

Acknowledgements

Oldham County Bike, Pedestrian, and Greenway Trails Master Plan Oldham County, Kentucky

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LEARN...

...The Goals of the Bicycle, Pedestrian and Greenway Trails Master Plan.

...The Master Plan Process.

...The Citizens of Oldham County have a strong need for Bicycle, Pedestrian and Greenway Trails.

...The Benefits of Trails and Greenways.

...Steps to Implement the Plan.

What's Inside!

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Bicycle, Pedestrian and Greenway Trails Master Plan

Executive Summary
Monday January 28, 2008

Master Plan Goals and Process

Project Goals

- Link parks, schools, neighborhoods, and commercial areas throughout the County.
- Reduce dependency on the automobile.
- Encourage healthy lifestyles.
- Improve the Oldham County quality of life.
- Integrate the Parks and Recreation Master Plan and the Greenways Master Plan.
- Provide resources and tools to assist in funding and implementation.



Master Plan Process

- Initiated July 2007.
- Public Participation
 - Greenways Summit— September 26, 2007
 - Public workshop to review suggested routes—October 17, 2007.
 - Stakeholder Meetings.
 - Steering Committee.
 - Parks & Recreation Master Plan Needs Survey and Focus Groups.
 - 2007 Oldham County Day Survey.
 - Public Presentation on January 28, 2008
 - Public Open House on March 11, 2008
- Review of previous studies.
- Base mapping.
- Tours of Oldham County.
- Opportunities and constraints mapping.
- Preliminary Greenways Plan.
- County sub-area maps.
- Greenway and trail design standards.
- Greenway safety and liability text.
- Potential funding sources.
- Action Plan.
- Public hearings and presentations to the Study Review Committee, Planning Commission and Fiscal Court



The Greenways Summit held on September 26, 2007 included 25 greenway and trails advocacy groups who were all very passionate about the need and the potential for trails and greenways in Oldham County.



Citizens' Vision

A **Community Attitude and Interest Survey** was conducted as part of the Parks and Recreation Master Plan. Some of the findings that pertain to the Bike, Pedestrian and Greenway Trails Master Plan include the following:

- Providing trails and linear parks was considered as a "very important" or "somewhat important" function of the County by 87% of households and ranked as one of the top 3 functions by 28%.

• Needed Facilities	<u>Percent</u>	<u>Rank</u>
• Paved walking and bike trails	68%	2
• Non-paved walking and bike trails	60%	7
• Horse trails	13%	25
• Highest Un-met Need	<u>Households</u>	<u>Rank</u>
• Paved walking and bike trails	68%	2
• Non-paved walking and bike trails	60%	7
• Horse trails	13%	25
• Most Important Facilities	<u>Percent</u>	<u>Rank</u>
• Paved walking and bike trails	32%	1
• Non-paved walking and bike trails	22%	5
• Horse trails	5%	21

Stakeholder Groups and the Greenway Summit identified strong needs for:

- Hike and bike trails
- Equestrian trails
- Mountain bike trails
- Greenway linkages

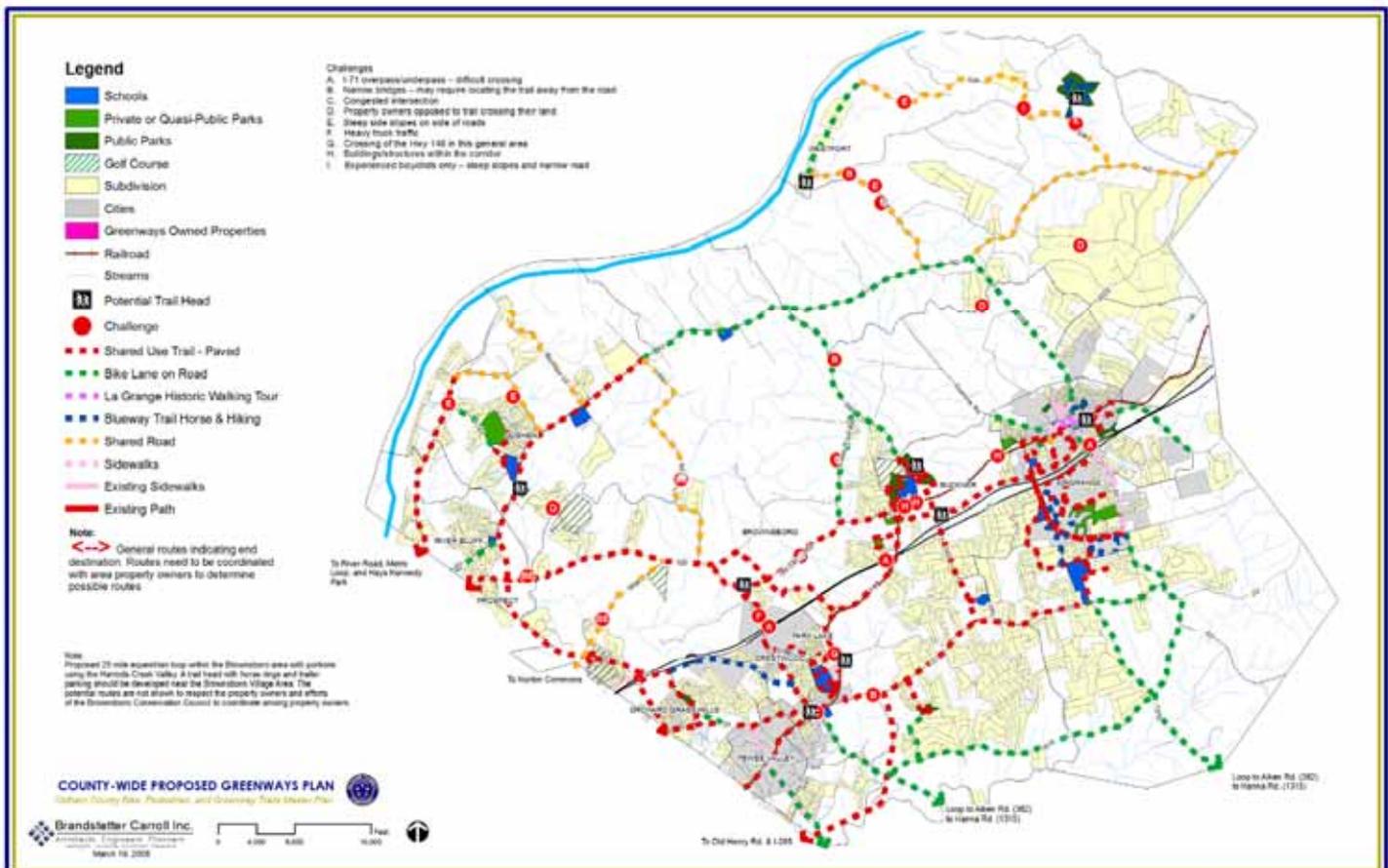
Oldham County Day Survey, 2007—

- 80% of residents surveyed lived in neighborhoods lacking sidewalks, and generally felt very unsafe walking or riding their bike alongside traffic.
- 82% stated they would be likely to use the proposed trails.
- A large majority agree that sidewalks (75%), bike lanes (78%), and greenways (91%) are important.

Benefits of Trails and Greenways

- **Improves communities.**
 - Improves community appearance, visual quality, and access to parks.
- **Encourages healthy lifestyles.**
 - Encourages exercise.
 - Provides safer bike and pedestrian environments.
- **Increased property values.**
 - Trails and greenways are one of the top amenities identified among home buyers.
- **Allows alternative transportation.**
- **Improves the environment.**

Bike, Pedestrian, and Greenway Trails Master Plan



Action Plan

The Action Plan identifies 36 specific tasks in a timeline format with the responsible agency identified. Major items include:

- **Establish Greenways and Trails Coordinating Committee with the following roles:**
 - Oversight for planning, design, funding, land acquisition, construction and management.
 - Annual funding strategies.
 - Coordination with advocacy groups.
- **Establish position of Greenways and Trails Coordinator with the following roles:**
 - Chair Greenways and Trails Coordinating Committee.
 - Research and apply for grants, foundations, funding sources, etc.
 - Liaison with advocacy groups, Fiscal Court, County departments, cities, etc.
 - Coordinate volunteers.
 - Coordinate with developers.
- **Communicate the Greenways Plan.**
 - Develop a Marketing Plan.
 - Establish identity logo and signage.
 - Presentations, web page, etc.
- **Complete Phase I of Commerce Parkway Shared-Use Trail.**
- **Develop demonstration projects.**
- **Funding options:**
 - Non-profit foundation for greenways, trails and parks.
 - Grants and foundations.
 - Planned road improvements.
 - Donations of land and materials/labor.
 - Use of conservation easements, utility easements, and floodplains.
 - Estate planning.
 - Fundraising events.
 - Land use regulations.
 - State, County, cities and regional government.
 - Partnerships.

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I. Introduction

The residents of Oldham County have strongly articulated their desire to develop a series of bicycle, pedestrian, and greenway trails throughout the County. This has been exhibited for several years through development of the Interurban Greenway Plan, County Comprehensive Plan, and the activities of several volunteer organizations such as the Harrods Creek Trail Association, Brownsboro Conservation Council, Equine Council, Oldham County Vision Council, Oldham Ahead, and several other groups. The passion which these groups have for their desire to develop trails was very strongly represented at the Greenways Summit which was held on September 26, 2007. Over a three and a half hour period, dozens of groups presented their vision and a summary of their efforts and reasons for the development of the trail and greenway systems throughout Oldham County.

A. Project Goals

The goals of this project include the following:

1. Link parks, schools, neighborhoods, and commercial areas throughout the County.
2. Reduce dependency on the automobile.
3. Encourage healthy lifestyles.
4. Improve the Oldham County quality of life.
5. Integrate the Parks and Recreation Master Plan with the recommendations of this plan.
6. Identify resources to assist in funding and implementation.

B. Oldham County Residents Value Trails

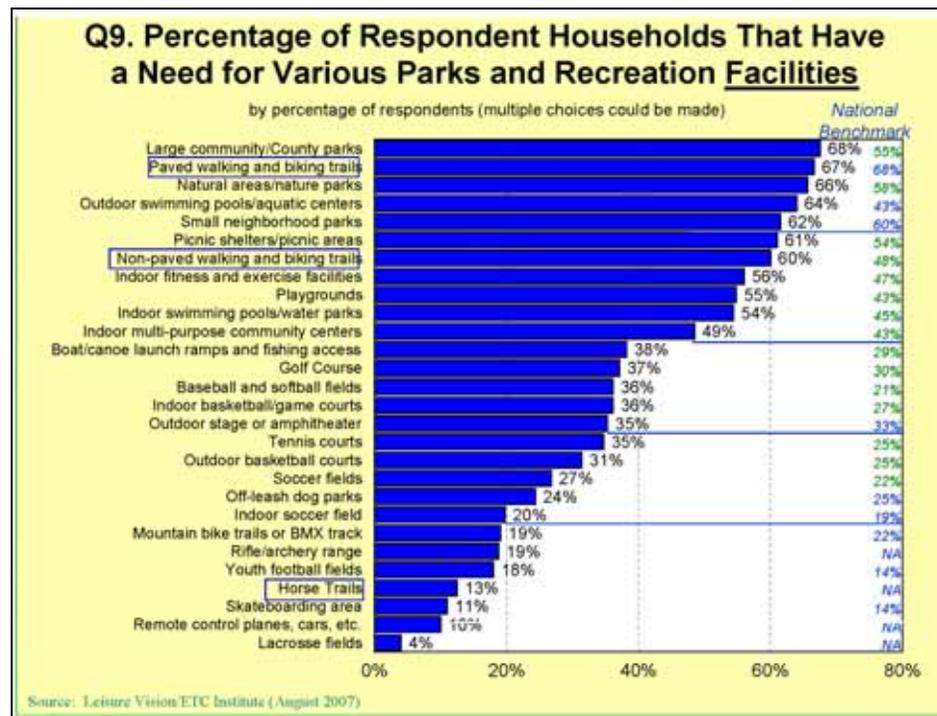
The public input process utilized a variety of methods in developing the Oldham County Parks and Recreation Master Plan and this Bicycle, Pedestrian and Greenway Trails Master Plan to determine the needs of the residents of the community. Four public meetings were held along with dozens of special interest and focus group meetings. A statistically valid household survey was also utilized. The development of a variety of trails throughout the County was one of the top issues discussed during the public input process, workshops, and focus groups. Trails and routes were desired for recreation needs, transportation, and to provide convenient linkages between parks, schools, neighborhoods, commercial areas, and subdivisions.

The statistically valid random survey of county households was implemented in the spring of 2007 and was administered by mail and phone. Surveys were sent to 2000 households in the county and 407 were returned and completed. The

response to the questions relating to the development of trails and greenway systems strongly demonstrated their desire for trails.

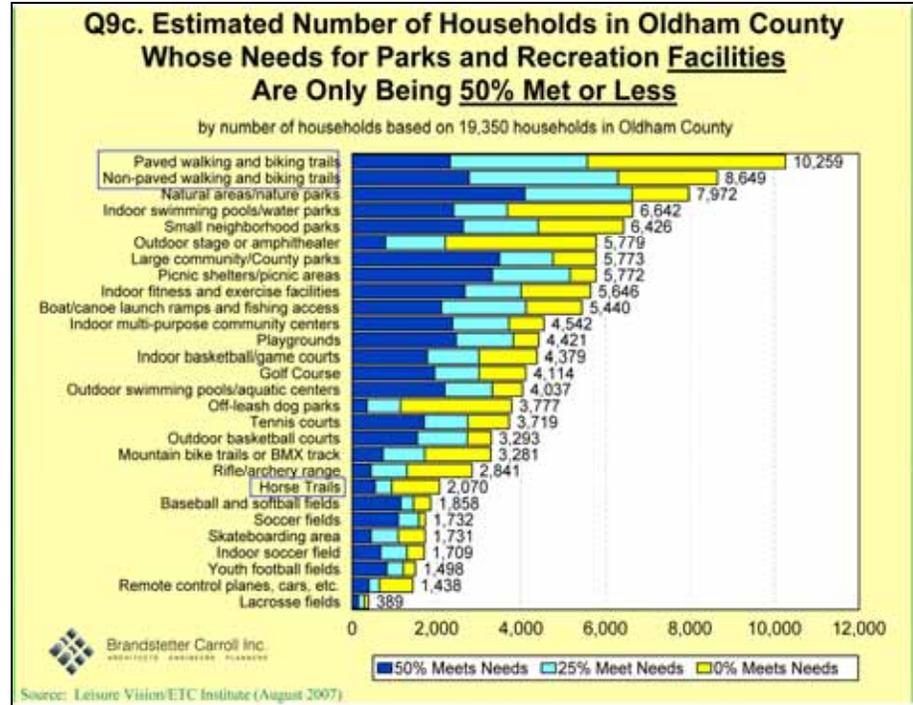
- Question 9 asked respondents to identify if their household has a need for various parks and recreation facilities. Second highest on the list was “paved walking and biking trails” with 67% of the households indicating they have a need for these facilities. Seventh on the list was “non-paved walking and biking trails” with 60% indicating a need for trails. This relates to a total of 12,887 households wanting paved walking and biking trails and 11,610 households desiring non-paved walking and biking trails. “Horse trails” were lower on the list with 13% indicating a need, which includes 2,419 households. These are outlined in the blue boxes on the bar chart below.

Figure 1: Survey Question 9 – Need for Facilities



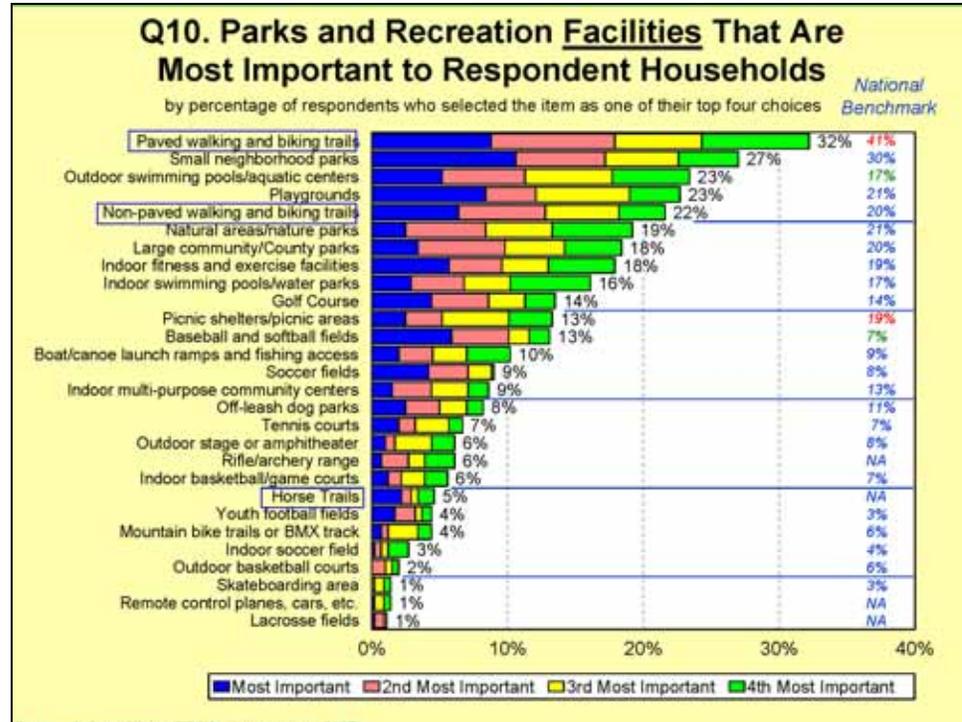
- Question 9c asked the survey respondents to identify how well their need is being met for those facilities for which they have a need. The top two items in which residents stated their needs were met 50% or less were for “paved walking and biking trails” with 10,259 households and “non-paved walking and biking trails” 8,649. “Horse trails” with their needs being met 50% or less include 2,070 households.

Figure 2: Survey Question 9c – Unmet Recreation Needs



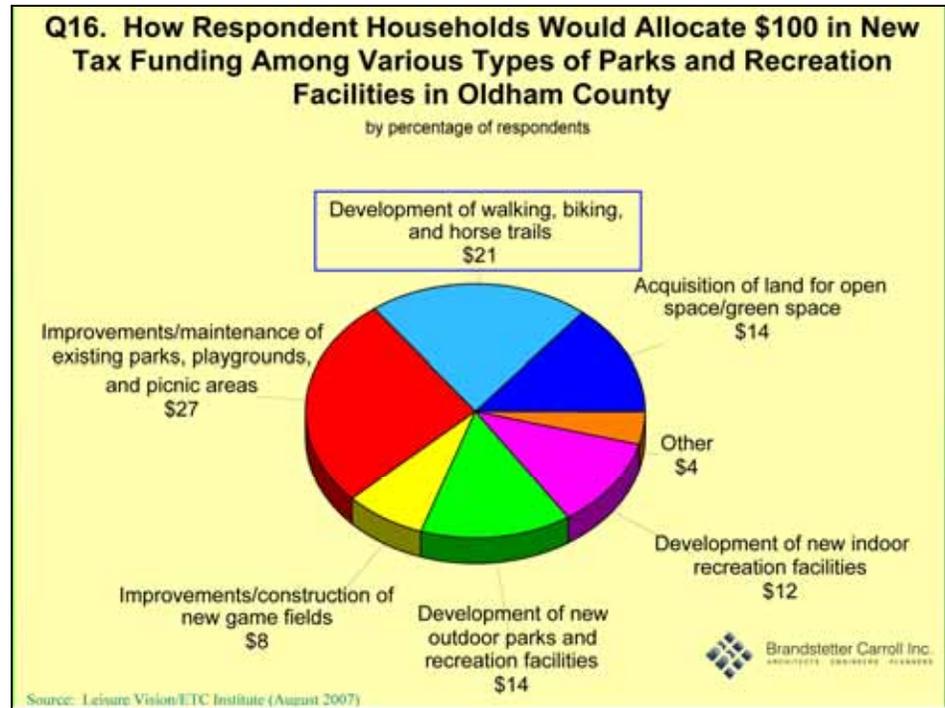
- Question 10 asked which of the facilities was most important to the household. “Paved walking and biking trails” were at the top listed as the most important, and fifth on the list was “non-paved walking and biking trails,” which was one of the top four choices by 22% of the households. “Horse trails” were one of the top four items listed by 5% of the households.

Figure 3: Survey Question 10 – Most Important Recreation Facilities



- Question 16 asked respondents how they would allocate \$100 in new funding among various types of parks and recreation facility improvements in Oldham County. The highest expenditure on the list was \$27 for “improvement and maintenance of the existing parks”. Second on the list was the “development of walking, biking, and horse trails” at \$21.

Figure 4: Survey Question 16 – Recreation Spending Priorities



These tables indicate, in a statistically valid method that trail systems are extremely important to residents and that there is a very strong unmet need.

C. Benefits of Trails and Greenways

The following text identifies benefits experienced by other communities that have implemented successful trails and greenways systems.

1. Improve communities and the environment.
 - a. Greenways and trails may help improve the overall appeal of a community to visitors and increase tourism.
 - b. Greenways and trails enhance the visual quality of the residential and business areas of the community.
 - c. Greenways and trails provide the opportunity to utilize non-polluting transportation methods throughout the community.
 - d. Greenway buffers along stream corridors may increase water quality by filtering runoff.
 - e. Greenways offer a way to preserve vital habitat corridors and to promote plant and animal species diversity.
 - f. Greenways provide much needed space for outdoor recreation and offer accessible alternatives to those who do not live close to parks.
 - g. Greenways provide safe, alternative, non-motorized transportation routes for commuters going to work and children going to and from school.
2. Encourage healthy lifestyle.
 - a. Trails increase safe opportunities for group and individual recreation activities. In the US, 6,000 pedestrians and bicyclists are killed each year in traffic accidents; 90,000 are injured (Federal Highway Administration, Pedestrian and Bicycle Safety Research, 2000).
 - b. Greenways and trails provide increased opportunities for social interaction.
 - c. Approximately 13% of the 41,000 vehicular deaths in the US were pedestrians and bicyclists (U.S. Dept. of Transportation, 2003).
 - d. Trails help engage people in physical activity, resulting in a healthier lifestyle. Better facilities for walking and bicycling are a key factor in reducing death and injury to pedestrians and bicyclists (Pucher, 2003).

- e. Research indicates that persons in walkable communities engage in 70 minutes per week on average of moderate to vigorous exercise and are less likely to be overweight.
- f. For each mile walked or jogged by a sedentary person, that individual would add an extra 21 minutes to his/her life. (RAND Corporation, 1993)
- g. Evidence indicates that regular physical activity relieves symptoms of depression and anxiety and generally improves mood.
- h. Evidence shows that nature contact enhances emotional, cognitive and values-related development in children.
- i. Nature contact has been credited with reducing stress and enhancing work performance.

3. Improve property values

- a. Greenways and trails may increase nearby property values.
- b. Greenways planned as elements of subdivisions can benefit homebuyers and developers alike.
- c. Respondents to Consumers' Survey on Smart Choices for Home Buyers rated the importance of community amenities.

Amenity	% important *	Rank
▪ Highway Access	44%	1st
▪ Walking/jogging/bike trails	36%	2nd
▪ Sidewalk on both sides	28%	3rd
▪ Park areas	26%	4th
▪ Playgrounds	21%	5th
▪ Shops within walking distance	19%	6th
▪ Golf course	6%	12th

*Responded very important to important. (National Association of Home Builders, 2002)

- d. Among 22 community amenities, park areas and walking/jogging trails were the top rated amenities with 62% and 58% of the respondents, respectively, saying that these features would have an influence on their purchase (National Association of Home Builders, 2001).
- e. Recent studies have shown that adjacency to park land can positively impact property values by as much as 20%. In Boulder, Colorado, a study of property values near their greenway

identified that there was a \$4.20 to \$10.20 per lineal foot decrease in the price of residential property for every foot away from the greenbelt. Property values along the greenbelt were 32% higher than property located 3200' from the greenbelt. In Austin, Texas, the decrease in property value was \$10.60 to \$13.51 per foot away from the greenway. (Trust for Public Land, Crompton, 2007) These increases in property value directly impact the property taxes collected by the community.

4. People want trails and greenways
 - a. In a recent study, 78% of American adults said that if there were safe, convenient places to walk, they would walk more for fun (46% “a lot” more) (U.S.A. Today, 2003).
 - b. 84% of adults want governments to include pedestrian and bicycle paths in transportation plans; 59% want governments to increase funding for sidewalks and paths (Belden, Russonello & Stewart, 2003).

D. The Need for Trails and Greenways

The recent book by the Urban Land Institute titled “Creating Walkable Places” by Adrienne Schmitz and Jason Scully (Schmitz and Scully, 2006) identified several factors, which support the strong need for walkway, bikeway, trails and greenways. This section of text summarizes key research and findings from that book.

1. Health Reasons: “A growing body of evidence points to connections between physical and mental health and the built environment. According to the Centers for Disease Control and Prevention (CDC), regular physical activity reduces the incidence of some of the leading causes of death and disability, including heart disease, diabetes, high blood pressure, colon cancer, and depression. A 2000 report, “The Relationship Between Urban Sprawl and Physical Activity, Obesity, and Morbidity,” is the first national study to find a clear association between the built environment and activity levels, weight, and health (Ewing et al., 2003). The report, which analyzed 448 counties across the United States, found that the residents of the most sprawling counties in the country weighed an average of 6 pounds more than the residents of the more compact counties. The study also cited national polls indicating 55% of Americans would like to walk more and that 52% would like to bike more. The researchers concluded that many more people would get exercise as part of their daily activities if the environment in which they live and work supported a more active way of life. The study suggests a number of solutions:
 - a. Invest in infrastructure that will support bicycles and pedestrians;
 - b. Calm traffic;

- c. Create safe routes to schools;
- d. Build transit oriented development;
- e. Retrofit sprawling communities to make them more pedestrian and bike friendly;
- f. Revitalize walkable neighborhoods;
- g. Educate and encourage the public.

All of the recommendations can be made part of a tool kit to create places that are more active, more pedestrian friendly, and ultimately more profitable for developers.”

According to the Surgeon General of the United States, 60% of Americans do not engage in physical activity on a regular basis, and 25% do not engage in any physical activity at all (U.S. Department of Health CDC, 1996). When asked why they do not exercise more, many people cite time constraints. For this reason, researchers believe that integrating exercise into people’s daily routines – in the form of walking or biking to a destination - is the best way for more people to get the exercise they need.

- a. More than one quarter of all trips made by households are of one mile or less. Of those, 75% are made by car (Surface Transportation Policy Project). Of all trips of one to two miles, 89% are made by car (Pucher and Dijkstra, 2003).
- b. Children are also walking less. In 1969, 48% of students (age 5 to 15) walked or biked to school. In 2001, fewer than 15% of students walked to school, and 1% biked (U.S. Environmental Protection Agency, 2003). Parents indicate that excessive distance, poor walking environment and concerns about safety are the main reasons for this decline. Physical inactivity puts children at greater risk for a wide range of chronic disease and a lifetime of ill health. The prevalence of childhood obesity has nearly tripled since the 1960s. In 2003, approximately 14% of children were considered obese (Strauss, 1999). By the time they are ten, 60% of overweight children will develop at least one risk factor for heart disease (U.S. Department of Health and Human Services, Center for Disease Control and Prevention, 2005). As a result of the higher levels of obesity, the onset of type two diabetes in adolescents increased ten fold between 1982 and 1994 (Pinhas-Hamiel et al., 1996). Obese children are also at higher risk for high blood pressure, hypertension, sleep disorders, lower pulmonary capacity, osteoporosis, and emotional problems (Strauss et al., 1999).
- c. A study conducted by the National Institute of Health found that patients that lost weight and walked more reduced their risk of

- becoming diabetic by 58%. The health benefits for older patients are even greater with 71% reduction in risk (Ewing et al, 2003).
- d. Some studies have estimated that physical inactivity and obesity resulted in as many as 400,000 deaths in 2000. Using this data, only tobacco consumption is responsible for more lives lost in the United States, with an estimated 435,000 preventable deaths per year (Mokdad et al, 2004).
 - e. The Surgeon General recommends at least 30 minutes a day of moderately intense physical activity, such as brisk walking.
 - f. Walking advocates recommend a minimum of 10,000 steps per day to maintain fitness and to reduce the risk of chronic disease, and 12,000 to 15,000 steps for a successful and sustained weight loss.
 - g. In a study conducted by researchers at San Diego State University and the University of Cincinnati's College of Medicine, two neighborhoods in San Diego, California, were compared on the basis of walkability. The researchers measured each participant's daily physical activity and surveyed residents on a wide range of health related topics. The study found the residents of highly walkable neighborhoods engaged, on average, an additional 70 minutes per week of moderate to vigorous physical activity- a level of activity that could lead to an annual weight loss of almost four pounds, or could prevent that much annual weight gain. The researchers also found actual weight differences between the two neighborhoods: 60% of the residents of the low-walkability area were overweight, a figure that is close to the national average. But, only 35% of the residents of the high-walkability neighborhood were overweight.
2. Traffic Injuries and Fatalities: In 2001, 4,955 pedestrians were killed in automobile accidents in the United States, and an additional 78,000 were injured (Surface Transportation Policy Project, Mean Streets, 2002). In a nationwide study on the relationship between land use patterns and traffic fatalities, researchers found that the more compact the county, the lower the traffic fatality rate; and the more sprawling the county, the higher the traffic fatality rate (Ewing, Schieber, and Zeger, 2003).

Senior citizens: Like children, older people are susceptible to the damaging effects, both mental and physical, of pedestrian hostile environments. Although older people are, on average, more active and healthy than ever before, decreased physical abilities- diminished vision, a slower gait, and slow reaction time for example, put them at risk for traffic accidents as both pedestrians and drivers.

3. What makes a place walkable: There are two primary types of pedestrian trips, those for recreation and those for function. There are also trips that combine the two types. The recreational trip is easily provided on trails through parkland or along the edges of neighborhoods. The utilitarian pedestrian trip is more difficult and would require an understanding of origins and destinations and the routes that connect them. Dan Burden, Executive Director of Walkable Communities Inc., a non-profit Consultant group that helps communities create better pedestrian environments, states, “It is not about transportation, but land use”. To create places that encourage and facilitate the pedestrian activity, a number of elements must be in place:
 - a. There must be destinations that draw people.
 - b. The community must be built to add a pedestrian scale, meaning that distances are short to walk and that buildings are close to the sidewalk.
 - c. Destinations must be reachable, and interconnected by means of a continuous network of safe, convenient, comfortable, and interesting sidewalks and paths.
 - d. Walkers must feel safe from crime, traffic, and weather conditions.

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II. Opportunities and Challenges Analysis

A. Introduction

Now that the community's strong desire and need for development of a bicycle, pedestrian and greenway trails system has been established in the previous section, this section provides an analysis of the opportunities for the implementation of the greenway and trail system and the challenges that must be overcome for the successful implementation of this Master Plan. The analysis in this section is presented on two different maps. Figure 5, Existing Land Use Map, summarizes the existing land uses throughout the county as well as identifying the locations of park and ride facilities, community facilities, and shopping centers. The community facilities which are identified include libraries, post offices, city halls and similar community facilities. Other elements illustrated on this map include flood zones, property owned by Greenways of Oldham County Inc., conservation easements, agricultural districts, slopes of 30% or more, and the various land uses and cities within Oldham County. This map and all other maps included in the document were prepared using geographic information systems mapping (GIS) which is compatible with Oldham County Planning and Zoning mapping capabilities.

