

## CHAPTER 10 G.A.T.E. Plan

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### Summary

#### The Need for a Greenway Plan

Glasgow, Kentucky has become more than just a local community in the past few decades, but also a regional hub of industry and commerce for the entire South Central Kentucky region. Barren County took top honors in The Progressive Farmer magazine's third annual top ten rankings of "Best Places to Live in Rural America" in 2007. The nation became privy to what Barren Countians had always known; that even though Glasgow offered promising prospects for industry and retail development there is also a rural backdrop which surrounds this epicenter of the county. Barren County is one of the largest producer of burley tobacco, dairy cattle, and beef cattle in the state of Kentucky. To further solidify the sense of community and connect the residents with this pristine landscape that encompasses the City of Glasgow and its rich rural heritage private citizens took the initiative to approach the City with the concept of Greenspace Development.

#### History of the Master Plan

Barren County and Glasgow have been extremely fortunate in procuring available state and federal funds in the past decade to improve the transportation infrastructure of the surrounding area. However, the City has had difficulty incorporating the idea of greenspace and pedestrian trail development into the new road projects. After discussion with Kentucky Transportation Cabinet project managers, it became clear that Glasgow would need to develop a plan that reflected the desires of its citizens if any proposed greenspace development would be taken into consideration in future projects.

From this stemmed the realization that not only would Glasgow be better served by utilizing new road construction, but by enhancing an already well tuned system of City Departments that worked together and impeccable facilities management, the Greenspace Master Plan could be a tool used to introduce the community to a standard of living that would promote a healthier lifestyle, feeling of community, an alternative to reliance on an automobile, and a connection to the cultural and historical aspects that Glasgow has to offer.

It is to this end that the Glasgow Alternative Transportation Endeavour became a reality. Referred to as the G.A.T.E. Plan for short, the undertaking is envisioned as a "gateway" to a higher standard of living that not only gives alternatives to recreational needs but also alternatives to commuting, shopping, and general day to day travel.

In 2011 the process began to create a Master Plan. The first step was to organize a committee of concerned citizens and interested parties. The Joint City-County Planning Commission was tasked with conducting meetings and producing the plan. In addition to the Planning Commission other local government entities were consulted including Public Works and the Recreation Department. The Mayor approached private citizens who attended the meetings and offered a citizens insight to what the needs of the area were in regards to greenspace development.

After several steering committee meetings the first public meeting was held on August 2<sup>nd</sup> 2012 with a large turnout. Surveys that were also available online were collected at the meeting. Several suggestions were given to the committee along with new and exciting ideas for potential greenspace and trail locations.

After the initial public meeting the Planning Commission staff and the steering committee began to look very closely at the mapping itself. The Kentucky Department of Transportation was consulted as to the likelihood of having the proposed trails and corridors included in future highway projects. After agreeing on the locations and coming up with rough drafts of mapping another public meeting was held.

On September 20<sup>th</sup> 2012 the public got the first glimpse of preliminary mapping for the Master Plan. Again, several insightful suggestions helped the Planning Commission staff to tailor the maps and overall plan to the citizens of Glasgow.

The following plan reflects the ideas and objectives from a community who desires to see generations to come benefit from a forward thinking and innovative City.

## **Greenway Development Benefits**

### **Benefits of Greenway Development**

The numerous benefits of Greenway Development can range from personal health, to tighter knit communities, to a stronger economy.

### **Increased Property Values**

One of the more obvious benefits of this type of development is the increase in property values. Not only is there an increased visual quality to the surrounding neighborhoods but Greenway development is much more appealing to potential home buyers. Respondents to Consumers' Survey on "Smart Choices for Home Buyers" ranked proximity to walking/jogging/bike trails as second in importance concerning community amenities; second only to highway access.

Studies by realtors have shown that being adjacent to parks or trails to parks can increase property values by as much as 20%. According to a survey conducted by the National Association of Home Builders walking/jogging/ bike trails were the top rated amenities with 62% of the respondents saying that these features would have an influence on their home purchase.

A 2007 study of properties in the Austin, Texas area identified that there was a \$10.60 to \$13.51 per lineal foot decrease in the price of residential property for every foot away from the greenbelt that a property was located. These increases in property value directly impact the property taxes collected by the local government as well.

### **Inexpensive Flood Area Development**

A growing concern in any type of development, be it residential or commercial, is developing within a Flood Hazard Area. Not only are the costs associated with developing in this area astronomically higher, but it also unsafe. Since development within a floodplain area is more costly and potentially dangerous, using designated floodplain areas for Greenway development is an attractive alternative. Instead of homes or businesses that could incur thousands if not millions of dollars in property damages developing the property to incorporate parks, or inexpensively maintained trails is a much better alternative.

In addition to being a safer, more cost effective alternative, the USDA provides limited funding for green space properties being developed within flood hazard areas. In an attempt to improve water quality and cut down on property damaging erosion, the Federal Government does on occasion have funds that help communities develop these areas in a safe and productive way that appease all parties involved.

### **Industrial Development**

A constant concern for any and all communities is the need for industrial development. At one time inexpensive labor and proximity to commerce avenues (highway, rail, etc.) were the key concerns for newly emerging or relocating industries. Recent market research has shown that industries looking to locate within communities are taking a much harder look at the communities themselves. Not only are industries wanting to locate in areas that can help them thrive, but they also want to locate in communities that will offer people-friendly amenities that will make the industries attractive to potential employees. In a job market where quality employees are valued more and more being able to offer prospective employees an attractive and enriching lifestyle has become extremely important.

Factories and other industries are flocking to communities that have a clear and concise means of providing a better quality of living for its residents. Healthier, more active and generally happier employees are always more productive employees.

### **Encourages a Healthier Lifestyle**

Perhaps the most important aspect of an implemented Greenway Development plan is the healthier lifestyle that the surrounding areas residents would enjoy.

Studies indicate that regular physical activity can exponentially add to a person's life. Research within the health community suggests that people who engage in seventy minutes of moderate exercise per week are less likely to be overweight. Not only are people who partake in exercise living healthier lives but they are also living longer lives. Studies indicate that for each mile walked or jogged by an individual, that individual would add an extra 21 minutes to his/her life.

In addition to the obvious health benefits, mental well-being is also a key factor in this type of

development. Studies suggest that symptoms of depression and anxiety decrease and in general moods are improved. Contact with the natural world has been credited with reducing stress and improving work performance. Evidence also shows that natural contact enhances emotional and cognitive development in individuals. Not only are individuals positively affected by this development but greenway areas and trails provide increased opportunities for social interaction.

### **Lowered Transportation Costs**

Of the citizens surveyed (survey located within the appendix) most polled citizens say that they pay an average of \$400 to \$500 dollars per month in fuel costs. While there are those who will have to drive no matter what, due to the rural nature of the surrounding community in Barren County, citizens of Glasgow could save the majority of their fuel costs. Nearly 30% of trips are a mile or shorter; 40% are two miles or shorter and 50% are three miles or shorter. This gives the impression of how much of our daily travel involves distances that can easily be walked or biked.

The majority of people who live in an area where their errands could easily be done walking or biking refrain from doing so due mostly to the lack of options which would allow for safe and convenient travel.

### **Increased Tourism**

An often over looked advantage of green space and trail development is the potential to attract tourism dollars. Currently Glasgow has no infrastructure to accommodate large scale jogging and biking events such as marathons or races.

While these aren't everyday events, the small amount of time that these events could be hosted by this community would produce a major boost in the local economy; everything from motels to eating establishments would benefit from the influx of visitors. Situated where Glasgow is, it is the perfect location in regards to proximity to the interstate and scenic background to host such events. However, infrastructure must be in place in order to accommodate functions such as these.

### **Decreased Criminal Activity**

Contrary to popular belief linking the community together using trails is not a breeding ground for criminal activity, but instead a deterrent for the criminal element. There is little evidence to support the fear that greenway trails will produce disturbance to private landowners. In fact the evidence is to the contrary.

Citizens that are more closely knit and joined together by trails usually look out for one another and are more prone to report any suspicious activity.

A 1980 study by the Minnesota Department of Natural Resources compared landowner's attitudes on a pair of proposed trails with landowner attitudes along a pair of similar trails already established. On the proposed trails 75% of landowners thought that if a trail was constructed it would mean more vandalism and other crimes. By contrast, virtually no landowners along the two constructed trails (0% and 6%, respectively), agreed with the statement "trail-users steal". (Minnesota Dept. of Natural Resources, 1980)

### **Existing Conditions and Local Information**

#### **Surrounding Topography**

Barren County is located in the south central part of the State of Kentucky. The total land area of Barren County is approximately 500 square miles or 320,083 acres. Barren County contains 308,499 land acres and 11,584 water acres. The topography of Barren County ranges from 1,068 feet to 470 feet above sea level, along the Barren River in the western part of the County.

Barren County lies in the eastern and western Pennyroyal physiographic regions of Kentucky, part of the Mississippian Plateau. The topography of the County is predominantly that of a dissected plateau, particularly in the central (Glasgow area) and southern parts, and varies greatly. The central (Glasgow) and southern areas are composed of deep, narrow valleys that have moderately steep to steep side walls and of moderately broad to narrow ridges. The northern part of the County is rolling and has karst topography. The County is traversed from the northeast to the southwest by Beaver Creek and its tributaries and from the southwestern boundary by

the Barren River and its reservoir.

## **Population**

The population of Barren County has grown sharply in the past decade. Population approximations from the 2000 U.S. Census shows that Barren County had a population of 38,033, while the 2010 Census shows an increase to 42,173 and our current projections from the Kentucky State Data Center has listed Barren County at approximately 44,176 persons. That's an increase of 14%.

## **Current Parks and Green Spaces**

Below is a list compiled of the local parks with their many amenities and other usable green space areas that could be linked together through the use a Greenway trail system. There are also other notable places of interest mentioned.

Local areas within the city limits of Glasgow include:

### **American Legion Park**

- 12 Acres
- Covered Picnic Shelter
- Concession Building and Restrooms
- Softball Field
- 4 Covered Gazebos
- 1 Playground Area
- 2 Horseshoe Throwing Pits
- Sand Play Court
- 4 Parking Areas
- Army Tank
- 9 Hole Disc Golf Course
- Day Camp / Work Shop Building

### **Beaver Trail Park**

- 42 Acres
- 4 Softball / Baseball Fields
- Concession Building
- ½ Mile Walking / Jogging Trail
- Designed Landscaping
- Wooden Bridge
- 2 Paved Parking Lots
- Playground Area
- Restrooms / Severe Weather Shelter
- Fire Department Conference Building
- Fire Training Tower

### **Gorin Park**

- 21 Acres
- 5 Parking Areas

- 2 Little League Parks
- 8 Tennis Courts
- 3 Sets of Restrooms
- Concession Stand
- Covered Baseball Stadium with Bleachers
- 1 Covered Picnic Shelter
- 4 Shaded Picnic Tables
- 2 Playground Areas
- Baseball / Babe Ruth Field
- 2 Paved and Lighted Basketball Courts

### **Twyman Park**

- 5 Acres
- Restrooms
- 2 Covered Picnic Shelters
- Playground Area
- Paved Regulation Basketball Court
- Volleyball Court
- 1 Covered Gazebo

### **Weldon Park**

- 23 Acres
- Picnic Shelter
- Restrooms
- 2 Playground Areas
- Parking Area
- 1 Mile and ½ Mile Nature Trails
- Little League Baseball Field
- 1 Concession/ Maintenance Building

### **Glasgow Swimming Pool**

- Olympic Size Swimming Pool
- 3 ft. to 12 ft. depths
- Diving Board
- Locker Rooms / Showers
- Picnic Shelter
- 1 Concession Facility
- 1 Wading Pool

### **Glasgow Recreation Center**

- Lighted Water Fountain

### **Lera B. Mitchell Clubhouse**

- Meeting Auditorium
- Kitchen
- Meeting Rooms
- Large Parking Area

### **Liberty Street Gym**

- Indoor Basketball and Volleyball Court



#### Soccer Complex

- 25 Acres
- Concession Building and Restrooms
- 2 Lighted Soccer Fields
- 2 Soccer Fields (Under Construction)
- 2 Gymnasiums
- Office Area w/ Meeting Rooms
- ½ Mile Walking Trail
- 2 Parking Areas
- 2 Covered Gazebos
- Maintenance Shop

#### Fort Williams

- Civil War Fort
- Walking Trails
- Civil War Cannons

#### Y.M.C.A.

- 2 Gyms
- Cardio Room
- Weight Room
- Childcare Facility
- Locker Rooms / Showers
- Multi-use Field
- Playground
- Indoor Junior Olympic Size Swimming Pool

The locations of the parks are shown on Map 10-1.

### **Local Attractions**

Many underutilized attractions within the City of Glasgow that would be a much more pleasurable experience if they were incorporated into a trail or system of trails are noted below. All are within a short walking or biking distance from downtown Glasgow.

### **SOUTH CENTRAL KENTUCKY CULTURAL CENTER**

The South Central Kentucky Cultural Center is dedicated to telling the story of the people, places and events that make up the geographic area known as the "Barrens", Metcalfe, Allen, Hart and Monroe Counties, as well as Barren County. Housed in the old Kentucky Pants factory in downtown Glasgow, 200 West Water Street, the center, also known as the Museum of the Barrens, is 30,000 square feet packed with area history. Visitors can travel all the way back to 12,000 B.C.; also included are tools and firearms, a log cabin,

and a gristmill from the mid 1800's. Other attractions include an extensive military exhibit starting with the Civil War, a doll collection, a one-room schoolhouse and the town square as it looked at the turn of the century. The purpose of the South Central Kentucky Cultural Center is to attract people who are interested in learning about the history of the Barrens as depicted in the museum displays, conducting genealogical research and attending meetings in an attractive facility. Renovating this 30,000 square foot pants factory into a cultural center serves as an excellent example for other communities to emulate because it shows how the citizens of South Central Kentucky came together to renovate an abandoned historic resource, adapt a building to fulfill the needs of the community, revitalize activity in the downtown commercial district, and preserve the urban fabric of their National Register Historic District in order to recall the history of the past for future generations.

### **GLASGOW PLAZA THEATRE**

The Plaza Theatre was built in the 1930's and was owned and operated by the same family until the mid 1980's. The City of Glasgow purchased the property in 2001 and renovated the facility to its historic grandeur. In the past the Theatre was home to many events including weekly country music shows, special music events such as a New Grass Revival Concert, and club events such as haunted houses, fundraisers, etc. Since the renovation has completed the Plaza has hosted many prominent music artists, popular comedians, as well as local theatre groups and performance artists including local orchestras.

These and other local places of interest are noted on Map 10-2.

### **Schools**

An important link in the chain concerning local places of interest that citizens would be frequenting along any proposed trail would of course be the local schools.

Within the City of Glasgow there are currently two school systems present at this time; Glasgow Independent Schools and Barren County Schools. This does not include the private schools, technical colleges or the Western Kentucky University Campus.

The locations of the aforementioned schools are shown on Map 10-3.

### **Local Retail Areas**

In order for a greenway plan to be successful it must not only take into consideration local parks and places of interest but also establish a means of connecting the citizens with local retail areas and places of business, be it for paying a bill, purchasing an item or visiting your doctor. It's important to understand that greenway development isn't merely for recreational use but should also be incorporated into our daily lives as a way of accomplishing the things we have to do in a manner which benefits us physically and accomplishes the other goals set forth by the greenway plan.

