

Chapter 5B

Project Recommendations



5.B Physical Improvements for Bicycle and Pedestrian Travel

The following physical improvements are considered necessary to make our region more bicycle and pedestrian-friendly and achieve the goals and objectives outlined in Chapter 2.

5.B.1 Complete Streets

Bicyclists and pedestrians should be appropriately accommodated on all public streets. Corridors that lack bike facilities and sidewalks should be retrofitted. Intersections along urban roadways should be bicycle and pedestrian-friendly. Action should also be taken to minimize the “barrier effect” that major roadways create for bicyclists and pedestrians trying to reach destinations across these corridors and to provide mid-block crossings where appropriate.

The type of accommodation for bicycling and walking may be different for each roadway depending on the context (urban, rural, residential, commercial) and classification of the street (local, collector or arterial). Roadway classification defines the level of access and mobility that a facility is intended to provide and dictates roadway design, traffic volume, vehicle speeds and street geometrics.

5.B.2 Local Streets and Minor Collectors

Most local and minor collector streets are residential streets that safely accommodate bicyclists and pedestrians. The sidewalk inventory did reveal that some of these streets have missing sidewalk segments. Although local and minor collector street improvements were not prioritized for the purposes of this plan, local governments should establish programs to retrofit these streets with pedestrian facilities. Priority should be given to roadways that provide access to transit, schools, parks and other key destinations.

Bike lanes should not be installed on local and minor collector streets in residential areas. Bike route signage may be provided along these streets to provide continuity to other bike facilities.

Local and minor collector streets should be designed to encourage traffic speeds and volumes that are compatible with pedestrian activity and to discourage future requests for traffic calming measures. In residential areas, speeds should not exceed 20 to 25 mph and traffic volumes should not exceed 1,500 vehicles per day.

5.B.3 Major Collector and Arterial Streets

Major collector and arterial streets provide a greater degree of mobility and connect the majority of destinations throughout the community and region. Transit routes are typically located along these corridors. Bicyclists and pedestrians desire safe and convenient access along these corridors, just as drivers do. Higher degrees of bicycle and pedestrian accommodation are generally needed for the safety and comfort of bicyclists and pedestrians traveling on these major roadways (such as designated facilities, greater separation from traffic, etc.) Arterials and major collectors are the focus of the improvement plans described in the following sections.

5.B.4 Complete Streets Plans

The Complete Streets Plans for Fayette and Jessamine Counties are depicted in figures 18 and 19. They show the arterials and major collector streets in each county that will need to accommodate bicyclists and pedestrians in order to provide the greatest level of access for these modes throughout the region. A limited number of minor collector and local streets are shown for connectivity purposes. Figures 20 and 21 indicate which of these roadways are currently providing adequate or inadequate bicycle and pedestrian access. Streets are considered ‘adequate’ if there is a sidewalk present and if the bicycle level of service is equal to an A, B or C. ‘Adequate’ streets are not included in the Improvement Plan outlined below; however, those streets with a bicycle level of service of B or C should be reviewed for minor improvements that can increase safety and the bike-ability of that roadway (such as bicycle-friendly drainage grates, signage and striping).

5.B.5 Complete Streets Improvement Plans

The Complete Streets Improvement Plans for Fayette and Jessamine Counties are shown in figures 22 and 23. The road segments identified in the Improvement Plans are major roadways rated as ‘inadequate’ for bicycle and pedestrian travel. These segments generally lack sidewalks and/or have a bicycle level of service of D, E or F.



Figure 18. Complete Streets Plan for Fayette County (Arterials and Major Collectors)



Legend

-  Complete Streets Plan
-  Other Roads
-  Urban Service Area
-  Proposed Road

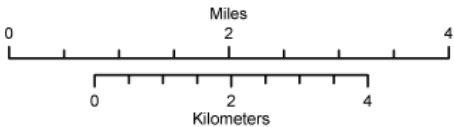
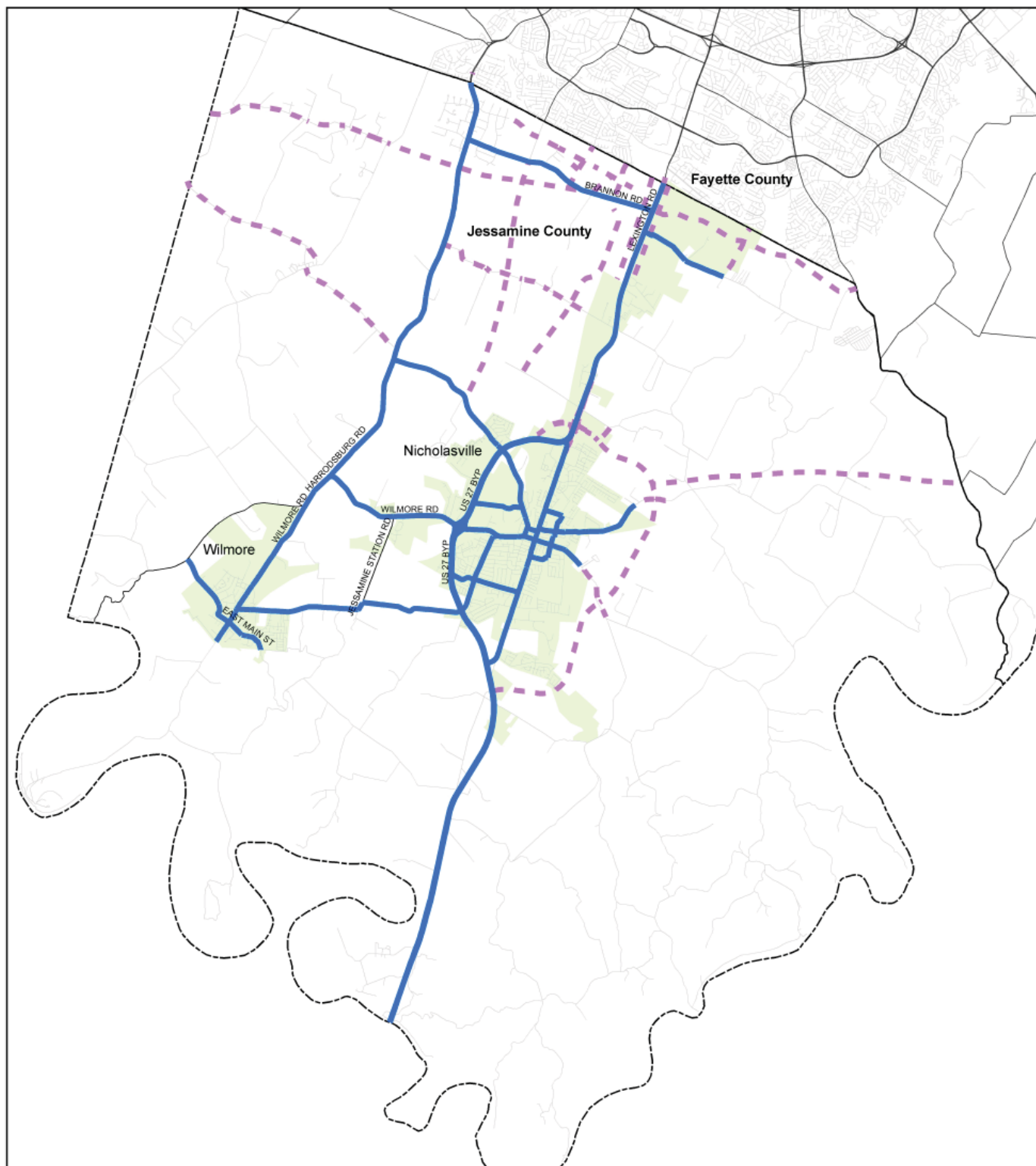






Figure 19. Complete Streets Plan for Jessamine County (Arterials and Major Collectors)



Legend

-  Complete Streets Plan
-  Proposed Street
-  Urbanized Area
-  Other Road

Source: KYTC, KYGEONET, NTAD (2005), BGADD (2006) and PB Analysis (2006)

