

DRAFT

Bike and Walking Trail Master Plan

Hopkins County, KY



July 29, 2021



By
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BICYCLE AND PEDESTRIAN PLAN

The primary goal of the *Bike and Walking Trail Master Plan for Hopkins County, Kentucky*, is to improve the quality of life in Hopkins County, Kentucky by increasing opportunities to walk and bike, in and around, the various cities. The community feels that developing bicycle and pedestrian infrastructure will increase the health, safety and economic development of the community. This type of infrastructure will help both individuals and the community as a whole.

Health

Most Kentuckians do not get enough physical activity and as a result have chronic health conditions. The lack of even moderate exercises like walking or biking three (3) or four (4) times a week leads to premature death and years of healthy life lost. Walking and bicycling have many benefits to health to include lowering blood pressure, increasing circulation and reducing body fat and diabetes.

Safety

Planning exclusively for motorized vehicle traffic leaves pedestrians and bicyclists at risk of even greater amounts of accidents and collisions while using the local road network. Planning for and constructing a complete network of sidewalks, multi-use trail, wide buffers/shoulders, marked crosswalks at intersections, and bicycle facilities can decrease accidents. The presence of properly marked crosswalks and continuous and well-maintained sidewalks should help decrease the number of collisions and make it safer for all ages and abilities to have recreation and exercise opportunities.



Example photo

Active Living

“Active living” can mean different things to different people. The Kentucky State Physical Activity and Nutrition (KY SPAN) Program focuses on connecting everyday destinations in communities with active living routes. Active living routes are sidewalks, bike lanes, multi-use paths, and amenities to support their use.

In order to promote active living within our communities, we need to recognize that bicycling, walking, and using assistive devices such as wheelchairs are basic fundamental forms of transportation that are sometimes overlooked in this age of high-tech motorized travel. People need and want communities where streets are safe, accessible, and comfortable for all users, including those traveling by car, bike, or wheelchair.

Destinations

Identifying popular destinations for people walking and biking is important when developing a trail and sidewalk network. Providing access to these areas will increase the use of the trails and sidewalks. Also, popular public destinations need to include pedestrian enhancements like bike racks and safe crossings on streets near these facilities.

The Hopkins County Plan identified the following places as primary destinations:

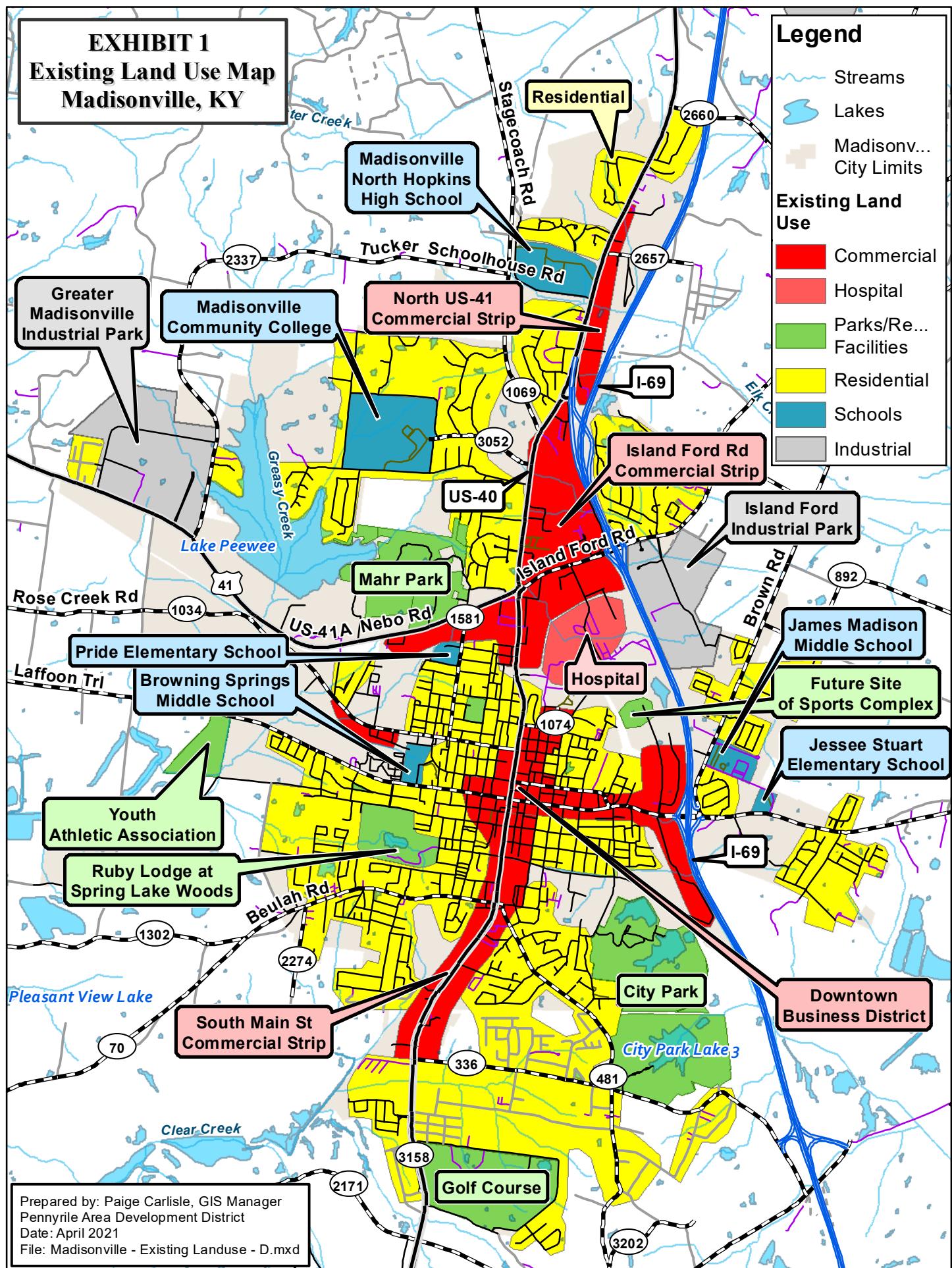
- City/County Parks
- Hopkins County Schools
- US 41 Commercial Strip in Madisonville
- Downtown Business Districts in Madisonville
- Industrial Park on south west side of Madisonville
- Hospital
- Public Library
- Major residential neighborhoods

These key existing land uses in the City of Madisonville are shown on *Exhibit 1, Existing Land Use, City of Madisonville, KY*. One of the goals of this Plan is to use the trail and sidewalk systems to connect these key destinations to residential areas in Madisonville, as well as the other cities in Hopkins County.

Economic Development

Businesses that are looking for new cities to locate in want to locate in communities with bike and walking infrastructure. The younger generation wants more outdoor recreational activities when choosing where to live or starting a family. Therefore, bike and walking trails are all part of a list of quality of life issues prospective new companies are looking for when choosing a new site.

EXHIBIT 1
Existing Land Use Map
Madisonville, KY



Types of On-Road Cyclists and the Related Facilities They Need

Cyclists are broken down into three (3) separate groups or types based on their skill level, and these different skill levels or “types” are used in planning bike routes. These three (3) types are advanced bicyclists, basic bicyclists and children or novice cyclists.

Type “A” Cyclist: *Advanced Bicyclists*

These are experienced riders (16 years of age or older, with a valid driver’s license, and with several years of riding experience) who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets/roadways and are best served by the following:

- Direct access to destinations usually via the existing street and highway system.
- The opportunity to operate at maximum speed with minimum delays.
- Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.



Design/facility recommendations: Clean/smooth pavement, lower speeds, and share the road signs.

Type “B” Cyclists: *Basic Bicyclists*

These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many millions of basic bicyclists. They prefer:

- Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separate bike paths.



Design/facility recommendations: Clean/smooth pavement, lower speeds on secondary roadways, wide/clean shoulders, separated multi use paths, wide bike lanes (5-foot min).

Type “C” Cyclist: *Children or novice cyclists:*

These are beginning cyclists or riders that may only ride a few times a year (this may include adults or children). Children (age 18 or below) riding in the roadway should be monitored by parents.

These riders prefer:

- Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas.
- Residential streets with low motor vehicle speed limits and volumes.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets or separate bike paths.



Design/facility recommendations: Separated multi use paths, lower speed limits on city streets, wide/clean shoulders, and or easy off-road trails.

