

Barren River Area Development District

Regional Greenways Feasibility Study



Final Report

May 2026

Acknowledgements

The information and guidance contained in this document are current as of May 2026. Users are advised that standards, regulations, and best practices referenced herein are subject to change without notice.

Prepared For:

BARREN RIVER



Prepared By:



In Partnership With:



Front Cover Image:

Perspective of a greenway trail in Allen County

Back Cover Image:

Confluence of Barren and Green Rivers near Woodbury, photo credit: robotguy1972 - reddit.com



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Executive Summary

The Barren River Area Development District (BRADD) Regional Greenways Feasibility Study establishes a plan to connect communities across South-Central Kentucky with safe, scenic, and accessible trails. Funded by a federal RAISE grant, this study evaluates all ten counties within the BRADD region to identify the best corridors and strategies to link towns, parks, schools, and other key destinations into a unified trail and greenway system. Many areas currently lack safe walking and biking connections, making active transportation difficult and unsafe. This study analyzes opportunities for new trails, sidewalks, and shared-use paths while considering safety, cost, and environmental factors.

Through collaboration with local leaders, public input, and stakeholder engagement, the study provides a roadmap to support healthier lifestyles, encourage tourism, and strengthen the regional economy. While the report recommends a network of corridors spanning all BRADD counties, further detailed planning will be needed to finalize trail alignments. This plan complements existing local bicycle and pedestrian plans and serves as an initial vision aimed at securing funding and advancing design and construction in the future.

Covering 3,974 square miles with a population of over 316,000, the BRADD region encompasses diverse communities such as Bowling Green, Glasgow, Russellville, Scottsville, Franklin, and Cave City. The area features rolling farmland, rivers, parks, residential neighborhoods, commercial areas, and industrial hubs. The greenway network will connect these communities, businesses, and natural assets through accessible trails, fostering regional connectivity and economic growth.

Project Goals

Create Connections

Link towns, parks, schools, and destinations across ten counties with safe and accessible trails.

Promote Healthy Living

Give people more options to walk, bike, and enjoy the outdoors while staying active.

Support Local Communities

Boost tourism, strengthen local businesses, and showcase the natural and cultural beauty of South-Central Kentucky.

Plan for the Future

Design a greenway network that is safe, sustainable, and built to last for generations.

Your Voice Matters

Share your ideas and shape how future trails connect our communities.

What are trails and greenways?

Trails and greenways are safe, dedicated paths for walking, bicycling, and enjoying the outdoors. These can also be used for traveling to work, school, community services, and shopping.

Trails are the individual routes you travel on, such as a paved shared-use path that both bicyclists and pedestrians can use.

Greenways are the larger connected network of trails that link communities together.

Trailheads are designated points to access trails, usually with parking, signs, maps, and other amenities like benches, bike racks, water fountains, or restrooms.

Recommended Greenway Network

The Recommended Greenway Network represents a thoughtfully developed network that connects key communities, parks, schools, and other destinations across the ten counties of the BRADD region. These corridors reflect community input, environmental considerations, and an emphasis on feasibility to create a safe, accessible, and connected trail system that supports recreation, transportation, and regional economic growth.

The Recommended Greenway Network highlight the most viable options for each county. Implementation will vary by each county, so the recommendations are organized into short-, mid-, and long-term priorities to guide counties on where to focus first. Starting with short-term projects, counties can progress at their own pace, celebrating even small greenway segments as meaningful achievements. This study provides the foundation of future greenways so that each county can advance each greenway on their own timelines as appropriate.

More details on the recommendations within each county are available in **Chapter 4**.



Pedestrians using a greenway in a forested area.

Legend

Trail Ideas by Priority Level

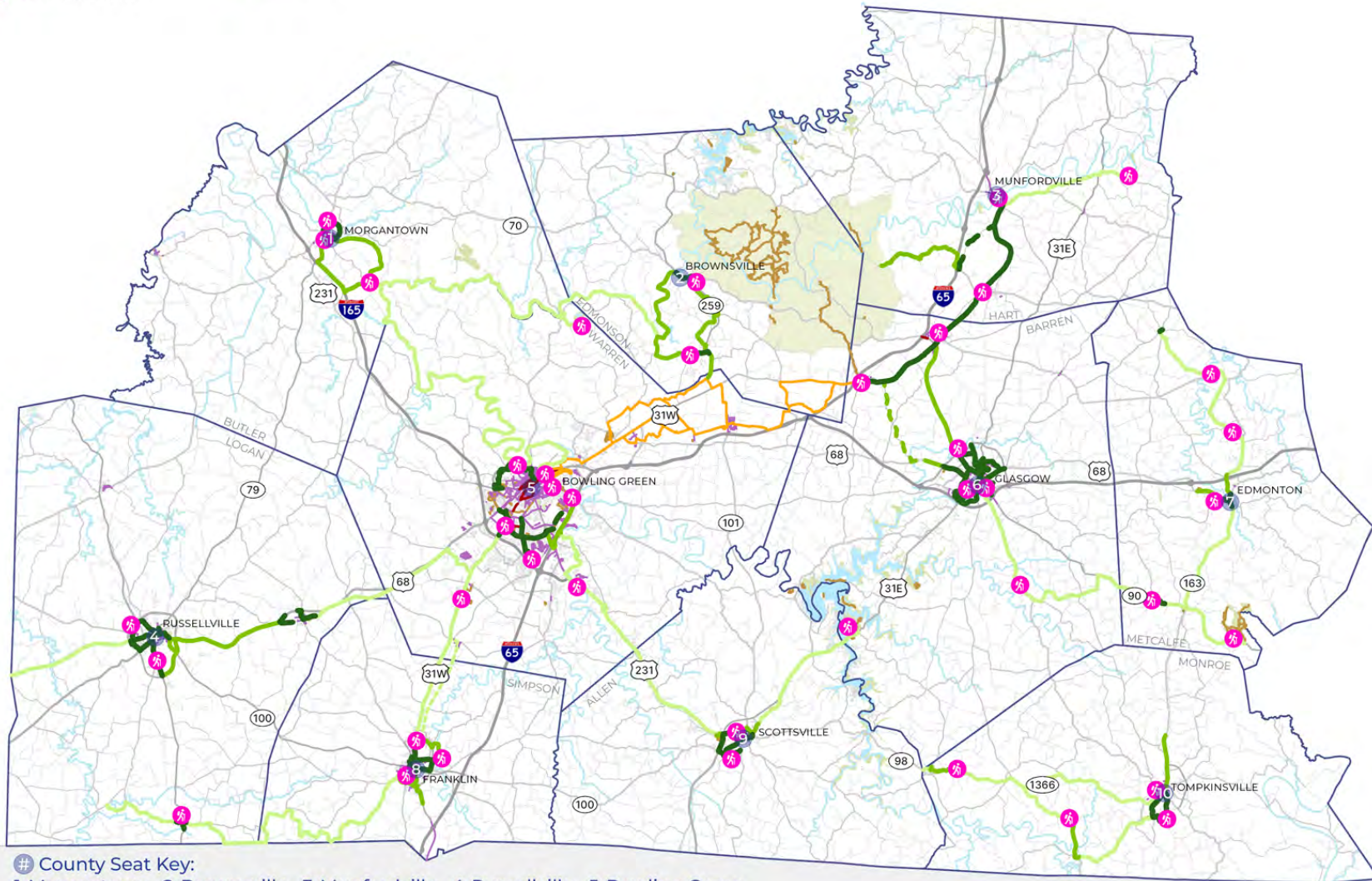
- Short Term
- Mid Term
- Long Term
- Alternative Routes
- Trailhead Ideas

Bowling Green - Mammoth Cave NP
Greenway Preferred Alignment

Existing Facilities

- Trail / Multi-Use Path
- Bike Lane
- Sidewalk

0 5 10 Miles



County Seat Key:
1-Morgantown 2-Brownsville 3-Munfordville 4-Russellville 5-Bowling Green
6-Glasgow 7-Edmonton 8-Franklin 9-Scottsville 10-Tompkinsville

Cost Estimates

The cost to plan, design, and build greenways and trails varies depending on factors like location, surface type, nearby roads or driveways, amount of land needed, and utilities. These estimates, shown in 2026 dollars, are for planning purposes only and may change as projects move through design and engineering. Costs are presented as a range to reflect a likely variation in costs. They

include Design, Right-of-Way, Utilities, Construction, and either a low or high Contingency. This range in contingencies is the reason for the low versus high range estimate.

Cost estimates for designing and building the trails are discussed in more detail in **Chapter 4**, and cost estimates for maintaining built trails are discussed in **Chapter 7**.

	Allen	Barren	Butler	Edmonson	Hart	Logan	Metcalfe	Monroe	Simpson	Warren	BRADD Region
Short-Term Priorities											
Cost Range	\$ 29,099,700	\$ 154,287,000	\$ 23,978,500	\$ 14,408,800	\$ 41,468,700	\$ 72,109,100	\$ 18,032,700	\$ 23,262,400	\$ 35,436,100	\$ 65,143,400	\$ 477,226,400
	to	to	to	to	to	to	to	to	to	to	to
	\$ 33,256,800	\$ 176,328,000	\$ 27,404,000	\$ 16,467,200	\$ 47,392,800	\$ 82,410,400	\$ 20,608,800	\$ 26,585,600	\$ 40,498,400	\$ 74,449,600	\$ 545,401,600
Mid-Term Priorities											
Cost Range	\$ 10,047,100	\$ 32,181,100	\$ 43,378,300	\$ 67,638,900	\$ 34,893,600	\$ 47,783,400	\$ 13,171,900	\$ 37,345,700	\$ 27,927,900	\$ 25,237,100	\$ 339,605,000
	to	to	to	to	to	to	to	to	to	to	to
	\$ 11,482,400	\$ 36,778,400	\$ 49,575,200	\$ 77,301,600	\$ 39,878,400	\$ 54,609,600	\$ 15,053,600	\$ 42,680,800	\$ 31,917,600	\$ 28,842,400	\$ 388,120,000
Long-Term Priorities											
Cost Range	\$ 71,176,000	\$ 65,642,500	\$ 74,040,400	\$ 27,363,700	\$ 33,678,400	\$ 91,443,800	\$ 116,398,800	\$ 95,762,100	\$ 88,492,600	\$ 250,483,100	\$ 914,481,400
	to	to	to	to	to	to	to	to	to	to	to
	\$ 81,344,000	\$ 75,020,000	\$ 84,617,600	\$ 31,272,800	\$ 38,489,600	\$ 104,507,200	\$ 133,027,200	\$ 109,442,400	\$ 101,134,400	\$ 286,266,400	\$ 1,045,121,600
Grand Total*											
Cost Range	\$ 110,322,800	\$ 220,341,800	\$ 141,397,200	\$ 109,411,400	\$ 110,040,700	\$ 211,358,000	\$ 147,560,000	\$ 156,391,900	\$ 151,878,300	\$ 340,841,900	\$1,699,544,000
	to	to	to	to	to	to	to	to	to	to	to
	\$ 126,083,200	\$ 251,819,200	\$ 161,596,800	\$ 125,041,600	\$ 125,760,800	\$ 241,552,000	\$ 168,640,000	\$ 178,733,600	\$ 173,575,200	\$ 389,533,600	\$1,942,336,000

*Amounts vary due to rounding

Next Steps

Now that Recommended Greenway Network has been defined, the next steps that BRADD and supporters in each county should take towards implementation are discussed in more detail in **Chapter 8**.





Chapter 1: Introduction

Background

The Barren River Area Development District (BRADD) Regional Greenways Feasibility Study formalizes an intention to connect communities across South-Central Kentucky with safe, scenic, and accessible trails and greenways. Funded by a federal RAISE grant from the U.S. Department of Transportation, this study evaluates all ten counties in the BRADD region to recommend the best corridors and the most effective strategies to link towns, parks, schools, and destinations with a regional trails and greenways system.

The recommendations contained here serve as an initial vision with the goal of securing funding and advancing toward detailed design and construction in the future.

Many places in the region lack safe walking or biking connections within communities, making it difficult and dangerous to travel on foot or by bike. This study explores where new trails, sidewalks, bicycle facilities, and shared-use paths could reach, while also analyzing safety, cost, and environmental considerations.

By collaborating closely with local leaders and incorporating the opinions of the public and stakeholder groups, this study creates a roadmap for trails that support healthy lifestyles, boost tourism, and strengthen the regional economy. This study can help elected officials make decisions that will guide future investments and help move South-Central Kentucky towards a true connected trail network.

While the report presents a recommended network of corridors across all ten BRADD counties, additional evaluation and work is needed to determine precise alignments for trails and greenways. Many recommendations focus on connecting key places, but the exact routes may vary. Some communities have already developed Bicycle and Pedestrian Plans, and this plan is designed to complement, not conflict with, those efforts. Other communities may benefit from creating their own detailed plans to guide the placement of trails and related infrastructure such as bike lanes and sidewalks.

What are trails and greenways?

Trails and greenways are safe, dedicated paths for walking, bicycling, and enjoying the outdoors. These can also be used for traveling to work, school, community services, and shopping.

Trails are the individual routes you travel on, such as a paved shared-use path that both bicyclists and pedestrians can use.

Greenways are the larger connected network of trails that link communities together.

Trailheads are designated points to access trails, usually with parking, signs, maps, and other amenities like benches, bike racks, water fountains, or restrooms.

Project Goals

Study Purpose

The purpose of the Regional Greenways Feasibility Study is to develop a plan for an interconnected trail system that links communities across the ten-county region, enhances bicyclist and pedestrian safety, and identifies opportunities for recreation, tourism, and alternative transportation. The study will evaluate potential greenway alignments, assess environmental considerations, and propose branding, wayfinding, and maintenance strategies needed to support long-term implementation.

Purpose and Need Statement

The purpose of this project is to **create a safe and connected regional trail network that links communities across the BRADD region**. Today, gaps in bicycle and pedestrian infrastructure make it difficult for residents and visitors to travel between towns, access recreational opportunities, or experience the natural and cultural assets of South-Central Kentucky. By developing a unified greenway system, this project will expand active transportation choices, promote healthier lifestyles, attract tourism, and strengthen economic vitality while laying the foundation for future design and construction.

Study Goals

The supporting goals for this proposed shared-use network include:

-  Explore the **feasibility of an interconnected greenway system** for the region that can provide recreational opportunities and alternatives to motor vehicle travel.
-  Improve **safety, comfort, and accessibility** for bicyclists and pedestrians traveling between communities in the BRADD region.
-  Strengthen regional connectivity by **linking county seats, key destinations, and existing local trails** into a cohesive network.
-  **Support economic development and tourism** by creating a recreational asset that highlights the natural and cultural character of South-Central Kentucky.
-  Identify **environmentally-friendly trail alignments and outline maintenance strategies** to enhance long-term viability.
-  **Engage stakeholders and the public to build consensus**, promote community ownership, and guide future implementation and funding opportunities.

Key Tasks and Timeline

The study was a nine-month process running from August 2025 through May 2026. Major tasks included:

1. **Project Administration** with monthly advisory group meetings
2. **Goals and Objectives** to develop a purpose and need statement, identify project goals, and create a study one-pager.
3. **Public Engagement and Stakeholder Analysis** consisting of two rounds of outreach including attending community events and hosting a stakeholder workshop.
4. **Existing Conditions Analysis** involving data collection and mapping to understand current conditions.
5. **Preliminary Engineering for Trail System Planning** to advance ideas for greenway scenarios, identify access points and trailheads, and generate planning-level cost estimates.
6. **Implementation Strategy** to develop a phased prioritization process, identify future funding sources, develop branding ideas, and create a maintenance plan to maintain future trails in a state of good repair.

Throughout the study, deliverables such as draft and final reports, maps, and supporting documentation are prepared and reviewed to ensure alignment with community input and regional goals.

Figure 1. Study Timeline

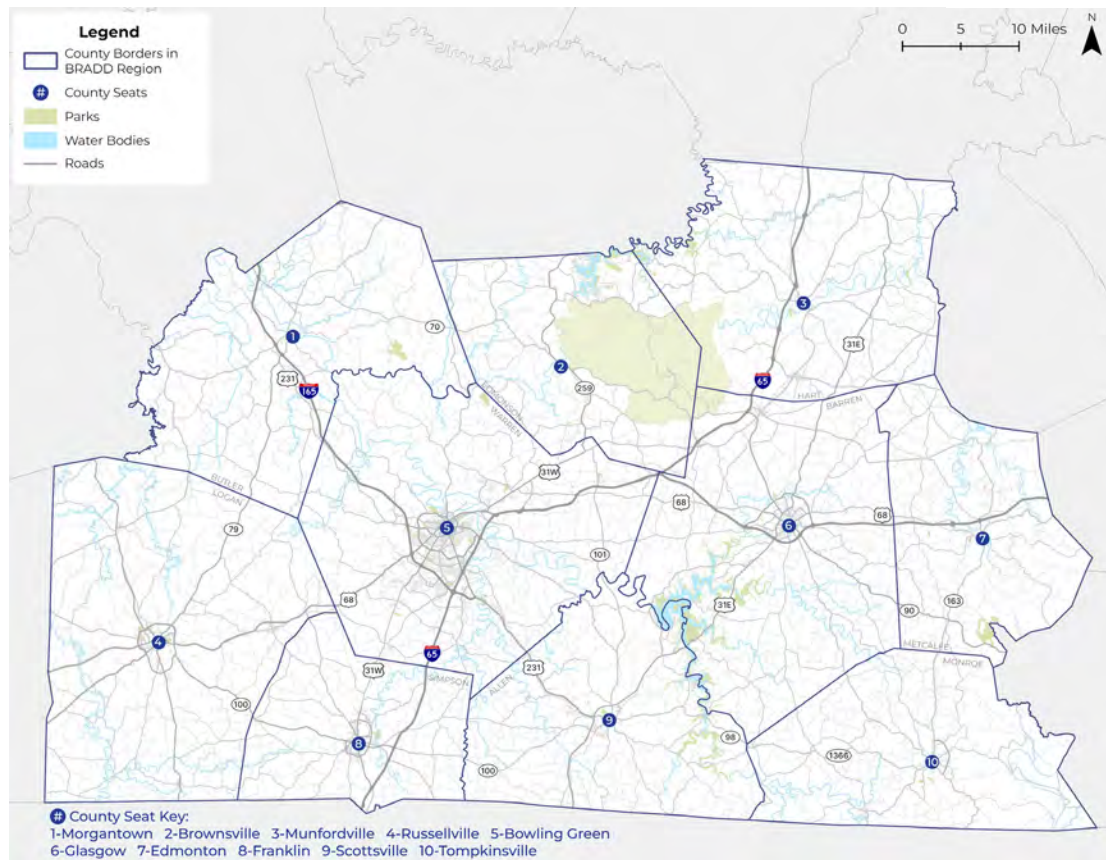


Study Area and Scope

The Barren River Area Development District (BRADD) is one of fifteen Area Development District offices in the commonwealth of Kentucky. The BRADD is a multi-county planning and development agency serving ten counties including: Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren. The District's ten counties and twenty-four municipalities extend 80 miles east to west and 50 miles north to south.

Across the ten BRADD counties, there are 3,974 square miles of land housing a population of 316,541 in 2023. This diverse region includes vibrant communities such as Bowling Green, Glasgow, Russellville, Scottsville, Franklin, and Cave City. The region includes major industrial hubs like the Kentucky Transpark and the Henderson Interstate Park, key employers such as the GM Corvette Assembly Plant near Bowling Green and Akebono Brake in Glasgow, plus upcoming developments like Tate Inc.'s new facility in Glasgow.

Figure 2. BRADD Study Area



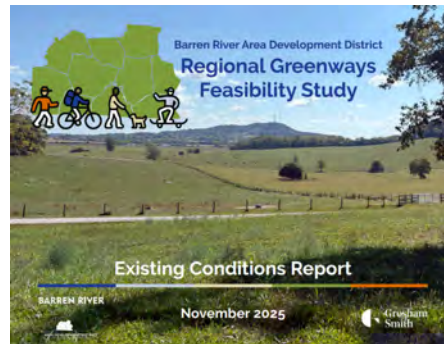
The landscape ranges from rolling farmland and natural rivers like the Green and Barren Rivers to recreation destinations such as Barren River Lake State Resort Park, Nolin Lake, and Mammoth Cave National Park along with numerous community parks.

This greenway system aims to link these varied communities, businesses, schools, parks, and cultural sites with safe, accessible trails, fostering regional connectivity, promoting healthy lifestyles, supporting tourism, and enhancing economic growth throughout the BRADD region.

The Existing Conditions Report in **Appendix A** details more of the current conditions of the region.

Relationship to Previous Planning Efforts

The Existing Conditions Report in **Appendix A** provides a detailed review of past and ongoing planning efforts across the BRADD region that have shaped the development of a trail and greenway network. Reviewing these community, regional, and statewide legacy plans helps identify existing goals, proposed corridors, and prior recommendations related to bicycle, pedestrian, and trail systems. Together, these efforts form a strong foundation for understanding current conditions, aligning regional priorities, and highlighting opportunities to connect communities through a unified greenway network.



Bowling Green to Mammoth Cave National Park Trail Feasibility Study

Completed in February 2026, this study focuses on the feasibility of a specific trail corridor connecting Bowling Green to Mammoth Cave National Park. It provides an in-depth analysis of a preferred shared-use path alternative between these key destinations. While this level of detail is not included for every corridor recommended in this Regional Greenways Feasibility Study, some corridors may require similar detailed analysis in future phases.



Additionally, economic impact data and other findings from the Bowling Green to Mammoth Cave National Park study may inform broader trail development efforts throughout the region. Both studies offer valuable insights for advancing trail projects by offering details needed to build community support and secure funding.

Cave Country Trails

Cave Country Trails is a key regional organization dedicated to creating a network of biking, hiking, equestrian, and water trails that connect communities around Mammoth Cave and South-Central Kentucky. Their mission supports healthy lifestyles, encourages tourism, and fosters economic growth, all while preserving local character.



The 2017 Cave Country Trails Master Planning Study compiled trail corridor recommendations from community workshops in Barren, Edmonson, Hart, and Warren Counties, in partnership with the National Park Service. The Regional Greenways Feasibility Study expands this work to all ten counties, aiming for a broader interconnected greenway network.

While Cave Country Trails primarily focuses on soft-surface and equestrian trails, there is significant overlap with the greenways and paved shared-use paths recommended in this study. Collaboration with Cave Country Trails remains essential to support mutually beneficial trail development and to ensure continued regional coordination moving forward.

Benefits of Greenways and Trails

Research has largely shown that trails and greenways provide broad and specific benefits to the communities they serve. Benefits associated with trail investment include:

Healthy Communities



- Research indicates that for every dollar invested in building trails, nearly three dollars in medical cost savings may be achieved.¹



- The findings of over 100 studies identify evidence of close associations between health benefits and being outdoors.²



- Commuting by walking or biking were associated with a lower risk of cardiovascular incidence/cancer and in general, a lower risk of a range of adverse health outcomes, independent of sex, age, deprivation, ethnicity, smoking status, dietary patterns, etc.³

Economic Development

In support of the Bowling Green to Mammoth Cave National Park Trail Feasibility Study, an economic impact analysis was conducted to identify possible economic impacts of that proposed trail. Some findings from that analysis may be relevant to the broader BRADD region, where each greenway's unique features can influence its appeal to visitors and potential businesses seeking to serve trail users, residents, and visitors.



- The Bowling Green to Mammoth Cave Trail is expected to attract an average of 420,000 visits annually. The number could vary substantially based on existing trails, from roughly 110,000 to 1 million.
- Annual average visits per trail mile could range from 4,000 to 36,000 per year.
- Visitors to the trail could spend approximately \$2.23 million annually at local restaurants, retailers, and on transportation, supporting existing businesses and encouraging new enterprises.
- An estimated 38% to 42% of trail visitors typically patronize local businesses, enhancing economic activity in communities along the corridor.
- Visitor spending related to trails can support new retail and restaurant space, potentially creating up to 14 new jobs and expanding local commercial footprints.
- Trail-related spending is projected to generate approximately \$110,000 in annual sales tax revenue for Kentucky, benefiting state and local government funding.
- Economic impacts may extend beyond direct spending to include property value increases and improved quality of life for residents near trail corridors.

These findings from the Bowling Green to Mammoth Cave Trail Feasibility Study suggest that similar benefits could occur throughout the BRADD region's broader greenway network, supporting economic growth and community vitality.

¹ American Heart Association (2011). [Heart disease prevention: A good investment for individuals, communities](#). Science Daily.

² Twohig-Bennett C. & A. Jones (2018). [The health benefits of the great outdoors: A systematic review and meta-analysis of greenspace exposure and health outcomes](#). Environmental Research, Volume 166, p. 628-637.

³ Celis-Morales C.A. et al. (2017). [Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study](#). British Medical Journal, Volume 357.

Property Values

- A 2006 study completed by a Massachusetts real estate agent examined home sales in seven Massachusetts towns through which the Minuteman Bikeway and Nashua River Trail run with the analysis reflecting that “homes generally sold at a greater price, and faster.”⁴
- A 1998 study of property values along the Mountain Bay Trail in Brown County, Wisconsin shows that lots adjacent to the trail sold faster and for an average of 9 percent more than similar property not located next to the trail.⁵

Safety and Security

A number of studies have shown that greenway trails do not increase crime, and in fact, are commonly regarded as improvements by adjacent property owners. Comparisons of violent crime rates are almost non-existent on a per capita basis in comparison to other areas. A 1998 study found that incidents of vandalism and burglary did not increase as a result of building new trails.⁶ Additionally, the rate of vandalism and break-ins to adjacent property was well-below the neighborhood average.

Bicyclists riding on a trail.



⁴ Penna, C.D. (2006). [Home Sales Near Two Massachusetts Rail Trails](#).

⁵ Rails-to-Trails Conservancy (2003). [Economic Benefits of Trails and Greenways](#).

⁶ Tracy, T. & Rails-to-Trails Conservancy (1998). [Rails-Trails and Safe Communities: The Experience on 372 Trails](#).

Measuring the Value of Greenways

The following are potential metrics that could be tracked in order to gauge the value of trails to the BRADD region and to track progress toward established goals. Specific, measurable targets could be set for a concrete time frame (e.g., by 2050) for each of the potential metrics:

- | | |
|---------------------------------------|------------------------------------|
| • Trail Usage | • Job Access |
| • Frequency of Use | • Value of New Investment |
| • Ratio of Trails to Residents | • Proximity to Trails and/or Parks |
| • Trail Access Points | • Walkable Access to Trails |
| • Trail Programs | • Amounts of Physical Activity |
| • Proximity to Transit | • Air Quality |
| • Service to Lower Income Communities | • Water Quality |

The BRADD could use the following measures to evaluate progress on regional trails:

- Number of trail miles constructed per year
- Funding allocated to trails per year
- Trail scoping studies completed per year
- Percentage of identified gaps undergoing scoping studies
- Trail use per month
- Percentage of people that live within a ten-minute walk or bike ride of a trail
- Percentage of people that work within a ten-minute walk or bike ride of a trail



Chapter 2: Community Engagement

Public meeting attendees discussing initial trail concepts

The study process incorporated efforts to craft the recommendations to align and reflect the vision of the region. The study team gathered feedback from community members across the ten BRADD counties through a variety of in-person and virtual mechanisms.

Regional Transportation Committee (RTC)

This study was presented at the following RTC meetings:

September 3, 2025 - BRADD began work on the Regional Greenways Study to identify potential trails and other ideas to connect the region's many communities.

December 3, 2025 - There was a brief presentation over the ongoing Regional Greenways Study. Committee members were encouraged to attend upcoming stakeholder workshops that were planned for January.

March 4, 2026 - BRADD was actively seeking input on initial concepts, which were a list of potential locations for trails and greenways. Attendees were encouraged to take the survey in their packet.

Project Website

The study team developed a website to present the Study Purpose and Goals, host the Existing Conditions Report, publish online surveys, share the study schedule, promote upcoming meetings, and distribute press releases.

Round 1 – Engagement Techniques & Results

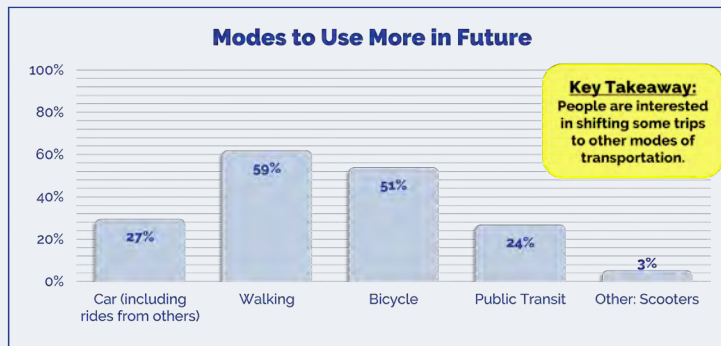
The study team conducted the first round of community engagement from October 2025 to November 2025 to raise awareness about the study and its goal to recommend accessible trails throughout the region. Through the project website, two public meetings, and two community pop-up events, the study team gathered general input on community needs for trails, bicycle, and pedestrian facilities. This feedback helped confirm the study team's understanding of the region's existing conditions and informed the development of the Initial Greenway Network Concepts.

Round 1 - Online Survey and Map Tool

The study team developed an online survey and an interactive map housed on the project website to leave comments. These opportunities were open for one month and were promoted through BRADD's social media outlets. In turn, various stakeholders such as BikeWalk BG, Park City Tourism, and other interested individuals shared these posts to spread awareness.

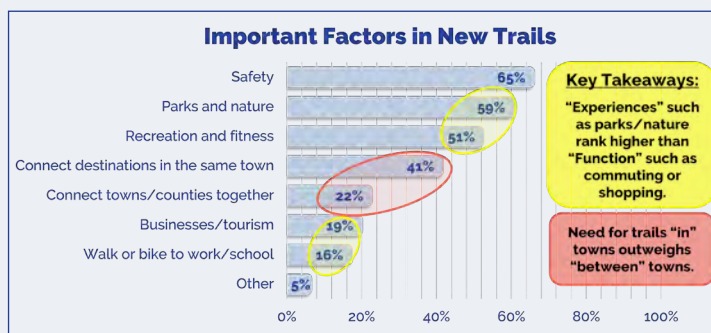
During Round 1 of community engagement, there were 37 survey responses and seven map comments. The surveys and map comments yielded several recurring themes:

Figure 3. Round 1 Survey - Modes to Use More in Future



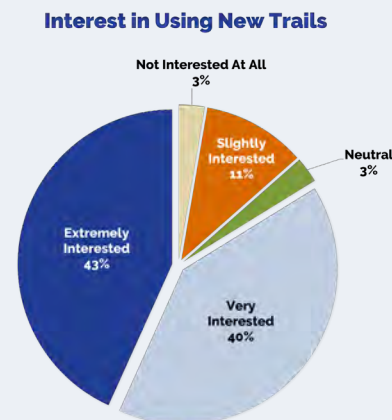
Everyone currently drives or rides in a car as their main form of transportation, but people are interested in shifting some trips to other modes in the future.

Figure 6. Round 1 Survey - Important Factors in New Trails



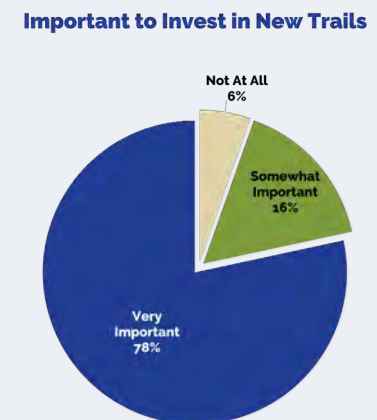
When asked about important factors in new trails, experiences such as parks and nature ranked higher than function such as commuting or shopping. Also, the need for trails to connect destinations in the same town outweighed the desire to connect towns together across county boundaries.

Figure 4. Round 1 Survey - Interest in Using New Trails



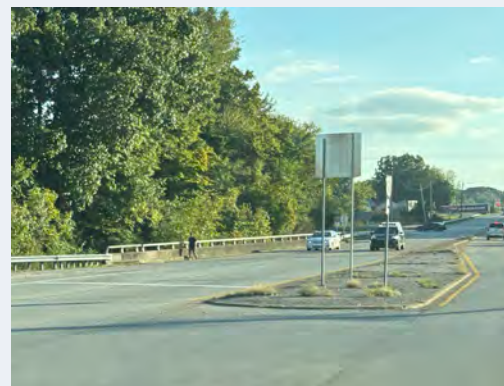
When asked if people are interested in using new trails, 83% were Very or Extremely Interested in using new trails.

Figure 5. Round 1 Survey - Important to Invest in New Trails



When asked if it was important to invest in new trails, 94% think it is Somewhat or Very Important to invest in new trails.

Figure 7. Pedestrian on US 31E near the Cumberland Parkway interchange in Glasgow



When asked what barriers or challenges make it hard for you to walk, bike, or use trails now, the top response was lack of sidewalks. As illustrated in **Figure 7**, despite the absence of sidewalks in some areas, people often have no alternative but to walk to their destinations, creating potential safety concerns.

Round 1 - Public Meetings

On October 16, 2025, BRADD hosted two open-house style public meetings for the related Bowling Green to Mammoth Cave (BGMC) Trail Feasibility Study at the Park City Senior Citizen Community Center and the BRADD office in Bowling Green. Informational materials were provided to support both the BGMC and regional efforts, and , meeting attendees were invited to express interest in expanding trails beyond that single project. Since these meetings coincided with the first round of engagement for this study, participants were encouraged to complete the survey and share it within their networks to raise awareness and solicit further feedback.

Figure 8. Round 1 Engagement - Public Meeting Attendees



Round 1 - Community Pop-Up Events

The study team set up stations at two events to meet people out in the community. The two local events were the Bigfoot Festival in Park City on October 11, 2025, and Harvest Festival in Bowling Green on October 18, 2025.

The Bigfoot Festival, with an estimated attendance of 3,000, provided an opportunity to speak with hundreds of attendees and gather feedback through questions aligned with the online survey. Participants shared their preferences and concerns regarding the regional trail study, with many expressing enthusiasm for a regional greenway network.

Similarly, at the Harvest Festival, which attracted approximately 20,000 attendees, the team engaged with hundreds of visitors, collecting feedback consistent with the online survey. The majority of responses reflected strong support for enhanced trail networks across the BRADD region.

To further promote the study, the team distributed bookmarks at both events that featured QR codes linking directly to the project website, encouraging ongoing public involvement.

Figure 9. Round 1 - Engaging at Community Pop Up Events



Barren River Area Development District
**Regional Greenways
Feasibility Study**

STUDY OVERVIEW

The Barren River Area Development District (BRADD) Regional Greenways Feasibility Study is exploring opportunities to connect communities across ten South-Central Kentucky counties through safe, accessible trails and greenways. The study will identify feasible routes, improve regional connectivity, and create a roadmap for future investments in recreation, tourism, and active transportation.