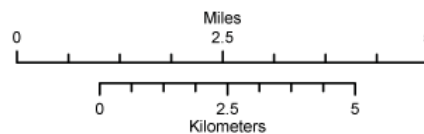
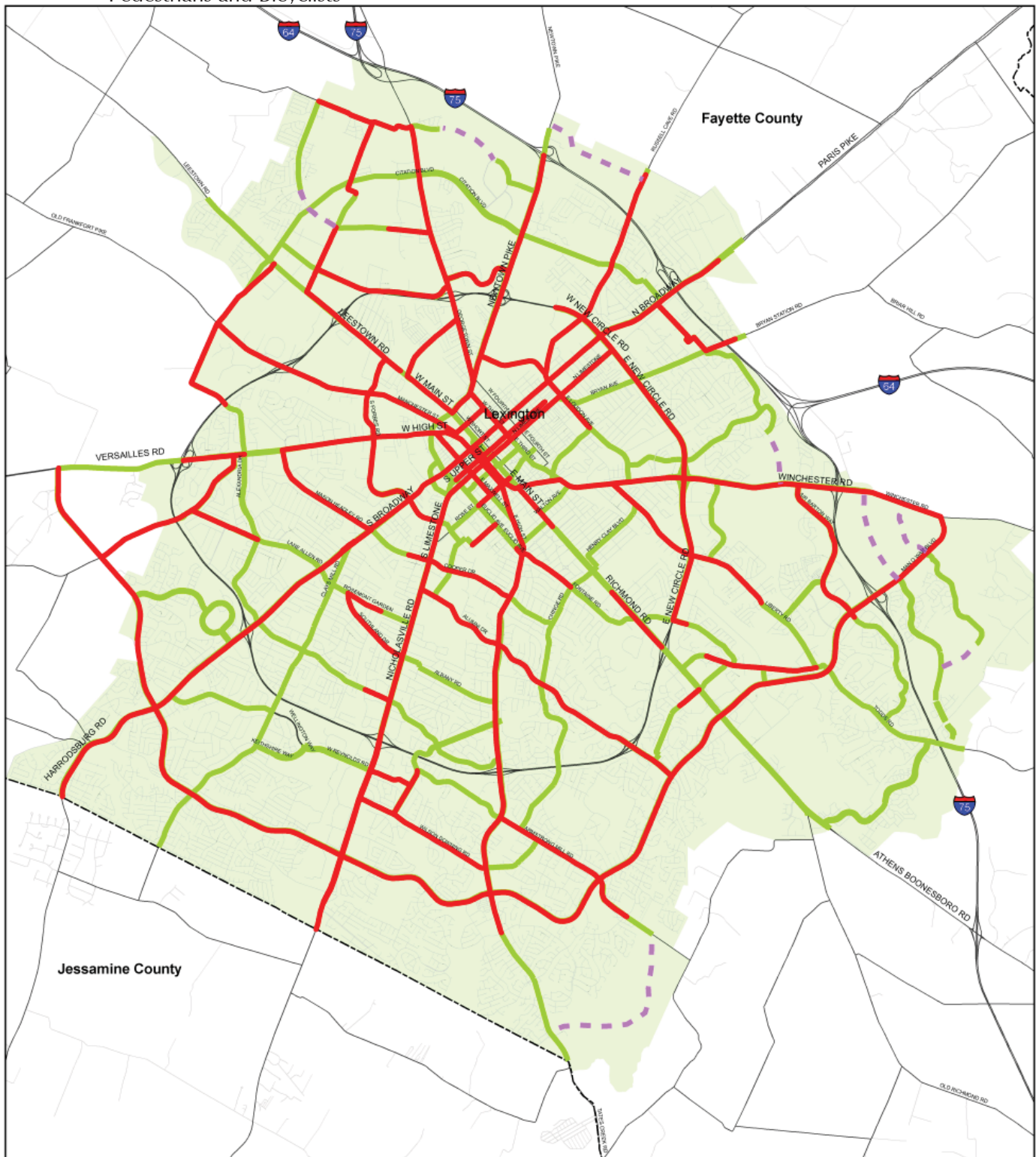


Figure 20. Arterials and Major Collectors in Fayette County with Adequate and Inadequate Accommodation for Pedestrians and Bicyclists



Legend

- Adequate Facility
- Inadequate Facility
- Proposed Road
- Urban Service Area
- Arterial/Collector Road
- Other Roads

Source: KYTC, KYGEONET, NTAD (2005), LFUCG (2006) and PB Analysis (2006)

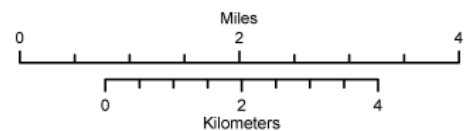
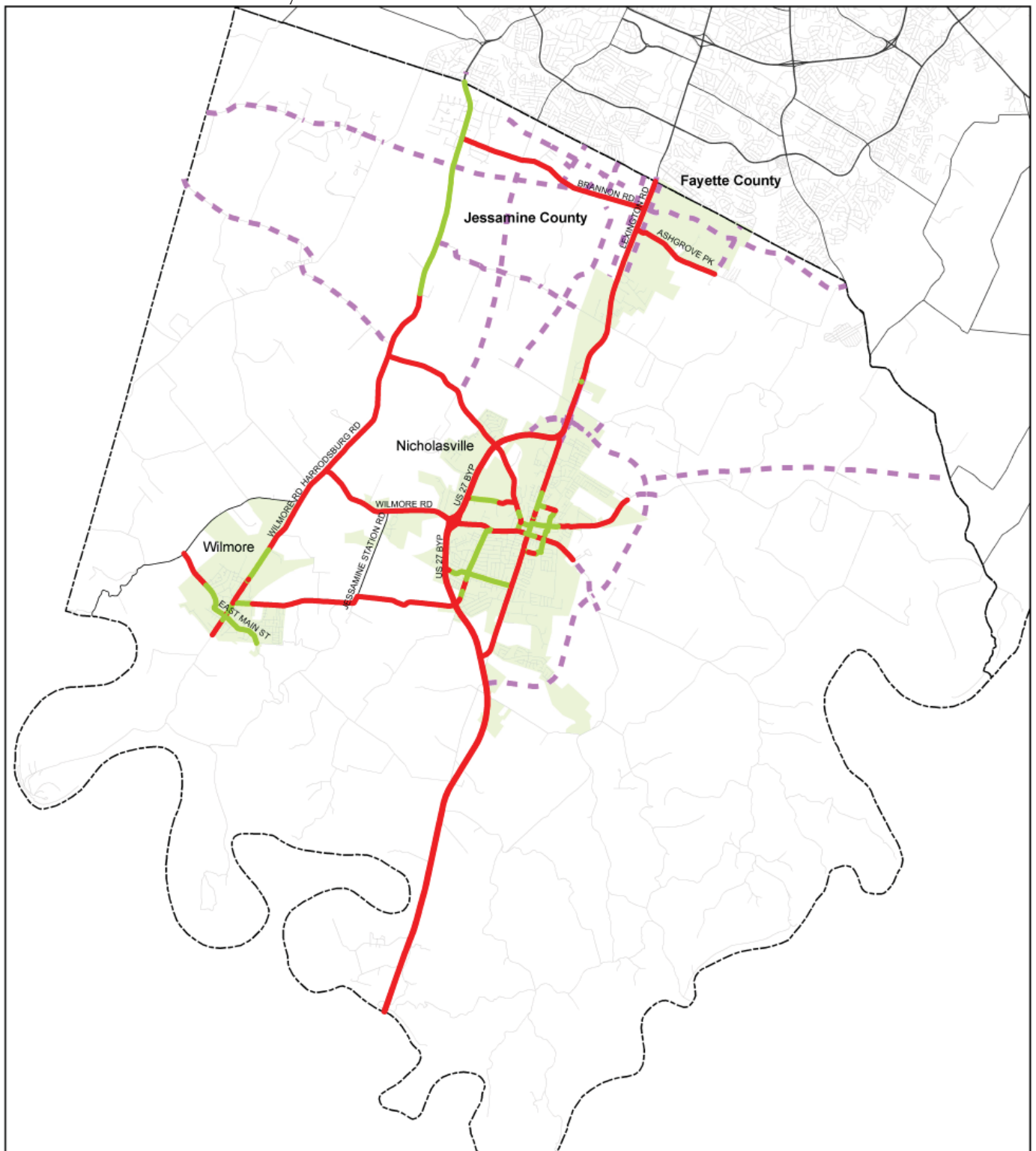