SUCCESS OF THE PLAN

The success of the Hopkins County Bicycle and Pedestrian Plan is dependent on the commitment of the community leaders and key stakeholders. The Plan requires the commitment of the cities, as well as the Hopkins County Fiscal Court to pursue projects, grants and political support for pedestrian and bicycle improvements. However, the citizens of Hopkins County are the most important key to the long-term success of the Plan. Citizens need to recruit others and build a grassroots movement to help sustain the Plan and insure the implementation of the projects they support.

NEW MULTI-USE TRAIL CONCEPTS

The goal of this project is to identify and develop a Master Plan for Multi-use Trails and sidewalks that will promote safe bike and walking paths for the residents of the community and to encourage exercise and promote a healthier lifestyle. Another major goal is to develop trails and sidewalks that will provide safe pedestrian access to major key destination points in and around the cities of the County. This would be a part of a 30-year Plan, where different easements and sections would be pieced together over a 30-year period. The types of multi-use trail systems discussed in this Master Plan are commonly called “Greenways”. They are linear parks that can also be used as pedestrian transportation between key designations, or for recreational walking and safe places for people to ride their bikes out of traffic.

There have been several “Concept Trails” identified as possible bike and walking multi-use trails. These are intended to be a minimum of 8-foot wide asphalt trails. It is common for communities to use creeks and river corridors as Bike/Pedestrian trail routes. Due to flood plains and swift moving water, it almost renders the property within 30 feet of a creek the size of Greasy Creek, for example, as undevelopable for commercial and residential land uses and most row crop farmers tend to leave buffers along the edge of these creeks to prevent erosion. Therefore, obtaining easements for bike and walking trails next to creeks tends to be easier because the land value next to the creek is low and other useful options are very limited.

These Trail easements on privately owned land could be donated or purchased. The hope is the property owners are willing to help the community and be a part of making the community a better place to live. Trail easements have clauses where a city or county can assume all insurance and legal liabilities for public use of these trails with “*Hold Harmless*” agreements.

If one property owner is not willing to provide a trail easement, hopefully, the property owner on the other side of the Creek would be willing to agree to an easement. Easement would only be obtained if the property owners are willing to sell or donate easements. No eminent domain or other non-voluntary means will be used to obtain any easements. The only easements acquired, on any future trails, will be 100 percent voluntary.

The property owners agreeing and donating an easement for the trail could be recognized for their contributions. There could be a plaque with their names thanking the families at the entrance of the trail. If there are five (5) families that donated easements along one section, then

all five (5) should have their names on the plaque thanking them for the donation. Some farmers may want creek maintenance agreements for the City/County to clear obstruction from a creek to help reduce flooding.

This is a 30-Year Plan that is designed to look 30 years into the future. Most of these properties targeted for trails will change hand at least once over the next 30 years, which will give the community different opportunities to get easements should a current property owner not be willing to agree to an easement for a trail. The goal would be to piece together easements over a 30-Year period. Even with a 30-Year time line, the community will not get all of the proposed trail easements necessary to complete all the trails in this plan. That is why it is important to try to obtain easements on all the trails the community targets with a committee that has researched the best way to proceed.

MADISONVILLE COMMUNITY COLLEGE AND LAKE PEEWEE BIKE AND WALKING TRAIL SYSTEM

One of the three (3) main Bike/Walking trail concepts proposed in this system would connect the Madisonville Community College (MCC), and the residential neighborhoods around the College, to the Industrial Park on the west side of Peewee Lakes as shown on *Exhibit 2, Madisonville Community College and Lake Peewee Bike and Walking Trail Concept Map*.

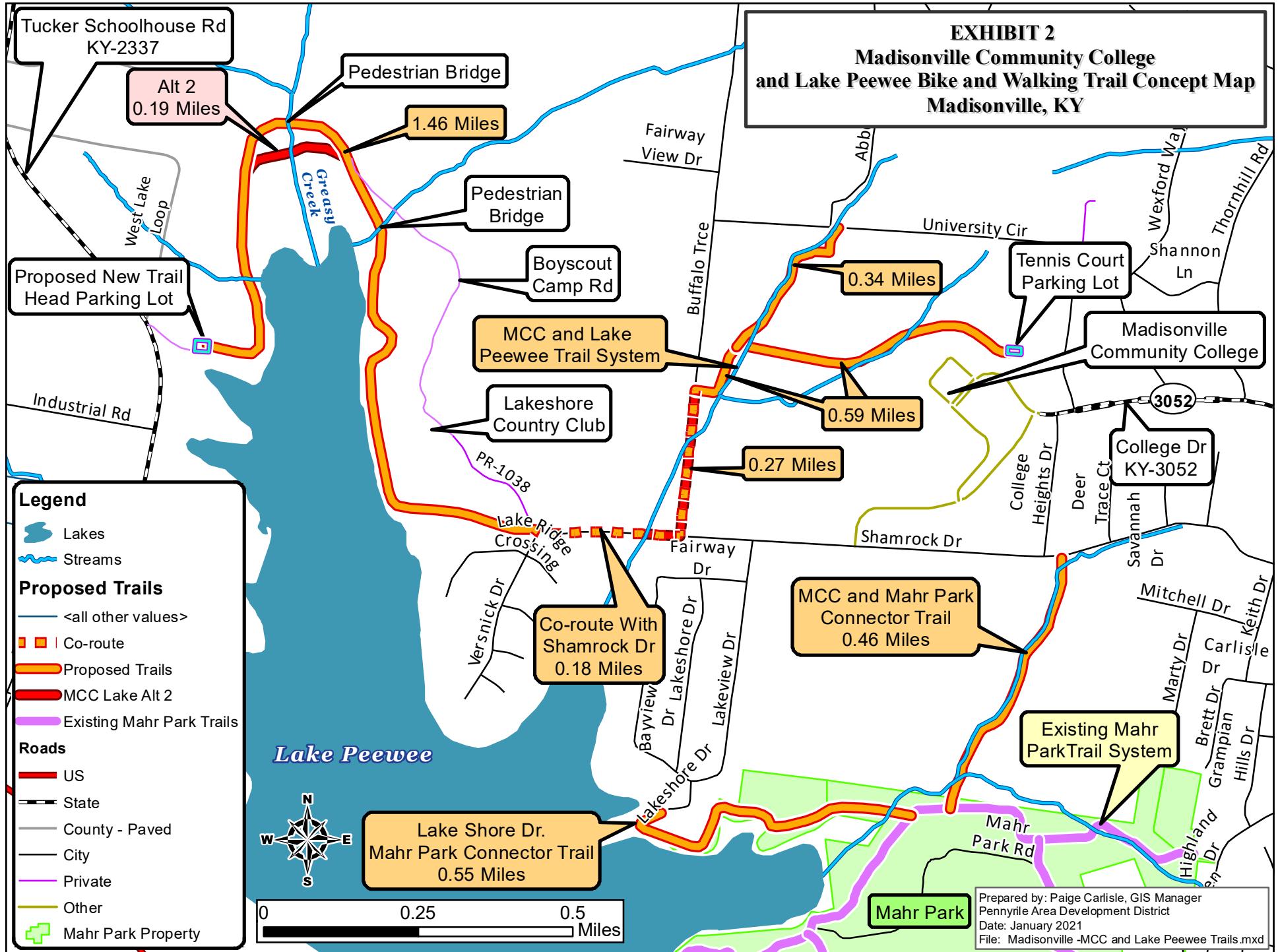
This Lake Trail would provide a very scenic trail around Lake Peewee for recreational walking or biking as well as provide a safe way for residents that live on either side of Lake Peewee to bike to work in the industrial park or to the Community College for classes. The concept would be to develop an approximate 8 to 10-foot-wide asphalt bike and pedestrian Trail with 1 to 2-foot gravel shoulders. There is a small portion of this trail that is being proposed to be co-routed with Shamrock Drive and Buffalo Trace. Under this concept, this co-routed portion could involve a new 4 to 6-foot-wide sidewalk inside the existing right-of-way for pedestrians to walk as well as posting “Share the Road” signage for bicyclist to use the existing traffic lanes on this section.

The trail section around Lake Peewee could be accomplished by obtaining an easement from only one (1) property owner. This privately-owned parcel is in a Real Estate Trust and lies between the Lake and the Country Club property. The northern and western portions for the proposed Lake Trail could be developed all on city-owned property. The proposed section of trail easement across privately owned property is recommended to be at least 30-foot-wide which would give the design engineers the ability to provide buffers for construction of the trail and, in some cases, to excavate some steep hillsides into a more level grade. The vast majority of the proposed trail around the Madisonville Community College is owned by the College, with the exceptions of one lot contiguous to Buffalo Trace and one lot contiguous to University Circle. Easements would be needed across these lots to access the two (2) public streets, and the proposed trails inside the College would need approval from the College.