The majority of retail areas in Glasgow are located in the center of the city. For the most part this area of retail and commerce runs contiguous with few interruptions for residential and industrial development.

In addition to this area there has been a large amount of retail growth on the northern part of the city, mostly due to the relocation of the local Wal-Mart. As in most cases many retail establishments have flocked to that area in an effort to gain more traffic.

Although both areas are quite different in many respects they are very much the same in one distinct way; they are not very accessible to walking or biking traffic. Hopefully, with the implementation of this plan, that problem can, over time, be remedied.

The majority of retail areas are shown on Map 10-4.

### **Medical Facilities**

Fortunately for the citizens of Barren County most of the medical offices and local hospital are fairly centrally located in the same area of town, along North Race Street. Unlike the retail development in Glasgow this particular area is very accessible to the residential areas on the north side of the city.

In an effort to promote a healthier lifestyle it's not completely unimaginable to foresee the City working in conjunction with local healthcare providers to offer citizens who prefer an alternative to driving a way of meeting their healthcare needs without the use of an automobile.

T.J. Samson, the local community hospital, has recently begun construction on an outpatient services center called the "T.J. Health Pavilion". Unlike the other medical facilities located within Glasgow this medical center is located within the developed retail and commerce area of the city. This only further strengthens the idea of connectivity and accommodating those who want to incorporate several aspects of their daily routine into one outing.

The local medical area, hospital, and new constructed pavilion area are shown on Map 10-5.

### **Flood Hazard Areas**

Since there is potential for funding by various grants through USDA and other Federal outlets for developing within a FEMA designated Flood Hazard Area it's worth noting these areas within the Glasgow city limits.

Developing within an area prone to flooding is not only extremely costly in respect to erosion control measures and insurance costs but also potentially dangerous. Development in these areas, when possible, should be limited to open green spaces and limited residential and commercial construction.

Glasgow has already utilized these areas by locating two parks within the Flood Hazard Areas. Both Gorin Park and the Beaver Creek Softball Complex reside within the confines of the FEMA Flood Hazard Area. This is a much safer alternative to costly and dangerous residential and commercial construction.

As noted on the following maps, there are two separate Flood Hazard Areas located within the city limits. Along the northern area of the city the flood prone areas follow Beaver Creek. This is the area in which the Beaver Creek Complex is located. Encompassing the southern region of the city is the flood hazard area that follows South Fork Creek. Gorin Park is located within this flood prone area.

Both designated areas are ideal for greenway development and possible trails because of their linear nature along the creeks. They would provide a very scenic trail while also giving anyone partaking in the trail a welcome departure from the main highways.

The FEMA designated flood hazard areas are noted Map 10-6.

## Goals and Objectives

The overall vision of the G.A.T.E. Greenway Master Plan is shown in the following adopted Goals and Objectives. The Goals and Objectives were adopted by the Greenway Steering Committee, participating City of Glasgow Department Heads, and other concerned citizens.

Development of the G.A.T.E. Greenway Master Plan will take into consideration the Goals and Objectives, while maintaining the integrity of practices and regulations already in place, such as development ordinances, zoning codes, subdivision regulations, and the current adopted Comprehensive Plan. It is not the intent for any of the aforementioned regulations to contradict or restrict Greenway development, but instead to work together toward a common goal of

creating a better community. The purpose of these adopted Goals and Objectives is to solidify the intent of the G.A.T.E. Greenway Master Plan and inform the reader of the desires of the citizens of the City of Glasgow in respect to greenway development.

### Healthy Lifestyle Goal

Greenway systems encourage a healthier lifestyle by offering a much needed alternative to the community for their recreational needs and evolving lifestyle.

- Make trails and greenspace areas more accessible and inviting to citizens who may not always consider using the outdoors to spend their free time.
- Provide trails and paths that lead to local points of interests, schools, medical facilities, retail establishments, and parks so that the benefits of arriving at the destination are two-fold.
- Illustrate that the benefits of greenspace development are not only physical but also offer a means of stress relief and a more tranquil lifestyle.
- Promote greenspace development and trails as a positive healthy asset to neighborhood and subdivision development.
- Work in conjunction with the local health care community to promote greenspace

development as well as attaining further insight to the positives of this endeavor.

- Instill the idea that the proposed trails and greenspace areas are not only an asset for recreation but can and should be integrated into normal daily life.
- Support the evolving demographics of Glasgow as the population ages and seeks ways to maintain their happiness with the community as their driving options may diminish.

### Connectivity Goal

To utilize the G.A.T.E. greenway system as a means of connecting the community to existing publicly maintained facilities (parks, pools, etc.), local points of interest, medical facilities, retail establishments and work destinations by using healthy and economically sound alternatives to automobiles and public transportation.

- Identify existing trails, greenspace areas, and nationally recognized biking trails that will play an integral part in the proposed greenway system.
- Provide trails that can be utilized by commuters as well as citizens that will use the greenspace system for recreational needs.
- Develop a system of trails, bike lanes and sidewalks that will work together not only as stand alone projects, but as an integral system that is accessible to all citizens.
- Connect parks, other public recreational facilities, and existing open greenspace areas to this proposed system.
- Encourage the cooperation of City of Glasgow departments (Parks and Recreation, Public Works, Planning and Zoning, etc.) to ensure that the goals set forth in the Master Plan are taken into consideration in future development.
- Connect existing rural corridors to this system to create a safer means of travel for those who wish to use alternative travel outside the city limits.
- Strive to make the G.A.T.E. greenway system reasonably accessible to every citizen.
- Create multi-mode transportation points where vehicle parking, bicycle storage, City bus line (maybe even electric vehicle

charging) intersect for ease of transition between transportation modes.

### **Transportation Goal**

To design a greenway system that provides numerous opportunities for alternative transportation for the citizens of Glasgow.

- Design, implement, and maintain bike and pedestrian paths that connect citizens of the community to not only recreational destinations, but destinations that are integral to their everyday lives and fundamental for their existence.
- Implement a strategy that connects neighborhoods to recreational areas, shopping hubs, schools, medical facilities, and general places of business that are safe as well as aesthetically pleasing.
- Develop a greenway system that can be incorporated with other transportation projects early in the development process to ensure that the desires of the G.A.T.E. Master Plan are being taken into consideration.
- Create routes that work in conjunction with roadways as well as those that work independently to create an ambiance of tranquility for those utilizing the greenway system.
- Improve air quality by negating the reliance of automobiles as the sole conveyance for citizens.
- Protect and preserve the many scenic by-ways of our community.

### **Cultural Goal**

An important aspect of the G.A.T.E. Master Plan is to bring the citizens of Glasgow closer to cultural and historical heritage through the means of alternative transportation. Glasgow also has a thriving downtown community with many cultural aspects to offer every citizen.

- Connect citizens with historical downtown areas as well as cultural aspects that are more conducive to bike and pedestrian traffic, as opposed to merely driving past them.

- Take advantage of scenic corridors to connect citizens to the thriving downtown area.
- Coupled with the adopted “Public Square Historic Overlay District” the G.A.T.E. Master Plan will utilize and protect the cultural resources of the area.
- In addition to downtown areas the adopted Master Plan will connect citizens to many other historical aspects of the City of Glasgow such as the South Central Kentucky Cultural Center and Fort Williams civil war fort restoration site.

### **Economic Incentives Goal**

Convey to the general public that not only will the implemented G.A.T.E. Master Plan impact their general health and mental wellness, but also positively impact the local economy.

- The Master Plan will attract tourism dollars at a fraction of the cost of developing large scale recreational facilities. Since the facilities are already in place and being utilized by the community any additional income would amount to tourism dollars being spent within the community.
- A portion of the greenway development will most likely take place within flood hazard areas recognized by FEMA and along waterways; restricting development to greenspace areas as opposed to commercial or residential development will lessen the costs associated with water quality improvements.
- Constructing greenways in FEMA recognized flood hazard areas will provide flood control for surround home owners without the added expense of private measures.
- Open options for retail development in areas that are not well suited to serving customers arriving via vehicles since parking is limited or non-existent.
- Promote the G.A.T.E. Master Plan as an asset by increasing the quality of life for the surrounding residents and thus, attracting new businesses and industry to the area.
- Demonstrate the decreasing costs of transportation as a whole to the general public.

- Promote the plan as a reduction in health care costs due to increased physical exercise and enhanced overall mental well being.
- Show the inevitable increase in property values among residential neighborhoods in association with a connected greenway system.
- Identify certain destinations that could economically benefit directly from greenway and greenspace based development as well as destinations that will see increased traffic volume based on their visits from bike and pedestrian customers.

### **Implementation Goal**

Greenspace planning is for naught without a solid implementation strategy which addresses department responsibilities, development procedures, land acquisition techniques, maintenance and above all, funding sources.

- Departments tasked with maintaining and implementing the G.A.T.E. Master Plan shall be clearly defined within the plan.
- Initiate developments by taking the Master Plan into consideration in conjunction with already adopted development control mechanisms (zoning ordinance, development plan ordinance, comprehensive plan, etc.).
- Extensively research possible funding sources and available grants that encourage this type of development.
- Assign responsibilities of implementing development strategies to the appropriate City of Glasgow agencies.
- Develop, maintain and update maps and documents which depict specific G.A.T.E. Master Plan projects and phased developments.
- Devising design specifications for future trails and pedestrian walkways.
- Plan for land acquisition when a circumstance arises which lends itself to positive greenway construction.

Provide guidelines for facility management once the Master Plan is implemented and projects are completed.

### **Mission Statement**

The citizens of Glasgow have articulated a need to develop a series of open areas and pedestrian and biking trails which will be utilized to connect the residents of our city without solely relying on the automobile. The intent is to utilize methods referred to as “Greenway” or “Greenbelt” development.

It is the vision of the Glasgow Alternative Transportation Endeavour (G.A.T.E.) Master Plan to create a city-wide system of linkages connecting neighborhoods, parks, downtown areas, schools, recreational facilities, medical care facilities, shopping areas and work destinations. The G.A.T.E Master Plan, when implemented, will not only encourage a healthier lifestyle for the citizens of Glasgow but encourage

connectivity within the community, stimulate the local economy, preserve environmentally sensitive areas, and give insight to effectively develop within flood hazard areas.

In addition to relaying what the citizens of Glasgow desire to see in the future pertaining to this plan, the Master Plan will go so far as to explain the many benefits of Greenbelt or Greenway development.

The Master Plan will also illustrate exactly how the City of Glasgow’s many departments intend to work together in a joint effort to implement the strategies included in this plan and maintain any proposed greenway development, as well as give detailed design guidelines within the plan.

This G.A.T.E. Master Plan will also provide legislative bodies, developers, and the general public possible sources for project funding, ways to incorporate existing public right-of-way and take advantage of future proposed roadway projects, as well as creative ideas about land acquisition techniques.

### **Greenway System**

#### **Plan Development**

Many aspects of development and local considerations were taken into account when developing the G.A.T.E. plan. Glasgow is a very diverse area in terms of planning and development;

the area has a rich cultural heritage while at the same time ever broadening its horizons for future development.

Several aspects were taken into consideration and carefully thought out in the making the Master Plan a realization.

- The 2009 Comprehensive Plan was the backbone of information that was pertinent to the G.A.T.E. plan. This, in conjunction with newly gathered information from the 2010 Census provided the G.A.T.E. committee with the means to assess the future growth needs of the community.
- Surrounding communities were consulted and other Greenway Master Plan's were examined in discovering exactly what a Master Plan for the City of Glasgow would need to entail.
- Public meetings were held to get a real sense of what the community had in mind. These meetings provided several avenues of thought and considerations that would have never been realized without the guidance of the general public.
- In addition to public meetings a survey was conducted to ascertain the ideas of those who either could not or preferred not to attend a public forum.
- The original goals and objectives were repeatedly revisited to assure the G.A.T.E. committee that the overall views were not strayed away from.

While the committees and general public involved in the process would like to believe that all the aspirations of this plan would completely be realized, it should be stated that not all proposed trails, corridors or routes may be feasible for completion. There is always a real possibility that property that is noted for procurement may never be available, either at the discretion of the owners or unreasonable costs. Priorities may also change, in which the City or other entities involved may need to re-allocate funds for other priorities. However, when feasible and cost effective, every attempt should be made by the interested parties to acquire land, easements, federal monies, etc. to make this greenway system a reality.

All maps, designs, proposed routes and green space areas are tentative in nature. No proposed development within this plan should be regarded as definitive. All green space areas and proposed routes are subject to change with the availability of funds, land, proposed road construction or any other aspect that would alter this plan. However, it is imperative that the overall scope and objectives of this plan stay intact, in an effort to accurately portray the true intentions of public at the time of its adoption.

In no way is this plan meant to restrict future development or bind any one entity to development practices that may be seen as unrealistic expectations in the future.

Several of the proposed trails overlap and are intended to work in conjunction with one another either as standalone projects or in partnership with other possible projects. The proposed trails are made up of existing right-of-way, flood hazard areas, publicly and privately owned properties, as well as proposed right-of-way. It is not the intention of this Master Plan to deter possible trail development in favor of other proposed trails or to deny the possibility of trail development if it does not adhere to these exact specifications. The proposed plans and any future green way development are to keep this overall scope of this plan intact.

### **Boundary Corridor**

The long term goal is to have a trail that encircles the entire City of Glasgow that works in conjunction with shorter trails that lead to the various destinations that the public would frequent. Terms that constantly seemed to resonate throughout the initial meetings were a "wheel" that bordered the entire city with "spokes" that brought pedestrians from the outer edge of the wheel into the middle of the City.

### **Trail Description**

Fortunately the majority of an all-encompassing trail already exists in the newly constructed Veterans Outer Loop. Map 10-7 shows the existing roadway that currently serves as a by-pass for the western most edge of Glasgow to the eastern most edge. It begins at US 68 / KY 80 (New Bowling Green Road) and borders the northern part of Glasgow and ends at KY 1307 (New Salem Road). The existing section is approximately 6.8 miles long. Even though there aren't currently any striped bike or pedestrian lanes

the shoulders are 10 feet wide which offers ample room to be utilized as a trail. It is the desire of the G.A.T.E. plan to eventually see some striping which will accommodate pedestrian traffic as well as signage and a better means of cleaning the shoulders so that they may be more effectively used for greenway purposes.

The Boundary Corridor shown in Map 10-7 does show some instances where the trail departs from the existing Veterans Outer Loop. Slightly before the Veterans Outer Loop enters the commercial district coming from New Bowling Green Road the trail varies from the By-Pass and travels along the south side of Beaver Creek Road. This area is within the confines of the FEMA determined flood hazard area. The trail then travels with Beaver Creek until it comes to Old Munfordville Road. After traveling north for a short distance the trail then intersects Country Club Road, the northern most point in the proposed trail system. This portion of the trail utilizes a pristine residential neighborhood and the Glasgow Country Club with a scenic view of the local golf course. Once Country Club Road intersects US 31-E (North Jackson Highway) the trail follows this stretch of highway south until it once again reconnects with the Veterans Outer Loop and continues with it south until it comes to an end at New Salem Road.