Figure 21. Arterials and Major Collectors in Jessamine County with Adequate and Inadequate Accommodation for Pedestrians and Bicyclists



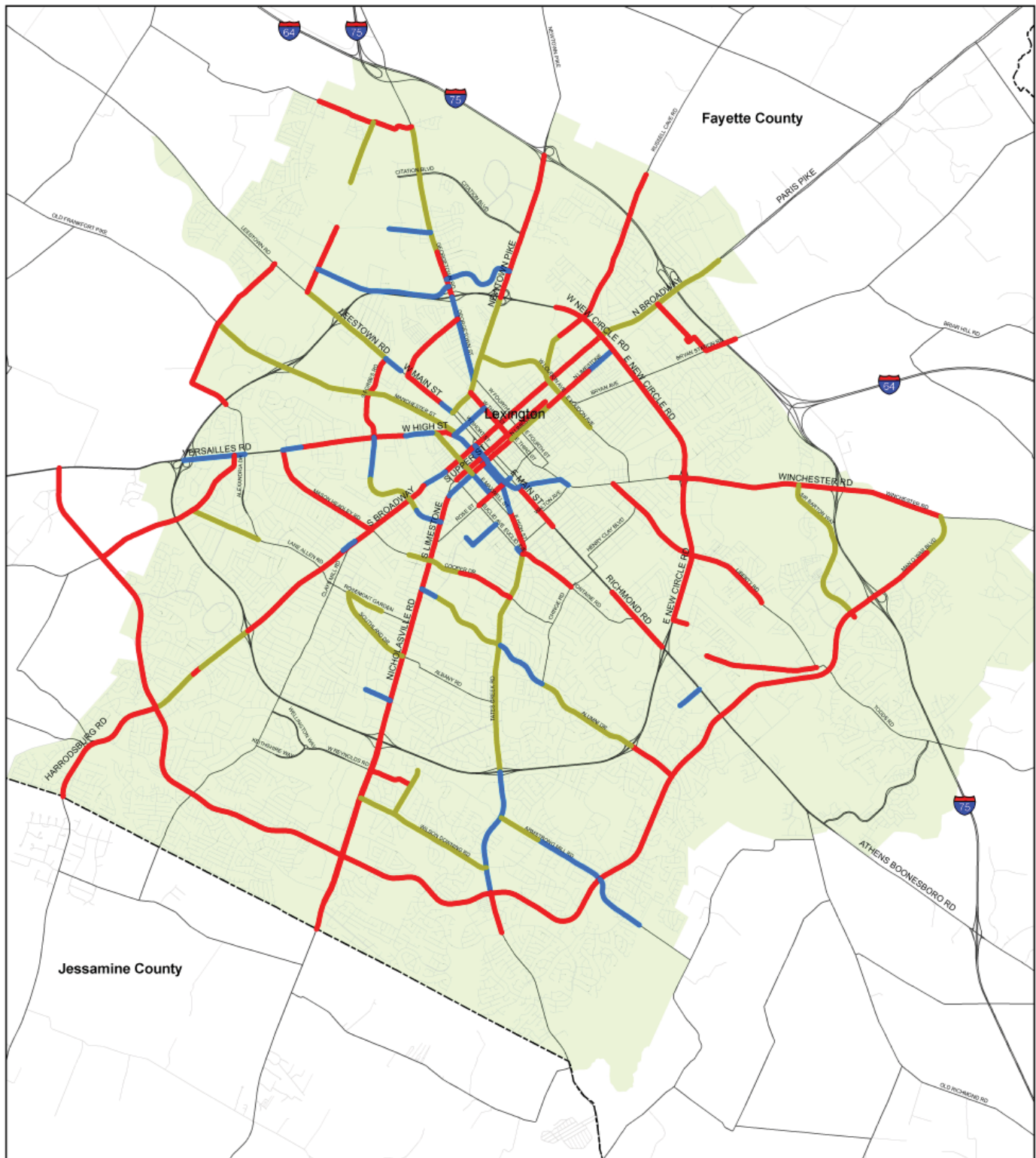
Legend

- Adequate Facility
- Inadequate Facility
- Proposed Street
- Urbanized Area
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005), BGADD (2006) and PB Analysis (2006)



Figure 22. Complete Streets Improvement Plan for Fayette County



Legend

- Feasible Project (1-5 yrs)
- Moderately Constrained Project (1-10 yrs)
- Constrained Project (10+ yrs)
- Urban Service Area
- Arterial/Collector Road
- Other Roads

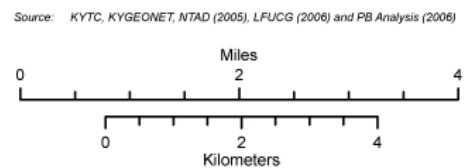
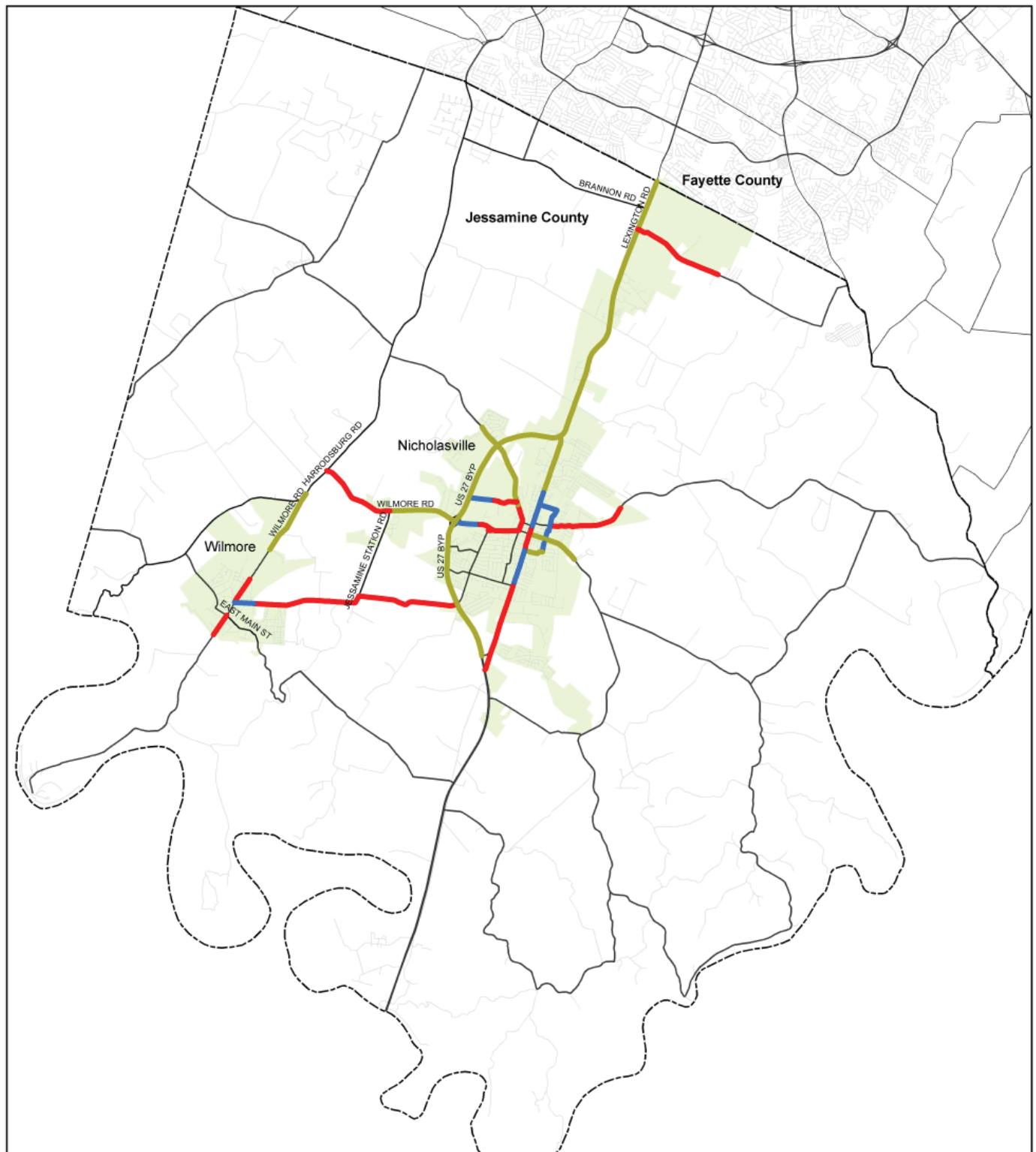