This Trail System Concept also proposes two (2) access trails that will connect to the existing Mahr Park Trail System. One of these proposed trails would run from the southern end of Lakeshore Drive and run east into Mahr Park connecting to the existing Mahr Park Trail System.

This concept uses the existing local streets that pedestrians can use to connect to homes along Lakeview Drive, Shamrock Drive, Buffalo Trace and other neighborhoods on the east side of Lake Peewee.

EXHIBIT 2
Madisonville Community College
and Lake Peewee Bike and Walking Trail Concept Map
Madisonville, KY



The second Mahr Park access trail proposed in this concept plan runs along a small creek south of Shamrock Drive near the College Heights Drive intersection and runs adjacent to a creek that runs southward to the Mahr Park property. This *MCC and Mahr Park Connector Trail* could link the existing trail system in the Park to Shamrock Drive just south of the MCC Campus. These combined trail systems, combined with the adjoining low speed, low traffic neighborhood streets, would link several large neighbors to the existing Mahr Park Trail system, as well as connect the businesses in the Industrial Park to the College and to a very large segment of Madisonville's northwest residential neighborhoods. Residents could use these trails to bike to work in the Industrial Park or bike to classes at MCC after work without having to walk or ride a bike in the high traffic, high speed, state routes that currently are the only way to access these major designation points.

The northern portion of the Lake Trail is in the FEMA 100 Year Flood Plain. Construction in a FEMA 100 Year Flood Plain is under the jurisdiction of Kentucky Division of Water. Construction of the Trail would require a permit from the Division of Water which has a "no net fill" policy. Fill would not be allowed without off-setting it somewhere in the same watershed. For example, *if you place one shovel of fill into a Flood Plain, one shovel will need to be taken out somewhere in the same flood watershed.*

There is a high probability that a small portion of the northern part of Lake Trail could run into some wetlands. The section of the Lake Trail shown on Exhibit 2 that goes to the farthest northern trail ("North of Alt 2") would be less likely to have wetland issues but it would need an easement across a second privately owned property. However, the section of Trail around the north end of the Lake shown as "Alt 2 (0.10 Miles)" is all city-owned property and would not need an easement. In most cases, wetland issues can be mitigated and staff does not see the possibility of wetland mitigation as an issue that cannot be successfully managed as part of the proposed trail.

The stream branches shown on Exhibit 2 are "*Blue Line Streams*" as determined by USGS maps and is thereby under the control of the US Army Corp of Engineers. Any foot bridge over these creeks or a low-water crossing, would need a Corp Permit. These Division of Water and Corp Permits should be fairly easy to obtain, but expect up to a six (6) month waiting period to get the permits approved. Also, some small portions of the trail have the potential of going through some areas designated as wetlands. In most cases, wetland issues can be mitigated, but these areas would need more examination by engineers knowledgeable in this field.

MADISONVILLE WESTSIDE BIKE AND WALKING TRAIL SYSTEM

As mentioned previously, it is common for communities to use creeks and river corridors as bike/pedestrian trail routes. Due to flood plains and swift moving water, it almost renders the property close to a creek on the west side of Madisonville as undevelopable for commercial and residential land uses and most row crop farmers tend to leave buffers along the edge of these creeks to prevent erosion. Therefore, obtaining easements for bike and walking trails next to creeks tends to be easier because the land value next to the creeks are lower and other useful options are very limited. After researching different alternatives for the best way to connect to two (2) school sites (Browning Middle and Pride Elementary), along with several residential neighborhoods to the

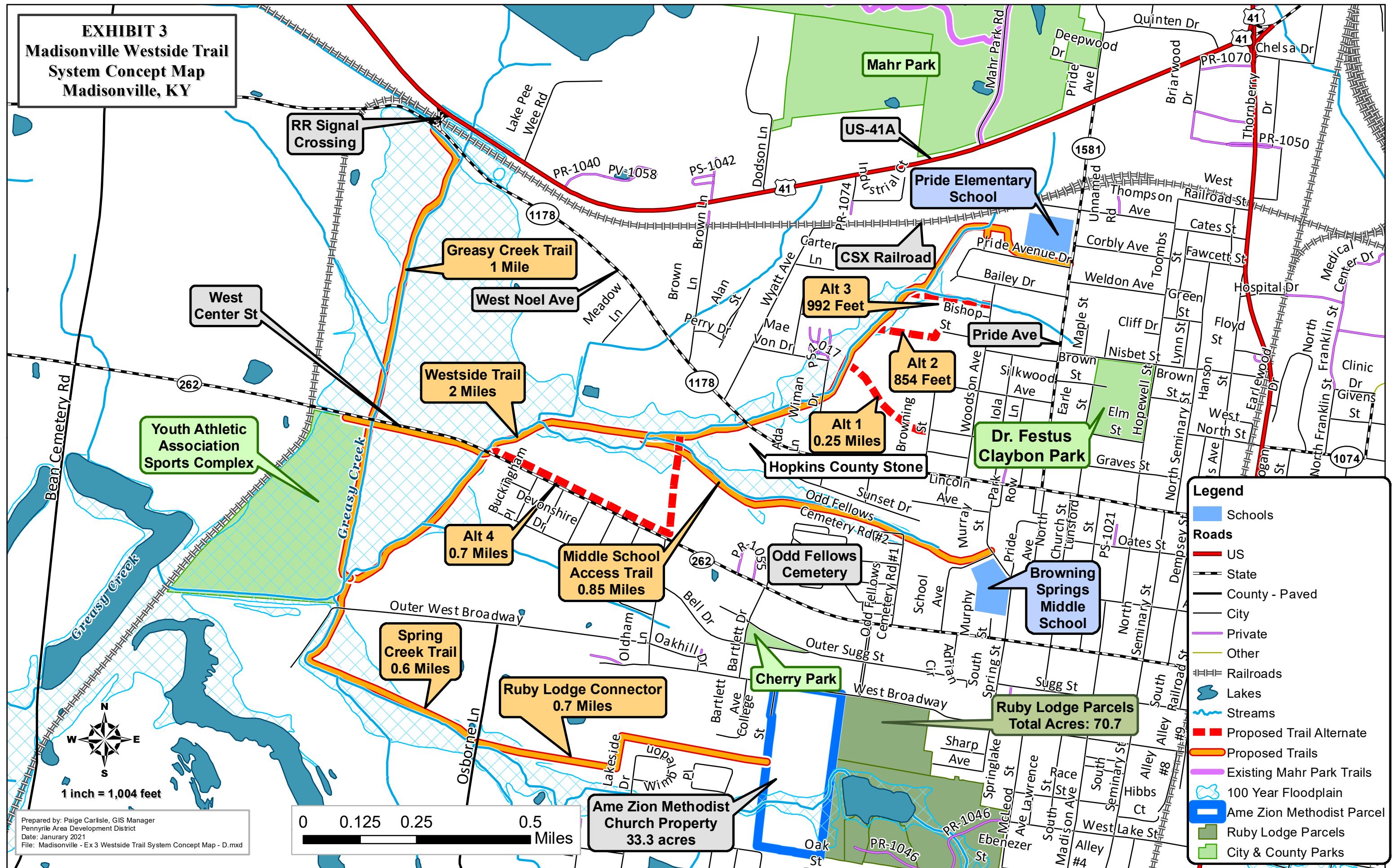
Youth Athletic Association Sports Complex property on the west side of Madisonville, there are two (2) streams that branch off Greasy Creek that appears to be the best option to pursue as corridors for trail systems as shown on the attached *Exhibit 3, Madisonville Westside Trail System Concept Map*. This trail concept also includes the development of a second trail that runs north of the Youth Athletic Association Sports Complex property along the main branch of Greasy Creek which runs northward to US 41A just south of the Industrial Park. The majority of this proposed trail system shown on the attached *Exhibit 3, Madisonville Westside Trail System Concept Map* is in the 100 Year FEMA Flood Plain.

A third Multi-use trail is being proposed to run from the Youth Athletic Association Park southeast along Spring Creek to near the western edge of the *Spring Lake Woods/Ruby Lodge* property. The hope would be to eventually partner with the owners of the Ruby Lodge property to extend a bike and walking trail into their property to access the neighborhood local street surrounding their property. A major obstacle to connecting to the Ruby Lake Lodge parcel is a 33-acre parcel that is contiguous to the west side of the Ruby Lake parcel. This 33-acre parcel, owned by the AME Zion Methodist Church, has a “cloud on the title”, which makes the ownership unresolved. Since the Church is a non-profit organization, there are no property taxes owed and no tax lien for unpaid taxes, so the ownership issue has been in limbo for years.