As noted on Map 10-7 the western most side of Glasgow will soon have a new section of the Veterans Outer Loop with construction already underway. Right-of-way has already been purchased by the State and is shown with a red hatching pattern on the aforementioned map. The new section of the By-Pass will stretch from US 68 / KY 80 (New Bowling Green Road) to HWY 1297 (Old Bowling Green Road) which once it enters the city limits becomes Cleveland Avenue, a road that is classified as an Urban Minor Arterial by the Department of Transportation. It is the goal of the G.A.T.E. plan to persuade the State to accommodate pedestrian traffic with striping and signage, somewhat negligible costs in the scope of the entire road construction, before this phase is completed.

From the intersection of the proposed Veterans Outer Loop and HWY 1297 the proposed trail heads east on HWY 1297 (New Bowling Green Road) into the heart of Glasgow. This area is much more rural in nature than the majority of this Boundary Corridor. Currently there is little infrastructure in place which accommodates pedestrian traffic. HWY 1297 is a

major corridor that leads into the city limits. As noted in a different corridor description which takes HWY 1297 into consideration, this roadway is in need of construction, which ranges from widening of the roadway to merely repair the existing pavement. Any proposed construction in this area should take proposed pedestrian trails into consideration and measures should be taken to provide for this Master Plan. As HWY 1297 (Old Bowling Green Road) enters the city limits of Glasgow it becomes Cleveland Avenue. The proposed trail follows Cleveland Avenue until it reaches a residential neighborhood and turns south along Childress Road.

At this point the trail changes from being extremely rural in nature to very urban by traveling through a suburban neighborhood. This is moderately dense residential area where single and two-family dwellings exist. The trail turns east onto Lauderdale Drive, which is also very urban in nature and comes to property which borders a beautiful, scenic lake. This property is owned and maintained by the U.S. Army Corp of Engineers. The G.A.T.E. hopes that the Army Corp would allow trail development along an existing earthen berm which serves as a dam for the lake. The trail would be very minimally invasive into any conservation that the Army Corp is wishing to achieve and in the opinion of this committee would be more likely to promote a clean atmosphere for the lake.

From the government property the trail continues on Lauderdale Drive and leaves the existing right-of-way altogether at the intersection of Lauderdale Drive and Lovers Lane and travels east along privately owned property which abuts the Montessori Academy, a local private school in Glasgow. After the trail leaves the northern edge of the Academy's property it travels down existing right-of-way once again east along Parkview Drive and the south along Barlow Cemetery Road. This area is relatively undeveloped land with private and public schools in close proximity as well as the local Nation Guard Armory, privately owned business, and residential townhouses nearby. The trail then goes south east with the existing right-of-way of Old Cavalry Drive. Old Cavalry Drive ends abruptly; however, it is the understanding of the City that the State, local government entities, local utility companies and even local schools are in negotiations to construct new right-of-way which will connect Old Cavalry Drive and US 31-E (S.L. Rogers Wells Boulevard). This proposed roadway construction is noted on Map 10-7.

US 31-E (S.L. Rogers Wells Boulevard) is currently the busiest roadway in the City, especially at this intersection which contains a roadway which leads to 3 schools and Western Kentucky University's Glasgow campus, is in close proximity to 2 entrances onto Cumberland Parkway and 2 exits from the parkway and also an entrance to an industrial park. Special consideration and planning need to take place in this specific area; possibly more consideration than any other in the City of Glasgow. The high volume of traffic makes this area nearly impassible for pedestrian traffic. It is obvious that more than pavement striping and signs will be needed to make this a safe transition from the urban setting leaving Old Calvary Drive and the commercial and industrial setting presented by this area. Options ranging from a combination of sequenced traffic lights and crosswalks to overhead ped-ways have been discussed.

Once a viable solution has been established for this specific area the Boundary Corridor leads a short distance north on US 31-E (S.L. Rogers Wells Boulevard) and then turns east onto Trojan Trail. Through several possible means (FEMA Flood Hazard Area, utility easements, partnering with schools, etc.) Trojan Trail is a very important asset to the Boundary Corridor. Barren County High School, Barren County Middle School, Trojan Academy, Western Kentucky University, Bowling Green Technical College and Sitel, a local business, is located along this road; as well as the local animal shelter. With this area being an educational hub measures must be taken to incorporate into the Master Plan. On the east end of Trojan Trail the Boundary Corridor makes a sharp turn north onto South Lewis Street (HWY 249). At this point the Boundary Corridor can take advantage of the proposed HWY 249 Entrance Corridor.

Perhaps through an easement or possibly procurement of private property, the trail then travels east a short distance when it meets South Fork Creek and the FEMA Flood Hazard Area that surrounds it. By utilizing the flood hazard area the trail then travels along South Fork Creek. South Fork Creek is perfect for Greenway Development and an iatrical part of the Master Plan because of its close proximity to major roadways, easy access from several different locations, and lengthy meander through the city. Another reason South Fork Creek is so important to this plan is because it connects 2 parks, Twyman and Gorin with one side of Gorin park being completely encompassed by the creek. After the trail begins to

travel along South Fork Creek it travels through Twyman Park. From Twyman Park it intersects both Woodlawn Street and East Main Street. At the East Main Street intersection special consideration should be given to higher traffic volumes. Again, a crosswalk or ped-way would be idea for development in this area. The entrance to Gorin Park is also at this intersection, so from this point the trail could conceivably travel through the park along a proposed trail that runs parallel with South Fork Creek.

The entire length that the proposed trail runs parallel to South Fork Creek is about 1-1/4 miles. This portion of the trail could easily be considered as a stand-alone project which linked HWY 249 (South Lewis Street) and HWY 90 (East Main Street) or even on to HWY 1307 (New Salem Road). The Boundary Corridor follows South Fork Creek until it intersects HWY 1307 (New Salem Road). At this approximate intersection is where the city limits once again end. The trail is now once again in a rural, pristine setting and only a short distance to where it began at the intersection of New Salem Road and the Veterans Outer Loop.

The entire length of this Boundary Corridor is approximately 21 miles. Through the combination of existing right-of-way, proposed right-of-way, flood hazard areas and minimal easement procurement this pathway is extremely feasible and would lay the ground work for the objective of this Master Plan, a means for the citizens of Glasgow to incorporate biking, walking and jogging into their everyday lives and not only as a means of recreation.

### **Trail Objectives**

The primary objective of the Boundary Corridor is to give the citizens of Glasgow and the surrounding community the ability to travel safely from one side of the city to the other. In additional to this goal the natural waterways along both Beaver Creek and South Fork Creek would be preserved by preventing erosion from possible development and improving water quality. This is vital since Beaver Creek actually supplies the Glasgow Water Company with water. It also presents the opportunity for anyone partaking in the trail to be introduced to a conglomeration of several different scenic views, ranging from extremely rural areas to residential areas and even some commercial and light industrial locations.



## **Gateway Corridors**

If the Boundary Corridor is the “wheel” that encircles Glasgow then the 8 major gateways that lead into the city would definitely be the “spokes”. From the south moving counter-clockwise around the perimeter of the city the 8 major entrances into Glasgow are HWY 249 (Roseville Road / South Lewis Street), HWY 90 East (Burkesville Road / East Main Street), US 68 / KY 80 East (Edmonton Road / Columbia Avenue), US 31-E North (North Jackson Highway / N.L. Rogers Wells Boulevard), HWY 90 West (Happy Valley Road), US 68 / KY 80 West (New Bowling Green Road / West Main Street), HWY 1297 (Old Bowling Green Road / Cleveland Avenue), and US 31-E South (Scottsville Road / S.L. Rogers Wells Boulevard). These 8 Gateway Corridors are noted and further described on Map 10-9.

## **Highway 249 Corridor Description**

As previously mentioned in the Boundary Corridor section HWY 249 (Roseville Road / South Lewis Street) will be seeing major changes in the foreseeable future. With the additional Cumberland Parkway interchange that is proposed the area around the intersection and the highway leading into the city to the South Lewis Street and Bunche Avenue intersection will be tremendously impacted. After the proposed parkway intersection the highway travels north into the city limits and intersects Hilltopper Way, the entrance to the local Western Kentucky University Campus. In 2009 WKU had an enrollment of over 2,000 students. With many students commuting from counties south of Barren and all the way from Tennessee this is becoming a more heavily traveled roadway every year. This is only expected to increase once the new interchange is in place. North of this entrance is the intersection of HWY 249 and Trojan Trail. Trojan Trail is the roadway that services Barren County High School, Middle School, Vocational School, Trojan Academy and an alternate route to the WKU campus which also houses the Glasgow campus for Bowling Green Technical College. Traffic along this road has been an increasing concern for years with lane widening and turning lanes being installed within the last 2 years. Since 2 other proposed trails are intended to intersect this immediate area a properly equipped Gateway Corridor is a necessity.

Between the intersection of Trojan Trail and Bunche Avenue along South Lewis Street (HWY 249) is the future Community Resource Center proposed by the Glasgow Housing Authority. Just east of the Bunche Avenue intersection lies the Bunche Center, a restored school that is utilized as an area community center.

Currently this is a 2 lane roadway with sidewalks that stop at approximately the Joe Traylor Avenue intersection which is only about 15% of the entire length of this stretch of roadway. In order to make this portion of the proposed corridor usable in respects to pedestrian traffic a combination of sidewalks and striped bike lanes would be ideal. While concrete sidewalks aren’t the only alternative and by no means the best, this may be what is called for in this particular case in order to better join the existing infrastructure.

## **Trail Objectives**

The main objectives of this Gateway Corridor are to create an aesthetically pleasing entrance way into the City of Glasgow. With the increasing number of students frequenting the Western Kentucky University Glasgow Campus and an ever growing student enrollment with the Barren County School system. This area will assuredly be a focus of future expansion by City of Glasgow and the Kentucky Department of Highways. The proposed interchange will only add to the growing concern for development within this area and this greenway development in the vicinity is vital to the overall objectives set forth in the Master Plan.

## **Highway 90 East Corridor Description**

Highway 90 cuts through the heart of Glasgow. On the eastern side of Glasgow it becomes East Main Street once it enters the city limits at the Cumberland Parkway and HWY 90 intersection. On the west side of Glasgow HWY 90 becomes Happy Valley Road which leads from Glasgow to Cave City. Along East Main Street is a combination of commercial development as well as historic residential areas. Once the most heavily traveled corridor in the city East Main Street leads from the city limits all the way to the Glasgow Public Square, the epicenter of local government and the home of Glasgow’s cultural heritage and rich history.

A conceivable Gateway Corridor would intersect South Fork Creek and give access to Gorin Park. If this corridor were to become reality along with other pre-conceived trails it could easily connect with any green space development that may occur along South Fork Creek, which as previously mentioned could quickly transport a pedestrian to the center of Glasgow or to the far eastern edge along New Salem Road. This area is ideal for corridor development since most heavy truck traffic is diverted onto Cumberland Parkway at the beginning of the proposed corridor, see Map 10-9.

Currently concrete sidewalks are available for the majority of the corridor. In regards to bike traffic this area could potentially be an imperative piece to the overall objective of the Master Plan, due in part to the entrance of Gorin Park being located along East Main Street and also because of the crossing of South Fork Creek. With this in mind striped bike paths should be considered for this phase of the plan. Since this an older section of Glasgow many homes and businesses were built closer to the right-of-way than would be allowed by the current zoning regulations and widening of the road may not be feasible for the entire length of the roadway, but should the opportunity arise striping for bike lanes should definitely be a consideration.

### **Trail Objectives**

By being a major passage into the epicenter of Glasgow, development of this proposed corridor is imperative to the overall objective of the Master Plan. With East Main Street intersecting one of the most used parks in the city and also intersecting South Fork Creek developing this corridor in coordination with other possible trails would be a key piece of the overall greenway puzzle.

In addition to being logistically important to the Master Plan greenway development along this corridor would only strengthen the effectiveness of efforts to improve the water quality and erosion control concerns along South Fork Creek as a whole.

### **US 68 / KY 80 East (Columbia Avenue) Corridor Description**

US 68 / KY 80, also known as Columbia Avenue and then Edmonton Road once the roadway leaves the city limits is the main vein of transportation leading to the Glasgow High School, Glasgow Middle School

and Highland Elementary. In addition to servicing the majority of Glasgow Independent Schools it is also the only thoroughfare for a large portion of the single family dwellings in the city. Columbia Avenue leads to Scottie Drive which houses an assisted living facility for senior and disabled citizens and is in very close proximity to the majority of the medical offices that serve the entire region. Columbia Avenue also intersects the most recently constructed phase of the Veterans Outer Loop, shown on Map 10-8. Other than giving direct access to the school district Columbia Avenue is a conglomeration of single family dwellings, multiple family dwellings, commercial businesses, and several churches. Most of the commercial development is closer to the Glasgow Public Square, and then the majority of structures are residential in nature once the roadway intersects Park Avenue, heading toward the school district. Once the roadway leaves the city limits the area becomes very rural in nature and leads to our neighboring city of Edmonton.

Greenway Development is important in this area because of the diverse nature of the roadway; having so many different uses, but all important to the daily lives of the citizens that here therein. Columbia Avenue is a 3 lane highway from the Veterans Outer Loop intersection all the way to the East Front Street intersection where Columbia Avenue actually becomes North Broadway Street until it reaches the East Main Street intersection.

The roadway is currently being resurfaced but with the growing traffic volume due to the newly constructed by-pass and close proximity to the school district it is likely that alterations and improvements will once again be a priority in the somewhat near future.

Sidewalks are available along the entire length of this roadway but striped bike lanes would be a welcomed attribute. Considering the possible student traffic and increased residential use by the populous living in the area there most certainly be a need to develop a system that accommodated both walking and biking commuters.

### **Trail Objectives**

With no nearby watershed and little undeveloped property erosion control and water quality are not as big of a concern along this proposed Gateway Corridor, however these issues are always a

consideration when even the slightest construction or development is underway.

The key reason that corridor development is important along Columbia Avenue is because many of the residents would currently have to drive to the nearest greenway corridor or trail in order to partake in its benefits. If the overall objective of this plan is to integrate alternative transportation into a citizens' everyday life then it must be readily accessible to residents without them having to rely on an automobile to utilize it.

### **US 31-E North (North Jackson Highway / S.L. Rogers Wells Blvd.) Corridor Description**

Probably the least populated of all the proposed Gateway Corridors is US 31-E North; also known as S.L. Rogers Wells Boulevard and then North Jackson Highway once the roadway leaves the city limits. However, the lower density population doesn't make this any less utilized access. North Jackson Highway is Glasgow's gateway to the northern part of Barren County. Land uses in this area include agricultural farm land, low density residential areas, as well as the local golf and country club. As noted on Map 10-9 this stretch of roadway is vital to the Boundary Corridor that the G.A.T.E. Committee imagined; it connects Country Club Road and the Veterans Outer Loop. If further greenway development is ever imagined for the northern most portions of Beaver Creek within the city limits North Jackson Highway would definitely be utilized as an access to it. This proposed corridor reaches an end at North Jackson Elementary School, the newest elementary school in the Barren County School system. The school offers baseball fields that host many local and regional games and tournaments.

Although this area is very scenic and offers many beautiful viewpoints along North Jackson Highway very little infrastructure is in place in regards to pedestrian accommodation. There is no sidewalk construction and the roadway is a 2 lane highway for the majority of the distance. This is due mostly to the lack of commercial and dense residential construction in the area. However, this type of development is more likely to occur in the future with the onslaught of the school and its probability for expansion.

