style curb and gutter. Large, gaping holes exist along the interface of the blacktop road and the old concrete curbing. Both eastbound and westbound lanes are very narrow through this section.

Our recommendations for this trouble zone: **Westbound**—from a point 111 feet from the west end of the Viaduct to the Burkmann entrance—construct a new, safer style of curb/gutter, placing the curb on the edge of the existing sidewalk and extending the existing blacktop road all the way to the new curb. This would change the roadway from 16 feet wide to 19 feet wide. The road should be striped to allow for a 15-foot traffic lane and a 4-foot bike lane.

There is an existing drainage box along the existing curb that is partially broken. We propose that this box be removed and replaced with a “Type-A” curb box inlet with a 5-foot throat.

**Eastbound**—from the Quisenberry intersection to the Viaduct—widen road from the existing 14 feet to a total width of 18 feet and stripe to allow for a 14-foot roadway with a 4-foot bike lane. This widening could be accomplished with relative ease by removing the existing curb and gutter in the areas opposite to the two islands and extending it 4 feet deeper into the grass shoulder. We are not suggesting that the existing beautified medians be reduced.

**3) Minor improvements to asphalt path from Burkman Feeds to Millennium Park.** An asphalt multi-use path has been constructed along this route adjacent to the westbound traffic lane. We recommend that a “Y” in this path be created at the point the path curves into the Millennium Park entrance. The new leg of the Y would exit the path onto the existing road shoulder, allowing cyclists and rollerbladers to travel west toward the Boyle County Schools campus and By-Pass. As currently constructed, there is no way to bicycle off the path to continue on Perryville Road. This enhancement would also anticipate the eventual continuation of a projected multi-use path to the Boyle County Schools campus. Routine sweeping and/or brushing of the path is also highly recommended.

**4) Partial paving improvements and maintenance sweeping to road shoulders between the Millennium Park entrance and By-Pass.** A sufficiently wide shoulder exists for both westbound and eastbound traffic lanes to successfully accommodate cyclists. The westbound side is paved and in good shape, but needs routine sweeping/brushing. The shoulder on the eastbound side is unpaved from the By-Pass to a point opposite where the school campus meets church property. In this section the shoulder needs to be paved. From this point, traveling eastbound all the way to a point opposite Burkman Feeds, the shoulder is paved and sufficiently wide to accommodate cyclists. We recommend that the entire distance from the By-Pass to Quisenberry Avenue be re-stripped to delineate a bike lane and shoulder from the roadway.

**5) Replacement of the poor sidewalk with a wider multi-use path between the Lebanon Road intersection and Viaduct.**

Extending from the junction connecting Lebanon Road (Route 34) to the Viaduct, the existing sidewalk is cracked and broken. B.I.K.E. recommends that the existing 4-foot sidewalk be removed and replaced by an asphalt multi-use path (without disturbing the existing curb/gutter). There should be room to create a new 6-foot path by using the footprint of the existing sidewalk plus feet on the non-street side. A new sidewalk exists from the Viaduct to a point approximately 111 feet toward the Lebanon Road intersection (for reference, there is also a power pole at this point). The wider asphalt path should stop and connect with the existing sidewalk.

The new multi-use path would be a significant safety enhancement for both cyclists and motorists that use this intersection. Bicyclists from Lebanon Road (a popular gateway between downtown and rural county roads) often slow dramatically to climb this curving hill to reach the Viaduct. Blacktop ramps are also required so that eastbound bicyclists can enter the new multi-use path to minimize interaction with motorized traffic on the hill and then re-enter the road shoulder, rather than traverse the Viaduct on the sidewalk.

**6) Sidewalk improvements between Viaduct and Maple Avenue along the eastbound roadway.** The sidewalk in this area is only partially paved. Paving should be completed to finish this project.

**RECOMMENDED PROCESS**

In keeping with our statement of purpose and with due respect to municipal planners, B.I.K.E. presents this full project proposal with attached exhibits. In order to make this project a cooperative venture, we propose to work closely with City of Danville professionals to refine parameters, complete a detailed cost estimate, and explore funding options that will not strain current budget parameters. To ensure the success of this project, our organization will elicit public support and mobilize volunteers to assist managers in appropriate ways.