One of the main goals of the Madisonville Westside Trail System will be to connect the proposed Multi-use trail system to local, neighborhood streets that have existing sidewalks and are low traffic and low speed limit streets, which would allow residents to use a much larger system on interconnecting local streets to connect to the Multi-Use Trail System without having to access state highway routes that have higher traffic counts, higher speed limits and in some cases do not have existing sidewalks to allow residents to bike or walk outside of existing traffic lanes.

These proposed trail easements next to creeks would extend 30 feet from the edge of the bank of the creek, and in some places, additional easement width would be required to maneuver around some obstacles. The 30-foot-wide easement from the creek bank gives the design engineers the ability to locate the trail at least 10 feet from the bank to help prevent the stream bank from collapsing. It also provides buffers for construction of the trail and, in some cases, to excavate some steep hillsides into a more level grade. If getting an easement on one side of a creek becomes an issue with one of the property owner(s), the creeks along these routes are narrow, and crossing them with a pedestrian bridge would be fairly inexpensive should the Creek need to be crossed to access a trail easement on the other side.

EXHIBIT 3
Madisonville Westside Trail System Concept Map
Madisonville, KY



HANSON BIKE AND WALKING TRAIL SYSTEM

The City of Hanson has two (2) major design constraints that affect the locations of multi-use trails and sidewalks. These two (2) obstacles are the CSX Railroad line and the I-69 Interstate, which both run north and south through the City Limits. These two (2) infrastructure corridors create very limited crossing points between the east and west sides of the City Limits. The I-69 Corridor has only one underpass at the intersection of KY 260 where vehicles and pedestrians can travel from the older and more residential sections on the eastside of the City to the Industrial Park on the west side, and the community's major employer (Carhartt) is on the westside of I-69.

As shown on *Exhibit 4, Hanson Trail System Concept Map*, on the westside of I-69, there is a Multi-use Trail labeled “*Westside KY-260 Trail*” on the south side of KY 260, from the I-69 Right-of-way to the east end of the Industrial Park property that is contiguous to the KY 260 Right-of-way. This concept could also include an access trail into the *West Kentucky Veterans Center* parking lot. This proposed *Westside KY-260 Trail* could be located in the Industrial Park property contiguous to the southern KY 260 ROW. It should be an 8-foot-wide Multi-use Trail that would provide the residents in Hanson, who work at the W.K. Veterans Center, a safer way to walk or bike to work. It would also allow residents of the Veterans Center to use the trail in a wheelchair accompanied by a staff member or relative. It would also provide better pedestrian access to future businesses that are developed in the Industrial Park.

There are two (2) possible Multi-use Trails that could access the existing Carhartt manufacturing plant. Both of these trails would not be necessary, these two (2) trails are intended just to provide options. As shown on the attached Map, the Trail labeled as the “*Lake Trail 1.16 Miles*” starts at KY 260 and goes north along Otter Creek and turns to the west along the south side of an unnamed 17-acre Lake and then connects back to KY 2664 on the north side of the Carhartt plant. KY 2664 is a State maintained road that is the access road to the Carhartt plant. This trail would need an easement from three (3) private property owners. This entire trail could be built off of the Carhartt property. The Carhartt Property does not touch the west side of Otter Creek.

The second possible Carhartt Access Trail, which is labeled as the “*Carhartt Trail 0.37 Miles*” on the attached Map, runs along the eastern portion of KY 2664 from KY 260 to the employee parking lot entrance of the Carhartt Plant. This concept assumes that the southern half of this trail would need an easement from the private property owner and this section of the trail would be off of, but contiguous to, the existing right-of-way of KY 2664. The first 300 to 400 feet of KY 2664 goes up a hill with a steep slope. It also has guardrails on both sides of the road with narrow shoulders. This steep terrain, narrow shoulders and a traffic count of 1,400 average vehicles per day make co-routing pedestrian traffic on this section of KY 2664 difficult. However, north of the Carhartt employee parking lot entrance, the traffic drops to almost zero. This trail could possibly be constructed inside the KY 2664 Right-of-way along the section contiguous to the Carhartt property, which is flatter and more level terrain than the southern portion of this State Route.

There are no businesses or homes located on KY 2664 north of the Carhartt Plant. There is only agricultural production on a small number of farms to the north of the Carhartt property. There is 1.26 miles of roadway on KY 2664 north of the Carhartt Employee Parking lot entrance. The very low traffic count on this northern section of roadway makes it conducive to co-routing a Bike and Walking Trail. This northern section of KY 2664 is a ready-made trail that is a State maintained road with only very minor traffic, mostly farm vehicles and equipment during key times of the year.

The one Multi-use Trail section proposed next to Otter Creek should have trail easements extend 30 feet from the edge of the banks of Otter Creek. In some places, additional easement width would be required to maneuver around some obstacles. The 30-foot-wide easement from the creek bank gives the design engineers the ability to locate the trail at least 10 feet from the bank to help prevent the stream bank from collapsing. It also provides buffers for construction of the trail and, in some cases, to excavate some steep hillsides into a more level grade.

The sections of proposed trail easements on privately owned land could be donated or purchased. The hope is the property owners are willing to help the community and be a part of making the city a better place to live. Easements would only be obtained if the property owners are willing to sell or donate easements. No eminent domain will be used to obtain any easements. Please note that this *Bike and Walking Trail Master Plan* being developed is a 30 Year Plan. The properties targeted for trail easement will, more than likely, change hands two (2) or three (3) times over the next 30 years. Part of the plan will include “tools and techniques” to obtain easements and piece them together over this time frame. The property owners agreeing and donating easements for the trail should be recognized for their contributions. There should be a plaque with their names thanking the families at the entrance of the trail. If there are five (5) families that donate easements along one section, then all five (5) should have their names on the plaque thanking them for the donation.

A portion of this trail system would be in the FEMA 100 Year Flood Plain. Construction in a FEMA 100 Year Flood Plain is under the jurisdiction of Kentucky Division of Water. Construction of the Trail would require a permit from the Division of Water which has a “no net fill” policy. Fill would not be allowed without off-setting it somewhere in the same watershed.

For example, *if you place one shovel of fill into a Flood Plain, one shovel will need to be taken out somewhere in the same flood watershed.*

Also, these stream branches are “*Blue Line Streams*” as determined by USGS maps and is thereby under the control of the US Army Corp of Engineers. Any foot bridge over the Creek or a low-water crossing, would need a Corp Permit. These Division of Water and Corp Permits should be fairly easy to obtain, but expect up to a six (6) month waiting period to get the permits approved. Also, some small portions of the trail have the potential of going through some areas designated as wetlands. In most cases, wetland issues can be mitigated, but these areas would need more examination by engineers knowledgeable in this field.