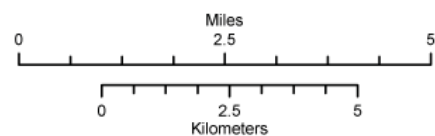
Figure 23. Complete Streets Improvement Plan for Jessamine County



Legend

- Feasible Project (1-5 yrs)
- Moderately Constrained Project (1-10 yrs)
- Constrained Project (10+ yrs)
- Urbanized Area
- Arterial/Collector Road
- Other Road

Source: KYTC, KYGEONET, NTAD (2005), BGADD (2006) and PB Analysis (2006)



5.B.6 Project Feasibility

Projects shown in the Improvement Plan are classified by feasibility. Feasibility was determined by field review and was based on factors such as existing pavement widths; right-of-way widths; property acquisition needs; the location of utilities, trees or other barriers; drainage and slope; on-street parking demand and other factors. Obvious barriers to project implementation were noted during the field reviews, however, more detailed engineering studies will be required for projects identified in this plan.

‘Feasible’ projects have few constraints and are recommended for short-term completion (one to five years). ‘Moderately constrained’ projects are more challenging and are recommended for completion on a mid-term basis (one to ten years). ‘Constrained’ projects are recommended for completion on a long-term basis (10+ years). A complete list of all feasible, moderately constrained and constrained projects is located at the end of this chapter in tables 8, 9 and 10. Major transportation improvement projects identified in the 2030 Long Range Transportation Plan provide ideal opportunities to implement ‘constrained’ bicycle and pedestrian projects. The 2030 Transportation Plan roadway improvement projects should be evaluated and prioritized in relation to bicycle and pedestrian needs and priorities.

5.B.7 Project Prioritization

The priority of projects presented in the Complete Streets Improvement Plans for Fayette and Jessamine County (and the Trail Plans on the following pages) were evaluated based upon the criteria listed below.

- **Access & Planned Projects** – Projects were ranked higher if the property is already owned by a government agency. Projects associated with planned capital improvements or transportation projects in the 2030 Long Range Transportation Plan also ranked higher.
- **Safety** – Projects ranked higher if known safety issues exist. This included high traffic volumes, dangerous intersections, poor bicycle level of service, high crash frequency or the absence of sidewalks.
- **Connectivity** – Projects ranked higher if they will extend the length of an existing or funded facility. Higher scores were assigned to projects that will link to (rather than extend) adjacent facilities. Projects also scored higher if they are part

of an existing bike/pedestrian plan including the Greenway Master Plan and University of Kentucky Bicycle Plan. Higher scores were assigned to projects that provide connectivity to transit routes.

- **Destinations** – Projects ranked higher if shopping, schools, parks, employment centers, tourist attractions or civic destinations exist along the route. Projects also received higher scores, but to a lesser degree, for destinations nearby (within ¼ to 1 mile).

These criteria and a point value for each are shown on the Project Scoring Sheet found on the following page. A Project Scoring Sheet was completed for each project to assign a numerical value to the projects. Numerical scores were arranged from high to low and grouped into three categories (high, medium and low priority). Generally, projects should be implemented according to priority unless other opportunities for completion come about (such as a roadway resurfacing project, an adjacent private or public improvement, unforeseen funding sources, etc.)

5.B.8 Project Implementation

It is recommended that all ‘feasible’ projects be implemented within a five-year time frame. The general priority of projects, as shown in the project table, should be followed, except in cases where there are opportunities to combine bike/pedestrian improvements with other capital improvement projects (such as bike lane installation and crosswalk/curb ramp improvements completed in conjunction with resurfacing projects).

Many of the ‘moderately constrained’ and ‘constrained’ projects will require additional study to further establish feasibility, design alternatives and project costs. High priority projects in each of these categories represent those that will have the greatest impact on safety and connectivity. Design and cost studies should be conducted in the near-term for the high priority projects that are constrained, but integral to achieving a cohesive network of facilities.

5.B.9 Greenway Trail Plans

Greenway trails provide enjoyable opportunities for bicycling and walking away from traffic and can create important connections between on-road facilities. Greenway trails for Fayette and Jessamine County are shown in figures 24 and 25. These plans were developed from the Fayette County Greenway Master Plan and Jessamine County Concept Greenway/Trail Plan. Proposed trails follow each





To:

Type:

(Ped, Bike, Bike/Ped, Trail)

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Figure 24. Greenway Trails Plan for Fayette County