This area provides an opportunity for more alternative types of walking and biking trails than

concrete sidewalk construction. By working with the state on any future right-of-way alterations and upgrades North Jackson Highway could be easily serviced by dirt paths or other easily maintained aggregates. With minimal right-of-way utilization and very little if any private property procurement and Gateway Corridor that accessed the northern route to the city would be extremely feasible and advantageous to the residents.

### **Trail Objectives**

As with most proposed corridors maintenance of water quality and other environmental impacts is a positive of greenway construction. In this particular case the preservation of the natural surroundings and scenic by-way is also a major incentive to include this corridor in the Master Plan.

Possibly more so than other proposed corridors safety is an element that comes into play with the North Jackson Highway portion of the development. Although development is minimal in this area the roadway traffic is still of great concern with North Jackson Highway being the most used route to neighboring cities like Hiseville and Munfordville. Many commuters to our north use this access as their main entrance into Glasgow. With no current means for pedestrian egress if this area were to become a hub of residential traffic infrastructure would need to be in place to service those needs.

### **Highway 90 West (Happy Valley Road) Corridor Description**

Much like the proposed North Jackson Highway Corridor, Highway 90 - North is extremely rural in nature with only a few exceptions between the Glasgow Municipal Airport and its intersection with the Veterans Outer Loop. Highway 90 - North or Happy Valley Road as it is commonly known leads travelers from the city of Glasgow to the second most populated city in Barren County, Cave City. Cave City directly accesses Interstate 65, so traffic coming south from Cave City along Happy Valley Road leading into Glasgow is quite heavy at times. This area is better depicted on Map 10-9.

The beginning of this proposed Gateway Corridor is at the Glasgow Municipal Airport entrance. Moving south along Happy Valley Road the environment becomes very rural in nature with only minor

exceptions of sparse residential development occurring for the majority of the roadway. This all changes very abruptly once the road passes over Beaver Creek. At this point there is a variety of land uses, including industrial applications and an entrance to one of Glasgow's most utilized public parks, the Beaver Creek Softball Complex. The park includes several ball fields, open spaces and a walking trail which could easily be integrated into future green belts. Traveling south Happy Valley Road intersects the busiest intersection that the Veterans Outer Loop has to offer. This section of the Veterans Outer Loop by-pass was the first constructed and it is easy to see the impact that it has had on the community at this intersection more than any other. With the relocation of Wal-Mart many local and regionally owned businesses have located to this location. There are several restaurants, a movie theater and a commercial development which will eventually be a retail hub called Longhunters Square which will be the home of big box stores and smaller chains located in a strip center environment.

It's hard to know where to begin when describing the numerous aspects of positive green space development in this area. Whether the proposed corridors and trails could utilize the existing park or the close proximity to Beaver Creek it's clear that this area is essential to the Master Plan and future success of this venture. Glasgow has already taken advantage of the flood hazard area by constructing the Beaver Creek Softball Complex completely within the designated flood prone zone. The FEMA Flood Hazard Area runs with Beaver Creek to the east and west of its intersection with Happy Valley Road at this point, so it is very feasible to consider this as a way to access the creek very easily.

Corridor development along this roadway also accomplishes joining citizens from residential areas with the commercial areas which of course serves to promote the overall objective of giving people a means of living their everyday lives without relying on their car. If this corridor were to be used in conjunction with any other combination of trails or corridors such as the Veterans Outer Loop then citizens could very realistically maneuver from one side Glasgow to the other with relative ease.

Again, much like the proposed North Jackson Highway Gateway Corridor with very little if any property procurement trails leading out into the County from the City would be very attainable. With no current sidewalk infrastructure leading from the

airport to the main intersection, dirt or other easily maintained trails could be easily and affordably constructed. By constructing sidewalks or striping for bike paths from the intersection and southward into Glasgow a connection from this retail hub to existing infrastructure could be done with ease.

### **Trail Objectives**

Development of this Gateway Corridor is vital to the overall scope of the Master Plan. It is imperative that this area be developed with green space methods in mind if the objectives of the Master Plan are to be realized.

With so much commercial development happening along portions of this corridor smart growth is needed to encourage environmentally friendly methods and to protect the fragile eco-system that is Beaver Creek, especially since it feeds the surrounding communities water needs.

### **US 68 / KY 80 West (New Bowling Green Road) Corridor Description**

US 68 / KY 80 – West, also known as New Bowling Green Road, which becomes West Main Street once it reaches the Glasgow city limits is more commercial and industrial in nature than most of the other proposed Gateway Corridors. This route serves as an alternative, more rural, route to nearby cities in Warren County like Smiths Grove and Bowling Green.

Beginning at the intersection of the completed section of the Veterans Outer Loop and the next proposed phase of the by-pass and traveling east the proposed corridor intersects Donnelly Drive which gives access to 2 of the largest employers in Glasgow, RR Donnelly & Sons, a printing factory, and Akebono a factory that manufactures brake pads and other braking components. Donnelly Drive also gives access to Jackie B. Browning Park, and local complex that while being located within the Glasgow city limits it is maintained by the Barren County Fiscal court.

After a short section of single and occasionally two family dwellings US 68 / KY 80, which is referred to as West Main Street at this point intersects American Avenue, another area that is home to several local industries. West Main Street goes on to meet Reynolds Road, a locally and heavily traveled city

street. At this intersection another large industrial presence, Dana Corporation, exists and a large farm implement sales business sits across the road. With Reynolds road giving access to Happy Valley Road at the opposite end this is an extremely busy intersection that will need special attention concerning safety in greenway planning. The remainder of the roadway is primarily commercial businesses leading up to the intersection of West Main Street and S.L. Rogers Wells Boulevard (US 31-E).

Although West Main Street is an area bustling with activity, it once again becomes a rural setting once the Glasgow city limits are reached heading west. In regards to green space development the scenic by-way that could be reached by this Gateway Corridor would lead any partaker to a scenic ride or walk which would lead them to the heart of Barren County's agriculture community. However, if a pedestrian utilized West Main Street bearing east there is an opportunity to visit several commercial areas, as well as some residential neighborhoods. This roadway gives access to several other areas of the city so it is vital that this corridor be incorporated into the overall Master Plan.

Currently there is sidewalk availability most of the distance of the roadway until the rail road tracks are intersected. At this point the area becomes slightly more industrial in nature. The sidewalks that are in existence alternate from one side of the road to another in several instances which could make travel along quite difficult. Infrastructure is in place and would take only minimal adjustments to make this roadway a viable alternative to driving for nearby residents. With the possible addition of striped bike lanes this road could become a major corridor for bike enthusiasts.

### **Trail Objectives**

Even though there are no parks or public green space areas located on this roadway; if the overall objective is to incorporate a more pedestrian lifestyle into the everyday lives of the citizens of Glasgow this area cannot be ignored and must be incorporated into the Master Plan. So many areas are reached by traveling West Main Street that it is hard to imagine residents of this region traveling one place to the other without it. The same would hold true for those that choose to walk, bike or jog to their destination.

In addition to the logistical advantages of developing this Gateway Corridor it's important to remember the scenic roadway that is just beyond the city limits. For those bike riders who enjoy long distance riding this roadway would be the route of choice if nearby cities like Smiths Grove or Bowling Green were their destination. A corridor that delivered them safely into the more rural area of the county would be of great benefit.

### **HWY 1297 (Old Bowling Green Road / Cleveland Avenue) Corridor Description**

Probably the most rural in nature is the HWY 1297 Entrance Corridor. HWY 1297 is known as Old Bowling Green Road until it meets the Glasgow city limits and becomes Cleveland Avenue. This corridor begins at the intersection of the proposed right-of-way for the next phase of the Veterans Outer Loop. Beginning about a mile and half outside of the city limits the surrounding area is very rural and agriculture in its surroundings. However, with the new interchange being constructed with the next phase of the Veterans Outer Loop it's conceivable that this area will become a commercial hub within the next twenty years. The most recent interchange added to the Outer Loop on the east side of Glasgow encouraged commercial retail growth within the first year of opening. Undoubtedly, this interchange, once complete, and will spur the same type of development.

As the roadway nears the Glasgow city limits the area becomes slightly more dense residential. A factor that makes this corridor ideal for being pedestrian friendly by use of greenway development is the Soccer Complex located along Old Bowling Green Road. This facility provides 25 acres of recreational area (See Existing Conditions Section).

For a short span, approximately ½ a mile, the area becomes a hub of heavy industrial factories. At the intersection of Donnelley Drive is Akebono, one of the largest employers in Glasgow. A short distance down Cleveland Avenue is Industrial Drive with Plytech, another local industrial employer, located at the intersection. Industrial Drive gives access to several other industrial facilities, which is only all the more reason for greenway friendly infrastructure to be present. Greenway development in this area could conceivably give employees whom work in this area an alternative way to get to work each day.

This scenario becomes even truer when considering that only a short distance from the intersection of

Cleveland Avenue and Industrial Drive the community along Cleveland Avenue becomes a very densely populated residential area. From the Industrial Drive intersection to Cleveland Avenues' intersection with Lovers Lane, moving further into the city limits, the area contains several apartment complexes and hundreds of multi-family dwellings. The high density of population residing in this area is the main reason that future expansion and possibly widening of the roadway is a very real possibility in the near future. That is why it is so important to adopt a Master Plan that takes the pedestrian commuter into consideration. Greenway and Greenbelt development in this community would be a great asset to those that reside there, as well as those that commute from other areas of the city to work in the aforementioned industrial district.

Once the heavily populated residential area is passed through and the roadway continues into the city the area becomes a combination of several different land uses. Red Cross Elementary School is located on the south side of Cleveland Avenue and an industrial dairy product manufacturing facility is located on the north side, directly adjacent to the school. For the remainder of the street leading all the way to its intersection with US 31-E (S.L. Rogers Wells Boulevard), See Map 10-9, the area is a combination of light industrial facilities, commercial buildings, low density residential areas and medium density residential dwellings. With such an interesting combination of land uses it's easy to imagine that greenway development in this area could serve any number of citizens in several different respects.

Of all the proposed Entrance Corridors (See Map 10-9) HWY 1297 has the least amount of existing infrastructure. Sidewalks currently only run down Cleveland Avenue a few yards to the nearest street intersection. If efforts to improve this roadway ever come to fruition sidewalks, crosswalks and striped bike paths would need to be considered in the construction for this area to be a viable place for travel for pedestrians. Once the city limits were reached moving west and the surrounding neighborhood becomes more rural alternatives to concrete walkways could be used; aggregates or possibly even dirt trails could be used to transport those using the corridor to the Veterans Outer Loop which would have 10 foot shoulders and lead pedestrians to the remainder of the loop.

## **Trail Objectives**

Unlike the other Entrance Corridors there is little to no existing infrastructure along HWY 1297 (Old Bowling Green Road / Cleveland Avenue). This roadway is a blank canvas in regards to possibilities for greenway development. Trails ranging from concrete sidewalks to dirt or other alternative aggregate trails could be utilized.

With the array of land uses, from heavy industrial to heavy residential this corridor could be utilized by the majority of the citizens of Glasgow. With a local public school, as well as two privately owned schools just off the roadway, children as well as adults going to work could greatly benefit from trail development along HWY 1297.

## **US 31-E South (S.L. Rogers Wells Boulevard)**

The final and possibly most complex Entrance Corridor proposed by this plan is the US 31-E South corridor. US 31-E is also known as S.L. Rogers Wells Boulevard before it intersects the Cumberland Parkway and then becomes Scottsville road from that point forward traveling south. The Master Plan only focuses on the section within the city limits of Glasgow for now.

US 31-E is the most heavily traveled roadway in the City of Glasgow and Barren County. Classified as an Urban Principal Arterial highway by the Kentucky Transportation Cabinet, it is the gateway to the south western portion of Barren County which leads to the Barren River State Park. The state park is the home of the Barren River Lake which receives a large amount of traffic from early spring to late fall.

This locale deserves special attention when considering implementing a greenway plan. Beginning at the intersection of South Green Street and moving south until it intersects the Glasgow city limits this Entrance Corridor is approximately one and a quarter mile long. Possible future expansion of this corridor should always be considered in future roadway projects along 31-E, from this point headed south. Many bike enthusiasts would benefit from being able to bike all the way from Glasgow to the state park and partake in the many trails available there. Not having to drive somewhere to bike is the long term goal of this Master Plan after all.

South Green Street gives access to downtown Glasgow to the east and many residential neighborhoods along its length. From the South Green Street intersection with 31-E (S.L. Rogers Wells Boulevard) traveling south the roadway becomes extremely hectic with the Trojan Trail intersection. Trojan Trail is home to the Barren County High School, Barren County Middle School, Trojan Academy, Vocation School, Western Kentucky University campus, the Bowling Green Technical College campus, and Sitel, a local employer. Students would definitely profit from greenway development in this district but special considerations would have to be made to ensure safety. Trojan Trail has been widened in recent years, but with the growing school district it is feasible that improvements will need to be made again in the near future.

Directly adjacent to the aforementioned intersection is a proposed extension of Old Cavalry Drive. It is imperative that this corridor along US 31-E take the proposed construction into consideration. The entire intersection would be changed, from proposed traffic lights to possible crosswalks. The Master Plan should be consulted during the planning phase of this project.

South of the Trojan Trail intersection is the Cumberland Parkway with its two entrance ramps and two exit ramps. The schools and the parkway are the obvious sources of the majority of the heavy traffic in this area. Ped-ways and possibly even fenced sidewalks and other safety precautions would need to be utilized in this area to ensure safety for the pedestrians using it. Unlike other areas where the greenway trails could work in conjunction with the existing roadways it would be much more feasible to separate any proposed trails or walkways from traffic.

Traveling south along US 31-E (Scottsville Road), the proposed corridor intersects Pritchardsville Road and Aberdeen Drive. Aberdeen Drive is the location of one of Glasgow's industrial parks. Currently there are 5 industrial facilities located within the parks. With the numerous employees working at these facilities providing them with an alternative to driving to work is a necessity.

From that point still traveling south the area becomes very sparse in commercial businesses and eventually more rural with the several residential neighborhoods as well as South Fork Road, a heavily state road

which accommodates several residential subdivisions and numerous single family dwellings along its length. It is important to give these residents the opportunity to fully take advantage of any proposed greenway trails.

There are no sidewalks along the majority of this proposed corridor, due largely to the unsafe pedestrian conditions which exist. Again, some sort of barrier separating the pedestrians from the traffic flow would need to be implemented if this corridor were to be utilized as a trail. However, greenway construction is possible in this area and should be strongly considered because of the proximity that this area has to so many amenities: route to Barren River Lake, access to schools, and access to many residential areas.

### **Trail Objectives**

The objective of this Entrance Corridor, like others, is to offer a scenic entrance way into the city and provide a safe means of pedestrian travel from the city into the more rural areas of the county. However, unlike the other proposed Entrance Corridors this particular area currently has very little pedestrian infrastructure and any proposed trails would need to be handled very delicately in regards to safety and well-being.

Development along this roadway is not impossible and would only need minimal funds in procuring easements along State owned right-of-way or private properties to ensure a safe means of travel for anyone interested. Considering the many different land uses that a person living in a residential neighborhood could frequent along this corridor it is a vital link to an overall green belt that serves the entire city.