LEARN MORE AND SHARE YOUR IDEAS:

Round 2 – Engagement Techniques & Results

The purpose of the second round of engagement was to present the Initial Greenway Network Concepts, gather feedback, and further refine the Recommended Greenway Network. Round 2 of community engagement occurred between January 2026 and March 2026 and consisted of an online survey and map tool posted on the project's website, two public meetings, and a virtual workshop with stakeholder groups.

Round 2 - Online Survey and Map Tool

During Round 2 of engagement, the study team employed the same online platform as in Round 1, featuring an interactive map displaying proposed trails and trailhead locations for public feedback on the proposed corridors. Additionally, an online survey included an open-ended question soliciting comprehensive input. Specific question prompts are shown in **Figure 11**. These opportunities were open for over one month and were promoted by BRADD's social media outlets, and these posts were shared by stakeholders and other interested individuals.

Figure 10. Round 2 - Social Media Post to Promote Opportunities for Feedback



Figure 11. Round 2 - Survey Question for Open-Ended Feedback on Initial Trail Concepts

What feedback would you like to share about the trail and trailhead recommendations?
Type of feedback we are looking for: Which of the trail ideas do you like? Do you have a suggestion for another trail or trailhead? Are there any trail ideas where it might be hard to build a trail? (right-of-way, safety issues, etc.) Which trails should be built first?

During Round 2 of community engagement, there were 22 surveys and 23 map comments. The majority of map comments pointed out safety concerns for people walking and bicycling in the city of Bowling Green.

Round 2 - Public Meetings

On February 11, 2026, the study team held two public meetings to gather feedback on the initial trail concepts. The first took place at the Park City Senior Citizen Community Center, while the second was held at the BRADD Office in Bowling Green. These events received media coverage from WBKO (see **Figure 12**).

Attendees included Park City Mayor Donna Scavo, representatives from Park City Tourism, Horse Cave/Hart County Tourism, the National Park Service – Rivers, Trails & Conservation Assistance Program, Southwest Kentucky Mountain Bike Association, BikeWalk BG, Bowling Green League of Bicyclists, and KYTC District 3, alongside numerous BRADD residents (see **Figure 13**).

Figure 12. Round 2 - Public Meetings Reported by WBKO

New greenway project connects South-Central Kentucky communities



Figure 13. Round 2 - Public Meeting in Park City



Round 2 – Stakeholder Workshop

The stakeholder workshops were originally planned to be held in-person at two locations (see **Figure 14**), but were transitioned to a virtual format due to a winter storm. The virtual stakeholder workshop was ultimately held on February 3, 2026.

Key feedback during this workshop emphasized the study's importance beyond recreation and tourism; many BRADD residents do not have access to a car, or many households must rely on a single vehicle. Therefore, many people rely on alternative transportation modes on a daily basis, as seen in

Figure 14. Round 2 - Facebook Post Promoting Stakeholder Workshops

Barren River Area Development District
January 12 at 7:54 PM · 🌐

Please join us for a pair of workshops to discuss Trail Concepts in all 10 of our counties as part of our Regional Greenways Study! Participants will see draft maps, proposed connections between county seats and key destinations, possible trailheads, and be asked to share their input and priorities! Representatives from our local governments, parks, tourism, schools, bike clubs, and other civic groups are encouraged to participate. We have a pair of identical meetings in Franklin and Park City, so pick the location that is best for you!

Trail Concepts Workshops
Tuesday, January 27

Franklin	Park City
Police Dept. 9:30-10:30am	Senior Center 1:30-2:30pm

Join us for one of two workshops to see trail concepts, share your input, and

PRESS RELEASE
BRADD Regional Greenways Feasibility Study
Initial Trail Network Concepts
Stakeholder Workshops on January 27, 2026

The Barren River Area Development District (BRADD), along with its consultant team Greenway Smith and Partners, invite stakeholders to attend one of two workshops to review initial trail network concepts for all ten BRADD counties.

These workshops collect input from the first public hearing. Feedback from these workshops will refine the draft network before a final round of public engagement.

Workshop participants will see draft maps, proposed connections between county seats and key destinations, and possible trailhead locations. Participants will be asked to share input on proposed trail locations and which to build first.

Two identical workshops will be held, please attend one. Stakeholders from local governments, parks, tourism, schools, bike clubs, and other civic groups are encouraged to participate.

To learn more about the study, visit <https://www.barrenriverarea.org/regional-greenways-study>

Workshop #1:
Tuesday, January 27
9:30 am - 10:30 am
Franklin Police Department
301 W. Madison Street, Franklin, KY 40501

Workshop #2:
Tuesday, January 27
1:30 pm - 2:30 pm
Park City Senior Center
Innsmouth Cave Avenue, Park City, KY 40371

4 likes · 1 comment · 3 shares

Like · Comment · Share

Figure 15. Ensuring safe and accessible infrastructure for walking and biking to work, school, parks, shopping, and essential services is critical for the safety and overall quality of life for BRADD residents.

Figure 15. Bicyclist crossing the I-65 interchange on Scottsville Road (KY 100) in Franklin



How Engagement Shaped the Recommended Greenway Network

Public and stakeholder engagement played a key role in shaping the Recommended Greenway Network for the BRADD region. Through two rounds of outreach, the study team identified desired connections between towns, parks, schools, and other key destinations.

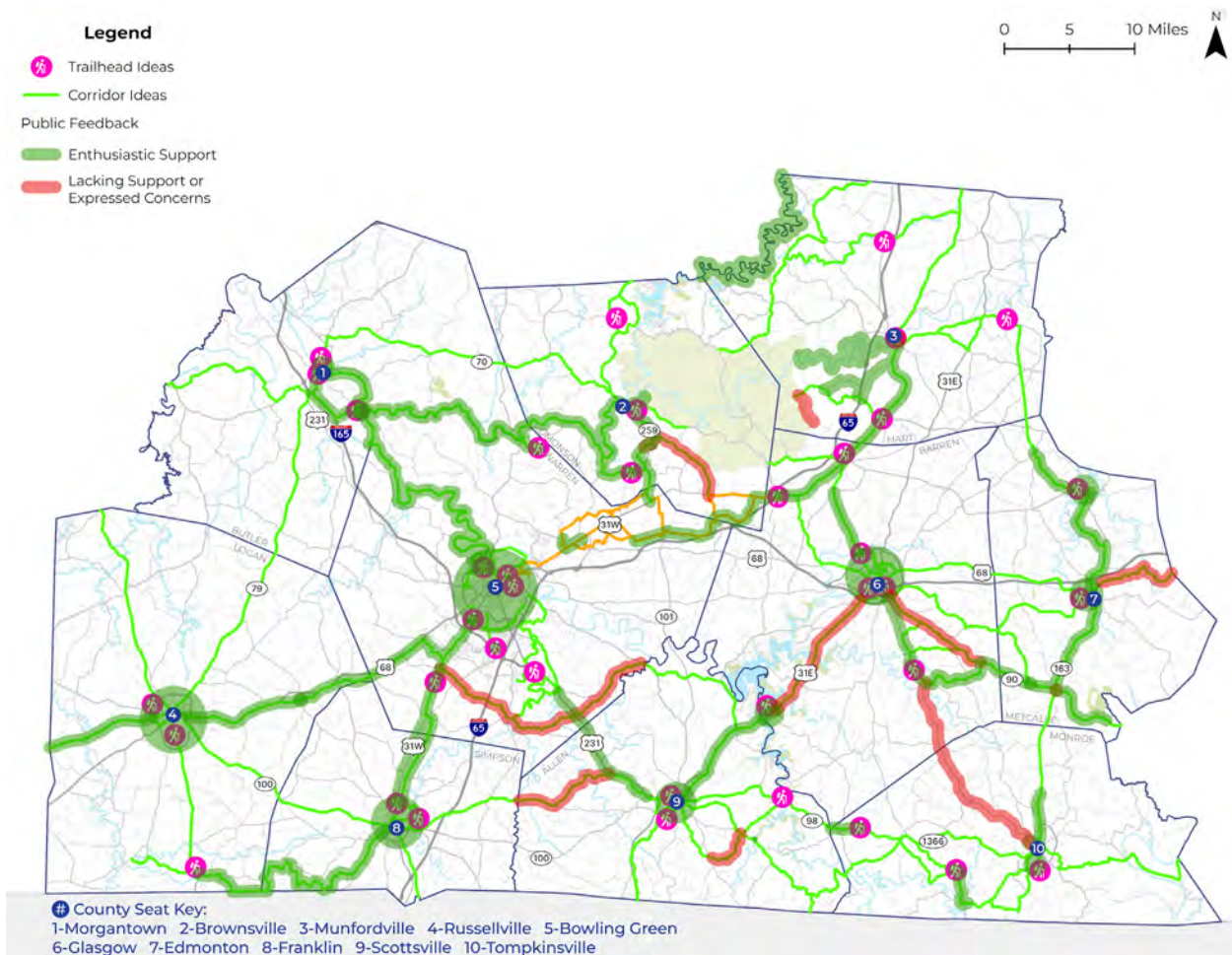
Stakeholder feedback, including insights from local governments, tourism organizations, and advocacy groups, guided the refinement of initial trail concepts to focus on corridors with broad community support and feasibility.

The ongoing dialogue with the public also emphasized the importance of integrating cultural and historic elements, local heritage, and recreational opportunities, as highlighted by similar initiatives such as the planning of the John Muir Legacy Trail by Cave Country Trails and the National Parks Service – Rivers, Trails & Conservation Assistance Program.

While the turnout for engagement responses in both rounds was relatively

low compared to the size of the region, stakeholders emphasized their support for planning this greenway network. **Figure 16** illustrates the level of public support and concern for the Initial Concept corridors, highlighting which routes were broadly favored and which raised concerns or lacked support.

Figure 16. Feedback Received on Initial Trail Concepts



Public Education and Outreach Program

Ensuring that the Regional Greenways Feasibility Study endures beyond its initial completion requires intentional and ongoing community engagement. National best practices consistently demonstrate that trail systems with strong community support are more widely used, better maintained, and more successful at attracting funding and political support.¹ By keeping residents, business leaders, and local organizations engaged over time, BRADD can foster a culture of stewardship, develop community "champions," and showcase trails and greenways as valuable civic assets. This section outlines proven strategies, adaptable ideas, and essential resources for ongoing public education and outreach, with a special emphasis on approaches that are sensitive to the rural, small town, and urbanized contexts within the BRADD region.



A group of people participating in discussion.

¹ American Trails (n.d.). [Building Community Trail Hub](#).

Regional Framework and Local Champions

Sustaining momentum for trail and greenway development depends on strong regional cohesion coupled with local ownership. Successful engagement efforts often stem from a collaborative spirit, where emerging leaders work alongside established organizations to drive programming and advocacy. It is recommended to:

- **Leverage Regional Cohesion:** Build a shared vision and coordination framework across the 10-county area, while providing flexibility for adaptation based on specific community needs and priorities.
- **Foster Local Ownership:** Identify and support local champions (residents, teachers, civic leaders, business owners) to help launch and continually promote initiatives.
- **Partner with Existing Resources:** Collaborate with established organizations such as BikeWalkBG, BG League of Bicyclists, Bike Walk Kentucky, 4H, Beta Club, FFA, and conservation groups to amplify impact and share successful practices.
- **Utilize National Toolkits:** Draw from national resources that support organizing and sustaining local "Friends of the Trail" and advocacy chapters and coalitions.²



² Rails to Trails Conservancy (n.d.). [TrailNation Playbook](#).

Programming: Ideas for Awareness, Experience, and Activation

Trail programming can take many forms to encourage community usage, stewardship, and pride. Examples include organizing "farm-to-fork" rides³, young professionals' networking⁴ and trail clean-up events, or participation in statewide initiatives such as the Kentucky Cycling Challenge. These activities not only activate and highlight the trails as valuable community assets but also foster a sense of ownership among diverse user groups. Programming should be adaptable and scalable, allowing each community in the region to select activities best suited to its context, capacity, and interests as shown in **Table 1**.



A group of people volunteering at Shelby Park in Louisville, KY.

Table 1. Programming Initiatives by Context

Context	Example Programming	Notable Local Models/ Partners
Rural Areas	• Agritourism trails • Farm-to-table rides • Family "discovery rides" that connect towns and natural assets like rivers or caves	• County extension offices • Conservation groups • American Trails www.americantrails.org
Towns and Suburban Areas	• Bike rodeos • Helmet fittings • Pop-up open streets (main street closures during festivals) • "Bike Bus" to schools • Community-wide walking challenges • Safe Routes to School campaigns	• Replicate/expand BikeWalkBG model • Work with local civic groups & schools • Safe Routes Partnership - www.saferoutespartnership.org
Historic Downtowns and Urban Centers	• Ciclovía or car-free days, • Transit-bike integration promotions • Business district partnerships • Support for Bike Friendly City/ Business status • Group rides led by established advocacy organizations	• Partnership with BikeWalkBG bikewalkbg.org • Bike Walk KY bikewalk.ky • GoBG Transit www.letsqobg.com/

³ Farm to Fork Fitness Adventures (n.d.). [Farm to Fork Fitness Adventures](#).

⁴ The Greenway Foundation (n.d.). [Young Professionals Happy Hour Volunteer Project](#).

Education: Outreach, Safety, and Skill Building

A robust education program is essential to foster safe trail use, increase community knowledge, and encourage lasting support for greenways. Educational materials and program templates are available from several national organizations and can be adapted to best serve the needs of local residents. Resources include:

- [The League of American Bicyclists](#)
- [Pedestrian and Bicycle Information Center](#)
- [American Trails](#)
- [Safe Routes Partnership](#)
- [PeopleForBikes](#)

Recommendations to Continue Education and Outreach

• Establish or Strengthen Local Bike/Walk Chapters:

Build on the successful model of BikeWalkBG by launching similar groups in each county to sustain momentum and provide year-round education. In areas where resources are limited, consider a regional partnership. Groups such as Bowling Green League of Bicyclists (BGLOB) offer shared resources, safety lessons, and local expertise.

• Create Accessible, Branded Educational Materials:

Develop appealing resources such as trail system maps, event calendars, "trail etiquette" handouts, and short safety videos. Templates are available from the League of American Bicyclists and the Safe Routes Partnership.

• Promote Local Ambassadors:

Empower local volunteers, such as teachers, community leaders, and business owners, to serve as trail ambassadors, helping to lead outreach, share safety tips, and inspire broader participation across the region.

To be effective, education and outreach strategies should be tailored to the specific needs, resources, and opportunities available in different types of communities across the BRADD region. The following recommendations outline suggested approaches for rural areas, towns or suburban communities, and urban centers:

- **Rural Areas:** Host on-site bike and pedestrian safety clinics at local schools, engage the community through informational booths at county fairs or farmers' markets, and partner with organizations such as FFA, 4H clubs, and scout troops to deliver education and outreach.

- **Towns/Suburban:** Organize school-based safety events, including bike rodeos and helmet fittings, and implement "bike bus" programs to connect neighborhoods and schools along existing or planned trails and greenways.



Bike bus program, Photo credit: Minneapolis Public Schools

- **Urban Areas:** Maximize the use of transit services that accommodate bicycles by promoting "bike & ride" options, especially in conjunction with Bowling Green Transit's bus and on-demand services that feature bike racks. Collaborate with local transit agencies to provide education and demonstrations on how to use these options. (Note: Glasgow



Bike rack on the front of a GoBG Transit bus, Photo credit: GoBG Transit

transit currently does not accommodate bikes; this is a suggested expansion in the future.)

Support, Advocacy, and Policy

Long-term success of regional greenway and trail initiatives depends on strong support structures, clear advocacy channels, and policies that foster continuous growth and sustainability. The following recommendations are designed to empower communities, leverage regional cooperation, and position BRADD and its partners for ongoing achievement.

• Regional Bicycle/Pedestrian Advisory Committee:

Encourage BRADD to form a regional advisory committee dedicated to bicycle and pedestrian issues. This group can help to coordinate activities across counties, share lessons learned, serve as a resource for grant applications, and help local governments launch new programs.

- *Note:* Currently, the only such group is limited to Bowling Green and Warren County through the MPO. Expanding to a regional committee or introducing a regional volunteer coordinator will provide broader representation and impact.
- *Additional Resources:* For guidance on structuring effective committees, consult materials from the League of American Bicyclists⁵ and example frameworks from Kentucky MPOs.

• Pursue Bike-Friendly Designation Programs:

Promote participation in national “Bike Friendly City” and “Bike Friendly Business” programs, such as those offered through the League of American Bicyclists’ Bicycle Friendly America initiative.⁶

This is especially impactful in communities with strong existing interest, including Bowling Green, Franklin, and Morgantown. Achieving such designations can enhance community pride, boost visibility, and support economic development through bicycle tourism.



• Funding & Grant Readiness:

Urge local leaders to actively document and showcase public support for trail initiatives. Tactics include tracking survey results, recording participation at outreach events, and gathering positive media coverage. Demonstrated local support is essential when applying for funding through programs such as the Transportation Alternatives Program (TAP)⁷, Recreational Trails Program (RTP)⁸, and other state/federal grants.

⁵ Massachusetts Bicycle Coalition (2004). [Your Guide to Forming a Bike Advisory Committee](#).

⁶ The League of American Bicyclists. [Bicycle Friendly America](#).

⁷ Federal Highway Administration (2026). [Transportation Alternatives](#).

⁸ Kentucky Department for Local Government (2026). [Recreational Trails Program](#).



Chapter 3: Strategies, Considerations & Best Practices

This chapter outlines design considerations, strategies, and best practices for trails, trailheads, and other amenities. When designing this infrastructure, the trail users' experience should be foremost in order to attract and serve as many people as possible.

User Profiles

Successful trail and greenway systems fulfill a variety of purposes and needs. They should provide a range of experiences for a variety of different users. Four common reasons people use trails are outlined below in **Figure 17**.

Additionally, trail and greenway networks should be designed to allow people to access a variety of utilitarian and recreational destinations while providing safety and comfort. Lastly, they should include appropriate amenities, signage, wayfinding, and art.

Figure 17. Trail Trip Purposes

Casual Socializing • Wider paths for side-by-side groups • Areas to pull off and chat • Access to public spaces, retail, restaurants, streets, and other trails • Water, seating, shade, art, bike parking, visual interest	Commuting and Utilitarian Trips • Space for passing • Minimize out-of-direction travel • Access to neighborhoods, employment, transit, shops, streets, and other trails • Water, lighting, trash and recycling cans, fix-it stations, bike parking
Recreation & Fitness • Space for passing • Longer, continuous segments • Water, shade, trash and recycling cans, dog waste stations, visual interest, exercise equipment • Vehicle parking	Nature & Outdoor Enjoyment • Context sensitive design • Varied terrain and settings • Quiet places for rest • Access to parks, greenspace • Rich sensory experiences • Water, seating, shade, trash and recycling cans • Vehicle parking

Design Considerations

Greenways can be used across different non-motorized modes of transportation including pedestrians, bicyclists (including electric bicycles), dog walkers, strollers, skaters, wheelchairs, and other mobility devices. As such, each of these users have different design needs and considerations which need to be reflected in order to create an inclusive environment for all trail users regardless of age or ability.

Kentucky-Specific Design Standards and Guidelines

- **Kentucky Transportation Cabinet (KYTC) Highway Design Manual:** Offers standards for multimodal infrastructure, including trail design and construction.¹
- **KYTC ADA Transition Plan:** Focuses on improving accessibility for pedestrians, bicyclists, and shared-use path users statewide.²
- **KYTC Complete Streets, Roads, and Highways Manual:** Emphasizes design strategies that balance safety and comfort for all users in urban and rural Kentucky.³



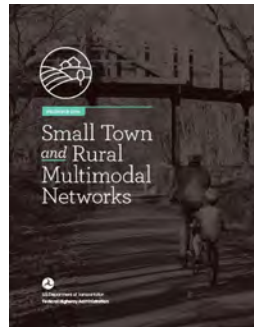
¹ Kentucky Transportation Cabinet (2017). [Highway Design Guidance Manual](#).

² Kentucky Transportation Cabinet (2023). [Americans with Disabilities Act Transition Plan](#).

³ Kentucky Transportation Cabinet (2023). [Complete Streets, Roads, and Highways Manual](#).

Federal Government Design Standards and Guidelines

- **Manual on Uniform Traffic Control Devices (MUTCD) (11th Edition):** The national standard for traffic control devices, including trail crossing signage and markings.⁴
- **Americans with Disabilities Act (ADA) Standards:** National civil rights law ensuring equal access to transportation infrastructure.⁵
- **Public Rights-of-Way Accessibility Guidelines (PROWAG):** Technical parameters for ADA-compliant pedestrian and trail facilities.⁶
- **Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks Guide:** Addresses design flexibility and multimodal connectivity in rural and small-town contexts.⁷
- **FHWA Achieving Multimodal Networks:** Applying Design Flexibility and Reducing Conflicts: Discusses multimodal designs to reduce conflicts on streets, intersections, and shared-use paths.⁸
- **FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations:** Covers best practices for installing safe pedestrian crossings outside signalized intersections.⁹
- **FHWA Rails with Trails Best Practices and Lessons Learned:** Shares best practices for designing and managing rails-with-trails alongside active railroads.¹⁰



- **U.S. Forest Service (USFS) Sustainable Trail Bridge Design:** Guides design of short, single-span wooden trail bridges with siting and material advice.¹¹
- **USFS Wetland Trail Design and Construction Guide:** Covers wetland trail design techniques, useful for trails within or adjacent to floodplains.¹²

Other National Best Practices and Design Resources

- **NACTO (National Association of City Transportation Officials) Urban Street Stormwater Guide:** Promotes resilient, sustainable urban streets integrating stormwater, transportation, and ecological benefits.¹³
- **NACTO Bikeway Design Guide:** Offers updated best practices for urban bikeway and trail design, focusing on safety and infrastructure.¹⁴
- **NACTO Urban Street Design Guide:** Offers city-focused street design principles prioritizing safe, vibrant, connected public spaces.¹⁵
- **AASHTO (American Association of State Highway Officials) Policy on Geometric Design of Highways and Streets (7th Edition):** This guide, referred to as the "Green Book," emphasizes that roadway designs should accommodate all users and recommends prioritizing shared-use paths wherever possible.¹⁶
- **AASHTO Guide for the Development of Bicycle Facilities (5th Edition):** Details safe, comfortable bicycle facilities, emphasizing separated paths and comprehensive design standards.¹⁷



4 Federal Highway Administration (2023). [Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition](#).

5 U.S. Access Board. (2010). [Americans with Disabilities Act \(ADA\) Standards](#).

6 U.S. Access Board (2024). [Public Right-of-Way Accessibility Guidelines](#).

7 Federal Highway Administration (2016). [Small Town and Rural Multimodal Networks](#).

8 Federal Highway Administration (2016). [Achieving Multimodal Networks - Applying Design Flexibility & Reducing Conflicts](#).

9 Federal Highway Administration (2018). [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#).

10 Federal Highway Administration (2021). [Rails With Trails - Best Practices and Lessons Learned](#).

11 U.S. Forest Service (2020). [Sustainable Trail Bridge Design](#).

12 U.S. Forest Service (2007). [Wetland Trail Design and Construction](#).

13 National Association of City Transportation Officials. (n.d.). [Urban Street Stormwater Guide](#).

14 National Association of City Transportation Officials. (2011). [Urban Bikeway Design Guide](#).

15 National Association of City Transportation Officials. (n.d.). [Urban Street Design Guide](#).

16 American Association of State Highway and Transportation Officials. (2018).

[A Policy on Geometric Design of Highways and Streets \(7th Edition\)](#).

17 American Association of State Highway and Transportation Officials. (2024). [Guide for the Development of Bicycle Facilities \(5th Edition\)](#).

Facility Types

Trails within the regional greenway network may vary in design depending on context, ranging from shared-use paths to split paths or along-road facilities. Each type addresses different user needs and site conditions to provide safe and comfortable routes for all types of walking and rolling activities.

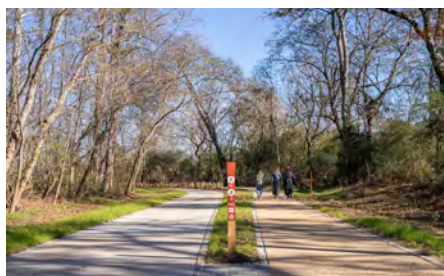
Shared-Use Paths

- Shared-use paths are located in open space within an independent right-of-way.
- Shared-use paths are intended for use by bicyclists and pedestrians, and other forms of walking or rolling. For corridors along rivers or streams, the trail designs should be resilient to flooding, as they could be inundated periodically.



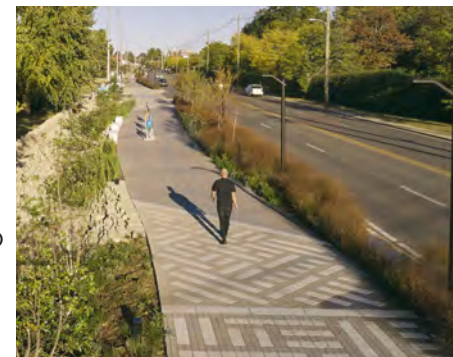
Split Path

- In areas such as easements or extra wide rights-of-way where already disturbed land is available, splitting the trail between cyclists and pedestrians is preferred. Separating bicycle and pedestrian facilities can be more comfortable to a wider range of users while also reducing conflicts, creating a low-stress environment. This strategy could also be used in more densely populated areas where higher traffic volumes might create a less desirable experience.



Along-Road Path

- In segments where the trails run along existing roads with adequate space, an along-road path is preferred. A grass verge would separate trail users from motorized vehicles. This verge could also be planted with bioswales to capture stormwater and provide space for tree shade. Stone or concrete walls could provide further protection for trail users.
- The recommended greenway corridors are envisioned primarily as along-road paths in efforts to minimize the need to purchase right-of-way.



Trail Crossings

- The design of trail intersections, especially where trails meet roadways, is an important component to the greenway network. Trail crossings can be challenging to navigate and are some of the places trail users are most vulnerable to injury. The vulnerability of all non-motorized users must be considered, especially to ensure that visibility is not obstructed for any traveler who is approaching the intersection.



Greenway Typologies

The typical sections illustrated below serve as example guidelines for path widths, buffers, and amenities. Actual design elements, including specific dimensions and features, will be determined on a site-specific basis during the design phase of each individual trail segment to best address local conditions, user needs, and context.

Rural Contexts

Most recommended greenway corridors pass through rural areas with low-density housing and farms. In rural contexts, typical trail sections vary depending on the setting. **Figure 19** shows a typical greenway along a rural roadway, where a shared-use path is ideally designed to be 12 feet wide, with a six-foot buffer

separating the path from the driving lane's shoulder. This buffer enhances safety and comfort for trail users. In areas adjacent to rivers such as the Barren or Green Rivers, as depicted in **Figure 18**, a 12-foot-wide shared-use path may include a two-foot buffer on either side, providing space for amenities like benches, lighting, or signage. A natural buffer, either forested or open green space, typically separates the path from the river or stream. This buffer maintains a safe distance from the water while preserving scenic views where possible.



Rural roadway near the Red River in Simpson County

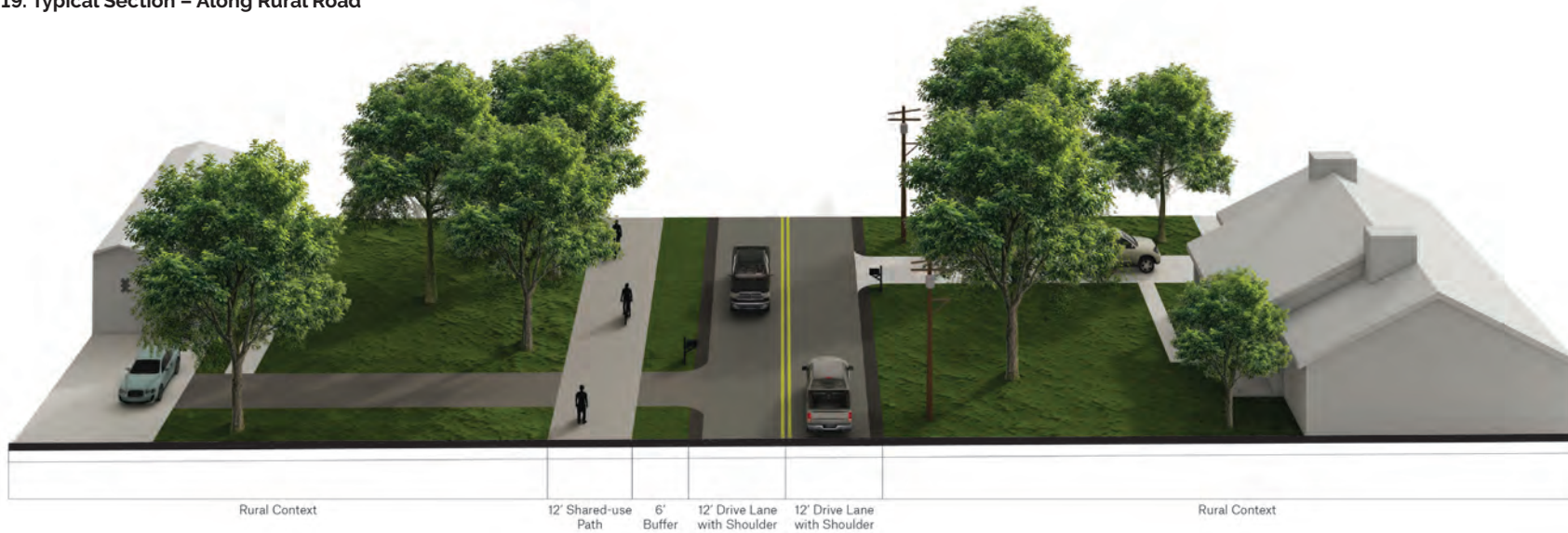


Rural roadway in Barren County

Figure 18. Typical Section - Rural Along River



Figure 19. Typical Section – Along Rural Road



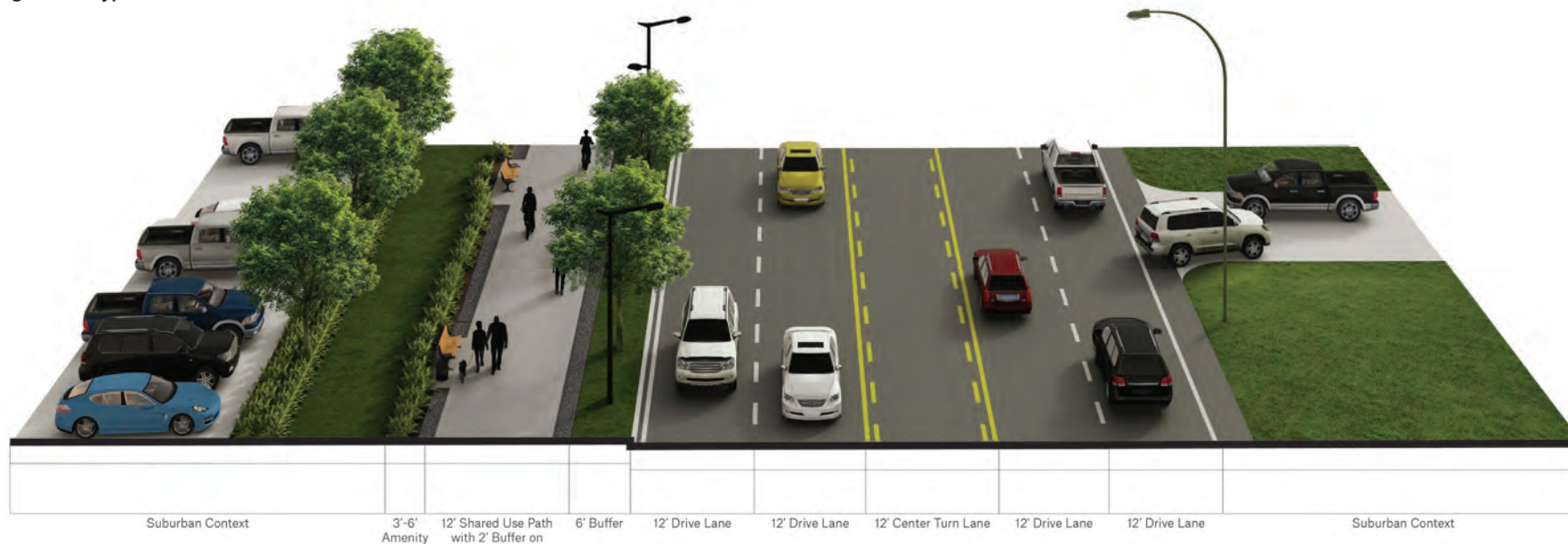
Suburban Contexts

In suburban areas such as Glasgow, Scottsville, or portions of Bowling Green, trails often run parallel to streets and are designed to provide a safe separation from vehicular traffic. These suburban trails, like the one depicted in **Figure 20**, typically feature a 12-foot-wide shared-use path with a two-foot buffer on each side. Adjacent to the path is a three- to six-foot-wide amenity zone that accommodates benches, lighting, landscaping, and signage. Additionally, a six-foot buffer separates the shared-use path from the driving lanes, enhancing both safety and user comfort.



Suburban roadway on KY 90 in Glasgow

Figure 20. Typical Section - Suburban Areas



Urban Contexts

In historic downtowns such as Franklin or Tompkinsville, where buildings are located close to the roadways with minimal setback, trails are designed to fit within these constrained spaces. Trails in these urban areas may utilize existing wide sidewalks and incorporate on-street bike lanes where separating pedestrians and bicyclists is necessary for safety. Shared-use paths in these settings, like the one depicted in **Figure 21**, are typically narrower, approximately 10 feet wide, accompanied by a three- to six-foot amenity zone that can accommodate a variety of amenities, including seating for nearby restaurants and cafes. Additionally, a six-foot buffer separates the shared-use path from the road, which may include angled on-street parking adjacent to the driving lane, enhancing both user comfort and urban vitality.



Main Street in Scottsville's historic town square

Figure 21. Typical Section - Historic Downtowns/Urban Areas



Trailheads and Amenities

A well-designed greenway network depends on providing safe and convenient access points known as trailheads. These serve as formal entryways to greenways and can vary widely in scale and features. Trailheads may be found at the beginning, end, or midpoint of trails, offering users a place to enter, rest, and gather information. They range from simple informal pull-offs or access points to larger facilities that can include mini-museums with educational and cultural exhibits to enrich visitors' experiences.

Trailheads typically include amenities that support comfort, accessibility, and safety for all users.