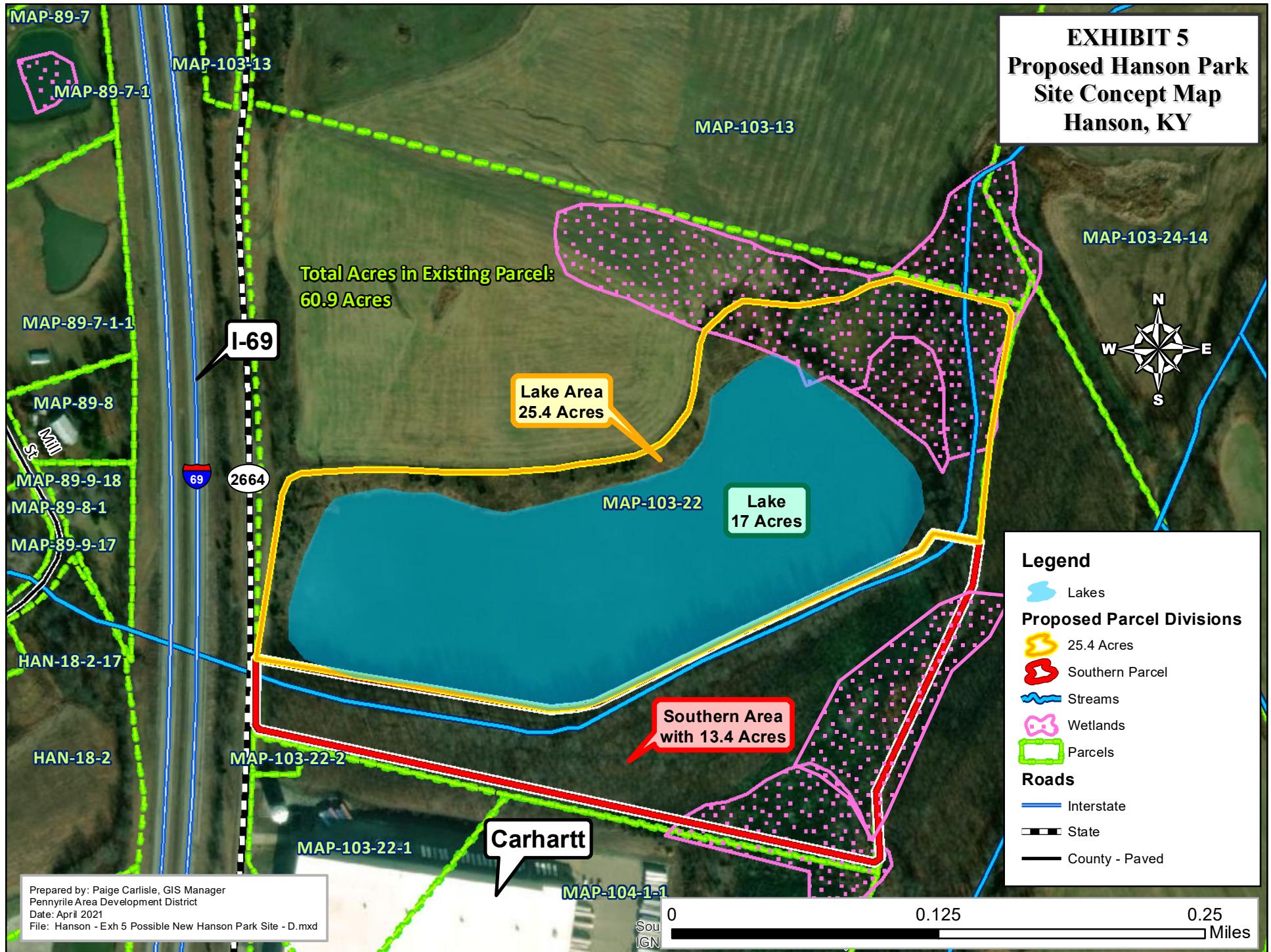
PROPOSED HANSON PARK SITE

The City of Hanson currently does not have any city parks. Although this Plan’s main focus is on walking and bike trails, staff wanted to recommend one privately owned property the city may want to explore the possibility of obtaining for a new Park site. This is a 69-acre parcel with a 17-acre lake that is just north of the Carhartt Plant site located on the east side of I-69. The site is shown on *Exhibit 5, Proposed Hanson Park Site Concept Map*. This Map shows the entire 60.9-acre parcel, which is broken down into three (3) different areas to provide the city with information in case they may be interested in only a portion of the property. The area north of the lake is approximately 18.5 acres and is the most developable for baseball fields and other larger recreational options. The lake is approximately 17 acres and the area south of the Lake is 13.3 acres.

This Lake appears to be what is commonly called a “barrow pit”, which was possibly constructed when the State was building the Pennyrile Parkway (now known as I-69). Staff assumes the State needed to obtain additional fill dirt to elevate the ramps for the KY 260 Overpass on I-69. The State would have asked permission from a nearby land owner to excavate a pit to obtain fill dirt and rock to elevate the nearby ramps for the KY 260 Overpass. These types of pits fill back up with water and become lakes or small ponds.

Although the site is further than preferred from the main residential areas of the city, it is still close enough for older kids to bike to the site or a short drive for adults. The two (2) main attributes this site has is a very scenic 17-acre lake and close access to water and sewer which is already run to the Carhartt site and could be extended for a public restroom. The area north of the lake is suitable for softball fields, basketball courts, and soccer fields. The area to the south of the Lake is more limited and has a creek running through it. It is more suitable for smaller scale recreational uses like fishing piers, a dog park, picnic sites with shelters, etc.

EXHIBIT 5
Proposed Hanson Park
Site Concept Map
Hanson, KY



Prepared by: Paige Carlisle, GIS Manager
 Pennyville Area Development District
 Date: April 2021
 File: Hanson - Exh 5 Possible New Hanson Park Site - D.mxd

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0.125

0.25
Miles

DAWSON SPRINGS, NORTONVILLE AND WHITE PLAINS RAIL-TO-TRAIL SYSTEM CONCEPT

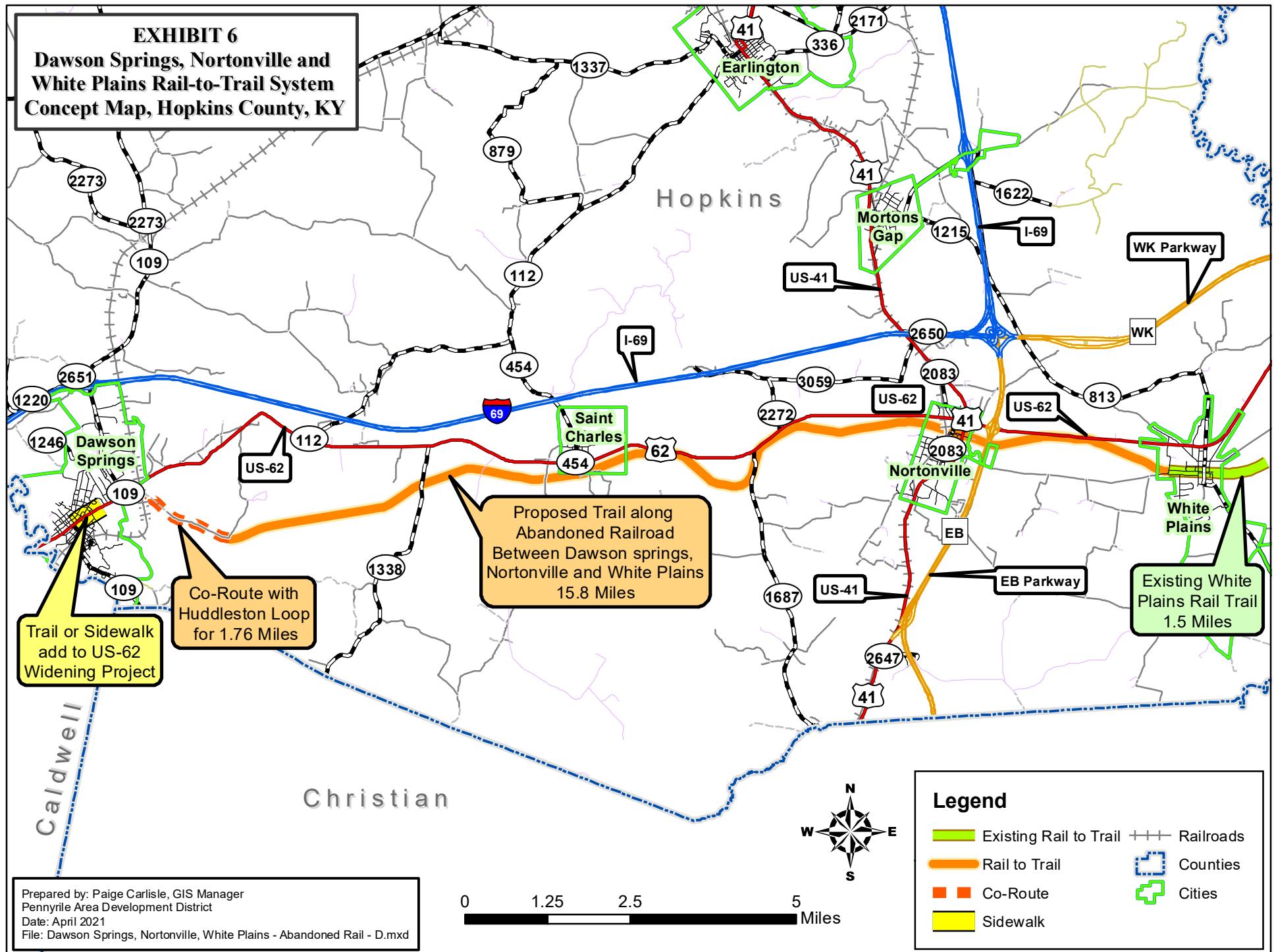
There is a 15.8-mile section of an old abandoned railroad line between Dawson Springs, Kentucky and White Plains, Kentucky. This rail line was abandoned several years ago and the steel tracks have been removed. The old railroad property may have reverted back to the adjoining property owners, but the other possibility was these sections of old rail right-of-way was purchased by local residents. The location of the proposed Rail-Trail is shown on *Exhibit 6, Dawson Springs, Nortonville and White Plains Rail-to-Trail System Concept Map*.