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Figure 5: Existing Land Use Map

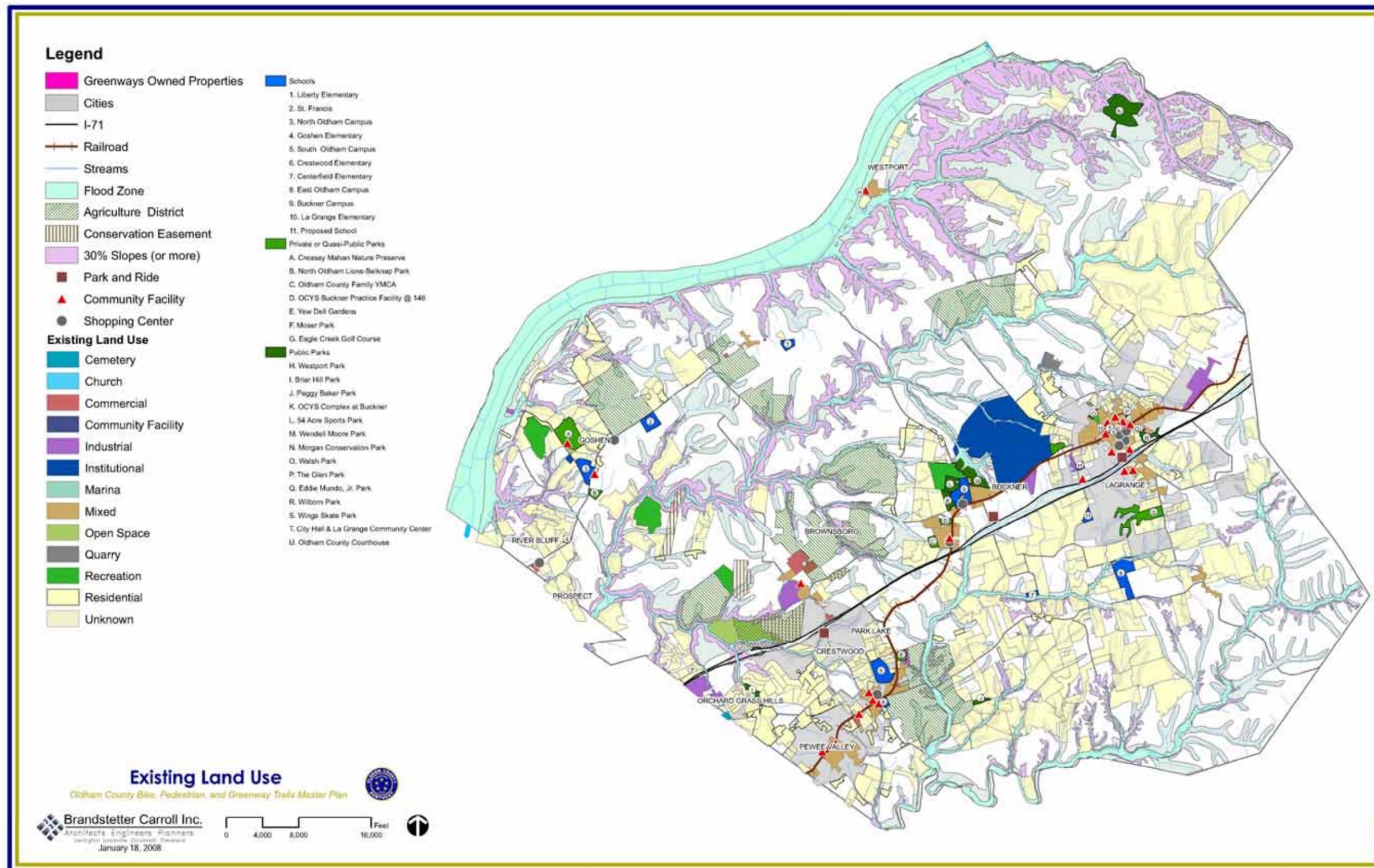
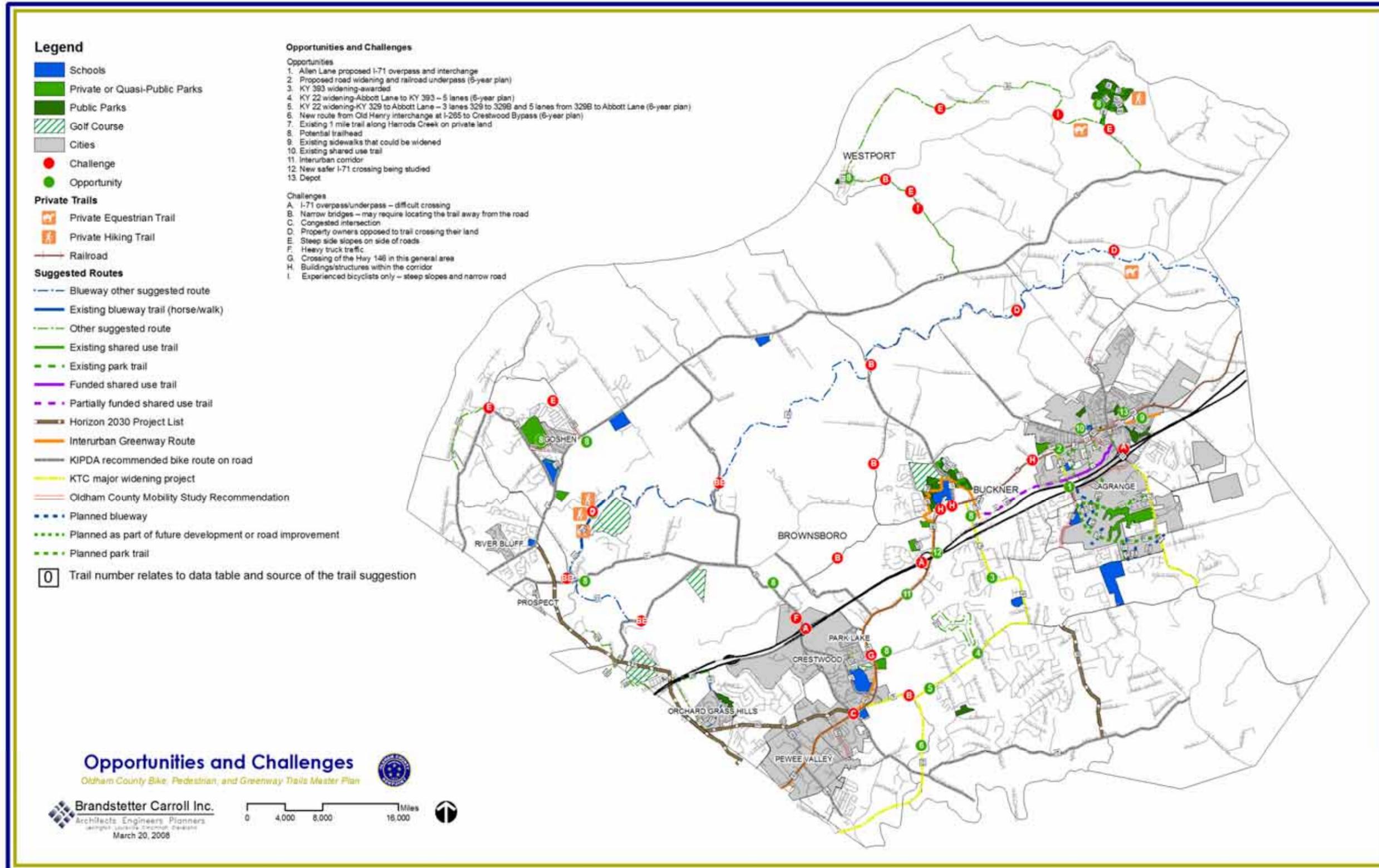


Figure 6: Opportunities and Challenges



B. Opportunities

Figure 6, the Opportunities and Challenges Map, identifies both the opportunities and challenges within the County. The opportunities are identified within green circles at various locations. The specific opportunities that are listed on this map include the following:

1. Allen Lane proposed I-71 overpass and interchange
2. Proposed road widening and railroad underpass (6-year plan)
3. KY 393 widening-awarded
4. KY 22 widening-Abbott Lane to KY 393 – 5 lanes (6-year plan)
5. KY 22 widening-KY 329 to Abbott Lane – 3 lanes 329 to 329B and 5 lanes from 329B to Abbott Lane (6-year plan)
6. New route from Old Henry interchange at I-265 to Crestwood Bypass (6-year plan)
7. Existing one mile trail along Harrods Creek on private land (These land owners' wishes are for this trail to be for their residents' use only and not open to the public.)
8. Potential trailhead
9. Existing sidewalks that could be widened
10. Existing shared use trail
11. Interurban Greenway corridor
12. New safer I-71 crossing being studied
13. Depot

The suggested routes are illustrated by various line patterns and colors depending on the source and types of the suggested routes. These routes were recommended as part of the Horizon 2030 Plan, 2003 Interurban Greenway Plan, KIPDA recommended bike routes, Kentucky Transportation Cabinet Major Widening Projects, The Oldham County Mobility Study 2003, suggestions made at the Greenway Summit on September 26, 2007, and the public workshop which was held on October 17, 2007. These line patterns are also noted in a GIS mapping database with the number identification in a white box along the road. These represent well over 100 route segments that were recommended. The data table is included in Appendix "B".

The numbers in the green circles identify opportunities within the county. These are also identified on the map and include items such as the proposed Allen Lane overpass and interchange at the interstate, road widening and the railroad overpasses included in the 6 Year Plan, roadway widening projects and other proposed improvements.

The Plan also identifies some existing equestrian trails and hiking trails that are on private property.

C. Challenges

Figure 6 also identifies challenges that will need to be overcome to successfully implement this Master Plan. Typical types of challenges include narrow bridges, congested intersections, steep side slopes, etc. The specific challenges that are listed include the following:

1. I-71 overpass/underpass – difficult crossing
2. Narrow bridges – may require locating the trail away from the road
3. Congested intersection
4. Property owner opposed to trail crossing their land
5. Steep side slopes on side of roads
6. Heavy truck traffic
7. Crossing of the KY 146 in this general area
8. Buildings/structures within the corridor
9. Experienced bicyclists only – steep slopes and narrow road

The letters in the red circles indicate challenges throughout the county. These indicate the typical crossing of creeks or I-71, narrow bridges, congested areas, steep slopes and other potential challenges to the development of greenway and trail systems. These challenges are also identified along with the recommendations in the next section of this report.

III. Recommendations

A. County-wide Recommendations

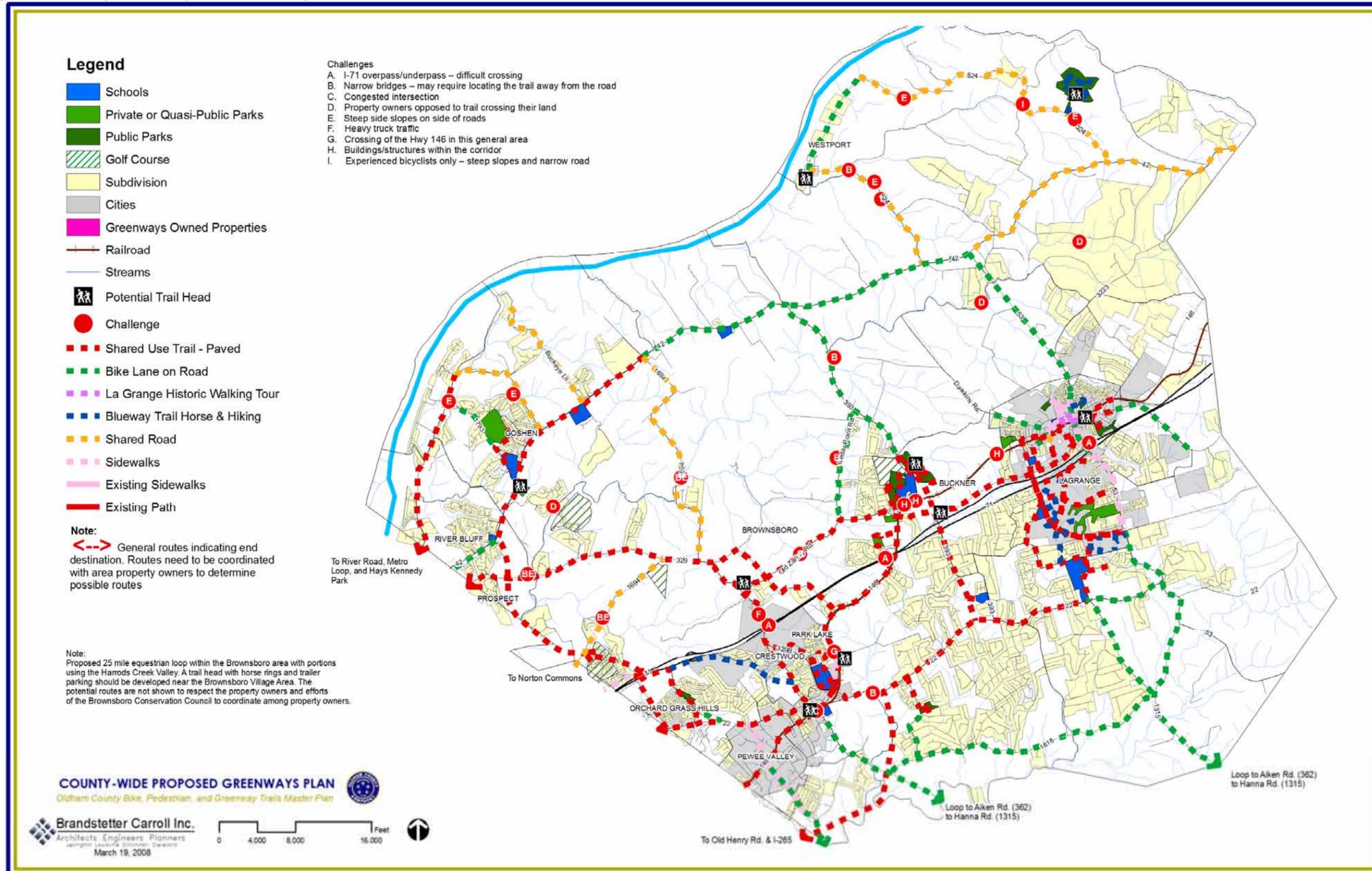
Figure 7, the County-wide Proposed Greenways Plan, summarizes the overall recommendations for trails, bike lanes, and greenways within the county. This figure identifies the location of schools, parks, golf courses, subdivisions, Greenways for Oldham County owned properties, and challenges. These challenges are also identified on the Opportunities and Challenges map, Figure 6. Within the recommendations portion of the Figure 7, there are locations for potential trailheads and the varying types of routes and greenways that are recommended throughout the county. This figure illustrates the general corridors of the proposed routes and more specific information is found on the more detailed and enlarged plans and discussions later in this section.

The recommended trails and greenway routes were identified based upon an analysis of the Opportunities and Challenges mapping exercise and the goal of connecting neighborhoods, parks, schools, shopping centers, and community facilities such as the park and ride transit centers, libraries, post offices, and other areas. Each potential route was reviewed (see Appendix E for photo documentation). Discussing these routes with property owners is a logical next step in the implementation process, and changes in routes may occur as a result of these discussions.

The County-wide Proposed Greenways Plan (Figure 7) shows the main routes. It is recommended that additional routes and trails be included as part of subdivisions, mixed use developments, and other developments that would connect to this main greenway system, and continue the connectivity between neighborhoods, parks, schools, offices and shopping areas.

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Figure 7: County-wide Proposed Greenways Plan



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B. Shared Use Paths

The red dashed lines on the plan indicate the suggested locations for paved shared use trails that will be separated from roadways. They could be adjacent to roadways with ideally a 10' wide buffer strip between the road and the trail or they could traverse through the countryside or through parks to connect various locations. Most of these are adjacent to roadways, and should be developed as the roadways are widened in the future as part of the county-wide road improvement program. The Opportunities and Challenges Map previously presented identifies roads that are recommended for widening in either the Six-Year Plan or the 2030 Horizon Plan.

In some instances, arrows are used at the end of red dashed lines. These indicate conceptual routes and the end destination of routes that should be coordinated with area property owners to determine possible routes. These routes are primarily located in areas where it would be difficult to follow the road continuously, such as crossing Harrods Creek or other creek corridors. The shared use paths could follow the road for most of the roadway, except in areas close to the creek, where there are steep banks on both sides of the road and narrow bridges. It would be ideal to traverse through some of the properties, with approval from the owner, on easements or property acquisition to connections on either side of the obstacle.

Most of the shared use paths are in an east-west direction, parallel to I-71. The primary backbone to the system is the Interurban Greenway Route, which is discussed further in part F of this section, and which follows KY 146 from the Jefferson County line to Buckner and then follow the Commerce Parkway to LaGrange. A more southern route follows KY 22 from the Jefferson County line to Fible Lane and the East Oldham School campus, and then connecting northward to the Oldham Reserve development, and the City of LaGrange. The third east-west route identified is north of I-71, which connects KY 329 and Norton Commons on the Jefferson County line to the Brownsboro area along Old Zaring Road over to the Buckner area, and then following the route to KY 393 to Commerce Parkway and to LaGrange.

C. Bike Lanes

The next level of trails on less traveled roads, would be the addition of bike lanes parallel to and abutting motor vehicle travel lanes in a roadway. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each. Bike lane markings can increase a bicyclist's confidence in motorist not straying into their path of travel. Bike lanes are indicated by the green dashed lines on Figure 7. Primary locations for these routes include U.S. 42, from the intersection with KY 1694, eastward to KY 53, following KY 53 to LaGrange. Another north-south route is indicated along KY 393 from U.S. 42 to Wendell Moore Park, and the Buckner School Campus. This will provide access to the shared use paths in the area of the school campus, the park, and eventually Commerce Parkway.

A southern loop is indicated coming out of Pewee Valley on Ash Road (KY 362), heading south and connecting to a proposed Old Henry Road connector, to Floydsburg Road, and then to Mt. Zion Road heading eastward to KY 53 and Fible Lane, and then north to LaGrange.

D. Shared Roadways

The AASHTO Guide for Development of Bicycle Facilities, 1999 states that "...bicycles will be used on all highways where they are permitted. Bicycle-Safe design practices, as described in this guide, should be followed during initial roadway design to avoid costly subsequent improvements. Because most existing highways have not been designed with bicycle travel in mind, roadways can often be improved to more safely accommodate bicycle traffic. Design features that make roadways more compatible to bicycle travel include bicycle-safe drainage grates and bridge expansions, improved railroad crossings, smooth pavements, adequate site distances, and signal timing and tactile systems that respond to bicycles. In addition, more costly shoulder improvements and wide curb lanes can be considered."

Shared roadways are recommended in this Plan on roads that are less traveled by cars, and where there are less destinations for families and casual trail users. Shared roadways are designed for more experienced bicycle riders because of narrow roads and steep slopes. Some of these are routes currently being used by more experienced bicyclists in the County, and include the following areas:

1. U.S. 42, east of KY 53 to the Henry County line. KY 524 loop to both ends on U.S. 42, to and from the Westport area.
2. North Buckeye Lane from U.S. 42 northward to Tartan Landing.
3. Goshen Lane from U.S. 42 to Rose Island Road.
4. KY 1694 (Gum Street and Mason Lane) from KY 329 to U.S. 42.
5. KY 1694 (Sleepy Hollow Road) from KY 329 south to the Norton Commons area.

E. Blueway Trails

The blue lines on the Greenways Plan indicate natural surface trails intended for horses and hikers. Ideally, there should be separate trails located adjacent to each other to provide some separation between horses and hikers. These typically follow creeks and drainage corridors. Blueways trails are identified in the Oldham Reserve development area and parallel to I-71 near Haunz Lane, to provide access from the Moser Farms - GlenOaks subdivision area to Crestwood.

The blueway trails typically are located along drainage or creek corridors on individuals' private property. For this reason, a 25 mile equestrian loop in the Brownsboro area is purposely not shown on the Greenways Plan at this time. Members of the Brownsboro Conservation Council are discussing the potential

routes with land owners to develop a 25 mile loop which will use the Brownsboro Village Center as a trailhead, and provide access from there to the Harrods Creek corridor, and then back to the Brownsboro Village Center area. Ideally, another trail of this type will be developed in the northeastern portion of the county because of the number of horse farms and boarding facilities in that area. It is hoped that the success for the 25 mile loop in the Brownsboro area will encourage land owners along Harrods Creek to allow an extension of the trail along the creek and to allow connection to the routes along road rights-of-way.

F. Interurban Greenway

The Oldham County Interurban Greenway Master Plan was completed in 2003 as a joint effort between Greenways for Oldham County, Inc. and the Oldham County Fiscal Court. The Plan was prepared by Claire Bennett Associates. The route for this greenway and trail system roughly followed that of the previous Interurban Railroad which extended from Louisville to LaGrange in 1901. The railroad opened in Crestwood in 1901 and reached LaGrange by 1907. This section of the Interurban from LaGrange to Pewee Valley was abandoned in 1935. A phase I pilot project was completed which included the use of Transportation Enhancement funds for the purchase of the Historic Depot and the implementation of a half mile pilot project in the LaGrange area. This previous plan identified more phases which include the following:

1. Phase 1- The Historic Depot in LaGrange headed west along KY 146 to the edge of LaGrange.
2. Phase 2- Crestwood sidewalk improvements extending from KY 329B westward to the center of the City of Crestwood.
3. Phase 3- Included two pieces, one of which went from Wendell Moore Park to the north and west of the Buckner School Campus, to Cedar Point Road, the Oldham Youth Soccer Complex, the Oldham County YMCA and back to KY 146. The other piece extended from a trail in the area of Glenarm Road and KY 146, continuing westward to KY 329B along KY 146.
4. Phase 4- Future included following KY 146 from the western edge of the City of LaGrange to the Buckner area along KY 146 with a loop through the proposed business park, to KY 393 and a northern loop that will extend through Wendell Moore Park. The greenway along KY 146, extended further west to Glenarm Road. Then there was also a piece that extended from the western edge of the City of Crestwood to the Oldham County line at Jefferson County.

The Interurban Greenways Master Plan continued with discussions of the existing physical environment, design vocabulary, discussion of the proposed trail alignments and options, typical trail and roadway standards and sections, inclusion of the Crestwood Pedestrian Connection Plan and some estimated construction cost.

The recommendations of this Bicycle, Pedestrian and Greenway Trails Master Plan for Oldham County continue with the Interurban Greenway Route as the backbone of the proposed greenway system. A few changes have been made to the proposed routes in this Master Plan. Figure 8, illustrates the revised Interurban Greenway Route. The Interurban Greenway is shown as seven phases. The first two phases are logical early phases because one portion is funded and the other is partially funded. The other phases may not be developed in the order of the phase number, but rather as funding is available for the various portions. The recommended phases are:

1. Phase 1 is a funded portion along Commerce Parkway from KY 53 to Allen Lane.
2. Phase 2 is a continuation of the Commerce Parkway trail from Allen Lane to KY 393.
3. Phase 3 is a shared-use path adjacent to the proposed relocated KY 393 extending north to Wendell Moore Park.
- 3A. Phase 3A is a shared use path along a portion of Commerce Parkway extended west of KY 393 to Mattingly Road and to KY 146 and the main portion of the Interurban Greenway. This will provide a more direct connection between Commerce Parkway and KY 146.
4. Phase 4 would extend from the entrance to Wendell Moore Park, through the property currently known as the 54 Acre Sports Park, through the Youth Soccer Complex to Cedar Point Road and then following Cedar Point Lane back to KY 146 near the Oldham County Youth Soccer Complex.
5. Phase 5 could continue in the green space between KY 146 and the railroad right-of-way on the south and east side of KY 146 and possibly Camden Lane.
6. Phase 6 could cross over KY 146 and follow along the route of existing sidewalks along KY 146 with access to the South Oldham Schools Campus, crossing KY 329B, and extending to KY 329 to a future trailhead that may be located in the Maples Memorial Park property, which is in a life state and owned by the City of Crestwood for a future park.
7. Phase 7 , the final phase, would extend back to KY 146 near Crestwood Elementary School and follow on the south side of KY 146, on the location of the current sidewalks which could be widened, and extend through Pewee Valley to the Jefferson County line.

This Master Plan provides a preliminary opinion of probable cost for the development of the Interurban Greenway, since this is a route that is not contingent upon roadway widening projects and which is a segment which would be of high priority for searching for grant funding. The following costs are based

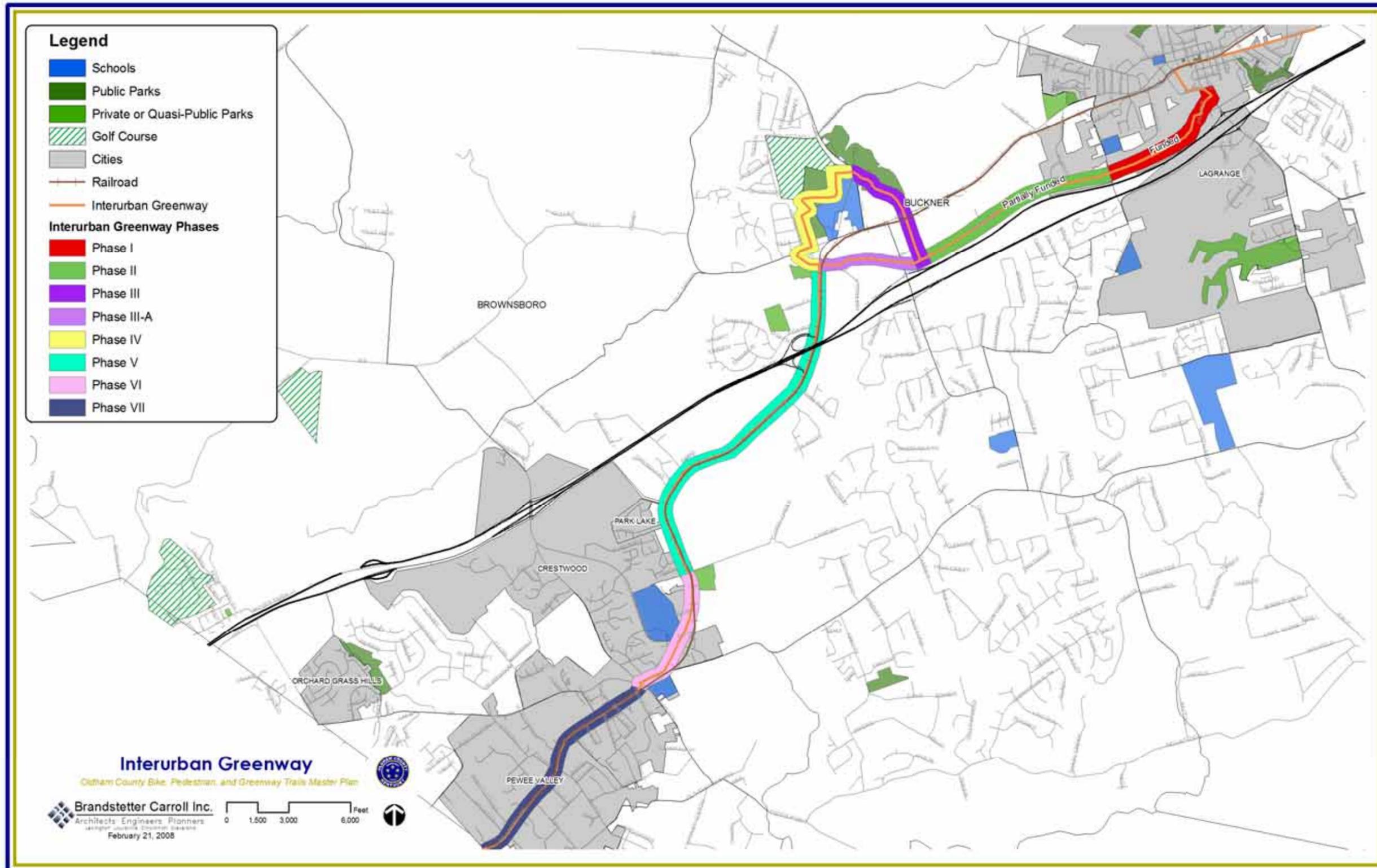
Recommendations

upon the opinion of probable construction costs for the first phase of the Commerce Parkway shared use trail and will be applied as a typical cost for other segments of the Interurban Greenway Trail. The cost for the basic elements includes clearing and grubbing, earthwork, gravel base, asphalt paving, seeding, occasional drainage culverts, construction staking, seeding, pavement striping, other basic construction elements, and a construction contingency for varying conditions. This results in a cost of approximately \$60 per lineal foot for a 10' wide asphalt shared use path. Then a factor of 25% is added for the cost of surveying, design, contract administration, bidding, etc. This results in a per lineal foot cost of approximately \$75. The following are budget estimates for the total project costs for the various phases of the Interurban Greenway route based upon these assumptions.

Phase 1 - Funded	\$437,500
Phase 2 - Partially Funded	\$801,600
Phase 3	\$357,300
Phase 3A	\$288,750
Phase 4	\$590,775
Phase 5	\$1,370,625
Bridge over I-71	\$472,000
Phase 6	\$546,825
Phase 7	\$922,500

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Figure 8: Interurban Greenway Route



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G. County Sub-Areas

1. Brownsboro Area

The Brownsboro Area Master Plan effort is being conducted concurrently with the development of the Oldham County Bike, Pedestrian, and Greenways Trails Master Plan. It is the first of such efforts in Oldham County. It is advantageous this effort is currently underway as the level of detail able to be provided will aid in determining the level of desired detail for similar, subsequent efforts. The Brownsboro Study area, as included in the Brownsboro Master Plan, is bordered by I-71 on the south, Jefferson County line on the west, US 42 on the north, and KY 393, and Cedar Point Road on the east. Figure 9, Brownsboro Area Plan, is an enlargement of the overall County-Wide Greenways Plan with the exception of the horse boarding locations within this area, which were identified by members of the Brownsboro Conservation Council. This figure identifies several major transportation greenway routes to connect the Brownsboro Village Center, Crestwood, Buckner, Norton Commons to the west, and the Prospect and Goshen area in the north. The Harrods Creek Valley traverses through the center of the Brownsboro study area.

All of the types of routes that are recommended are included within this specific area. Many of the proposed shared use paths are centered and radiate out from the Brownsboro Village Center. These paths would be developed along Glenarm Road to provide an access over I-71, which could connect to the Interurban Greenway Trail that would be adjacent to KY 146 (Old LaGrange Road). An alternative route would follow Old Zaring Road, possibly on the southern side, as a shared use path adjacent, but separated from the roadway that would provide another connection to the Buckner area. A trail should traverse southward to KY 329 and Crestwood and KY 329B to the South Oldham Schools campus and also to the Interurban Greenway area. Another shared use path could extend to the north of Brownsboro along KY 329 to Prospect. This shared use path could follow adjacent to the road in most areas, but then would need to go cross country through individuals' properties. It would not be feasible in the vicinity of Harrods Creek to include the path along the road or bridge.

It is proposed that a 25 mile equestrian loop be developed within the Brownsboro area with portions using the Harrods Creek valley. A trailhead with horse ring and trailer parking should be developed near the Brownsboro Village area. The potential routes are not shown on the plan to respect property owners and the efforts of the Brownsboro Conservation Council to coordinate among the various property owners. A 25 mile loop would attract professional trail riders as well as recreational trail riders from a large region and therefore, provide destination tourism activity.

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Figure 10, Brownsboro Area Enlarged Plan, provides a larger scale detail of this proposed development area.

Figure 11 illustrates the Brownsboro Village Master Plan and identifies the proposed greenway and trail routes in the area.