Together, these thoughtful design elements create inviting and functional trailheads that enhance the overall user experience and encourage greater use of the regional greenway system.



Trailhead amenities at the SWKyMBA Highlander Trail

Trailhead Design Considerations

Best practices for the design of amenities at trailheads are detailed below:

- **Stairways:** Where appropriate, stairways should comply with ADA Standards including stair treads and risers as well as surfaces and nosings. Stairs should be designed in a method that prevents the pooling of water, reducing the risk of slipping and extending durability.
- **Parking:** Parking areas should be sized according to the expected number of visitors. Spaces must include designated accessible parking compliant with ADA requirements to ensure equitable access for all users.
- **Curb Ramps:** Curb ramps should be present at trailhead facilities to allow for entry onto trail facilities from designated parking areas. In addition, curb ramps must be sloped and include truncated domes or a similar textured surface in accordance with ADA Standards.
- **Benches:** Benches placed along trails and at trailheads should be designed for accessibility, allowing use by people of varying abilities. Providing convenient rest areas enhances comfort and usability for all trail users.
- **Picnic Tables:** Picnic tables should be designed to appropriately accommodate users of all mobility levels, including wheelchair users.

• Restroom Facilities and Drinking Fountains

- Restroom facilities and drinking fountains should comply with ADA Standards. This includes stall dimensions, height of sinks, toilets, and grab bars, and access through stairs and ramps in situations where these are necessary.

• Braille Dimensions

- Braille dimensions are detailed in PROWAG, which specify technical standards such as dot base diameter, dot height, distance between dots in the same cell, and distance between dots in adjacent cells. These standards ensure that Braille is legible and effective for users with visual impairments.

• Entry Signs

- Entry signs should clearly mark the entrance to the trail or the key destination that the trail serves such as a park as depicted in **Figure 22**.

Figure 22. Trailhead Entry Sign Examples



Example trailhead entry signage, including wooden and stone faces.

Potential Trailheads

Locations that are proposed as possible trailhead locations are included on the Greenway Network maps of each county and the entire BRADD region. These trailheads comprise both existing locations as well as future locations that could be considered for official trailheads and amenities.

Existing Locations for Future Potential Trailheads

Many of the proposed trailheads are existing parks that already have parking lots, benches, picnic tables, pavilions, sports fields, and restrooms. These places would require minimal upgrading to become official trailheads for a greenway. Wayfinding and signage could be added to direct park users to the trails, but any additional placemaking improvements, would be optional. Existing locations that would make ideal future potential trailheads include:

Allen

- Dugas Community Park in Scottsville
- Allen County Park in Scottsville

Barren

- Bell's Tavern Park in Park City
- Roy D. Reynolds Jr. Park in Cave City
- Beaver Creek Park in Glasgow
- Gorin Park in Glasgow
- Weldon Park in Glasgow
- Barren River Lake State Resort Park
- JoAnn Foster Park near Temple Hill

Butler

- Charles Black City Park

Edmonson

- Highway 70 Sports Complex
- Chalybeate Springs Sports Complex

Hart

- Green River Park & Arboretum
- Maple Avenue Park

Logan

- Adairville Community Park
- Baker Natural Area

Metcalfe

- Edmonton Memorial Park
- Metcalfe County Lake
- Sulphur Well Park

Monroe

- Tompkinsville City Park
- Gamaliel City Park
- Fountain Run Community Park

Simpson

- Jim Roberts Community Park
- Hoy Park

Warren

- Michael O Buchanan Park
- Basil Griffin Park
- Phil Moore Park
- Kereiakes Park
- Weldon Peete Park
- Hobson Grove Park
- Shanty Hollow Lake



Michael O Buchanan Park, photo credit: Kentucky Sports Alliance

New Locations for Future Potential Trailheads

New locations for future potential trailheads should be considered as more growth occurs in each county and could be created to serve local residents who may use short segments of the trails, and also provide waystations for longer-distance trail users. The following general locations may be strategic places to locate a future trailhead depending on the exact alignment of future greenways:

Allen

- None identified at this time

Barren

- None identified at this time

Butler

- Green River Museum in Woodbury
- New park near Green River Fairgrounds in Morgantown



*Green River Museum in Woodbury,
photo credit: Beechtree News*

Edmonson

- None identified at this time

Hart

- Near Three Hundred Springs Falls near KY 677 and Davis Bend Road

Logan

- New Logan County Park on south side of Russellville

Metcalfe

- Summer Shade
- Marrowbone State Forest and WMA

Monroe

- Near Veteran's Ball Park and Darrell Carter Stadium on the west side of Tompkinsville

Simpson

- Near Simpson Elementary School and James "Shadetree" Mathews Stadium on the southwest side of Franklin

Warren

- Lost River Cave
- Bowling Green Area Convention & Visitors Bureau



Lost River Cave gift shop in Bowling Green, photo credit: Fox56 News

Wayfinding, Signage, and Placemaking

A cohesive branding, wayfinding, and placemaking strategy is fundamental to the success of the Regional Greenways network for aesthetics, usability, and safety of the trails.

The region should create wayfinding and signage that builds on existing iconography developed for the Bowling Green to Mammoth Cave National Park Trail Feasibility Study, thereby creating a unified visual identity that fosters a strong sense of place and recognition across the ten-county region. This consistency is crucial; when users can easily identify signs and branding regardless of where they are in the region.

While the information on trails can inform users about the local ecology, distances, warnings, and historical significance, greenway signage can expand upon that and inform travelers about the local amenities available to them in their communities.



Mammoth Cave National Park entrance sign.

Benefits of Wayfinding Program

A consistent wayfinding program is key in guiding users confidently and fostering trail use. Key benefits include:

- Visual and messaging consistency reassures travelers they are on the correct route and headed toward their destination.
- Familiar signage encourages repeated visits and exploration of alternate routes.
- Recognizable wayfinding sparks interest in local landmarks and businesses and strengthens community connections.
- Clear information from trusted signage improves safety by highlighting safe travel areas, boundaries, and potential hazards.
- Inviting signage supports public health and local economies by encouraging more trail use, tourism, and spending.
- Informative wayfinding enriches trail experiences by connecting users to the unique history, culture, and natural environment of the region.
- Accessible signage with balanced navigation, safety, and educational content reduces accidents and aids all users, including those with disabilities.
- Incorporating interpretive signs with cultural and ecological storytelling deepens user engagement and fosters community pride.



Park City Tourism wayfinding sign.

Signage Design Considerations

Some design considerations for wayfinding and signage include:

- Design standards should be established for maximum cohesion that support a regional identity.
- Individual counties, towns, or specific trail corridors should be encouraged to create their own identities that are included in the signage. This can include leaving space in signage for custom colors inspired by county seals and meaningful local symbols to reflect and celebrate community identity.
- Incorporate an elemental palette of materials that draws inspiration from the surrounding landscape.
- Incorporate durable, sustainable, and resilient materials, and minimize ecological impact wherever possible.
- Minimize long-term maintenance needs, and follow existing regulations. Integrating durable and weather-resistant materials will ensure longevity and reduce maintenance needs.

Additionally, when finalizing wayfinding designs, BRADD and individual jurisdictions should prioritize clear, accessible signage that meets ADA guidelines, including considerations for legibility, tactile features, and height ranges for users of all abilities. Thought should also be given to the placement of signs to maximize visibility without cluttering trail spaces. Including consistent messaging about distances, trail conditions, nearby amenities, and safety information will further enhance the user experience.



Edmonson County signage, one on left standard design by KYTC and the one on the right has been customized by the local jurisdiction.

Wayfinding Sign Types and Design Considerations

The wayfinding system should include a variety of sign types tailored to different points along the greenways because each serves a unique purpose in guiding users effectively.

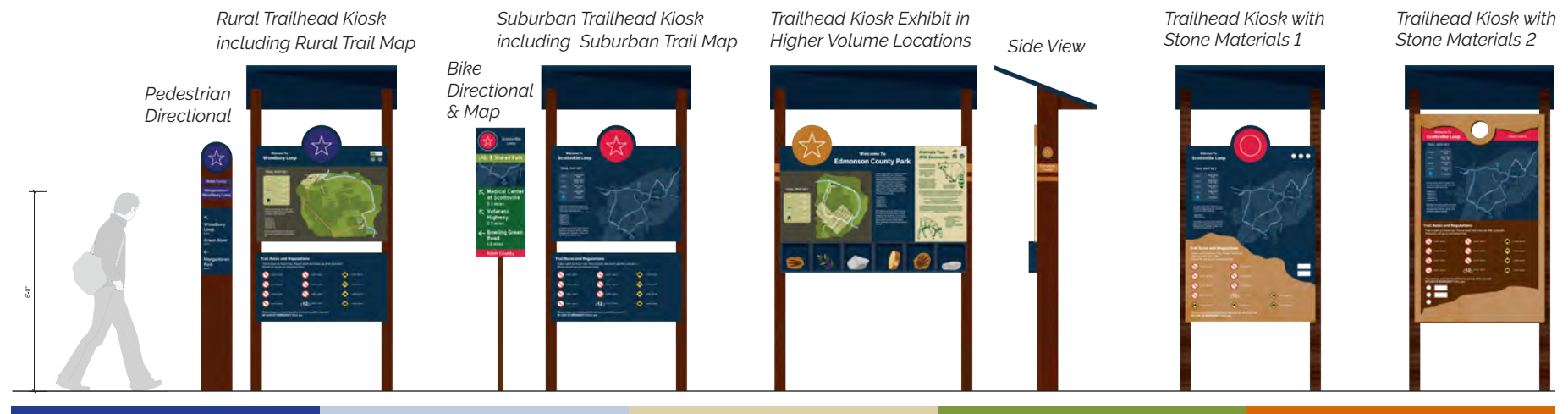
Trailhead Kiosk

Trailhead kiosks serve as the gateway to a trail or greenway, providing essential information to users as they begin their journey. These kiosks can display a number of features, including a trail map, rules and regulations, key landmarks, distances and conditions, interpretive information, community engagement, associated organizations and foundations, and more. The most pertinent information would be the trail map, while the other information can be expansive or limited as appropriate. It is best practice to not display too much information for the user, but to use progressive disclosure in providing information in small chunks, leading the user along the trail to their desired destination. This sign also typically features the most branded items of content for the user to feel a sense of arrival and identity.

Examples of trailhead kiosks are in **Figure 23**.

- **Rural Trailhead Kiosk:** Customized with colors and symbols reflecting specific greenway corridors or county identities, including maps that highlight rural landscapes like farmland, forests, and plains. These kiosks also provide clear directional signage and important trail rules.
- **Suburban Trailhead Kiosk:** Similar in purpose to rural kiosks but designed to reflect more of the built environment. Maps include detailed road networks, labeled streets, and key destinations to aid navigation within towns.
- **Trailhead Kiosk Exhibit:** At high-traffic trailheads such as parks, more interactive exhibits can be installed. Along with standard maps and information, these may include displays on local wildlife, geological features, or visitor-contributed items such as rocks and fossils found along the trail.
- **Design and Materials:** Kiosk materials and design should reflect the uniqueness of the region. Since Kentucky is one of the most famous karst areas of the world, signage can incorporate imagery of limestone formations and underground water channels to connect users with the natural environment.

Figure 23. Trailhead Kiosk Examples



Trail Identification Signs

Identification signs clearly display the name or logo of the trail to help users confirm their location. These signs often include regional branding and can be paired with directional arrows or parking symbols. Mile marker signs, such as those in **Figure 24** are usually displayed by a short post, featuring messaging about the exact distance from the start of the trailhead. This informs the travelers on how much of the trail they've traversed, how much is left, and an indication that they are still on the correct route.

Sizes and materials may vary, but they are designed to complement the overall signage system, creating a consistent identity along the greenway. Additionally, these signs can provide space to recognize donors and sponsors by displaying names and logos, as seen in **Figure 25**.

Figure 24. Mile Marker Sign Examples

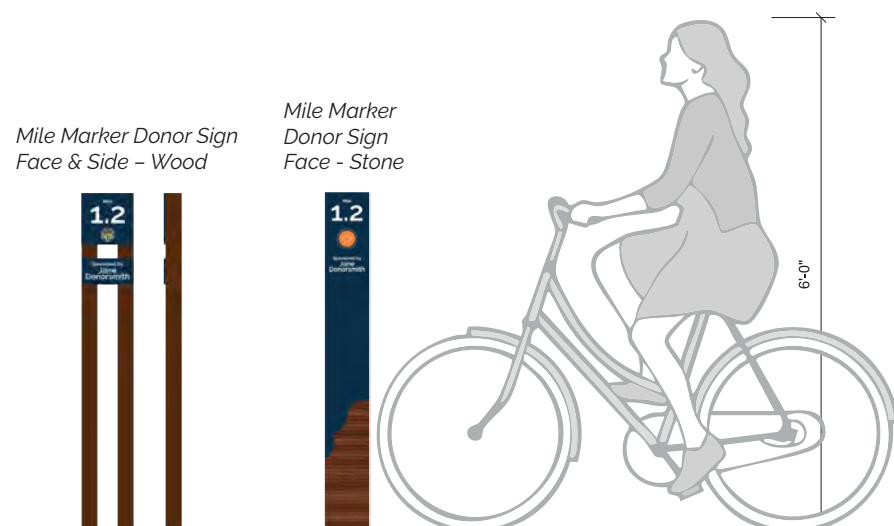


Figure 25. Trail Identification Sign Examples



Bicyclist and Pedestrian Directional Signs

Trail users will encounter intersections along the greenways where wayfinding signs provide maps, key destinations, and distances to help guide their route choices. These directional signs also include visual markers to identify the specific trail pedestrians are using, as seen in **Figure 26** and **Figure 27**.

Because cyclists travel faster, not all pedestrian sign information is suitable for them. Bicycle directional signs, such as **Figure 28**, offer concise, easy-to-read details on nearby landmarks, distances, and trail identification to support safe and efficient navigation.

Figure 26. Pedestrian Directional Signage - Stone

Stone-branded example signs, with custom colors, symbols, and stone cutouts with directions to key destinations



Figure 27. Pedestrian Directional Signage - Wood

Wood-branded example signs for each county, with custom colors and symbols for each county and directions to key destinations



Figure 28. Bicyclist Directional Signage

Example signs for each county, with custom colors and symbols for each county, directions to key destinations, and some including maps.

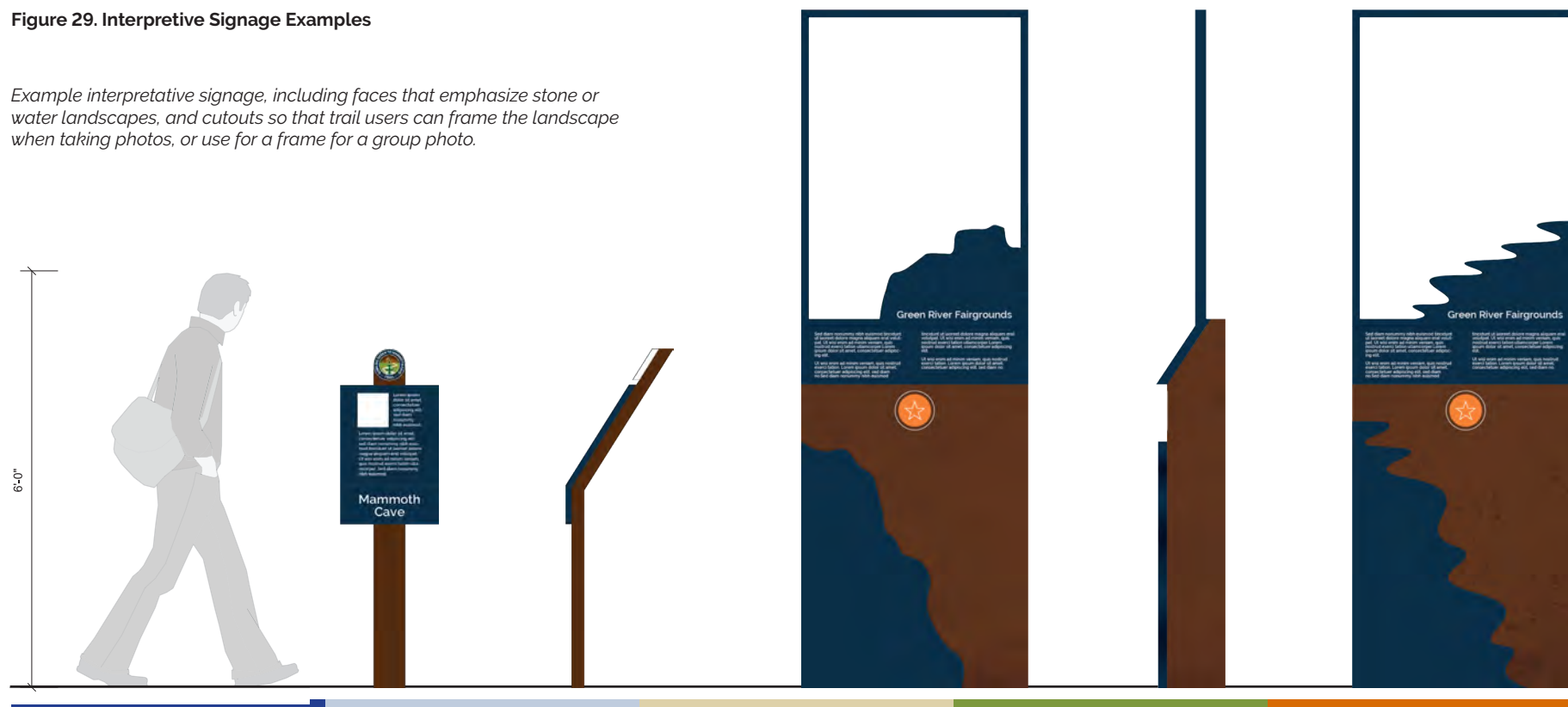


Interpretive Signs

Interpretive signage highlights points of significance along the trails and greenways. These landmarks can be important for a number of reasons, including but not limited to historical, ecological, and cultural significance. These signs create the opportunity for connection and respite for users of the trail, continuing to establish a memorable impression in the travelers mind. These signs should be naturally placed upon their landmark locations and not interfere with the wayfinding information provided by directional signs and trailheads. They should also be installed at heights that are accessible for children and people who utilize mobility devices such as wheelchairs. Examples of interpretative signage are in **Figure 29**.

Figure 29. Interpretive Signage Examples

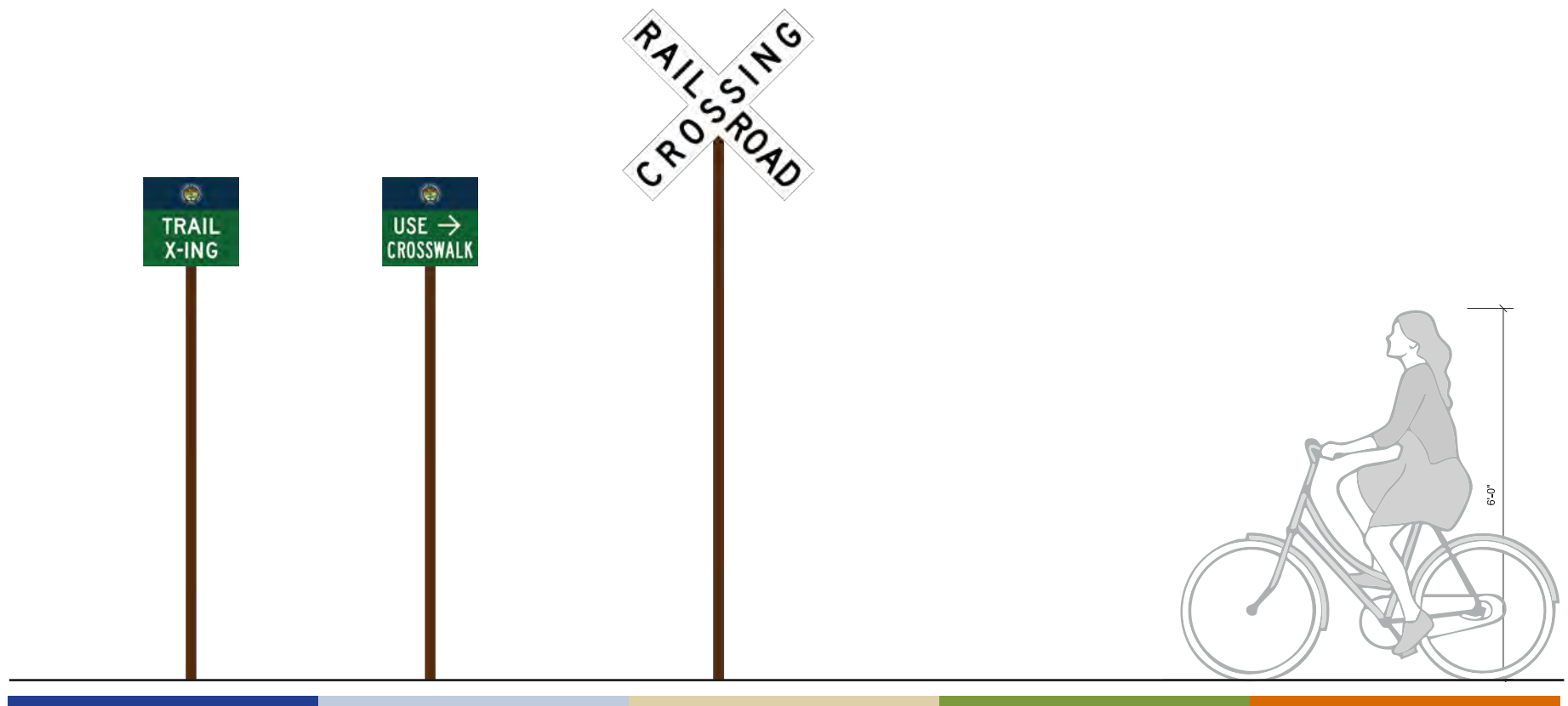
Example interpretative signage, including faces that emphasize stone or water landscapes, and cutouts so that trail users can frame the landscape when taking photos, or use for a frame for a group photo.



Regulatory Signs

Regulatory signs are standard information from the MUTCD about road and highway systems. While elements of regulatory signs can be branded, the general colors and shapes should abide by the recognizable MUTCD standard. While indicating roadway information such as crosswalks and yields, these signs can also reliably warn travelers on areas of limited visibility, cliffs, and other trail conditions. Examples of regulatory signage are in **Figure 30**.

Figure 30. Regulatory Signage Examples



Static and Digital Maps

Creating clear and accessible maps of the greenway network is essential, as many users research trails online before visiting. Combining both digital and static map formats supports brand consistency and enhances user experience across platforms.

Stylized maps should be easy to understand for all audiences, including children and those less familiar with traditional maps. In rural areas, such as the examples in **Figure 31** and **Figure 32**, maps should highlight natural features such as forests, plains, and farmland, while suburban and town maps should emphasize roads, key destinations, and building landmarks, such as the example in **Figure 33**.

Digital maps can be interactive, offering additional detail when users zoom in and simplified views when zoomed out, preventing information overload. Static maps play an important role as well, providing consistent wayfinding support on trailhead signage and directional markers for pedestrians and cyclists throughout the network. Static maps can also be included in tourism brochures or other promotional materials that are distributed to community centers and businesses to promote trail opportunities. Together, these mapping approaches accommodate diverse user needs and encourage wider use of the greenway system.



Tourism brochures for destinations within the BRADD region.

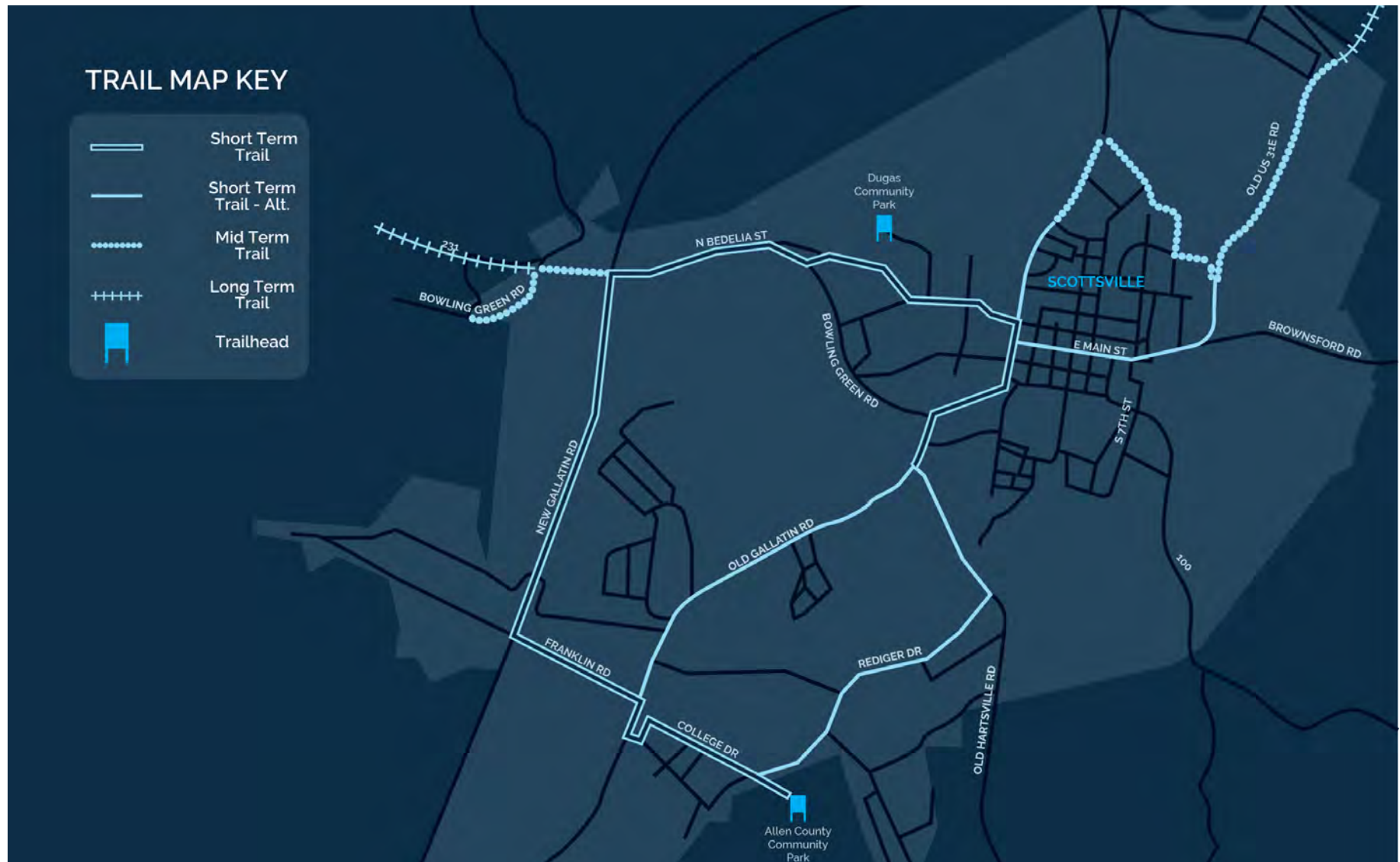
Figure 31. Trail Map Example – Morgantown



Figure 32. Trail Map Example – Woodbury Loop



Figure 33. Trail Map Example – Scottsville Loop



Walking Stories

Including a StoryWalk® along trails in the region offers a unique and engaging way to promote early literacy and family interaction. For example, Jim Roberts Community Park in Franklin features a Walking Story with signs at child-friendly heights that display pages of a book that users can read progressively along the path.

StoryWalk®, created in 2007 by Anne Ferguson in Vermont and managed by the Kellogg-Hubbard Library, has expanded to multiple countries and provides an accessible method for children and families to enjoy reading outdoors. Beyond fostering literacy skills, StoryWalk® encourages families to connect over meaningful themes such as kindness and nature. Incorporating walking stories into greenway corridors can enhance community outreach, encourage repeat visits, and create vibrant, educational public spaces that enrich the trail experience for users of all ages.

StoryWalk®

The StoryWalk® trademark and the following statement should be included in all promotion of a StoryWalk® project:

“The StoryWalk® Project was created by Anne Ferguson and developed in collaboration with the Kellogg-Hubbard Library in Montpelier Vermont. Storywalk® is a registered service mark owned by the Kellogg-Hubbard Library.”



Walking Story located in Jim Roberts Community Park in Franklin

Placemaking Considerations

Placemaking is a vital component of successful trail development because trails are vibrant social spaces that contribute to community well-being and local economies. Thoughtful placemaking invites people to linger, interact, and develop a strong sense of pride and ownership in their surroundings.

Physical amenities play an important role in placemaking by enhancing comfort and sustainability. Placemaking features include:

- Seating areas, including places for conversation, people-watching, eating, crafting, and doing work
- Art installations that are both fixed and flexible to allow the opportunity to change with the seasons, ahead of events, or to showcase local artists on a rotating basis
- Fitness stations
- Shade structures
- Family memorial signs on benches or bricks
- Business sponsorship signs
- Emergency call boxes
- Community gardens
- Mini exhibits to showcase cultural historic signage and create space for interactive educational features

Environmentally sensitive designs contribute to ecological stewardship, reduce the impacts of trails on the natural environment, and can create inviting spaces for visitors who are seeking an outdoor respite.



Cultural historic signage and buffalo statue at the Green River Park & Arboretum in Munfordville

In addition to tangible infrastructure, digital infrastructure should also be created such as trail websites to showcase interactive maps, augmented reality experiences, and digital wayfinding tools. These modern features are particularly appealing to younger and tech-savvy visitors.

Beyond infrastructure and technology, placemaking leverages the cultural and natural heritage of the region to create meaningful connections. Trails that incorporate public art, such as murals, sculptures, or installations by local artists, enrich the user experience and celebrate community stories. For example,

the Kentucky Fog project is an initiative featuring barn murals across the state. This showcases local artistic talent and provides a unique cultural attraction that could be integrated into the regional greenway experience. Such initiatives draw visitors from outside the region and encourage longer stays, benefiting local businesses and fostering economic vitality.



The first barn mural painted of the Kentucky Fog project on KY 259 in Edmonson County. Source: Edmonson County Tourism Commission



Chapter 4: Recommended Greenway Network

Pedestrians and bicyclists using a trail alongside a road.

Development of the Recommended Network

A comprehensive review of existing conditions, technical analysis, and extensive community input guided the development of the recommended greenway corridors and their prioritization for implementation. The process began with gathering input from stakeholders and the public, recognizing the diverse types of trail users and their varying needs. This ensured corridor options addressed different preferences and purposes.

Natural features, such as rivers, were considered both as scenic route options and important destinations, appealing to users seeking recreational and nature-based experiences. The study team also evaluated opportunities along railroads and powerline easements, which provide potential off-road right-of-way routes for trails. The study team reviewed the roadway network to identify higher-comfort parallel routes to less safe roads, improving user safety and comfort.

Integration with existing and planned bicycle and pedestrian infrastructure in and around towns was a priority, aiming to close gaps and build a connected regional network. Community resources such as schools, parks, community centers, grocery stores, libraries, and healthcare facilities were key destinations considered for trail connections, focusing particularly on logical links between residential areas and these important sites.

Additionally, data from Strava, which tracks where people already bicycle and walk, helped identify active corridors and inform route development. The project also aligned trail corridors with the preferred Bowling Green to Mammoth Cave National Park alignment to enhance regional connectivity by building out a cohesive greenway network.

Recommended corridors were selected based on these data inputs and further refined through community feedback. Routes with high truck traffic, steep slopes, or other safety concerns were avoided, while routes with strong community interest and demand were prioritized. Existing patterns of use, including areas where people previously biked but discontinued due to safety issues, helped identify critical gaps. Emphasis was placed on connecting and expanding upon existing bike and pedestrian infrastructure to improve access to community destinations and natural features.



US 31E crossing Barren River Lake at the Barren County/Allen County border

Initial Concepts

The Initial Concepts of greenway corridors shown in **Figure 34** represent a broad range of ideas that were shared early in the process to encourage open consideration among stakeholders and the public. The goal was to present many options and gather feedback on which corridors resonated most strongly with the community.

While the Recommended Corridors identified later in this chapter reflect the routes that received the highest support and offer the most logical connections to key destinations, stakeholders throughout the BRADD region are encouraged to review the Initial Concepts maps. These maps document ideas that were explored but ultimately set aside. Should conditions or community priorities change, revisiting these earlier concepts and elevating them back to priority status remains an option.

The Recommended Corridors represent a more focused and achievable network. Though still a significant effort, their development is considered feasible given sufficient political will, community backing, resource allocation, and coordinated efforts among stakeholders.

This refined network aims to balance ambition with practicality to create a meaningful greenway system for the region.

