

# Community Trails Forum — Recommendations for Discussion

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

Bikeway Initiative for Kentucky Enhancements

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

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# Overview — Creating a more active, connected community achieves multiple benefits

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From its inception, B.I.K.E. has been dedicated to promoting safer, more bicycle-friendly streets and roads in Boyle County. As volunteers, we have also sought to collaborate with community partners as a catalyst for planning a network of shared-use byways and connecting trails.

We enjoy many outstanding assets in this county and its home cities. Our mutual well-being and quality of life will be enhanced significantly when these community assets are safely and efficiently accessible to all users, not just those who choose to drive motorized vehicles. There are more than enough incentives to start developing a master plan now, and these include health promotion, recreation, energy conservation, environmental stewardship, tourism, and economic development. Available funding will go to localities that combine a strategic vision with constituent support. Forward-looking communities that have already accepted this challenge have improved the quality of life for their populations and, at the same time, attracted visitors, new residents, and job-creating businesses and institutions.

When planning for our future transportation and recreation infrastructure, our community must keep in step with an important, emerging trend: taking into consideration the interests of non-motorized as well as motorized users. The benefits to be gained by having more walkable, bikable, neighborhoods—connected by safe, accommodating byways, paths, and trails—are worthy of the effort required. Bicyclists and pedestrians are not a special interest group, but clearly part of a growing American mainstream. The time has come for us to plan the kind of “livable” community they will expect.

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## **B.I.K.E. Priority Corridors — Byways identified for bicycle/pedestrian accommodations within central Danville**

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- **CORRIDOR ONE — US-150 / Perryville Road**  
From the railroad viaduct to the bypass at Boyle County Schools campus.  
*Funded “Safe Routes to Schools” enhancements are currently awaiting approval.*
- **CORRIDOR TWO — Ky-34 / East Lexington Avenue**  
From Wilderness Road to the proposed Ky-2168 bypass connector.  
Includes urban sections without sidewalks and areas wide enough for bike accommodations.  
Important proximity to Danville High School.
- **CORRIDOR THREE — Ky-34 / Lebanon Road**  
From Perryville Road intersection to the bypass at Enterprise Center.  
Includes a narrow, hazardous section and areas wide enough for bike accommodations.
- **CORRIDOR FOUR — Ky-33 / Shakertown Road**  
From East Lexington Avenue to the existing Ky-2168 bypass connector  
Includes urban sections without sidewalks and areas wide enough for bike accommodations.
- **CORRIDOR FIVE — US-127 / Hustonville Road**  
From Clark’s Run to the bypass at Danville Manor.  
Includes sections unfriendly to both bicyclists and pedestrians.  
Important proximity to Hogsett Elementary School.
- **CORRIDOR SIX — US-150 / Stanford Road**  
From East Main Street to the South Danville bypass.  
Includes urban sections without sidewalks and areas wide enough for bike accommodations.  
Important proximity to Bate Middle School and Admiral Stadium district.

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## Urban Connecting Corridors — Having the potential for shared-use paths or trails within central Danville

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- **CONNECTORS TO EXISTING CLARK’S RUN TRAIL —**

GOAL: Seek funding to connect Clark’s Run access with other community assets.

- A) **Town Branch Corridor** — Downtown Danville to eastern leg of Clark’s Run Trail. Important proximity to KSD, Bate Middle School, and Admiral Stadium district.
- B) **Lebanon Road Corridor** — Millennium Park to western leg of Clark’s Run Trail. Important connection to recreational hub and Boyle County Schools campus. Multi-use path on RR property or along Lebanon Road.
- C) **Industrial Park Corridor** — Corporate Drive to western leg of Clark’s Run Trail, via Lebanon Road, necessitating a safe bike/ped crossing at Danville Bypass. Important proximity to Boyle County Extension Service, Bluegrass Technical College, and major employers.

- **CONNECTORS TO EXISTING MILLENNIUM PARK TRAIL —**

GOAL: Seek funding to connect Millennium Park access with other community assets.

- A) **Man-O-War Boulevard Corridor** — “Wellness District” to Fairgrounds and Park. Important connection to recreational hub and Boyle County Schools campus. Important proximity to Bunny Davis facility and McDowell Wellness Center. Safer crossing needed at Danville Bypass for bicyclist / pedestrian accommodation.
- B) **Lebanon Road Corridor** — Millennium Park to Clark’s Run (same as “B” above)

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## Boyle County Corridors — Having the potential for shared-use paths or trails outside central Danville

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- **PROPOSED Ky-2168 CONNECTOR (Ky-33 to Ky-34) —**

GOAL: Ensure the construction of a separate multi-use path when the state highway district builds the planned bypass connector.