### **Flood Hazard Areas**

In 2009 FEMA (the Federal Emergency Management Agency) released new Flood Insurance Rate Maps (FIRM) to communities that took part in the program. Once the region was flown over and analyzed there were 2 distinct flood hazard areas that were identified within the city limits of Glasgow: the flood hazard area that surrounded Beaver Creek and the area that engulfed South Fork Creek. It's important to mention these two areas in the G.A.T.E. Master Plan because the United States Department of Agriculture (USDA) does offer some assistance with

development in these areas where soil conservation, water quality and erosion concerns are a factor. These possible funding options are further discussed in The G.A.T.E. Appendix. Map 10-10 depicts the 2 FEMA designated flood hazard areas within the city limits. Beaver Creek is the area that cuts through the northern part of the city while South Fork Creek and its tributaries are in the southern half of Glasgow. The two are explained in greater detail in the following descriptions.

### **Beaver Creek**

The Beaver Creek Trail begins north of the Veterans Outer Loop and Oil City Road intersection where the FEMA designated flood hazard area begins. From that intersection the proposed trail leaves the right-of-way and moves north behind the Tractor Supply Company property along Beaver Creek. This area is commercial in nature but being separated from the traffic flow will still make it a viable access point to being the proposed trail. The Beaver Creek Trail continues to follow the creek on the back side of other commercial developments until it meets Happy Valley Road (KY 90). Going under the urban principal arterial highway may not be an option due to the large scale of the creek. Most likely a proposed trail will have to again encounter heavy traffic flow. Through either a pedestrian crosswalk or overhead pedestrian bridge Happy Valley Road will present a slight challenge in regards to safety concerns.

Once Happy Valley Road is crossed a proposed trail could again continue along Beaver Creek. Fortunately Glasgow's Beaver Creek Softball Complex is located extremely close to this intersection. There is an existing walking trail in this park that could work in conjunction with this proposed trail. In the event that the trails need to remain separate this will not be a cause for great concern due to the amount of open acreage accessible to the public.

Once the trail leaves the City owned property there are several industries located along the creek. For this reason it may be in the best of interest of future greenway planners to cross over Beaver Creek and run along the north side of the waters. After studying the contours it is apparent that in order to alleviate riding up extremely steep terrain the creek may need to be crossed several times. This will also offer several opportunities to fully enjoy the creek and it's scenic surroundings. The proposed trail follows the

meanders of the creek even though it intersects Old Munfordville Road and Veterans Outer Loop again before ending at Veterans Outer Loop. This will be an ideal place to intersect other proposed trails without having to back track to where the trail began.

### **Trail Objectives**

Unlike Entrance Corridors and the Boundary Corridor the main focus of this trail isn't necessarily to get from one place to another quickly. Rather than make a way to get to work or run errands this trail gives any partaker the opportunity to escape to a quieter more serene environment even though the person is still minutes away from being back in the middle of the City. Considering FEMA has already determined this to be a flood hazard area development within this trail corridor area would also positively effect the environment because it would deter development from occurring. Trails within this area could consist of nothing more than dirt which if they were ever submerged would be no real burden to repair or relocate if the need existed.

### **South Fork Creek**

The South Fork Creek trail is slightly longer than the Beaver Creek Trail. It also has more potential for pedestrian traffic given that it has the capability of serving several schools, two parks, and joining different residential areas together.

If the City chose to do so it could begin by connecting a residential subdivision, Oaks of Autumn, to the trail by way of an existing drainage easement. From that point the trail would travel north until it met South Fork Creek. Traveling within the confines of the flood hazard area the trail could potentially remain along the creek until it intersected S.L. Rogers Wells Boulevard (US 31-E). As previously stated careful attention would need to be given to this area to maintain a safe means of travel. Once the trail again leaves 31-E it could possibly travel beneath a series of bridges that serve the Cumberland Parkway and its entrance and exit ramps.

While remaining inside the FEMA flood hazard area the trail travels a short distance north to intersect Trojan Trail. In the previous sections it has been noted that Trojan Trail is home to several schools and is a heavily traveled roadway for school age pedestrians. Unfortunately there is very little



accommodating infrastructure currently in place for these pedestrians. By taking advantage of the close proximity to South Fork Creek this entire area could become a hub for Greenway development.

By traveling along the north side of Trojan Trail, parallel with South Fork Creek a pedestrian could potentially travel the entire length of this roadway. There are also opportunities to cross the aforementioned roadway and travel along the south side of it if future development warrants it. The proposed trail then crosses South Lewis Street (HWY 249) and continues north east to meet Twyman Park. South Fork Creek trail then crosses Mill Street before continuing north east to intersection East Main Street (HWY 90). Again, the trail encounters that will require close attention to safety aspects considering this is a major arterial highway.

On the other side of East Main Street is another City park, Gorin Park. Gorin is one of the larger parks in the City and borders South Fork Creek for almost a quarter mile. Once the trail leaves the park it travels north east along the meanders of the creek until it connects to New Salem Road.

### **Trail Objectives**

The South Fork Creek trail would be one of the most used paths in the entire Greenway Master Plan. It connects residential, schools, commercial and open areas. It also completely connects the western most portion of Glasgow to the eastern most area. With a few exceptions where roadways must be crossed someone walking, jogging or biking could travel the breadth of the City of Glasgow and never leave the trail.

The possibility of available funding also makes this one of the more desirable areas for greenway development.

### **Southern Schools Route**

A key component to the G.A.T.E. Plan is the local school system. As noted in the “Existing Conditions” section there are two separate school systems in Glasgow which consist of eleven campuses. This does not include Western Kentucky University, Bowling Green Technical College or the Bunche School which is now used as a public outreach

facility. The local public library is also directly adjacent to one of the public schools. All but four of the public schools exist within the southern portion of Glasgow and could easily be connected using trails and paths.

One major factor that makes this a distinct possibility is the proposed extension of Old Cavalry Drive, noted on Map 10-11. By giving the public a link from the west side of US 31-E to the east side of US 31-E two hubs for the local school districts and two private schools would be joined together.

Beginning where the previously mentioned South Fork Creek Trail the trail moves west along Trojan trail from the South Lewis Street (HWY 249) intersection. It’s important to note that if at any point it appears that the South Fork Creek Trail is not feasible then other options should be considered to develop trails along Trojan Trail to accomplish the goal set forth by the plan. In fact, should funding become available, it should not be ruled out to have a trail that runs parallel with the creek and also one that runs parallel to the roadway. This would give those who utilize the trail as a means to quickly move from one campus to another an opportunity to do so while giving pedestrians who want to take a more scenic route the prospect of taking a leisurely walk or ride along the creek. Trojan Trail serves Western Kentucky University, Bowling Green Technical College, Barren County High School, Barren County Vocational School, Trojan Academy and Barren County Middle School.

Once the proposed trail connects with S.L. Rogers Wells Boulevard (US 31-E) a pedestrian would have the option of traveling north toward South Green Elementary and the public library or traveling a short distance south until the trail intersects the aforementioned Old Cavalry Drive extension. As shown on Map 10-11 the trail has options of being a large trail or two smaller trails and a third even smaller trail which provides pedestrians options on their proposed route. This is meant to again serve as a way to serve those who want to enjoy the trail for recreation purposes as well as those who rely on it for commuting.

For the purposes of this plan let’s head south along US 31-E and then take the Old Cavalry Drive extension which moves in a north westerly direction. Most of this area is commercial or even light industrial in nature but is fairly secluded with very

low traffic congestion. At the intersection of Barlow Cemetery Road the trail moves north to travel in front of the Glasgow Christian Academy, a local privately owned school. The trail takes a sharp left heading west along Parkview Drive. It's noteworthy that most of the development of this trail will occur along existing right-of-way.

In the sharp curve which meanders to the north along Parkview Drive the trail passes another private school, the Montessori Academy. The area becomes surrounded by higher density residential town homes at this point. That's another great aspect of this trail; it's ability to serve residences and give them the chance to incorporate the trail into their everyday lives. A short distance to the north the trail encounters Red Cross Elementary School on the left. The Red Cross grounds extend all the way to the intersection of Cleveland Avenue (HWY 1297). As mentioned in the Entrance Corridor section this is a heavily traveled roadway with a mixture of high density residential, commercial and industrial land uses. Perhaps the two proposed trails (Entrance Corridor and Southern Schools Route) could work in a partnership to provide a safe means of travel for pedestrians.

From the intersection of Parkview Drive and HWY 1297 the trail travels east through a mostly residential area. Traffic would be a concern in this neighborhood and special attention would need to be given to the safety to those partaking in any proposed trail. Currently there are no sidewalks along HWY 1297 and any trail would be new construction. When the trail intersects US 31-E once again it will travel south. Again, the high density of traffic will make this an area that will require a great deal of planning. Just as before with the Trojan Trail intersection the pedestrian has the option to continue south to either take Trojan Trail or continue the loop around by taking Old Cavalry Drive or they can head east along South Green Street.

South Green Street is one of the oldest roadways in Glasgow, evident by the historical homes located along the roadway. This roadway was originally US 31-E before the bypass was constructed decades ago. While South Green does have sidewalks for the majority of its length it is not very accommodating to cyclist given the narrow nature of the existing sidewalk infrastructure. At one point the sidewalk breaks and pedestrians must cross South Green Street to continue along the roadway. Slight changes in the roadway network would accomplish the goal of a

safer commute. South Green Elementary and the local Public Library.

Before the trail reaches the Public Square it turns south east along Bunch Avenue. This roadway is home to higher density residential areas as well as commercial applications. When the roadway intersects South Lewis Street (HWY 249) it takes a sharp turn south. This area is a residential area with some existing sidewalks, but just like South Green Street they abruptly stop. Again by working together with the HWY 249 Entrance Corridor this trail could extend all the way back to its origin at the intersection of South Lewis Street and Trojan Trail, thus completing the loop.

Within the confines of the trail options there is the small trail that could be utilized to access South Green Elementary and the Public Library without the need of traveling all the way to the US 31-E and South Green Street intersection. However, the option to by-pass should still remain because the school is nestled behind commercial businesses and for those wishing to commute along the trail it would be cumbersome to have to trek adjacent to the school. This smaller loop is shown on Map 10-11. It takes advantage of James T. Rogers Drive, a seldom used public right-of-way.

### **Trail Objectives**

The Southern Schools Route is one of the most anticipated in the G.A.T.E. plan. Joining the schools is imperative to the overall scope of this plan and with the schools being so close to so many residential neighborhoods and historic by-ways it would be extremely advantageous to develop trails and paths in this area.

The majority of the trail construction would most likely be sidewalks and bike lanes which would accommodate existing infrastructure and minimize costs. However, trails along Trojan Trail, specifically those along South Fork Creek, could be dirt or other aggregates.

Development of this trail would be a major asset to the student community as well as pedestrians wishing to use the trails for purely recreational purposes. Pedestrian commuters would also benefit from development of this greenway corridor.

## **Northern Schools Route**

The proposed Northern Schools Route covers a smaller area than the Southern Schools Route. However, this route when used in conjunction with other proposed trails and corridors has the most potential to benefit pedestrians. This route serves three Glasgow City schools: Glasgow High School, Glasgow Middle School, Highland Elementary and one Barren County School: North Jackson Elementary.

One advantage that this route has over the Southern Schools Route is the lower traffic volume which would make development much easier. Along this route are medium density residential subdivisions, assisted living facilities and a large portion of open land which would serve as a nice break from heavier utilized areas.

Beginning at the Veterans Outer Loop (see Map 10-12) the proposed trail moves west along Columbia Avenue (US 68 / KY 80) until it intersects Scottie Drive. Like with other trails this path could work together with the proposed Entrance Corridor to accomplish a common goal. At the intersection of Scottie Drive the trail takes a sharp turn north and runs the entire distance of Scottie Drive. Most trail construction would primarily be sidewalks, however street widening could be an opportunity to strip for bicycle lanes. As pedestrians travel north along Scottie Drive they will pass by Glasgow High School on the left and Glasgow Middle School on the right. North of those facilities is the Highland Elementary School which is directly adjacent to the Highland Assisted Living Facility. Beyond that is a medium density residential subdivision. Again, this is a great opportunity for residences to access the path with a short walk from their front door.

Once Scottie Drive intersects Glenview Drive and moves through the four-way stop to Homewood Boulevard there is very little development along both sides of the road. This is very scenic and picturesque area that would give a walker / jogger / biker a slight break from the more congested areas. Homewood Boulevard ends at the intersection of North Race Street where it encounters another assisted living facility with the NHC Healthcare property.

The trail only travels a short distance north along North Race Street before encountering the North

Jackson Elementary campus. By working with the schools there is a possibility of developing a trail which leads all the way to the school parking lot. This would allow for students to utilize the trail and giving a chance for pedestrians wishing to travel from one school to another a good opportunity to do so.

As with all the trails this corridor could be used in conjunction with several other proposed trails (Medical Routes, Entrance Corridors, and Boundary Corridor) to create a combination of routes which will serve more than one genre of pedestrian.

## **Trail Objectives**

The main objective of this trail is to join the two separate campuses together. Although the campuses represent two different school districts with the onslaught of school sports and extra-curricular activities it's extremely feasible to see parents and students needing to travel from one to the other. For those wishing for an alternative to driving this is gives then the opportunity to do so.

This proposed trail will consists almost entirely of adding sidewalks to the roadway but possibly a more cost effective alternative on the North Jackson property. Low traffic volumes and scenic landscapes makes this proposed trail an attractive addition to the G.A.T.E. Plan.

## **Medical Route**

The previous two trail options have focused mainly on the student population of Glasgow. The Medical Route would certainly be an asset to the student and younger citizens but would most likely be used by older citizens and citizens who spend more amounts of time accessing the medical area of Glasgow.

The majority of medical development in Glasgow takes place along North Race Street from the US 31-E intersection south to the T.J. Samson Community Hospital. This area offers a minuitia of assisted living facilities, medical offices, clinics, hospitals and medical retail stores.

On the north side of US 31-E (N.L. Rogers Wells Boulevard) there are also several medical complexes along Physicians Boulevard, Nightingale Road and Columns Plaza Drive. Beginning at this medical development area the proposed trail moves north

along US 31-E until it intersects North Race Street. Sidewalks would be the most reasonable means of greenway construction in this area due to higher traffic volumes and a pedestrian crosswalk would need to be constructed in order to give safe passage over US 31-E.

Once the trail travels south along North Race Street there are several doctors' offices and clinics, eye centers and specialists' offices along the route; as well as the local hospital, T.J. Samson Community Hospital. For pedestrians that realize the need for daily exercise and healthier lifestyle this trail could be used as part of a routine for someone who requires intermediate medical care on a daily or weekly basis. The trail extends to the North Race Street and Happy Valley Road intersection. This allows residential neighborhoods located along North Race Street to benefit from having a nearby trail.

There are three places where the trail forks off to encompass other medical areas. While this doesn't make one complete loop by itself if the corridor is used in conjunction with other proposed trails it could be extended to service the greater part of the City.

First, the trail extends west along State Avenue to travel past the State Nursing Facility and the Bowling Green Technical College nursing facility. This is a street that has very low traffic volume and is very secluded from the surrounding neighborhoods. The previously mentioned facilities are also working on walking trails that could possibly be joined to or work as a contributory to the proposed Medical Route. State Avenue ends when it intersects Lexington Drive. Map 10-13 depicts a proposed Residential Connector Corridor that runs along Lexington Drive which would work extremely well with the Medical Route and give even more citizens the opportunity to take advantage of it.