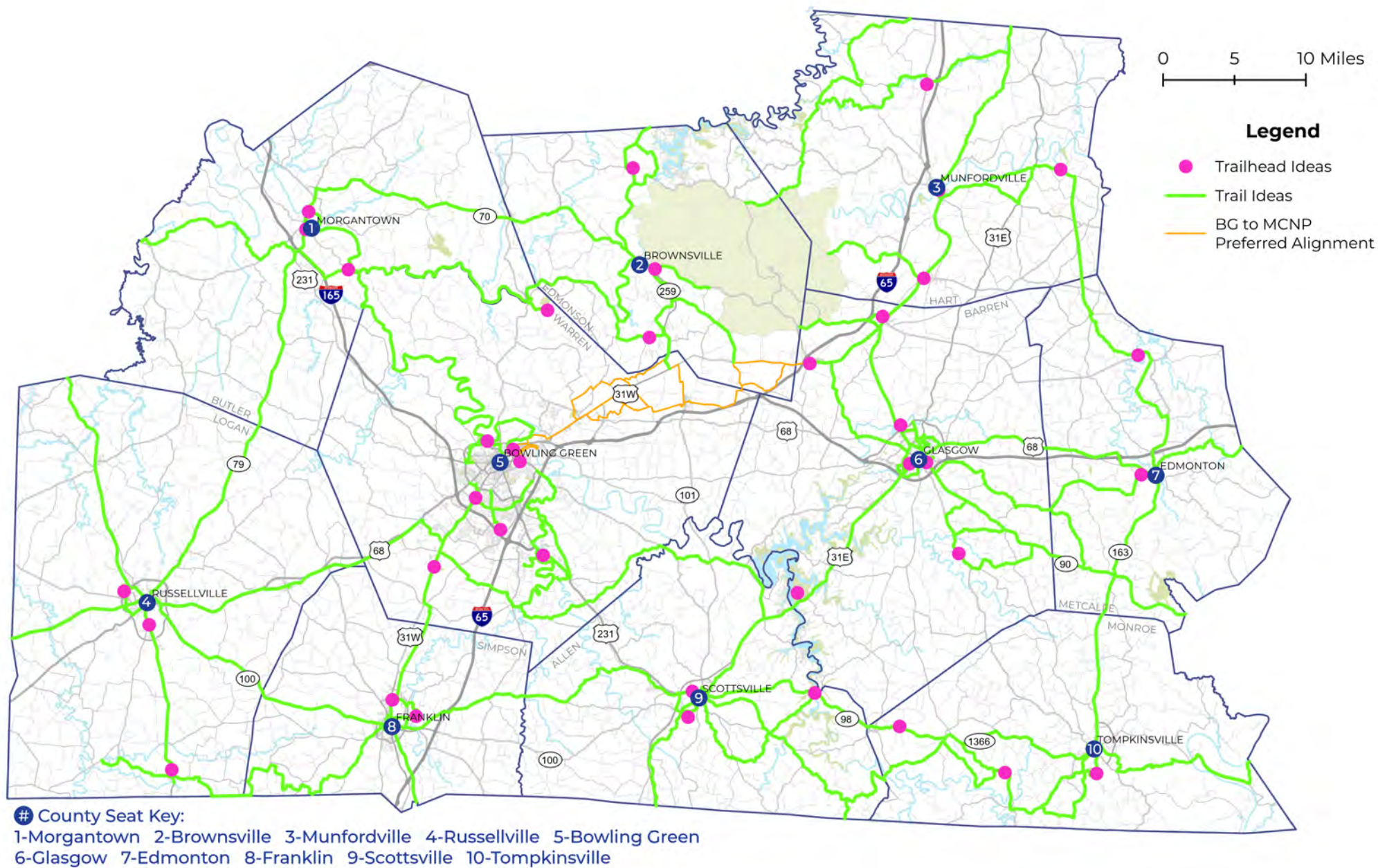
Recommended Greenway Corridors & Trailheads

The Recommended Corridors presented in **Figure 35** represent the most promising and supported routes identified in the Initial Concepts. These corridors balance community input, environmental considerations, connectivity, and feasibility to form a foundation for the future development of the BRADD regional greenway network. Each county's recommended corridors prioritize connections between key destinations such as towns, parks, schools, and natural areas, providing safe and accessible pathways for recreation and transportation. The following maps illustrate these prioritized corridors and their role in linking communities throughout the region.

CSX railroad and farmland near Oakland in Warren County.



Figure 34. Initial Concepts – BRADD Region



Legend

Trail Ideas by Priority Level

- Short Term
- Mid Term
- Long Term
- - - Alternative Routes
- Trailhead Ideas

— Bowling Green - Mammoth Cave NP
Greenway Preferred Alignment

Existing Facilities

- Trail / Multi-Use Path
- Bike Lane
- Sidewalk

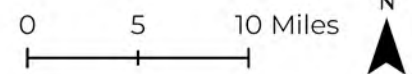
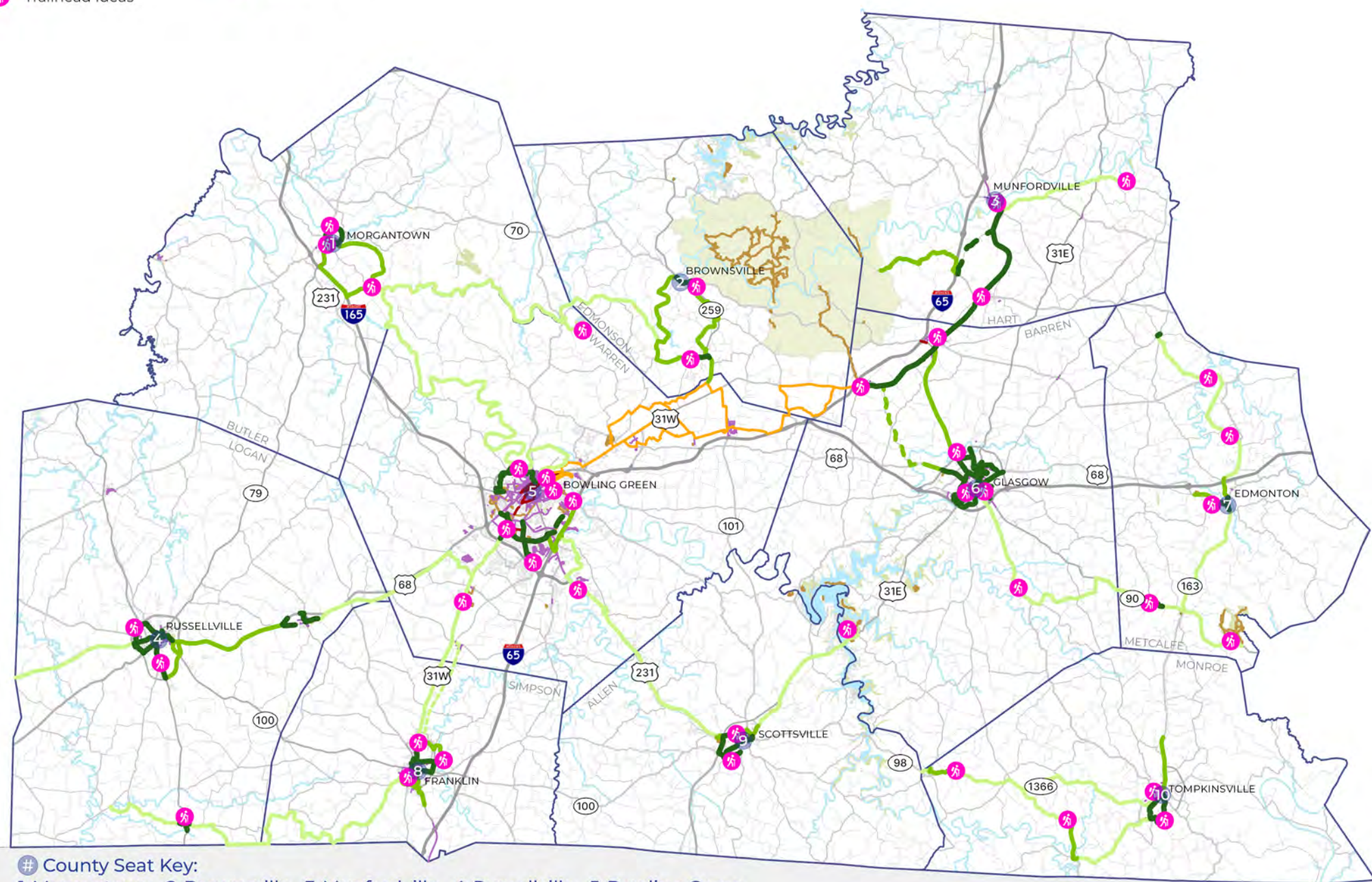


Figure 35. Recommended Greenway Corridors – BRADD Region



County Seat Key:
 1-Morgantown 2-Brownsville 3-Munfordville 4-Russellville 5-Bowling Green
 6-Glasgow 7-Edmonton 8-Franklin 9-Scottsville 10-Tompkinsville

BRADD Region: Cost Estimates

The cost to plan, design, construct, and maintain trail facilities varies based on a number of factors, including, but not limited to, the location and context of the proposed facility, the surface material, number of side streets or driveways, the amount of land needed, and whether utility poles are within the proposed footprint. Cost estimates are fluid and subject to change based upon factors such as the cost of labor, materials, and inflation.

Cost estimates are shown in 2026 dollars are intended for planning purposes only. These cost estimates are likely to change as projects advance through design and engineering phases. As such, the total planning-level cost estimates are provided in a low-end to high-end range to reflect likely variations in costs. In addition to construction costs, some trail alignments may include structures such as bridges or boardwalks and amenities.

Planning-Level Cost Estimate Components

- **Construction:** Base planning-level trail construction costs are based on recent projects sponsored by KYTC around the Commonwealth and are reflected in the elements included in each representative cross-section as follows and expressed in per-mile costs:
 - **Rural:** \$1.6 million per mile
 - **Suburban:** \$2.0 million per mile
 - **Urban:** \$2.4 million per mile
- **Design:** 20 percent of the total construction cost
- **Right-of-Way:** 15 percent of the construction cost
- **Utilities:** 20 percent of the total construction cost
- **Contingency:** After calculating the subtotal of the above items, low-end cost estimates for each trail alignment factor in 40 percent contingency while high-end cost estimates factor in 60 percent contingency.

Figure 36. Cost Estimates – Entire BRADD Region

	Allen	Barren	Butler	Edmonson	Hart	Logan	Metcalfe	Monroe	Simpson	Warren	BRADD Region
Short-Term Priorities											
Cost Range	\$ 29,099,700	\$ 154,287,000	\$ 23,978,500	\$ 14,408,800	\$ 41,468,700	\$ 72,109,100	\$ 18,032,700	\$ 23,262,400	\$ 35,436,100	\$ 65,143,400	\$ 477,226,400
	to	to	to	to	to	to	to	to	to	to	to
	\$ 33,256,800	\$ 176,328,000	\$ 27,404,000	\$ 16,467,200	\$ 47,392,800	\$ 82,410,400	\$ 20,608,800	\$ 26,585,600	\$ 40,498,400	\$ 74,449,600	\$ 545,401,600
Mid-Term Priorities											
Cost Range	\$ 10,047,100	\$ 32,181,100	\$ 43,378,300	\$ 67,638,900	\$ 34,893,600	\$ 47,783,400	\$ 13,171,900	\$ 37,345,700	\$ 27,927,900	\$ 25,237,100	\$ 339,605,000
	to	to	to	to	to	to	to	to	to	to	to
	\$ 11,482,400	\$ 36,778,400	\$ 49,575,200	\$ 77,301,600	\$ 39,878,400	\$ 54,609,600	\$ 15,053,600	\$ 42,680,800	\$ 31,917,600	\$ 28,842,400	\$ 388,120,000
Long-Term Priorities											
Cost Range	\$ 71,176,000	\$ 65,642,500	\$ 74,040,400	\$ 27,363,700	\$ 33,678,400	\$ 91,443,800	\$ 116,398,800	\$ 95,762,100	\$ 88,492,600	\$ 250,483,100	\$ 914,481,400
	to	to	to	to	to	to	to	to	to	to	to
	\$ 81,344,000	\$ 75,020,000	\$ 84,617,600	\$ 31,272,800	\$ 38,489,600	\$ 104,507,200	\$ 133,027,200	\$ 109,442,400	\$ 101,134,400	\$ 286,266,400	\$ 1,045,121,600
Grand Total*											
Cost Range	\$ 110,322,800	\$ 220,341,800	\$ 141,397,200	\$ 109,411,400	\$ 110,040,700	\$ 211,358,000	\$ 147,560,000	\$ 156,391,900	\$ 151,878,300	\$ 340,841,900	\$1,699,544,000
	to	to	to	to	to	to	to	to	to	to	to
	\$ 126,083,200	\$ 251,819,200	\$ 161,596,800	\$ 125,041,600	\$ 125,760,800	\$ 241,552,000	\$ 168,640,000	\$ 178,733,600	\$ 173,575,200	\$ 389,533,600	\$1,942,336,000

*Amounts vary due to rounding

Allen County

Initial Concepts for Allen County are presented in **Figure 38**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 39**.

Allen County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Scottsville Loop:** Connect the new Allen County Park to Dugas Community Park, continue through the public square, and connect to residential areas on the north and east sides of town.
 - **Other destinations served include:** Allen County Public Library, Allen County Judicial Center, Allen County-Scottsville High School, Patriot Stadium, James E. Bazzell Middle School, Allen County Primary Center, Allen County Intermediate Center, Halfrey-Dalton VFW Post #5712, Scottsville Skate Park

Mid-Term Corridors

- **Scottsville North Trail:** Connect the west and east sides of town together via a trail on N. 8th Street, then continue north on KY 3499 (Old Glasgow Road) to Maxwell Drive.
 - **Other destinations served include:** Dollar General Distribution Center, J.M. Smucker Co., Sumitomo Electric Wiring Systems, Deer Creek Campground & RV Park, Crescent Hill Cemetery
- **Scottsville West Trail:** Connect residential areas on west side of town to the Scottsville Loop via Bowling Green Road.
 - **Other destinations served include:** iLive Church, Allen County-Scottsville High School, FiveStar Convenience Store

Long-Term Corridors

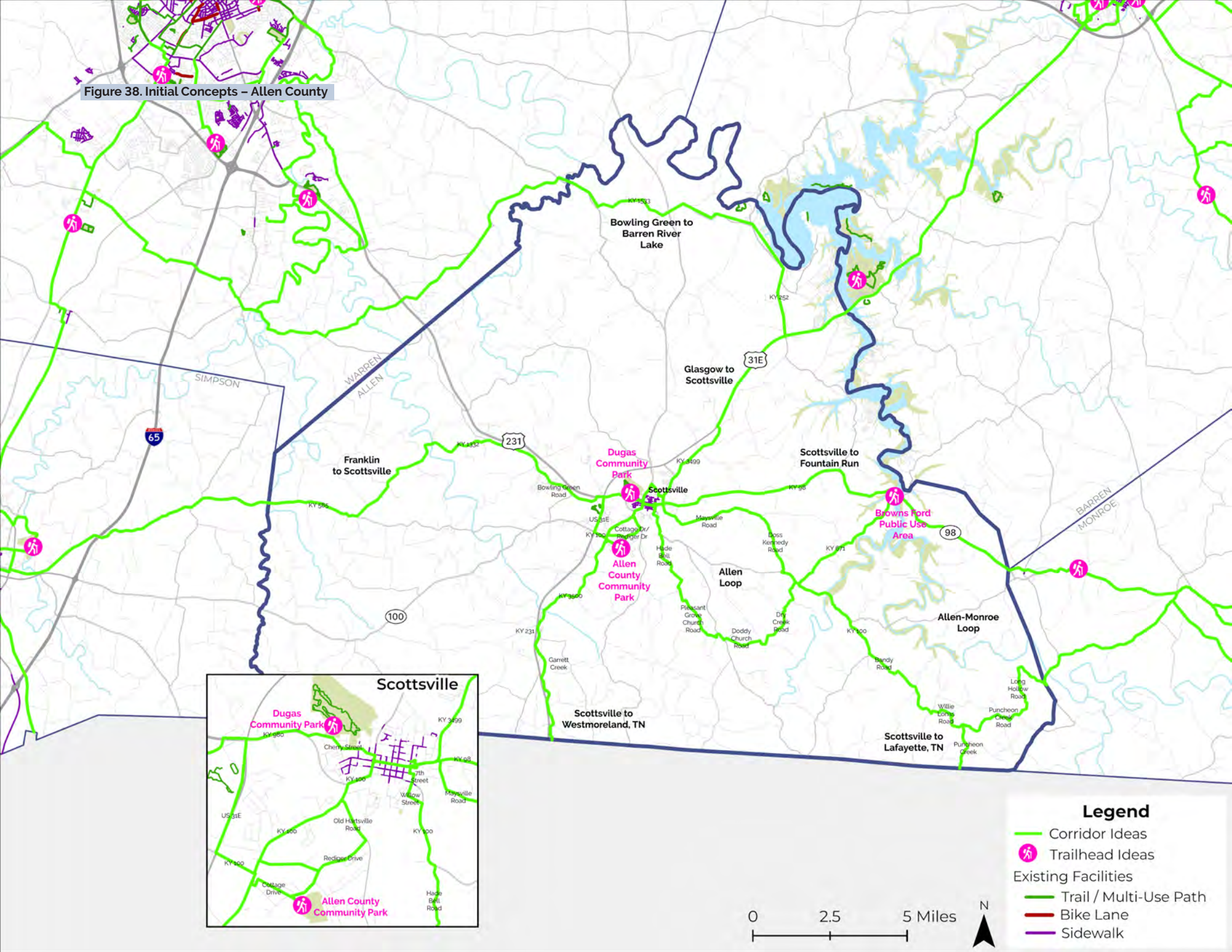
- **Bowling Green to Scottsville Trail:** Connect Bowling Green to Scottsville via US 231 (Veterans Memorial Highway). Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of this long-term build out.
- **Other destinations served include:** DG Market, Victory Hill Church, Halfway Masonic Lodge 852, Central States Manufacturing, Inc.
- **Scottsville to Barren River Lake Trail:** Connect Scottsville to Barren River Lake State Resort Park via US 31E (New Glasgow Road). Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of this long-term build out.
 - **Other destinations served include:** Dollar General, Paradise Point Market Place, Bethlehem Church, Reesor Farm Kennels

Figure 37. Allen County: Cost Estimates

Allen	
Short-Term Priorities	
Cost Range	\$ 29,099,700 to \$ 33,256,800
Mid-Term Priorities	
Cost Range	\$ 10,047,100 to \$ 11,482,400
Long-Term Priorities	
Cost Range	\$ 71,176,000 to \$ 81,344,000
Grand Total*	
Cost Range	\$ 110,322,800 to \$ 126,083,200

*Amounts vary due to rounding

Figure 38. Initial Concepts – Allen County



Legend

Trail Ideas by Priority Level

- Short Term
- Mid Term
- Long Term
- Alternative Routes

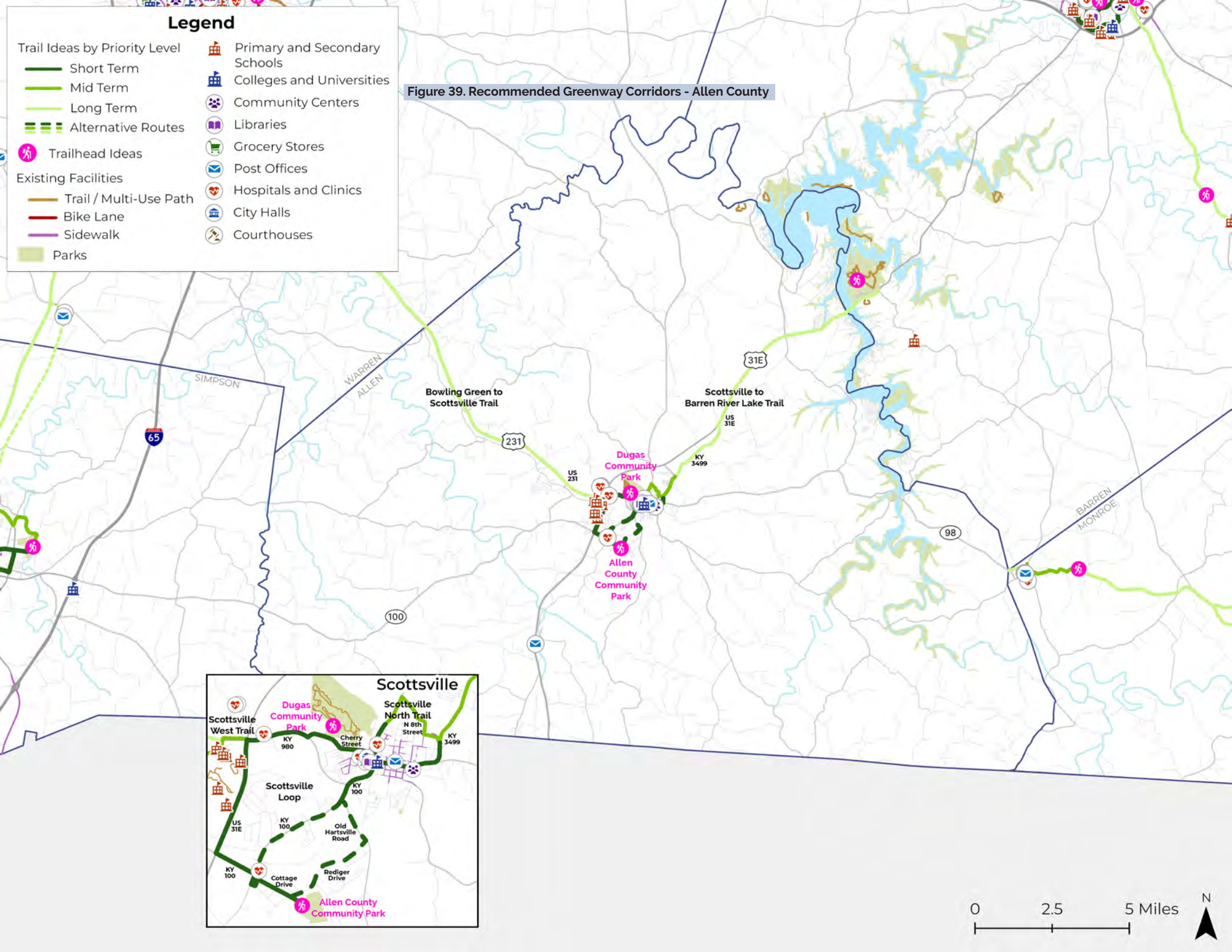
Trailhead Ideas

Existing Facilities

- Trail / Multi-Use Path
- Bike Lane
- Sidewalk
- Parks

- Primary and Secondary Schools
- Colleges and Universities
- Community Centers
- Libraries
- Grocery Stores
- Post Offices
- Hospitals and Clinics
- City Halls
- Courthouses

Figure 39. Recommended Greenway Corridors - Allen County



Barren County

Initial Concepts for Barren County are presented in **Figure 41**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 42**.

Barren County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Glasgow Alternative Transportation Endeavour (G.A.T.E.):** Create a city-wide greenway system to connect multiple neighborhoods and commercial areas to each other within the city of Glasgow.
 - **Other destinations served include:** Glasgow Square, Glasgow City Hall, Barren County Courthouse, Plaza Theater, WKU Glasgow, Barren County High School, Trojan Stadium, Barren County Middle School, Barren County Vocational Center, South Green Elementary School, Glasgow High School, Hank Royse Stadium, Glasgow Middle School, Highland Elementary School, North Jackson Elementary School, Gorin Park, Weldon Park, TJ Samson Community Hospital
- **Park City to Munfordville Trail:** Connect Park City to Cave City, then Horse Cave and Munfordville via US 31W. An alternate connection could be considered on KY 335 to connect Horse Cave to Munfordville.
 - **Other destinations served include:** Bell's Tavern Park, through the center of Cave City, Dollar General, Caverna High School, Caverna Middle School, Caverna Elementary School, The Medical Center at Caverna, through the center of Horse Cave, Maple Avenue Park, Caveland Country Club, Hart County High School, Raider Stadium

Mid-Term Corridors

- **Glasgow to Cave City Trail:** Connect Glasgow to Cave City via KY 90, or alternatively consider connecting Glasgow to Park City via KY 2189 (Park City-Glasgow Road).
- **Other destinations served include:** Beaver Creek Park, Crystal Onyx Cave, Poynter's Pay Lake, Save A Lot, The P.L.A.C.E. Worship Center, Mammoth Cave Wildlife Museum

Long-Term Corridors

- **John Muir Legacy Trail:** Connect Glasgow to Temple Hill and then Summer Shade via KY 63, KY 1324, Bulldog Road, Bailey Branch creek and KY 90. This route will parallel the auto route for the planned John Muir Legacy Trail. Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of this long-term build out.
- **Other destinations served include:** Temple Hill Elementary School, Dollar General, JoAnn Foster Park

Figure 40. Allen County: Cost Estimates

Barren	
Short-Term Priorities	
Cost Range	\$ 154,287,000 to \$ 176,328,000
Mid-Term Priorities	
Cost Range	\$ 32,181,100 to \$ 36,778,400
Long-Term Priorities	
Cost Range	\$ 65,642,500 to \$ 75,020,000
Grand Total*	
Cost Range	\$ 220,341,800 to \$ 251,819,200

*Amounts vary due to rounding

Note: These cost estimates do not include sections of the Bowling Green to Mammoth Cave Trail that are detailed in a separate trail feasibility study.

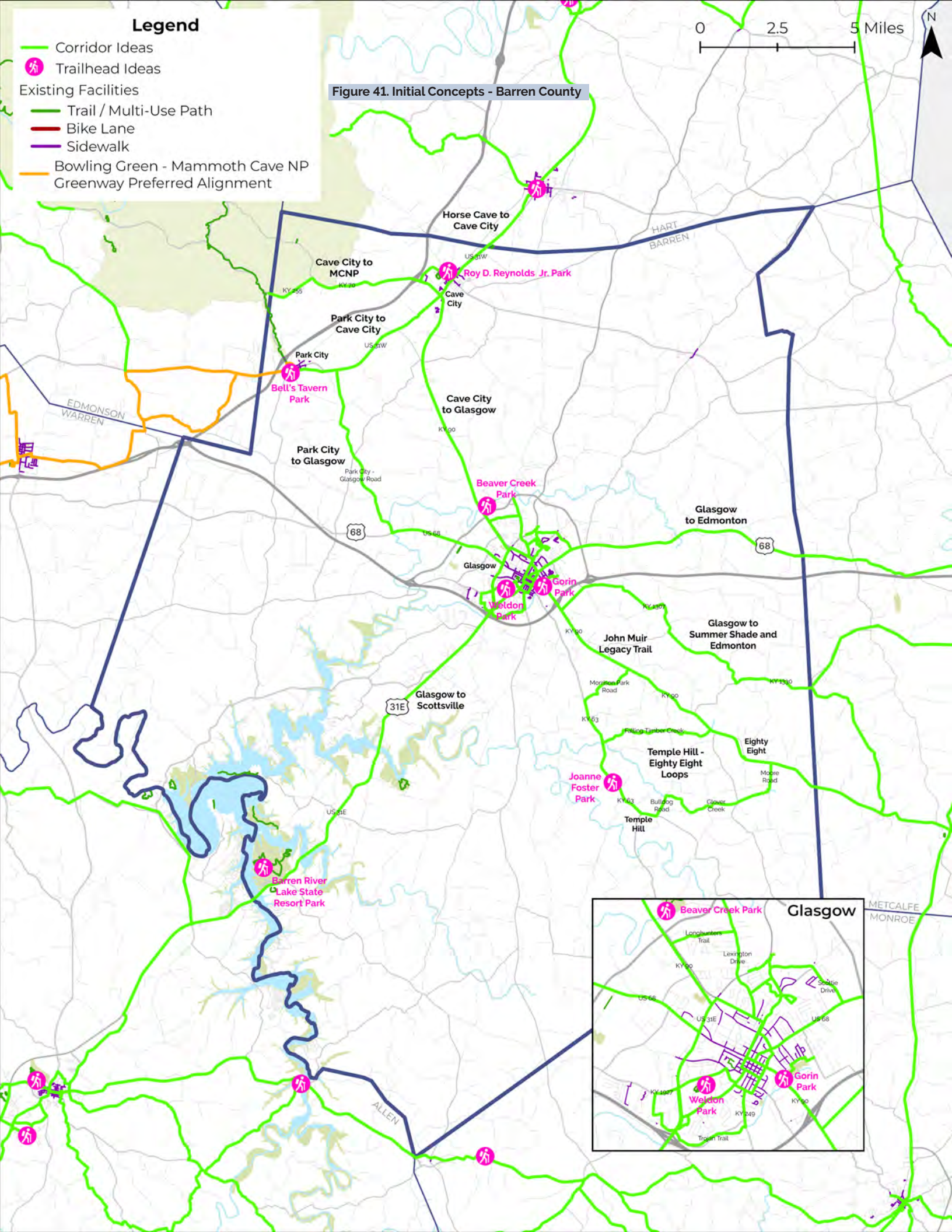
- **Scottsville to Barren River Lake Trail:** Connect Scottsville to Barren River Lake State Resort Park via US 31E (New Glasgow Road). Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of this long-term build out.
 - **Other destinations served include:** Highlander Trail
SWKyMBA

Note: These recommendations do not include sections of the Bowling Green to Mammoth Cave Trail that are detailed in a separate trail feasibility study.

Legend

- Corridor Ideas
- Trailhead Ideas
- Existing Facilities
 - Trail / Multi-Use Path
 - Bike Lane
 - Sidewalk
- Bowling Green - Mammoth Cave NP
- Greenway Preferred Alignment

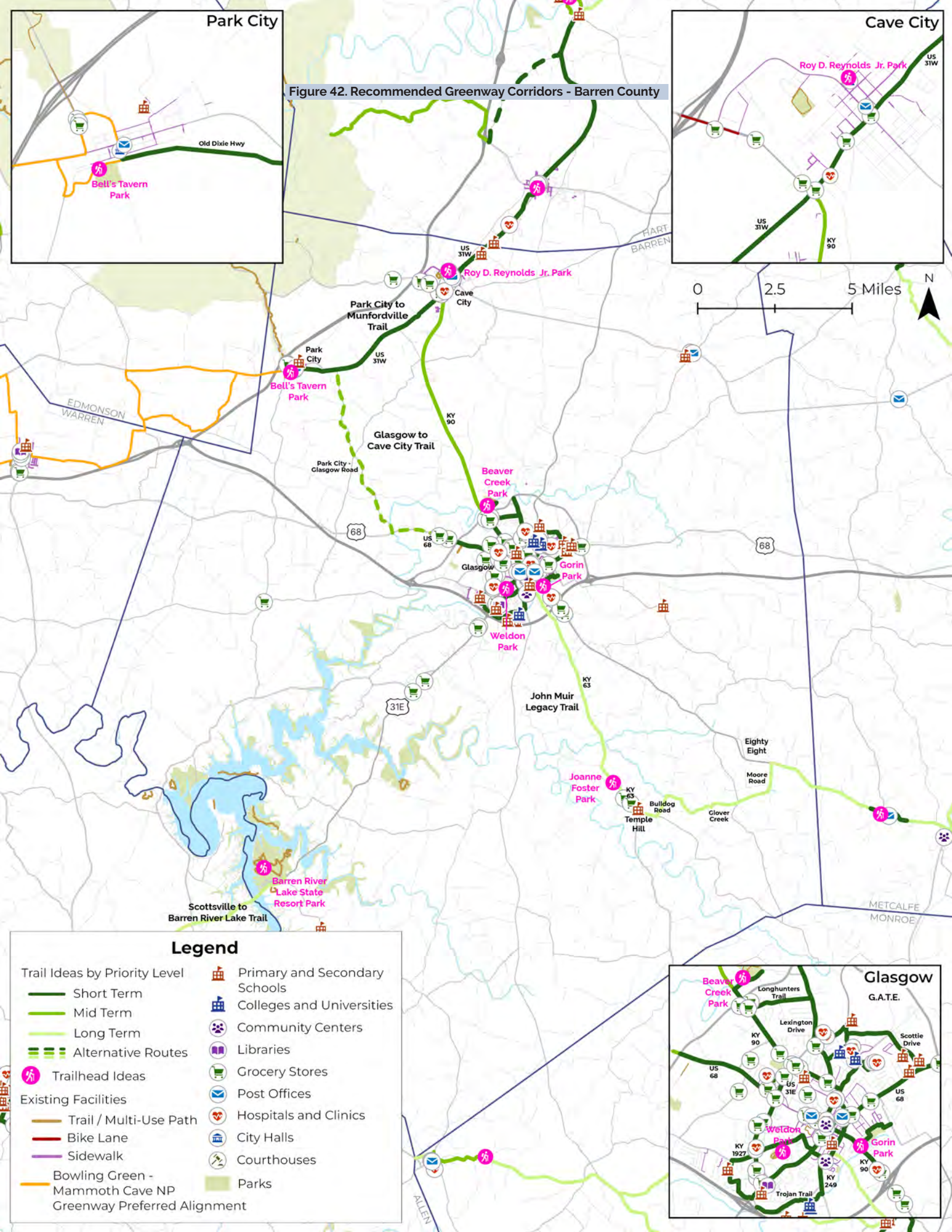
Figure 41. Initial Concepts - Barren County



Park City

Cave City

Figure 42. Recommended Greenway Corridors - Barren County



Legend

Trail Ideas by Priority Level

- Short Term
- Mid Term
- Long Term
- Alternative Routes

Existing Facilities

- Trail / Multi-Use Path
- Bike Lane
- Sidewalk
- Bowling Green - Mammoth Cave NP
- Greenway Preferred Alignment

- Primary and Secondary Schools
- Colleges and Universities
- Community Centers
- Libraries
- Grocery Stores
- Post Offices
- Hospitals and Clinics
- City Halls
- Courthouses
- Parks

Glasgow

G.A.T.E.

Butler County

Initial Concepts for Butler County are presented in **Figure 44**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 45**.