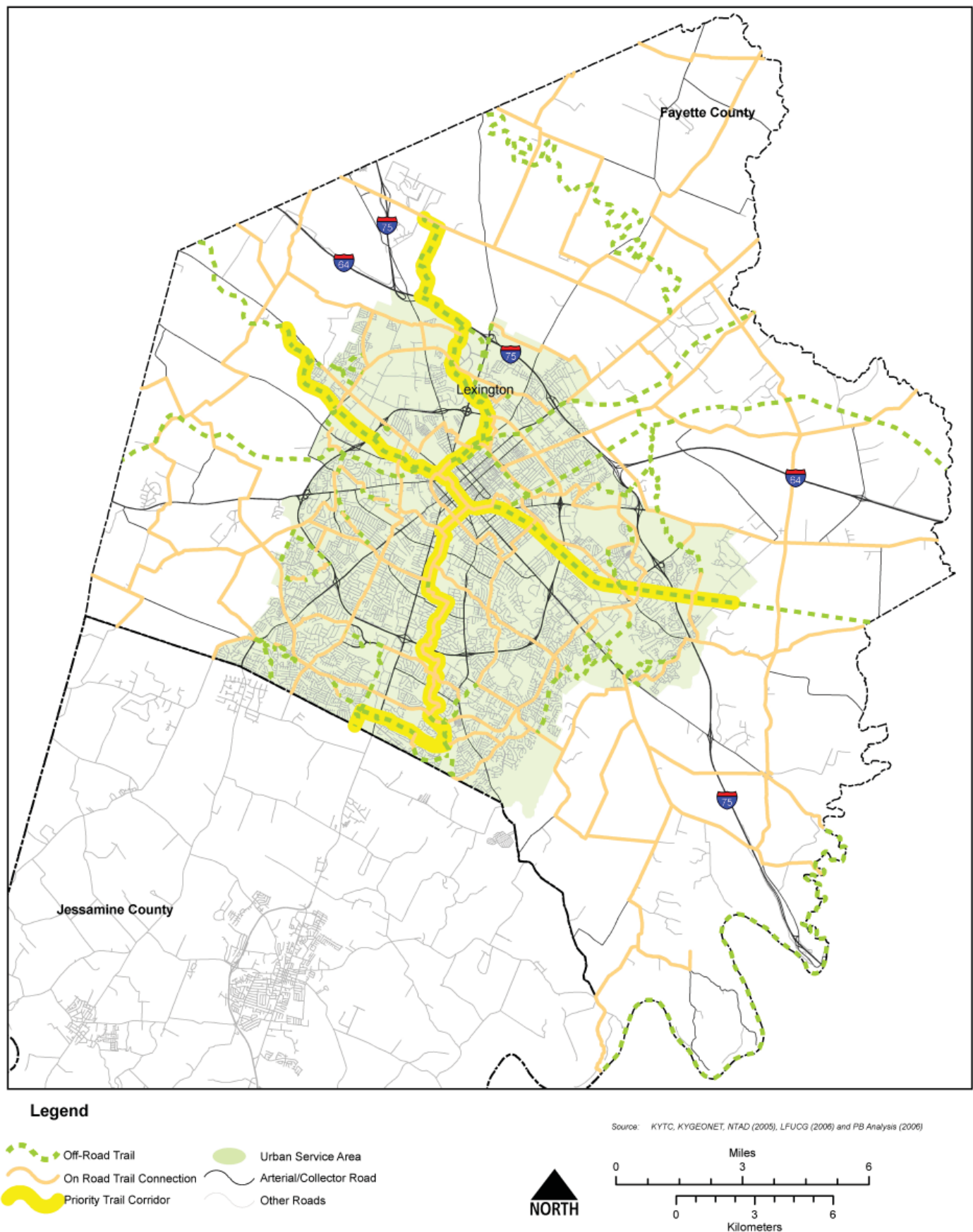
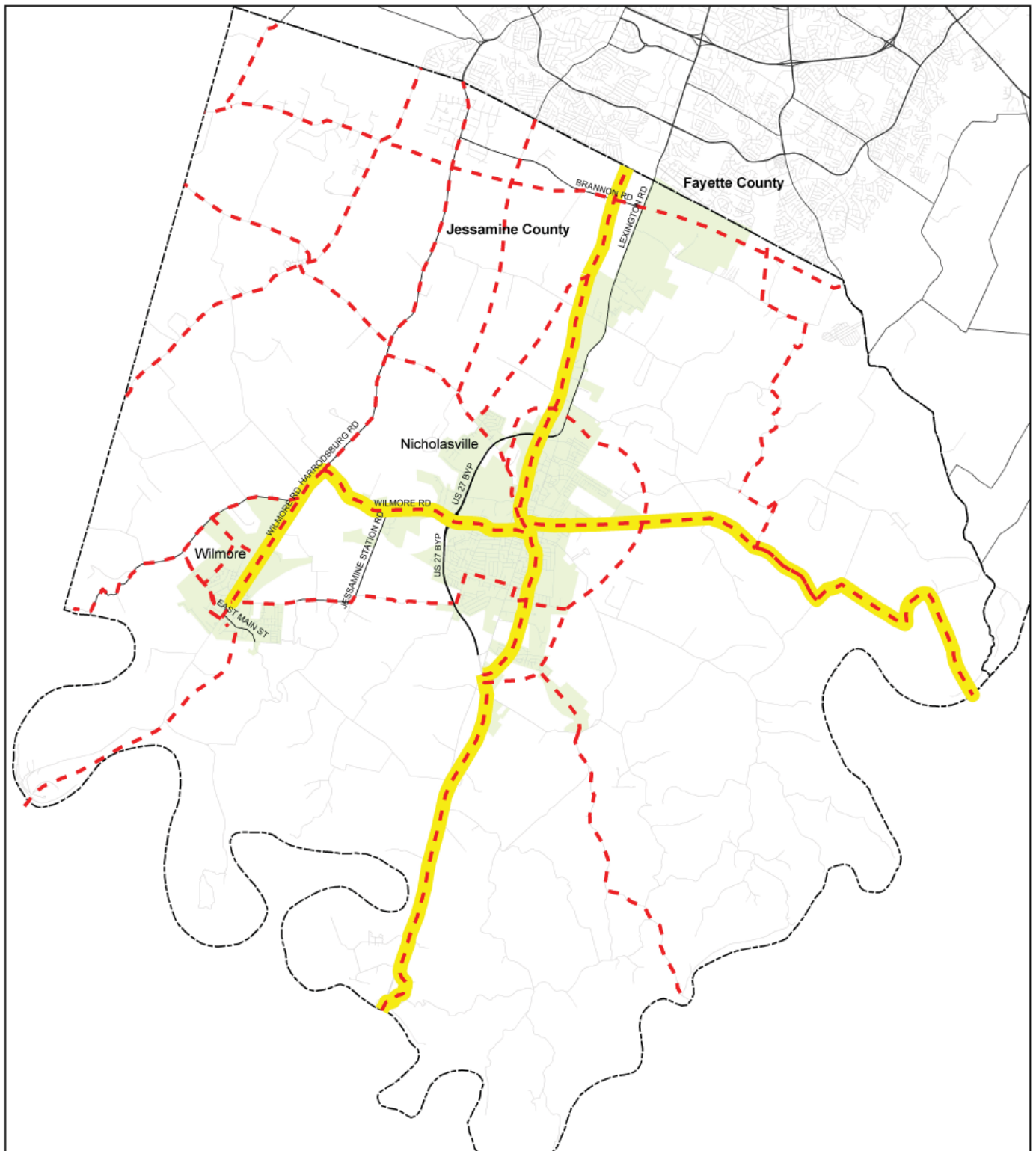