Just off of State Street, through the Bowling Green Technical College property the G.A.T.E. committee is proposing possible working with the private property owner, possibly by using the aforementioned walking trail they are developing around their campus, to connect to the T.J. Samson Community Hospital property. T.J. Samson is not just a local hospital but a regional hospital that serves many of the surrounding counties. If a trail were to run along the west side of their property it would alleviate traffic concerns for pedestrians that do not wish to travel along North Race Street.

Directly adjacent to the hospital property is the North Race Street and Professional Park Drive intersection. Professional Park Drive is home to several doctors' offices and clinics. It is a dead end street that when working with Hippocrates Way and Trista Lane forms a loop that serves as an internal greenway trail for clients or employees of the medical facilities.

### **Trail Objectives**

The North Race Street area along the proposed Medical Route Trail is saturated with medical industry and with it being so near to residential areas pedestrian travel should be of great concern. While there is existing infrastructure consisting mainly of sidewalks there is definitely room for improvement in the area.

By working with the medical community there are possibilities of expanding a trail that goes beyond right-of-way and offers the opportunity to travel off the beaten path and take a break from heavy automobile traffic.

### **Residential Connectors**

The main focus of the Master Plan and the main goal of the G.A.T.E. Committee is to design a plan that allows citizens of Glasgow to incorporate the proposed trails and corridors into their everyday lives; not just for recreation but to give the option to commute to work, shopping, school, etc. It's obvious that this goal cannot be fully realized if the Master Plan only provides trails that still must be driven to in order to be used. That's why it's also very important to make a way for citizens to be able to fully take advantage of this type of development by being able access it from their front door.

While this can't be a reality for every property owner in the City of Glasgow the Residential Connector and its subsidiary routes try to connect the larger residential development areas to other proposed trails and corridors in an effort to create an entire system. If fully realized this would create a means for residents to travel to every desirable location as a pedestrian instead of a motorist.

The main corridor for the Residential Connector begins at the northern most point of Lexington Drive and then cuts through the heart of the city and intersects several heavily populated residential neighborhoods along the way. While it is not

feasible to connect each and every residential street to the network this at least provides a way for pedestrians to reach a proposed corridor with minimal effort.

Where Lexington Drive begins directly adjacent to the Veterans Outer Loop on the north side of Glasgow, as shown on Map 10-14 it moves south along Lexington Drive. If a pedestrian chose to do so he or she could travel west along Longhunters Trail which would lead them to one of the largest retail hubs in Glasgow which contains Wal-Mart, TSC, and several other commercial retail businesses. The walk or ride along Longhunters Trail would be within a completely residential area in which most residential properties are single family dwelling unit. Considering the proposed HWY 90 Entrance Corridor the trail would also provide a way for residents in this area to quickly commute to commercial areas.

If a pedestrian opted not to turn down Longhunters Trail he or she could continue south along Lexington Drive. Like Longhunters Trail Lexington Drive is almost completely low density residential with mostly single family dwellings. There is an occasional break for larger agricultural tracts and Churches but the area consists of very low levels of traffic. Once Lexington Drive intersects US 31-E (N.L. Rogers Wells Boulevard) it shifts to a slightly heavier densely populated residential district still consisting of single family dwellings but also encountering the occasional duplex or other multi-family use.

Residential development gives way to commercial land use when the roadway turns east on Happy Valley Road. This is only a temporary but necessary break in the trails residential purpose. After a short run east on Happy Valley Road the trail again travels through a residential area by turning south on North Race Street. On Map 10-13 (Medical Route) this would be where the Medical Route trail ends. This intersection creates a great opportunity for two proposed corridors to work together to create a continuous trail. Automobile traffic may be a little heavier in this immediate vicinity so special attention to pedestrian safety must be considered.

Once the proposed trail moves south along North Race Street it turns east onto a lesser traveled residential street called West Cherry Street. The immediate intersection of North Race Street and West Cherry Street contains some commercial uses; a

gas station and a restaurant. Residences along West Cherry Street are mainly single family homes with an occasional duplex. West Cherry Street intersects some of the busier streets in Glasgow while remaining residential itself in nature. This makes it a prime area for greenway trails because it would offer pedestrians the ability to frequent commercial businesses.

After the trail leaves West Cherry Street and runs short distance south on Columbia Avenue (US 68 – KY 80) it travels south east for a short distance along McKenna Street. This area is comprised mostly of single family dwellings. The single family dwellings continue when the proposed corridor turns south west along North Franklin Street. North Franklin Street goes across East Main Street. With the high traffic volumes in this area safety will be a concern and at the very least a pedestrian crosswalk would need to be instituted.

After North Franklin Street crosses East Main Street it becomes South Franklin Street. While still holding true to the residential nature that this trail is intended to serve the surrounding area is made up of single family dwellings and two-family dwellings. An interesting aspect of this trail occurs once it moves south from the East Main Street intersection. The FEMA Flood Hazard area that encompasses South Fork creek reaches north by way of one of the creeks tributaries to meet South Franklin Street. There is a possibility of using this area as a means to connect South Franklin Street to other possible trails that may spawn from the South Fork Creek proposed trails.

Regardless of that, the trail continues moving south west along South Franklin Street intersecting streets that could transport pedestrians quickly to commercial businesses like College Street for example. The South Franklin leg of the Residential Connector ends when it intersects Bunche Avenue. This area is comprised of multi-family dwellings as well as the Bunche School which is an former school building that is now used as a community center. This intersection is also very near Twyman Park, one of the many parks that the Master Plan is attempting to join with other existing parks. The trail itself travels west, the opposite direction of the park as shown on Map 10-14. The trail moves slightly north west along Bunche Avenue until it ends at South Green Street.

As mentioned in earlier sections South Green Street is home to historic residences and is included in other

proposed corridors like the Southern Schools Route. Again, this area is almost exclusively residential until South Green Street comes to an end at the intersection of US 31-E (S.L. Rogers Wells Boulevard). The Residential Connector Route travels with other proposed trails at that point: Southern Schools Route and US 31-E South Entrance Corridor. This area will serve as the connection between other trails and the proposed Residential Connector.

In attempt to supply the more densely populated residential areas of Glasgow with other trails or combinations of trails the Residential Connector also proposed other trails that connect to its main route and also stand alone trails that must be considered if the goal is to connect the majority of residences to the proposed trail infrastructure.

As depicted on Map 10-14, the G.A.T.E. Master Plan also proposes a trail near the Gorin Park area that is a separate Residential Trail from the main trail, but when connected to either the South Fork Creek trail or the HWY 90 South Entrance Corridor it could easily be connected with the remainder of the proposed trail system. Just as with the other Residential Connector spurs this area is inundated with single family dwellings as well as some multi-family dwelling units. This would allow pedestrians that cannot be easily reached by other trails to connect with them.

Cleveland Avenue is one of the more densely populated residential areas in the City limits. The vast majority of these homes are single family dwelling units and not only would a proposed trail along Cleveland Avenue serve this street but the many intersecting streets that are also mostly single family dwellings would be able to connect to the Residential Connector. The proposed trail begins at the Cleveland Avenue and US 31-E (S.L. Rogers Wells Boulevard) intersection and travels due east. Once the street intersects Leslie Avenue it moves South until it connects with South Green Street which as previously mentioned is one of the trail corridor areas that is prevalent in many of the proposed trails.

### **Trail Objectives**

Since the main objective of the G.A.T.E. Master Plan is to provide a way for citizens to incorporate greenway trails and alternative transportation into their everyday lives it is imperative that there be a trail that allows pedestrians to access the system of trails as close to their homes as possible. Proposed

greenway trails and corridors will not be very effective if they have to be driven to.

While a trail leading to each person's front door would not be feasible Map 10-14 does give most residential areas in the city the means to connect to the rest of the proposed greenway system.

### **Utility Trail Possibilities**

Maps 10-15 and 10-16 are not intended to be perceived as proposed trails but merely to show existing utility line locations and easements within the City.

Sewer line extensions are shown on Map 10-15. Again, none of the locations are intended to be construed as trails but since the infrastructure is in place it is certainly possible that the City could work together with the Glasgow Water Company.

Map 10-16 depicts power line locations, mostly three phase, in which the areas beneath the lines could be utilized as pedestrian walkways and bikeways. The areas shown on Map 10-15 are currently maintained by the Electric Plant Board. It's important to show these locations because there may be instances when a trail is proposed nearby these areas and in order for the trail to meet its maximum potential it may be necessary to take advantage of the utility areas.

The best example of this would be along Trojan Trail, in the southern portion of the City, just north of the Cumberland Parkway. In this area there are easements that contain both sewer lines and electric lines in different locations. If moneys were available for developing near a school or within the FEMA flood hazard area along South Fork Creek but for some reason there were insufficient funds to span the entire distance of Trojan Trail it may be advantageous to use one of the two utility line easements to complete the trail.

Once the maps are studied closely its apparent that these locations could also serve as alternative routes for proposed trails. Trails in these locations could be made up of materials as simple as a dirt path. Since obstructions would not be allowed along the easements they would create an extremely safe conveyance for pedestrians. The utility companies would also benefit from having some aid on maintaining and controlling vegetation beneath lines

that they currently have to pay the full brunt of the costs to maintain.

## **Railway Trails**

“Rails to Trails” is a concept that most people are familiar with. It is simply converting abandoned railways into useful trails. Glasgow currently has a working railway that extends all the way to Park City before forking off to travel southwest toward Bowling Green and northeast toward Horse Cave. The G.A.T.E. plan considers using a different, but similar type of development procedure known as the “Rails with Trails” method. Rails-with-trails are trails adjacent to or within an active railroad corridor.

In addition to offering a great alternative to purchasing several different parcels of land “Rails with Trails” can also provide a solution for rail companies and local governments concerned about safety risks posed by those who illegally cross rail lines. By providing a safe, attractive alternative for cyclists and pedestrians trails can eliminate the previous incentive to use the tracks as a shortcut.

“Rails with trails” enhance local transportation networks by providing non-motorized local connections that are sometimes preferable to on-road bike lanes or sidewalks located on congested, dangerous roadways. “Rails with Trails” benefit railroads, too. In most cases, the trail manager purchases a use easement or license from the railroad, providing financial compensation and in some cases reducing liability responsibility and cost to the railroad. In some instances, a fully developed trail will also provide the railroad with improved access for maintenance vehicles.

It is difficult to quantify the economic impact that this proposed trail would have on the citizens of Glasgow. The inclusion of the railway trail to Mammoth Cave would literally send thousands of biking enthusiasts into the Glasgow area. That would result in increased restaurant income and a huge increase in lodging. Since Mammoth Cave is already nationally recognized as a great place for outdoor lovers to frequent this trail would only maximize on the potential to draw people into the area.

Specifically, the G.A.T.E. Master Plan proposes a campaign to consider a “Rails to Trails” corridor because of the access that it would provide for one of Barren County’s greatest assets, Mammoth Cave

National Park. Currently Mammoth Cave National Park provides a trail that extends south into the city limits of Park City, the closest city Barren County has to the Park. Once inside the park there are countless trails and options for pedestrians seeking a more tranquil experience than that of simply living their everyday busy lives while incorporating the trails. If the local railway company and the local governments were able to work together it is possible that the citizens of Glasgow and all other areas along the line could gain access to the National Park without having to drive to it.

In addition to this there is the added bonus of possibly attracting visitors from the park to Glasgow. Mammoth Cave National Park draws in traffic from all over the world. Many visitors who frequent the park are outdoor enthusiasts who would enjoy the twenty mile trek to Glasgow. Map 10-17 shows the existing CSX Railway as well as the adjacent cities.

## **Trail Objectives**

With Mammoth Cave National Park being a worldwide attraction it’s no wonder that locals consider it to be one of our most valuable assets. By creating a way to access the park by means other than automobile the park could become more to locals than attraction that they can visit and view but one that is a challenge to venture to.

## **Overall Scope**

Individually, the proposed trails and corridors would only be partially effective in reaching the goals of the G.A.T.E. plan. However, when working in conjunction with one another a trail or string of trails becomes a system. This system represents the overall goals and objectives of the G.A.T.E. Committee, which is to enrich the lives and improve the health and well-being of the citizens of Glasgow. Map 10-18 reflects each of the trails. When viewed in this fashion it’s easier to comprehend the broad, ambitious scope that this plan entails.

No one is naïve enough to believe that this system can be developed and implemented over night, but with the continuing efforts of concerned citizens the dream of day to day life without reliance on the automobile for a cleaner, safer and healthier community can be a reality.

## **Implementation**

When the process of adopting a Greenway Master Plan was first imagined it was clear that the ideas and objectives would not be realized overnight. Small steps would need to be made if this concept was ever to come to fruition. In order to see this plan become a reality the following implementation strategy is proposed:

### **Comprehensive Plan Update**

In order for the Master Plan to continue as an ever changing document it would be advantageous for the Joint City-County Planning Commission to adopt the Master Plan as part of the 2009 Comprehensive Plan and include it into the 2019 Comprehensive Plan. Through the process of a public hearing the Planning Commission could adopt the plan and then forward those findings on to the Glasgow City Council.

By adding the G.A.T.E. Master Plan as an element to the Comprehensive Plan this guarantees that the Master Plan can be altered to more effectively reflect the current needs of the community whenever the Comprehensive Plan is updated. KRS 100 dictates that any community with a Comprehensive Plan must update it, at a minimum, of once every five years. This would allow members of the Planning Commission, Glasgow City Council, members of the G.A.T.E. Committee and other appointed parties or citizens to reconvene and review the plan.

This also makes the G.A.T.E. Master Plan more susceptible to public comment since each time the Comprehensive Plan is updated it will require a public hearing.

### **Acquiring Funding**

Once the plan is adopted by the appropriate legislative bodies it will be the job of the grant writer, the City of Glasgow or any other interested party to explore different avenues for funding the proposed projects.

It is the desire of the G.A.T.E. committee to have this plan taken into consideration for any future road expansion projects. All the proposed trails and corridors along existing right-of-way are extremely feasible and would require little funding in excess of the original roadway plans. As further expanded upon in the G.A.T.E. Appendix some of the roadway

improvements that would benefit pedestrians could be as simple as wider shoulders or striping a bike lane.

Areas proposed for greenway development outside of the right-of-way will require funding resources further suggested in the G.A.T.E. Appendix. Given the limited funds available to take on such an endeavor it will be important to explore every available source; especially when considering trails in the FEMA flood hazard areas, railways, or any other procurement of private lands. Attaining easements for some properties will be the only alternative to reach trail objectives in many cases to avoid costly land purchases by the City.

### **Local Government**

Working together with the City of Glasgow will be the key to attaining the goal of an implemented greenway system. The City currently employs a grant writer who seeks diligently to find funding opportunities for projects such as this. Should grants become available the City's grant writer would make involved parties aware of the funds and seek out the best plan of action to receive them.

Beyond that it is the hopes of the G.A.T.E. Committee that the City would be able to work with the Kentucky Department of Transportation on any future roadway construction and expansion. After preliminary talks with the Department of Transportation it is generally agreed upon that so long as trails within the right-of-way of proposed construction projects are reasonable, feasible and attainable the trail will be considered for implementation.

The City of Glasgow would also have the task of maintaining these trails should they be constructed. The Master Plan goes into more detail in Appendix A-8. It is the intention of this plan to create a way for the City to possibly work together with the local utility companies should any trails be constructed along utility easements; see Map 10-15 and 10-16. Both parties would benefit from this by not being the sole entity maintaining the trail.