Butler County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Morgantown Loop:** Create a loop that connects the heart of Morgantown to a new park near the Green River Fairgrounds.
- **Other destinations served include:** Charles Black City Park, Butler County Public Library,

Mid-Term Corridors

- **Woodbury Loop:** Connect Morgantown to Woodbury via the Green River and following along the I-165 right-of-way.
- **Other destinations served include:** Butler County High School, Dollar General, IGA, Green River Museum, Hershel House's Woodbury School

Long-Term Corridors

- **Barren River Trail:** Connect Bowling Green to Woodbury by following along the Barren River.
- **Other destinations served include:** Green River Museum
- **Green River Trail:** Connect Woodbury to the Brownsville-Chalybeate Loop by following along the Green River.
- **Other destinations served include:** Green River Museum

Figure 43. Butler County: Cost Estimates

Butler	
Short-Term Priorities	
Cost Range	\$ 23,978,500 to \$ 27,404,000
Mid-Term Priorities	
Cost Range	\$ 43,378,300 to \$ 49,575,200
Long-Term Priorities	
Cost Range	\$ 74,040,400 to \$ 84,617,600
Grand Total[*]	
Cost Range	\$ 141,397,200 to \$ 161,596,800

^{*}Amounts vary due to rounding

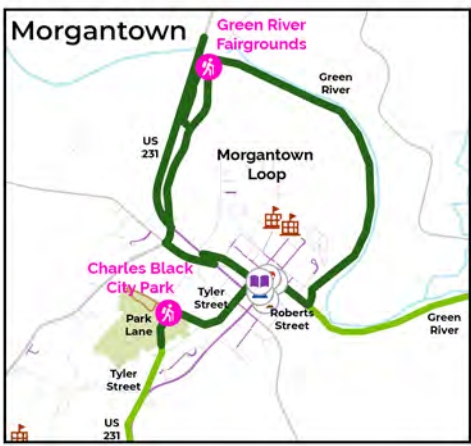
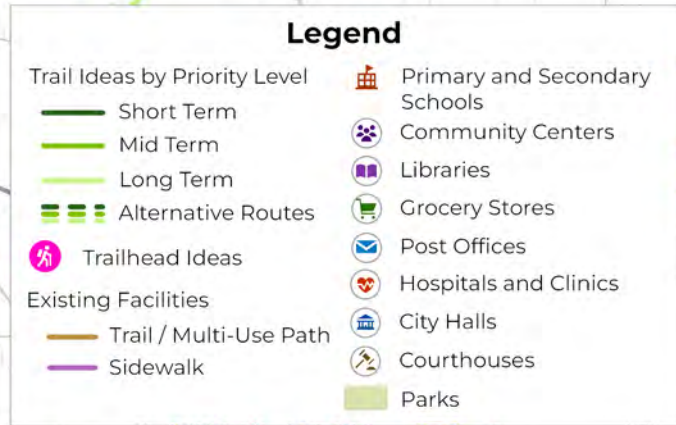
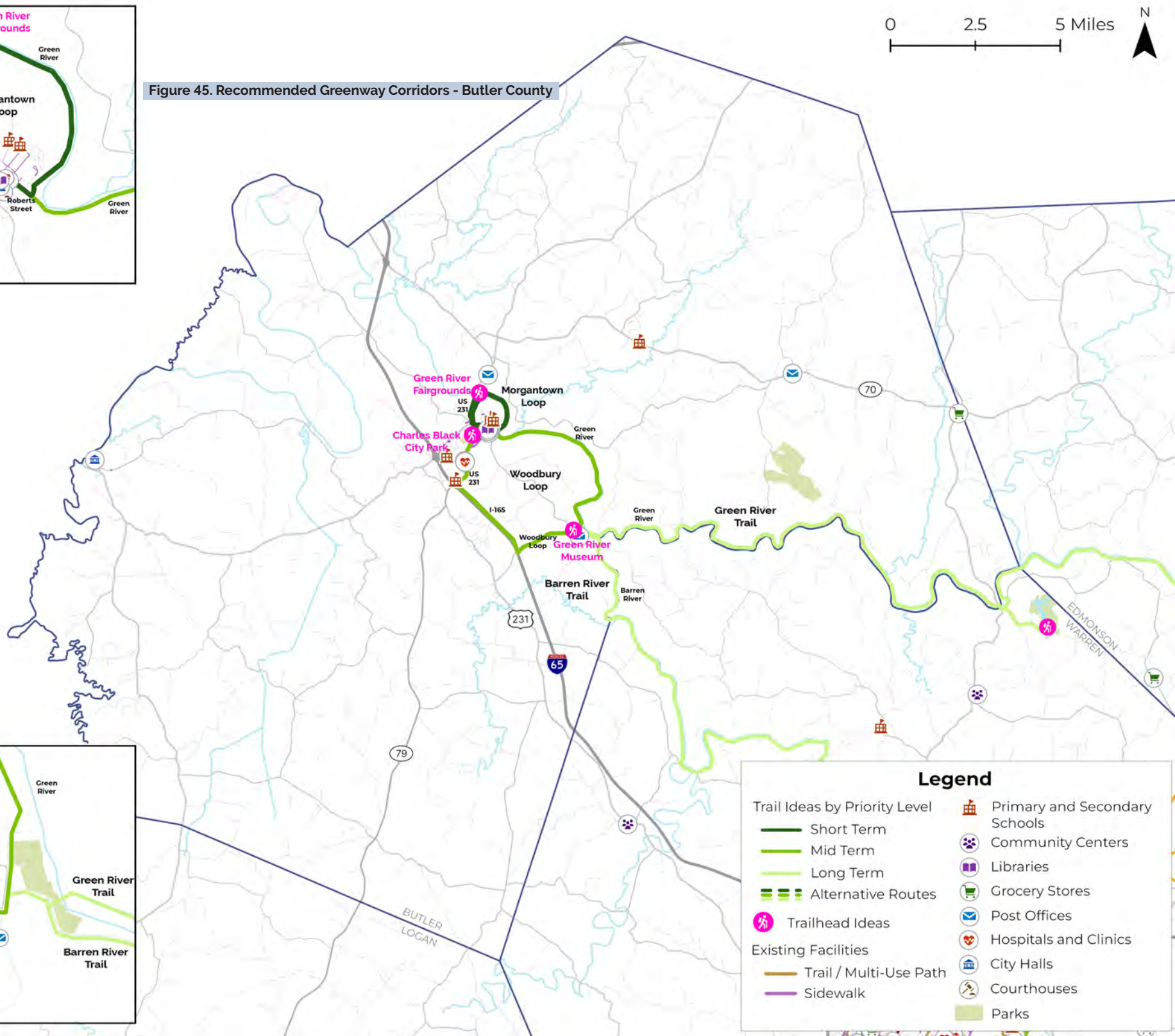
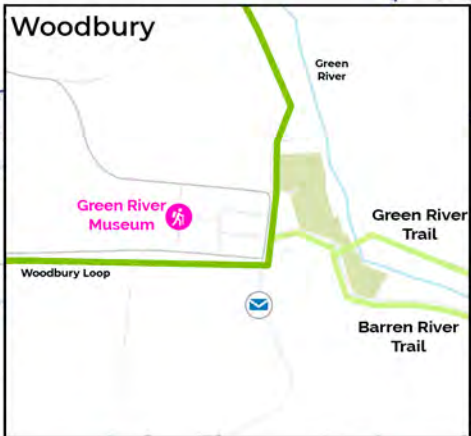
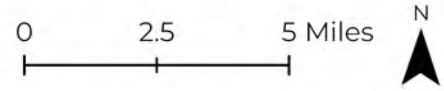


Figure 45. Recommended Greenway Corridors - Butler County



Edmonson County

Initial Concepts for Edmonson County are presented in **Figure 47**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 48**.

Edmonson County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Brownsville Trail:** Connect one side of Brownsville to the other side, with spurs connecting to Edmonson County High School, Edmonson County Middle School, and the Highway 70 Sports Complex.
- **Other destinations served include:** Edmonson County Library, Brownsville Community Center, Post Office, Wildcat Stadium
- **Chalybeate Trail:** Connect the Edmonson County Park to KY 101 (Chalybeate Road).
- **Other destinations served include:** South Edmonson Elementary School, Chalybeate United Baptist Church, Dollar General

Mid-Term Corridors

- **Brownsville-Chalybeate Loop:** Connect Brownsville and Chalybeate via state and county roads and following a portion of the Green River. This is a short segment of the Kentucky Cave Trail that is recommended in the 2015 Cross Kentucky Master Trail Plan.
- **Other destinations served include:** Edmonson County Park, Chalybeate Food Mart, Fairview United Baptist Church, Belle Key United Methodist Church, Beaver Dam United Baptist Church, Pine Grove Church
- **Connector to BG-MCNP Trail:** Build a short trail connection on KY 101 to connect other recommended trails in Edmonson County to the Bowling Green to Mammoth Cave Trail along US 31W.

Long-Term Corridors

- **Green River Trail:** Connect Woodbury to the Brownsville-Chalybeate Loop by following along the Green River.
- **Other destinations served include:** Pine Grove Church

Note: These recommendations do not include sections of the Bowling Green to Mammoth Cave Trail that are detailed in a separate trail feasibility study.

Figure 46. Edmonson County: Cost Estimates

Edmonson	
Short-Term Priorities	
Cost Range	\$ 14,408,800 to \$ 16,467,200
Mid-Term Priorities	
Cost Range	\$ 67,638,900 to \$ 77,301,600
Long-Term Priorities	
Cost Range	\$ 27,363,700 to \$ 31,272,800
Grand Total [*]	
Cost Range	\$ 109,411,400 to \$ 125,041,600

^{*}Amounts vary due to rounding

Note: These cost estimates do not include sections of the Bowling Green to Mammoth Cave Trail that are detailed in a separate trail feasibility study.

Greenway Preferred Alignment

Figure 47. Initial Concepts - Edmonson County

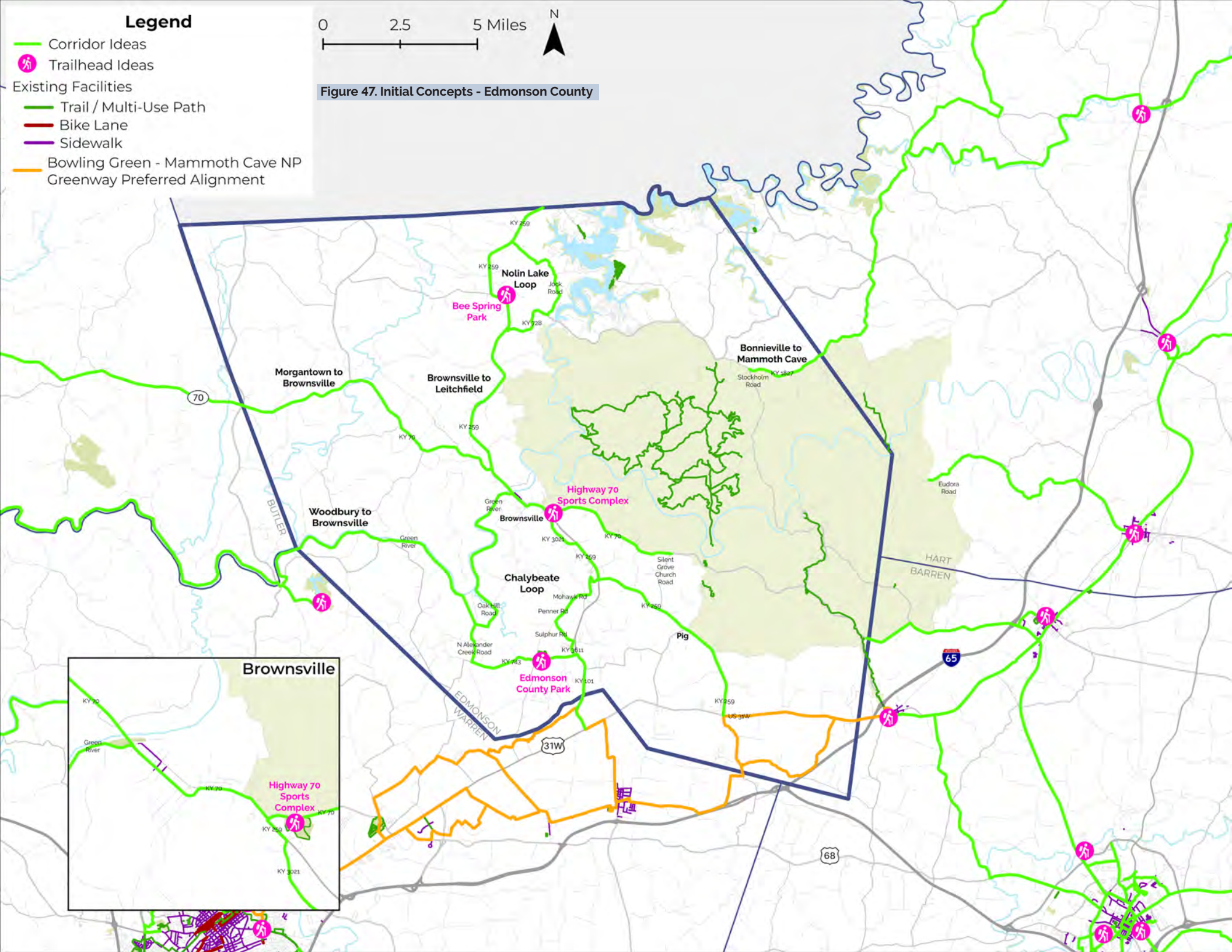
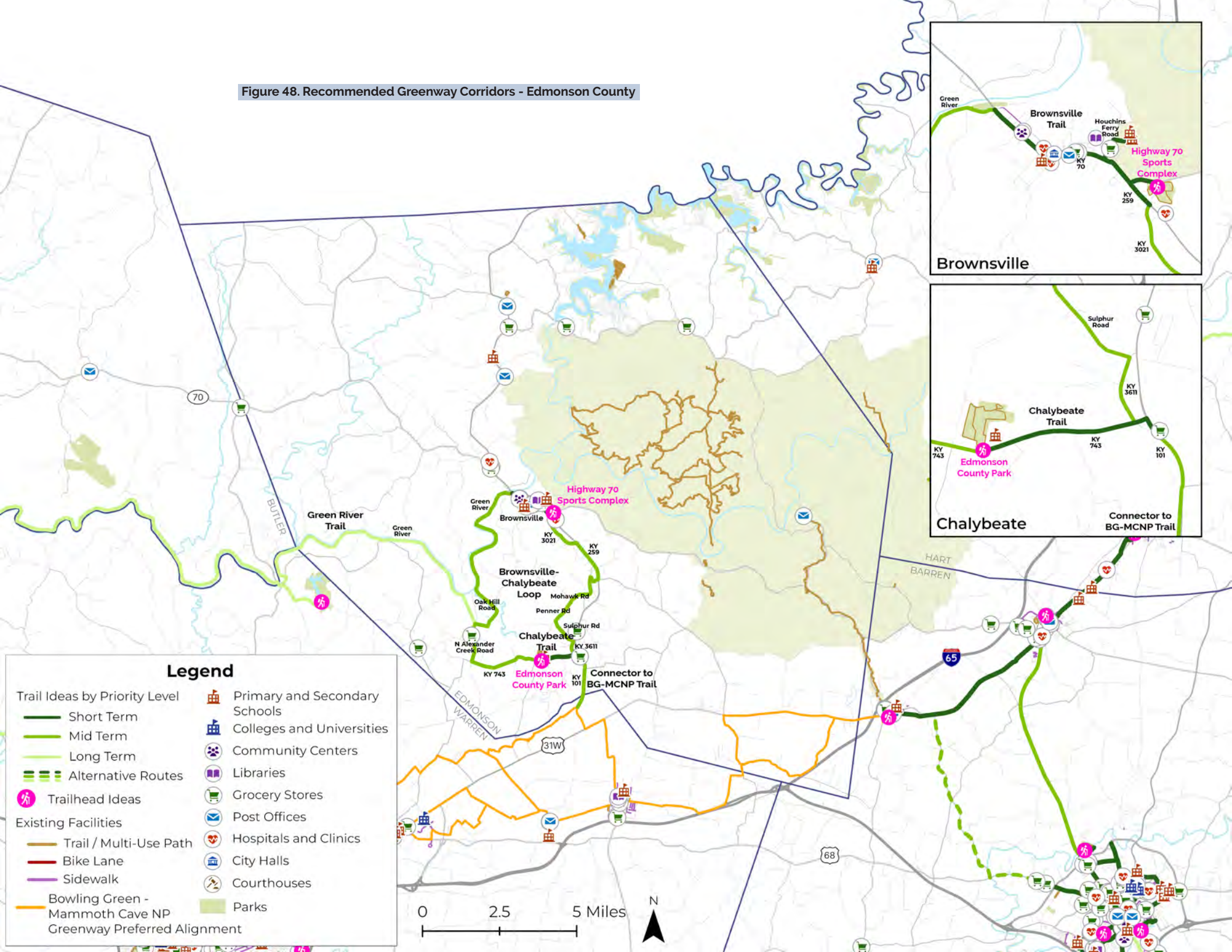


Figure 48. Recommended Greenway Corridors - Edmonson County



Hart County

Initial Concepts for Hart County are presented in **Figure 50**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 51**.

Hart County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Park City to Munfordville Trail:** Connect Park City to Cave City, then Horse Cave and Munfordville via US 31W. An alternate connection could be considered on KY 335 to connect Horse Cave to Munfordville.
- **Other destinations served include:** Bell's Tavern Park, through the center of Cave City, Dollar General, Caverna High School, Caverna Middle School, Caverna Elementary School, The Medical Center at Caverna, through the center of Horse Cave, Maple Avenue Park, Caveland Country Club, Hart County High School, Raider Stadium

Mid-Term Corridors

- **Munfordville Loop:** Create a loop through the heart of Munfordville connecting to Hart County High School, considering a pedestrian-only bridge that crosses the Green River at the Green River Park & Arboretum.
- **Other destinations served include:** Hart County Courthouse, Hart County Historical Museum, Post Office
- **Horse Cave to Mammoth Cave National Park Trail:** Connect Horse Cave to the east entrance to Mammoth Cave National Park on Mammoth Cave Park Road.
- **Other destinations served include:** Kentucky Down Under Adventure Zoo, Horse Cave KOA Holiday, Echo Mission Church, Northtown United Baptist Church

Long-Term Corridors

- **Three Hundred Springs Falls Trail:** Connect Munfordville to Three Hundred Springs Falls located on the Green River near KY 677 and Davis Bend Road.
- **Other destinations served include:** Munfordville Church of God, Canmer Baptist Church, Dollar General

Figure 49. Hart County: Cost Estimates

Hart	
Short-Term Priorities	
Cost Range	\$ 41,468,700 to \$ 47,392,800
Mid-Term Priorities	
Cost Range	\$ 34,893,600 to \$ 39,878,400
Long-Term Priorities	
Cost Range	\$ 33,678,400 to \$ 38,489,600
Grand Total*	
Cost Range	\$ 110,040,700 to \$ 125,760,800

*Amounts vary due to rounding

Greenway Preferred Alignment

Figure 50. Initial Concepts - Hart County



Legend

Trail Ideas by Priority Level

- Short Term
- Mid Term
- Long Term
- Alternative Routes

Trailhead Ideas

Existing Facilities

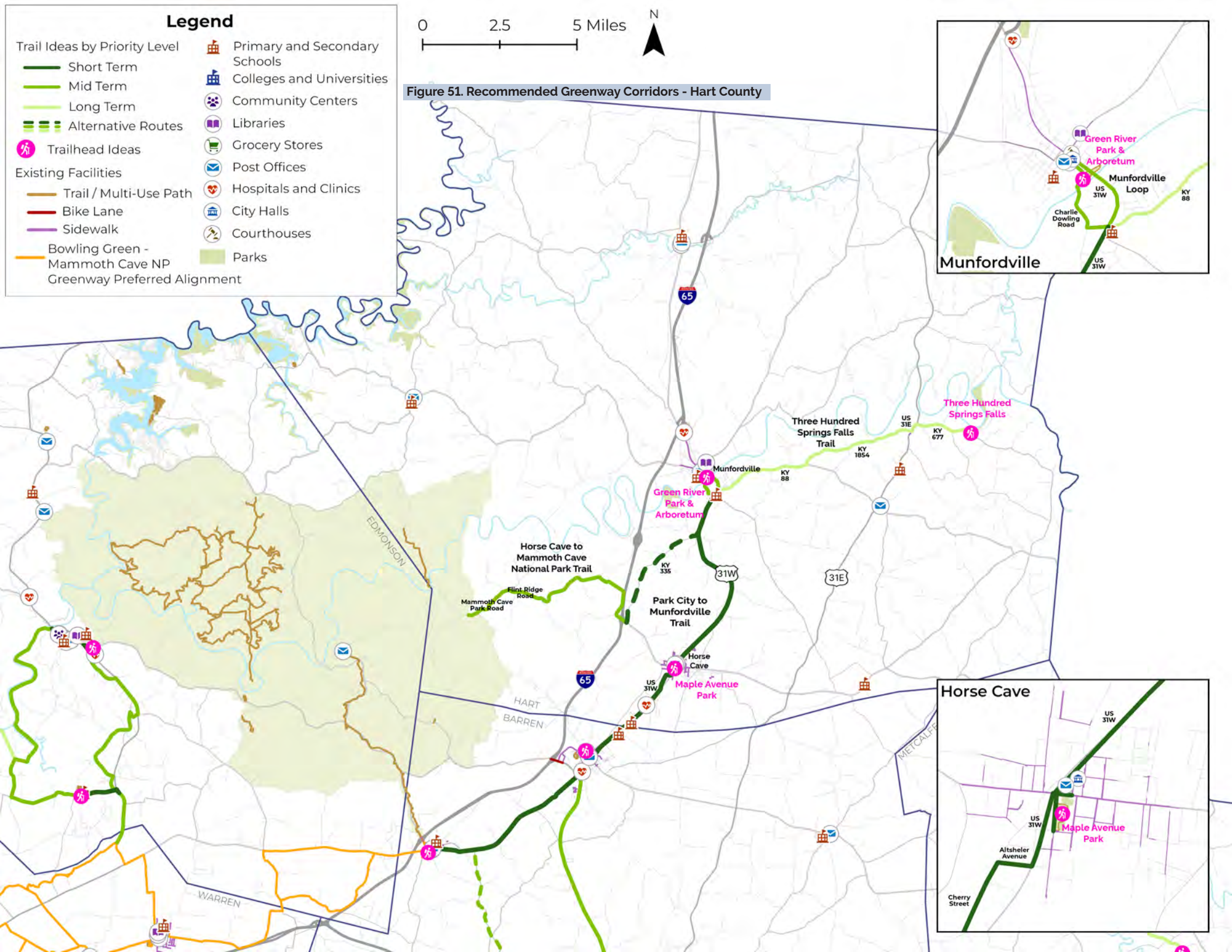
- Trail / Multi-Use Path
- Bike Lane
- Sidewalk

- Bowling Green - Mammoth Cave NP Greenway Preferred Alignment

- Primary and Secondary Schools
- Colleges and Universities
- Community Centers
- Libraries
- Grocery Stores
- Post Offices
- Hospitals and Clinics
- City Halls
- Courthouses
- Parks

0 2.5 5 Miles

Figure 51. Recommended Greenway Corridors - Hart County



Logan County

Initial Concepts for Logan County are presented in **Figure 53**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 54**.

Logan County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Russellville Greenways:** Create a city-wide greenway system to connect multiple neighborhoods and commercial areas to each other within the city of Russellville.
 - **Other destinations served include:** Russellville High School, Russellville Middle School, Russellville Innovation Academy, Logan County Courthouse, Logan Memorial Hospital, New Logan County Park, Baker Natural Area, Logan County Sports Complex
- **Auburn Trail:** Connect the west side of Auburn to the east side, including an alternative on US 68 or US 68 Business (W Main Street/Echo Valley Road).
 - **Other destinations served include:** Auburn Elementary School, Auburn Public Library, Auburn Park, Dollar General, Country Breeze Market
- **Adairville Trail:** Create a trail to connect the north and south sides, and the east and west sides of Adairville.
 - **Other destinations served include:** Adairville Elementary School, Adairville Community Park, Logan County Public Library, Dollar General

Mid-Term Corridors

- **Russellville to Auburn Trail:** This shorter segment of the Trans Kentucky Trail will connect the east side of Russellville, including access along the Russellville Bypass, along US 68 to Auburn.
 - **Other destinations served include:** Logan County High School, Cougar Stadium, Logan County Career & Technical Center, Christian Life Assembly of God, Cole Lumber

Long-Term Corridors

- **State Line Trail:** Connect Adairville to Franklin by following the portions of the Red River, state/county roads, and specifically State Line Road on the Kentucky/Tennessee border.
 - **Other destinations served include:** Homes in rural Logan County
- **Logan Mill Bridge Trail:** Connect Adairville to the historic Logan Mill Road Bridge over the Red River, which is the last remaining truss bridge in Logan County.
 - **Other destinations served include:** Homes in rural Logan County
- **Trans Kentucky Trail:** Create a trail along US 68 from the Logan/Todd county line through Russellville and Auburn, and connecting to the south side of Bowling Green at US31W. This would connect to trails outside of the BRADD region as recommended in the 2015 Cross Kentucky Master Trail Plan.
 - **Other destinations served include:** South Union Shaker Village, New Union Missionary Baptist Church, American Legion Post 29

Figure 52. Logan County: Cost Estimates

Logan	
Short-Term Priorities	
Cost Range	\$ 72,109,100 to \$ 82,410,400
Mid-Term Priorities	
Cost Range	\$ 47,783,400 to \$ 54,609,600
Long-Term Priorities	
Cost Range	\$ 91,443,800 to \$ 104,507,200
Grand Total¹	
Cost Range	\$ 211,358,000 to \$ 241,552,000

¹Amounts vary due to rounding

Legend

Corridor Ideas



Trailhead Ideas

Existing Facilities

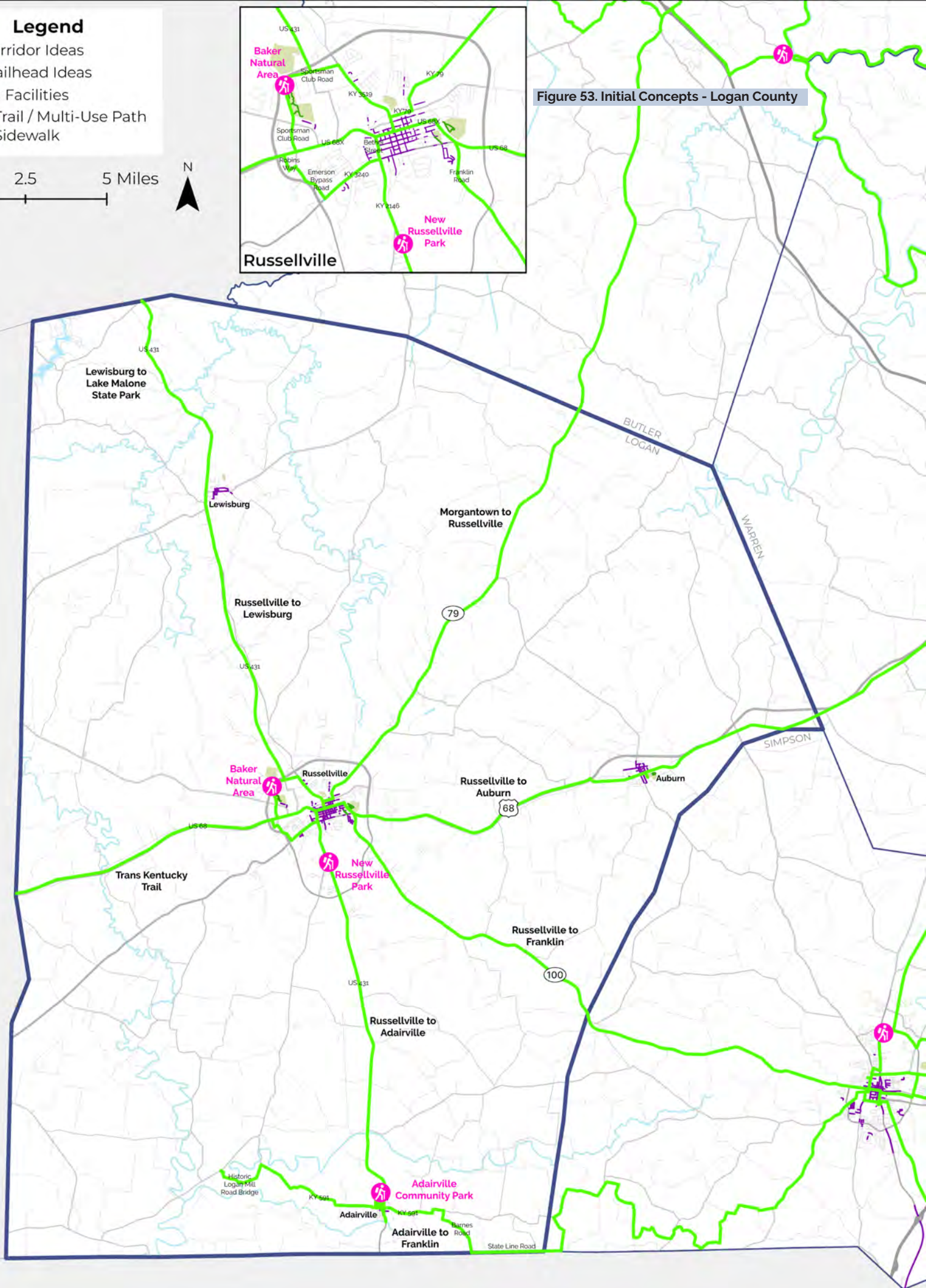
Trail / Multi-Use Path

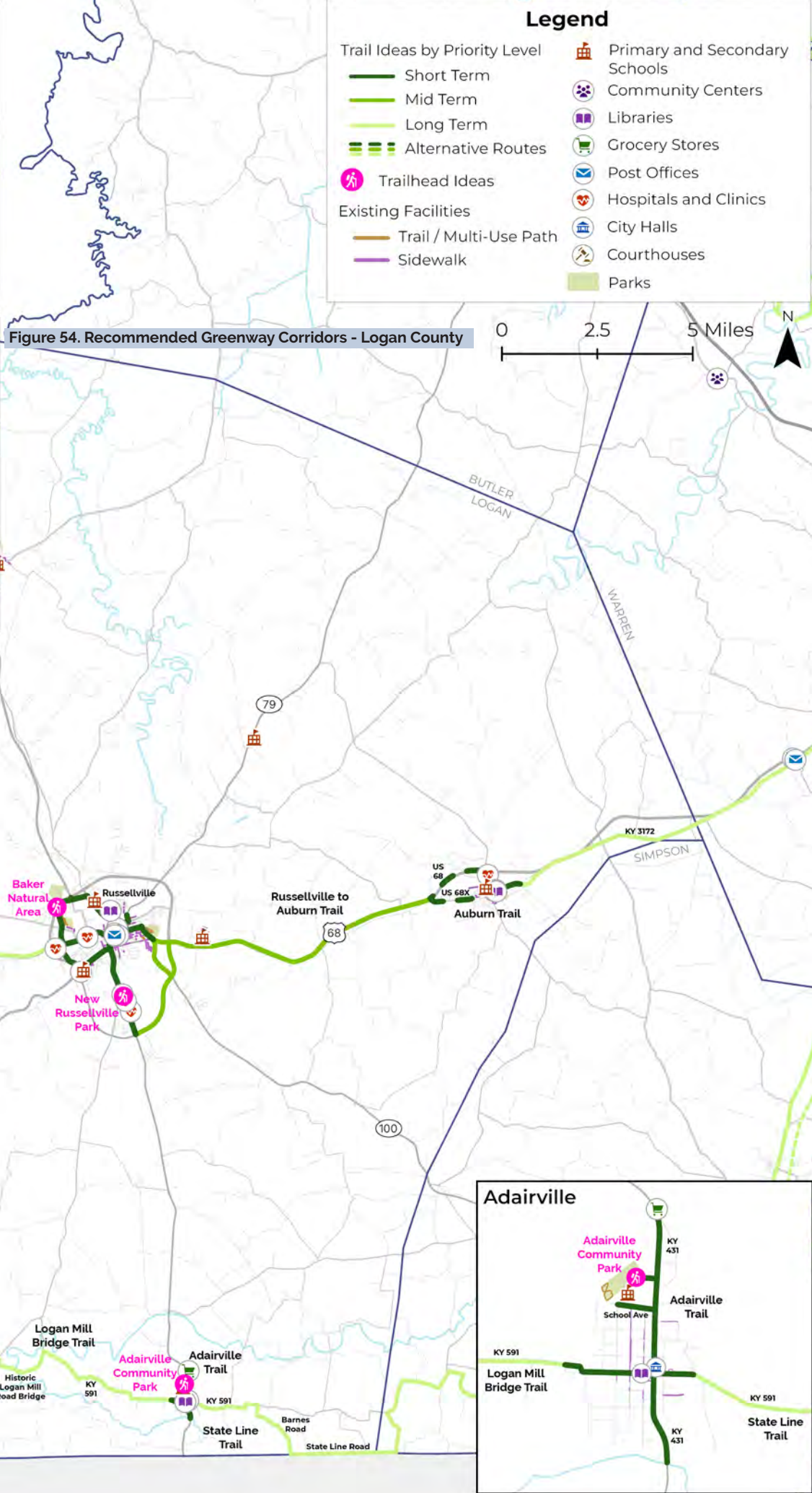
Sidewalk

0 2.5 5 Miles



Figure 53. Initial Concepts - Logan County





Metcalfe County

Initial Concepts for Metcalfe County are presented in **Figure 56**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 57**.

Metcalfe County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Edmonton Trails:** Create a trail to connect the north and south sides of town along S. Main Street, and a trail on W. Stockton Street (US 68) to connect to Edmonton Memorial Park.
 - **Other destinations served include:** Metcalfe County High School, Metcalfe County Middle School, Metcalfe County Elementary School, Hornet Stadium, Metcalfe County Public Library, Metcalfe County Courthouse, DG Market, Walgreens Pharmacy, Barn Lot Theater
- **Summer Shade Trail:** Connect the west side of Summer Shade to the east side by following KY 90.
 - **Other destinations served include:** Dollar General, Post Office, Summer Shade Christian Church, Summer Shade Fire Department, Momma Ts BBQ and Grill
- **Sulphur Well Trail:** Connect the north side of Sulphur Well to the south side by following KY 70, including a bridge over the South Fork of the Little Barren River.
 - **Other destinations served include:** Sulphur Well Park, Lighthouse Restaurant, Sulphur Well United Methodist Church
- **Center Trail:** Connect the west side of Center to the east side by following Main Street (KY 314).
 - **Other destinations served include:** Center United Methodist Church, Post Office, Cindy's Center Grill

Mid-Term Corridors

- **Edmonton Trails Extensions:** Extend the trail connections in Edmonton eastward to the Bowling Park and northward through the interchange with the Cumberland Parkway and US 68.
- **Other destinations served include:** Dunham Lake, Metcalfe County Fairgrounds, Metcalfe County Adult Education, Christ the Healer Catholic Church, Metcalfe County Memorial Garden

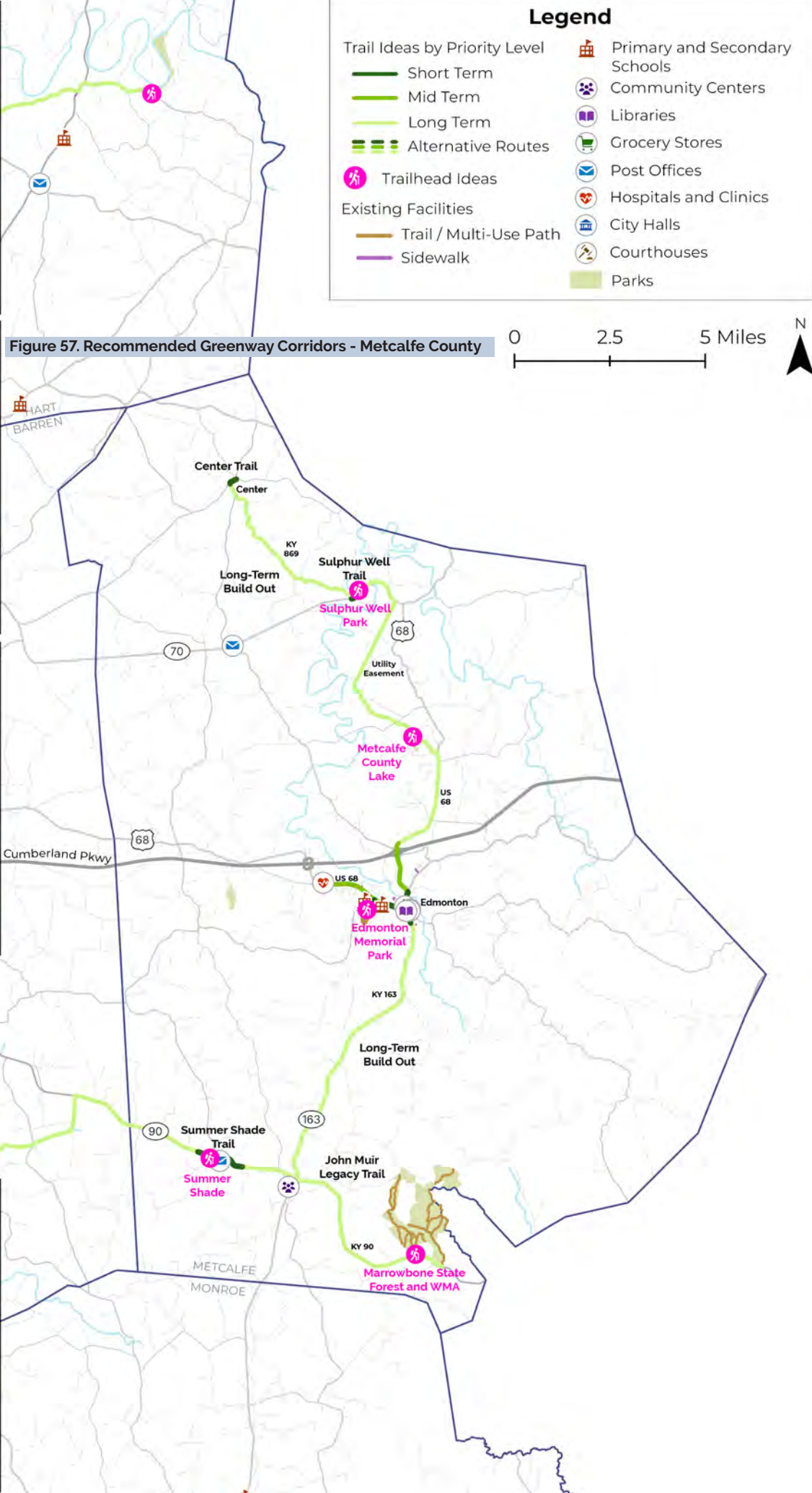
Long-Term Corridors

- **John Muir Legacy Trail:** Connect Summer Shade to the Marrowbone State Forest and Wildlife Management Area. This route will overlap the auto route for the planned John Muir Legacy Trail. Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of this long-term build out.
 - **Other destinations served include:** rural residences
- The long-term build out could use a variety of different routes to connect each of the short- and mid-term routes together. Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of the long-term build out.