Figure 25. Greenway Trails Plan for Jessamine County



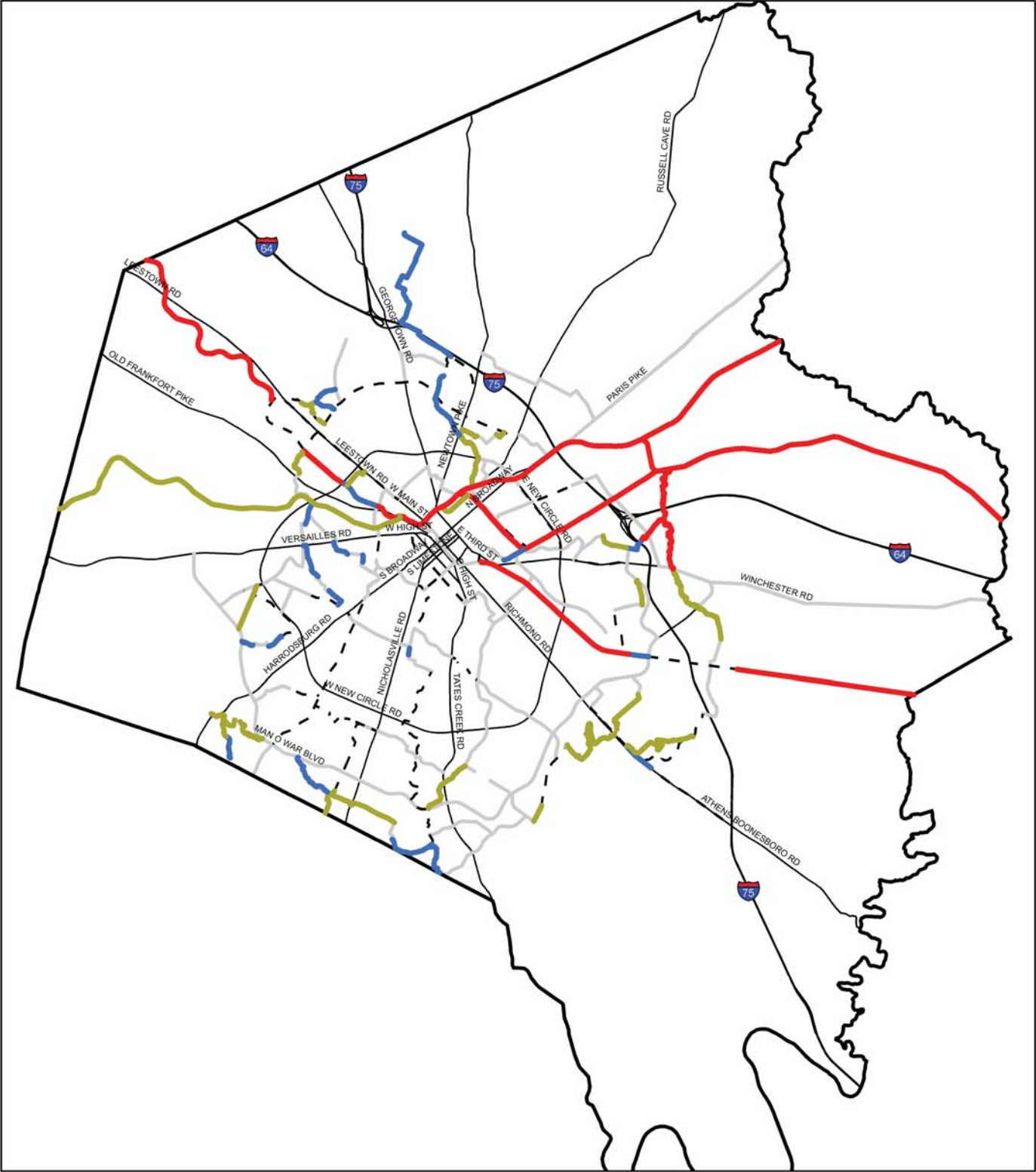
Legend

- On-Road / Off-Road Trail
- Priority Trail Corridor
- Urbanized Area
- Arterial/Collector Road
- Other Road



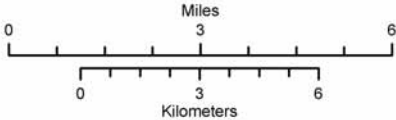
Source: Jessamine County Parks and Recreation, KYTC, KYGEONET, NTAD (2005), BGADD (2006) and PB Analysis (2006)

Figure 26. Feasibility of Trail Projects for Fayette County



Legend

- Feasible
- Moderately Constrained
- Constrained
- Existing/Funded Trail
- Major Road
- On Road Connection



Source: KYTC, KYGEONET, NTAD (2005), LFUCG (2006) and PB Analysis (2006)

master or concept plan to the greatest degree possible, except where alternative routes have been recommended for those segments determined during this planning process to be extremely constrained.

5.B.10 Trail Feasibility

The feasibility of trail segments in Fayette County, presented in figure 26, were examined by field review and determined using similar criteria listed for roadway projects. The feasibility of Jessamine County trail segments was not established during this planning process. The Jessamine County network is considered conceptual at this time and will require further development and investigation at the local level to determine feasible trail alignments.

5.B.11 Trail Prioritization

Priority corridors, shown in yellow, were identified during this planning process. Priority corridors were recommended for implementation based upon public input and the cross-county and regional opportunities they present for bicycle and pedestrian travel. The corridors create north-south and east-west connections in Fayette and Jessamine County. The corridors contain trail segments that are both relatively feasible and segments that are considered more constrained.

Fayette County trail segments were prioritized based upon similar criteria as listed above for roadway projects. Trail segment priorities are shown in tables 8, 9 and 10 with roadway projects. A similar prioritization process should be completed for Jessamine County trail projects once specific trail alignments are established.

5.B.12 Trail Implementation

Greenway trail projects typically re-establish abandoned right-of-ways or establish new public right-of-ways along stream or utility corridors. Like roadway projects, most trails require an engineering design phase and right-of-way acquisition. Few projects are prepared to move directly to construction.

Trail projects determined to be 'feasible' and considered ready for final design and construction should be funded and built within a five-year time frame. Project priorities established in tables 8, 9 and 10 should be followed. Studies to determine feasibility, trail alignment, land acquisition needs, design and project costs should be completed on priority trail segments within the 'moderately constrained'

and 'constrained' project categories. Performing necessary design work will identify project needs and make them stronger candidates for competitive grant funding often utilized for off-road trail construction.

5.B.13 Tertiary Greenway Trails and Recreational Walking Paths

Walking paths and tertiary (i.e. neighborhood-level) greenway trails also contribute to creating a more walkable and bicycle-friendly community. While this Bicycle and Pedestrian Master Plan primarily addresses commuter and cross-county greenway trails, the benefit of neighborhood trails and recreational walking paths should not be overlooked. These trails contribute to the transportation network by providing neighborhood connectivity to parks, schools, shopping centers and the county-wide bike network. They also create opportunities for people to recreate and engage in physical activity close to where they live. Any opportunities to construct trails in parks, near schools and in newly developing neighborhoods, should be explored by local governments within the MPO region. These projects should be planned, prioritized and funded based on similar criteria outlined for trail projects in this plan.

5.B.14 Regional Rural Bike Routes

The Bluegrass Region is lauded as one of the most scenic and beautiful places in the country for bicycling and there are many opportunities to promote and market the region as a destination for bicycle tourism. The scenic terrain, view sheds, rolling hills, horse farms and small towns (such as Wilmore, Midway and Georgetown) are attractive to day-long and weekend bicycle tourists alike.

Currently, most bicycling takes place on low-volume rural roads throughout the region. Bicyclists typically ride 25 to 100 miles during one-day or two-day trips. The routes that are currently utilized by local bicyclists were identified during this planning process. Rural bike routes in Fayette and Jessamine Counties are shown in figure 27.

A regional effort to identify and officially designate a system of rural bike routes and tours (similar to driving tours) should undertaken. Joint marketing efforts should also be developed to promote the region to bicyclists across Kentucky, in adjacent states and at the national level. It is anticipated that designating and promoting these routes would be relatively low-cost and could contribute significantly to local economies through tourism dollars generated by bicyclists staying at local hotels and bed and breakfasts, visiting eateries and shops, and seeking entertainment in local towns and cities.