The goal would be to try and piece together trail easements along this section of abandoned rail bed and construct a new Multi-use bike and walking trail on the abandoned rail right-of-way. Once key sections of the old rail bed are pieced together to a completed section that has logical end points on public roads, that section could be converted into a bike and walking trail. As mentioned previously, this is a 30-Year Plan, and the goal is to piece together easements over a 30-year period. However, staff realized that it would be unlikely to get all 15.8 miles of the easements necessary to build this entire trail over a 30-year period. The community will need to peruse easements along the entire corridor, then build the sections that first have logical end points.

The abandoned rail bed dead ends approximately one (1) mile to the east of Dawson Springs, Kentucky where the old abandoned line meets an existing active railroad line that is currently in use and has trains running on the tracks. Therefore, this proposed trail concept recommends using a section of Huddleston Road east of Dawson Springs to Co-Route the trail off the abandoned rail bed and onto Huddleston Road to have the trail access the City of Dawson Springs. This will also avoid a large swap east of the City of Dawson Springs.

EXHIBIT 6

Dawson Springs, Nortonville and White Plains Rail-to-Trail System Concept Map, Hopkins County, KY



STATE ROUTES AND CITY STREETS THAT NEED NEW SIDEWALKS, SIDEWALK REPAIRS OR MULTI USE TRAILS

As shown on *Exhibit 7A and 7B, Proposed State Routes and City Streets that Need New Sidewalks, Sidewalk Repairs or Multi Use Trails*, this proposes Multi-use trails along State routes indicated in the unincorporated areas of the County. If the State reconstructs or widens any of these State routes, the plan would be to add a multi-use trail into the state right-of-way as part of the reconstruction design plan.

The state routes inside the City of Madisonville are major arteries with high traffic counts that need sidewalks or Multi-use Trails for safety and as a mode for people to walk or bike to work or as a general means to get around the City. When State routes are reconstructed by the Transportation Cabinet, sidewalks or multi-use trails should be a part of the new design whenever possible along these routes inside the city limits.

The wider multi-use trails are not always viable along some city streets. In some locations, the normal four (4) foot wide sidewalks are still preferred. In some cases, the wider multi-use trails will need additional rights-of-way, or easements, and with some older city lots with short front yard setback, obtaining additional rights-of-ways or easements is not practical.

There are some sidewalks targeted in *Exhibit 7B* for repair. These are existing sidewalks that need to be replaced due to rough and detrended concrete.

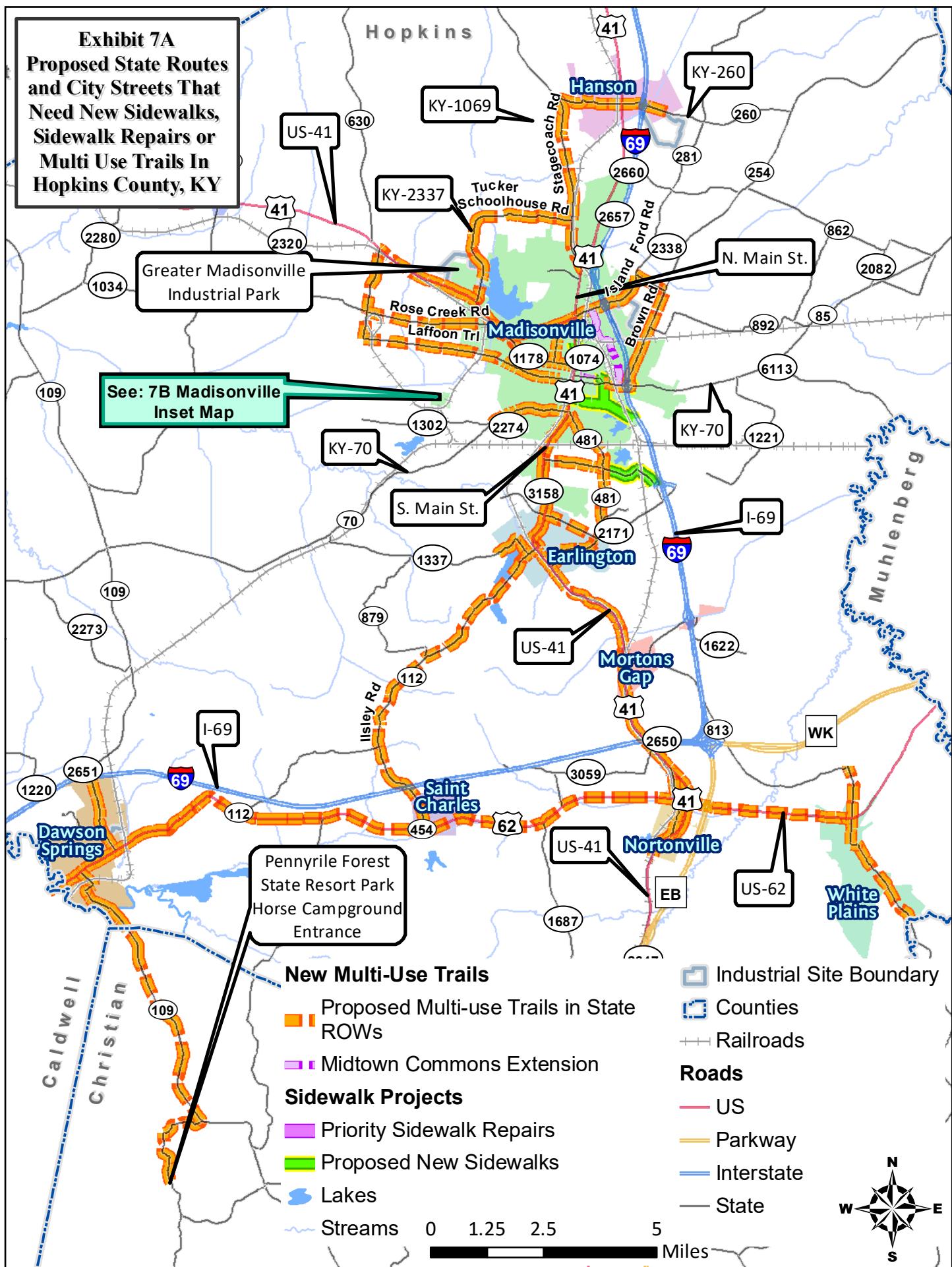
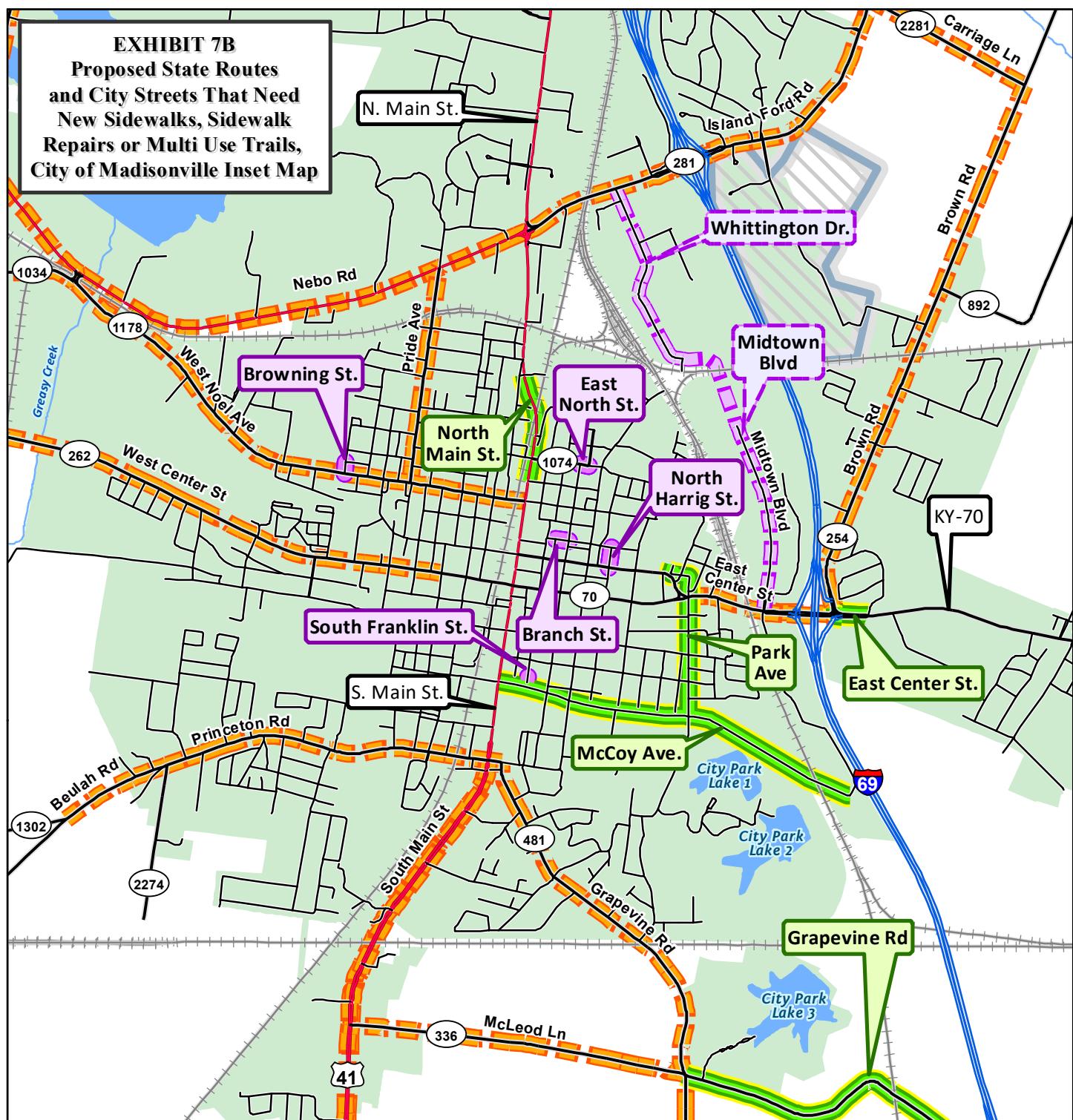