Figure 9: Brownsboro Area Plan

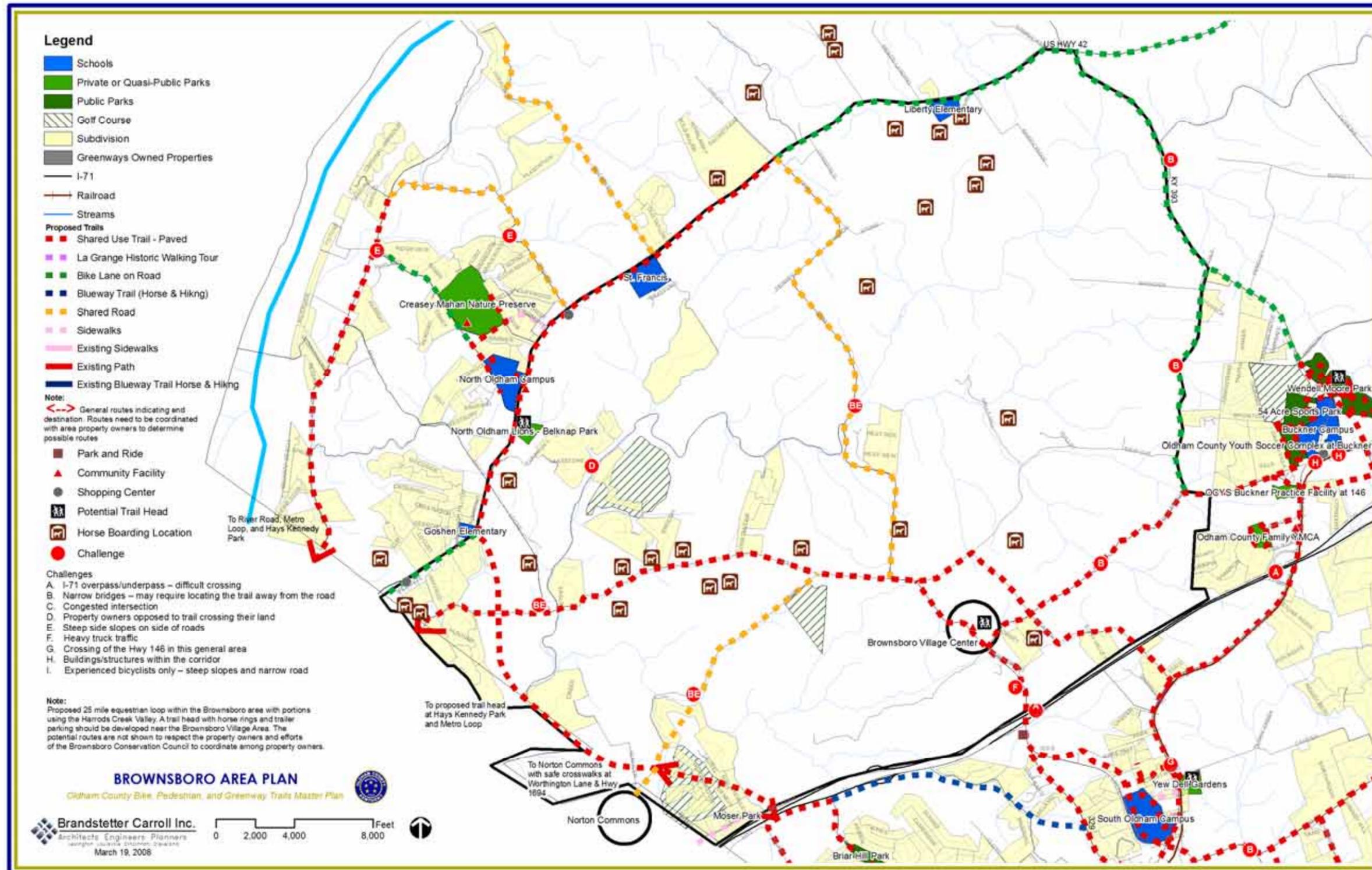


Figure 10: Brownsboro Area Enlarged Plan

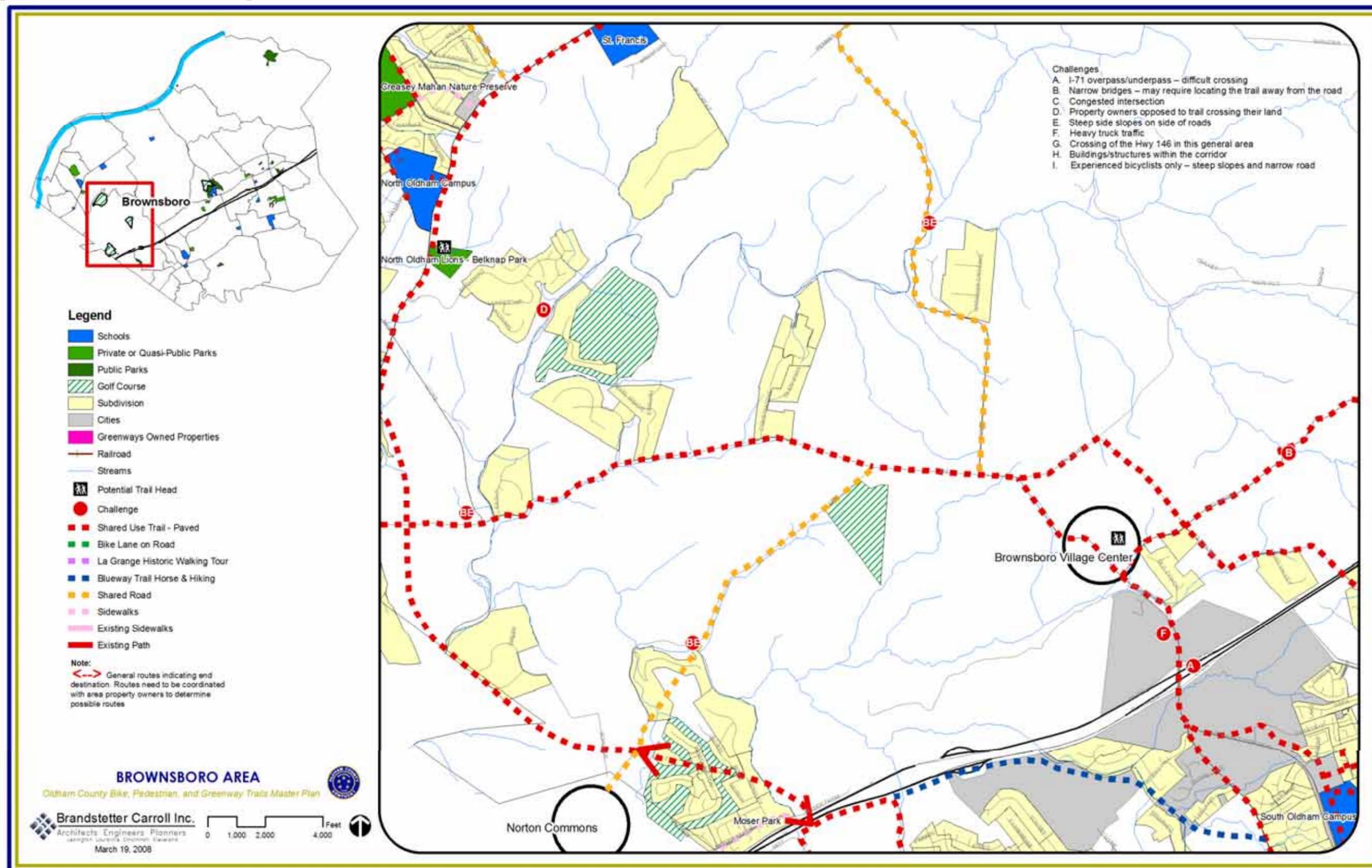
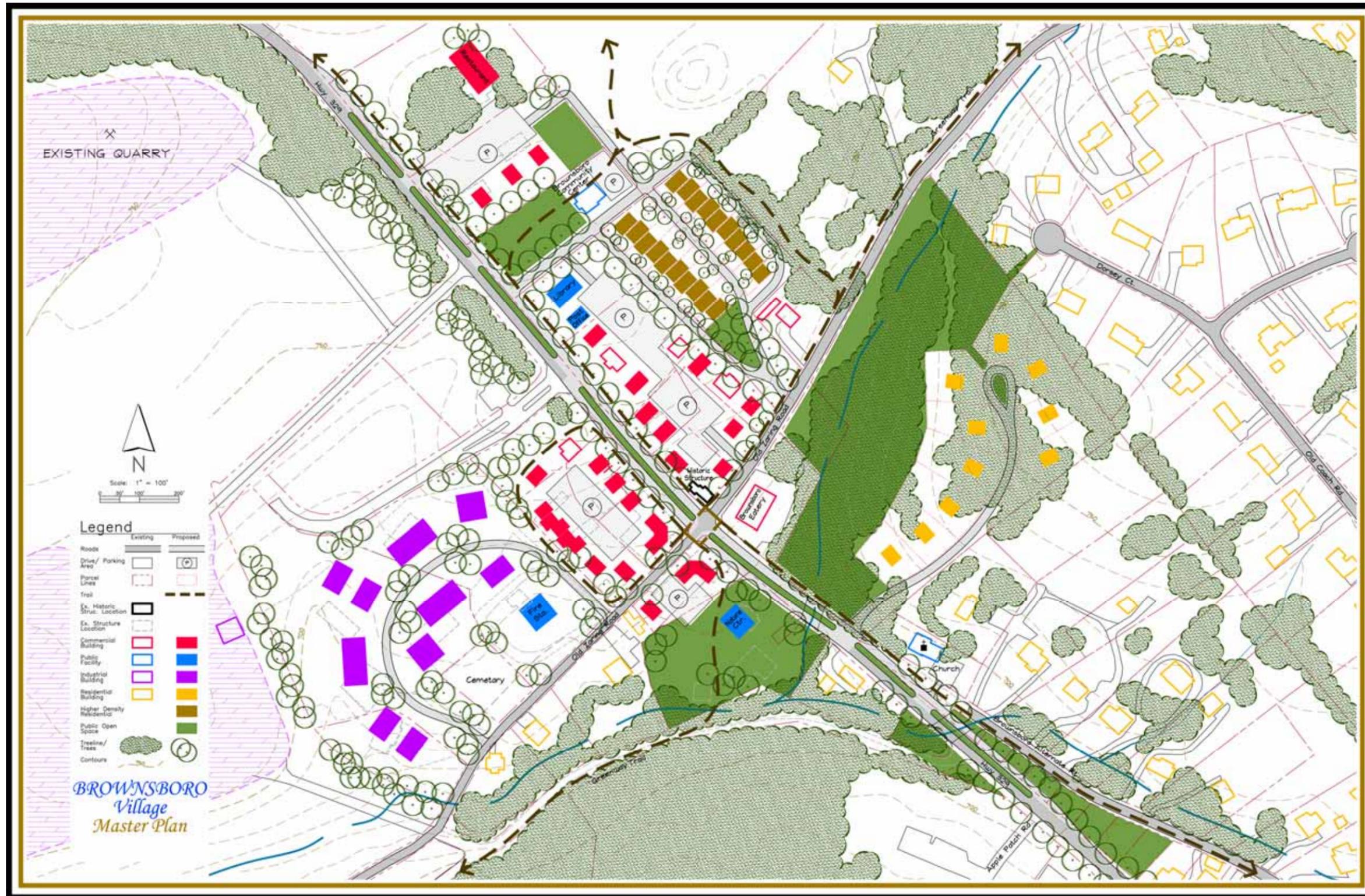


Figure 11: Brownsboro Village Master Plan



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2. Goshen Area

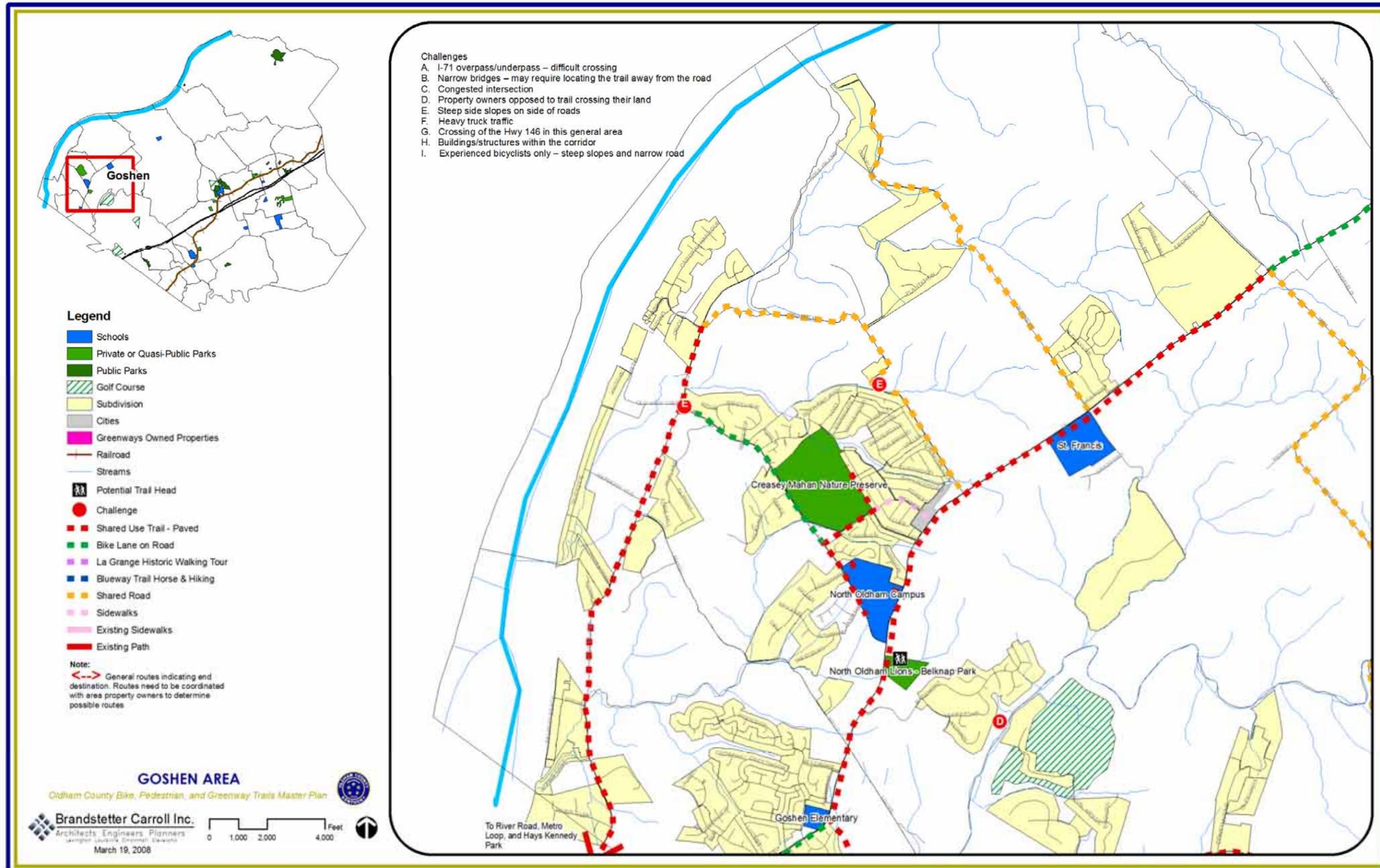
Figure 12 is a plan of the Goshen area. Major destinations in this area include the Creasey Mahan Nature Preserve, North Oldham Lions-Belknap Park and the North Oldham School Campus.

Ideally, a shared use path would be developed along U.S. 42 with a trail connecting to the North Oldham School Campus and then along KY 1793 to Creasey Mahan. A Safe Routes to Schools Grant has been obtained by the county which will help to develop some of the trails within this area.

The Rose Island Road area is very popular among bicyclists and provides good access and a fairly level route of travel to River Road, the Metro Loop in Louisville and Hays Kennedy Park, also in Jefferson County. Ideally, a shared use path could be developed adjacent to Rose Island Road. Unfortunately, this could not be continued all the way on the northern end to U.S. 42. Goshen Lane is relatively lightly traveled, but is a narrow and sometimes steep road which bicyclists currently use to travel from U.S. 42 down to Rose Island Road. This should be considered a shared roadway. Another access off Rose Island would be bike lanes that would extend up KY 1793 to the Creasey Mahan Nature Preserve and North Oldham School Campus.

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Figure 12: Goshen Area



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3. Crestwood/Pewee Valley Area

Major destinations within the Crestwood/Pewee Valley area include the South Oldham Schools Campus, Crestwood Elementary School, Yew Dell Gardens, future Maples Memorial Park in Crestwood, Briar Hill Park and Peggy Baker Park. Figure 13 illustrates several shared use trails along the roads in this area because this is one of the more densely populated portions of the county which need more transportation routes to provide access to the parks, schools, neighborhoods, etc.

Proposed routes within this area could link to the proposed trail systems in Jefferson County including the northeast loop and the Floyds Fork trail. KY 22 through this entire area could have a shared use path adjacent to the roadway. This should be accomplished as portions of the roadways are widened as identified in the 6-Year Plan and Horizon 2030 Plan. In addition, improvements should be made along KY 146 throughout this entire corridor. In the KY 146 corridor, starting with the Jefferson County line, it is recommended to expand the sidewalk on the south side of the road to provide access into the Crestwood area. At Crestwood, then it would follow along KY 146, cross over at KY 329 to the north side of the road to the South Oldham Schools Campus, and then cross back over to the south side of KY 146 near North Camden Lane and then follow in the area between LaGrange Road (KY 146) and the railroad tracks to the Buckner area.

Another identified route on this figure is a southern portion of the KY 329B which would extend from KY 22 to Old Henry Road and I-265 in Jefferson County. Portions will traverse through the Floyds Fork area and Shelby County.

Another potential access over I-71 is to use Glenarm Road off of KY 146 to the Old Zaring Road area and into the Brownsboro Village Center.

Figure 13 also indicates development of the shared use path that could follow from Haunz Lane following a sewer easement on the south side of I-71 and then follow the creek to Briar Hill Park. An option of this would be a blueway trail that would continue along the same side of I-71 and then follow the creek corridor to KY 329 in the Crestwood area. This would link several neighborhoods to the trail system.

Potential trailheads are identified at Yew Dell Gardens and at the 20 acre Maples Memorial Park that is located near the intersection of KY 22 and KY 146 in the Crestwood area, which is in a life estate and owned by the City of Crestwood.

Figure 14 illustrates an enlarged view of the Crestwood area to further demonstrate locations of these potential routes. Other routes on this figure are some potential connections to the South Oldham Schools Campus from KY 146 along Camden Acres Drive, Clore Avenue and

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Crestwood Station to the new development which could include a Kroger Store. This plan illustrates a shared use path on the east side of KY 329B, Veterans Memorial Parkway, which could traverse through the school property, the proposed Kroger store development and area located on the high side of the embankment along the side of the road, and then into the adjacent subdivisions. The route could eventually cross over to the By-pass and under I-71. This crossing under I-71 will be difficult because it is relatively narrow and a high traffic area.

Bike Lanes are shown to extend down Floydensburg Road to the south which will eventually connect to KY 1408 and KY 1818, Mount Zion Road.

Figure 13: Crestwood/Pewee Valley Area

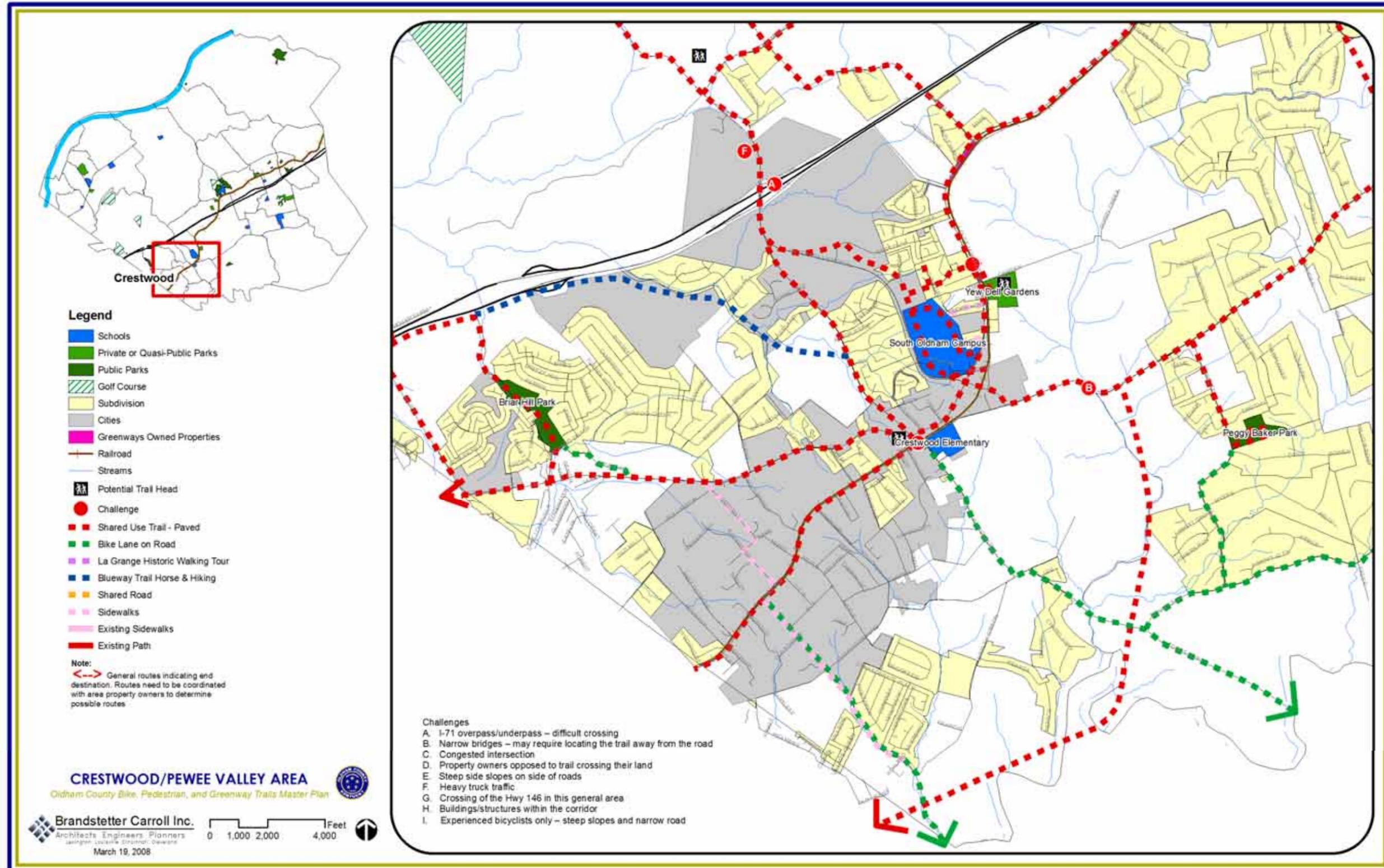
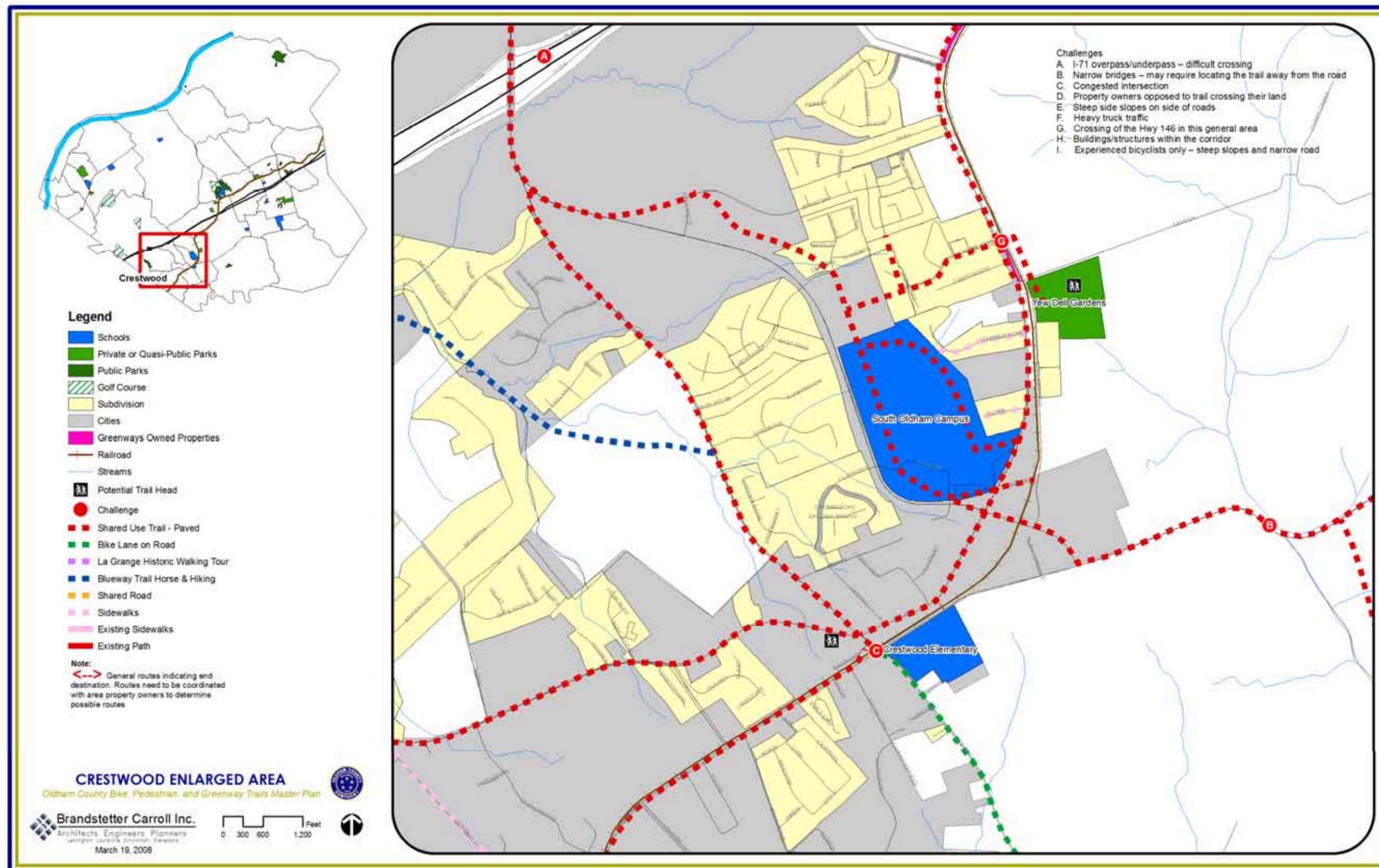


Figure 14: Crestwood Enlarged Area



4. Buckner Area

Figure 15 illustrates the proposals in the Buckner area. Figure 16 shows an enlargement of this area to further illustrate the details. Major destinations within this portion of the county include the Oldham County Schools Campus at Buckner, Wendell Moore Park, and Oldham County YMCA. A major challenge in this area include the crossing of I-71 at KY 146. Options for this were identified by the firm of PB Americas Inc. and presented to the Planning and Zoning Commission on November 14, 2007. These options included a separate bridge for the trail or location of a path along the northwest side of the road which will cross over the interstate ramps and cross the existing bridge. Other challenges in this area include the crossing of a creek along Cedar Point Road, building structures within the corridor along KY 146, especially in the central Buckner area, and the crossing of the creek along Old Zaring Road.

Separate shared use trails are identified to be located along KY 146 extending to the Oldham County Soccer Complex, to the proposed 54 acre multi-use park, through the school access adjacent to the golf course, and crossing near the relocated KY 393 near Wendell Moore Park. This could then follow along the path that is proposed along the rerouted KY 393 relocation project which would connect to the proposed trail which is partially funded along the western portion of Commerce Parkway. This then leads into the LaGrange area.

The County has recently applied for a grant to extend Commerce Parkway to the west of KY 393 and to connect to Mattingly Road and KY 146. A shared use path could be developed separated from the roadway, similar to the plans for the Commerce Parkway Trail, to provide a more direct route between Commerce Parkway and KY 146.

Another trail that is shown is the Old Zaring Road trail to the Cedar Point Trail which connects the Brownsboro area into Buckner.

Bike lanes are proposed along the portion of Cedar Point Road west of the Buckner area and also on KY 393 north of Wendell Moore Park and extending up to U.S. 42 and crossing Harrods Creek.

Potential trailheads could be located in Wendell Moore Park and also at the park and ride transit station along Commerce Parkway. The current parking area is temporary and a transit center is proposed as part of one of the developments along Commerce Parkway which should include bike lockers, restrooms, resting areas, and other amenities.

Figure 17 illustrates a conceptual plan for Wendell Moore Park. This indicates that the development of a shared use path on the southwestern portion of this site in the vicinity of an existing path. This area will include one mile, half mile and quarter mile loops. The interior of this path would encompass an 18 hole disk golf course. The trail could be connected by

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a footbridge over the drainage ravine to the area surrounding the football complex in the main active portion of park. A trail would be proposed along the lake front and then eventually connect to another footbridge over an arm of the lake to the trail that goes around the softball fields and Senior Citizen Center. Internal trails are also illustrated within Wendell Moore Park to provide safe access from the proposed shared use path to the tennis courts, playground, picnic area, aquatic center and community center. The state highway improvements include the development of a shared use path adjacent to KY 393. The Transportation Cabinet's latest plan indicates extending the path to the new entrance of the park and community center. This Master Plan recommends extending the trail along the roadway to the Senior Citizen Center. Another spur of this trail crosses KY 393 near the entrance and connects to the potential 54 acre multi-use park and the Buckner Schools Campus.

Figure 15: Buckner Area

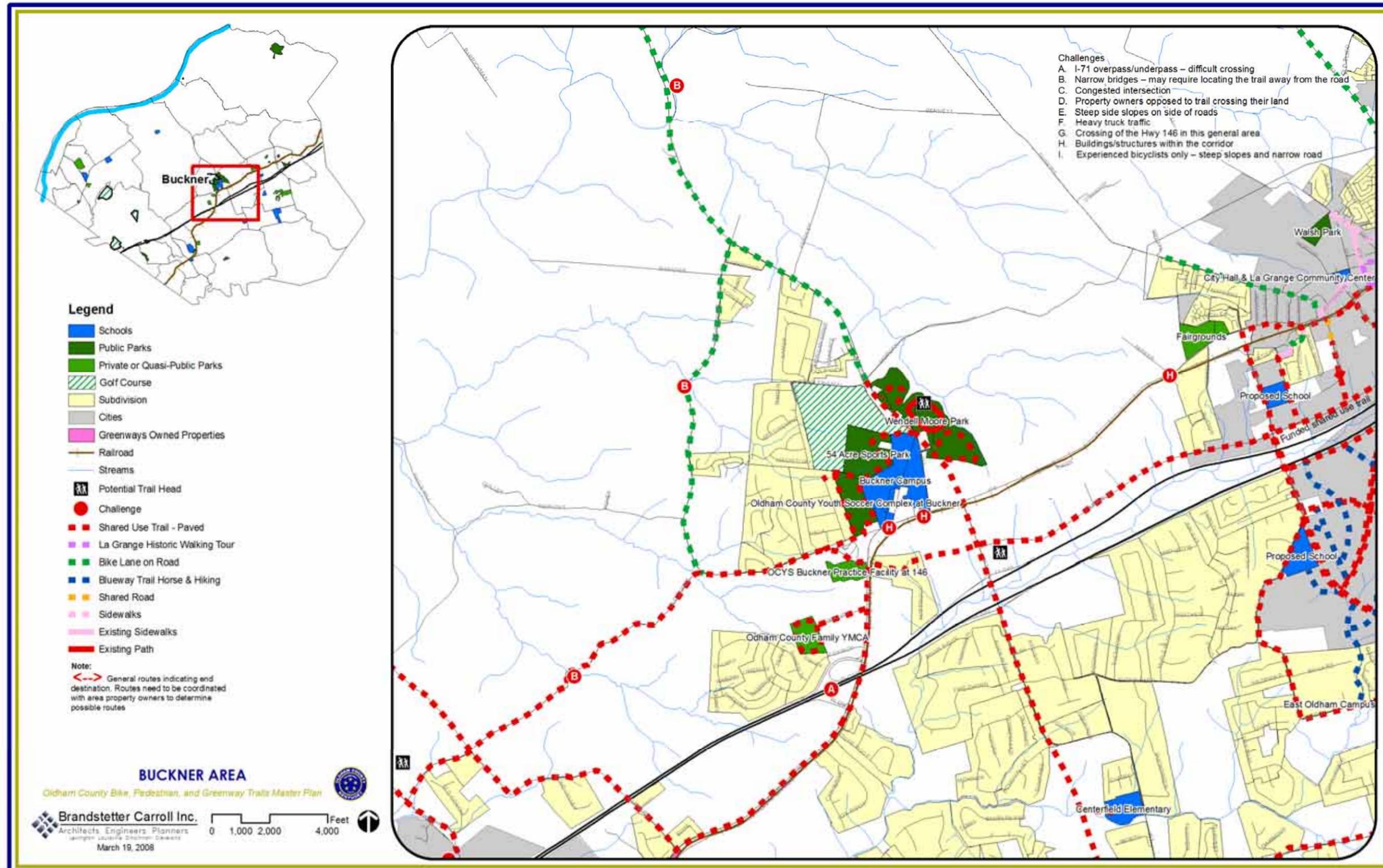


Figure 16: Buckner Enlarged Area

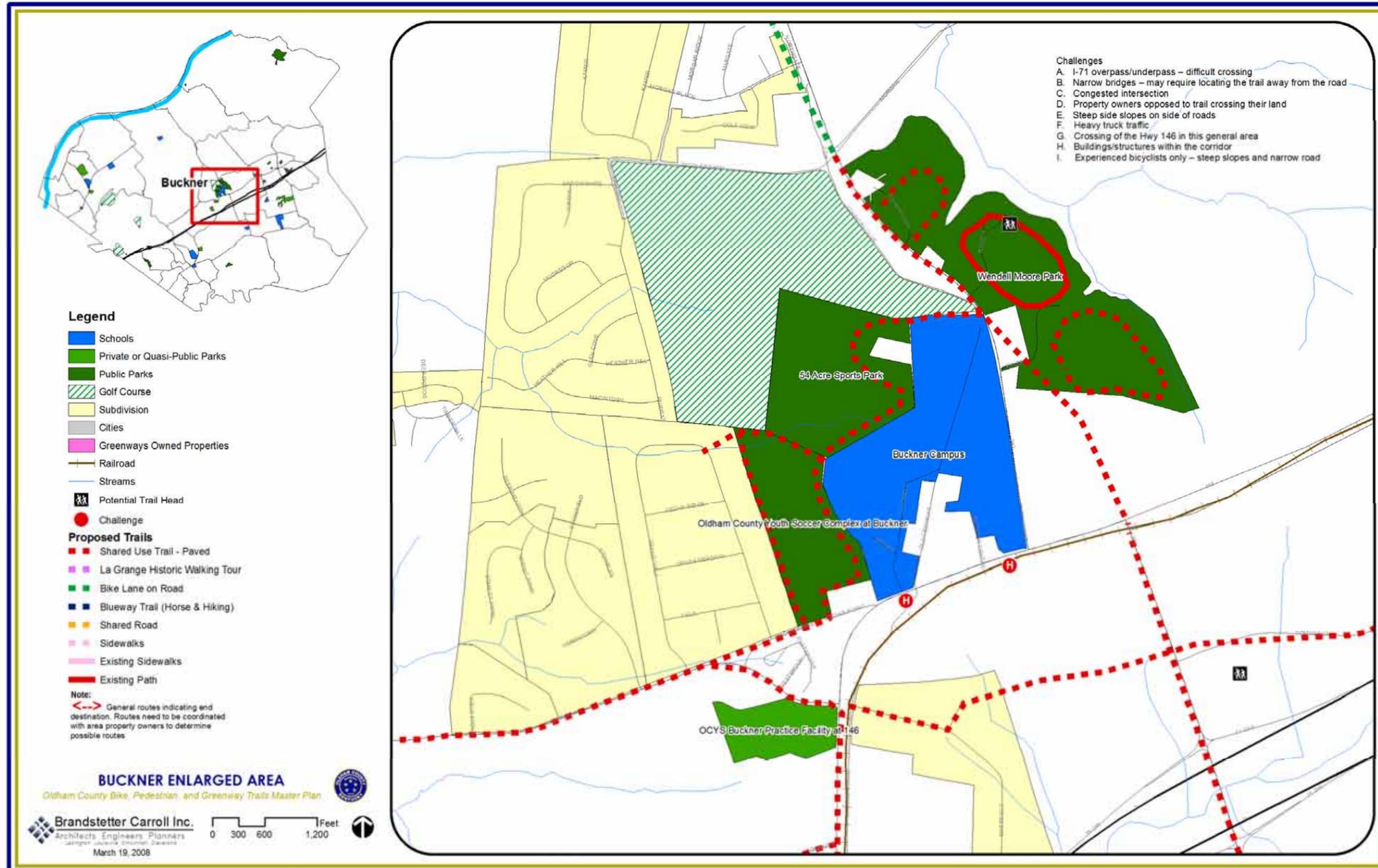
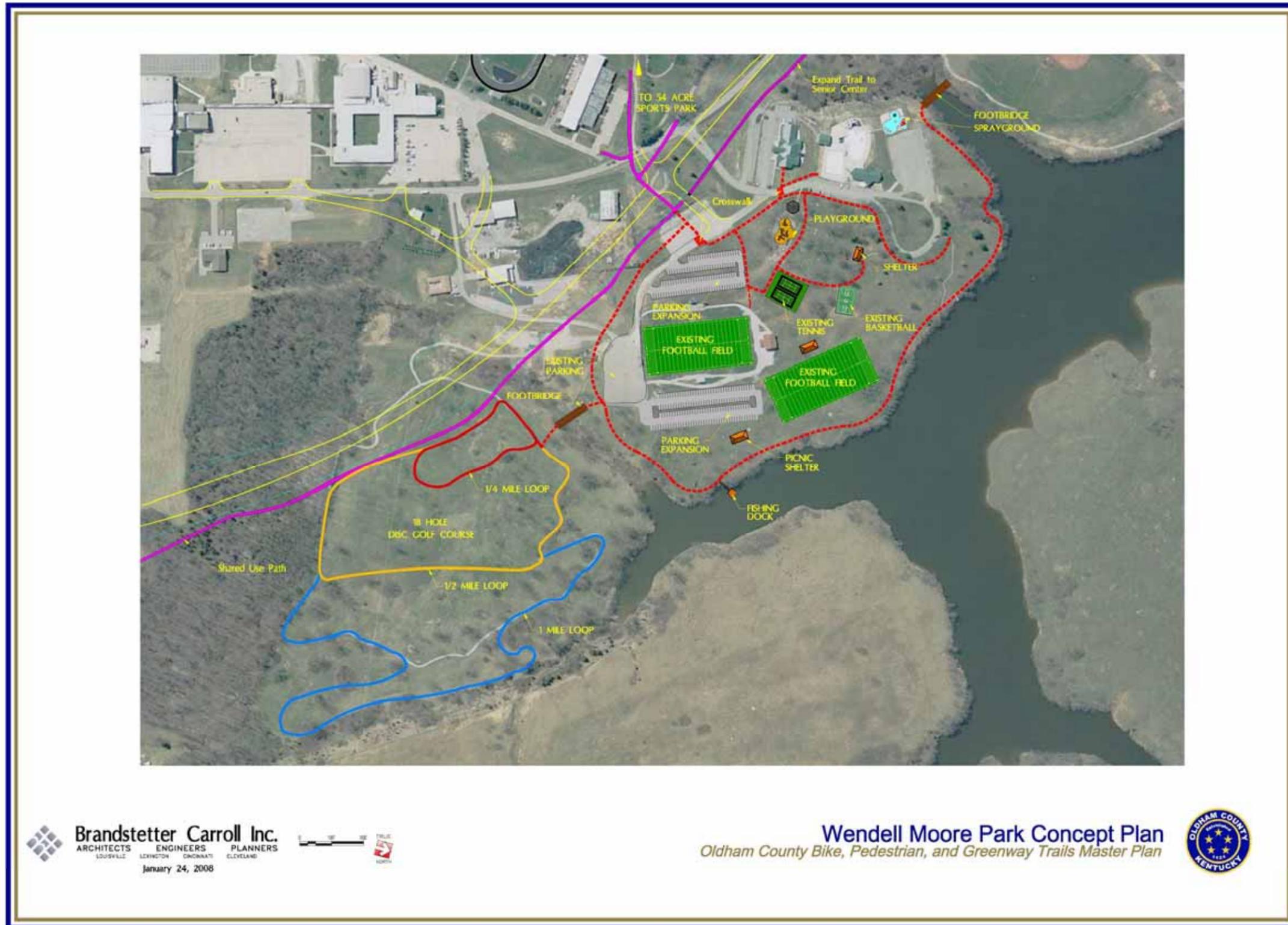


Figure 17: Wendell Moore Park Concept Plan



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5. LaGrange Area

Figure 18 illustrates the proposed routes in the LaGrange area and Figure 19 is an enlargement of the downtown LaGrange area. Major destinations in LaGrange include the neighborhoods, historic downtown LaGrange shopping district and environs, Oldham County History Center, Wilborn Park, Walsh Park, the proposed schools along Allen Lane, and the Oldham Reserve development. Several wonderful opportunities exist in this area for the development of a very good trail system. The difficulty of crossing I-71 at KY 53 can be improved, but an alternative crossing is proposed at Allen Lane which would provide a good connection from KY 146 to the Oldham Reserve development and eventually connecting to KY 53. This route is proposed to have shared use paths on both sides of the road and over the interstate. The Oldham Reserve development includes shared use paths which are proposed to be located along the side of the major roads, and blueway trails which will be located along the drainage corridors. Another path could be developed along Moody Lane, which provides a good loop in the area south of the interstate. The Commerce Parkway Trail extending from Allen Lane to KY 53 has been funded and the portion west of Allen Lane is partially funded, which extends over to KY 393. The design has been developed for both of those segments.