Figure 55. Metcalfe County: Cost Estimates

Metcalfe	
Short-Term Priorities	
Cost Range	\$ 18,032,700 to \$ 20,608,800
Mid-Term Priorities	
Cost Range	\$ 13,171,900 to \$ 15,053,600
Long-Term Priorities	
Cost Range	\$ 116,398,800 to \$ 133,027,200
Grand Total [*]	
Cost Range	\$ 147,560,000 to \$ 168,640,000

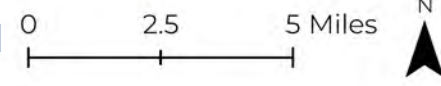
^{*}Amounts vary due to rounding



Legend

- Trail Ideas by Priority Level**
- Short Term
 - Mid Term
 - Long Term
 - Alternative Routes
- Trailhead Ideas**
- Trailhead Ideas
- Existing Facilities**
- Trail / Multi-Use Path
 - Sidewalk
- Primary and Secondary Schools**
- Community Centers
 - Libraries
 - Grocery Stores
 - Post Offices
 - Hospitals and Clinics
 - City Halls
 - Courthouses
 - Parks

Figure 57. Recommended Greenway Corridors - Metcalfe County



Monroe County

Initial Concepts for Monroe County are presented in **Figure 59**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 60**.

Monroe County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Tompkinsville Loop:** Connect the core of town to the City Park and the Old Mulkey Meetinghouse State Historic Site.
 - **Other destinations served include:** Darrell Carter Stadium, Memorial Library, Veteran's Ball Park, Walmart, Tompkinsville Elementary School, Monroe County Middle School, Monroe County High School

Mid-Term Corridors

- **Tompkinsville North Trail:** Connect Tompkinsville to Walmart and the Joe Harrison Carter Elementary School.
 - **Other destinations served include:** Dollar General, Price Less IGA, Post Office, Medical Facilities
- **Gamaliel Trail:** Connect Gamaliel to the Community Park.
 - **Other destinations served include:** Gamaliel Elementary School, Dollar General, Post Office
- **Fountain Run Trail:** Connect Fountain Run to the Community Park.
 - **Other destinations served include:** Dollar General, Post Office, Main Street Grocery & Hardware Store

Long-Term Corridors

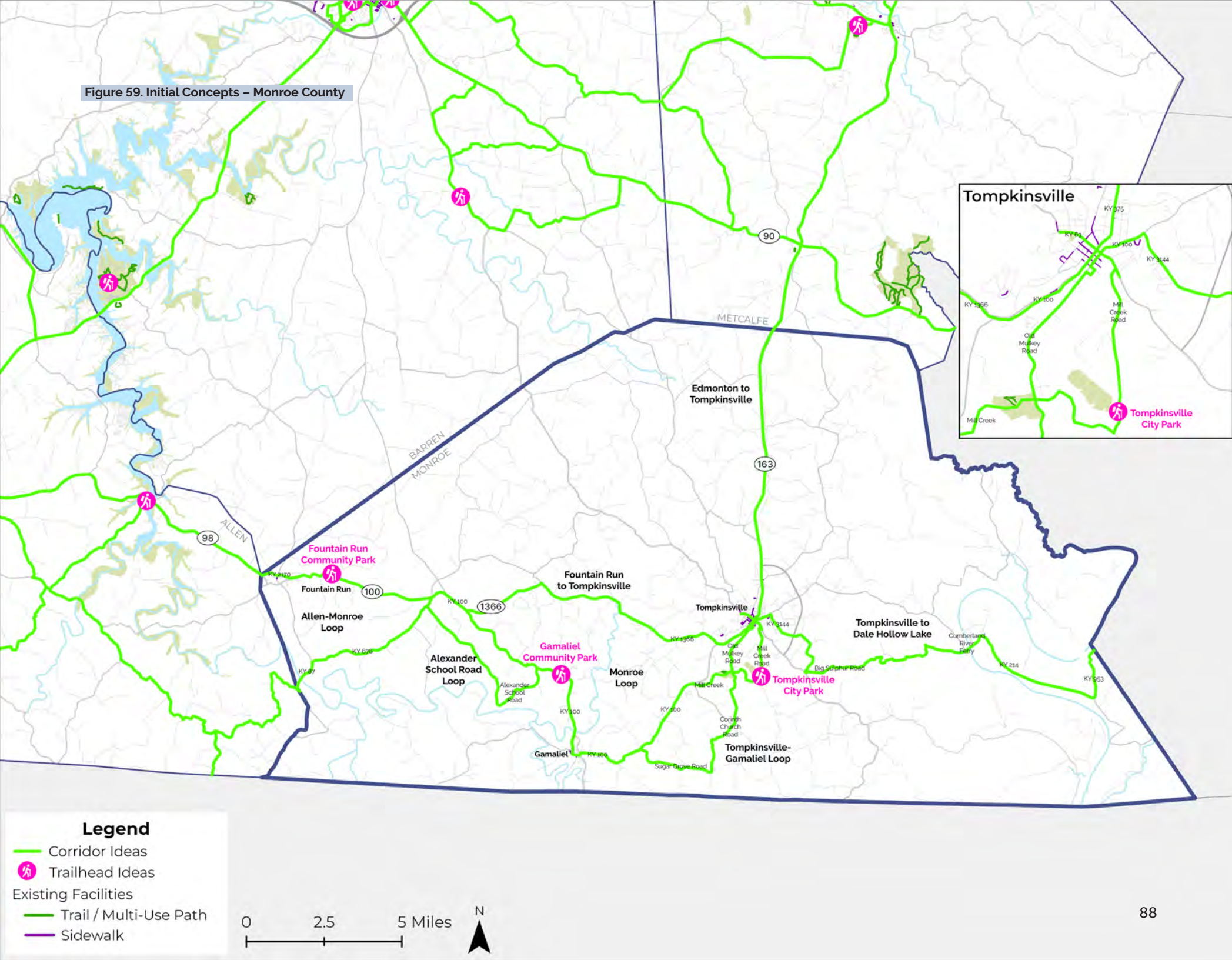
- The long-term build out could use a variety of different routes to connect each of the short- and mid-term routes together. Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of the long-term build out.

Figure 58. Monroe County: Cost Estimates

Monroe	
Short-Term Priorities	
Cost Range	\$ 23,262,400 to \$ 26,585,600
Mid-Term Priorities	
Cost Range	\$ 37,345,700 to \$ 42,680,800
Long-Term Priorities	
Cost Range	\$ 95,762,100 to \$ 109,442,400
Grand Total ¹	
Cost Range	\$ 156,391,900 to \$ 178,733,600

¹Amounts vary due to rounding

Figure 59. Initial Concepts – Monroe County



Legend

- Corridor Ideas
- Trailhead Ideas

Existing Facilities

- Trail / Multi-Use Path
- Sidewalk

0 2.5 5 Miles



Legend

Trail Ideas by Priority Level

- Short Term
- Mid Term
- Long Term
- Alternative Routes

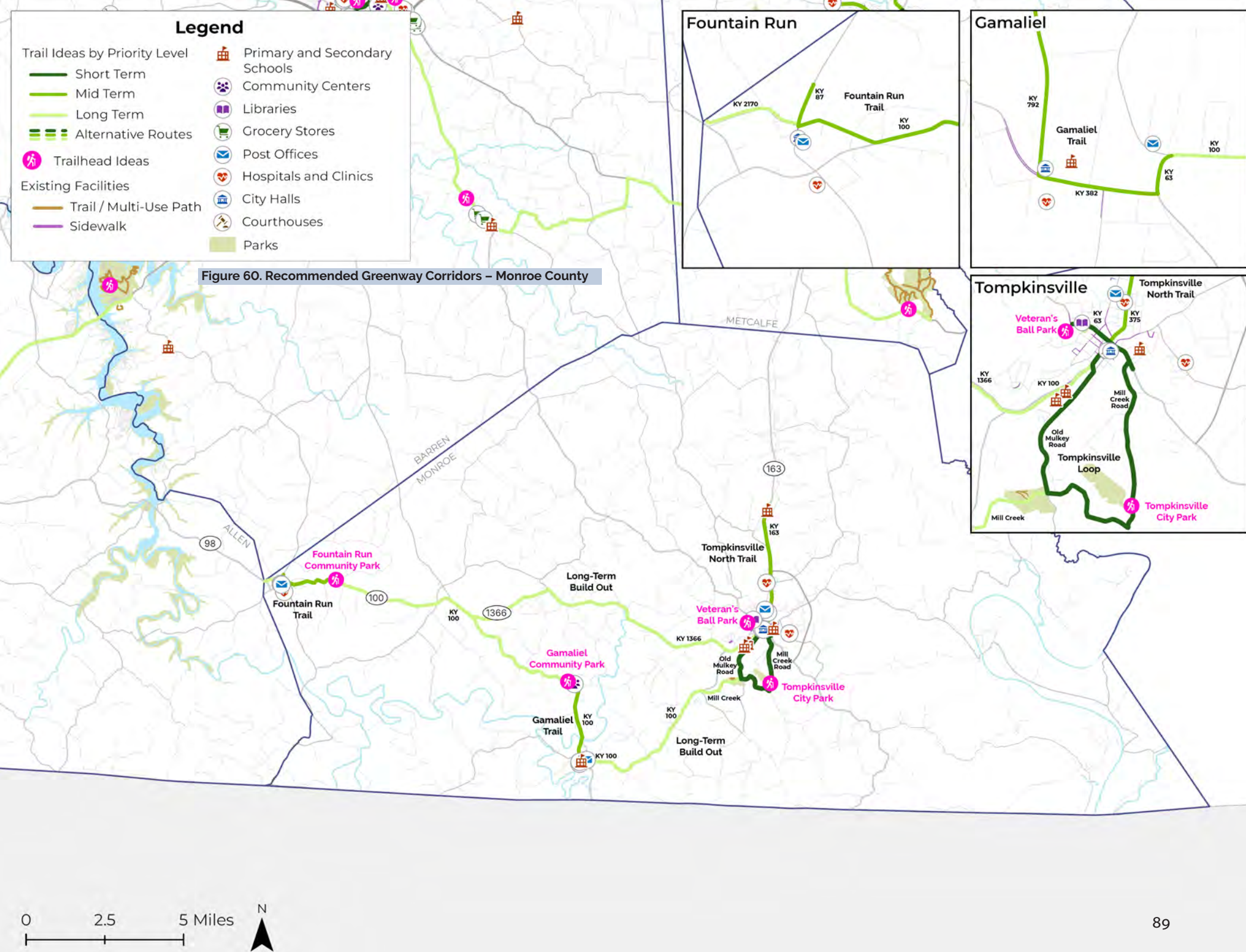
Trailhead Ideas

Existing Facilities

- Trail / Multi-Use Path
- Sidewalk

- Primary and Secondary Schools
- Community Centers
- Libraries
- Grocery Stores
- Post Offices
- Hospitals and Clinics
- City Halls
- Courthouses
- Parks

Figure 60. Recommended Greenway Corridors – Monroe County



Simpson County

Initial Concepts for Simpson County are presented in **Figure 62**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 63**.

Simpson County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Franklin Loop:** Create a trail to connect the north and south sides, and the east and west sides of Franklin by linking each of the three recommended trailheads.
 - **Other destinations served include:** Franklin-Simpson High School, Franklin Simpson Middle School, Simpson Elementary School, Lincoln Elementary School, James "Shadetree" Matthews Stadium, Franklin Courthouse, Lincoln Park, Post Office, African American Heritage Center

Mid-Term Corridors

- **Franklin North Trail:** Connect Jim Roberts Community Park to Hoy Park on the north side of Franklin.
 - **Other destinations served include:** The Barrel Social Club, Crosspoint Tabernacle, Matalco, viewsheds along west fork of Drake's Creek
- **Franklin South Trail:** Provide trail connections on the south side of Franklin to connect residential areas to Walmart and medical facilities on US31W (Nashville Road).
 - **Other destinations served include:** The Medical Center at Franklin, Walmart, Franklin Church of Christ, Zion Evangelical Lutheran Church, residential neighborhoods

Long-Term Corridors

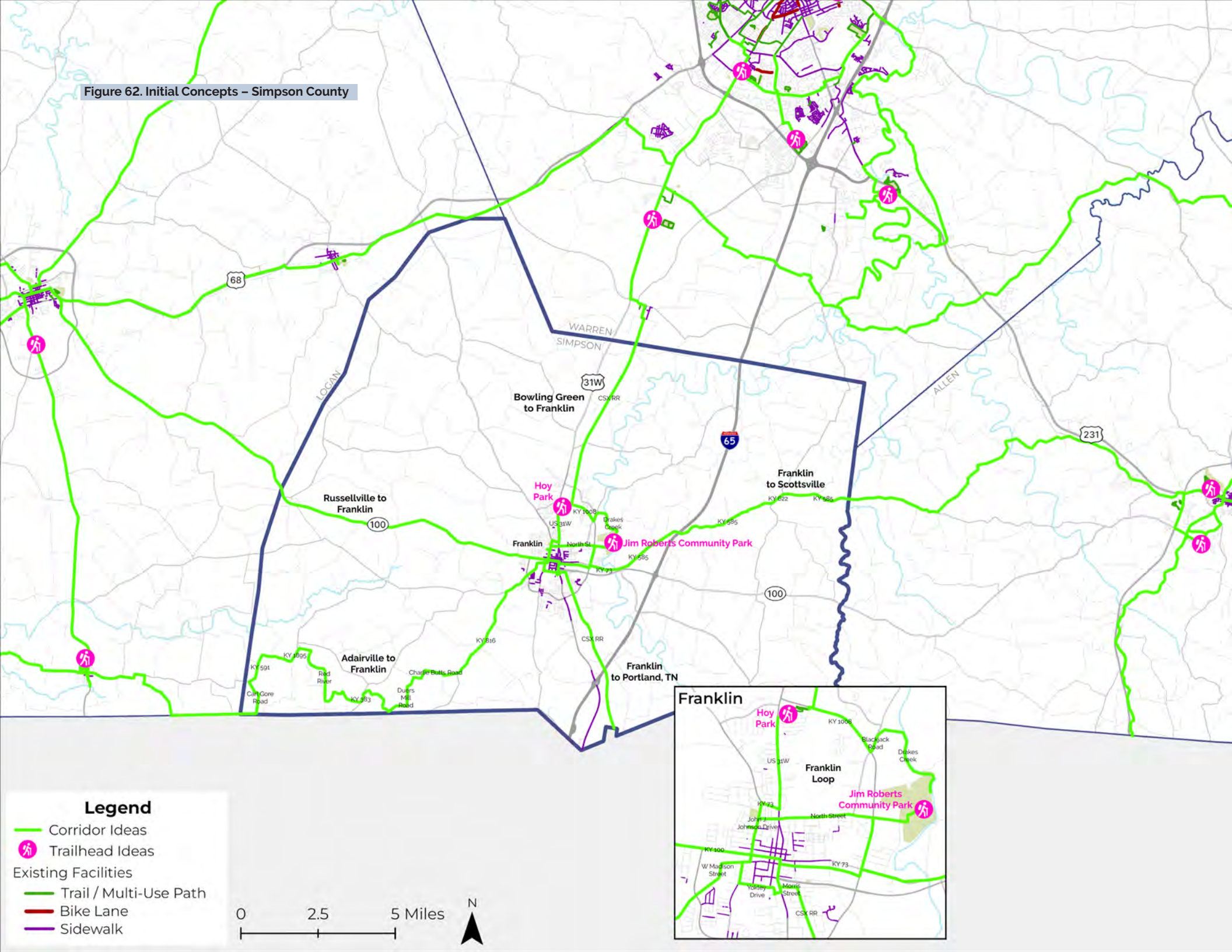
- **State Line Trail:** Connect Adairville to Franklin by following the portions of the Red River, state/county roads, and specifically State Line Road on the Kentucky/Tennessee border.
 - **Other destinations served include:** Franklin Police Department, West Madison Baptist Church, The Homeplace Restaurant, Thunder Sound Recording Studio
- **Bowling Green to Franklin Trail:** Connect Bowling Green to Franklin via US 31W (Nashville Road/Bowling Green Road), or alternatively consider utilizing railroad right-of-way parallel to US 31W.
 - **Other destinations served include:** Octagon Hall Museum, Franklin Precision Industry, Spillway Pool Products, Carrier, Franklin Country Club

Figure 61. Simpson County: Cost Estimates

Simpson	
Short-Term Priorities	
Cost Range	\$ 35,436,100 to \$ 40,498,400
Mid-Term Priorities	
Cost Range	\$ 27,927,900 to \$ 31,917,600
Long-Term Priorities	
Cost Range	\$ 88,492,600 to \$ 101,134,400
Grand Total*	
Cost Range	\$ 151,878,300 to \$ 173,575,200

*Amounts vary due to rounding

Figure 62. Initial Concepts – Simpson County



Legend

- Corridor Ideas
- Trailhead Ideas

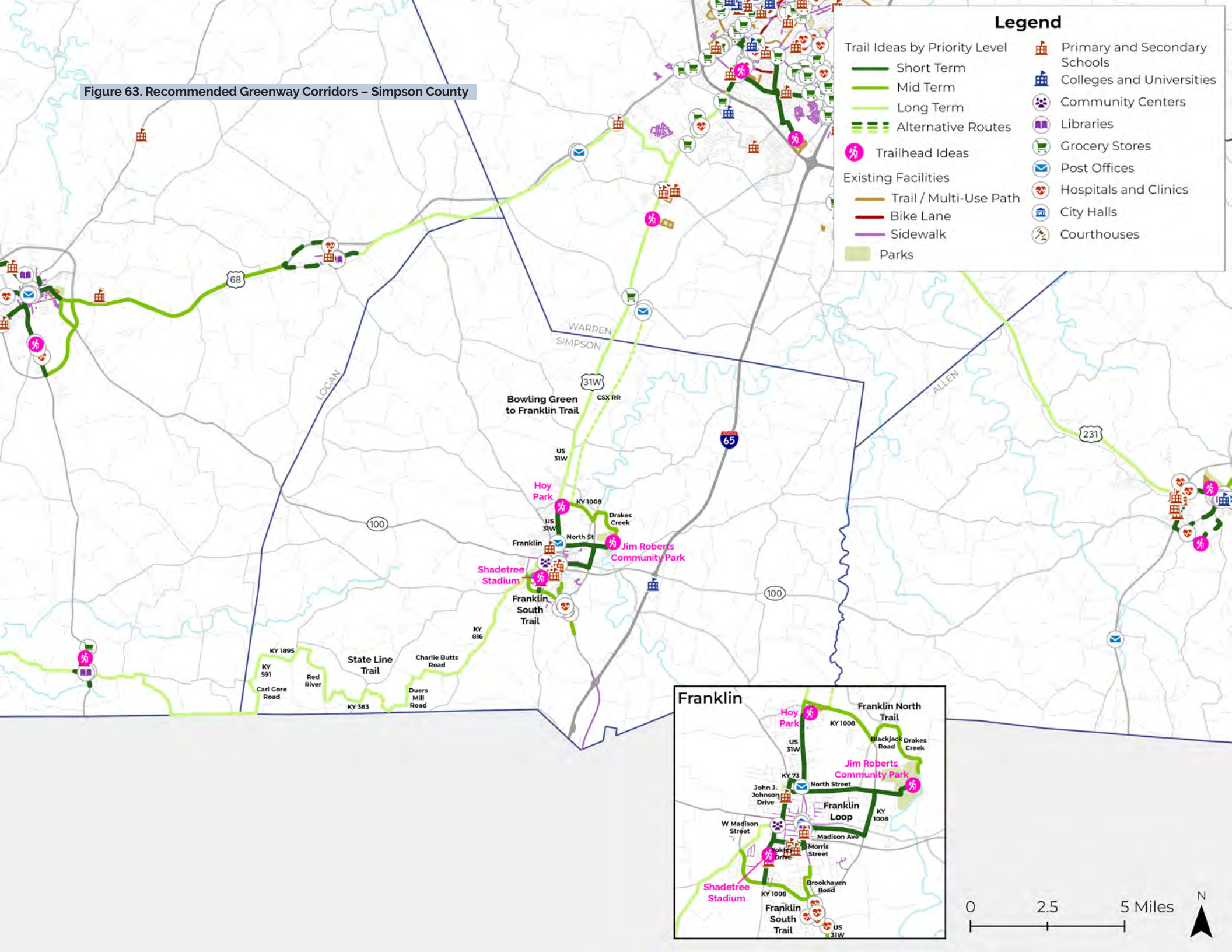
Existing Facilities

- Trail / Multi-Use Path
- Bike Lane
- Sidewalk

0 2.5 5 Miles



Figure 63. Recommended Greenway Corridors – Simpson County



Warren County

Initial Concepts for Warren County are presented in **Figure 65**. These concepts were refined into the feasible short-, mid-, and long-term recommendations as presented in **Figure 66**.

Warren County: Priority Corridors and Key Destinations

Short-Term Corridors

- **Bowling Green-Warren County MPO Bicycle and Pedestrian Master Plan:** Implement all greenway projects recommended in the 2022 Bicycle and Pedestrian Master Plan that have not yet been completed. These should continue to be the primary focus in the short-term in Warren County.

Mid-Term Corridors

- **Cumberland Trace Trail:** Connect Scottsville Road (US 231) to Cemetery Road (KY 234) via Cumberland Trace, including through two interchanges with I-65.
 - **Other destinations served include:** Greenwood Mall, Cumberland Trace Elementary School, Cumberland Trace Church of Christ, Bowling Green Area Convention & Visitors Bureau, residential neighborhoods
- **Connector to BG-MCNP Trail:** Build a short trail connection on KY 101 to connect other recommended trails in Edmonson County to the Bowling Green to Mammoth Cave Trail along US 31W.

Long-Term Corridors

- **Bowling Green to Franklin Trail:** Connect Bowling Green to Franklin via US 31W (Nashville Road/Bowling Green Road), or alternatively consider utilizing railroad right-of-way parallel to US 31W.
 - **Other destinations served include:** Town of Woodburn, Dollar General, Michael O Buchanan Park, Chaney's Dairy Barn, South Warren High School, Western Kentucky University Agricultural Center, South-Central Kentucky Industrial Park
- **Trans Kentucky Trail:** Create a trail along US 68 from the Logan/Todd county line through Russellville and Auburn, and connecting to the south side of Bowling Green at US31W. This would connect to trails outside of the BRADD region as recommended in the 2015 Cross Kentucky Master Trail Plan.
 - **Other destinations served include:** Town of Rockfield, Dollar General, Crossroads IGA, Melissa's Country Café

Figure 64. Warren County: Cost Estimates

Warren	
Short-Term Priorities	
Cost Range	\$ 65,143,400 to \$ 74,449,600
Mid-Term Priorities	
Cost Range	\$ 25,237,100 to \$ 28,842,400
Long-Term Priorities	
Cost Range	\$ 250,483,100 to \$ 286,266,400
Grand Total*	
Cost Range	\$ 340,841,900 to \$ 389,533,600

*Amounts vary due to rounding

Note: These cost estimates do not include sections of the Bowling Green to Mammoth Cave Trail that are detailed in a separate trail feasibility study.

- **Bowling Green to Scottsville Trail:** Connect Bowling Green to Scottsville via US 231 (Veterans Memorial Highway). Public and stakeholder engagement should be conducted, in addition to a preliminary design phase, to confirm the preferred alignment of this long-term build out.
- **Other destinations served include:** Town of Alvaton, Post Office, Phil Moore Park, viewsheds along Drake's Creek, residential neighborhoods
- **Barren River Trail:** Connect Bowling Green to Woodbury by following along the Barren River.
- **Other destinations served include:** Weldon Peete Park, Hobson Grove Park, Fort Webb Park, Beech Bend Amusement Park, Jackson's Orchard & Nursery, Mt. Zion Church of Christ, viewsheds along the Barren River

Note: These recommendations do not include sections of the Bowling Green to Mammoth Cave Trail that are detailed in a separate trail feasibility study.

Figure 65. Initial Concepts – Warren County

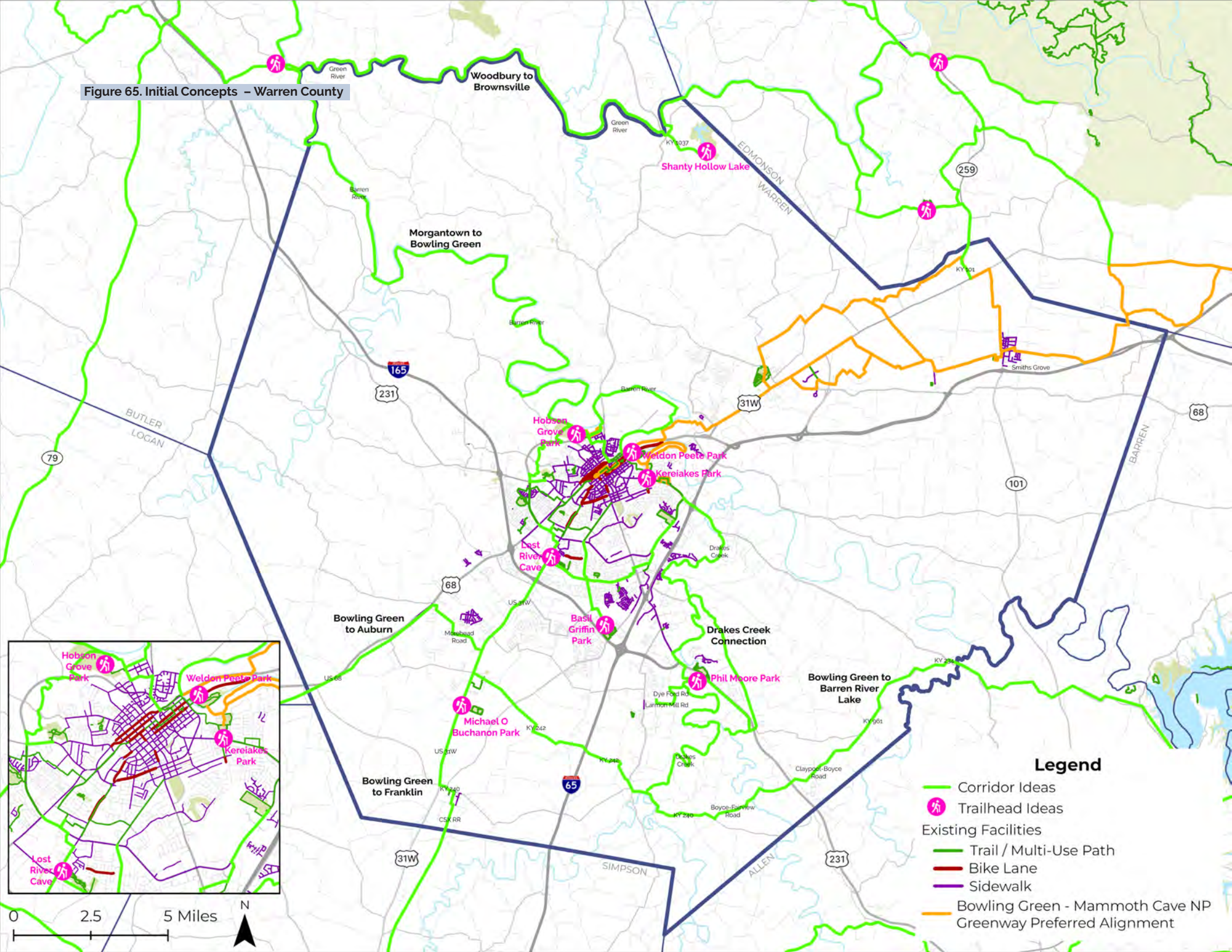
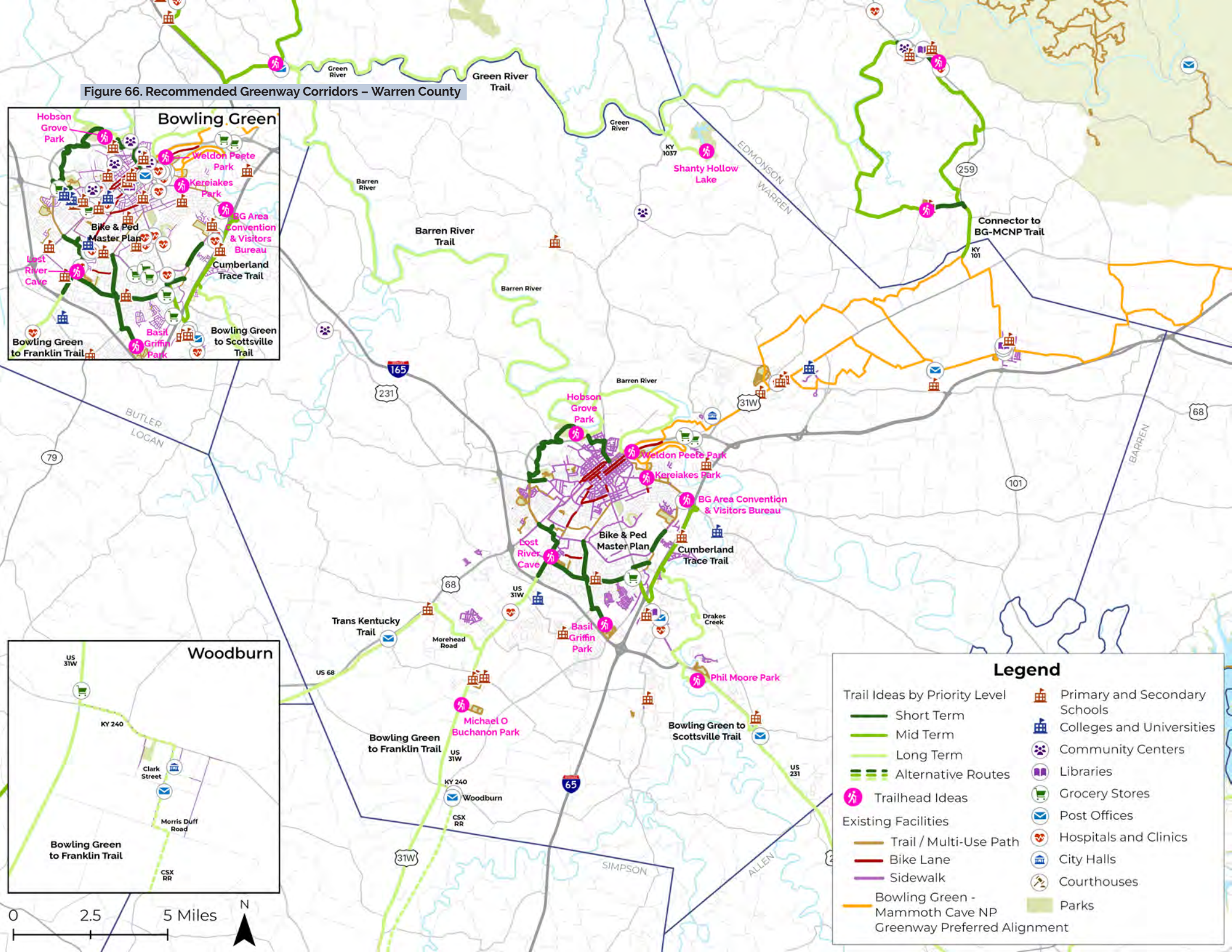


Figure 66. Recommended Greenway Corridors – Warren County



Bowling Green



Woodburn





Chapter 5: Implementation Plan

Recommended Phased Approach

The recommended greenway network was segmented into short-, mid-, and long-term implementation horizons. This phased approach balances immediate community needs with future regional trail system growth, ensuring the greenway network evolves sustainably.

Short-Term Priorities

Short-term recommendations generally refer to trail segments that can be implemented the quickest and/or segments that are high priorities to connect to key destinations. They focus on enhancing connections within towns and cities, linking residents to schools, parks, grocery stores, and other nearby destinations. Early community engagement emphasized the importance of local access before expanding connections to neighboring counties. Political support was also a factor in prioritizing these initial projects.

Mid-Term Priorities

These corridors serve as foundations for longer routes in the future. Priorities include connections to parks and attractions on the outskirts of towns, extending car-alternative routes, and creating loops and regional links between nearby towns. Examples include corridors between Russellville and Auburn, loops near Morgantown and Woodbury, and connections incorporating the Bowling Green to Mammoth Cave Trail. These corridors serve as foundations for longer routes in the future.

Long-Term Priorities

The long-term network aims to connect multiple counties, linking communities across the region for enhanced mobility and recreation. These include river-based corridors like the Barren and Green Rivers, a route that follows along the Kentucky-Tennessee border, and trails to destinations like Three Hundred Spring Falls outside of Munfordville.