EXHIBIT 7B

**Proposed State Routes
and City Streets That Need
New Sidewalks, Sidewalk
Repairs or Multi Use Trails,
City of Madisonville Inset Map**

**Sidewalk Projects**

Purple Box: Priority Sidewalk Repairs

Green Box: Proposed New Sidewalks

New Multi-Use Trails

Orange Box: Proposed Multi-use Trails in State ROWs

Purple Box: Midtown Commons Extension

Lakes

Streams

Industrial Site Boundary

Railroads

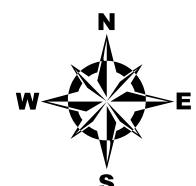
Roads

US

Interstate

State

CS



0 0.25 0.5 1 Miles

MOUNTIAN BIKE TRAILS

Hopkins County has set a goal of developing enough mountain bike trails to make the County a mountain bike destination location for mountain bike enthusiasts across the county. The County plans on developing new trails that are geared to both the beginner and the advanced rider, as well as sponsoring mountain bike competitions. Mountain bikes are a fun way to exercise and connect with nature. Compared to road bikes, they have the following characteristics:

- fatter tires with rugged tread for stability and durability on off-road terrain
- a more upright cycling position that lets you enjoy the view
- suspension systems on some bikes absorb shock for a more comfortable ride

There are many ways to enjoy mountain biking, and you don't even have to be in the mountains. Trails vary from pleasant rides on wide, flowing logging roads to single-track trails, which are the most common trail type. Single-track trails have a width that varies from just a little wider than your shoulders on up to a track that's just wide enough for two bikes to pass. Many single-track trails are open to one-way travel and wind their way through the best terrain that the landscape offers.



The City of Madisonville is currently developing new mountain bike trails in Grapevine Lake Park. As shown in *Exhibit 8, Grapevine Lake Park Mountain Bike Trails, Madisonville KY*, four (4) different mountain bike trails in Grapevine Park are already developed with a proposed connector trail to the Madisonville City Park to the north. This proposed connector trail to the City Park will need to cross an existing railroad right-of-way and an elevated crossing is being proposed as shown on the attached map.

The County also has plans to develop the southern half of the Hopkins County North Industrial Park property for new mountain bike trails. The southern half of the industrial site has hills and rough terrain that is not suitable for industrial development but provides an excellent opportunity for developing new mountain bike trails. As shown on *Exhibit 8, Hanson Mountain Bike Trails*, there are two (2) bike trails planned for this site, which are located just to the east of the City of Hanson, Kentucky.

The availability of strip-mined coal property and the gravel roads in the Wild Life Management Areas in Hopkins County gives the County a unique opportunity to be a major mountain bike destination. These mountain bike trails can also have a duel recreational purpose because they will also be open to joggers and individuals who just want to walk the trails.

EXHIBIT 8
Grapevine Lake Park
Mountain Bike Trails
Madisonville, KY

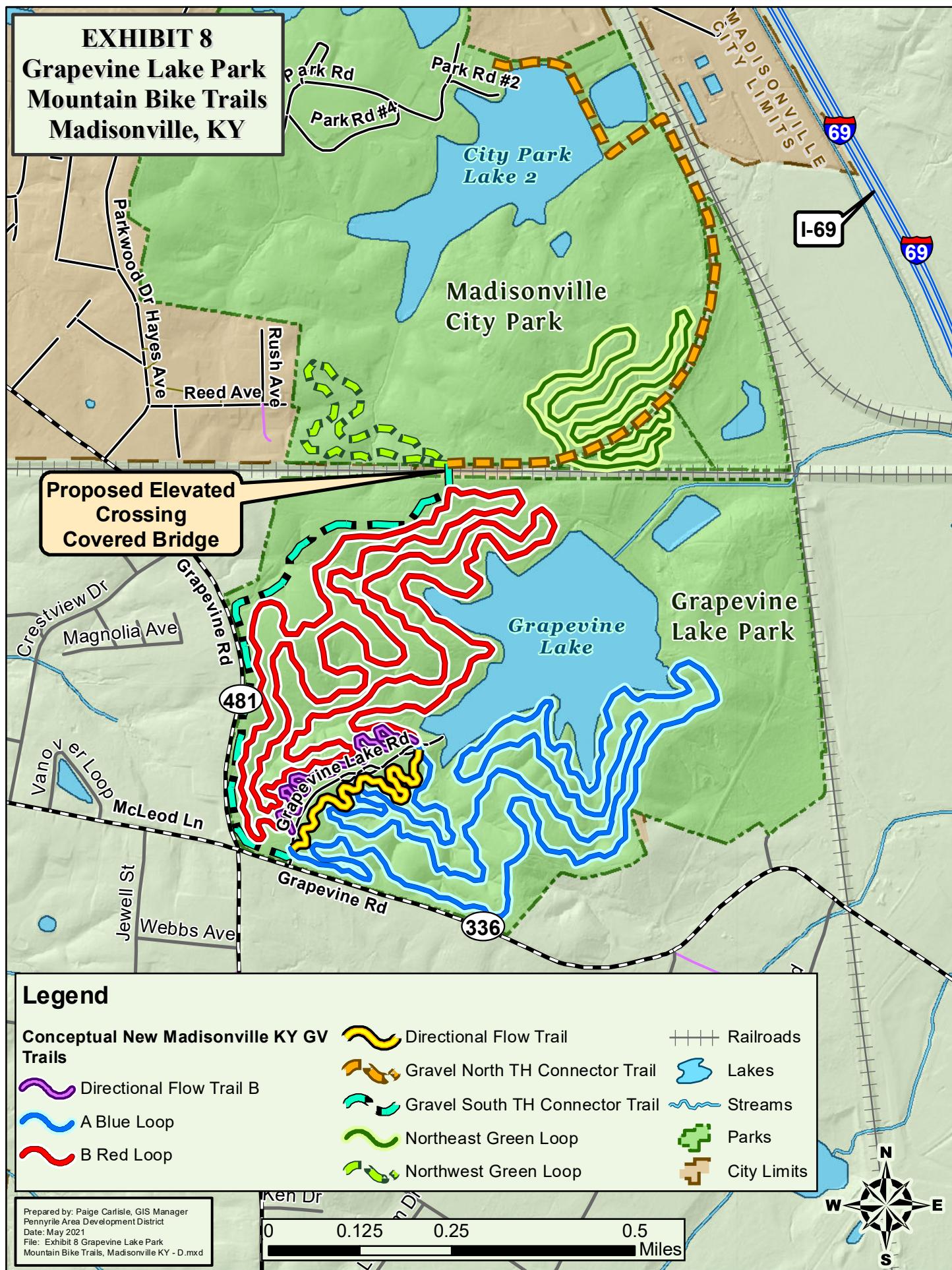


EXHIBIT 9

Hanson Mountain Bike Trails

Hanson, KY

Legend

Proposed Trails

Hanson Intermediate Loop (Purple)