- **EXISTING Ky-2168 CONNECTOR (US-127 to Ky-33) —**

GOAL: Seek funding now for a contiguous extension of the multi-use path planned for the new bypass connector (with compatible design) that would be constructed at the same time, or, if feasible, move ahead with this section first, prior to the new highway project.

- **INDUSTRIAL PARK FRONTAGE — Ky-34 / Lebanon Road —**

GOAL: Seek funding for a multi-use path that extends from the South Danville bypass to Corporate Drive, with the objective of connecting to the western leg of Clark's Run Trail.

- **DOWNTOWN PERRYVILLE TO BATTLEFIELD —**

GOAL: A multi-use path that extends from downtown Perryville along the Ky-1920 corridor to the Perryville Battlefield State Historic Site.

- **DANVILLE TO JUNCTION CITY / PARKSVILLE —**

LONG-TERM PLAN: A multi-use path or paved shoulder that would extend from the Industrial Park on Lebanon Road, to the Alum Springs Cross Pike corridor, to the abandoned rail bed along Alum Springs Road / Ky-300. If feasible, this could connect to a "Rail Trail" that would be developed from downtown Junction City to Parksville.

- **BOYLE COUNTY CONNECTION TO "HEALTHWAY" ALONG US-27 AXIS —**

LONG-TERM PLAN: A multi-use path or paved shoulder that would connect to the planned multi-county north-south bike/ped facility, via the local Ky-34 or Ky-33 corridors.

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## **Designated Bicycle Routes — Having the potential for paved shoulders, bike lanes, shared-lane markings, or signs**

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- **EXISTING “MIDLAND KENTUCKY TOUR” ROUTE IN BOYLE COUNTY —**

GOAL: To clearly mark and enhance the existing state-designated bicycle tour route that traverses the county (running east through Forkland, via Danville, and north to Burgin).

- **THE COUNTY’S MOST POPULARLY BICYCLED ROADS AND HIGHWAYS —**

GOAL: To clearly mark and enhance the byways commonly traveled by regional cyclists, including Bluegrass Pike, Gentry Lane, Webster Road, Quirk’s Run Road, Forkland Road, Chrisman Lane, Goggin Lane, and others. The addition of bicycle-friendly facilities appropriate to each corridor—such as paved and routinely brushed shoulders, shared-lane markings, or “Share the Road” signage—should be thoroughly considered when road repairs and resurfacings are scheduled.

- **ROUTES OF ANNUALLY ORGANIZED “SIGNATURE” GROUP RIDES —**

GOAL: To accommodate the safety, enjoyment, and success of major fund-raising tours that pass through Boyle County each year. Hundreds of potential return visitors and tourists take part in these group rides, forming opinions/perceptions about our community.

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## Important Considerations — A master plan will involve more than trails

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A truly comprehensive look at envisioning a safer, more balanced transportation system with a network of multi-modal corridors goes far beyond the planning of a few off-road trails (as desirable as their construction may be). The emerging concept of “complete streets,” and the growing public desire for safe places to walk, run, and ride a bike, requires us to look ahead to a county-wide community that accommodates all users, including bicyclists, walkers, runners, rollerbladers, and users of non-motorized vehicles. The solution should encourage the co-existence of all legal transportation modes, be inclusive of people who are disabled, and consider the needs of low-income wage earners who cannot afford cars.

In addition to identifying appropriate locations for recreational trails, planners should look at other system improvements, including paved shoulders on rural roads, striped bike lanes or wide curb lanes on urban streets, shared-lane pavement markings, new signage, and multi-use paths where feasible.

To reverse childhood inactivity, more attention should be given to developing safer routes for students to ride bicycles or walk to schools. Additional benefits should be kept in mind. Greater access to the transportation system for bicyclists and pedestrians supports better public health, reduces traffic congestion, lowers fuel use and greenhouse gas emissions, and boosts mental health and productivity (the proven results of aerobic exercise). Contrary to general opinion, safe zones for bicyclists and pedestrians will actually increase safety and convenience for motorists. For example, paving the shoulders of rural roads will save motorists’ lives by reducing run-off-road crashes, and it will reduce road maintenance costs by minimizing edge-cracking of the pavement caused by motor vehicles driving near or over the edge of the road surface. When incorporated into the early design phases of a project, bicycle and pedestrian accommodations usually add very little (one percent or less) to the total cost of a road project.

*(Source: Bicycling for Louisville)*

***Leaders and planners must share a common understanding of current terminology:***

**Multi-modal transportation**

**Non-motorized users**

**Complete streets**

**Shared-use trails**

**Multi-use paths**

**Striped bike lanes**

**Wide curb lanes**

**Paved shoulders**

**Shared-lane markings**

**“Share the Road” signage**