Roadway improvements and proposed sidewalks are recommended along all of KY 53. North and south of the City limits of LaGrange, KY 53 should be widened to include bike lanes on both sides of the road. Another shared use path is recommended along East Main Street/Jericho Road. The shared use path could be a widened sidewalk area which would extend to Duncan Avenue and then bike lanes could extend across the interstate to Massie School Road, where at least two new subdivisions are planned.

An existing trailhead has been located east of downtown along East Main Street at the Train Depot. Another trailhead location could be the proposed location of a transit center near I-71.

Figure 19 also illustrates the existing sidewalks and sidewalk improvements that are recommended in the LaGrange area. The LaGrange Historic Walking Tour Route is also illustrated on the figure.

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Figure 18: La Grange Area

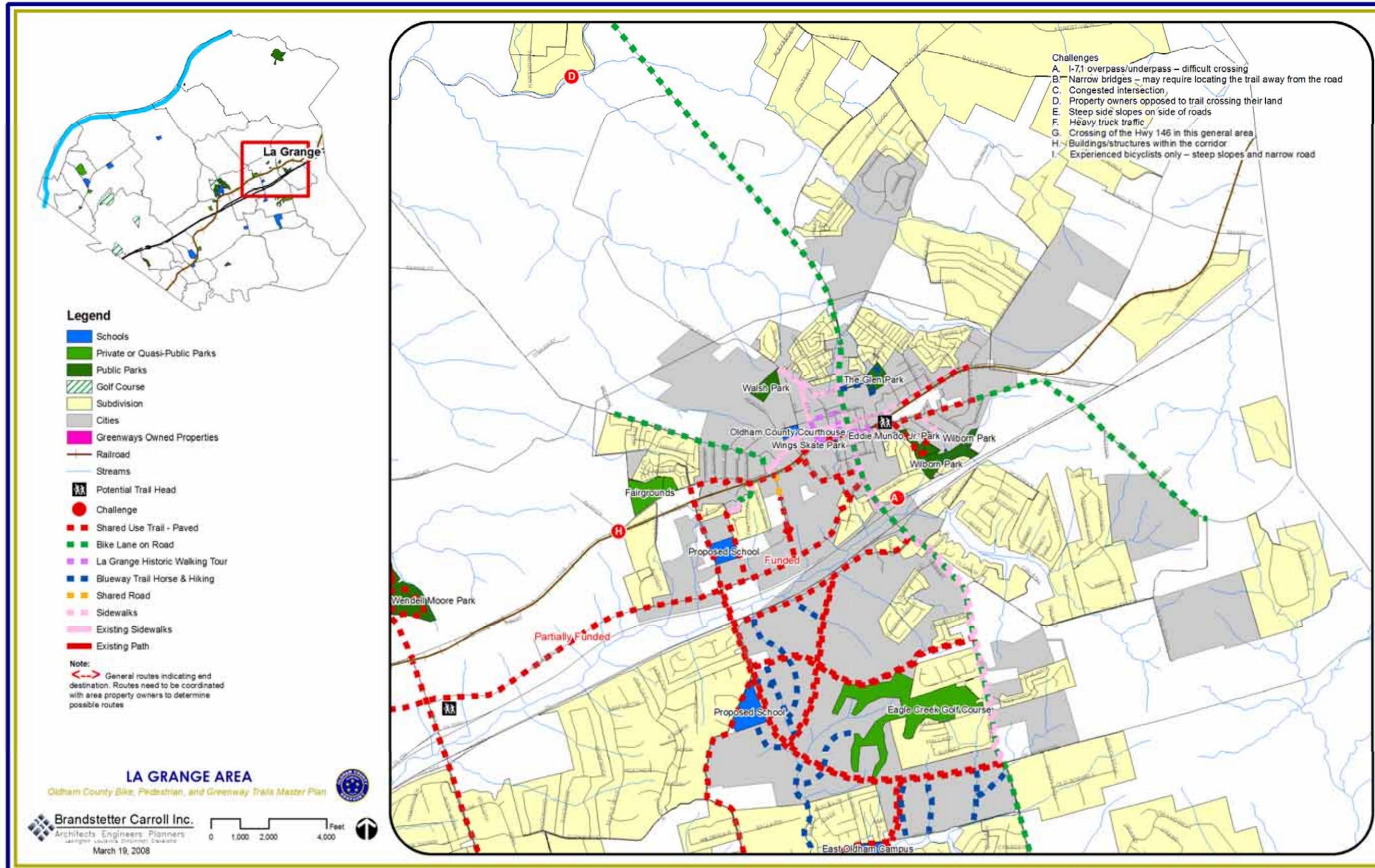
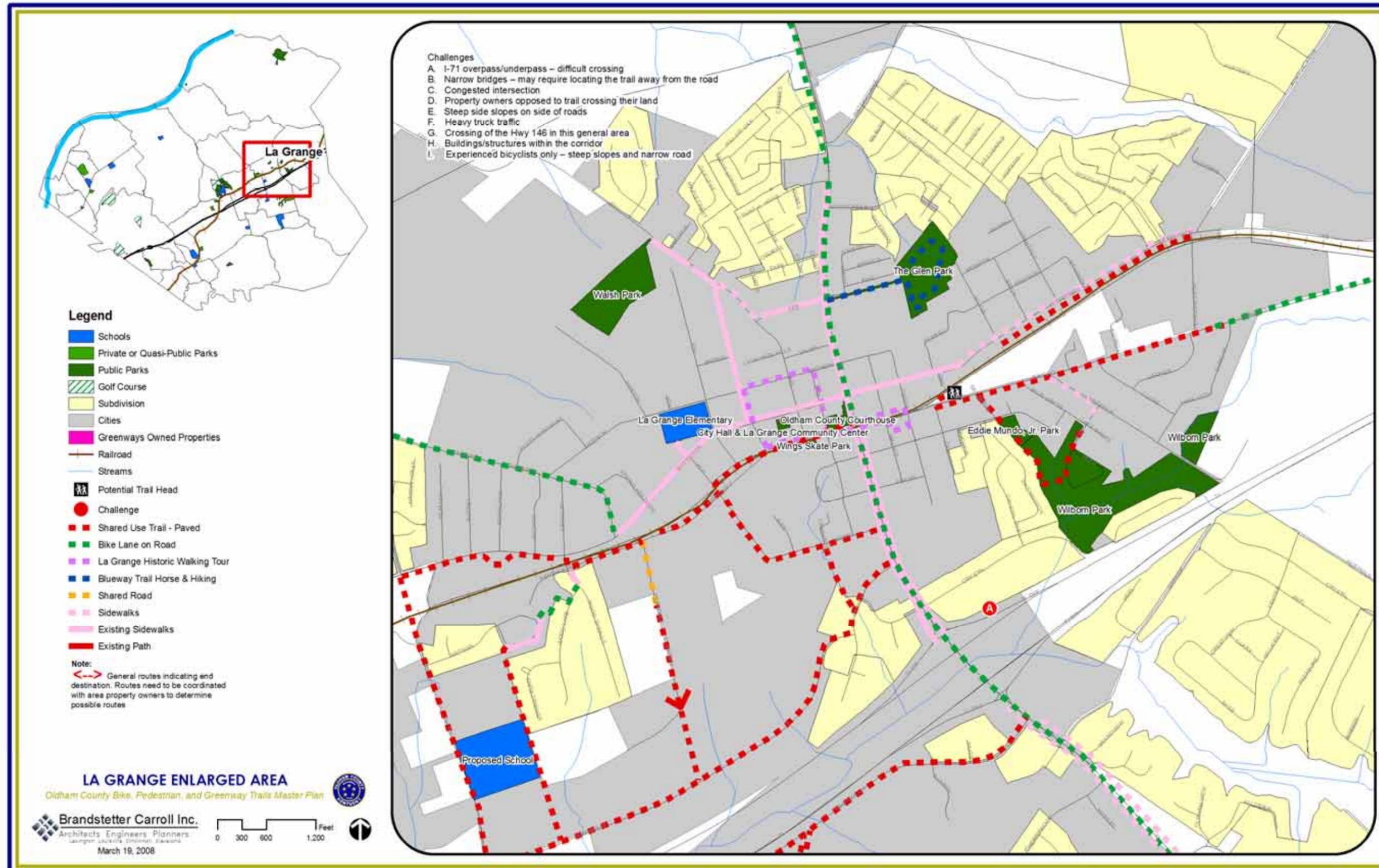


Figure 19: La Grange Enlarged Area



6. Centerfield Area

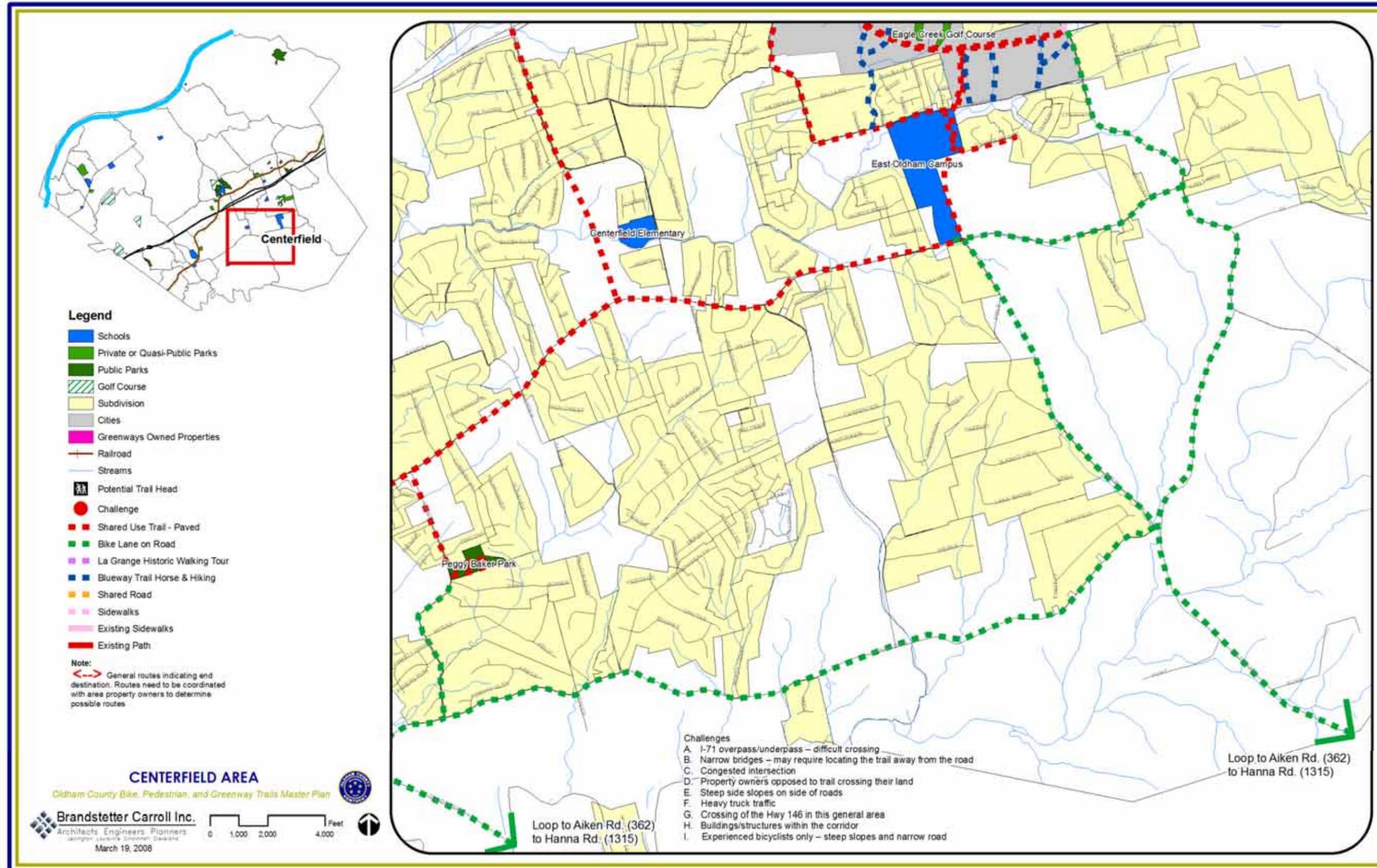
Figure 20 illustrates recommendations in the Centerfield area, which is directly south of LaGrange on the maps. Major destinations in this vicinity include the location of the current East Oldham Middle School, which will also eventually have an elementary school and high school. The Centerfield School is also a destination within this corridor. Peggy Baker Park is located to the western edge and the Oldham Reserve is located immediately north of the East Oldham Schools Campus.

A shared use pathway adjacent to the road is proposed to extend from the west to Fible Lane and then following along Fible Lane, through the school campus to Oldham Reserve. On KY 22, bike lanes are proposed which would continue further eastward to KY 53 and then extending north on KY 53 to LaGrange, and south, which would connect to Old Hanna Road and Mount Zion Road. This figure also indicates a route extending into Shelby County, which could follow to Akin Road (KY 362) and to Hanna Road (KY 1315).

A shared use path is also proposed for the KY 393 relocation of which portions are currently developed. This is to provide access into the rear portion of Centerfield School.

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Figure 20: Centerfield Area



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7. Westport Area

Figure 21 illustrates recommendations in the Westport area. Major destinations include the downtown area of Westport and the Morgan Conservation Park along KY 524. Extending parallel to the river on KY 524 are proposed bike lanes. The rest of KY 524 could be a shared road as shown in the yellow dashed lines. These roads are not very heavily traveled and very difficult to widen or develop a shared use path because they follow creek corridors and have steep side slopes and high embankments. A shared roadway is also recommended for U.S. 42, east of KY 53, extending to the Henry County line.

A blueway trail could potentially be developed along the Harrods Creek corridor within this area, which could provide a connection to the L'Esprit development which has several miles of horse trails within its development. The L'Esprit land owners currently have strong concerns about inviting the public on to their trail system.

The Morgan Conservation Park is located in the northeastern portion of the County off KY 524. The park consists of approximately 225 acres and the master plan indicates that a series of natural surface hiking trails will be developed. A total of approximately 4.5 miles are planned for the park. Figure 22 illustrates the Morgan Conservation Park Master Plan.

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Figure 21: Westport Area

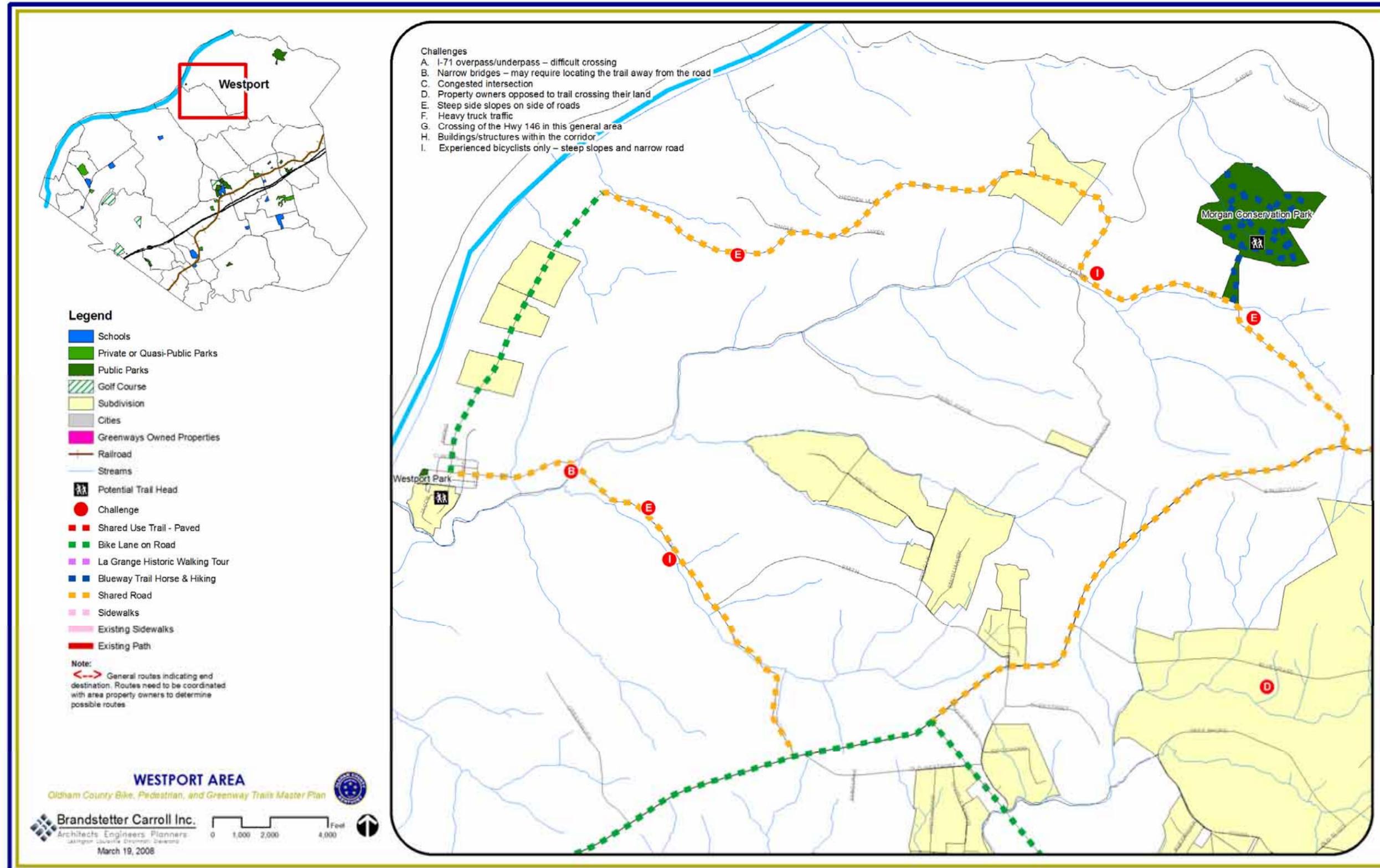
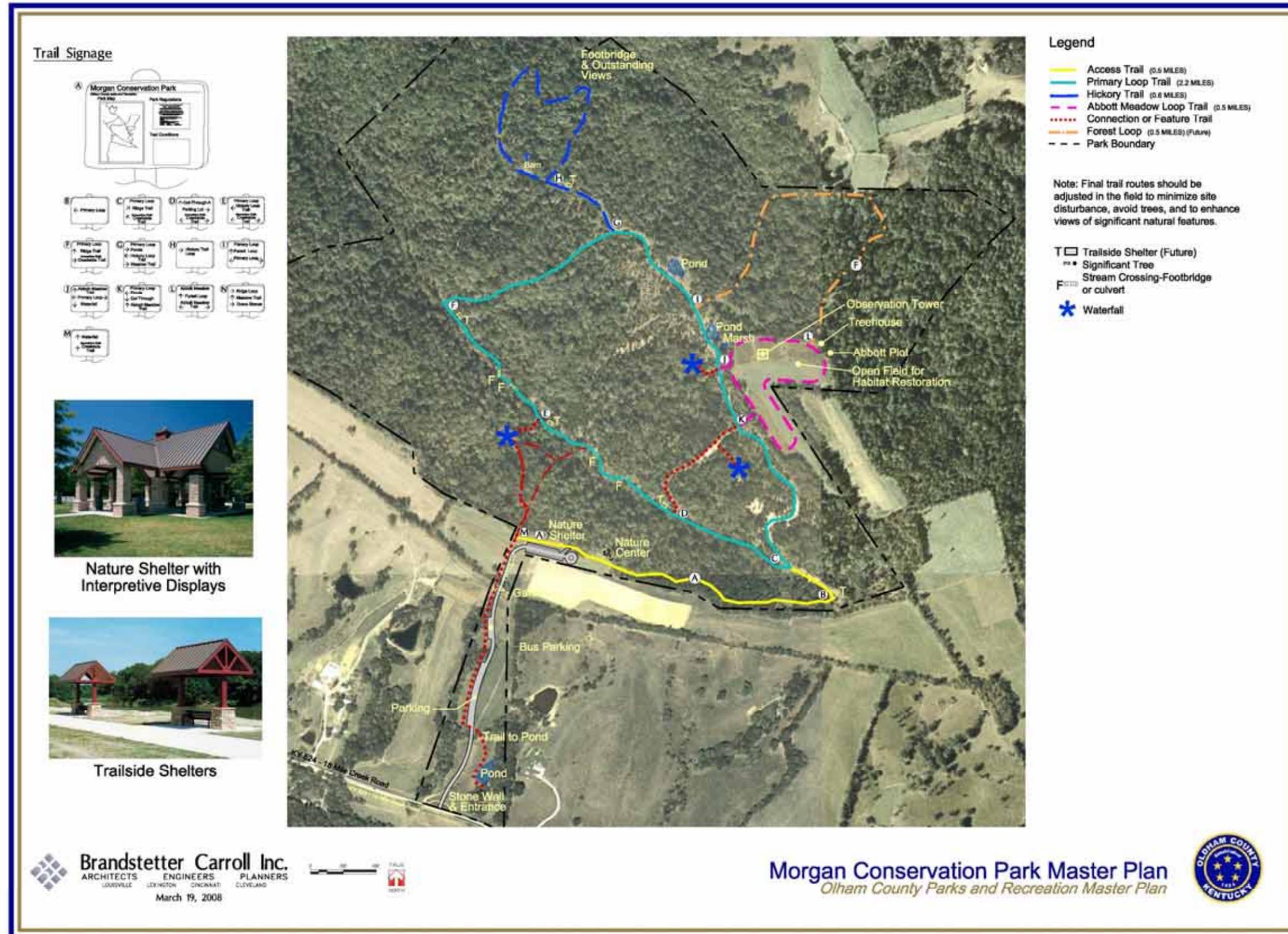


Figure 22: Morgan Conservation Park Master Plan

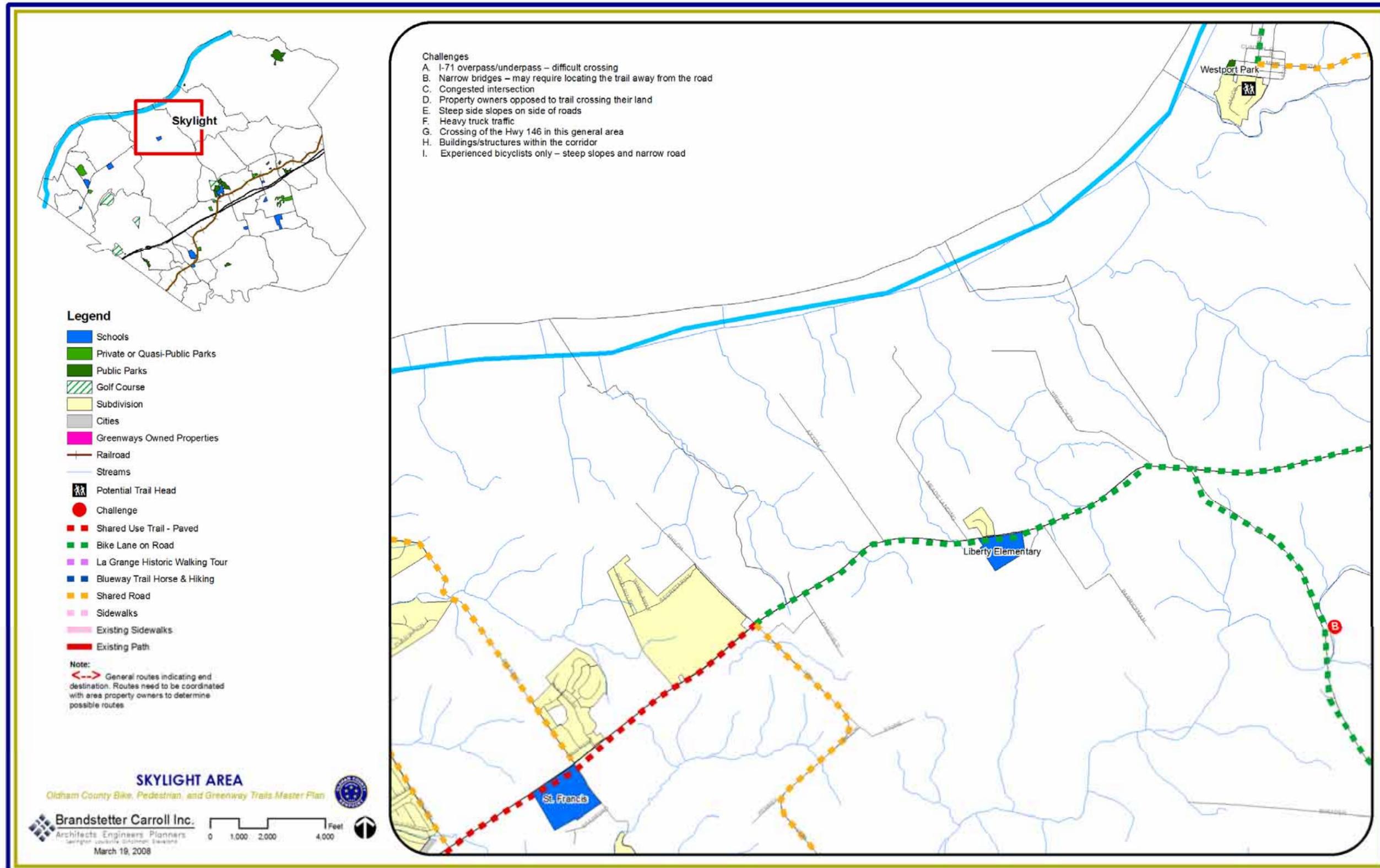


8. Skylight Area

Figure 23 illustrates the Skylight area along U.S. 42 and the Ohio River. This plan illustrates the development of a shared use path adjacent to U.S. 42 from the west, extending to KY 1694 and then continuing as bike lanes on U.S. 42 all the way over to KY 393, and eventually to KY 53 further to the east.

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Figure 23: Skylight Area



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IV. Trail Design Standards

A. Introduction

There are four basic types of trails that are recommended in Oldham County as part of the Bike, Pedestrian and Greenway Trails Master Plan. Each type will be discussed individually in the trail guidelines section with specific criteria for each. The trail types include:

1. **SHARED USE PATH-** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.
2. **BIKE LANES-** A portion of the roadway designated by striping, signing and other pavement markings for preferential or exclusive use for bicycles.
3. **SHARED ROADWAYS-** A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.
4. **NATURAL SURFACE TRAILS-** For equestrian and hiking activities.

The internet is full of trail standards and guidelines that are developed by regulatory agencies and greenway and trails advocacy groups. Some of this information is included within this section and portions are reproduced in the Resource Guide that is included in an appendix to this document and is on file in the Oldham County Planning and Zoning office.

The key to implementing the design guidelines is first to determine which type of trail would be most appropriate for the type of user and level of participation that is expected on a particular portion of the trail. For example, it would not be proper to encourage younger children to ride bikes on the streets without bike lanes to go to school. In contrast, it would not be appropriate to develop a 10' wide asphalt trail in an area where there would be very little traffic. The types of trails that are recommended have been indicated on the proposed Greenway Plan throughout the County. The exact locations cannot be determined at this time and should be identified through further analysis of expected transportation patterns, property ownership, willingness of adjacent landowners, and the type of destinations for pedestrian and bicycle traffic that are included within the area.

Basic guidelines for each type of trail are discussed within this section with references to more detailed information in other documents.

B. Shared Use Paths

The Shared Use Path provides the most flexibility for the widest variety of users. They are intended to be used by pedestrians, persons in wheel chairs, persons with disabilities, persons with strollers, bicyclist, inline skaters, walkers, joggers, and could be used by horses. Oldham County has developed a standard for these trails as part of the design for the Commerce Parkway section. These guidelines indicate that the construction of all shared use trails shall be in accordance with all current guidelines of the Kentucky Transportation Cabinet, American Association of State Highway and Transportation Officials (AASHTO), and Manual of Uniform Traffic Control Devices (MUTCD). In addition, the documents titled “Designing Sidewalks and Trails for Access – Part I of II: Review of Existing Guidelines and Practices” (1999) and “Part II of II: Best Practices Design Guide” (2001) by the U.S. Department of Transportation, should be consulted in the design of the proposed routes and were used in the preparation of these standards.