Hanson Beginner Loop (Orange)

Lakes

Streams

Industrial Site Boundary

PADD Cities

Roads

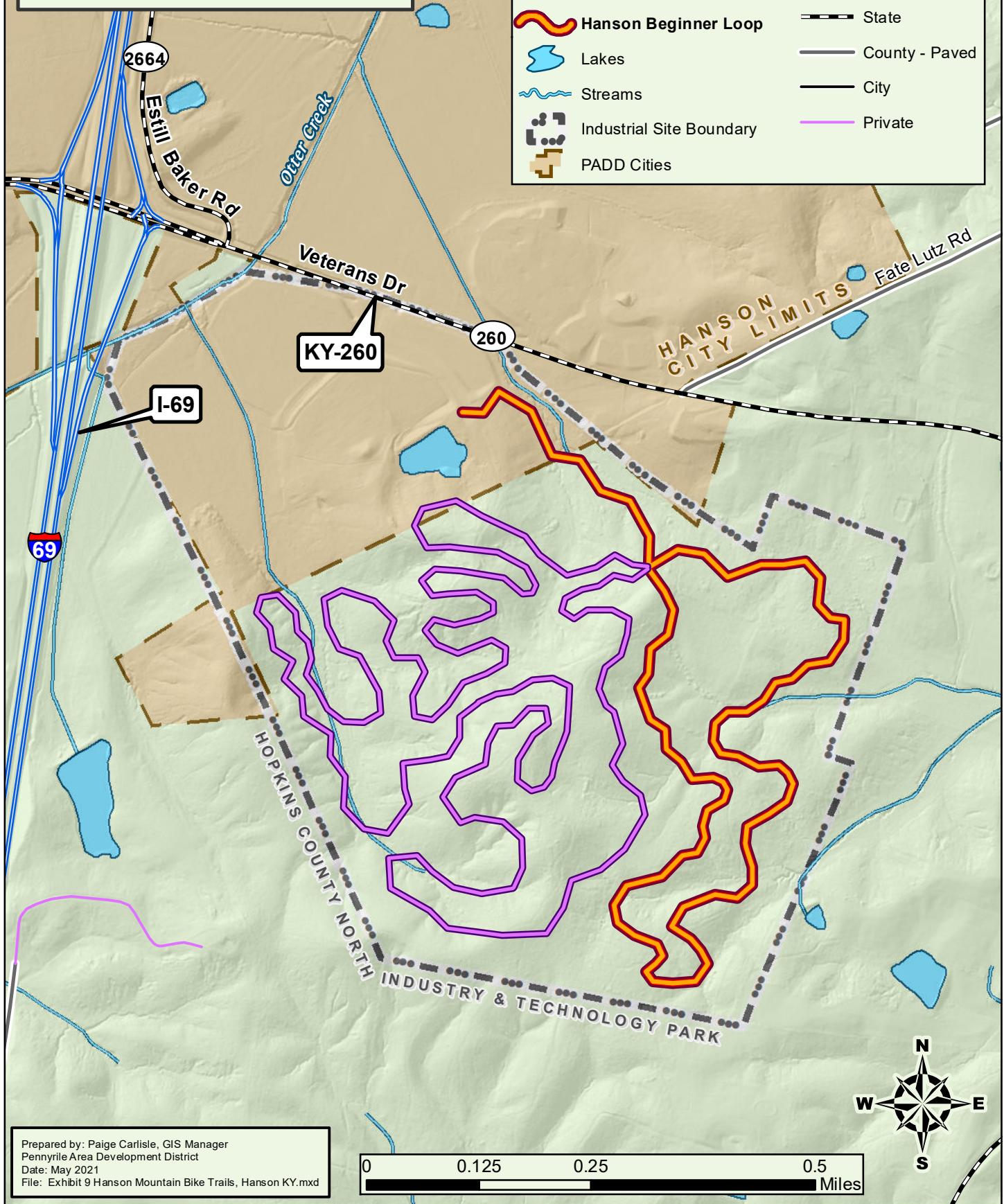
Interstate (Blue)

State (Dashed)

County - Paved (Grey)

City (Black)

Private (Pink)



Prepared by: Paige Carlisle, GIS Manager
Pennyrile Area Development District

Date: May 2021

File: Exhibit 9 Hanson Mountain Bike Trails, Hanson KY.mxd

0 0.125 0.25 0.5 Miles

SUMMARY OF STRATEGIES TO OBTAIN FUNDING AND EASEMENTS FOR BIKE AND WALKING TRAIL

There are a lot of different ways to obtain easements for these types of Multi-use trails. They range from people donating easements with the promise of recognizing their family on plaques on the entrance of the trail, purchasing easements, and obtaining easements that only become active once the current owners sell the property. PADD Staff believes to be successful the community needs to do three (3) things:

- 1) Create a committee that meets 2 or 3 times a year to discuss projects, opportunities and strategies to obtain easements and build trails. There are KRS requirements for counties and cities to purchase real estate easements. These committee members will be acting as agents on behalf of the city or county where the properties are located. The County or City Attorney will need to brief the committee members on the boundaries of their roll in all easement purchases, and the protocol that needs to be followed. It is the city or county that will be purchasing the easements via the Fiscal Court and City Councils, the committee members are conducting research and investigating the property owner's openness to easement purchase offers.
- 2) There needs to be a dedicated funding source from the County and the cities into a *Reserve Fund* that does not "zero out" at the end of each year and have unspent funds returned back to the general fund. Trail construction is expensive. A one-mile section of 8-foot wide, asphalt, bike and walking trail would cost a minimum of \$300,000 to \$400,000 on relatively flat sections of land with no major pedestrian bridges or other construction expenses involved. If the section needs one or more pedestrian bridges, and/or major grading/drainage work, the per-mile cost will go up dramatically. By having a dedicated *Reserve Fund* that does not return funds to the general fund at the end of each year, it gives the community the ability to combine funds over a multiple year period to match with grants or undertake construction without grants. These funds could, and probably should, be separate for each city and the county, so funds are not intermingled. However, the cities and the county could still agree to spend their individual funds on joint projects.
- 3) The Committee must create a database with a complete list of all the property owner names and parcel numbers that they are targeting for trail easements. After they have contacted everyone on the list and made easement donation requests, they need to decide which parcels they feel are strategically important enough to make offers to purchase easements. Every 2 or 3 years, the committee needs to review their list of properties where they need easements and make new easement requests on the ones that have ownership changes. It is not uncommon for 95 percent of all easement requests to be turned down. That is why it takes a committee of community leaders to know when properties change hands and new opportunities arise. The committee needs to target and track the least important projects on their list of new trails, just like their most important projects. If they can get an easement

from the current owners “**now**” they need to do so, the concept is to not wait until you need the easement, because by then, the ownership could change from someone willing to allow an easement to someone who is not.

There are grants that help fund Multi-use trails, but for every dollar awarded under these grant funds there are twenty dollars’ worth of requests each year that go unfunded. Also, there are years where no grant funds for Multi-use trails are awarded at all. In short, communities need to think of ways to fund bike and walking trail construction that is not dependent on grant funds. These bike and walking trail committees need to always be looking for examples on how other communities are funding their projects.

PUBLIC INPUT AND SURVEY

The public will be given the opportunity to comment on a draft copy of the *Bike and Walking Trail Master Plan for Hopkins County, KY*. This will be accomplished by asking the local newspaper to run an article of the proposed Draft Plan and include links to the Pennyrite ADD website where staff will have a PDF file of the Draft Plan that could be reviewed, as well as a link to an on-line survey. In Appendix A, the survey questions and the public responses to these questions will be listed in the Final Draft of the Plan to document the public input.

NOTE: This opportunity is supported by Cooperative Agreement number NU58DP006497, funded by the Centers for Disease Control and Prevention. Funding is awarded to the Kentucky Department for Public Health to implement the project “Kentucky State Physical Activity & Nutrition Program.

APPENDIX A

Community Survey

(Will be Provided in Final Draft)