*Short-term
priority corridor
through Glasgow
near the Barren
County Courthouse.*



*Mid-term priority
corridor through
Franklin near
Franklin-Simpson
High School.*



*Long-term priority
corridor through
Simpson County
along the Red River.*



Further evaluation is necessary to confirm precise trail alignments for all greenway recommendations, especially as some recommended routes follow busy state highways. Alternative parallel county roads with lower traffic volumes may provide safer, more comfortable options for trail users and should be considered.

Most recommended corridors aim to minimize impacts to private properties; however, there may be private landowners who welcome trails along or across their property. Engaging such supportive landowners could present opportunities for trail segments that offer unique amenities like scenic views, forested areas, proximity to water features, or interesting karst topography. Incorporating these elements can enhance the user experience while promoting harmonious land use.

It is also important to recognize that short-, mid-, and long-term project timelines will vary by county based on local resources, community support, and political readiness. For example, what constitutes a short-term project in Monroe County might align more closely with a mid-term timeframe in Warren County. Therefore, no strict year-based definitions are applied to these timeframes in this study. Overall, the recommendation is for each county to focus first on short-term projects that improve access to essential services and key destinations, and then gradually building toward a comprehensive greenway network through subsequent mid- and long-term projects.

Coordination with Local Governments, KYTC, and Other Stakeholders

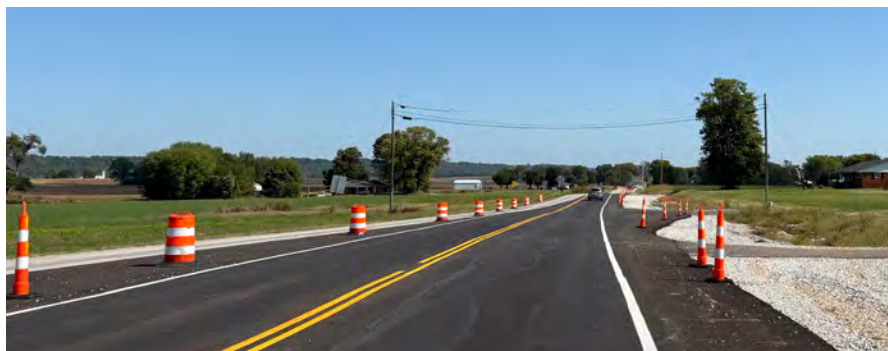
Continued collaboration with local governments, the KYTC, and other stakeholders, will be essential to building and sustaining support to build a greenway network across the BRADD region. Without a designated lead to manage and nurture relationships among these groups, momentum can quickly dissipate. It is recommended that the BRADD appoint a dedicated staff member (a BRADD Greenways Coordinator) to spearhead this coordination effort, serving as the central point of contact to engage and advocate for greenway development. Additionally, identifying a greenways lead within each county (County Greenways Coordinator) will ensure local priorities are represented and championed. These county leaders, in partnership with the BRADD coordinator, can collaboratively engage relevant groups to build focused support for specific trail corridors. This approach can be replicated across the region, fostering local successes that contribute to a stronger, unified regional greenway network. To maximize impact, this study advises starting with concentrated efforts in one county, or grouping counties when corridors naturally span multiple jurisdictions.

Local Governments and Elected Officials

The BRADD Greenways Coordinator and each County Greenways Coordinator should proactively engage elected officials within municipalities and counties as well as across the Commonwealth through briefings, presentations, and site visits to communicate the benefits of trails for health, safety, tourism, and economic development. Cultivating champions among these officials can help secure policy endorsements, budget allocations, and advocacy to prioritize trails within broader infrastructure and economic strategies. Early involvement of elected officials ensures trail projects align with community priorities and gain political momentum necessary to compete effectively for funding and approvals.

Kentucky Transportation Cabinet (KYTC)

Collaboration with KYTC is critical, especially to integrate greenway projects with state transportation planning and funding programs. Advocating to include trail components in the KYTC Six Year Highway Plan projects can leverage existing road improvements to add safe trail infrastructure. Early coordination helps clarify permitting requirements and aligns trail development with road safety measures. Staying informed about KYTC priorities ensures greenway projects benefit from state technical support and funding opportunities.



KYTC Improvement Project on US 31W (Louisville Road) in Warren County

Outreach Checklist: Elected Officials

- ☐ Identify local, county, and state officials relevant to each corridor.
- ☐ Schedule briefing sessions to present study benefits and process.
- ☐ Provide tailored materials highlighting economic, health, and safety benefits.
- ☐ Seek endorsements and support resolutions for trail development.
- ☐ Maintain regular communication to update on milestones and funding opportunities.

Outreach Checklist: KYTC

- ☐ Establish early contact with relevant staff from KYTC Districts 3 and 4.
- ☐ Coordinate alignment of greenway priorities with KYTC's Six Year Highway Plan.
- ☐ Advocate for inclusion of trail components in highway projects.
- ☐ Become familiar with permitting and approval processes to streamline implementation.
- ☐ Proactively obtain technical reports and environmental assessments to accelerate KYTC reviews.

Bowling Green-Warren County Metropolitan Planning Organization (MPO)

The Bowling Green-Warren County MPO covers Warren County and is the only MPO located within the BRADD region. For trail corridors in this county, collaboration with MPO staff ensures projects are added to the Metropolitan Transportation Plan and would therefore be eligible to compete for federal funding programs supporting successful project development and implementation.

National Park Service (NPS)

Given the importance of Mammoth Cave National Park to the BRADD region, ongoing partnership with NPS helps coordinate trail connections at park entrances without impeding on federal property. Engaging NPS is necessary to facilitate a seamless transition between regional trails and park trails, which would support visitor experience and environmental protection. Regular communication with NPS can identify opportunities for shared marketing, education, and trail stewardship initiatives that benefit both the regional greenways and the park.

Utility Providers

Trail alignments along utility corridors require early and careful coordination with utility providers and property owners. Understanding utility operations, safety protocols, and regulatory requirements during planning, design, and construction reduces conflicts and delays. Since utilities may not own the underlying property, securing easements or agreements with landowners is vital. Trails built within these corridors must accommodate maintenance activities, including access for heavy vehicles, to ensure ongoing utility service and trail safety.

Outreach Checklist: MPO

- ☐ Engage the MPO to align greenways with regional transportation plans.
- ☐ Participate in MPO meetings and planning discussions.
- ☐ Coordinate data sharing and technical support for project phases within the MPO area.
- ☐ Include the MPO in funding strategy development and grant applications.

Outreach Checklist: National Park Service

- ☐ Initiate collaboration with NPS Rivers, Trails and Conservation Assistance (RTCA) Program.
- ☐ Coordinate trail connections at entrances to Mammoth Cave National Park.
- ☐ Share plans and schedules so NPS staff can alert visitors to possible disruptions.
- ☐ Explore partnership opportunities for trail promotion and stewardship.

Outreach Checklist: Utility Providers

- ☐ Identify utilities with corridors intersecting proposed trails.
- ☐ Engage utility managers early to discuss operational requirements and constraints.
- ☐ Design trails to allow for maintenance access while ensuring safety of trail users.
- ☐ Coordinate utility needs at trailheads and along the trails.

Additionally, utility providers should be engaged to address the needs of trailheads that may require utilities such as water for restrooms and drinking fountains, fiber optic connections for integrated signage and security camera communications, and wireless technology for emergency and visitor services. Coordination with electric providers is also necessary for trail lighting installations, which may be located both at trailheads and along remote sections of the trail. Furthermore, utility coordination is critical in cases where construction activities impact existing utilities, requiring potential utility relocations to avoid service disruptions and ensure a safe project delivery.

Other Stakeholder Groups

Successful greenway development relies on collaboration with diverse groups including regional trail organizations (e.g., Cave Country Trails), biking and walking advocacy groups (BikeWalk BG, Bowling Green League of Bicyclists), local tourism agencies, business owners, community groups, and supportive property owners. Engagement with these stakeholders promotes community ownership, enhances funding prospects, and encourages good trail stewardship. Coordinating outreach, sharing project timelines, and involving stakeholders early fosters alignment with local initiatives like the John Muir Legacy Trail and enhances the overall network's effectiveness.

Outreach Checklist: Community and Advocacy Groups

- ☐ Collaborate with interested organizations, attend their meetings and communicate regularly.
- ☐ Invite groups to participate in public workshops and provide technical assistance.
- ☐ Facilitate volunteer recruitment for trail stewardship and community outreach.
- ☐ Coordinate joint publicity to maximize awareness and support.
- ☐ Maintain regular communication to update on milestones and funding opportunities.

Outreach Checklist: Business and Tourism Stakeholders

- ☐ Connect with local chambers of commerce, tourism boards, and key employers.
- ☐ Present economic benefits of trails and opportunities for business engagement.
- ☐ Develop partnerships for trail-related events and promotions.
- ☐ Encourage businesses to support trail development through sponsorships or in-kind contributions.

Land Acquisition Coordination

Minimizing the need for acquiring additional right-of-way (ROW) was a key consideration in developing the recommended greenway corridors. However, in certain locations, particularly along roadways or rural areas along streams, obtaining ROW or easements may be necessary. The amount and type of ROW required can vary significantly between urban, suburban, and rural settings; rural trails often require wider corridors to accommodate natural features and provide a comfortable user experience.

Overview and Strategies

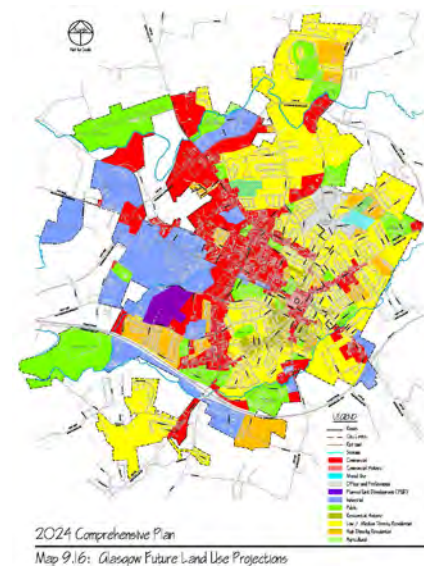
Multiple options exist for property acquisition and mechanisms to manage and regulate trails and greenways. Acquisition strategies differ widely based on the context of each individual trail and existing property. Long-range planning may focus on zoning and regulation based strategies which build in requirements or minimum standards for these facilities to be constructed and easements to be provided as communities grow. In developed areas, acquisition strategies are focused on variations of purchase of property and easement agreements that provide access. The following provides a basic overview of some strategies that can assist with acquisition, assemblage, and management of land to be used for trails and greenways.

Planning and Acquisition

Zoning Strategies

Overlay Zoning

Overlay zoning is a regulatory tool that can be applied on top of an existing zoning category to add additional requirements in order to maintain the character of an area. In the case of trails and greenways, an overlay zone may be applied along a planned trail corridor, and as property is either developed or significantly altered, the property owner is required to allow the agency to construct the specified facility. This sort of control also allows dimension and material standards to be applied such that the trail, no matter when segments are constructed, will have a unified and cohesive design, look and feel.



Glasgow Future Land Use Projections

Incentive Zoning

Incentive zoning focuses on offering development incentives, such as density bonuses, which can be utilized to build trails or provide easements. These sorts of bonuses may work best in tandem with overlay zones. In these situations, a base requirement for an easement may be in place and the incentive is triggered if the developer agrees to construct the greenway or provide other trail-related amenities.

Conservation Zoning

Conservation zoning focuses on protecting a community's most environmentally vulnerable land such as wetlands, stream corridors, and flood plains. While these zones typically prohibit or restrict development, they present opportunities for the construction of trails and greenways within them.

Purchasing Strategies

Fee Simple Purchase

Perhaps the most common method of property purchase, fee simple is the outright purchase of a parcel of land, including the entire bundle of rights associated with it.

Easement Purchase

This acquisition is also classified as fee simple, but the full title is not purchased; only access rights associated with the trail/greenway are purchased. Because of this, the total cost is less than the full property value.

Lease

Leasing options allow property such as utility corridors to be brought into play where purchase may be untenable. The lease agreements would need to have well-defined terms regarding what is required to break the lease or modify terms.



A trail following an overhead utility corridor.

Land Banking

Land banking is a long-term strategy for land purchase in areas where land values are lower. This strategy may pair with the creation of a community land trust. Land banking is often associated with preservation of key agricultural tracts or green belts in more undeveloped parts of communities.

Other Acquisition Strategies

Conservation Easements

Conservation easements protect natural resources from disturbance by new development. The easement itself is more of a spatial placeholder that restricts development or other specific uses and may not include construction. These easements can also help protect valuable lands, farmland, waterways, and scenic views.

Exactions and Impact Fees

Exactions require that developers pay a fee or dedicate an easement to the public for open space or recreation. Exactions are typically leveraged during a development plan process or rezoning and are intended to offset infrastructure/public costs of development. The use of impact fees and credits has been successful in many communities as a way of encouraging inclusion of greenways and trails in new developments.

Land Trusts

Land trusts are local, regional, or statewide organizations that work to preserve important land resources for public benefit. Often, they conserve and protect parklands, wetlands, farmlands, forests, wildlife habitats, significant residential properties, and other areas that provide value to the surrounding community. Land trusts work cooperatively with landowners to complete real estate transactions, either obtaining conservation easements, acquiring land through donations, or purchasing property interests. Others facilitate conservation and preservation through stewardship of lands or easements.



Karst on the rural landscape in Warren County.

Funding and Financing Strategies

The cost to plan, design, construct, and maintain trails varies based upon a number of factors, including the length of the greenway or trail, the location and context (e.g., the type of vegetation planted alongside the trails, whether it is next to a stream or creek, or in a neighborhood or commercial setting), the surface material, the amount of land to be acquired, and more. This section provides resources to assist with estimating costs for future greenway and trail projects and potential sources of funding.

Cost estimates are an important component of the planning process for greenways and trails; however, cost estimates are fluid and subject to change based upon many factors, particularly as a project advances through the design and engineering phases of development. Current planning-level estimates for implementation of the recommended greenway network provided in **Figure 36**, with cost estimates for each county detailed in **Chapter 4**.

The resources provided in this section are intended as guidance only. More detailed estimates will be needed at each phase of individual greenway or trail projects, and it should be noted that cost estimates are likely to change as more detailed information becomes available during the design and scoping phases of projects.

The methodology for developing cost estimates began with a review of estimates from previous plans and studies, actual costs of recently completed trail projects, and consultation with KYTC.

Using Cost Estimates

When planning for future greenway and trail projects, the following should be taken into consideration:

- Estimates reflect planning-level analysis and are provided for planning purposes only. As such, they are provided as a range to reflect likely variations.
- Costs are likely to change and evolve throughout the course of project scoping, preliminary engineering, and other phases, as additional details and more concrete project information becomes available.
- Costs are provided in 2026 dollars and rates of inflation should be considered and applied over time.
- Estimates reflect typical grading and drainage, but do not reflect costs of significant structural elements such as bridges or boardwalk, or features like trailheads or parking, which would increase overall project costs.
- Projects that require high levels of coordination with federal agencies and regulatory compliance, such as those in wetlands and regulated floodways, will likely encounter higher costs.
- Maintenance of greenways and trails should also be considered in planning of new trails.

Funding Matrix

Developing the regional greenway network will require a combination of funding sources. An assortment of local and regional expenditures must be supplemented by a variety of grants administered through KYTC, USDOT, FHWA, and other state and federal agencies. Funding strategies should emphasize programs that support active transportation, safety, recreation, and regional connectivity. While the following funding opportunities should be leveraged, decision making bodies should retain flexibility to adapt to changes associated with the upcoming Federal Transportation Reauthorization Bill beginning in Fiscal Year 2027.

Beyond state and federal programs, opportunities exist through the Appalachian Regional Commission (ARC). The ARC is an economic development partnership entity of the federal government and 13 state governments focusing on 423 counties across the Appalachian region. The ARC aims to build community capacity and strengthen economic growth in Appalachia through strategic investment, innovation, and collaboration. Edmonson, Hart, Metcalfe, and Monroe counties are included in the ARC and therefore may be eligible for funding opportunities or additional resources through the ARC. The ARC supports projects linking economic development to improved physical infrastructure including bicycle and pedestrian projects.¹

Since the regional greenway network spans a plethora of jurisdictions, local municipalities and regional governments must coordinate to ensure connectivity across municipal boundaries. Their cooperation will drive how quickly the trail is built and how well it's maintained. Participating municipalities may contribute local funds toward the construction, repair, and expansion of trail segments within their jurisdictions. Funds may be generated through special purpose local option sales tax increases, bonds, and apportionment of General Funds. Local development ordinances, property easement agreements, and impact fees should also be considered as tools for ensuring trail access and network continuity.

¹ Appalachian Regional Commission (n.d.). [Grants and Opportunities](#).

Table 2. Relevant Federal Funding Opportunities

	Federal Highway Administration														Federal Lands			Loans
Activity or Project Type	ATIIP	BRR	CRP	HSIP	RHCP	NHPP	PROTECT	STBG	TAP	RTP	SRTS	PLAN	NSBP	RST	FLTTP	TTP	TTPSF	SIBs
Trailhead Amenities																		
Trailside and trailhead facilities (restrooms, water, electric charging, but not general park amenities)	\$		~\$				\$		\$	\$			\$		\$	\$		\$
Battery exchange kiosk; charging station for electric bicycles and scooters	\$		\$					\$	\$	\$					\$	\$		\$
Bicycle parking (see Bicycle Parking Solutions)	\$		\$			\$		\$	\$	\$	\$		\$		\$	\$		\$
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$					\$	\$						\$	\$		~\$
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$					\$	\$		\$	\$	\$			\$		
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations	\$		\$					\$	\$						\$	\$		\$
Data Collection & Analysis																		
Counting equipment	\$			\$	\$	\$		\$	\$	\$	\$	\$			\$	\$	\$	
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$	\$	\$	\$		\$	\$	\$	\$	\$			\$	\$	\$	~\$
Historic Preservation																		
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$					\$	\$				\$		\$	\$		\$
Accessibility																		
ADA compliance retrofits; removal of accessibility barriers	\$	\$	\$			\$	\$	\$	\$	\$	\$		\$		\$	\$		\$
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Sidewalks (new, rehabilitation, or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$

\$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.

Table 2. (Continued) Relevant Federal Funding Opportunities

Activity or Project Type	Federal Highway Administration														Federal Lands			Loans
	ATIIIP	BRR	CRP	HSIP	RHCP	NHPP	PROTECT	STBG	TAP	RTP	SRTS	PLAN	NSBP	RST	FLTTP	TTP	TTPSF	SIBs
Bicycle/Shared Use Path Facilities																		
Recreational trails	\$						\$	\$	\$	\$			\$		\$	\$		\$
Shared use paths, transportation trails, rail-trails, rails-with-trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	\$			\$	\$			\$	\$	\$	\$			\$	\$	\$	\$	\$
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$
Rail at-grade crossings	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$
Resilience improvements to pedestrian/bicycle facilities to protect or enhance use.	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	~\$	\$		\$	\$		\$
Resurfacing, restoration, and rehabilitation for pedestrian and bicycle facilities, including preventive maintenance and bridge retrofits	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$		\$
Road Diets (pedestrian and bicycle portions)	\$		\$	\$		\$	\$	\$	\$		\$				\$	\$	\$	\$
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$
Signs, signals, signal improvements (including accessible pedestrian signals). See cross-cutting notes.	\$		\$	\$	\$	\$	\$	\$	\$		\$		\$		\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$		\$	\$		\$	\$	\$	\$		\$		\$		\$	\$	\$	\$
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use or correct problems)	\$		\$	\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$

\$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.

Table 2. (Continued) Relevant Federal Funding Opportunities

Activity or Project Type	Federal Highway Administration														Federal Lands			Loans
	ATIIP	BRR	CRP	HSIP	RHCP	NHPP	PROTECT	STBG	TAP	RTP	SRTS	PLAN	NSBP	RST	FLTTP	TTP	TTPSF	SiBs
Stormwater mitigation related to pedestrian and bicycle project impacts	\$			\$	\$	\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$	\$
Trail bridges	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$
Trail/highway crossings and intersections	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$
Maintenance																		
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows).	~\$		~\$					\$	\$	\$					\$	\$	\$	\$
Trail construction and maintenance equipment; specialized equipment for trail safety education and trail assessments	\$		~\$					\$	\$	\$					~\$	~\$	~\$	
Maintenance																		
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	\$		\$			~\$	\$	\$	\$						\$	\$		\$
Lighting (pedestrian/bicyclist scale with pedestrian/bicyclist project)	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Traffic calming	\$		\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$

List of Acronyms

ADA - Americans with Disabilities Act of 1990
 BRR - Bridge Replacement & Rehabilitation Program
 CRP - Carbon Reduction Program
 FLTTP - Federal Lands Transportation Program
 HSIP - Highway Safety Improvement Program
 NHPP - National Highway Performance Program
 NSBP - National Scenic Byways Program
 PLAN - Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)
 PROTECT - Promoting Resilient Operations for Transformative, Efficient, and

Cost-saving Transportation Program
 RHCP - Railway-Highway Crossings Program
 RST - Rural Surface Transportation Grant Program
 RTP - Recreational Trails Program
 SiBs - State Infrastructure Banks
 SRTS - Safe Routes to School
 STBG - Surface Transportation Block Grant
 TAP - Transportation Alternatives Program
 TTP - Tribal Transportation Program
 TTPSF - Tribal Transportation Program Safety Fund

\$ = Activity may be eligible. Restrictions may apply, see program notes and guidance.
 ~\$ = Eligible, but not competitive unless part of a larger project.

Table 3. Relevant State & Local Funding Opportunities

Grant Program	Overview	Funding Criteria	Notes
KYTC Office of Local Programs			
Scenic Byways Program	A scenic byway is considered to have roadsides or viewsheds with scenic, natural, cultural, historical, archaeological, and/or recreational value worthy of preservation, restoration, protection, and enhancement. Scenic highways are roads which meet the American Association of State Highway and Transportation Officials (AASHTO) guidelines for highways and are state maintained as part of the state Primary Road System.		The Office of Local Programs coordinates the designation of roads as state Scenic Byways, or Highways. Interested applicants must complete the Kentucky Scenic Byway Designation Application. Entities interested in extending a previously designated state Scenic Byway or Highway must submit a full application for the new locations.
Transportation Alternatives Program (TAP)	The federal Transportation Alternatives Program (TAP) provides funding for surface transportation projects such as on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and Safe Routes to School (SRTS) projects.	20% Match Requirement (80:20)	Funds sub-allocated to small urban areas and rural areas (Under 200,000) will be administered by the state. The state, through a competitive process, selects the projects from proposed projects submitted by eligible entities.
KYTC Division of Traffic Operations			
Highway Safety Improvement Program	HSIP invests in safety improvement opportunities aimed at preventing serious crashes to help achieve Kentucky's Strategic Highway Safety Plan goal of having the annual number of highway deaths at or below 500 by the year 2029, with an eventual ultimate goal of zero deaths from crashes.	10% Match Requirement (90:10)	N/A
Kentucky Department for Local Government			
Recreational Trails Program	The Recreational Trails Program (RTP) is funded by the Federal Highway Administration (FHWA). It can be used to provide assistance for acquisition of easements, development and/or maintenance of recreational trails and trailhead facilities for both motorized and non-motorized use. The Recreational Trails Program benefits communities and enhances quality of life. All trails that have received FHWA funding must remain open to the public and maintained for perpetuity.	\$25,000 - \$250,000 20% Match Requirement (80:20)	RTP is administered by the Kentucky Department for Local Government. Funding can be used for the acquisition of property and the development and/or maintenance of recreational trails, trailheads, and trailside facilities in the state of Kentucky.
Land & Water Conservation Fund	The LWCF provides federal grant funds to protect important natural areas, acquire land for outdoor recreation and to develop or renovate public outdoor recreation facilities such as campgrounds, picnic areas, sports & playfields, swimming facilities, boating facilities, fishing facilities, trails, natural areas, and passive parks.	\$25,000 - \$1,000,000 50% Match Requirement (1:1)	Applicants may apply through KY.gov. Eligible projects in alignment with the Statewide Comprehensive Outdoor Recreation Plan (SCORP) are selected through an Open Project Selection Process (OPSP) and administered by an appointed State Liaison Officer (SLO) within the Kentucky Department of Local Government.

Table 3. (Continued) Relevant State & Local Funding Opportunities

Grant Program	Overview	Funding Criteria	Notes
Kentucky Department for Local Government			
Government Resources Accelerating Needed Transformation (GRANT)	The GRANT Program provides a unique opportunity to make state funding available to organization/municipalities to help meet the non-federal share for federal grant program applications. Eligible uses include creating or expanding recreational facilities, such as walking, hiking, all-terrain vehicle, bike trails, picnic facilities, restrooms, boat docking and fishing piers, and athletic facilities.	1% to 5% Match Requirement Depending on County	The maximum funding authorized by the General Assembly to fund the GRANT Program is \$200,000,000. Eligible federal grants must be funded through one of the following: U.S. Department of Housing and Urban Development, Delta Regional Authority, U.S. Department of Homeland Security, U.S. Department of the Army, the National Science Foundation, or a federal grant sponsored by a member of the Interagency Working Group on Coal and Power Plant Communities and Economic Revitalization.
Kentucky Energy and Environment Cabinet			
Kentucky Heritage Land Conservation Fund	KHLCF is the primary source of state funding for the purchase and management of natural areas, and priorities for land conservation include: Areas that are a habitat for rare and endangered species Areas important to migratory birds Areas that perform important natural functions that are subject to alteration or loss Areas to be preserved in their natural state for public use, outdoor recreation and education.	N/A	A non-competitive portion of the fund is dedicated to Kentucky state government agencies to purchase and manage land for existing conservation programs. The competitive funding is available for Kentucky local government, state college or universities, and private, nonprofit land trust organizations. A permanent deed restriction (state agency) or conservation easement with the Commonwealth of Kentucky will be placed on all properties acquired with Kentucky Heritage Land Conservation Funds.
Kentucky Bicycle & Bikeway Commission			
Paula Nye Memorial Education Grant	The Paula Nye Memorial Education Grants are intended to inform and educate the citizens of the Commonwealth to: Matters pertaining to bicycle and pedestrian safety through the development of curriculum, training aids, and/or educational programs or projects directly related to bicycle and pedestrian safety. The health, recreational, economic, social, cultural and other benefits arising from bicycling and walking. To promote other bicycling and pedestrian related non-profit, educational and purposes as deemed appropriate by the Commission.	N/A	This grant program is funded solely by citizen contributions made by purchasing Kentucky's "Share the Road" specialty license plate. To date the Paula Nye Memorial Education Grant has provided over \$390,000 toward bicycle and pedestrian education programs. Examples of fundable projects include: safety informational brochures, limited staff salaries, public awareness campaigns, traffic education and enforcement in a specific target area, costs incurred to provide safety training, and commuting or ride leader certification classes and facilitator fees for adult and/or child bicycle, pedestrian and motor vehicle safety training classes.

Table 4. Relevant Private Funding Opportunities

Grant Program	Overview
REI Cooperative Action Fund	The REI Cooperative Action Fund is a community-driven nonprofit that gives grants to nonprofits doing the essential work in making the outdoors more accessible and inclusive for everyone.
Trek Foundation	The Trek Foundation was established in 2021 to help protect land, develop trail systems for public use, and provide more riders access to great places to ride. The trail systems the Trek Foundation helps fund will remain open, protected, and free for all to use. In addition to providing communities and mountain bikers with new and better trail networks, grants from The Trek Foundation help protect the surrounding land from development. These protected spaces will continue in their natural state, homes to vegetation and wildlife for generations to come.
The Conservation Fund	The Conservation Fund purchases at-risk land with high conservation value to protect it from degradation. Additional services include low-interest, short-term loans to quickly purchase high-priority land, real estate and fundraising guidance, and strategic conservation planning.
The Conservation Alliance	Every year, The Conservation Alliance awards millions in funding for conservation projects. Their alliance of businesses invests in community-led organizations who are committed to protecting clean air, clean water, wild places, and watersheds across North America.
Walmart	Walmart provides grant support for projects that align with the following priorities: Creating Opportunity, Advancing Sustainability, Strengthening Community, Center for Racial Equity.
America Walks Community Change Grants	The Community Change Grants program supports the growing network of community champions, organizations, and agencies working to advance walkability. Grants are awarded to innovative and engaging programs and projects that create change and opportunity for walking and movement at the community level.
T-Mobile Hometown Grant Program	This program is a partnership between Main Street America and T-Mobile with the intent of investing in small towns and rural communities. This is a 5-year program that awards up to 100 towns a year \$50,000 each with funding towards a community project that adds to a sense of place and leads to further investment.
The Trails Capacity Program ¹	The Trails Move People Coalition, which is led by American Trails, has offered the Trails Capacity Program since 2022. Funding is only available for trail maintenance, research, and stewardship training. While this program has primarily focused on soft-surface trails, it supports trails that serve all types of users. In 2025, the program requested more grant applications that serve multi-use trails and enhancements that establish crucial links to expand trail networks.
AARP Community Challenge Grant ²	Since 2017, AARP has awarded 2,100 grants to projects that improve communities, especially for residents age 50 and older. Flagship grants award up to \$15,000 for projects that expand transportation and mobility options (i.e., walkability, bikeability, transit access) or create vibrant public places (i.e., parks, open spaces, community amenities). Demonstration grants award up to \$25,000 for pedestrian safety improvements.

¹ American Trails (2026). [The Trails Capacity Program](#).

² AARP (2026). [AARP Community Challenge Grant](#).



Chapter 6: Environmental Overview

Environmental Overview

This Environmental Overview provides a planning-level summary of the natural and human environmental factors relevant to the Recommended Greenway Network. It is intended to identify potential environmental impacts and constraints to guide preliminary trail planning. This overview includes a red-flag study based primarily on GIS data, literature reviews, and existing plans, without any field surveys or detailed environmental analyses conducted at this stage. As individual trail segments progress into future design phases, more detailed environmental studies, coordination, and permitting will be required to satisfy regulatory requirements.

Red Flag Study Results

A Red Flag Study was conducted on the Recommended Greenway Network, with a 100-foot wide buffer added along the trail corridors to identify potential environmental impacts.

Natural Environment

The natural environment typically refers to all living and non-living things found to occur in nature. It includes aquatic ecology such as rivers, streams, and wetlands; threatened and endangered species; prime and unique farmland; and geotechnical resources.

Rivers and Streams

The Green River and Barren River are the most notable water resource within the study area. The counties along the study corridor have approximately 102 miles of river front, with potential for commerce and recreation. Major watersheds crossed by broken down by county include:

- Three major watersheds are crossed within **Allen County**: Trammel Creek, Peter Creek - Barren River, and Bays Fork - Barren River.
- Four major watersheds are within **Barren County**: Park City-Barren River, Peter Creek-Barren River, Skaggs Creek, and Ugly Creek-Green River.
- Three major watersheds are crossed within **Butler County**: Big Reedy Creek-Green River, Indian Camp Creek-Green River, and Little Muddy Creek-Barren River.
- Two major watersheds are crossed within **Edmonson County**: Beaverdam Creek-Green River, and Park City-Barren River.
- One major watershed is crossed within **Hart County**: Ugly Creek-Green River.
- Four major watersheds are crossed within **Logan County**: Gaspar River, Mud River, South Fork Red River-Red River, and Whippoorwill Creek



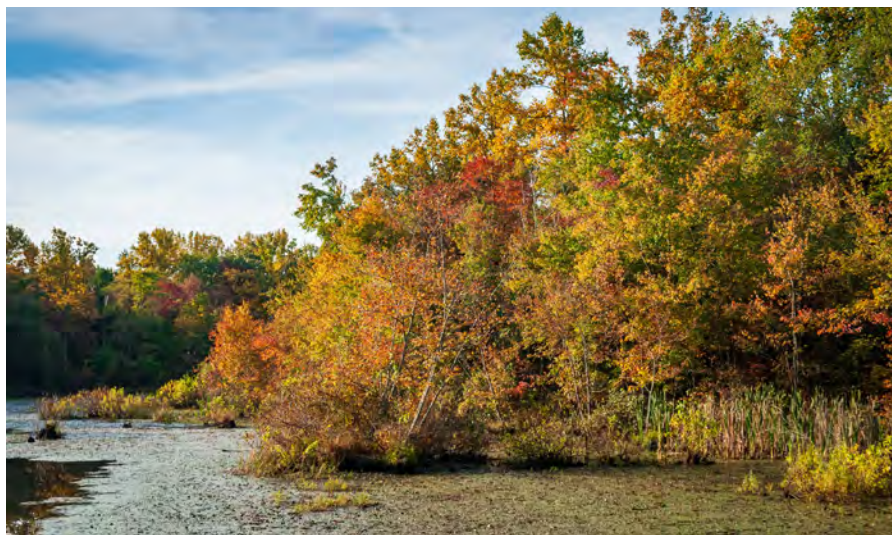
Green River Ferry in Mammoth Cave National Park

- Two major watersheds are crossed within **Metcalf County**: Little Barren River, Marrowbone Creek-Cumberland River, and Skaggs Creek.
- One major watershed is crossed within **Monroe County**: East Fork Barren River-Barren River.
- Two major watersheds are crossed within **Simpson County**: Drakes Creek, and Summers Branch-Red River
- Five major watersheds are crossed within **Warren County**: Drakes Creek, Gaspar Creek, Little Muddy Creek-Barren River, Park City-Barren River, and Trammel Creek,

In addition to the Barren River and Green River, there are 68 named creeks with potential to be crossed within the study area.

Wetlands and Ponds

The National Wetlands Inventory (NWI) has documented 348 wetlands throughout the study area, with the 162 being riverine, followed by 124 palustrine, and 62 lacustrine wetlands.



Wetlands in Mammoth Cave National Park

Floodplain/Floodway

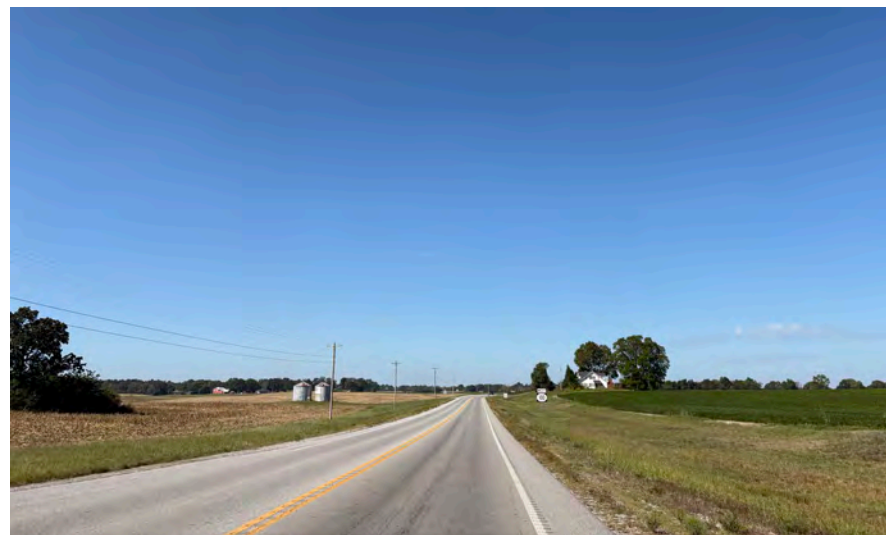
Federal Emergency Management Agency (FEMA) 100-year floodplain exists primarily along the Green River and Barren River along with their tributaries.