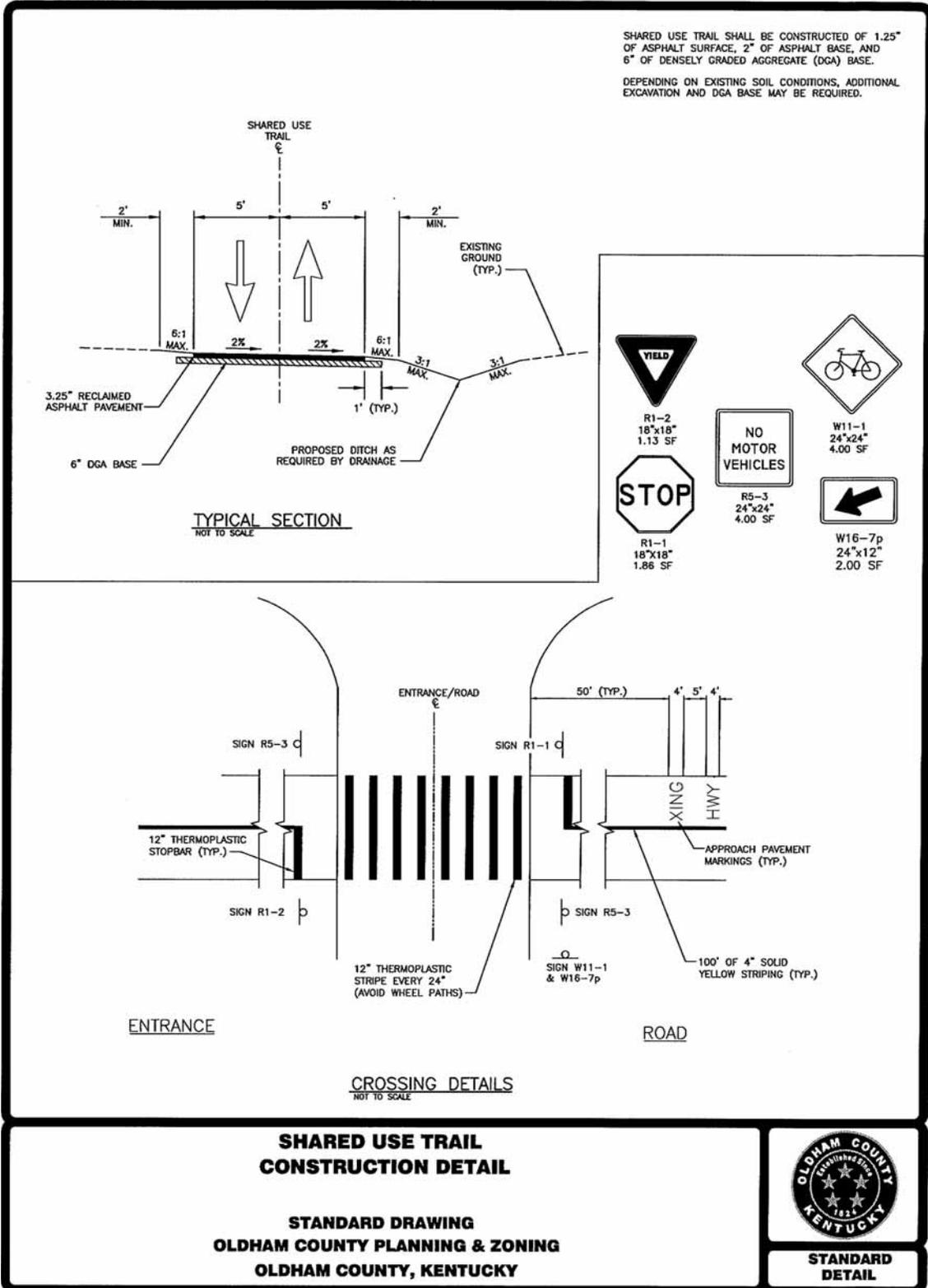
Maintain 5' minimum (10' desirable) of separation between the shared use trail and the edge of roadway shoulder (or 8' minimum separation to travel lane if no shoulder present). Shared use trails should maintain 3' of horizontal clearance and 10' of vertical clearance from all projections, including poles, trees, fences, hydrants, etc. Shared use trails shall maintain a horizontal curve radius of 40' (100' desired). A 4% maximum grade is desirable for shared use trails. Figure 24 provides a standard detail from Oldham County Planning and Zoning with a typical section of a shared use trail and crossing detail where the shared use trail crosses a road. The detail indicates pavement striping, signage, widths and clearances, and slopes.

Figure 24 also identifies suggested pavement surfaces with 1.25" of asphalt surface, 2" of asphalt base, and 6" of dense graded aggregate (DGA) base. This detail will vary based on the soil conditions. Although the standards indicate that 10' is the desired width, in areas with expected higher use such as in heavily populated neighborhoods with access to schools and shopping centers, the width may need to be wider with a stripe to separate wheeled items, such as bicycles and in-line skates, from walkers and joggers.

Shared use paths provide the most flexibility and types of use. Potential users would include bicyclists, road racing, persons in wheelchairs, commuters, walkers, and joggers. Each has different design speeds and requirements, for example, bicyclists, which travel at the fastest speeds, need the smoothest surfaces. Therefore, it is imperative to follow the Guide for Development of Bicycle Facilities (AASHTO, 1999).

Designers should ensure that an accessible pathway leads up to the shared use path. All access points along the shared use path should be accessible to people with disabilities. Furthermore, the facilities around the trail should also be designed for access.

Figure 24: Oldham County Shared Use Trail Standard Detail



Shared use paths attract a variety of user groups who often have conflicting needs. All pedestrians are affected by sudden changes in the environment and by other trail users, such as bicyclists who travel at high speed. However, the conflict on shared use paths is especially significant for people who cannot react quickly to hazards, such as people with mobility impairments. To improve the shared use path experience for all users, including people with disabilities, designers and planners should be aware of potential conflicts and employ innovative solutions whenever possible. Basic conflict can be avoided by:

1. Providing information, including signage, in multiple formats that clearly indicate specific users and rules of conduct;
2. Ensuring that the shared use paths provide sufficient width and appropriate surfaces for everyone, or providing alternatives for different type of users;
3. Providing sufficient separation for users traveling at different speeds, for example, if volume and space permits, bicyclists in pathways should have a different lane.
4. Providing the necessary amenities for all users, for example, bicyclists require bike racks or lockers.

As stated earlier, a 4% maximum grade is desirable on shared use trails. This may not always be possible, especially following adjacent to an existing roadway. Some guidelines allow for: a maximum of 8% slope for a maximum of 220'; a 10% slope for a maximum of 30'; and a 12.5% slope for a maximum of 10'. The change in grade should also be gradual as this involves several types of users. Near the top and bottom of the maximum grade segment, the grade should gradually transition to less than 5%. In addition, rest intervals should be provided within 25' of the top and bottom of the maximum grade segment. Rest areas on shared use paths should ideally be located adjacent to the path for the safety of all users. A rest area should be relatively flat with a cross slope that does not exceed 2%. These rest areas are beneficial for all shared use path users, particularly for people with mobility impairments that experience more effort to walk than other path users. Ideally, there would be a bench for resting in an area where users can pull wheelchairs or bicycles off the trail surface.

The crosswalk and drainage of the path must also be considered. A severe cross slope could make it very difficult for wheelchair users and other pedestrians to maintain their balance because they must work against the force of gravity. The cross slope could also cause wheelchairs to veer downhill and create problems for individuals using crutches or with other disabilities. For asphalt and concrete surfaces, a cross slope of 2% is adequate. For non-paved surfaces, such as a crushed aggregate, the maximum recommended cross slope would be 5%. Ideally, there would also be a 2' wide shoulder area adjacent to the trail, which also has a maximum 5% slope.

Passing space is not normally required on a shared use path unless it is narrower than 10'. If narrower, then an area of 5' by 5' should be provided at a maximum of 200' intervals.

Railings can be used to provide separation from steep slopes and vehicle traffic. Railings on shared use paths should be at least 42" high to prevent bicycle riders from flipping over the top of the rail as shown on Figure 25. Protrusions at handlebar height should be avoided. Figure 26 illustrates the typical conditions of a shared use trail and Figure 27 provides a typical shared use trail adjacent to a roadway. This is typical of the planned paths in the Oldham Reserve development.

Figure 25: Railings on a Shared Use Path



Example of railing on a bridge.

The railing on the left separates the shared use path from a steep slope and a lake. The railing on the right includes a concrete barrier wall to separate bicycle and pedestrian use from motor vehicle traffic.

Figure 26: Shared Use Trail

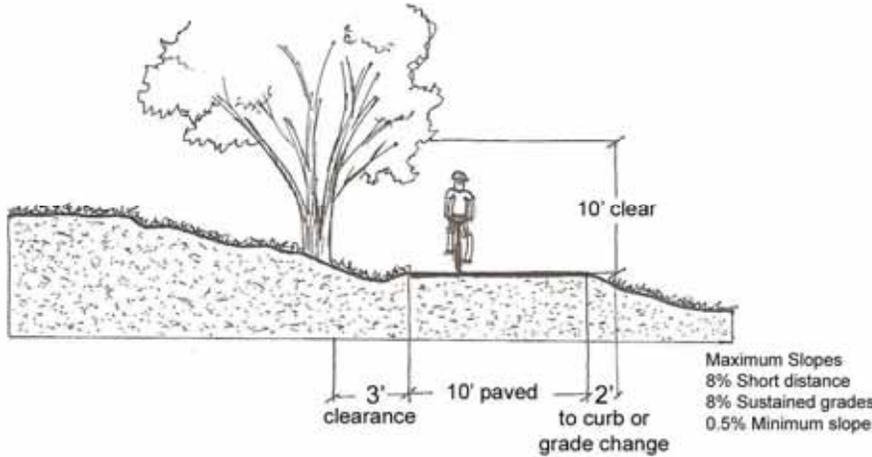
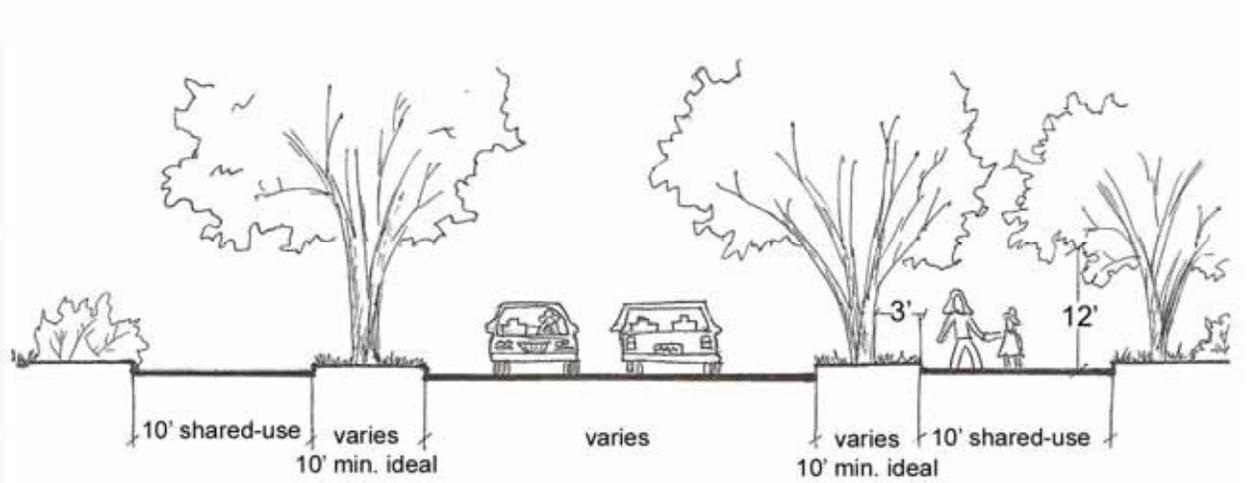


Figure 27: Typical Shared Use Trail Adjacent to Road



Designating sidewalks as signed bikeways is not ideal. Unfortunately, it will be necessary in some areas within Oldham County because it is the only opportunity that exists. These wide sidewalks incur high speed bicycle use and increase potential for conflict with motor vehicles at intersections, as well as pedestrians and fixed objects. Whenever sidewalk bikeways are established, unnecessary obstacles should be removed. Curb cuts must be flush with the street. Curb cuts at every intersection are necessary as well as bikeway yield or stop signs at uncontrolled intersections. Curb cuts should be wide enough to accommodate adult tricycles and two wheel bicycle trailers as well.

In residential areas, sidewalk riding by young children is common. With lower bicycle speed and lower cross street auto speeds, potential conflicts are somewhat lessened, but still exist.

C. Bike Lanes and Shared Roadways

Bike lanes and shared roadways are intended for more experienced bicycle riders. Several excellent guideline documents are available, but the main one that should be considered is the Guide for Development of Bicycle Facilities, 1999, by AASHTO. This document details recommended widths, intersection conditions, turning lanes, use of bike lane symbols and signage, etc. In general, bicycles will be used on all highways where they are permitted and bicycle safe design practices should be incorporated into improvements on all highways. Design features that can make roadways more compatible for bicycle travel include bicycle safe drainage grates and bridge expansion joints, improved railroad crossings, smooth pavement, adequate site distances, and signal timing and the tactile systems that respond to bicycles. More costly shoulder improvements and wide curb lanes should also be considered. Within the category of bike lanes and shared roadways, there are two different scenarios.

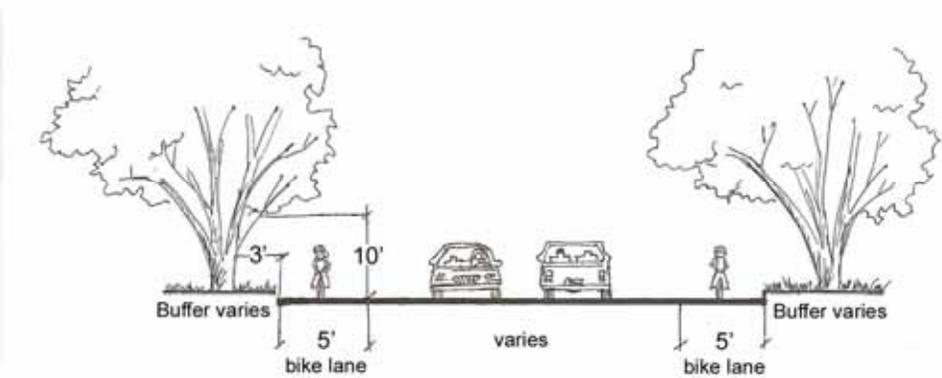
1. The bike lanes are very specific lanes, which are striped and should be a minimum of 5' wide.
2. Paved shoulders and increased lane widths can also improve use by bicyclists to share the road.

Figure 28 identifies a proposed bike lane along the edge of a road.

Signed, shared roadways are those that are identified by signing of preferred bicycle routes. There are several reasons for designating signed bike routes:

1. The routes provide continuity to other bicycle facilities, such as bike lanes and shared use paths.
2. The road is a common route for bicyclists through a high demand corridor.
3. In rural areas, the route is preferred by bicyclists due to low motor vehicle travel volume or paved shoulder availability.
4. The route extends along local neighborhood streets and connectors that lead to an internal neighborhood destination such as a park, school, or commercial district.

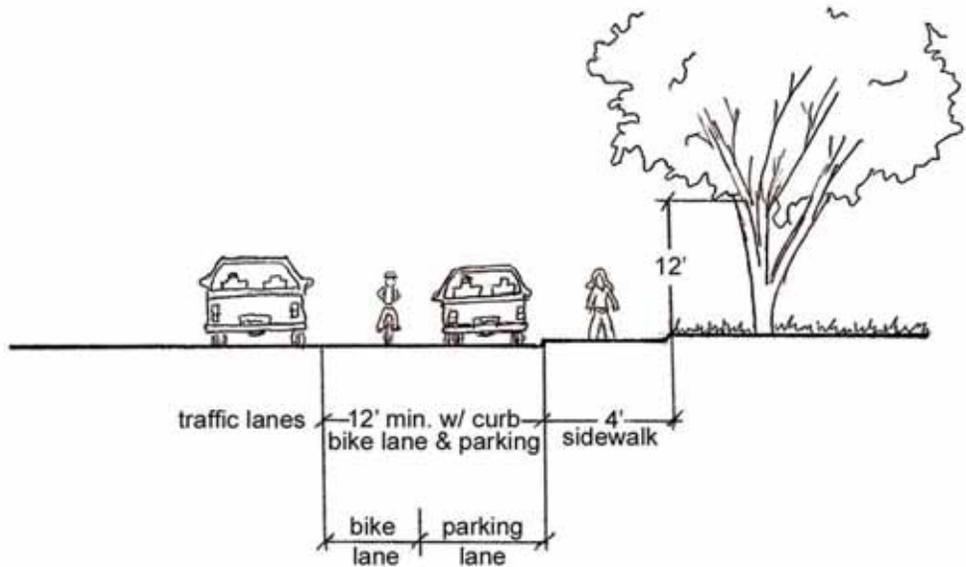
Figure 28: Typical Bike Lanes



Bike route signs may also be used on streets with bike lanes as well as on shared use paths. Regardless of the type of facility or roadway where they are used, it is recommended that bike route signs include destination information. Therefore, by designating a route as a bicycle route, a county or city must take action to ensure that these routes are suitable as shared use paths, and that they will be maintained.

Where parking is permitted, the shared area should be a minimum of 11' without a curb face and 12' adjacent to the curb. If the parking volume is substantial, an additional one to two feet of width is desirable. Ideally, there would be a separate bike lane which would be placed between parking areas and the travel lane with a minimum width of 5'. Figure 29 illustrates bicycle lanes and parking.

Figure 29: Typical Bike Lane and Parking



Bicyclists usually tend to ride a distance of 32 to 40 inches from a curb face. Therefore, it is very important that the paved surface in this zone be smooth and free of structures. Drain inlets and utility covers that extend into this area may cause a bicyclist to swerve, and have the effects of reducing the usable width of the lane.

Bike lanes should be provided with adequate drainage to prevent ponding, washouts, debris accumulation and other potentially hazardous situations for bicyclists. All drainage grates should be bicycle-safe.

The AASHTO Guidelines provide very specific recommendations for striping, signage, and lane locations at intersections of various types, which are not reproduced in this document.

Another outstanding source of information is the [Bike Lane Design Guide](#) for the City of Chicago, which is available at www.bicyclinginfo.org.

D. Natural Surface Trails for Equestrian and Hiking

Natural surface trails for horse riding and hiking are recommended within parks and along specific natural corridors such as the proposed 25 mile loop in the Brownsboro area. Two excellent sources are provided in the resource guide with guidelines for development of the trails. One is the United States Forest Service Trail and Management Fundamentals, which includes the National Trail Management classes, which identifies five classes of trails based on level of activities and the type of surface. The second is the Kentucky State Parks Division of Recreation and Interpretation [Trail Design Guidelines](#). Figure 30 identifies a typical equestrian and hiking trail. It identifies that it would be a 10' wide, shared use area, which should have a minimum of 12' clearing height. Figure 31 is primarily an equestrian trail, but also calls out characteristics of other trails and identifies a maximum slope of 15% for short distances, 10% for sustained runs, and 1% minimum slope to allow for proper drainage. Figure 32 identifies typical characteristics of a natural surface hiking trail, which will be a 3' wide path with a 3' to 5' clearing on each side and an 8' clearing height to allow walkers to pass safely underneath the tree canopy. These should also have a maximum slope of 15% with a 1% minimum slope for proper drainage.

The U.S. Forest Service National Trail Management Classes has five classes which include the following:

1. Class 1 Minimum/Undeveloped trail
2. Class 2 Simple/minor development trail
3. Class 3 Developed/Improved trail
4. Class 4 Highly developed trail
5. Class 5 Fully developed trail

The matrix in the research guide identifies the tread and traffic flow, obstacles, constructed features and trail elements, signs, typical recreation environments, and experiences for each of these categories. Where public use of trails is intended, this Master Plan recommends at least a class three, which will include the following characteristics:

1. A tread that is obvious and continuous.
2. Width that accommodates unhindered one lane travel with occasional allowances constructed for passing.
3. Typically of native materials.
4. Infrequent obstacles.
5. Vegetation cleared outside of the trail way.
6. Trail structure such as walls, steps, drainage, and raised trails may be common.
7. Trail bridges are provided as needed for resource protection and appropriate access.
8. Generally, native material is used in the wilderness.
9. Regulatory signs, resource protection, and user reassurance signs are provided.
10. Directional signs are provided at junctions or where confusion is likely.
11. Destination signs are typically present.
12. Informational and interpretive signs may be present outside of wilderness areas.

E. Trailheads

Trailheads should be provided for the various types of trails. Where equestrian trails are provided, there should be parking for vehicles with horse trailers, a ring to stable the horses while riders are preparing, parking for hikers, trail map signage to identify routes, distances, level of difficulty, a source of water, and ideally, restrooms available for public use will also be provided at the trail head.

F. Trail Construction

The U.S. Forest Service and other organizations provide very detailed guidelines for the construction of trails, which should be followed by groups involved in their development. These guidelines provide more specific information on grade, cross slopes, drainage, use of switch backs, stream crossing, bridges, and other situations.

Figure 30: Typical Equestrian/Hiking Trail

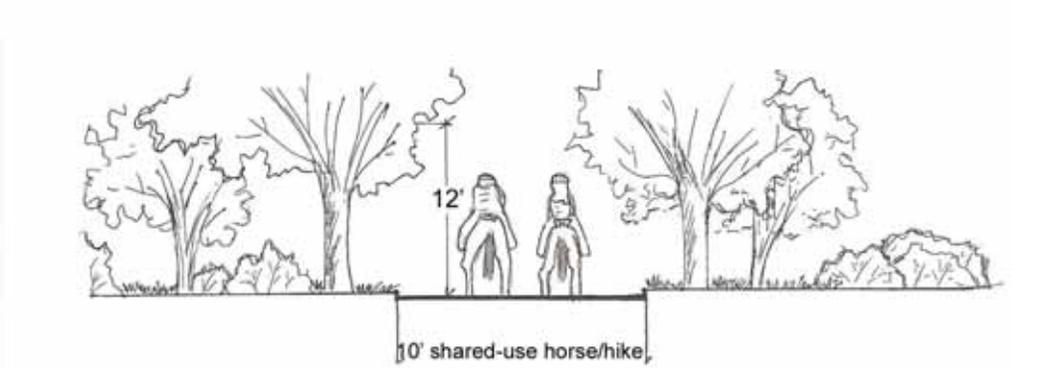


Figure 31: Equestrian Trail

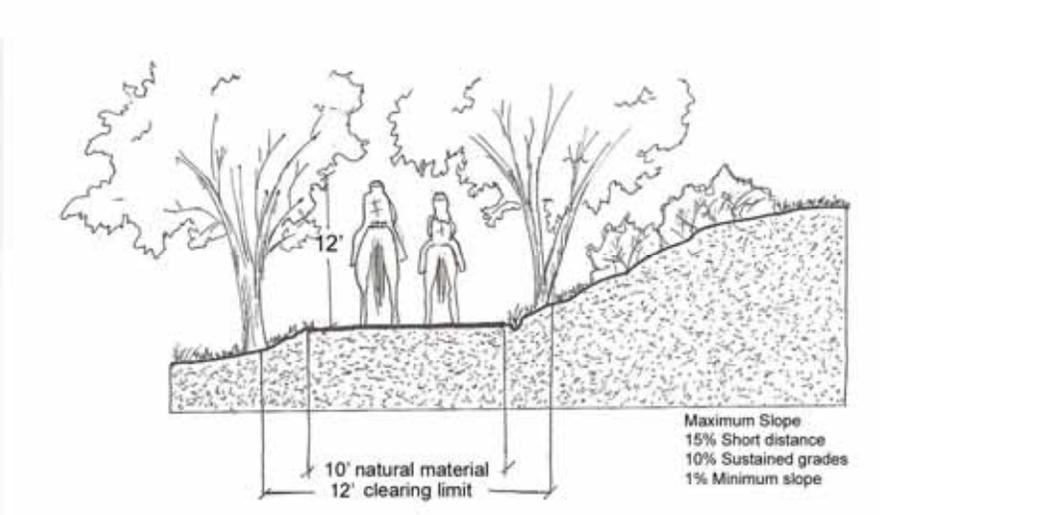
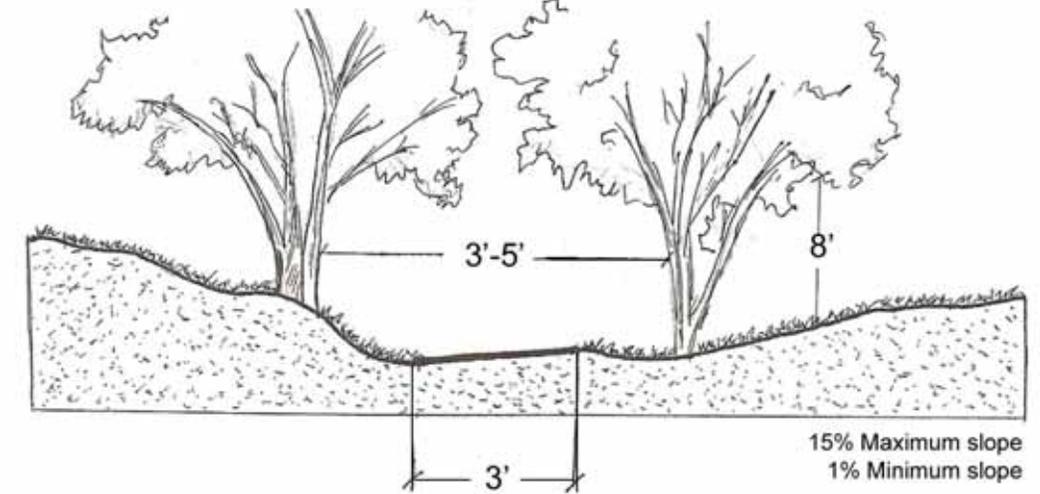


Figure 32: Hiking Trail



Trail Standards Table
Oldham County Bike, Pedestrian, and Greenway Trails Master Plan

AASHTO Standard Tread Width for Bicycle-only Trails	
AASHTO Standards	Recommended Minimum Width
One-way bicycle travel, single lane	5-ft
Two-way bicycle travel, dual lanes	10-ft
Three lanes of bicycle travel	12.5-ft

Recommended Trail Tread Widths for User-Specific Trails	
Trial User Type	Recommended Tread Width
Bicyclist	10 ft (2-way travel)
Hiker/walker/jogger/runner	4 ft rural; 5 ft urban
Equestrian	4 ft tread; 8 ft cleared width
Wheelchair accessible	5 ft (1-way travel); 6' for two way travel

Minimum Recommended Tread Widths for Multi-use Trails (in feet)			
Tread Type	Urban	Suburban	Rural
Single-tread, multiple use			
Pedestrian/non motorized	12	10	10
Pedestrian/saddle and pack animal	16	12	10
Pedestrian/motorized	22	22	16
Non motorized/saddle and pack animal	16	16	
Motorized/non motorized	22	16	16
Multiple tread, multiple use (each tread)			
Pedestrian only, 2-way travel	8	8	6
Non motorized only, dual travel	10	10	10
Saddle and pack animal, dual travel	8	8	8
Motorized use only, dual travel	16	16	6

Trail Design Recommendations for Longitudinal and Cross Slopes			
Trail User	Average Speed (mph)	Longitudinal Slopes	Cross Slope
Hiker	3-5	No restriction	4% max
Disabled pedestrian	3-5	2% prefer, 8% max	2% prefer
Bicyclist	8-15	3% prefer, 8% max	2-4%
Horseback rider	5-15	5% prefer, 10% max	4% max

Horse Trail Development Specifications	
Description	Specification
Average speed	5-15 mph
Average ride	1 hr beginner; 6 hr advanced
Recommended trail length	3-5 mile beginners; 20-30 miles advanced
Longitudinal gradient	Ideal 5-10%; maximum 20% for 50 yards
Vegetation clearance (2-horse width)	8 ft. minimum width; 12 ft. minimum height

1 - Source: Greenways: A Guide to Planning, Design, and Development / Lorain LaB. Schwarz, editor : Charles A. Flink, Robert M. Seams, authors.

Trail Standards Table
Oldham County Bike, Pedestrian, and Greenway Trails Master Plan

November 28, 2007

Clearing Dimensions			
Trail Type	Clearing & Grubbing Width	Selective Thinning Width	Clearing Height
6-foot hiking only	10 feet	20 feet	8 feet
8-foot pedestrian only	14 feet	24 feet	8 feet
10-foot pedestrian only	16 feet	26 feet	8 feet
8-foot bicycle only	16 feet	26 feet	10 feet
10-foot bicycle/pedestrian	18 feet	28 feet	10 feet
6-foot horse only	12 feet	22 feet	12 feet
10-foot horse/pedestrian	16 feet	26 feet	12 feet

1 - Source: Greenways: A Guide to Planning, Design, and Development/ Lorain LaB. Schwarz, editor : Charles A. Flink, Robert M. Seams, authors.

Minimum Radii for Paved Bicycle Paths <small>(based upon a superelevation rate (e) of 2 percent)</small>			
Design Speed - V (mph) = 1.6 km/hr	(1mph)	Friction Factor - f	Minimum Radius - R (feet) ft = 0.3 m
20		0.27	95
25		0.25	155
30		0.22	250
35		0.19	390
40		0.17	565

$$R = \frac{V^2}{15(e + f)}$$
 Where: R = Minimum radius of curvature (ft)
 V = Design Speed (mph)
 e = Rate of superelevation
 f = Coefficient of friction

1 - Source: Guide for the Development of Bicycle Facilities. AASHTO Task Force on Geometric Design. Washington, D.C.: American Association of State Highway and Transportation Officials, 1991.

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V. Greenways Safety and Liability

A. Introduction

In Oldham County and in communities across the United States, landowners have repeatedly expressed concern over liability if they permitted access to their property. This is a genuine concern on the part of the landowner and at the same time, it can also be an obstacle to implementation. Any landowner with this concern is encouraged to consult an attorney. It is likewise advisable that Oldham County retain legal counsel with experience in these issues, if none is currently on retainer, in order to both protect the interests of Oldham County and the citizens therein.

B. Greenways Safety and Liability

This section of the report identifies the liability and safety issues to be considered based upon case studies of other communities. Most of the portion of this section was paraphrased from the book entitled “Greenways – A Guide to Planning, Design, and Development” (Schwarz, 1993. P279-289).

Organizations and agencies that own land that is open to the public automatically assume a measure of responsibility, risk, and liability. The owner of a greenway – whether public sector, private sector, or nonprofit – must provide a safe facility for the full use and enjoyment of those who have access to it.

From a legal point of view, there are several different types of greenway users, including invitees, licensees, and trespassers. These distinctions are critical in evaluating state recreational use statutes (legislation that absolves recreation providers of liability on their lands), in evaluating insurance options, and in developing a safety program for your greenway.

1. *An invitee:*

A person who has been invited to use the property by the owner of the mutual benefit of the owner and invitee. The highest standard of care is owed to an invitee. The owner of the facility must ensure that the property is safe to use during the hours of stated use and must regularly inspect the property and remove, replace, repair, or secure all hazardous features. Most legally permitted greenway users are considered invitees.

2. *A licensee:*

A person using a property with the implied or stated consent of the owner but not for the benefit of the owner. Property owners owe a lower standard of care to licensees than to invitees. It is the owner’s duty to inform or warn licensees of potentially hazardous situations and to prevent any willful harm. The owner, however, is

not required to inspect the property for any potential or unknown hazards.

3. *A trespasser:*

A person who uses property without the owner's implied or stated permission and not for the benefit of the property owner. The lowest standard of care is owed to a trespasser. If the owner knows that a trespasser is on the property, he or she has a duty not to injure the trespasser in any manner. Under certain conditions children are not regarded as trespassers and, therefore, are legally due a standard of care equivalent to that of a licensee. In many states, recreational use statutes have been written to change the statutes of trail users from invitees or licensees to trespassers. In effect this reduces the liability of the landowner.

Designing for the One Percent

This is when a designer has to factor into their projects the activities of that one percent. For example, if there is a chance that someone could fall and roll down a steep embankment, you should install a safety rail along this stretch of the trail. This 1 percent probability mainly applies to the most hazardous features of your greenway.

As a rule of thumb, you should design for the user group that has the highest safety needs.

A sound safety program for a heavily used recreational greenway includes the following:

1. *A safety committee or coordinator*
2. *A greenway safety manual*
3. *User rules and regulations*
4. *Greenway emergency procedures*
5. *A safety checklist*
 - a. *Vegetation clearing and management*
 - b. *Streams*
 - c. *Roadway crossings*
 - d. *Trail tread surfaces*
 - e. *Trail bridges*
 - f. *Roadway underpasses/overpasses*
 - g. *Safety railings*
 - h. *Boardwalks*
 - i. *Signage systems*

- j. *Lighting systems*
 - k. *Drinking water systems*
 - l. *Solid waste disposal*
 - m. *Sanitary sewer systems*
 - n. *User conduct*
 - o. *Public parking*
6. *A user response form (to solicit feedback on problem areas)*
 7. *A system for accident reporting and analysis*
 8. *A regular maintenance and inspection program*
 9. *Site and facility development and review*
 10. *A public information and management program*
 11. *An employee training program for safety and emergency response*
 12. *Ongoing research and evaluation*

A good security program should have thorough policies that govern the way a greenway can be entered and used and that define the relationship that the greenway has to other adjacent land... Policies should be published for the entire community and posted on signs at appropriate sites throughout the greenway. The safety and security program should identify the agencies that are responsible for law enforcement, fire protection, and management in the corridor.

Education about greenway rules involves more than posting signs. A good safety and security program includes publication of maps, pamphlets, and other literature that describe policies and regulations. This information should be made available to all users through an accessible distribution system...

Day-to-day greenway activities require equal attention to emergency response... Rapid response to public concerns is essential for a truly successful greenway.