Figure 27. Regional Rural Bike Routes

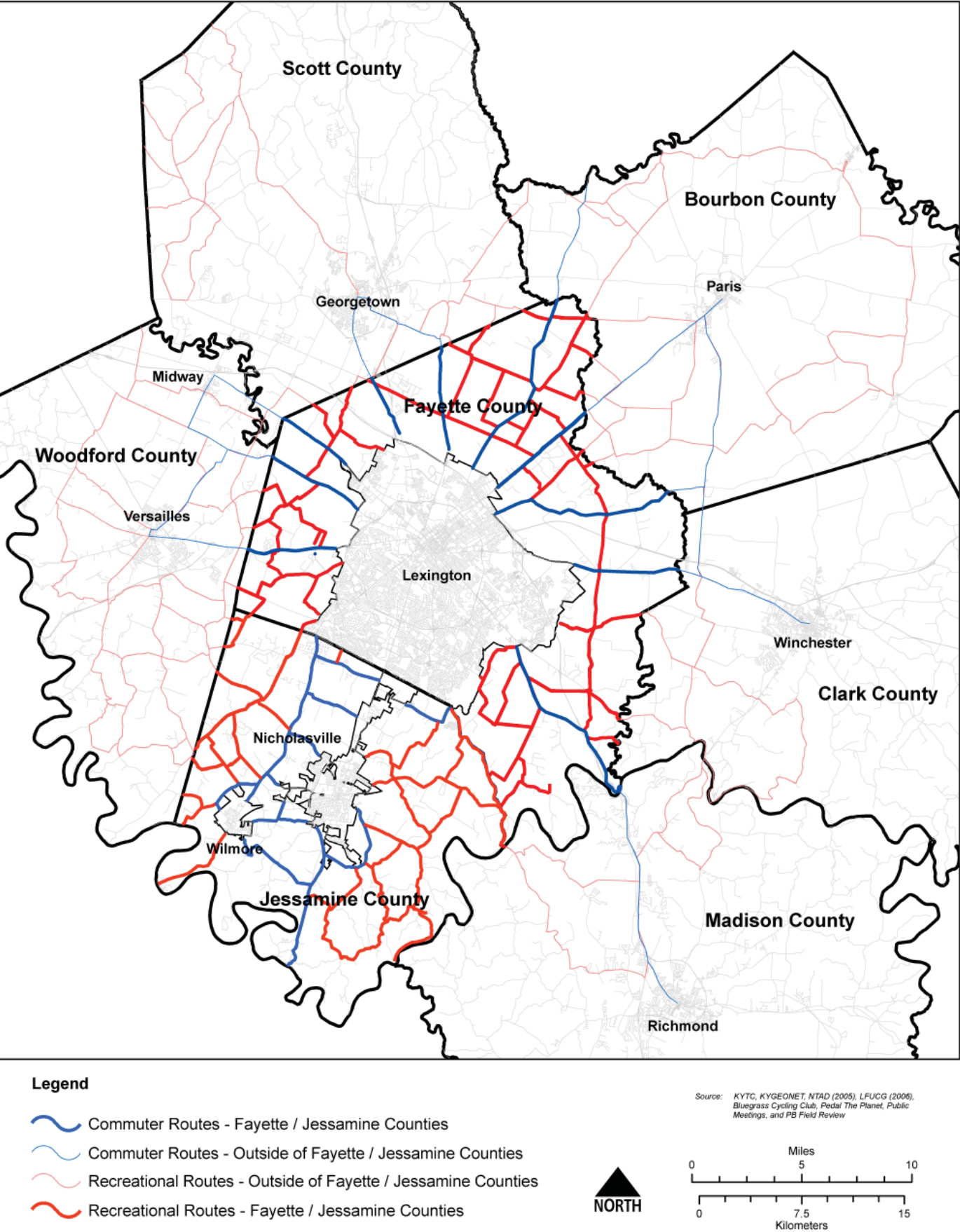


Table 8. Feasible Projects - High Priority and Medium Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
HIGH PRIORITY				
	S Limestone	Scott Street	Maxwell Street	Bike/Ped
	Vine Street	S Broadway	Main Street	Bike
	Rose Street	Vine Street	Main Street	Bike
	Alumni Drive	University Drive	Nicholasville	Ped
	Veterans Trail	University Drive	Bellefonte Drive	Trail
	Tates Creek Road	New Circle Road	Man O War Blvd.	Bike/Ped
	High Street	Woodland Avenue	Jefferson Street	Bike/Ped
	Cane Run Trail	Iron Works PB	Newtown Pike	Trail
	Midland Avenue	Main Street	Third Street	Bike
	Virginia Avenue	Export Street	S Limestone	Bike
	Wolf Run Trail	Lane Allen Road	Cardinal W Primary	Trail
	E Maxwell Street	Limestone	Rose Street	Bike/Ped
	Jefferson Street	W Main Street	Third Street	Bike
	Georgetown Road	Newtown Pike	New Circle Road	Bike/Ped
	Woodland/Hilltop Avenue	University Drive	Euclid Avenue	Bike
	Phoenix Trail	Seventh Street	Midland Avenue	Trail
	Picadome Trail	Lafayette Primary	Cardinal W Primary	Trail
MEDIUM PRIORITY				
	Euclid Avenue	S Ashland Avenue	High Street	Bike
	Jefferson Street	W High Street	W Main Street	Bike
	S Elkhorn Trail	Man O War Blvd.	Lafayette Trail	Trail
	Alumni Drive	Chinoe Road	Tates Creek Road	Ped
	Red Mile Road	Versailles Road	Horseman's Lane	Ped
	Veterans Trail	Veterans Park		Trail
	Big Sandy Trail	Man O War Blvd.	Liberty Road	Trail
	Cane Run Trail	Existing Trail in Park	Newtown Pike	Trail
	Beaumont Trail	Existing	Man O War Blvd.	Trail
	N Limestone	Withers Avenue	New Circle Road	Bike/Ped
	Mercer Road	Georgetown Road	Greendale Road	Bike
	Armstrong Mill Road	Man O War Blvd.	Appian Way	Bike/Ped
	S Broadway	Bolivar Street	Angliana Avenue	Bike
	Lakeside Trail	Lakeside Richmond Road	Chilesburg Road	Trail
	Winchester Road	Third Street	Walton Avenue	Bike
	Leestown Road	Buchanan Street	Newtown Pike	Bike

Table 8. Feasible Projects - Low Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
LOW PRIORITY				
	Versailles Road	Alexandria Drive	New Circle Road	Bike
	Eastland Trail	Executive Drive	I-75	Trail
	Harrodsburg Road	Della Drive	Shaker S RD	Ped
	Town Branch Trail	New Circle Road	Forbes Road	Trail
	Leestown Road	Forbes Road	Thompson Road	Bike
	Mt Tabor Road	Patchen Drive	Richmond Road	Bike/Ped
	Versailles Road	Angliana Avenue	Pine Street	Bike
	Armstrong Mill Road	Man O War Blvd.	Kenesaw Drive	Bike
	Cardinal Waverly Trail	Valley Park	Valley Park	Trail
	Nandino Blvd.	Georgetown Road	Newtown Pike	Bike
	S Elkhorn Trail	Brookridge Drive	Veterans Park	Trail
	Masterson Hills Trail	Sandersville Road	Masterson Primary	Trail
	Sandersville Road	Norfolk-Southern RR	Georgetown Road	Bike/Ped
	Versailles Road	Mason Headley Rd	Oxford Circle	Bike
	Dogwood Park Trail	Dogwood Park		Trail
	Pasadena Drive	Nicholasville Road	Regency Road	Bike



Table 9. Moderately Constrained Projects - High Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
HIGH PRIORITY				
	Alumni Drive	Tates Creek Road	University Drive	Bike
	Cooper Drive	Nicholasville Road	PBS Drive	Bike/Ped
	Tates Creek Road	Montclair Drive	New Circle Road	Bike/Ped
	Newtown Pike	Main Street	Loudon Avenue	Bike/Ped
	Virginia Avenue/Red Mile Road	Horsemans Lane	Export Street	Bike/Ped
	Wilson Downing Rd.	Tates Creek Road	Nicholasville Road	Bike/Ped
	E Loudon Avenue	Shropshire Avenue	N Broadway	Bike/Ped
	Tates Creek Road	Fontaine Road	Montclair Drive	Bike
	West Hickman Trail	Veterans Park	Armstrong Mill Road	Trail
	N Limestone	Third Street	Seventh Street	Bike
	Newtown Pike	Loudon Avenue	New Circle Road	Bike/Ped
	Liberty Park Trail	Existing	Sir Barton Way	Trail
	Waller Avenue	S Limestone	Crescent Avenue	Bike
	W Loudon Avenue	N Broadway	Newtown Pike	Bike/Ped
	Manchester/McConnell Trail	Town Branch Trail	New Circle Road	Trail
	Cardinal Waverly Trail	Cardinal Run Park	Man O War Blvd.	Trail
	Armstrong Mill Road	Appian Way	Tates Creek Road	Bike/Ped
	Leestown Road	Greendale Road	Forbes Road	Ped



Table 9. Moderately Constrained Projects - Medium Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
MEDIUM PRIORITY				
	Mapleleaf Trail	Richmond Road	Man O War Blvd.	Trail
	Sir Barton Way	Winchester Road	Man O War Blvd.	Bike
	Coolivan Park Trail	Castlewood Primary	Constitution Primary	Trail
	W Maxwell Street	Versailles (High St.)	Limestone	Bike/Ped
	Southland Drive	Nicholasville Road	Rosemont Garden	Bike/Ped
	Citation Trail	Alexandria Drive	Manchester Tr.	Trail
	N Broadway	New Circle Road	Kingston Road	Bike/Ped
	Masterson Station Trail	Masterson Station	Citation Blvd.	Trail
	Lane Allen Road	Alexandria Drive	Parkers Mill Road	Bike/Ped
	Manchester Street	Driscoll Street	Forbes Road	Bike/Ped
	Harrodsburg Road	Man O War Blvd.	Cave Hill Lane	Bike/Ped
	Georgetown Road	Oakwood Drive	Spurr Road	Ped
	Harrodsburg Road	Ft. Harrods Drive	New Circle Road	Ped
	Manchester Street	Jefferson Street	Driscoll Street	Bike
	Russell Cave Road	Loudon Avenue	Park Place	Bike/Ped
	Cane Run Trail	Coldstream Park	Constitution Trail	Trail
	Rosemont Garden	Southland Drive	Edison Drive	Bike/Ped
	Squires Trail	Summerhill Drive	Armstrong Mill Road	Trail