### **Writing Proposals**

Should the City of Glasgow be fortunate enough to acquire funding for portions of the greenway system writing a proposal would be the job of the City's



grant writer along with aid from the Joint City-County Planning Commission staff with guidance from the City and the G.A.T.E. Committee. Using the adopted Master Plan as a guide once a suitable project is determined and funds are believed to be available for the project the aforementioned entities would convene and tailor a proposal to acquire the funds that are available.

While the majority of the written proposal would be completed by the grant writer, mapping, statistics and other pertinent data could easily be supplied by the Planning Commission staff. It would be at the discretion of the City whether or not a specific project would be feasible to pursue. The G.A.T.E. Committee would of course be involved with planning the proposed trail as well as offering options should there be any for dispersal of the funds before forwarding their findings onto the Glasgow City Council for approval.

By working together the goals set forth by this Master Plan could be realized even if the specific project had to be altered. That is why the bulk of the trails in this plan are intended to be very versatile and easily changed should the situation call for it; while at the same time holding true to the true intention.

## **Construction**

Hopefully, the previously mentioned steps for greenway development will have paid off and actually building the infrastructure will be a possibility. The construction process will vary depending on the type and location of the proposed trail.

Obviously any approved trail or corridor that takes place in a street right-of-way will be done so by the legislative body (City, State, Etc.) that maintains the right-of-way. Many trails propose extension of sidewalk or striping bike lanes. In cases such as these, construction will either be completed by the legislative body or private contractor.

For portions of proposed trails or corridors that take place on privately owned lands that are being used by either property procurement, easements, or utility easements trail construction will be at the discretion of the City. In some cases trails could be as simple as dirt or gravel while in other scenarios concrete paths or even wooden bridges would be involved in the process. Whatever the situation the City would determine if it would be feasible to use equipment

and tools at their own disposal or contract with a private entity to construct the trails.

## **Maintaining**

Maintenance of the greenway system is vital for pedestrian utilization of the trails. From safety concerns to aesthetic reasons it is important that the infrastructure remain in good working condition.

Construction that takes place inside any street right-of-way will be the responsibility of the legislative body that owns the right-of-way to maintain it. This may be as simple as mowing the sides of a roadway to the upkeep of the road surface. Greenway development shouldn't restrict or impose much if any additional costs onto the roadway maintenance budgets.

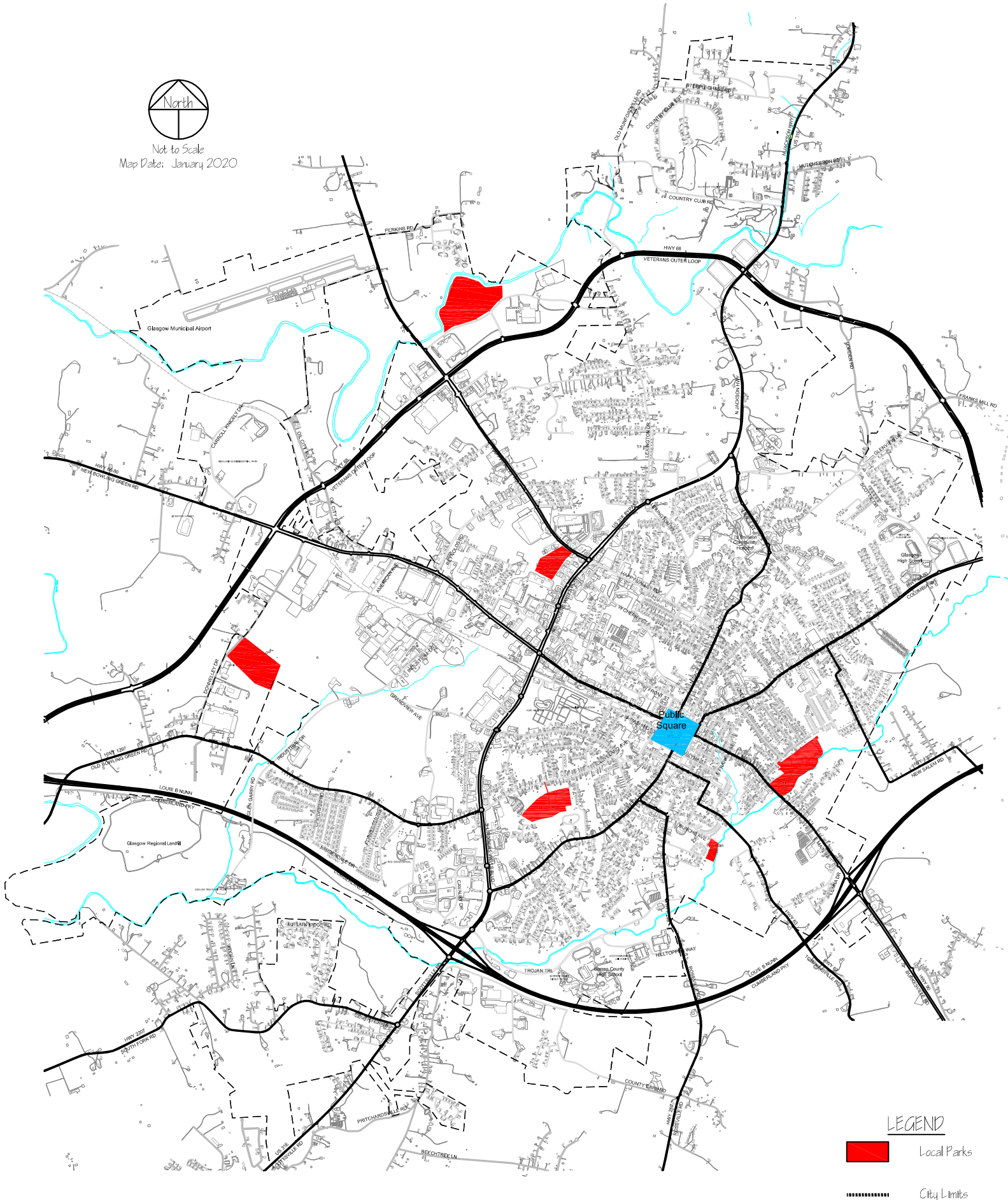
Mowing along dirt or gravel trails would be the responsibility of the City. The duty of City entities is further explained in the G.A.T.E. Appendix+. By keeping the amount of trail area that goes beyond already maintained areas to a minimum it is the intention of this plan to provide trails that pedestrians can use and enjoy without using a great deal of tax dollars to do it.

In situations where easements along utility lines are to be used in conjunction with other greenway corridors hopefully local utility companies can work together with the City to maintain trails. By working together on the maintenance of the trails both interested parties will benefit by not having to incur all maintenance costs.

By the use of different means and by several departments and entities working together this plan can become a reality. It's very important that the Master Plan become a working document that can change if the situation, by either funding needs or changes in the local landscape, call for it. However, it's very important that the objective that this document represents stays intact.



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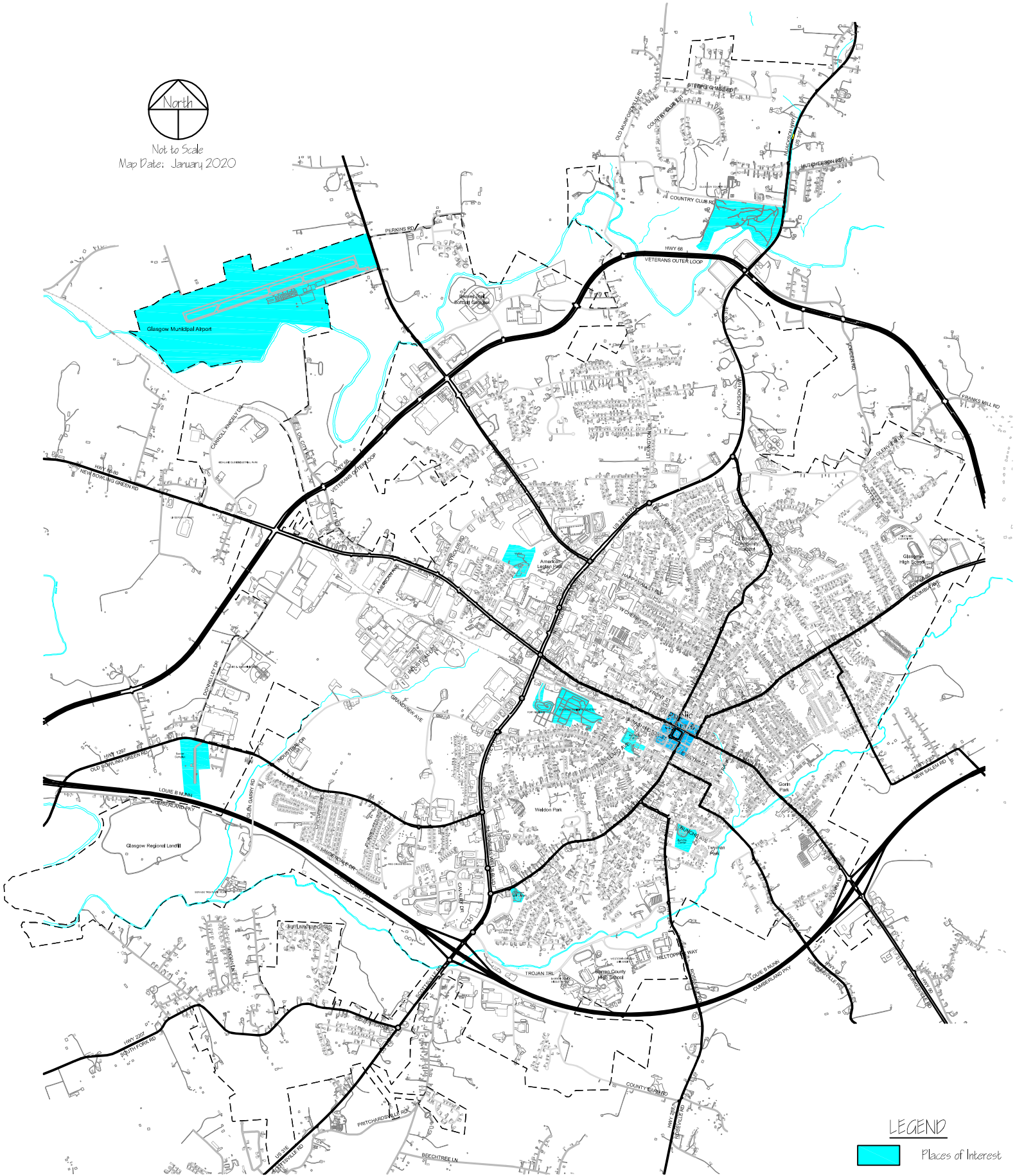


2019 Comprehensive Plan

Map 10.1: G.A.T.E. Plan - Existing Conditions - Local Parks



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Map Date: January 2020



LEGEND

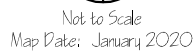
 Places of Interest

 City Limits

2019 Comprehensive Plan

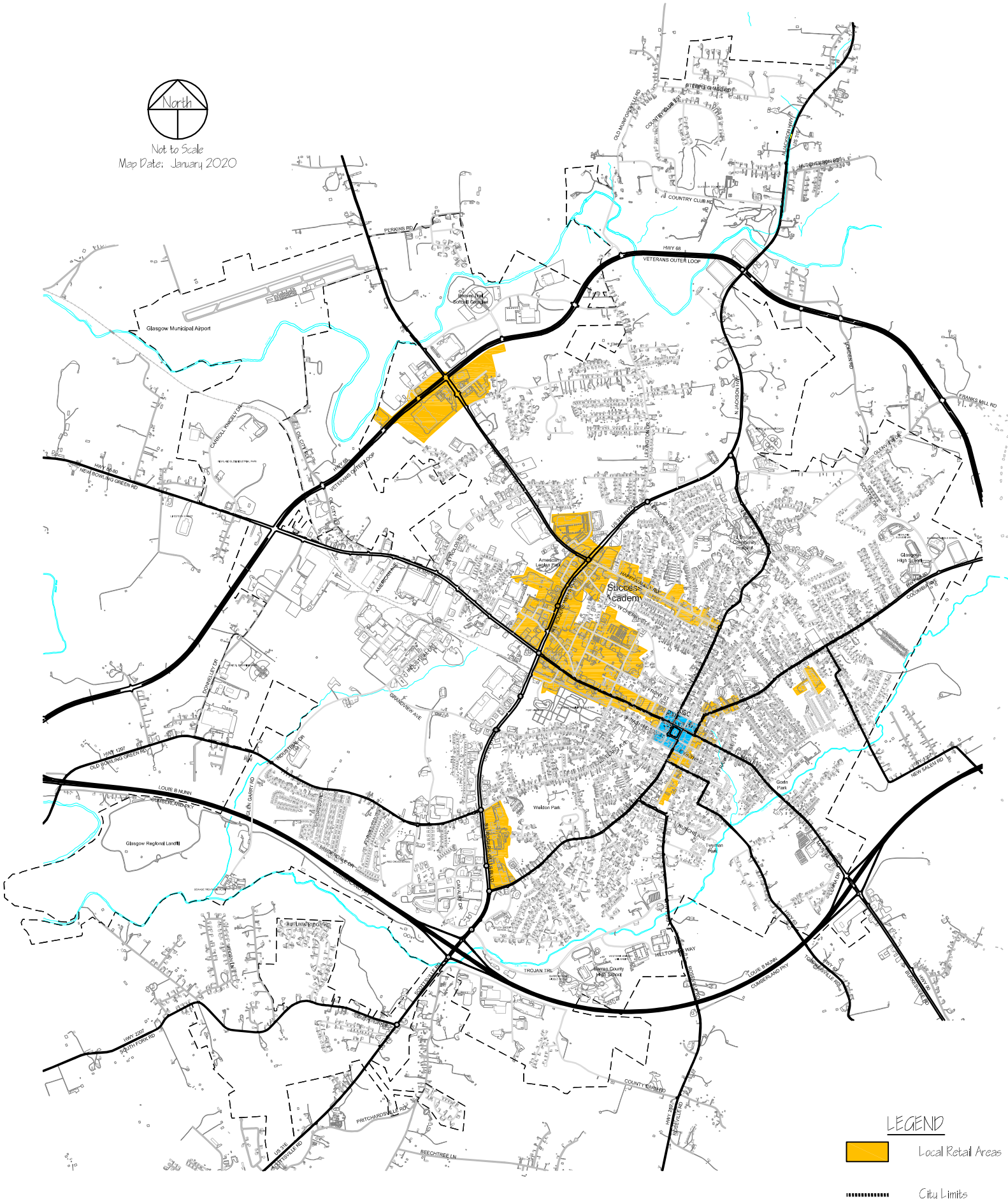
Map 10.2: G.A.T.E. Plan - Existing Conditions - Places of Interest