Managing Multi-User Conflicts

A well-conceived safety program that provides the user with a clear code of conduct for the greenway is the first step in avoiding conflicts. A community may wish to adopt a trail user ordinance. The King County, Washington, Parks Department uses the "Model Path-User Ordinance, "which provides the King County authorities with the ability to enforce specific conduct guidelines for the health, safety, and welfare of all users. The ten articles of the ordinance are listed below.

1. *Where the regulations apply*
2. *Rules for using a path*

3. *Regard for other path users*
4. *Behavior for groups on a path*
5. *Using audible signals when passing*
6. *Overtaking path users on the left*
7. *Entering a crossing path*
8. *Use of lights on path users*
9. *Path use under the influence of alcohol*
10. *Depositing litter on path*

Liability Associated with Greenways

Several common conditions can lead to liability suits: facilities unable to handle the volume and intensity of use, poor management and maintenance, and failure to recognize a potentially hazardous situation. In an article for the Land Trust Alliance titled "Land Trust Liability and Risk Management," George Pring identifies five general areas of liability:

1. *Bodily injury and death*
2. *Property damage*
3. *Personal injury, including libel, interference with business, and false arrest*
4. *Contract and trust violations*
5. *Violation of other laws, including environmental damage*

Prepare your organization for potential liability suits by (1) having a well-thought-out maintenance and risk management program that reduces the likelihood of negligence; (2) acquiring an adequate liability insurance policy that covers all aspects of your greenway; (3) making sure that your organization is aware of recreational use statutes laws and recent case histories in your state or locality.

If you have created a nonprofit organization interested in owning, developing, or managing a heavily used greenway, it is strongly advised that you find a government "owner," such as a parks department, to assist with the legal responsibilities of your project. Local governments are in a much better position than nonprofit organizations to assume the risk and liabilities associated with highly developed greenways.

Risk Management Programs

Risk identification: Conduct regular on-site inspections of your greenway. Make a record of your inspections of the facility, noting where potentially hazardous situations occur, what type of hazard exists, and what users group is most likely at risk.

Greenways Safety and Liability

Risk evaluation: Determine the likelihood of an accident occurring at the identified hazard, as a factor of the facility's age, amount or intensity of use, or as a result of ineffective or poor design.

Risk treatment: Once you have identified the problem area and determined the likelihood of an accident occurring, you have four options for correcting the problem:

1. *Risk avoidance – prohibit use of the dangerous area and reroute traffic until the area or facility is repaired;*
2. *Risk reduction – repair the problem area immediately, increase the maintenance to the problem area, limit the intensity of use in a specific area, or post warning signs notifying users of the problem area;*
3. *Risk retention – obtain risk waivers from all greenway users;*
4. *Risk transfer – transfer property to another agency capable of effectively dealing with the problem area, or transfer the risk to the user, requiring the user to obtain necessary insurance before using the greenway.*

The Need for Insurance

Non-profit organizations and public agencies should have liability insurance to protect themselves against unanticipated litigation.

What type of insurance do you need?

1. *Commercial general liability: is usually set up to cover property, including buildings, structures and personal property, medical expenses, and business expenses associated with the operation and management of your greenway. If someone slips and falls on the greenway, your general liability policy will pay the claim for medical expenses associated with the injury.*
2. *Non-owned automobile liability: covers cars, trucks, vans and other vehicles that you or members of your organization drive and that are now owned by the organization. This is important coverage, especially where volunteers involved with maintenance or management use their own cars to perform work.*
3. *Property and owned asset: covers specific articles of property or assets, such as equipment, that are not covered by your general liability policy.*
4. *Umbrella liability: is essentially an additional liability policy that increases the amount of coverage you originally purchased with your commercial general liability and may broaden your coverage to include other areas of risk.*
5. *Volunteer works accident: is a death/dismemberment/medical policy that insures volunteers who perform physical labor on the greenway. This is*

Greenways Safety and Liability

inexpensive insurance that serves to supplement an individual's own major medical policy and is helpful these days as the cost of medical services continues to escalate.

6. *Workers' compensation: is usually purchased for the paid staff of an organization and is not required if your organization has no paid staff. This coverage is required by most states for all paid staff and covers medical and disability payments for employees who are injured in connection with their jobs.*
7. *Association liability: covers the corporation, employees, and volunteers. This is a "wrongful acts" policy that covers poor business judgments, breach of contract, errors and omissions, discrimination, and interference with another business. It is usually only required for larger organizations that transact a good deal of business and have large staffs.*

Recreational Use Statutes

These are laws designed to limit the liability of public organizations, easement donors, landowners, and others who open their lands for public use. Some offer 100-percent protection, while others set a dollar limit on damages. A well-crafted statute can reduce liability and insurance costs while encouraging private landowners to allow recreation on their lands. In addition to recreational trail laws, many states have special conservation easement laws and Good Samaritan laws, as well as individual protection through incorporation.

Specific problems include:

1. *Laws may require the express permission of the landowner for access to the property: This policy which requires the owner to be a gate-keeper, discourages the owners and users.*
2. *The courts have applied recreational use statutes with a lack of consistency.*
3. *Most statutes are out of the date and do not reflect current recreation patterns.*
4. *Many statutes are ambiguous with respect to the definition of uses allowed on the lands, the definition of the owner of the land; the terms of use; and geographic area.*

Many statutes do not protect landowners if the public is charged a fee to use the property. This makes it difficult for conservation organizations and land trusts to defray maintenance and caretaking costs.

An ideal recreational use statute:

1. *Is well publicized so that people know about it and want to participate.*

Greenways Safety and Liability

2. *Provides tax relief in exchange for allowing public use of private land.*
3. *Allows fees to be dedicated to protection and maintenance of the resource.*
4. *Allows landowners to post warning signs without imposing liability on the landowner.*
5. *Affords owners of urban recreational land the same protection that rural landowners enjoy.*
6. *Includes all recreational uses.*
7. *Covers volunteers working on the land.*
8. *Has an “advanced registration scheme” and state indemnification so that landowners will know in advance that they cannot be sued by injured parties or awards costs of litigation to recreation providers.*
9. *Extends the definition of “owner” to include managers, lessees, conservation organizations, government entities, and others who hold an interest in the land.*

C. Kentucky Recreational Use Statute

Kentucky Revised Statutes Title XXXVI, Statutory Actions and Limitations, Chapter 411, Right of Action and Survival of Actions, Part 411.190, Obligation of owner to persons using land for recreation, was passed originally in 1966 and amended in 1998, 2000 and 2002. The purpose of this statute is to encourage owners of land to make land and water areas available to the public for recreational purposes by limiting their liability toward persons entering their property for such purposes. The text of the law is included here for reference:

**KENTUCKY REVISED STATUTES
TITLE XXXVI. STATUTORY ACTIONS AND LIMITATIONS
CHAPTER 411. RIGHTS OF ACTION AND SURVIVAL OF ACTIONS**

411.190. Obligations of owner to persons using land for recreation

(1) As used in this section:

(a) "Land" means land, roads, water, watercourses, private ways and buildings, structures, and machinery or equipment when attached to the realty;

(b) "Owner" means the possessor of a fee, reversionary, or easement interest, a tenant, lessee, occupant, or person in control of the premises;

(c) "Recreational purpose" includes, but is not limited to, any of the following, or any combination thereof: hunting, fishing, swimming, boating, camping, picnicking, hiking, bicycling, horseback riding, pleasure driving, nature study, water-skiing, winter sports, and viewing or enjoying historical, archaeological, scenic, or scientific sites; and

(d) "Charge" means the admission price or fee asked in return for invitation or permission to enter or go upon the land but does not include fees for general use permits issued by a government agency for access to public lands if the permits are valid for a period of not less than thirty (30) days.

(2) The purpose of this section is to encourage owners of land to make land and water areas available to the public for recreational purposes by limiting their liability toward persons entering thereon for such purposes.

(3) Except as specifically recognized by or provided in subsection (6) of this section, an owner of land owes no duty of care to keep the premises safe for entry or use by others for recreational purposes, or to give any warning of a dangerous condition, use, structure, or activity on the premises to persons entering for such purposes.

(4) Except as specifically recognized by or provided in subsection (6) of this section, an owner of land who either directly or indirectly invites or permits without charge any person to use the property for recreation purposes does not thereby:

(a) Extend any assurance that the premises are safe for any purpose;

(b) Confer upon the person the legal status of an invitee or licensee to whom a duty of care is owed; or

(c) Assume responsibility for or incur liability for any injury to person or property caused by an act or omission of those persons.

(5) Unless otherwise agreed in writing, the provisions of subsections (3) and (4) of this section shall be deemed applicable to the duties and liability of an owner of land leased to the state or any subdivision thereof for recreational purposes.

(6) Nothing in this section limits in any way any liability which otherwise exists:

(a) For willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity; or

(b) For injury suffered in any case where the owner of land charges the person or persons who enter or go on the land for the recreational use thereof, except that in the case of land leased to the state or a subdivision thereof, any consideration received by the owner for the lease shall not be deemed a charge within the meaning of this section.

- (7) Nothing in this section shall be construed to:
- (a) Create a duty of care or ground of liability for injury to persons or property;
 - (b) Relieve any person using the land of another for recreational purposes from any obligation which he may have in the absence of this section to exercise care in his use of the land and in his activities thereon, or from the legal consequences of failure to employ such care; or
 - (c) Ripen into a claim for adverse possession, absent a claim of title or legal right.
- (8) No action for the recovery of real property, including establishment of prescriptive easement, right-of-way, or adverse possession, may be brought by any person whose claim is based on use solely for recreational purposes.

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VI. Action Plan

A. Implementation Strategies

1. Overall Implementation Strategies

Through the research for this project and experience on other projects, there were several overall implementation strategies that have led to the success of other greenway corridor projects in other communities. Some of these are listed here:

- a. Establish a Greenway and Trails Coordinating Committee, which may be an extension of the current Master Plan Steering Committee. This Committee would be charged with being the liaison to Fiscal Court, stakeholder groups, county administration and departments, cities within the county, and others. The Committee will act as a coordinator for all aspects of the greenway program such as planning, funding, prioritization, acquisition, design, construction and management. It is very important that the Committee be given authority in the implementation of the Bike, Pedestrian and Greenway Trails Master Plan, a budget for operational expenses, and the needed staffing to achieve its goals.
- b. Establish a position of “Greenway Coordinator” to steer the implementation of the greenway. Many communities with successful greenway programs have established this position in their city or county planning departments. This person will be responsible for coordinating all aspects of greenway projects. This person will report to the Fiscal Court and will be the liaison to the stakeholder groups, Greenways for Oldham County, Planning and Zoning Commission, other non-profit organizations, boards and commissions.
- c. Rivers and creeks around cities are typically not noticed very much. They are typically lower and hidden from the rest of the city. Begin by implementing a public awareness program including distribution of the Greenway Plan, educational programs, organizing hikes, signage and other similar methods of highlighting the qualities and possibilities of the creeks throughout the county.
- d. Communicate the greenway concept to as broad of an audience as possible.
- e. Utilize the free land first, such as Wendell Moore Park and Morgan Conservation Park, that are publicly owned. Then target quasi-public land. Then pursue easements through privately owned

floodplain land that is non-residential. Pursue land in private residential ownership last because public enthusiasm for the greenway should be given time to develop. Private land owners may convey the land at no or low cost if the landowner believes in the importance of the greenway. Charles E. Little provides a summary of tips from experts in private land acquisition in his book, *Greenways for America*. They are included in Appendix “B” (Little, 1990, p193-194.)

- f. Develop the greenway segment by segment, completing each segment entirely before moving on to the next. This will allow the completed segment to become an advertisement for the overall greenway, therefore building public enthusiasm and support.
- g. Determine the responsibility, both financially and in human resources, for maintenance of the greenway. It can be accomplished publicly or privately, by volunteers or under a municipal or county government.

2. Annual Funding Strategies

The Greenway and Trails Coordinating Committee should conduct an annual funding strategy process in the last quarter of the calendar year. This timing will allow funding requests to be included in the County’s Capital Improvement Program, which takes place in the first half of the calendar year. Many grant applications are due in the first quarter. Therefore, this schedule allows for the timely applications for grants.

The Greenways and Trails Coordinating Committee should provide the Planning Commission with a five year Capital Improvement Program that includes both capital and operating cost for individual projects. The Capital Improvement Program should be updated annually in the first quarter of the calendar year.

3. Greenway and Trails Coordinator

Some of the more specific responsibilities of the Greenway and Trails Coordinator include the following:

- a. Serve as chairperson of the Greenway and Trails Coordinating Committee.
- b. Act as a liaison between the Fiscal Court, Planning and Zoning Commission, Developers, Greenways for Oldham County, Inc., other greenway and trail advocacy groups, other non-profit groups and the various departments of the county and cities within the county. This task would include regular attendance at Fiscal Court meetings, Greenway and Trails Committee meetings, city council meetings, etc.

- c. Research and prepare applications for grants, foundations, and other funding sources.
- d. Conduct fund raising efforts to benefit the Greenway and trail planning and development.
- e. Oversee the process of developing a capital improvement budget with the Greenway and Trails Coordinating Committee.
- f. Assist the Parks and Recreation Department in research and applications for open space and park facility grants.
- g. Coordinate the efforts of volunteers to assist in trail planning, development, and maintenance.
- h. Coordinate the planning and design of various phases of the greenway and trails system.
- i. Coordinate with Greenways for Oldham County, Inc. and land owners in the process of attempting to acquire trail and the greenway right-of-way and easements.
- j. Generally oversee the implementation of the Bike, Pedestrian and Greenway Trails Master Plan.

4. Role of the Greenway and Trails Coordinating Committee

The Oldham County Greenway and Trails Coordinating Committee will serve in the role as the lead entity for all greenway activities, including the coordination of policy, projects and budgeting, and oversight of the Greenways and Trails coordinator. The overall mission of the Committee will be the implementation of the Greenway System through a cooperative effort between the various government departments throughout the County. The Committee will be chaired by the Greenway and Trails Coordinator. They will also provide oversight and act as a clearing house for all aspects of the greenway program such as planning, funding, prioritization, acquisition, design, construction and management.

The Committee will need a formalized structure, with procedures, roles, responsibilities and membership outlined, and a series of bylaws. It is crucial that the Committee be given the authority in the implementation of the Greenway and Trails Master Plan and that they are given a line item budget for operational expenses and the needed staffing to achieve their goals.

Greenway projects may be initiated by the Committee, or the Committee may act as a review board for projects accomplished by other organizations and agencies. This approach will ensure uniformity and consistency in the application of design and maintenance standards. It

also has the added benefit of involving staff so that they will be informed of ongoing and planned projects.

Representation on the Committee should include the following:

- a. The Greenway and Trails Coordinator as chair.
- b. At least one Fiscal Court Magistrate.
- c. Oldham County Engineer.
- d. Representative from Oldham County Planning and Zoning office.
- e. Representative from Oldham County Sewer District.
- f. Parks and Recreation Director.
- g. Representative from Greenways for Oldham County, Inc.
- h. Representative of KIPDA.
- i. An Oldham County developer.
- j. An Oldham County land owner.
- k. Other individuals that can assist in the process.
- l. Some staffing will be required as an as-needed basis which could include:
 - (1) Law
 - (2) Historic preservation and cultural resources.
 - (3) Health/fitness
 - (4) Naturalist
 - (5) Public outreach
 - (6) Board of Education
 - (7) Police
 - (8) Fire and Emergency Response

B. Action Steps

The Action Plan is summarized on the matrix on the following pages. The matrix lists the proposed actions within time periods of 0 to 6 months, 6 months to a year, year 1 to 2, years 3 to 5, and 6 to years and beyond. The matrix also indicates the parties or agencies with primary responsibility and supportive roles for each action step.

C. Action Plan

The Action Plan provides a summary of the recommendations that were presented previously along with a time line for implementation and the responsible party. Please refer to Sections III, IV and VI for a more detailed explanation of the recommendations. The terms that are used are defined here for clarity.

		OCSD =	Oldham County Sewer District
OCFC =	Oldham County Fiscal Court	GOC =	Greenways for Oldham County, line
OCPZ =	Oldham County Planning and Zoning	Committee =	Greenways Master Plan Steering Committee
OCPS =	Oldham County Public Schools	Stakeholders =	Stakeholder Groups (i.e.: Harrods Creek Trail Association, Brownsboro Conservation Council, etc.)
OCPRD =	Oldham County Parks and Recreation	Grants =	Government or foundation grants
Cities =	City within the County	Partners =	Other organizations working with the County
BCI =	Brandstetter Carroll Inc.	Coordinator =	Oldham County Public Schools
GTCC =	Greenway and Trails coordinating Committee	Developers =	Property Developers

Start Date 1/1/2008

NO.	ACTION	0-6 MONTHS	6 MONTHS TO 1 YEAR	1-2 YEARS	3-5 YEARS	6-10 YEARS	RESPONSIBILITY
1.	Present Plan to the Study Review Committee, Planning Commission and then to Fiscal Court.	✓					BCI, Committee, OCPZ
2.	Final Public Presentation.	✓					BCI, Committee, OCPZ

NO.	ACTION	0-6 MONTHS	6 MONTHS TO 1 YEAR	1-2 YEARS	3-5 YEARS	6-10 YEARS	RESPONSIBILITY
3.	Establish a Greenway and Trails Coordinating Committee as the lead entity to monitor, promote the implementation of this Plan. This group could be an extension of the current Master Plan Steering Committee.	✓	✓				OCFC, GTCC
4.	Develop formal structure, procedures, roles, and responsibilities for the Greenways and Trails Coordinating Committee.	✓	✓				OCFC, GTCC
5.	Greenways for Oldham County to assume role as non-profit group to assist in promotion and funding of the Plan and land acquisition activities. GOC will work closely with the GTCC.	✓	✓				GOC
6.	GOC to expand its member base to include more greenway and trail advocacy groups and allied organizations.	✓	✓				GOC
7.	Place the Master Plan on GOC, Oldham County and KIPDA web sites for public viewing.	✓					OCFC, OCPZ, GOC

Action Plan

NO.	ACTION	0-6 MONTHS	6 MONTHS TO 1 YEAR	1-2 YEARS	3-5 YEARS	6-10 YEARS	RESPONSIBILITY
8.	Develop a marketing plan for the Master Plan.	✓	✓				GTCC, GOC
9.	Prepare a presentation for various groups.	✓					GOC, OCPZ, GTCC
10.	Present the Plan to various stakeholder groups.	✓	✓				GOC, OCPZ, Stakeholders Committee, GTCC,
11.	Determine initial project-Wendell More Park Trail.	✓					GTCC, OCPZ, OCFC
12.	Develop a group of attorneys, accountants, and insurance specialists to assist with easements, benefits of easements, property acquisition, etc.	✓	✓				GTCC, OCPZ, GOC
13.	Establish and fund (public and or private funds) a position of Greenways and Trails Coordinator in the Planning and Zoning Office to work with the GTCC and to coordinate all aspects of greenway planning, design, implementation, and land acquisition.	✓	✓	✓	✓	✓	OCFC, OCPZ, GTCC
14.	Prepare a brochure to promote greenway and trail development.		✓	✓			GOC, OCPZ

Action Plan

NO.	ACTION	0-6 MONTHS	6 MONTHS TO 1 YEAR	1-2 YEARS	3-5 YEARS	6-10 YEARS	RESPONSIBILITY
15.	Continued coordination with stakeholder groups to promote greenway and trail development.	✓	✓	✓	✓	✓	GOC, OCPZ
16.	Rewrite Subdivision Regulations and Zoning Ordinances to include text on promotion of greenways, trails and open space through requirements and incentives to developers.	✓	✓				OCPZ, Coordinator
17.	Apply for grants for Wendell Moore Park Trail and obtain donations of materials and labor.	✓	✓				GOC, OCPRD, OCFC
18.	Develop trails and signage in Morgan Conservation Park.	✓	✓				OCPRD
19.	Brownsboro Conservation Council to continue discussions with area land owners with the goal of developing a 25 mile equestrian loop from Brownsboro Village Center to Harrods Creek.	✓	✓	✓			Partners, OCPZ, GTCC
20.	Develop an identity, logo and signage plan for the Greenways.	✓	✓	✓			GTCC, OCPZ, GOC, Coordinator.

Action Plan

NO.	ACTION	0-6 MONTHS	6 MONTHS TO 1 YEAR	1-2 YEARS	3-5 YEARS	6-10 YEARS	RESPONSIBILITY
21.	Use Safe Routes to Schools Grant to develop walkways to North Oldham Schools Campus.			✓			OCPZ, Schools, GTCC
22.	Continuously coordinate with County, cities, KIPDA and KYTC, on road projects.	✓	✓	✓	✓	✓	OCPZ, OCFC, GTCC, Coordinator
23.	Research land owners along the Interurban Greenway Route along KY. 146 from Crestwood to Buckner.	✓	✓	✓			OCPZ,GTCC, GOC
24.	Research foundations and grants. Apply for funding.	✓	✓	✓	✓	✓	GOC, GTCC, Stakeholders, Coordinator
25.	Complete the funding and develop the Commerce Parkway Trail from Allen Lane to KY 393.			✓			OCFC, OCPZ, GTCC
26.	Develop a trail from Downtown LaGrange to Commerce Parkway.	✓	✓				OCFC, City of LaGrange
27.	Obtain land through purchase or donation and fund the Interurban Greenway Route from Crestwood to Buckner.			✓	✓		OCFC, Grants

NO.	ACTION	0-6 MONTHS	6 MONTHS TO 1 YEAR	1-2 YEARS	3-5 YEARS	6-10 YEARS	RESPONSIBILITY
28.	Fund and develop the route from the Oldham County YMCA to Wendell Moore Park.						
29.	Develop a crossing over I-71 at KY 146 (2010 funds).				✓		OCFC, Grants
30.	Apply for Safe Routes to Schools Grants for South Oldham, Buckner and East Campuses.	✓	✓	✓			OCPZ, OCPS, GTCC
31.	Develop greenway trailheads at future transit centers with bike lockers, restrooms, etc.			✓	✓		OCFC, GTCC, Developers
32.	Consider inclusion of trails and connections to greenways in all new subdivisions.		✓	✓	✓	✓	OCPZ, Developers
33.	Coordinate with MS4 and Sewer District on blueway trails in drainage and sewer corridors.	✓	✓	✓	✓	✓	GTCC, OCPZ, Partners, OCSD
34.	Continued coordination with 21 st Century Loop and Louisville-Metro on connections to their greenways, bicycle lanes, sidewalks, shared use paths, etc.	✓	✓	✓	✓	✓	OCPZ, GTCC, Coordinator

Action Plan

NO.	ACTION	0-6 MONTHS	6 MONTHS TO 1 YEAR	1-2 YEARS	3-5 YEARS	6-10 YEARS	RESPONSIBILITY
35.	Negotiate with land owners on shared use paths adjacent to the roads where identified on the plans.			✓	✓	✓	GTCC, OCPZ, GOC, Coordinator.
36.	Develop a core group of volunteers to assist with trail maintenance and monitoring.			✓	✓	✓	GTCC, GOC, OCPZ, OCPRD, Coordinator.

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VII. Potential Funding Sources

A. Introduction

Funding of the proposed system may be one of the most challenging aspects of implementing this Plan. Typically, a wide variety of funding sources will be necessary to make the long term improvements that are recommended in this Master Plan. There is no one source that could pay for all of these recommendations and it would not be a wise use of taxpayers' funds to utilize only county funds. Therefore, it is imperative that persons trained in municipal and county finances, grants, and foundations work closely with this Master Plan to determine appropriate sources for the recommended improvements.

The successful development of the proposed greenway system in Oldham County will require the close cooperation of the County, Cities, local greenway advocacy groups, private businesses, the Commonwealth of Kentucky, developers, Public School Board, and many others. Successful greenway developments in other communities have illustrated the need to combine funds from private sector funds with funds from local, state and federal sources.

B. Potential Funding Sources

1. General Funds

The County already budgets funds for capital improvements and operations in the parks. Increasing the amount of funding is something that must be approved by the Fiscal Court with the improvements competing against the many needs of the county such as roads, infrastructure, and services.

2. Public/Private Partnerships

These are typically utilized when the public and private sectors cooperate toward a common goal and utilize public and private monies to meet this goal. For example, the County may have land that it could allow a group such as an indoor soccer group to develop a facility or partnering with a group such as the YMCA, athletic organizations and others toward the development of facilities on city or county land.

3. General Obligation Bonds

Several communities within the state have recently utilized general obligation bonds for the development of park and recreation areas. With current interest rates, these have been very attractive to cities and counties that have the income from other sources for debt service or that can issue a tax levy.

4. Grants

Although there are not as many grants as there once were, such as the Land and Water Conservation Fund, there are some small grants and hopes for larger grants in the future. Some examples include the following:

- a. Community Rivers and Streams Grant from the State of Kentucky can provide a maximum of \$5,000 for planning of greenways and river and stream corridors.
- b. The Recreational Trails Program (RTP) currently funds trail projects throughout the State with a maximum grant of \$100,000. These are administered through the Governor's Office for Local Development (GOLD). The FY 2008 application will be available to download December 1, 2007 with applications due February 1, 2008. The grant requires a 50 percent match by the local government.
- c. Land and Water Conservation Fund. A current Bill before the United States Congress is the Conservation and Reenactment Act (CARA) in which funds would annually support the Land and Water Conservation Fund, which had been authorized for \$900 million nationally. Half of this would go to state and local communities. It has been determined by GOLD that approximately \$6 million would be available per year for use in the Commonwealth of Kentucky from these funds. Kentucky allows a maximum grant amount of \$75,000 and requires an equal match. The FY 2008 application will be available to download December 15, 2007 with a submission deadline of March 1, 2008.
- d. Transportation Equity Act for the 21st Century, which was superseded by SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users, signed into law in August 2005). Under this new act, there are a variety of funds available for functional transportation facilities, including bicycle and pedestrian facilities. These include Transportation Enhancement Funds, Congestion Mitigation Air Quality Funds, Surface Transportation Funds, Safe Routes to Schools Funds, Scenic Byways Funds, etc.
- e. Community Development Block Grants – CDBG Grants have been utilized for facilities such as recreation centers and park renovation in primarily low-income neighborhoods, which is only appropriate in some areas of the County.
- f. Kentucky Heritage Land Conservation Fund – The Kentucky Heritage Land Conservation fund (KHLCF) was established by the 1994 Kentucky Legislature and is administered by a twelve

Potential Funding Sources

member board. The Board's mission is to: award funding for the purchase and preservation of selected natural areas in the Commonwealth; to protect rare and endangered species and migratory birds; to save threatened areas of natural importance; and to provide natural areas for public use, outdoor recreation and education. The fund is supported by the state portion of the unmined minerals tax, environmental fines, the \$10 additional fee to purchase a Kentucky nature license plate, and interest on the fund's assets. The Board can award grants to acquire and protect areas of natural significance. Grants can be awarded to local governments, state colleges and universities and specified state agencies.

Applicants for KHLCF grants are required to provide documentation that explains how a proposed acquisition will meet one or more of these priorities:

- (1) Natural areas that possess unique features such as a habitat for rare and endangered species;
- (2) Areas important to migratory birds;
- (3) Areas that perform important natural functions that are subject to alteration or loss; and
- (4) Areas to be preserved in their natural state for public use, outdoor recreation and education.
- (5) Applications must also include:
 - An enumeration of costs,
 - A budget that indicates how a percent of acquisition costs will be spent for management, and
 - A preliminary resource management plan for the project.

During fiscal year 2007, the Kentucky Heritage Land Conservation Fund Board held regularly scheduled quarterly meetings to consider applications for funding. The funding is allocated with 10% each to the Departments of Parks, Fish and Wildlife Resources, Division of Forestry, State Nature Preserves, and the Wild Rivers Program. The remaining 50% is allocated competitively to local governments, colleges and universities and other state agencies. Since 1995, a total of \$10,918,732 has been allocated to local governments.

Nearly 29,000 acres involving 106 projects have been purchased since October 1995. Costs of these projects (acquisition, administration and management) total \$35 million. Sizes of projects are as follows:

Potential Funding Sources

>1,000 acres	6 Projects
500-999 acres	7 Projects
00-499 acres	52 Projects
0-99 acres	35 Projects
<0 acres	6 Projects

For more information, contact:

Heritage Land

375 Versailles Road
Frankfort, KY 40601
Phone: 502-573-3080
Fax: 502-573-1692
E-MAIL: Mary.eddins@ky.gov

- g. American Greenways Grant - The American Greenways program is designed to develop new action-oriented greenway projects; assist grassroots greenway organizations; leverage additional money for conservation and greenway development; and recognize and encourage greenway proponents and organizations. Applications may be submitted from March 1 to June 1 each year.
- h. The Kodak American Greenways Awards Program

Eastman Kodak, The Conservation Fund, and the National Geographic Society provide small grants to stimulate the planning and design of greenways in communities throughout America. The annual grants program was instituted in response to the President's Commission on Americans Outdoors recommendation to establish a national network of greenways. Made possible by a generous grant from Eastman Kodak, the program also honors groups and individuals whose ingenuity and creativity foster the creation of greenways.

Since 1993, the American Greenways Program of The Conservation Fund has acknowledged individuals, organizations, corporations and public agencies for their exemplary leadership and efforts to enhance the nation's outdoor heritage. The Conservation Fund has partnered with the Eastman Kodak Company to honor these leaders through the Kodak American Greenways Awards program.

The Conservation Fund and Kodak accept nominations of individuals, organizations, corporations and public agencies that should be recognized for outstanding achievement related to the creation of greenways, blueways, trails and open space systems throughout America. The recipients of the Kodak American Greenways Awards Program will be invited to attend an awards

Potential Funding Sources

ceremony at the National Geographic Society Headquarters in Washington DC. The program typically honors 3-4 awardees each year.

i. American Hiking Society Grants

The American Hiking Society created the National Trails Fund in 1998, the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America.

For 2005, American Hiking distributed over \$40,000 in grants thanks to the generous support of Cascade Designs and L.L.Bean, the program's Charter Sponsors.

To date, American Hiking has granted more than \$240,000 to 56 different trail projects across the U.S. for land acquisition, constituency building campaigns, and traditional trail work projects. Awards range from \$500 to \$10,000 per project.

What types of projects will American Hiking Society consider?

- (1) Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements.
- (2) Building and maintaining trails which will result in visible and substantial ease of access, improved hiker safety, and/or avoidance of environmental damage.
- (3) Constituency building surrounding specific trail projects - including volunteer recruitment and support.

For details and application forms see the American Hiking Society website at: <http://www.americanhiking.org/alliance/fund.html>

j. Get Healthy Kentucky Grant Program

The Get Healthy Kentucky Grant Program (GHK) grant program will provide grants of up to \$20,000 to local and county governments to implement built environment initiatives in communities around Kentucky. The program seeks to offset the costs for communities to provide opportunities for citizens to make healthy choices. To ensure there is collaboration with existing efforts within the state, grantees are encouraged to work with existing Partnership for a Fit Ky Regional Coalitions and will be required to provide a letter of support from the Coalition Coordinator in order to be eligible for the grant.

(1) Eligible Grantees

Grants are available to Local and/or County Governments that are willing to work together to improve the built environment in their community. Applications for awards must meet the following criteria to be eligible:

- Provide a detailed plan and budget outlining the project.
- Provide matching funds (no in-kind) of 40% of the award to be used for the proposed project.
- Demonstrate how this proposal will impact the long-term health of the community.
- Demonstrate how this proposal will be sustained over time.
- Outline what demographic will likely benefit from this project.
- Provide a letter of support from the appropriate city/county official.
- Provide a letter of support from the Partnership for a Fit KY Regional Coalition Coordinator in the area.

Note: Priority will be given to applicants who demonstrate a community approach and involvement.

The Governor's Office of Wellness and Physical Activity has set minimum eligibility requirements for this grant program in order to avoid placing too many restrictions on the nature of the arrangements within the communities and to allow flexibility to tailor a project to the communities' needs.

(2) Eligible Projects - Grant funds may be used for a variety of built environment projects. Because of the broad possibilities and unique needs of the communities, the requirements for this grant are intentionally vague. Below are examples of built environment projects:

Development or enhancement of walking trails, playgrounds, parks facilities or improvements of existing facilities, equipment, etc. to encourage increased physical activity or improved nutrition.

Potential Funding Sources

- Partner with Safe Routes to School to enhance the ability to walk/bike to school create/enhance bikable communities.
- Create point-of-decision nutrition prompts for intervention in area stores and restaurants.
- Develop and promote a “Passport” for children where the passport is stamped at every visit to a participating restaurant or park when the child orders a healthy meal or exercises.

Applicants are required to supply matching funds on a forty percent (40%) basis. For instance, if applying for the maximum grant award of \$20,000, applicants must match the grant funds with \$8,000 of their own investment. Matching funds from applicants must be cash contributions.

GHK Grants are competitive one-time grant awards. Open enrollment for the application process began October 22, 2007. Acceptance of full applications closed on November 30, 2007.

5. State Funds

Recently, many communities have utilized funds from the State budget for implementation of lands for trails, parks and other recreation facilities. In addition, other communities have been able to get State funding directly through the Legislature in the State’s budget for particular projects.

6. Development Impact Fees and Fees in Lieu of Land

Many cities and some counties require park land for recreational purposes when residential, commercial or industrial development occurs. When areas proposed for dedication of park land are not accepted by the Planning Commission or City Council, then fees are received in lieu of dedication. This money can be deposited with the city or county and specifically designated for Parks and Recreation Capital Improvement Funds. For example, in Lexington developers must set aside a percentage of land that is made available to the City to purchase. The city then has a designated time period in which they must purchase the land or it reverts back to the property owner. In many communities in Ohio, developers are required to provide either land or fees that are based upon the impact for increased recreational demand that will be placed upon the county or city from the proposed development. There are many good models of this practice.