Table 9. Moderately Constrained Projects - Low Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
LOW PRIORITY				
	S Elkhorn Road	Man O War Blvd.	Old Harrodsburg Road	Trail
	Easthills	Squires existing	Lakeside Primary	Trail
	Citation Village	Citation Blvd.	Masterson Primary	Trail
	Alumni Dr.	New Circle	Chinoe Road	Bike/Ped
	Lakeside	Jacobson Park	Hays Blvd.	Trail
	Eastland Drive	Executive Dr.	Eastland Parkway	Trail
	Lansdowne Drive	Redding Rd.	E Reynolds Road	Bike
	Green Acres Park	Newtown Pike	Dawson Springs	Trail
	Sharkey Way	Treatment plant	Town Branch Trail	Trail
	Manchester/ McConnell	New Circle Road	County line	Trail
	S Elkhorn Road	Nicholasville Rd.	Brookridge Dr.	Trail
	S Elkhorn Road	Lafayette Trail	Nicholasville Rd.	Trail
	Old Frankfort Pike	Forbes Road	Alexandria Dr.	Bike/Ped
	Lafayette	S Elkhorn Trail	County line	Trail
	N Elkhorn Road	Hayes Blvd.	Winchester Road	Trail
	Greendale Road	Citation Blvd. Extension	Spurr Road	Bike
	Man O War Blvd.	Winchester Rd.	Blackford Pkwy	Bike/Ped
	Dogwood Park	S Elkhorn Rd.	Dogwood Park	Trail



Table 10. Constrained Projects - High Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
HIGH PRIORITY				
	Rose Street	Euclid Avenue	Vine Street	Bike/Ped
	N Broadway	Main Street	Northland Drive	Bike/Ped
	Constitution Trail	Phoenix Trail	Paris Pike Trail	Trail
	S Limestone	Alumni Drive	Scott Street	Bike/Ped
	Big Sandy Trail	Liberty Road	Phoenix Trail	Trail
	Man O War Blvd.	Sir Barton Way	Armstrong Mill Road	Bike
	Town Branch Trail	Forbes Road	Rupp Arena	Trail
	Harrodsburg Road	New Circle Road	Lane Allen Road	Bike/Ped
	Harrodsburg Road	Lane Allen Road	Mason Headley Road	Bike/Ped
	Forbes Road	Leestown Road	Versailles Road	Bike/Ped
	S Upper Street	Main Street	Winslow Street	Bike
	N Limestone	Seventh Street	Withers Ave.	Bike/Ped
	W Third Street	Newtown Pike	N Limestone	Bike/Ped
	N Limestone	Main Street	Third Street	Bike
	S Broadway	Main Street	Bolivar Street	Bike
	Newtown Pike	New Circle Road	I-75	Bike/Ped
	E/W New Circle Road	Winchester Road	Old Paris Road	Ped
	Nicholasville Road	New Circle Road	Man O' War Blvd.	Bike/Ped
	Liberty Road	New Circle Road	Winchester Road	Bike/Ped
	Man O War Blvd.	Armstrong Mill Road	Nicholasville Road	Bike
	Phoenix Trail	Seventh Street	Briar Hill Trail	Trail
	S Limestone	Maxwell Street	Main Street	Bike
	Man O War Blvd.	Nicholasville Road	Harrodsburg Road	Bike
	Castlewood Trail	Phoenix Trail	Constitution Trail	Trail
	N Upper Street	Main Street	Third Street	Bike
	Cooper Drive	PBS Drive	Tates Creek Road	Bike



Table 10. Constrained Projects - Medium Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
MEDIUM PRIORITY				
	Russell Cave Road	Park Pl.	Winburn Drive	Bike/Ped
	S Broadway	Angliana Avenue	Mason Headley Road	Bike/Ped
	E Main Street	Hanover Avenue	Vine Street	Bike
	Versailles Road	Oxford Circle	Forbes Road/Red Mile Road	Bike/Ped
	E New Circle Road	Woodhill Drive	Winchester Road	Ped
	N Broadway	Northland Drive	New Circle Road	Bike/Ped
	Nicholasville	Southland Drive	New Circle Road	Bike/Ped
	Man O War Blvd.	Harrodsburg Road	Versailles Road	Bike
	Nicholasville Road	Alumni Drive	Southland Drive	Bike/Ped
	W New Circle Road	Old Paris Road	Boardwalk	Bike/Ped
	Todds Road	Liberty Road	Catera Trace	Bike/Ped
	E High Street	Euclid Avenue	Woodland Avenue	Bike/Ped
	Richmond Road	New Circle Road	Shriners Lane	Ped
	Liberty Road	Grafton Mill Lane	New Circle Road	Bike/Ped
	Parkers Mill Road	Lane Allen Road	Man O War Blvd.	Bike/Ped
	Mason Headley Road	Versailles Road	Harrodsburg Road	Bike/Ped
	Price Road	Leestown Road	Georgetown Road	Bike/Ped
	Briar Hill Trail	Constitution PT	County line	Trail
	High Street	Jefferson Street	Pine Street	Bike
	Fontaine Road	High Street	Chinoe Road	Bike
	Harrodsburg Road	County Line	Man O War Blvd.	Ped
	Parkers Mill Road	Versailles Road	Lane Allen Road	Bike/Ped
	N Upper Street	Third Street	Seventh Street	Bike
	Alexandria Drive	Citation Blvd Extension	Viley Road	Bike/Ped



Table 10. Constrained Projects - Low Priority

	STREET/TRAIL	FROM	TO	FACILITY TYPE
LOW PRIORITY				
	Bryan Station Road	Hermitage/Anniston Drive	Preakness Drive	Bike/Ped
	Greendale Road	Sandersville Road	Leestown Road	Bike/Ped
	Man O War Blvd.	Blackford Pkwy.	Sir Barton Way	Bike/Ped
	Georgetown Road	New Circle Road	Oakwood Drive	Bike/Ped
	Hermitage/ Wickland/Winston	Old Paris Road	Bryan Station Road	Bike/Ped
	Tates Creek Road	Man O War Blvd.	Hartland Pkwy/ Saron Dr.	Ped
	Town Branch Trail	Alexandria Drive	New Circle Road	Trail
	Versailles Road	Forbes Road/Red Mile Road	Angliana Ave	Bike
	Winchester Road	Helm Street	Elkhorn Road	Ped
	Spurr Road	Georgetown Road	Sandersville Road	Bike
	Constitution Trail	Paris Pike Trail	County Line	Trail
	E Reynolds Road	Lansdowne Drive	Nicholasville	Bike
	Leestown Road	Price Road	Buchanan Street	Bike
	Alumni Drive	Man O War Blvd	New Circle Road	Bike
	Pleasant Ridge Drive	Plaudit Pl.	Man O War Blvd.	Bike
	Big Sandy Trail	Deer Haven Pk.	County Line	Trail
	Harrodsburg Road	Cave Hill Ln	Ft. Harrods Drive	Bike/Ped
	Town Branch Trail	Bracktown Road	County line	Trail
	N Elkhorn Trail	Winchester Road	Briar Hill Road	Trail
	Woodhill Drive	Codell Drive	New Circle Road	Bike
	Winchester Road	Elkhorn Road	Man O War Blvd.	Ped
	Russell Cave Road	Winburn Drive	Urban Service Boundary	Bike/Ped
	Eastland Trail	I-75	N Elkhorn Primary	Trail