Prime Farmland

The Natural Resources Conservation Service (NRCS) soil survey shows prime farmland and farmland with statewide importance with potential to be impacted by trails in all 10 BRADD counties. Prime farmland and farmland with statewide importance is dispersed evenly throughout the study area.

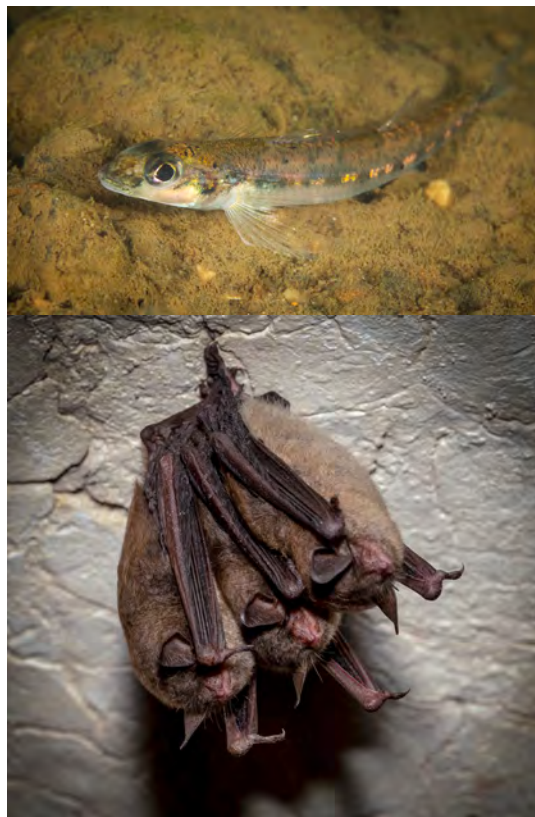
Protected Species

There were three species with designated critical habitats identified through the US Fish and Wildlife Service Threatened and Endangered Species Active Critical Habitat database search.



Farmland in Simpson County

The Indiana bat has designated critical habitat for all of **Barren, Edmonson, Hart, and Warren Counties**. The rabbits foot mussel has designated critical habitat in the Green River in **Hart and Edmonson Counties**. The diamond darter freshwater fish also has designated critical habitat in the Green River in **Hart and Edmonson Counties**. The diamond darter is locally extirpated with only known populations existing in West Virginia.



Top Left: Diamond darter freshwater fish resting on rock bottom, photo credit: Hagerty, Ryan/USFWS

Top Right: Rabbits Foot, photo credit: Mammoth Spring National Fish Hatchery

Bottom Left: Indiana Bat (*Myotis Sodalis*)

Air and Noise

The project is not in an air quality non-attainment or maintenance area for ozone. Once build alternatives have been selected, the project will have to be assessed for potential noise receptors to determine if a noise analysis will be required.

Human Environment

The human environment typically refers to the built environment or the communities where we live. It includes elements such as land use, community features, historic districts and properties, and hazardous materials considerations.

Historic Districts and Properties

There are several historic districts within the study area which include:

Allen County

- Scottsville Downtown Commercial Historic District

Barren County

- Glasgow Central Business District
- North Race Street Historic District
- Ralph Bunche Historic District
- Southwest Glasgow Residential District

Hart County

- Horse Cave Historic District

Logan County

- Auburn Historic District
- Russellville Historic District

Metcalf County

- Sulphur Well Historic District

Simpson County

- Franklin Downtown Commercial District
- Harristown Historic District
- West Cedar Street Historic District

Much of the adjacent land use in the study area is undeveloped, commercial, or residential. There are few properties / structures and sites that are of historical significance. Nearby properties noted during the review include:

Barren County

- Fort Williams

Hart County

- Battle of Munfordville Site

Logan County

- McCutchen Meadows

Simpson County

- The Cedars
- Hampton Hall
- Triple Pine Farm



Hampton Hall, photo credit: National Parks Service, National Register of Historic Places

Underground Storage Tanks

There are records for 205 underground storage tank sites (UST) with potential to be impacted. Twenty-nine of these sites are still active, while the other 276 sites have been closed. The breakdown of USTs by county can be found below.

- Twenty USTs within **Allen County** with three potentially active.
- Fourty-five USTs within **Barren County** with six potentially active
- Six USTs within **Butler County** with one potentially active
- Six USTs within **Edmonson County** with zero potentially active
- Eighteen USTs within **Hart County** with one potentially active
- Thirty-one USTs within **Logan County** with six potentially active
- Twenty-one USTs within **Metcalf County** with three potentially active
- Nineteen USTs within **Monroe County** with four potentially active
- Eighteen USTs within **Simpson County** with one potentially active
- Twenty-one USTs within **Warren County** with four potentially active

Socioeconomics

A Socioeconomic Study was completed as part of the Existing Conditions Report. The intent of the review at this stage is to provide information needed for future users of this study to make informed decisions with regard to the requirements of Title VI of

the Civil Rights Act of 1964 which prohibits discrimination based on race, color or nation of origin. The project area was analyzed to determine potential effects to communities protect under title VI. Statistics are provided in **Table 5** on populations over the age of 65, poverty, people with disabilities, and those that speak other languages at home. Data was obtained from the 2024 American Community Survey (ACS) 1-Year Estimates Survey statistics.

Table 5. Summary of Socioeconomic Data

Population Group	Over 65%	Poverty (%)	Disability (%)	Language other than English spoken at home (%)
Allen	17.9	13.5	18.5	5.9
Barren	18.1	19.4	21.6	3.0
Butler	19.4	20.5	18.7	9.9
Edmonson	21.8	15.3	24.4	3.4
Hart	17.6	19.3	21.9	8.4
Logan	19.1	16.8	19.8	3.7
Metcalf	19.1	27.5	21.2	2.2
Monroe	18.7	22.1	22.5	3.1
Simpson	16.1	15.5	15.4	3.2
Warren	13.4	16.2	16.1	18.0
Kentucky	18.0	15.6	18.2	7.5

Limitations and Next Steps

This Environmental Overview serves as a planning-level reconnaissance using publicly available data and desktop analysis. It does not include site-specific field surveys, environmental permitting, or consultations with resource agencies.

If a trail segment progresses that is not part of the current Recommended Greenway Network, a new Red Flag Study should be conducted to assess potential impacts specific to that corridor, as it may have impacts not previously identified.

Each trail project will require completion of the National Environmental Policy Act (NEPA) Checklist for Local Public Agencies in coordination with the Federal Highway Administration – Kentucky Division. During the design phase, local public agencies and their consultants will provide technical studies and documentation to complete the NEPA Checklist. This checklist ensures compliance with federal environmental regulations before a project can move forward to construction.

By addressing environmental considerations early and systematically, communities can implement trails that serve community needs while also protecting natural resources.



Right: Drakes Creek runs through Jim Roberts Community Park in Franklin



Chapter 7: Maintenance Plan

Introduction

Maintaining greenways in a state of good repair creates public spaces that support recreation, active transportation, and conservation. Conversely, deferred maintenance can diminish user desire to use facilities, reduce safety, and increase long-term costs. The long-term success of any greenway network depends on proactive and recurring maintenance. As communities across the BRADD region consider future greenway development, this study includes high-level maintenance guidelines to help local agencies understand the ongoing responsibilities associated with owning and operating greenway facilities. This maintenance plan is an essential element of the Regional Greenway Feasibility Study as it outlines the types of stewardship tasks that will be necessary, the anticipated costs, and the strategies communities can use to handle greenway maintenance responsibilities over time. By planning for maintenance in the early phases of greenway development, communities can better anticipate operational needs, budget for recurring expenses, and incorporate cost-effective design decisions.

The guidelines presented in this study recognize the variety of communities within the BRADD region. Municipalities and counties vary significantly in terms of staff capacity, equipment resources, and available funding. As such, the recommendations provided here are intentionally flexible and are intended to be scaled for the size of the community and project. By integrating maintenance considerations into early planning the study promotes a trail system that is resilient, sustainable, and easier to manage over the long term.

Overall, this chapter is intended to serve as a high-level resource for municipalities and counties as they prepare for potential trail investments. It outlines the shared responsibility of maintaining a regional greenway system and provides guidance that will help communities position themselves for success as the BRADD region considers the future of its greenways network.

Maintenance Plan Development

Maintaining greenways is an ongoing commitment that begins before construction and continues throughout the life of the facility. Communities that plan ahead reduce long-term costs and ensure that their greenways remain operational at a high level. National trail guidance emphasizes that maintenance burdens are lowered when organizations establish clear internal roles and adopt routine maintenance cycles.

Establishing a Maintenance Strategy

Every community should begin by developing a formal maintenance strategy that outlines routine, seasonal, and long term tasks. This plan assigns responsibility for the routine (daily or weekly) work and defines how specialized or periodic tasks will be handled, including things like culvert cleaning, hazard/tree removal, and vegetation management.

A maintenance strategy also sets expectations for staffing coordination. Many trail systems require coordination among parks departments, environmental services, public works, engineering, and volunteer partners. Normally, rural and small town communities rely on existing public works or parks staff to perform trail maintenance and may choose to partner with volunteer groups to supplement labor for more simple tasks, or larger agencies for more intensive tasks. The U.S. Forest Service (USFS) stresses that properly trained crews and volunteers, equipped with the right tools and safety procedures, are essential for doing the work safely and effectively.¹



Cleaning and maintaining landscaping adjacent to a trail.

¹ U.S. Forest Service, U.S. Department of Agriculture (2025). [Trail Maintenance and Construction Notebook](#).

Finally, communities must plan for budgeting and funding. Annual operating budgets should distinguish between routine maintenance expenses and the less frequent costs associated with resurfacing, replacing amenities, or repairing storm damaged sections. The Rails to Trails Conservancy's (RTC) national survey highlights that some trails incorporate volunteer labor to offset costs, while others rely on dedicated annual allocations or grants to support maintenance.² Establishing a sustainable financial strategy helps avoid deferred maintenance and the higher expenses that follow.

Pre-Construction Strategies

Pre-construction trail planning and environmentally responsible design significantly reduce long term maintenance burdens. Many persistent maintenance issues are traced to unsustainable alignments or poor site selection. The USFS states that sustainable trail and greenway design begins with understanding soils, hydrology, slope, and drainage, noting that "the more physically sustainable the trail, the less maintenance it will need."³ Locating trails on moderate slopes, in stable soils, and away from areas prone to saturation or flooding can eliminate decades of recurring repairs. Right-of-way preparation also influences greenway operations after construction. Guidance documents emphasize the importance of anticipating vegetation growth, utility access needs, and opportunities to minimize future impact to public facilities.⁴ Selecting durable and high-quality materials further reduces lifecycle expenses.

² Rails-to-Trails Conservancy (2015). [Maintenance Practices and Costs of Rail-Trails](#).

³ U.S. Forest Service, U.S. Department of Agriculture (2025). [Trail Maintenance and Construction Notebook](#).

⁴ Lexington-Fayette Urban County Government (2024). [Town Branch Commons Operations and Maintenance Manual](#).

The Costs of Maintaining Greenways

An understanding of annual maintenance costs helps BRADD communities keep their greenways in a long-term state of good repair. National evidence shows that maintaining multiuse trails is generally affordable, but costs vary widely by surface, setting, amenities, and level of use.

Annual Cost Overview

For planning purposes, BRADD communities can anchor annual estimates in the national evidence, then adjust for local conditions. A 2015 national survey conducted by the RTC of 200 trail managers found that typical annual maintenance costs average starting at roughly \$500 to \$1,000 per mile across various settings.⁵ While these costs are likely higher as of 2026, some of these costs could be offset by volunteer labor handling routine tasks. When costs are summarized by predominant surface, the RTC study reports median routine costs of approximately \$1,971 per mile for asphalt paved trails.⁶ These figures do not include any extensive or exceptional repairs and are assumed to include only the most basic maintenance tasks needed to keep the trail usable (mowing, surface clearing of the trail, vegetation management, etc.). These cost estimates are reinforced by RTC's "real-world" case compilation (**Figure 67**), where routine costs range from the low hundreds per mile in lightly developed rural contexts to several thousand per mile in corridors, with high amenity, rich levels reaching over \$100,000 per mile.⁷

These resources suggest that BRADD jurisdictions should anticipate higher numbers where paved surfaces and urban environments are involved. In other words, a conservative planning range of \$3,000–\$8,000 per mile per year is reasonable for paved segments with modest amenities; and \$10,000–\$25,000+ per mile per year is reasonable for urban riverfront or downtown miles with extensive landscaping, lighting, and other more expensive amenities. For BRADD's largely rural and small town context, the most reliable per-mile cost placeholder is therefore \$2,000–\$6,000 per mile per year for paved trails. Communities can build these ranges out with local skilled labor wage rates, material costs, and amenity choices as they build their budgets.

Key Cost Categories

Annual greenway maintenance tasks tend to fall into a small number of repeat cost categories. The table below summarizes routine task categories commonly implemented in trails across the nation and other best practices noted in the USFS Trail Maintenance and Construction Notebook.⁸ These categories are based on national maintenance surveys and case data documenting which tasks most often drive trail maintenance budgets,⁹ alongside USFS field guidance that shows how sustainable design and drainage practices keep these costs "light and seasonal" over time.

5 Rails-to-Trails Conservancy (2015). [Maintenance Practices and Costs of Rail-Trails](#).

6 Ibid.

7 Ibid.

8 U.S. Forest Service, U.S. Department of Agriculture (2025). [Trail Maintenance and Construction Notebook](#).

9 Rails-to-Trails Conservancy (2015). [Maintenance Practices and Costs of Rail-Trails](#).

Figure 67. Yearly Routine Rail-Trail Maintenance Costs Per Mile

Yearly Routine Rail-Trail Maintenance Costs Per Mile

	     					
	Armstrong Trail	MoPac Trail West	Northern Rail Trail	Panhandle Pathway	Sammamish River Trail	Schuylkill Banks
Location	Western Pennsylvania	Lincoln, Nebraska	Central New Hampshire	Northern Indiana	Seattle, Washington	Philadelphia, Pennsylvania
Trail Surface	Stone Dust-Rural	Concrete-Suburban	Stone Dust-Rural	Asphalt-Rural	Asphalt-Suburban	Asphalt-Urban
Visitation	69% increase from 2019 to 2020	N/A	2019: 150,000 average total	N/A	2018: 572,832 Total (278,735 Peds, 294,097 Bikes)	2019: 1,726,215 user trips
Primary Maintenance Performed By	Nonprofit staff and volunteers	Park district staff	State staff and volunteers	All volunteer	County staff	City and nonprofit staff
Length Studied	36 miles	5 miles	34 miles	23 miles	10 miles	1 mile
Total Yearly Cost Per Mile	\$2,377	\$679 (not including trailheads)	\$1,330	\$967	\$7,819	\$102,322
Volunteer Hours	1,908	32	355	687	0	1,228
Surface and Structures	2468-foot tunnel and seven bridges	Six bridges inspected on a five-year rotation	Winter sanding a safety challenge at crossings	One 230-foot bridge	No bridges	Trail located between active tracks and river
Vegetation	Emerging high-tree canopy over trail	No tree canopy reduces costs significantly	Japanese Knotweed overtaking native species	Controls root damage by trenching	Trenching not allowed per archeology	Extensive grass areas and plantings
Level of Amenities	Low	Low	Low	Low	High, with one fixed toilet and three temporary	Very high and very rich level of design
Cleanliness and General Comments	"Pack it in, pack it out" policy	Removes snow after 2 inches	Most significant impact is from beavers	Occasional dumping of tires/mattresses	Has 18 trash receptacles at trail heads	Trash receptacles emptied daily, floods annually

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Thank you to the Pennsylvania Department of Conservation and Natural Resources for their financial support

Table 6. Key Cost Categories in Annual Trail Maintenance

Category	Purpose	Task	Detail
Surface Upkeep (pavement & natural surface care)	Addressing these items promptly maintains usability and reduces liability.	Paved maintenance (asphalt/concrete)	Routine crack sealing, patching, and (rarely) seal coats. Additional periodic surface cleaning. RTC case data shows notable costs tied to asphalt repairs and crack sealing programs that, if deferred, accelerate structural deterioration.
		Natural surface / crushed stone maintenance	Regrading, spot resurfacing, and shoulder/tread shaping to combat rutting and maintain outslope. USFS stresses restoring outslope and proper grading to avoid water running down the trail and prevent channeling.
		Surface clearing of trail	The removal of material such as leaves, sticks, and stones from the trail surface. This activity is mostly confined to asphalt surfaced trails.
Vegetation Management	Prevent trail erosion, preserve the designed width, and lower future repair costs.	Mowing and trimming	Mowing is a labor-intensive maintenance activity and a significant component of the annual maintenance budget. Time spent mowing and trimming is a result of trail design. Some trails will require more than others depending on the amount of grassy areas.
		Tree pruning/clearance & hazard removals	The USFS maintenance handbook reinforces corridor clearing dimensions and proper pruning techniques tied to trail class and use. Proper pruning and clearance keep the trail accessible to users, preserves the designed width, and lower future repair costs.
		Invasive species removal & herbicide applications	Removal of invasive tree species is becoming an increasingly necessary maintenance task. In a 2005 RTC report, 36 % of respondents reported invasive species removal as an important task; in 2014, almost 93% reported it as a major activity. This task may require trained staff or licensed contractors and is dependent on the prevalence of invasive species in the area.
Drainage and Erosion Control	Maintenance of drainage areas is critical to helping minimize the damage to both asphalt and crushed stone surfaced trails caused by water erosion.	Routine drainage and culvert maintenance	Cleaning outlets, restoring grade reversals, removing berms, and maintaining outslopes so water sheets off the trail. USFS identifies these as the most cost effective measures to prevent channeling and slope failures. This also involves clearing culverts of debris and ensuring inlets/outlets are stable. RTC highlights culvert/swale cleaning as a recurring task that can avert high-cost washouts.

Category	Purpose	Task	Detail
Trailheads, Amenities, and Signage	Signage, trailheads, and visitor amenities require regular inspection, cleaning, and repair to maintain usability and ensure the trail functions as intended.	Trailheads	Trailheads require upkeep of parking areas, kiosks, trash receptacles, and small landscaped zones. Regular trash removal, surface sweeping, and visitor kiosk updates help maintain a welcoming experience.
		Amenities	Amenities need periodic cleaning, updates, or replacement. Restrooms are among the highest cost amenities due to routine cleaning, pumping, and supply restocking.
		Signage	Signs must be inspected, cleaned, straightened, or replaced as they weather, fade, or suffer vandalism. This supports user safety and reduces off-trail impacts.
Equipment and Materials	Routine maintenance equipment purchase and upkeep is a necessary cost to maintain trails.	One-time and recurring equipment costs	Some of these items include mowers, tractors, blades, fuel, personal protection equipment (PPE), hand tools for brushing and tread work, materials for patching, and sign hardware.
Contingency Fund	A budgeted fund to help cover the cost of sudden, unplanned events. This budget should be scaled for the risk that any greenway has for unexpected events.	Contingency fund	Contingency funds help jurisdictions respond quickly to unexpected events like storms and flooding, trail collapses or deteriorations, or emergency signage. RTC and the USFS note that these events occur with regularity, especially along river valleys and wooded corridors.

Maintenance Tasks by Interval

To keep operating costs predictable and to maintain a positive user experience, communities should schedule routine, seasonal, and long-term tasks on a recurring basis. The items below in Table 3 reflect best practice models from statewide manuals,¹⁰ national trail maintenance guidance,¹¹ and RTC surveys of greenway management entities.¹² Communities are encouraged to use these suggestions as a template and scale the tasks and frequency to individual greenways.

Table 7. Maintenance Tasks & Intervals

Task Frequency	Task Type
Weekly or Bi-weekly	Routine, general state-of-being inspections of the overall facility.
	Note and repair (if possible) damage to manmade structures or vegetation.
	Litter removal and trash pickup.
	Clearing minor debris from trail surfaces and drainage features.
Monthly	Mowing, trimming vegetation, and invasive species sweeps.
	Checking signage, trailheads, lighting, and amenities.
	Minor repairs and surface maintenance.
Annual	Pavement assessment and resurfacing planning.
	Major drainage and erosion inspections.
	Repainting or replacing signage and wayfinding elements.
	Misc. trail structure inspection (bridges, boardwalks).
Long-term (3-7 years)	Resurfacing of paved trails.
	Major repairs or replacement of trail amenities.
	Updating wayfinding elements and branded signage as needed.
	5-year inspections of any bridge structures.

¹⁰ Lexington-Fayette Urban County Government (2024). [Town Branch Commons Operations and Maintenance Manual](#).

¹¹ U.S. Forest Service, U.S. Department of Agriculture (2025). [Trail Maintenance and Construction Notebook](#).

¹² Rails-to-Trails Conservancy (2015). [Maintenance Practices and Costs of Rail-Trails](#).

Staffing for Greenway Maintenance

Clear role definitions, appropriate training, and staffing partnerships help ensure that greenways are managed in a proper and cost-effective way. State and national maintenance guidance for greenways suggest that effective greenway management depends on a staffing structure that balances general maintenance crews, skilled professionals, and strategic use of volunteers. Staffing and maintenance capacity are important to long-term performance and cost efficiency, and greenway agencies benefit from having a plan for clear roles, investing in specialized training, and offering volunteer opportunities.

Recommended Skillsets

A successful greenway operations team includes a mix of general maintenance personnel and skilled specialists. General maintenance personnel include several disciplines, such as grounds and maintenance crews, equipment operators, and general parks personnel. General maintenance activities can be completed with support from environmental services and public works teams. These staff can complete tasks like groundskeeping, drainage clearing, sediment management, and repairs to permeable pavements or other routine tasks.

Specialized labor becomes necessary when work involves higher risk or more technically demanding components

- **Tree-related maintenance** may need to be carried out by certified arborists due to complex vegetation growth and hazardous conditions.
- **Water-related systems** also require skilled labor to handle plumbing and irrigation infrastructure, restroom facilities, and other tasks.
- **Electricians** may be needed where lighting systems and other electronics are present and must be inspected, reset, or repaired.
- **Specialty contractors** may be needed when working with engineered structures such as walls, culverts, and bridges.

Agencies managing greenways should take the complexity of their facilities into account when budgeting for and hiring maintenance staff.



Community group supporting trail activities.

Volunteers and Community Groups

One way to supplement general labor at a minimal cost is to create or contact local "Friends of the Trail" volunteer groups. Volunteers play a major role in greenway systems and can take on routine stewardship activities such as litter removal, brushing, corridor clearing, trash collecting, and other light trail work. The USFS trail notebook specifies that engaging partners and volunteers increases the capacity of trail managers to accomplish trail work and promotes public land stewardship.¹³ The RTC case studies note that some rural trail and greenway systems operate successfully and at a lower cost with volunteer-heavy maintenance crews, demonstrating the significant value of community involvement in sustaining long distance trail infrastructure.¹⁴

However, volunteer engagement requires specific coordination. Best practice guidance suggests that volunteers must work under formal written agreements, which outline the tasks they are permitted to perform and offer liability protections. Furthermore, it is paramount that volunteers performing more complex or potentially hazardous tasks receive safety briefings, appropriate training, and clarity on when staff oversight is needed to complete those tasks.

¹³ U.S. Forest Service, U.S. Department of Agriculture (2025). [Trail Maintenance and Construction Notebook](#).

¹⁴ Rails-to-Trails Conservancy (2015). [Maintenance Practices and Costs of Rail-Trails](#).

Strategic Regional Partnerships

Greenway systems often extend across municipal boundaries, making regional collaboration essential for cost effective operations. BRADD agencies can manage greenway development by partnering with neighboring municipalities or with KYTC through shared maintenance frameworks, coordinated project planning, and joint maintenance agreements. Shared responsibilities might include general maintenance, joint procurement of specialized equipment, or shared maintenance and skilled labor crews.

Beyond governmental partners, schools, civic clubs, and conservation organizations can play meaningful roles in the stewardship of greenways. These types of groups can play a role in inspection activities, public education, training events, and low impact trail work, which expands the facility's workforce and deepens community ownership. These groups can adopt trail segments for beautification, assist with ecological restoration projects, help collect trail use data, or support volunteer recruitment and training. When paired with formal agreements and staff oversight, these partnerships create an additional support system that enhances maintenance capacity in a cost-effective manner.



School group volunteering on a trail.

Resources and Reference Guides

Communities developing greenway maintenance programs benefit greatly from national, state, and nonprofit resources dedicated to greenway and trail development. These organizations provide technical manuals, best practice guidance, training materials, funding information, and case studies that local agencies can adapt to create maintenance plans tailored to their individual projects. The following resources serve as references for communities working to build greenway systems. This list is not exhaustive, and local agencies are encouraged to research reference materials which best suit their projects.

Key Organizations and Guidance Sources

Rails-to-Trails Conservancy (RTC)¹⁵

Offers extensive guidance on trail and greenway maintenance, cost estimates, surface management, and volunteer engagement. Their maintenance studies and case examples can help communities understand typical costs, staffing needs, and best practices for different trail types.

Kentucky Transportation Cabinet (KYTC) Pedestrian & Bicycle Resources¹⁶

Offers statewide policy guidance, design references, and planning resources relevant to multi use paths and bicycle/ pedestrian facilities. KYTC guidance is particularly valuable for communities planning greenways within state maintained rights of way.

¹⁵ Rails-to-Trails Conservancy (n.d.). [Resource Library](#).

¹⁶ Kentucky Transportation Cabinet (n.d.). [Bike Walk Kentucky](#).

National Recreation and Park Association (NRPA)

Provides research, training programs, park maintenance standards, and operational benchmarks that help communities manage outdoor assets, including paved and natural surface trail systems. Specifically, the Active Parks! Implementation Guide includes steps to implement trails and greenways.¹⁷

American Trails¹⁸

Supplies training materials, webinars, and step by step guidance. Topics include greenway and trail construction, maintenance, volunteer coordination, and sustainable design practices.

U.S. Forest Service Trail Maintenance Standards

Includes the Trail Maintenance and Construction Notebook¹⁹ and Continental Divide National Scenic Trail Trailhead Design Guidelines,²⁰ among others. These resources are mostly related to nationwide soft surface trail design and maintenance practices.

Federal Highway Administration (FHWA) Trails & Transportation Resource Library²¹

The Corps Network and the Federal Highway Administration (FHWA) are partnering to develop systems and resources that encourage state and regional transportation agencies to work with Service and Conservation Corps. Working together, The Corps Network and FHWA are producing toolkits and compiling best practices and aim to provide trainings and workshops to support these partnerships.

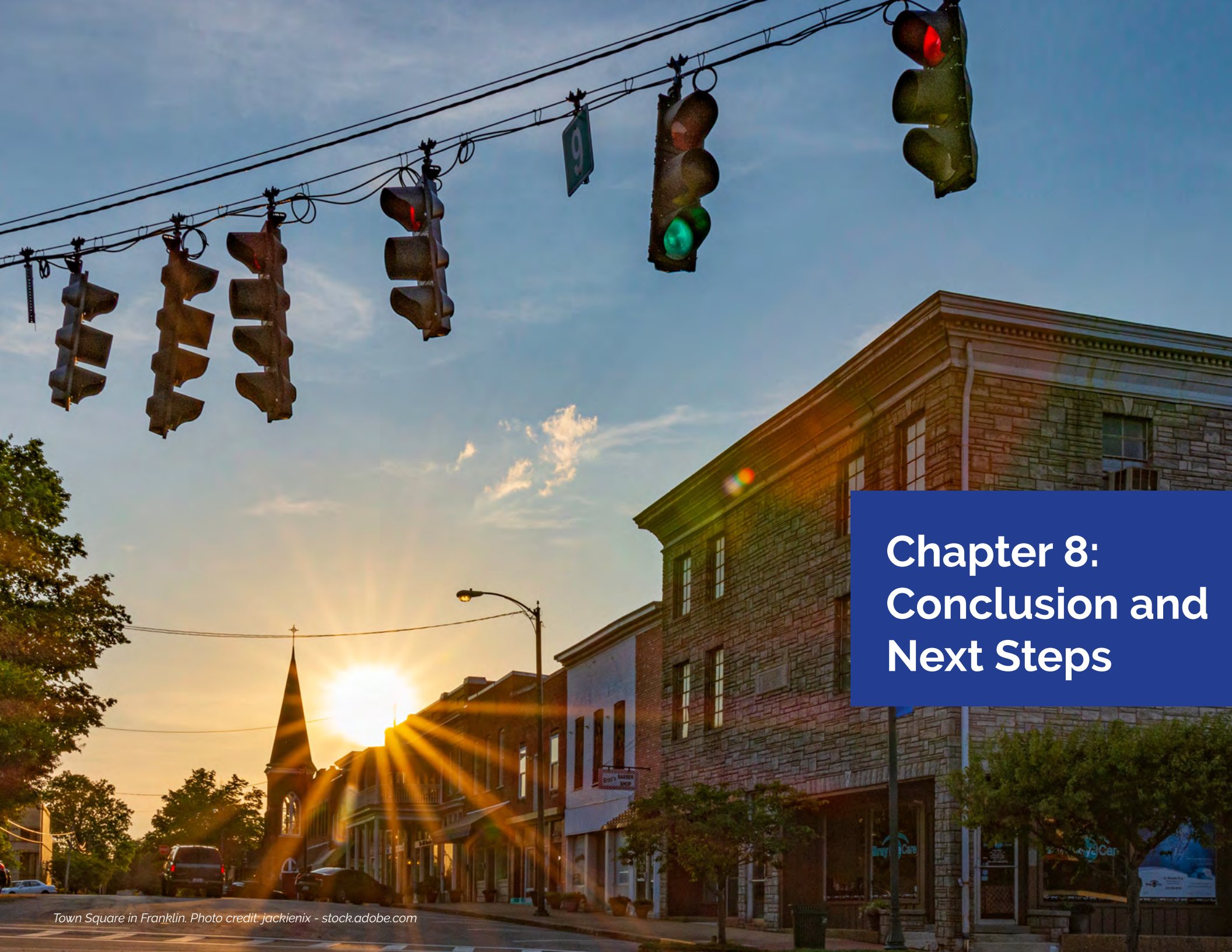
¹⁷ National Recreation and Park Association (n.d.). [Active Parks! Increasing Physical Activity Through Parks, Trails, and Greenways](#).

¹⁸ American Trails (n.d.). [American Trails](#).

¹⁹ U.S. Forest Service, U.S. Department of Agriculture (2025). [Trail Maintenance and Construction Notebook](#).

²⁰ U.S. Forest Service, U.S. Department of Agriculture (n.d.). [CDNST Trailhead Design Guidelines](#).

²¹ Federal Highway Administration, U.S. Department of Transportation (n.d.). [Trails & Transportation Resource Library](#).



Chapter 8: Conclusion and Next Steps

The BRADD Regional Greenways Feasibility Study represents a pivotal step toward connecting communities across South-Central Kentucky through a safe, accessible, and scenic network of trails and greenways. This study, supported by federal funding and shaped through public and stakeholder engagement, lays the foundation for strategic, phased development of greenway corridors that improves quality of life, promotes active lifestyles, bolsters tourism, and drives economic growth.

The Recommended Greenway Network identifies viable trail corridors across the ten-county BRADD region, reflecting community priorities, safety considerations, environmental factors, and economic opportunities. Although not every proposed corridor is expected to be implemented, they serve as a comprehensive roadmap for counties to develop greenways that align with their unique contexts and resources. The collaborative approach taken throughout this study, engaging local leaders, residents, and organizations, ensures the network is designed with broad community support and a shared vision for regional connectivity.

The design guidelines, implementation strategies, and maintenance plan also emphasize the importance of proactive planning, partnership building, and sustained community involvement to ensure these greenways are funded and built as soon as possible, can safely serve each community's unique needs, and are well-maintained. Integrating maintenance considerations early in the process helps manage long-term costs and fosters stewardship among local agencies and volunteers.

Next Steps

Now that Recommended Greenway Network has been defined, the next steps that BRADD and supporters in each county should take towards implementation are outlined in **Figure 68**.

Step 1

Implementation begins with building strong awareness and support among elected officials and community leaders. Sharing the study's findings and benefits helps establish political and public backing, which is crucial for advancing trail projects and securing necessary resources. Early engagement with decision-makers ensures alignment with local priorities and fosters champions who can advocate for greenway development.

Step 2

Setting clear priorities comes next by identifying trail projects that offer the greatest impact based on community input, feasibility analyses, and connections to key destinations like schools, parks, and town centers. Prioritization streamlines efforts and resources toward corridors that best serve regional mobility, recreation, and economic development goals.

Step 3

Formalizing partnerships is essential to successful implementation. This includes appointing a dedicated BRADD Greenways Coordinator to spearhead this coordination effort, serving as the central point of contact to engage and advocate for greenway development securing local resolutions and interlocal agreements that clarify responsibilities for planning, construction, and maintenance of trails and trailheads. Clearly defined roles amongst all partners will promote cooperative management, enable coordinated funding applications, and support long-term stewardship of the greenway network.

Step 4

Pursuing funding requires a strategic approach by aligning prioritized projects with appropriate grant programs, partnership opportunities, and local investments. Advocating for inclusion of trail segments in Kentucky Transportation Cabinet (KYTC) infrastructure projects and encouraging property developers to incorporate trails in new developments can expand funding sources and accelerate project delivery.

Step 5

Advancing projects toward design involves conducting preliminary engineering and environmental assessments for high-priority corridors. These steps refine trail alignments, identify potential constraints, and prepare detailed plans that meet regulatory requirements, positioning projects for construction readiness.

Step 6

Finally, sustained community engagement throughout implementation is vital. Ongoing outreach, education, and volunteer opportunities keep public interest strong, promote trail use, and build local stewardship. This continuous dialogue nurtures community ownership and supports the long-term success of the BRADD regional greenway network.

By following this roadmap, the BRADD region can progressively realize its vision for a connected greenway network that enhances mobility, recreation, and quality of life. Each county's implementation timeline may differ, allowing communities to celebrate incremental successes and adapt strategies to local needs. The collective efforts invested now will yield lasting benefits in health, safety, economic vitality, and environmental stewardship across South-Central Kentucky.

Figure 68. Road Map of Next Steps





BRADD Regional Greenways Feasibility Study

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