7. Tax Levies

Legislation in KRS 97.590 from the 1998 General Assembly allows any class of cities and counties to levy taxes not exceeding \$.05 on each \$100.00 of all taxable property within the corporate limits. This tax would require a public referendum. In addition, a new section of KRS Chapter 97 was created to allow two or more counties to form a Regional Park Authority, which could levy taxes for the acquisition and development of public parks, trails and recreation areas. This would also require a public referendum to levy the taxes, which must be approved by the majority of voters in each county involved.

8. Restaurant Tax

Kentucky Revised Statute 91A.400 allows for a restaurant tax in cities of fourth and fifth class. The Statute states that in addition to the three percent transient room tax authorized by KRS91A.390, the city Legislative body in cities of the fourth and fifth classes may levy an additional restaurant tax not to exceed three percent from all restaurants doing business in the city. All monies collected from the tax authorized by this section shall be turned over to the tourist and convention commission established in that city as established by KRS91A.350-91A.390. The use of these funds would be limited to programs and projects that are tourism or convention related. The potential development of an equestrian facility that would attract riders from several states may be eligible for the use of these funds.

9. Non-Profit Organization

In addition to the need for land for trails, there is also a strong need for land for parks and recreation areas as will be indicated in the Parks and Recreation Master Plan. Therefore there is a need for a 501-(c)(3) organization to aggressively begin the process of obtaining land throughout the county. This could be a new conservancy or an existing organization, such as Greenways for Oldham County.

A foundation or conservancy would be established as 501-(c)(3) non-profit organizations for the purpose of acquiring land, funding development of trails, parks and recreation facilities, accepting donations of land or fundraising. This type of organization would be in a better position to negotiate for the purchase of land than a public entity such as a city or county. Also, some individuals would be more inclined to donate land or funds to a non-profit conservancy or foundation than to a city or county government agency, even though the tax benefits are basically the same. In addition to fund raising and land donations, the conservancy or foundation could also accept life estates; land placed in individuals wills, and promote conservation and scenic easements on individual's properties.

10. Philanthropic Foundations

Use of foundations will require substantial research and application writing, but several foundations exist that have special interest in greenways and similar projects. The trail system proposed in Louisville Metro is benefiting tremendously from private funding and these same sources may be willing to extend their vision and generosity into Oldham County.

11. Sell Portions of the Greenway by the Foot

The City of High Point, North Carolina sold a foot for \$25.00, which was about the cost of constructing one foot of an eight foot wide path along a stream in the city. Owners were given a deed-like certificate and a T-shirt. The campaign was entitled, "One Foot at a Time."

12. Volunteer Help

Individual citizens who assist with services to supplement the paid staff are a very valuable resource. Such volunteers may be involved in greenway clean-up and other functions. Typical volunteers would include "Friends" organizations, school groups, civic organizations, scout groups, etc.

13. Adopt-A-Trail

Groups could adopt a portion of the greenway through their volunteer efforts to clean up the area or donate funds to allow others to perform maintenance.

14. Land Use Regulations

Section VII of the current Subdivision Regulations for Oldham County require developers to provide for adequate street and road improvements, sidewalks, sewer capacity, roadway capacity, fire protection, public schools, and other infrastructure needs resulting from the new development. It is not uncommon for communities to require land for parks or open space and/or trails to be included as necessary infrastructure to maintain the community's quality of life. In addition, Section V provides "Subdivision Design Guidelines" with Section 5.6 reserved for "Trails". The guidelines should be revised to ensure that bike lanes are developed where shown in this Plan if a new development is approved adjacent to proposed routes. Likewise for the proposed shared use paths, the guidelines should require the developer to develop the planned trail routes if the route is shown on this Plan. In addition, developers should be required to provide walkway access and linkages to the proposed routes recommended in this document if their new development is within one quarter mile of a planned route. If a planned subdivision is not located near a proposed greenway or trail route, then

Potential Funding Sources

the developer may be required to make a “cash-in-lieu” payment for the development of a trail in other areas of the community. .

Section 5.6 of the Subdivision Regulations – Trails, should include design requirements that are identified in this Master Plan to set the standard for new shared use trails and the proposed blueway (hiking and equestrian) trails.

The Zoning Ordinances and Subdivision Regulations could be rewritten to encourage or require developers to include trails and open space within their development. This can be accomplished voluntarily through the Planning and Zoning Commission using this Plan to work with developers to include trails within their developments and to provide connections to areas outside of their developments. The regulations could also be written to allow density credits to developers who provide trails and open space within their developments. Oldham County has recently reviewed its current land use regulations to consider requiring the developer to provide open space, parks, and/or trails as part of any new development or redevelopment. This idea of requiring these facilities as part of the land use regulations is still under review by Oldham County.

The growth expected in Oldham County makes this an excellent opportunity to accomplish key portions of the Oldham County Bike, Pedestrian and Greenway Trails Master Plan in the newly developed areas.

15. Storm Water Utility Fees

URS Consultants are currently completing the NPDES-MS4 Plan for Oldham County. NPDES is an acronym for National Pollutant Discharge Elimination System. MS4 is an acronym for Municipal Separate Storm Sewer System. The program is aimed at reducing the amount of pollution carried off by rainfall and stormwater runoff. This program will reduce the amount of pollutants in waterways by helping keep stormwater clean through education, awareness, and new regulations for illegal dumping, construction sites, and development requirements.

The plan will address all aspects of stormwater reduction and best management practices in the county for the next five years. The plan will address education, public involvement, constituency and housekeeping. The plan may generate some potential funding for trails along blueways. The plan will mainly deal with the floodplain areas.

One option for funding of the MS4 Plan may be a stormwater utility fee (similar to a sanitary sewer usage fee) that could also be used to fund trails, acquisition, parks, and other positive aspects of maintaining best management practices in the flood plain.

VIII. Appendices

- A. References and Citations**
- B. Trail Route Suggested Sources**
- C. Land Acquisition Tips**
- D. Previous Report Summaries**
- E. Photographs of Selected Routes (separate document)**
- F. Resource Guide (separate document on file at the Oldham County Planning and Zoning Office)**

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Appendix A: References and Citations

Web Sites

Shared-Use Path Design

<<http://www.fhwa.dot.gov/download/hep/environment/15chapter14.pdf>>

National Trail Management Classes <http://www.islandtrails.org/trail_classifications.pdf>

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Appendix B – Trail Route Suggested Sources

The Opportunities and Challenges Map identified the source for suggested trails from a variety of sources. These included previous reports by KIPDA, Kentucky Transportation Cabinet, Greenways for Oldham County, Harrods Creek Trail Association, the City of LaGrange, and many others. Also identified were trail route suggestions through the public input process for this Master Plan. The Opportunities and Challenges Plan identified the source as a number in a white box along the suggested route. The tables on the next pages provide the listing of the source of the suggestion, type of trail and the report in which the trail was suggested.

Project ID	Roadway	Project Description	Facility Type	Trail Type	Year Open to Public
1	Commerce Parkway	Commerce Parkway Trail- Funded	Shared use trail	Funded shared use trail ⁵	2015
2	Commerce Parkway	Proposed bike lane and sidewalks - Commerce Parkway	Bike lane and sidewalk	Planned as part of future development or road improvement	
3	KY2793	KIPDA recommended bicycle loops in northwest county - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
4	US42	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road ⁵	2010-2025
5	KY1694	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
6	KY329	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road ⁵	2025
7	KY329	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
8	Glenarm	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
9	KY22	KIPDA recommended bicycle route - thoroughfare plan/major widening project 6-year plan	Bicycle	KTC major widening project ^{1,5}	2006-2009
10	KY2854	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
11	KY393	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
12	KY53	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road ⁵	2008
13	KY53	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KTC major widening project ⁵	2015
14	KY362	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
15	KY1818	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
16	Park	Proposed trail Greenways for Oldham County	Nature trail	Planned park trail	
17	Park	Proposed trail Greenways for Oldham County	Nature trail	Planned park trail	
18	Wendell Moore Park	Proposed trail bridge Greenways for Oldham County	Trail bridge	Planned park trail	
19		North Oldham School Campus - Lions	Shared use trail	Other suggested trail	
20	Planned future development or road improvement	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned as part of future development or road improvement	
21	Around Carriage Hill Drive neighborhood/area	Unofficial trail proposed at summit meeting		Other suggested trail	
22	Along stream 329 up towards Nevel Meade Golf Course	Proposed horse trail at summit meeting	Horse trail	Blueway other suggested trail	
23	Proposed route intersection of 1694 and Sleepyhollow to Eagle Way and 329	Proposed trail from summit meeting		Blueway other suggested trail	
24	Harmony Village area	Proposed trail from summit meeting		Other suggested trail	
25	YMCA	Proposed trail from summit meeting		Other suggested trail	

Appendix B – Trail Route Suggested Sources

Project ID	Roadway	Project Description	Facility Type	Trail Type	Year Open to Public
26	South of I-71	Proposed trail from summit meeting		Other suggested trail	
27	Haunz Lane	Proposed trail from summit meeting		Other suggested trail	
28	Elder Lane	Proposed trail from summit meeting		Other suggested trail	
29	Schuler Lane	Suggested trail - Schuler Lane - safe to walk, run, bike	Shared use	Other suggested trail	
30	KY 524	Suggested Bike Route 10/17 meeting		Other suggested trail	
31	KY524	Suggested trail 10/17 meeting		Other suggested trail	
32	South Oldham campus to 146	Suggested trail 10/17 meeting		Other suggested trail	
33	South Oldham campus to Irish Moss	Suggested trail 10/17 meeting		Other suggested trail	
34	Park	Suggested trail 10/17 meeting		Other suggested trail ³	
35	Clifford lane	Suggested trail 10/17 meeting		Other suggested trail	
36	Near Yeager Avenue	Suggested trail 10/17 meeting		Other suggested trail	
37	Harrods Creek	Harrods Creek suggested trail		Blueway other suggested trail	
38	KY 1694	Suggested connection from Glenoaks to Norton Commons along KY 1694		Other suggested trail	
39	Through parks	Phase 3 of Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway	
40	KY146	Future Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway ⁵	2025
41	KY146	Phase 3 of Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway	
42	KY146	Phase 2 of Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway	
43	KY146	Future Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway ⁵	2010
44	Loop from intersection 393 of and 146 towards Kings Lane South of 146	Future Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway ⁴	
45	KY393	Future Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway	
46	Park	Morgan Conservation - Connection or feature trail	Native trail	Planned as part of future development or road improvement	
47	Park	Morgan Conservation - Connection or feature trail	Native trail	Planned as part of future development or road improvement	
48	Park	Morgan Conservation - Connection or feature trail	Native trail	Planned as part of future development or road improvement	
49	Park	Morgan Conservation - Access trail	Native trail	Planned as part of future development or road improvement	
50	Park	Morgan Conservation - Abbott Meadow loop trail	Native trail	Planned as part of future development or road improvement	
51	Park	Morgan Conservation - Abbott Meadow loop trail	Native trail	Planned as part of future development or road improvement	
52	Park	Morgan Conservation - Connection or feature trail	Native trail	Planned as part of future development or road improvement	
53	Park	Morgan Conservation - forest loop	Native trail	Planned as part of future development or road improvement	
54	Park	Morgan Conservation - Hickory trail	Native trail	Planned as part of future development or road improvement	
55	Park	Morgan Conservation - Primary loop trail	Native trail	Planned as part of future development or road improvement	
56	Allen Lane	Herizon 2030 project; KTC major widening project		KTC major widening project ⁵	2012
57	Loop from Jefferson County line to 22 crossing 362 and 1408	Herizon 2030 project; KTC major widening project		KTC major widening project ⁵	2012

Appendix B – Trail Route Suggested Sources

Project ID	Roadway	Project Description	Facility Type	Trail Type	Year Open to Public
58	Along Creek by Nevel Meade Golf Course	Existing blueway horse/walk	Horse/walk	Existing blueway trail (horse/walk)	
59	Commerce Parkway	Commerce Parkway - partially funded		Partially funded shared use trail	
60	Planned future development or road improvement	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned as part of future development or road improvement	
61	Planned future development or road improvement	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned as part of future development or road improvement	
62	Planned future development or road improvement	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned as part of future development or road improvement	
63	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
64	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
65	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
66	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
67	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
68	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
69	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
70	Planned blueway	OCEDA master plan open space Eagle Creek Area	Subdivision planned development	Planned blueway/park trail	
71	Park	Greenways for Oldham County - Wendell Moore Park	Nature trail	Existing park trail	
72	Commerce Parkway	Proposed sidewalks - Commerce Parkway	Sidewalks	Planned as part of future development or road improvement ³	
73	Commerce Parkway	Proposed sidewalks - Commerce Parkway	Sidewalks	Planned as part of future development or road improvement	
74	Commerce Parkway	Existing trail/sidewalks - Commerce Parkway	Sidewalks	Existing shared use trail	
75	Commerce Parkway	Existing trail/sidewalks - Commerce Parkway	Sidewalks	Existing shared use trail ¹	
76	Along stream from Briar Hill to 71	Proposed trail from summit meeting		Blueway other suggested trail	
77	Briar Hill Park to Haunz Lane	Proposed trail from summit meeting		Blueway other suggested trail	
78	Central Avenue 362	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
79	KY329B	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
80	KY53	KIPDA recommended bicycle route - thoroughfare plan	Bicycle	KIPDA recommended bike route on road	
81	KY146	Phase 1 of Interurban Greenway Master Plan/KIPDA suggested shared use trail	Shared use	Interurban Greenway	
82	Jericho Road	Existing trail by depot		Existing shared use trail	
83	Main Street	Existing trail between 5th and 6th		Existing shared use trail	
84	Beechdale Road	Add sidewalks from KY 146 to Cherry Lane	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
85	Goshen Lane	Add sidewalks from Valley Drive to US 42	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
86	Harmony Landing	Add sidewalks from Harmony Lane to KY 1793	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
87	Kentucky Avenue	Add sidewalks from Yager Avenue to KY 146	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
88	KY 146	Add sidewalks from KY 2855 to Chestnut Avenue; Add sidewalks from Walnut Street to Fort Pickens Road (KY 2855)	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
89	KY 146	Add sidewalks from Springhouse Pike to Oldham County Fairgrounds	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	

Appendix B – Trail Route Suggested Sources

Project ID	Roadway	Project Description	Facility Type	Trail Type	Year Open to Public
90	KY 2857	Add sidewalks from True-County Hospital to KY 53	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
91	Ky 3223	Add sidewalks from KY 53 to Hickory Switch Road	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
92	Yager Avenue	Add sidewalks from KY 53 to Kentucky Avenue	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation	
93	KY22	Widen KY 22 from 2 to 5 lanes from Haunz Lane to KY 329	Road improvement	Horizon 2030 Project List	2020
94	I-71	New interchange & connector road from KY 1447 to US 42 with interchange on I-71 near Jefferson Co./Oldham Co. border	Road improvement	Horizon 2030 Project List	2013
95	KY393	Reconstruct KY 393 from KY 1818 to KY 22	Road improvement	Horizon 2030 Project List	2030
	KY 1793	Add sidewalks from US 42 to Ridgeview Place	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 1793	Add sidewalks from Settlers Trace Point to US 42	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 1818	Provide bicycle and pedestrian amenities on KY 1818	Bicycle & pedestrian facilities yet to be determined	Oldham County Mobility Study recommendation ¹	
	KY 22	Add sidewalks from Crestwood Bypass to KY 393	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 22	Add 2' to curb lanes for bicyclists from Crestwood Bypass to Key 393	Shared lane	Oldham County Mobility Study recommendation ¹	
	KY 2854	Add sidewalks from KY 146 to Sunset Drive	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 3222	Provide bicycle and pedestrian facilities from Jefferson County line to terminus	Bicycle & pedestrian facilities yet to be determined	Oldham County Mobility Study recommendation ¹	
	KY 329	Add sidewalks from KY 146 to KY 22	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 329	Add 2' curb lanes for bicyclists from KY 146 to KY 22	Shared lane	Oldham County Mobility Study recommendation ¹	
	KY 329B	Add sidewalks from I-71 to KY 22	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 362	Add sidewalks from KY 146 to Ashbrooke Drive	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 362	Add sidewalks from KY 146 to KY 22	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 393	Add sidewalks from KY 22 to KY 146	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 53	Add sidewalks from Zhale Smith Road to I-71 with pedestrian access over I-71	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 53	Add sidewalks from Lee Street to Cedar Springs Parkway	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 53	Add sidewalks from Zhale Smith Road to Prestwick Drive	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 53	Add sidewalks from Waterworks Road to KY 3223	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 712	Add sidewalks from Duncan Avenue to Hoffman Lane	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	KY 393	Add 2' to curb lanes for bicyclists from KY 22 to KY 146	Shared lane	Oldham County Mobility Study recommendation ¹	
	US 42	Add sidewalks from Goshen Lane to KY 1793	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	US 42	Add sidewalks from Hillcross Parkway to Jefferson County Line	Sidewalk/pedestrian only facility	Oldham County Mobility Study recommendation ¹	
	US 42	Provide bicycle and pedestrian amenities on US 42	Bicycle & pedestrian facilities yet to be determined	Oldham County Mobility Study recommendation ¹	

1. Trail also recommended in the KIPDA Thoroughfare Plan
2. Other recommended trail
3. Trail also part of Interurban Greenway
4. Trail is also part of KIPDA and KTC widening project
5. Trail is also part of 2030 Horizon Project List

Appendix C – Land Acquisition Tips

The following recommendations come from the book entitled: *Greenways for America*, by Charles E. Little, Johns Hopkins University Press, 1990.

- Land for the corridor need not be conveyed in fee - that is, in full title, free and clear. A negative conservation easement may be all that is necessary for corridor areas not actually open to the public – adjoining a trail for example, or the view involved in a scenic route. A purchase in fee means to purchase all rights in land. An easement acquisition concerns only certain rights, including the negative right to prohibit development or otherwise change the use of the land. A positive easement (access agreement) is required for a trailway itself or other public access to an area, however.
- The land along rivers and streams in most cases is already protected to some degree by floodplain zoning. It therefore has little if any new development value and may be acquired in fee or easement for a corridor relatively cheaply, assuming a willing seller and assuming the land is vacant.
- In special cases, already developed land in a floodplain can be acquired from owners under grants from the Federal Emergency Management Agency under its flood insurance program, assuming local law prohibits development or redevelopment in the floodplain. To qualify, existing properties within the floodplain which have been damaged must have lost greater than 50 percent of their value through a flood disaster.
- Land along ridgelines, another favored route for greenways, is often in private ownership and may have significant development value. With ridgeline trails, however, there is more flexibility in routing than with riparian greenways, so a corridor can be routed through land whose owners are sympathetic to a project or through land too steep to be developed economically.
- Trail easements can be piggybacked on public rights-of-way such as sewer easements or power lines.
- In most jurisdictions, residential developers are required to donate part of their site for park or recreational use. If privately owned land ready for development is located along a potential greenway corridor, arrangements should be made with municipal authorities and with the developer for this land (and not some other part of the site) to be dedicated as part of the corridor.
- Residential development plans can also be modified to produce corridor land (over and above mandatory dedications) by means of cluster development (keeping overall housing density the same but reducing individual lot sizes to produce an open-space surplus). This may also be achieved by allowing the transfer of development rights (TDR) from a greenway corridor to another site not in the corridor, permitting the builder to construct the same number of housing units overall.
- Greenway authorities (whether governmental or a public-private foundation) can also produce corridor land by various purchase and resale approaches. For example, a large parcel may be purchased outright from a private owner, the land needed for the greenway

Appendix C – Land Acquisition Tips

corridor divided from it, and the remainder resold either as a single parcel or further subdivided into multiple parcels. In the latter case, it is altogether conceivable that the authority might come out of the transaction with no financial loss or even with a surplus that can be used to acquire corridor land elsewhere. If the division of the property is impractical, then a conservation easement with a trail right-of-way can be placed in the deed and the parcel resold in its entirety with covenants protecting the corridor and providing public access along a trail established in perpetuity.

- Some public authorities favor purchase and leaseback (to adjoining farmer, for example) rather than purchase and resale. In cases other than state or federal scenic highways, however, for which this approach is sometimes used, purchase and resale with restrictions is probably a better means to establish a greenway corridor since it eliminates the need to administer leases.
- Philanthropic land donation (fee or easement) or a bargain sale of land to a greenway authority should always be sought but rarely expected – especially now that lowered income tax rates make land donation less desirable from an estate-planning standpoint. The best approach is to involve the landowners along the corridor in the project at the outset. Then the opportunity for a donation of land will arise naturally. When it does, ask - and it may be given.

Appendix D – Previous Report Summaries

Oldham County Comprehensive Plan

Adopted February 26, 2002

Readopted March 27, 2007

Outlook 2020

The Future by Design

Transportation Element

Goal T-2

To coordinate the Major Thoroughfare Plan with other modes of travel, including bus transit, rail, airport, pedestrian and bicycle, to comprehensively address mobility issues and needs within Oldham County.

Objective T-2-1

Work with the Kentuckiana Regional Planning and Development Agency to modify the Regional Bicycle and Pedestrian Plan to incorporate existing and planned bicycle and pedestrian routes within Oldham County.

1. Develop long-term, countywide bicycle and pedestrian recommendations in the Major Thoroughfare Plan and Master Plans
2. Encourage the inclusion of bicycle and pedestrian facility connections between nearby developments and community facilities or workplaces.

Objective T-2-5

Coordinate pedestrian and bicycle facility planning with multi-objective greenway strategies by taking advantage of Oldham County's rich heritage of natural resources

1. Address pedestrian and bicycle facilities in the Greenways Master Plan

Goal T-3

To protect and preserve scenic or culturally important transportation corridors and resources

Objective T-3-1

Identify and designate scenic and culturally important transportation corridors and resources using a process as specified in Goal G-2.

Community Facilities Element

Goal CF-4

To provide a system of public parks, diverse recreation facilities, open spaces and greenways that supports the preservation of the county's natural and scenic resources, wildlife habitats, and serves neighborhoods and communities.

Objective CF-4-1

Maintain and update a master plan for acquisition and use of existing and future community and neighborhood parks and open spaces

Objective CF-4-3

Identify greenways and utilize voluntary conservation resource protection zoning techniques to protect such areas from adverse development

Appendix D – Previous Report Summaries

1. Develop an Oldham County greenway master plan that addresses:
 - The identification and mapping of potential public and private greenways
 - Greenway project priorities
 - Estimated costs of design and construction
 - Protection of river corridor vegetation, water quality and the viability of wildlife habitats
 - Recreational opportunities such as hiking, and bicycling close to residential areas
 - Linking Oldham County’s communities, parks, activity centers, schools, and employment centers
 - Educational opportunities such as nature hikes, species and plant identification, and interpretation of historic architectural and natural resources
 - Long-term funding, maintenance and administration for the implementation of the greenway system through a public-private partnership
 - Coordination of adjacent land development with consideration of a proposed greenway
 - The public safety and design of public trails within the greenway system that may have an impact on a landowner’s privacy and sidewalks.

Objective CF-4-4

Incorporate equine related activities in the Parks Open Space Master Plan

Objective CF-4-5

New residential development should contribute to the implementation of the Parks and Open Space Master Plan. The type and extent of the contribution should be determined on the basis of the type of development

1. Address Parks and Open Space needs for each of the Planning Areas in the next update of the Parks and Recreation Master Plan

Environmental Element

Goal E-3

To protect and enhance the Ohio River Corridor, and its tributaries as a valuable county natural resource

E-3-1

Develop strategies and programs designed to focus community attention on the preservation and use of the Ohio River Corridor. Coordinate these strategies and programs with the Parks and Open Space Master Plan

Appendix D – Previous Report Summaries

Oldham County Planning and Zoning Annual Development Report 2005

Oldham County Planning and Zoning Department 2005

This report presents the actions taken by the Planning Commission and Boards of Adjustment during the year as well as intermediate and long-range planning projects.

Demographics:

Population

Oldham County's projected growth rate between the years 2000-2010 is nearly four times the statewide average. Oldham County's projected population growth rate ranks fifth in the commonwealth among Kentucky counties.

Oldham County Planning and Zoning Department

The Planning and Zoning Department handles all activities related to maintaining the county's participation in the National Flood Insurance Program. This includes investigating non-compliance complaints submitted by national and state officials, providing technical assistance to property owners who wish to build or alter properties in the floodplain and reviewing and maintaining a database of all stream construction permits within the county.

The Planning and Zoning Department also coordinates training and educational programs for Planning Commissioners, Board of adjustment Members and local officials.

The planning staff gathers information, prepares reports, and makes presentations on all projects requiring development review. Planning staff coordinates the review of proposed developments and presents significant findings to various commissions and boards.

Immediate and Long-Range Planning Projects

- Zoning Ordinance and Subdivision Regulations
Two additional sections were amended to the ordinance in 2005. The Planning Unit Development (PUD) was created and adopted. PUD permits mixed use developments in Oldham County. The I-71 Scenic Corridor Regulations were also adopted during 2005. This ordinance places tighter restrictions on signs located within specific distances of Interstate 71.
- Bicycle and Pedestrian Trails and Parks
Funds were secured for the Inter-Urban Greenway, with consultant selection for the design and construction of the next phase of the interurban bicycle and pedestrian trail.
- Transportation Initiatives
- Horizon 2030
Identifies transportation investments through the year 2030 for the region and is directly related to local, state and federal transportation funding sources.
- Oldham/I-71 Express Bus Service

Appendix D – Previous Report Summaries

Planning and Zoning Department staff working closely with the Judge-Executive's office and the Transit Authority of River City (TARC) coordinated express bus service to downtown Louisville via Interstate 71. The Oldham Express stops at park and ride lots just off exits 14, 18, and 22.

- Oldham County Mobility Study
The purpose of the study was to examine current and future mobility needs throughout the county. Facilities should be considered to meet those needs. This study recommends that Oldham County encourage Transit Oriented Development (TOD) principles near proposed Park and Ride facilities at exits 14, 18, and 22. TOD principles encourage compact, mixed-use development near transit facilities with high quality walking environments.
- Highway 53 Access Management Plan
The planning area stretches from I-71 to Main Street in LaGrange. The purpose of this plan is to improve the operation and aesthetic characteristics of this important gateway into Oldham County and the City of LaGrange.
- Modern Roundabouts Feasibility Study
Oldham County recently secured planning funds to study the feasibility of the use of roundabouts at specific intersections around the county. A scope of work for the project was developed and a selection committee was formed to select a professional consultant in 2005.

Comprehensive Plan Implementation

The following measures have been addressed since the creation of Oldham County's Comprehensive Plan, Outlook 2020.

- Land Use Elements
 - Capacity of community facilities and services (School Capacity/Sewer Capacity)
 - Incentives to encourage the development of a variety of housing types (PUD Zoning District)
 - Development Review Procedures (Technical Review Committee)
 - Prepare Annual Report
- Transportation Elements
 - Develop a Major Thoroughfare Plan
 - Prepare Functional Classification Map (Major Thoroughfare Plan)
 - Scenic Corridor Standards (Interstate 71 Scenic Corridor Regulations)
 - Develop Traffic Impact Analysis Standards (County Traffic Consultant)
- Environmental Elements
 - Develop specific limitations on outdoor advertising (Interstate 71 Scenic Corridor regulations)
- Community Facilities Element
 - Develop an approved projects database

Appendix D – Previous Report Summaries

Planning for the Future: 2006 Department Goals

- Complete the update and adopt the Oldham County Subdivision Regulations
- Continue to update the Oldham County Zoning Ordinance
- Begin preparation of Oldham County’s first planning area master plan
- Begin the development of a Capital Improvement Budget/Programming Plan
- Continue to update available information and services to enhance customer service
- Adopt the Road Capacity Ordinance
- Create an inventory of Oldham County’s environmental resources
- Continue coordinating Pedestrian and Bicycle/Greenway planning and design
- Develop conservation subdivision development regulations
- Manage an airport feasibility study
- Evaluate the needed revisions to update the Comprehensive Plan.

Mission Statement

“The Oldham County Planning and Zoning Department provides exceptional customer service with furnishing advice and technical expertise to assist: citizens, public agencies, and elected and appointed officials. Our department serves the community with integrity and high ethical and professional standards. Our department focuses our efforts on a long term commitment to: public safety health and welfare, economic vitality, environmental integrity, and quality design and development.”

Appendix D – Previous Report Summaries

Master Plan Report for the OCEDA Economic Development Campus

Oldham County Economic Development Authority

Scott-Klausing & Company, Inc. Architects and Planners

Tetra Tech, Inc.

March 25, 2005

Part 4 – Circulation

Walkways and bikeways

Walkways and bikeways along roads will connect with walkways and bikeways meandering along the many campus streams and wooded draws which will be protected as part of the Blue-Greenways Network. Along two of the major roadways, LaGrange Parkway and Road “A”, shared walk-bikeways will be from eight to ten feet in width – wide enough for bikers and pedestrians to pas each other safely, but also wide enough for limited vehicle access to such as emergency vehicles, utility services vehicles, maintenance trucks, and golf cart sized passenger vehicles.

Part 9 – Impacts

Schools

The campus includes a site for a 600-800 student PK-5 or PK-8 Public School to serve the anticipated 600-1,000 families ultimately living on the Campus and surrounding neighborhoods. The 150-acre East Campus of Oldham County Schools, located just across Moody Lane bordering the south line of the Campus, is planned for at least one elementary school, a middle school, and a high school. The East Oldham middle School on this Campus will be open for students in August 2005. The east Campus is expected to accommodate approximately 2,500 students when completed.

KIPDA Interchange – Bicycle/Pedestrian Safety Study Jefferson, Bullitt, and Oldham Counties Summary of Findings and Recommendations 2007

Executive Summary

1. *Perform a literature search of policies and guidelines of bicycle and pedestrian safety at interchanges and to determine what others are doing to accommodate bicyclists and pedestrians through interchanges*

From this review it is clear that there is not one universal source, nor are there sufficient guidelines or best practices with regard to bicycle and pedestrian safety. Rather, there are various guidelines for bicycle or pedestrian facilities, including some that generally refer to high-speed, high-volume interchanges, and other general guidance for intersections and other locations.

Bicycle and pedestrian facilities should be carried all the way through the interchange, rather than being dropped on either end. Free flow ramps pose the greatest threat to bicyclists and pedestrians because of high vehicle speeds and poor angles for sight distance. Most guidance suggest reducing vehicle speeds and potential conflict points, changing approach or departure angles and placing crossings at 90 degree angles to improve visibility of bicyclists and pedestrians, and using refuge areas for long crossing distances.

Interchange type and field conditions will be the most important factors in determining which specific treatments will be most appropriate to increase bicycle and pedestrian safety at a particular interchange.

2. *Conduct interviews with local stakeholders regarding bicycle and pedestrian safety at interchanges*

From the responses it is clear that there is interest in improving bicycle and pedestrian safety. Many people believe that safety accommodations for bicyclists and pedestrians would encourage more people to walk and bike.

3. *Case studies of five representative interchanges in the KIPDA regions*

These concepts and ideas are meant to serve as a range of alternatives that could be applied at similar interchanges. Additional data collection and analysis would be necessary before implementation including field surveys, traffic counts and forecasts, and bicycle/pedestrian counts and forecasts.

A range of alternatives were developed for each case study interchange. Some alternatives include installing pedestrian and/or bicycle information and warning signs.

- Jefferson County: I-264 (Waterson Expressway) at KY 155 (Taylorsville Road)

Specific challenges for pedestrians and bicyclists through this interchange:

- High speed free flow movements with long merge areas
- Confusion for bicyclists regarding whether to stay to the right or move to the left of free flow movements

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- Multiple conflict points
- Low visibility to drivers of bicyclists and pedestrians

Proposed alternatives:

- Alt 0. Tree trimming
- Alt 1. Right turn yield to bikes
- Alt 2. Bicycle/Pedestrian warning signs
- Alt 3. Pedestrian warning system
- Alt 4. Lighting
- Alt 5. Zebra crossing/sidewalk/countdown pedestrian signal
- Alt 6. Wide curb lane
- Alt 7a. Zebra crossing/sidewalk/countdown pedestrian signal (with Earthwork)
- Alt 7b. Multi-use path with Earthwork
- Alt 8. Ramp elimination/consolidation/bike lane
- Alt 9. Nearby grade separated crossing between Taylorsville Road and Bardstown Road

Recommendation:

Alternatives 0-4 are relatively low cost and would greatly improve pedestrian and bicyclist awareness and visibility through the interchange. There are existing sidewalks on either side of the interchange and it would make sense to continue this treatment through the interchange. Either alternative 5 or 7a would accomplish this.

- Jefferson County: I-264 (Waterson Expressway) at US 31E (Bardstown Road)

Specific challenges for pedestrians and bicyclists through this interchange:

- Only one signal controlling all movements
- Long crossing distance where ramps meet at the signal
- Free-flow right-turn movements

Proposed alternatives:

- Alt.0. Sweep curbs/gore areas
- Alt 1. Right turn yield to bikes
- Alt 2. Stop here on red/staggered stop bars
- Alt 3. Zebra stripe existing crosswalks
- Alt 4. Pedestrian countdown signals double-sided (8 heads)
- Alt 5. Lighting
- Alt 6. Shift sidewalk/ make wide curb lane for bikes
- Alt 7. Reconfigure sidewalk and crossing at I-264 right turn off-ramps to provide 90 degree crossings
- Alt 8. Nearby grade separated crossing between Taylorsville Road and Bardstown Road.

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Recommendation:

Alternatives 0-6 are relatively low cost and would greatly improve pedestrian and bicyclist awareness and visibility through the interchange. Sidewalks currently exist throughout the interchange; however bicycle accommodations are needed, particularly with Sullivan University in close proximity to the interchange. Without designated bicycle treatments on either side of the interchange currently, alternative 7 would provide an adequate facility while minimizing the cost. A pedestrian/bicycle bridge is very costly and current pedestrian/bicycle volumes may not warrant the expense.

- Jefferson County: I-265 (Gene Snyder Freeway) at KY 155 (Taylorsville Road)

Specific challenges for pedestrians and bicyclists through this interchange:

- Multiple conflict points
- Free flow right-turn movements
- Confusion for bicyclists regarding whether to stay to the right or move to the left of free flow movements

Proposed alternatives:

- Alt 0. Sweep curbs/maintenance
- Alt 1. Right turn yield to bikes
- Alt 2. Extend pavement through interchange for wide curb lane 10' width
- Alt 3. Light
- Alt 4. Multi-use path on one side and sidewalk on the other
- Alt 5. Ramp elimination/consolidation

Recommendation:

Alternatives 0, 1, and 3 are relatively low cost and would greatly improve pedestrian and bicyclist safety and visibility through the interchange. Alternatives 2 and 4 are consistent with Louisville Metro planning.

- Bullitt County: I-65 at KY 1526 (Brooks Road)

Specific challenges for pedestrians and bicyclists through this interchange:

- Multiple conflict points
- Free flow right-turn movements
- Confusion for bicyclists regarding whether to stay to the right or move to the left of free-flow movements

Proposed alternatives:

- Alt 0. Sweep curbs/maintenance
- Alt 1. Right turn yield to bikes
- Alt 2. Bicycle/pedestrian warning signs
- Alt 3. High mast lighting
- Alt 4. Remove curb lane rumble strips
- Alt 5. Tighten ramp termini

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Recommendation:

Alternatives 0-4 are relatively low cost and would greatly improve pedestrian and bicyclist safety and visibility through the interchange. Alternative 5 is more costly and may impact traffic operations.

- Oldham County: I-71 at KY 146 (Buckner)

Specific challenges for pedestrians and bicyclists through this interchange:

- Multiple conflict points
- Possibility of high speed free-flowing movements
- Confusion for bicyclists regarding whether to stay to the right or move to the left of free-flow movements
- Low visibility to drivers
- Narrow bridge crossing

Proposed alternatives:

- Continue to maintain shoulder
- Right turn yield to bikes
- Bicycle/pedestrian warning signs
- Widen bridge for wide curb lane, sidewalk, and refuge island
- Create separate new bridge for greenway facility

Recommendation:

Alternatives 0-2 are relatively low cost and would greatly improve pedestrian and bicyclist safety and visibility through the interchange. Alternatives 3 and 4 are more costly, however are the only options for accommodating pedestrians and bicyclists due to the narrow existing bridge. Any future plans for widening KY 146 should consider pedestrian/bicycle facilities; however until then a separate new bridge for the greenway facility (Alt 4.) may make more sense than widening KY 146.

4. Develop a toolbox for accommodating bicyclists and pedestrians through multiple interchange types

An inventory of existing conditions at the interchange, followed by a five step checklist that suggest possible treatments with respect to maintenance and signage, sidewalks and pedestrian facilities, reduction of conflict points, and grade separation. Next there are interchange sheets for ten different interchange types that discuss possible treatments for each of the five steps on the checklist. The interchange sheets are followed by a field measuring step, then a traffic analysis step, which will ensure that any treatments selected are feasible and will not adversely impact traffic. The toolbox evaluation process will enable any user to develop appropriate treatments to enhance bicycle and pedestrian safety at high speed, high volume interchanges.

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Oldham County Major Thoroughfare Plan

Wilbur Smith Associates

CONTEXT

December 2003

Bicycle and Pedestrian Travel

Bicycle transportation is currently limited in Oldham County to on-road facilities, which share lanes with other vehicles. Most roads within the county do not have adequate paved shoulders to allow bicyclists the opportunity to avoid using the driving lane. *The Horizon 2025, regional Mobility Plan, Bicycle and Pedestrian Element* adopted in April 2003, identifies a number of state, federal and county routes for upgrading to accommodate bicycling. This plan identifies projects on a “Project List”. Projects identified on the Projects List are those that are programmed (e.g. funding sources identified) or that have partial funding. The illustrative List is an unscheduled need list wherein the projects are not programmed, have no funding, or funding sources identified.

The “Project’s List”

The Interurban Greenway is a shared use trail identified on the list. The group *Greenways for Oldham County* was formed to plan and implement greenway and greenspace preservation for Oldham County. The group also promotes the use of conservation easements and maintains the county’s nature preserve. The organization has been established as a 501(3) C non-profit and can receive funds and property donations that are tax exempt.

The Oldham County Interurban Greenway will be a shared use path utilizing the right-of-way of the Interurban rail line that once connected Oldham and Jefferson County. Other property in addition to the Interurban right-of-way will also be used to connect the route through areas where the right-of-way is no longer available for use. Much of the existing right-of-way is currently owned by TARC, who gained ownership when the Interurban ceased operations.

The total length of the Greenway, once complete, will be approximately thirteen (13) miles and will connect La Grange, Buckner, Crestwood and Pewee Valley. The trail will be a ten-foot path with a paved asphalt surface.

Greenways for Oldham County, in conjunction with the Oldham County Fiscal Court, have submitted an application for funding for Phase 2 and Phase 3 of the Greenway under the KYTC 2003 Transportation Enhancement Program. Phase 2 entails the construction of a sidewalk portion in Crestwood extending approximately 0.6 miles from the center of the city eastward to the KY 329 Bypass. This section of the Interurban Greenway will be seven (7) feet in width due to right-of-way constraints. The completion of this section includes connections with existing sidewalks in the City of Crestwood. Phase 3 contains two sections of the Greenway. The first section extends from the east side of the KY 329 Bypass eastward approximately 1.25 miles to Glen arm Road. The section extends from the east side of the KY 146/I-71 overpass approximately 2.0 miles to the soccer fields at the Wendell Moore Community Center. This section loops north of the existing

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Interurban right-of-way, using county and school board land on the Buckner School Campus, and connects the schools (Oldham County High School and Middle School) with the Wendell Moore Park.

The “Illustrative Needs List”

In this plan, the only type of improvement specifically identified for bicycling is the widening of curb lanes by two (2) feet to better accommodate shared use by motor vehicles and bicyclists.

- KY 22 from the Crestwood Bypass to KY 393
- KY 329 from KY 146 to KY 22
- KY 393 from KY 22 to KY 146

Pedestrian improvements are identified along thirty-one (31) roads. In seven (7) locations, both pedestrian and bicycle improvements are identified along the same route. Pedestrian transportation facilities in Oldham County are currently limited to sidewalks in older areas of the cities and within newer subdivision developments.

Bicycle and Pedestrian Recommendations

The Oldham County Interurban Greenway project leads the list of projects to address bicycle and pedestrian transportation. This project, once complete will link all the cities along the KY146 corridor and provide a shared use path which will be suitable for both utilitarian and recreational bicycling and walking.

It is recommended that after the completion of Phase 2 and Phase 3, previously described, that emphasis be placed on connecting the City of LaGrange with the John Black Convention Center and aquatic complex.

Other Bicycle and pedestrian recommendations include

- Designate bicycle loops in the northwest section of the county in the vicinity of US 42 and Rose Island Road area. Roadways identified for designation are: 1) US 42, from KY 1793 to KY 1684; 2) KY 1684 to KY 329; 3) KY 329 to US 42 and KY 3222 (Rose Island Road) in Jefferson County; and 4) KY 3222 to KY 1793. Additional roadways within this vicinity may also be designated to lengthen this system
- Provide additional pedestrian improvements in the urban area of Crestwood to better provide connections and to extend the existing pedestrian system. Phase 2 of the Interurban Greenway, previously described, includes part of this system.

Major Thoroughfare Plan- project summary

- The Oldham County Interurban Greenway project leads the list of projects to address bicycle and pedestrian transportation. This project will link all the cities along the KY 146 corridor and provide a shared use path for both utilitarian and recreational bicycling and walking.
- Designate bicycle route loops in the northwest section of the county: US 42, KY 3222, KY 1684, and KY 329.
- Identify opportunities for pedestrian improvements in the urban area of Crestwood.

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- Develop a bicycle/pedestrian route between the urban area of La Grange and the John Black Convention Center and aquatic complex.

To continue improvement in the pedestrian transportation system on a countywide basis, policies and programs should be established to encourage interconnecting of residential areas with sidewalks. The emphasis during the land development process should be complemented by effort within established communities to construct missing sections of sidewalks. Furthermore, during roadway construction, the option to provide for both bicycle and pedestrian facilities should be investigated per existing policy guidelines found in the KYTC, Bicycle and Pedestrian Travel Policy, adopted in 2002.

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Oldham County Mobility Assessment

Wilbur Smith Associates

August 2005

Recommendations

- The Interurban Greenway project, a shared-use path from La Grange southwest along KY 146 to the Jefferson County Line that will provide a safe alternative transportation mode for increased mobility in Oldham County, is the highest priority bicycle/pedestrian project in Oldham County.
- Eight (8) bicycle/pedestrian projects, all of which are on the illustrative projects list in KIPDA's current Long-Range Plan, are in the vicinity of recommended transit routes in La Grange. These eight (8) projects should be given high priority consideration as funding becomes available in the future.

7. 5.2. Bicycle and Pedestrian Transportation

The Interurban Greenway Project is the only Bicycle/Pedestrian project included in the Bicycle/Pedestrian Element of KIPDA's current (2005-2007) Transportation Improvement Program (TIP). This project will provide a safe alternative transportation mode for increased mobility in Oldham County. It involves constructing a shared-use path from La Grange southwest along KY 146 to the Jefferson County line. Also included is the rehabilitation of the L&N depot to be used as a trail head for the greenway. The length is 13.10 miles and costs are estimated to be \$2.9 million dollars. This project is currently funded by the Surface Transportation Program (STP-Urban) and the Transportation Enhancement Program (TE). This mobility study supports construction of the Interurban Greenway over any other bicycle and pedestrian projects. Where possible, the Interurban Greenway should be located and designed to enhance access to commuter bus service.

*See excel charts

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Walkable Community Workshop- KIPDA

KIPDA Transportation Planning Division

April 2004

Walking Route

The walking route is centered around the Oldham County Aquatic Center. The group began at the Aquatic Center and walked up Kentucky 393 to view traffic patterns at the high school when school was let out for the day. The group continued up KY 393 to the intersection of KY 146, turned around and explored some of the areas off road, such as the school, a portion of the country club entrance that will be closed to motor-vehicle traffic, and the senior center.

Potential Solutions Identified

Sidewalks

- Increase the sidewalk network in Pewee Valley
- Install sidewalks on both sides of KY 393 (current and proposed) that will connect to the planning of the Oldham County Greenway
- Create a sidewalk ordinance
- Install sidewalks that will connect the high school with nearby retail development
- Install sidewalks on both sides of all school driveway entrances
- Install an east/west sidewalk or multi-use path that would connect the residential area to schools.

Multi-Use Paths

- Create multi-use path loop that would connect all of the parks in Oldham County
- Build multi-use paths from the planned Interurban Greenway into neighborhoods and commercial centers
- Create a multi-use path that would connect the ball fields and the Aquatic Center, and connect to the planned Interurban Greenway
- Create a multi-use path that would loop around the senior center, lake and Aquatic Center
- Connect residential areas to parks and schools using multi-use paths
- Connect nodes of activity with multi-use paths
- Connect schools, planned sports complex, and Aquatic Center with a multi-use path. Also connect to the planned Interurban Greenway
- Develop a greenway hub around the Aquatic and Community centers
- Develop multi-use paths or other bicycles and pedestrian facilities as alternatives to school bus routes
- Create non-motorized loop in planned park
- Create a multi-use path around the lake
- Create a multi-use path that would connect the industrial park on Allen Lane to the planned Interurban Greenway/KY 146

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Oldham County Park and Recreation Master Plan- 1995

Lose & Associates, Inc.

June 1995

2. *Comprehensive Master Plan Process*

The role of leisure services varies from community to community; however all programs possess certain common elements. Parks, open spaces, street trees, museums, festivals, recreation programs and special events all contribute significantly to a community's atmosphere. These factors, combined with a wide range of elements such as health, safety, education, housing, and transportation, define quality of life and determine whether a community is a desirable place to live or work.

How “parks” and “recreation” are used in this report:

Parks: are dedicated to open space that is developed for the pursuit of active and passive recreation activities.

Recreation: Activities, freely chosen, which give an individual a feeling of achievement, exhilaration, acceptance and success.

Public recreation services should provide all citizens, regardless of age, sex, race, or ability, an opportunity to participate in programs and leisure experiences that result in feelings of achievement, exhilaration, acceptance and success in the participants.

3. *Summary of the Planning Process*

- a. Reach an agreement on the meaning of recreation: Recreation includes leisure activities that are both active and passive in nature
- b. Mission statement: to provide the best active and passive recreational opportunities for all.
- c. Summary of relative strengths identified by the CIC: county judge/executive, the parks board, and the county magistrates are committed to quality parks and recreation facilities and programs for the county; a strong commitment and dedication were also attributed to the parks director and community volunteers. Much of the success of the current system was ascribed to positive coordination between the parks department and schools- this shared use of facilities was viewed as an efficient use of county resources. The county's increasing population and high per capita income are assets, and justification for increased spending on recreation facilities and programs. The county officials' willingness to commit resources to the development of a county-wide recreation master plan was evidence of commitment to improved facilities and services.
- d. Summary of weaknesses identified by the CIC: CIC members felt that only limited direction, staff and funds have been devoted to the OCPRD. It was acknowledged that the OCPRD has only limited visibility within the community and that stronger marketing and promotional efforts should be initiated. A number of people thought the parks department needed additional authority and structure and that the parks department needed policy setting authority.

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- e. Summary of the Ideal Park System- the CIC “wish list”: Oldham County’s ideal park system would offer additional parks and programs. Aquatic facilities and community centers with a variety of recreational and cultural programs were among the most popular additions. More programs for senior citizens and linear parks/trails along the county’s creeks and/or the Ohio River were also requested. Activities related to natural areas were strongly supported. Fitness/wellness programs, crafts programs, additional picnic, boating and fishing facilities and equestrian facilities were also proposed.

Prioritized facilities: The most requested *facility* was a community center. Addition of picnic and playground facilities was the second priority. Golf, bowling, and a shooting range ranked low on the list. The most requested *program* was a bulletin board or other system of informing the community about upcoming recreational events and activities. Programs for seniors ranked second, followed by fitness and wellness programs. The lowest ranking programs were golf, equestrian activities, and archery/shooting programs.

5. Recommendations

Facility Development Recommendations:

With the aid of the public school system and volunteer athletic associations, the OCPRD is currently meeting the county’s basic needs for recreation facilities. The success of the current facilities and programs has been built in the joint use of the facilities and in some cases, the low expectations of county residents. This success is now being threatened by several critical factors identified by citizens in the CIC and public input sessions. A growing and changing population base, the utilization of potential park lands for residential and commercial development, the high density development along the border with Jefferson County, and a public that no longer accepts the current level of service as the best the county can provide. These factors were carefully considered in the generation of master plan recommendations.

Facility Development Standards:

Are developed and utilized by park systems to guide park development. Standards should cover items such as the service areas of neighborhood and community parks, the types of facilities in each park, and number of staff persons required to service parks of various sizes.

Facility Maintenance Standards:

Maintenance guidelines should include items such as: a playground safety checklist, ball field maintenance standards, ball field game preparation procedures, trash collection schedules, restroom and building maintenance schedules and procedures and open play and picnic area mowing and maintenance schedules and procedures.

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ADA Requirements:

Should develop a plan to upgrade facilities and bring them into compliance with ADA.

Development of Park Districts

Neighborhood or community parks are to be developed in each park district to serve its citizens, while regional and special-use parks will serve the entire county. The neighborhood and community parks will have the facilities to serve the primary active and passive park needs of the district. Indoor swimming and established county-wide programs such as adult softball, youth football and soccer that are currently operating will continue from a new regional park in Buckner.

Neighborhood parks should be developed at the existing elementary schools. This is a cost-effective means of maximizing use of county-owned property and facilities. It will also allow the county to quickly provide neighborhood park facilities while the more costly community parks are being developed.

Community parks should include a developed athletic field complex, outdoor game courts, tennis courts, a community center, picnicking facilities, walking trails and a swimming pool. They should provide a mixture of active park spaces and quiet spaces for those who want a more passive park experience.

The existing park facilities located around the Buckner school campus are collectively operating as a regional park at this time. The primary need is for a swimming facility. Most regional parks will serve an area within an hours drive.

The acquisition of land for the community parks should be one of the first priorities for capital funding of the county. The development of a school in association with a community park has many benefits. There are shared development costs for utilities and roads, and once completed, school facilities can be used for community meeting and programming space, replacing a stand-alone community center.

Within the three park districts, there should be a balanced level of development. Recommendations include: existing green space and playground facilities around each elementary school be utilized as the foundation of the neighborhood parks system. The playground and other outdoor recreation facilities would provide a variety of programming opportunities for team sports and passive recreation. The indoor facilities would provide for expanded after-school programming for arts and educational programs etc.

Community Parks

Three community parks are recommended, located in Goshen, Crestwood, and LaGrange. The new community park in Crestwood should be located in the area of Highway 22 near the current South Oldham High School Complex. The ideal location for Goshen's community park is along Highway 22. The community park in LaGrange would replace Walsh Park as the home of the North Oldham Little League association.

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A fourth proposed Community Park could be located on the 58-acre Briar Hill property in the Orchard Grass area.

Regional Parks

A community center with swimming pools and park offices should be built adjacent to Buckner high school. Elements in a centrally-located regional park will allow Oldham County to provide a high level of recreational service to its citizens and visitors and to generate some revenues to offset the cost of operation.

Greenways

There are four primary county corridors that seem most viable. They include the Harrods Creek corridor, the Ohio River corridor, the Floyds Fork corridor, and the CSX Railroad corridor.

Ideal Park System

Facilities:

- Oldham County Park with fishing
- Use undeveloped land in Crestwood
- Develop tennis courts
- Continued use of the soccer complex
- Swimming facilities and boat ramps
- Neighborhood Parks (not all county operated)
- District Community Parks (associated with school gyms, meeting areas, and outdoor opportunities)
- County parks with a community center, aquatic center, amphitheater, and picnic shelters
- Linear Parks (trails along creeks and the river, bike paths, equestrian trails, rollerblading)
- An indoor, multipurpose, centrally located Community Recreation Center owned by the county or YMCA
- Land acquisition for parks
- Softball fields and batting cages in Crestwood
- Golf course to generate income
- Picnic facilities, wooden playground equipment
- Bike paths that cross the county
- Bowling alley and shuffleboard courts
- Aquatic amusement park

Programs:

- Softball and swimming
- Basketball and volleyball
- Camps
- Leagues for adults, youth, and seniors
- Interpretive/educational programs related to natural areas
- Fitness and wellness programs
- Childcare made available during programs and activities

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- Park and Recreation telephone bulletin board
- Park and Recreation fall festival/fund raiser
- Expand community competitive activities
- Fitness programs
- Crafts and club activities
- Programs for boating, fishing, and horseback riding
- Transportation

Park System Development Guidelines

The NRPA suggests that a “park system” at a minimum be composed of a ‘core’ system of park lands with a total of 6.25-10.5 acres of developed open space per 1,000 populations.

Neighborhood Park:

They should be located within the residential neighborhood. It is desirable when possible to locate the neighborhood park adjacent to the elementary school. Not the entire park needs to be fully developed - a part of it may be left as a natural area. The park should be planned with all citizens of the neighborhood in mind. In general, the neighborhood parks should provide a wide range of recreational opportunities, including baseball, softball, tennis, basketball, volleyball, swings, picnics and apparatus for pre-teens.

Community Park:

The average community park may range from 100-500 acres. Its facilities, in addition to those included in the other two park categories, include water sports, picnic areas, golf courses, and a wide range of outdoor recreational activities. This type of park should serve the recreational needs of everyone in the community on a general basis. It should be located toward the center of the area it serves, adjacent to major streets.

Linear Parks:

Uses flood-prone areas for recreational and open space purposes. The creeks can be used as greenways to connect areas of the city in a way that protects the user and the adjoining.

District Parks:

Located as to serve a cluster of neighborhoods within one of two and a half miles of the site. The size should be considerably larger than a neighborhood park. The district park should be the location of the community center. This building should include facilities such as, basketball courts, handball courts, squash courts, shuffleboard, and similar items that can also function in such a building.

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Oldham County, Kentucky “The Most Livable County in Kentucky”

5th year Landscape Architecture Advanced Studio Project

Department of Landscape Architecture, College of Architecture

University of Kentucky

May 2004

Transportation:

- Kentucky Transportation Cabinet’s Six Year Plan:
 1. Correction of rock fall on KY 1793 from mile point 1.8 to mile point 2.5
 2. Landslide repair on KY 1694 from mile point 4.5 to mile point 5.0
 3. Pavement rehab along I-71 from I-265/KY 841 interchange to mile point 21.6
 4. Safety-Hazard elimination on I-71 with installation of 8’ animal fence from mile point 18 to mile point 22.5
 5. Major widening of KY 22 from Pryor Ave in Crestwood northeast to KY 393
 6. Widening of KY 393 from KY 22 to the north side of KY 146
- Wilbur Smith and Associates- Major Thoroughfare Study: recommended improvements
 1. Widening of KY 22 between Jefferson Co. and KY 329
 2. Access management of KY 53 north of I-71 in LaGrange
 3. Widening of US Highway 42 from Jefferson Co. to KY1694
 4. Widening of KY 146 from KY 329B to KY 393
 5. Widening of KY 53 in LaGrange from KY 22 to I-71
 6. New connection from Hauntz Ln. to Locke Ln.
 7. New connection/bypass to the west side of LaGrange.
 8. New connection and widening of KY 1818 between the Crestwood bypass to KY 53
 9. Widening of KY 146 from KY 393 to LaGrange
 10. Reconstruction with turning lanes of KY 329 from Jefferson County to I-71
 11. Improvements on US Highway 42 from KY 1694 to KY 393
 12. Two lane reconstruction of KY 53 from Shelby County to KY 22
 13. Three lane widening – KY 393 from KY 1818 to KY 22

Recreation:

Currently Oldham County has six recreational parks. Four of these are in operation by the Oldham County Parks and Recreation Department (Wendell Moore, Westport, Peggy Baker, and Briar Hill). Walsh and Wilborn Park are operated by the city.

- There is a great variety of recreational activities available in Oldham County and the surrounding region. However inside Oldham County there are deficiencies in the amount of available park land and conservation or natural areas for its citizens.
- The National Recreation and Park Association (NRPA) have suggested a standard of 10 acres of active park land per 1,000 unit population.

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Public Access Trail System:

This study proposed a system of hiking and biking trails that will provide necessary linkages between different sections of the county. There is a proposed hierarchy of trails in which primary trails will link communities and secondary trails will link schools, parks, places of employment, and neighborhoods.

A trail system can be a valuable amenity for Oldham County and encourage alternative methods of transportation. Creating a series of pathways that allow both non-motorized vehicular and pedestrian access to neighborhoods, businesses, and important sites in the area has the potential to result in social, economic, and health benefits for the county and its residents.

Economic benefits:

- Real property values: greenways and trails may increase nearby property values which can increase local tax revenues and help offset greenway acquisition costs.
- Expenditures by Residents: Spending by local residents on greenway-related activities can help support existing recreation-oriented businesses, provide employment opportunities, and create the need for ancillary businesses related to greenway, river, and trail users.
- Commercial uses: The potential for concessions and special events within the greenway can boot revenue to local businesses as well as raise funds for the greenway itself.
- Tourism: Greenways, rivers, and trails which attract visitors to a community help support local businesses, such as lodging and food establishments, and recreation-oriented services. Greenways may also improve the overall appeal of a community to visitors, thereby increasing tourism.

Social benefits:

- Reduction in the use of vehicles for short trips, which in turn lowers the social, economic, and environmental consequences directly related to motor vehicle use, e.g., traffic congestion and stress, fuel expense, and noise/air pollution.
- Encourages community togetherness and social interaction.
- Creates a sense of pride for the community
- Increases the overall quality of the life for residents and provides a pleasurable source of recreation.

Health benefits:

- Trails promote health and well being
- Trails provide noncompetitive activities
- Trails can be utilized by many income levels and ages

Trail System Master Plan

Public access trail segments

- State Highway 146/22 & CSX Rail Corridor: the rail trail corridor (approx. 10 miles) connects several town centers along a versatile trail system. Beginning at the historic LaGrange train depot, the trail parallels the active railroad line.
- State Highway 53: This shared use trail begins near the Shelby County border and continues north to US Highway 42. As the trail enters LaGrange it

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- changes from a separate shared use trail to a sidewalk and bike lane. As the trail continues north, it reverts back to a shared use trail.
- US Highway 42 (a designated Kentucky Scenic Byway): The US Highway 42 corridor (approx. 15 miles) runs along a beautiful stretch of horse farms and pastures scattered with an assortment of scenic bridges and creeks. From Highway 524 near Westport to Highway 1793 in Goshen, this route will provide unique opportunities for bikers and hikers of many skill levels.
 - State Highway 524 Loop to Westport: This separate shared use trail connects Westport and the Riverwalk Trail to the Oldham County Conservation Park via Highway 524. The loop provides opportunities for both hiking and biking.
 - Riverwalk Trail, Westport to Goshen: This hiking and biking trail extends the entire length of the Oldham County riverfront. This trail will be approximately 12 miles in length. The proposed Riverwalk Trail will be one of the longest riverside trails in the state.
 - State Highways 1694/329: This shared use trail will connect the 146 rail trail, running through Crestwood, to US Highway 42 shared use trail. The scenic Harrods Creek and Highway 1694.
 - State Highway 22: This trail is the southern most separate shared use trail in Oldham County. It connects LaGrange to Centerfield and Pewee Valley.
 - State Highways 1315, 1818, 1408: This is the only shared use roadway with signage in the Oldham County Public Access Trail Master Plan proposal. This route is designated for both bicycles and motorized vehicles.
 - State Highway 1793: This separate shared use trail connects the Goshen Trail head to the Riverwalk Trail which runs along the Ohio River.
 - State Highway 393: This separate shared use trail runs between the Buckner Trail head, located at All-Star, Park, and the US Highway 42 shared use trail.
 - Eighteen Mile Creek Hiking and Biking Trails: This hiking and biking trail will link the Conservation Park to the proposed Westport trail head along Eighteen Mile Creek.
 - Harrods Creek Hiking and Biking Trails: This hiking and biking trail follows almost the entire length of Harrods Creek from Oldham/Jefferson County line. The creek trail provides opportunities for backpacking, mountain biking, and some minimal horseback riding. Secondary trails will link Harrods Creek to both Buckner and LaGrange.

Local Public Access Trail System Connections:

- LaGrange: The LaGrange Trail head begins the main trunk of the Public Access Trail System and creates potential links between secondary neighborhood trail ways and the KY 146 shared use rail trail
- Goshen: This trail system links the Creasey Mahan Nature Sanctuary and the proposed Goshen Trail head at the junction of US Highway KY 1793.
- Crestwood: The proposed link between Public Access Trail System and Highway 329, with secondary linkages throughout the community to places such as Yew Dell Gardens.
- Pewee Valley: The southern most trail head in the Public Access Trail System is in Pewee Valley. Potential exists for a connection to a future Jefferson County trail system.

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- Buckner: Major intersections of the primary and secondary trail system are to serve the multiple sports complexes. Linkages to the Harrods Creek Hiking and Biking trail also are proposed.

Trail width specifications:

Shared Use Trails

- Maintain a minimum width of 10 feet
- Have separate lanes from motorized vehicles with a buffer of at least 5 feet, preferably planted.
- If a buffer zone is not possible, as on bridges, a physical barrier, such as a wall or railing, must be present and a minimum of 42” in height.

Sidewalks

- Sidewalk widths are dependant upon the specifications of each city
- All walks should be a minimum of 5 feet wide at any new installation or replacement.

Bike Lanes

- Bicycle lanes must be a minimum of 4 feet wide and free of obstructions or hazards to bicyclists. Bike lanes must be delineated from motorized vehicle lanes by a 4” painted white line. Signage to help distinguish bike lanes must be used.

Riverfront

This study recommends the development of Riverfront Park extending from Westport to Harmony Landing. The Riverfront Park Plan proposes a 9.5 mile hiking, biking and walking trail that will start in Westport and end near the Harmony Landing Yacht Club. Also proposed is the creation of two overlook parks, Shiloh and Westport, which along with the Riverfront Park would comprise the Ohio River Regional Park and provide both pedestrian and vehicular traffic with the best scenic visibility of the Ohio River from Oldham County.

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Oldham County Vision Council

July 17, 2007

Vision

“We must become, and strive to remain, the best rural/suburban county in Kentucky.”

By 2011, Oldham County will have attained the following:

- A financially sound and well managed county government.
- A spirit of cooperation, coordination, and communication among all government, private, and non-profit organizations.
- A “managed growth” philosophy that provides adequate and efficient infrastructure and utilities; great schools; open spaces, greenways, trails and parks, and the continued high quality of life we enjoy as residents of the county.
- A “lean” government that provides a safe environment for residents and families to live and prosper.

Outlining the Vision

- Must experience efficiently, professionalism and integrity in the leadership and government of our county. Enhanced cooperation among all public entities, balanced budgets, and the wise utilization of our financial resources are a must.
- Must have a focused approach and one that is well planned in each aspect of managing our county. County government must set policy, encourage actions that are in keeping with that policy, and march forward while avoiding intrusion on the areas that are best left to the private sector.
- School system must remain at the highest level possible.
- Rural character that remains must be maintained.
- Must accept that the county will experience growth, but that growth must be managed to allow for the high quality of life our citizens expect with the very real fiscal constraints the county must operate within.

Seven Key Questions

1. Which utilities should remain strictly Oldham County entities?
Utilities were developed based on current needs and are experiencing growing pains. Oldham County continues to expand a rural water system. These systems will require mass capitalization infusion to meet development growth, additional wells, filtration, storage, and fire suppression capacity.
2. What should we be using our substantial bonding capacity for?
The county should only be using its bonding capacity for longer-term capital improvements and/or acquisitions that are in keeping with the county’s vision, such as infrastructure, facilities, and public lands. Bonds should never be used for short term non-capital expenditures.
3. What should our position in encouraging destination tourism?
The tourism commission should be allowed to expand up to one year’s income solely toward organizing and expanding their impact on Oldham County’s tourism industry.

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4. What does Oldham County see as the future of its park system?

The goals and objectives from the county’s Comprehensive Plan relating to parks, open spaces, and greenways remain valid today and the county should work towards implementing them over the next few years.

- The county’s green infrastructure should be planned, programmed, and funded as separate budget line items.
- The county should commit to implementing the ongoing Parks and Recreation Master Plan and the Greenways Master Plan by including requirements in its annual and long-range budgets and by measuring progress on a yearly basis.
- The county should establish a goal of acquiring an additional 1,000 acres of park land by the year 2030. This would allow it to meet national standards for parks for its estimated 2030 population.
- The county should complete its trails and conservation subdivision sections of its Subdivision Regulations by year’s end.
- The county should continually seek to acquire by gift or purchase land on the Ohio River to enhance the public’s access to one of its key assets.
- The county should continue to pursue partnerships with the many county-non-profit organizations that are involved in recreation and the promotion of parks, trails, and equine activities for public use.
- The county should actively promote and assist in the voluntary and private efforts of citizens to place their properties in conservation easements that result in the preservation of the county’s rural character and heritage.
- Sufficient staff is needed in the Planning and Zoning office.
- The county should consider the use of its bonding authority as one option for implementing its parks and open space programs.

5. What should our reserve policy be?

The county Administration and Fiscal Court should not rely on the availability of a reserve to balance annual budgets as a matter of course. A “pain factor” needs to be engineered into the Reserve Policy to enforce fiscal discipline in the budgeting process.

The Administration and Fiscal Court should consider the following guidelines:

- Oldham County should establish a policy to have a separate Reserve Fund balance equal to 20% of the fiscal year’s total projected revenue.
- 2% of the total annual project revenues should be budgeted, allocated, and reserved for unprogrammed and unfunded mandated federal, state, or bonding compliance requirements.
- It is essential that county government plan for capital improvements and regularly budget for those expenditures; therefore 4-7% of the annual projected revenues should be budgeted to fund current-year county capital improvement needs.
- Requirements arising that would ordinarily be funded in the general fund budget for unprogrammed and capital requirements could be “borrowed” by Fiscal Court to balance any year-end deficits by providing full justification and a proposed plan to pay back the fund within a 2-year period.

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- The reserve should commence with the present amount included in general funds.
- 6. What should our approach be to the residential/commercials split in development?
They believe strongly that the Oldham County Comprehensive Plan includes nearly every tool and process necessary for the county to proceed in the fashion that the citizenry desires. Every effort should be made to enable the facilitation of that plan.
- 7. How do we pay for our vision?
To maintain our existing budget we must raise revenues or cut services