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Map Date: January 2020



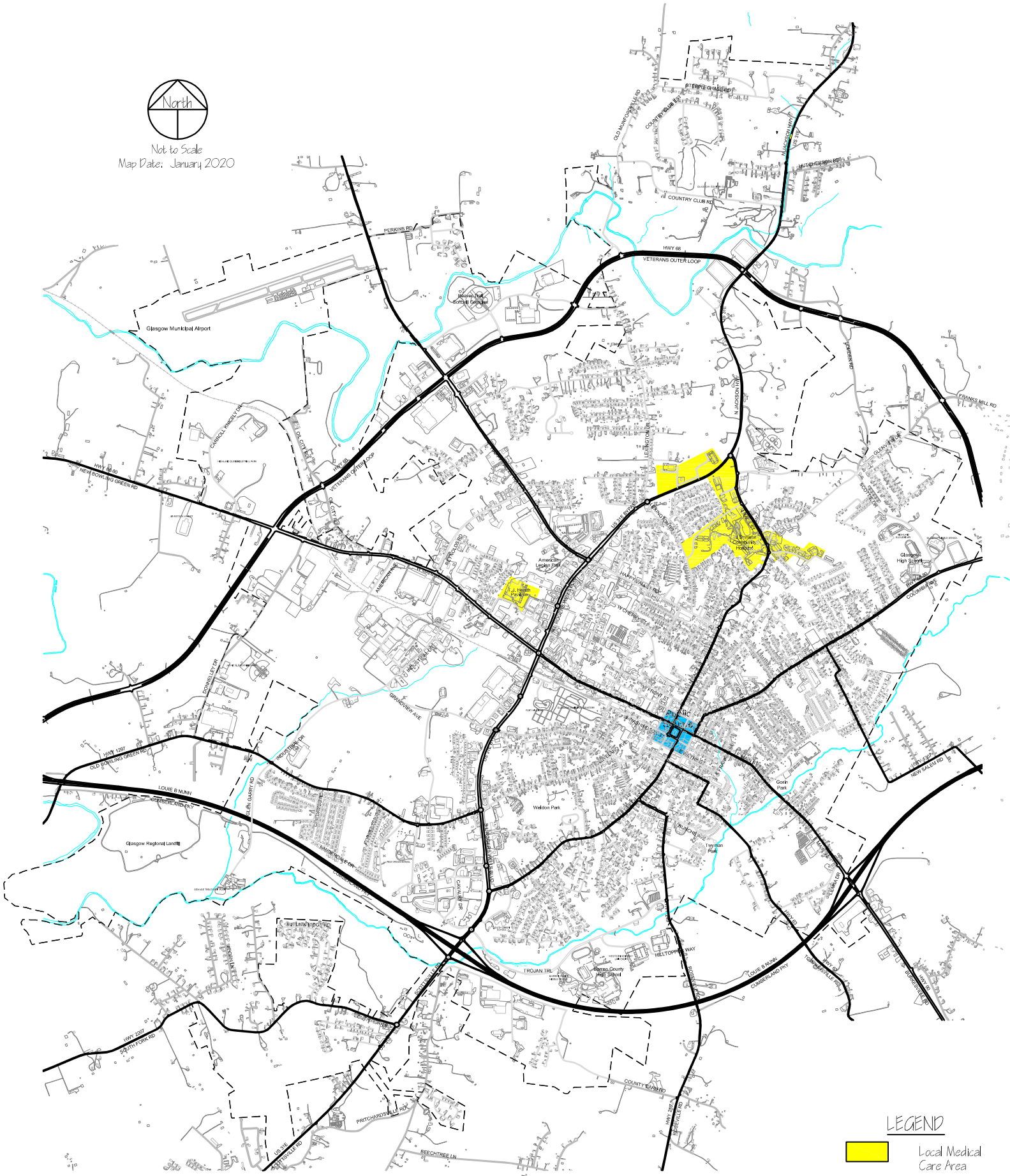
2019 Comprehensive Plan

Map 10.4: G.A.T.E. Plan - Existing Conditions - Local Retail Areas





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Map Date: January 2020



#### LEGEND



Local Medical  
Care Area



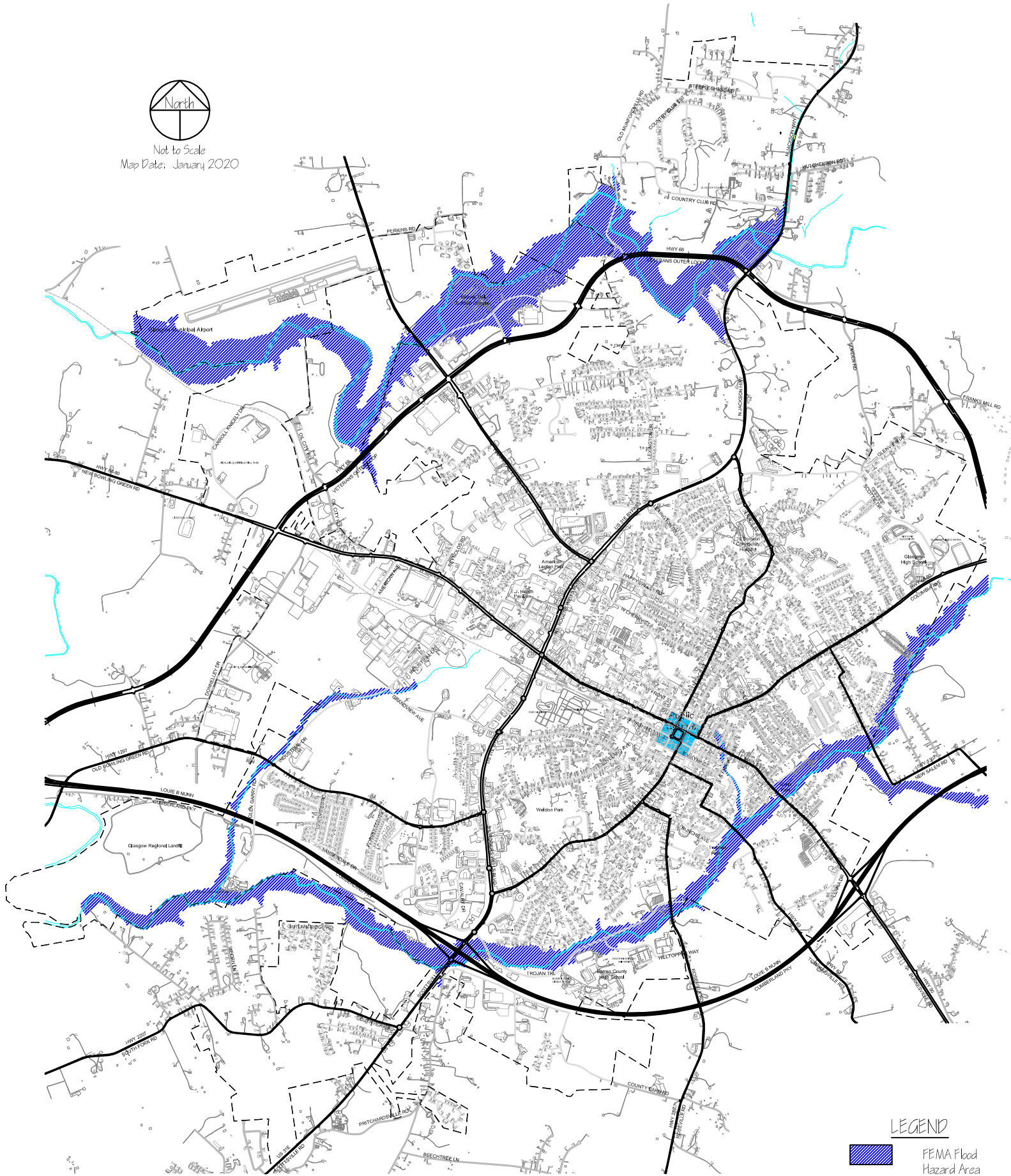
City Limits

2019 Comprehensive Plan

Map 10.5: G.A.T.E. Plan - Existing Conditions - Local Medical Care Areas



Not to Scale  
Map Date: January 2020



LEGEND

-  FEMA Flood Hazard Area
-  City Limits

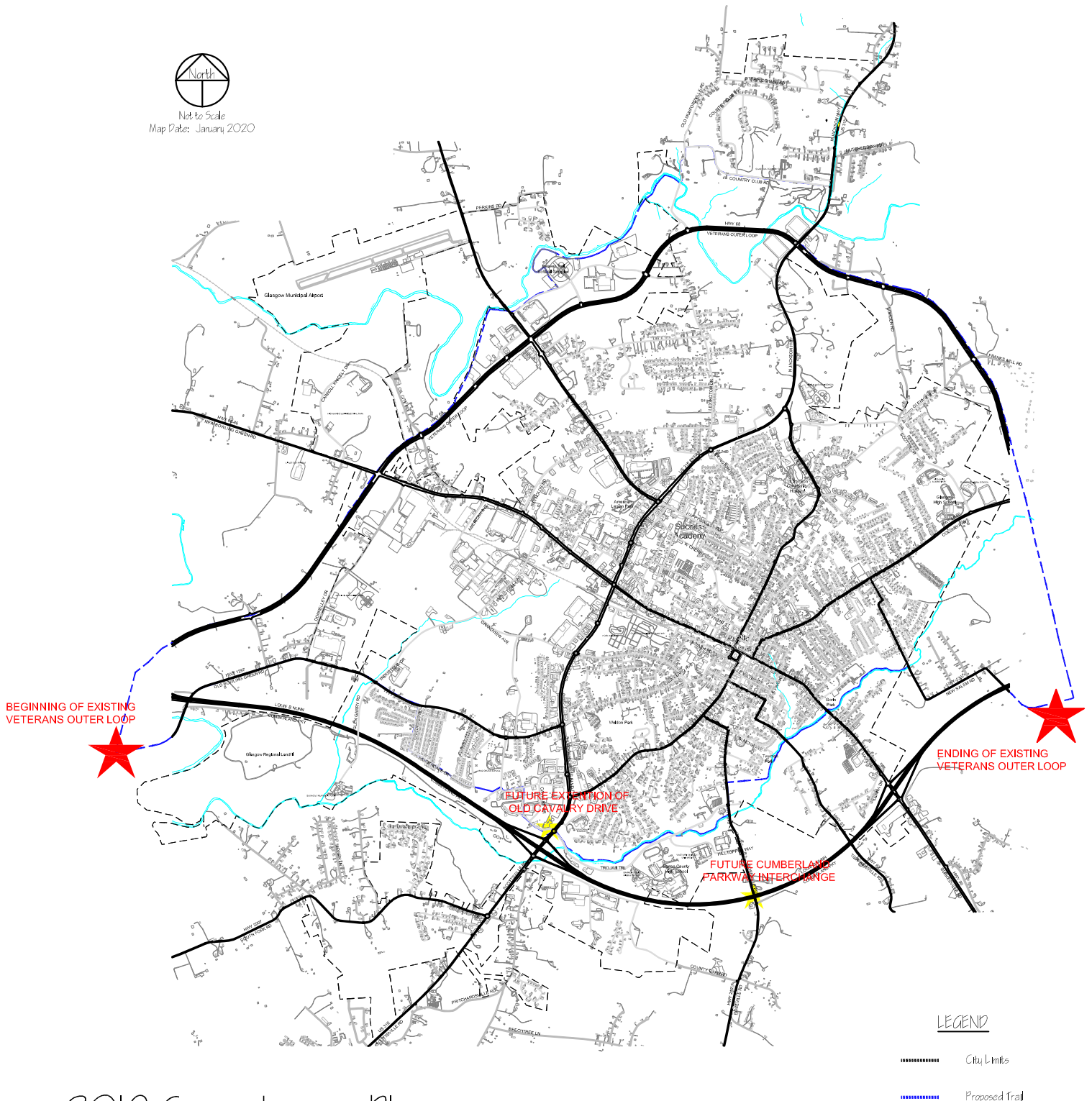
2019 Comprehensive Plan

Map 10.6: G.A.T.E. Plan - Existing Conditions - FEMA Flood Hazard Areas





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Map Date: January 2020



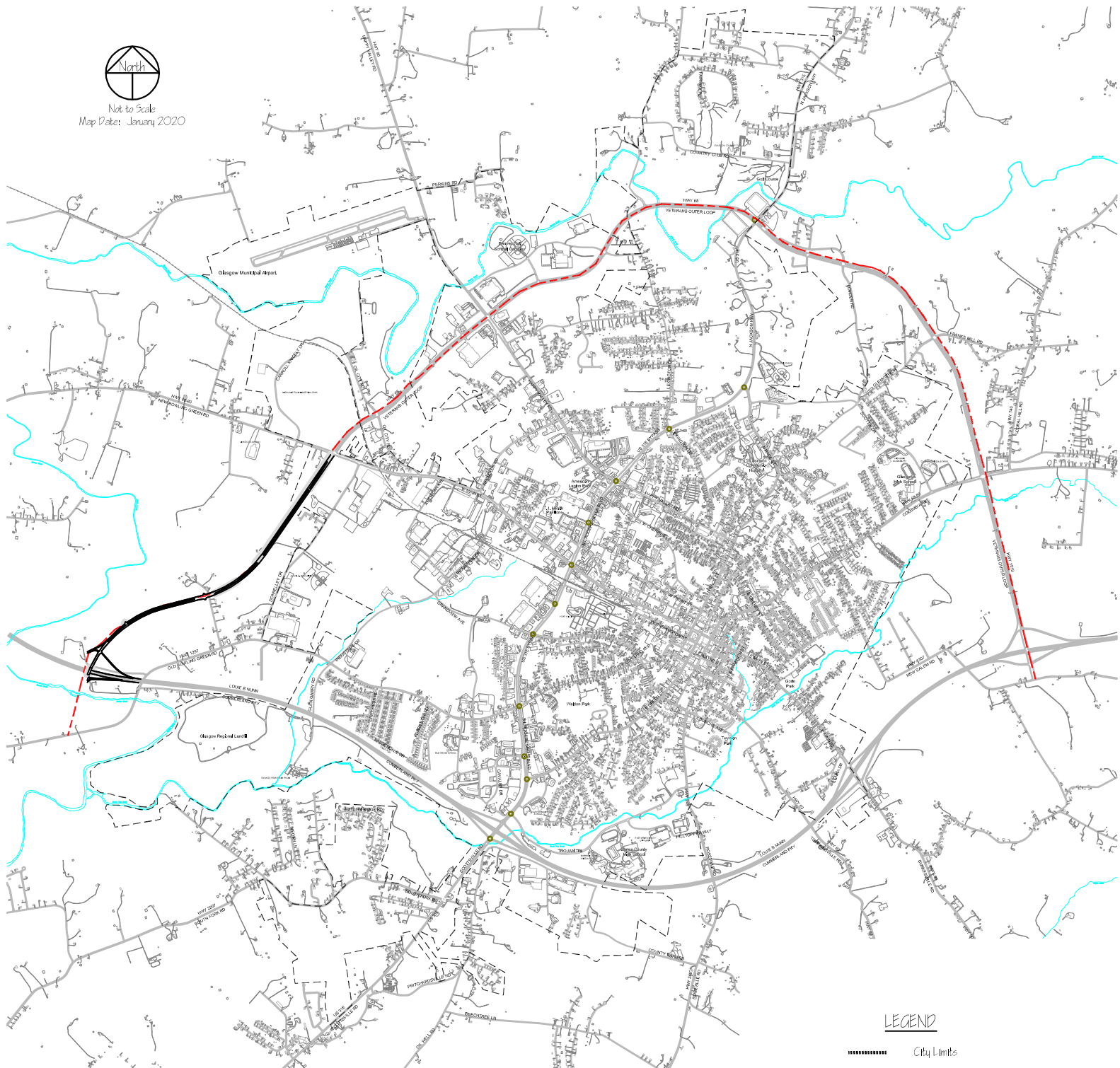
2019 Comprehensive Plan

Map 10.7: G.A.T.E. Plan - Boundary Corridor





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Map Date: January 2020



#### LEGEND

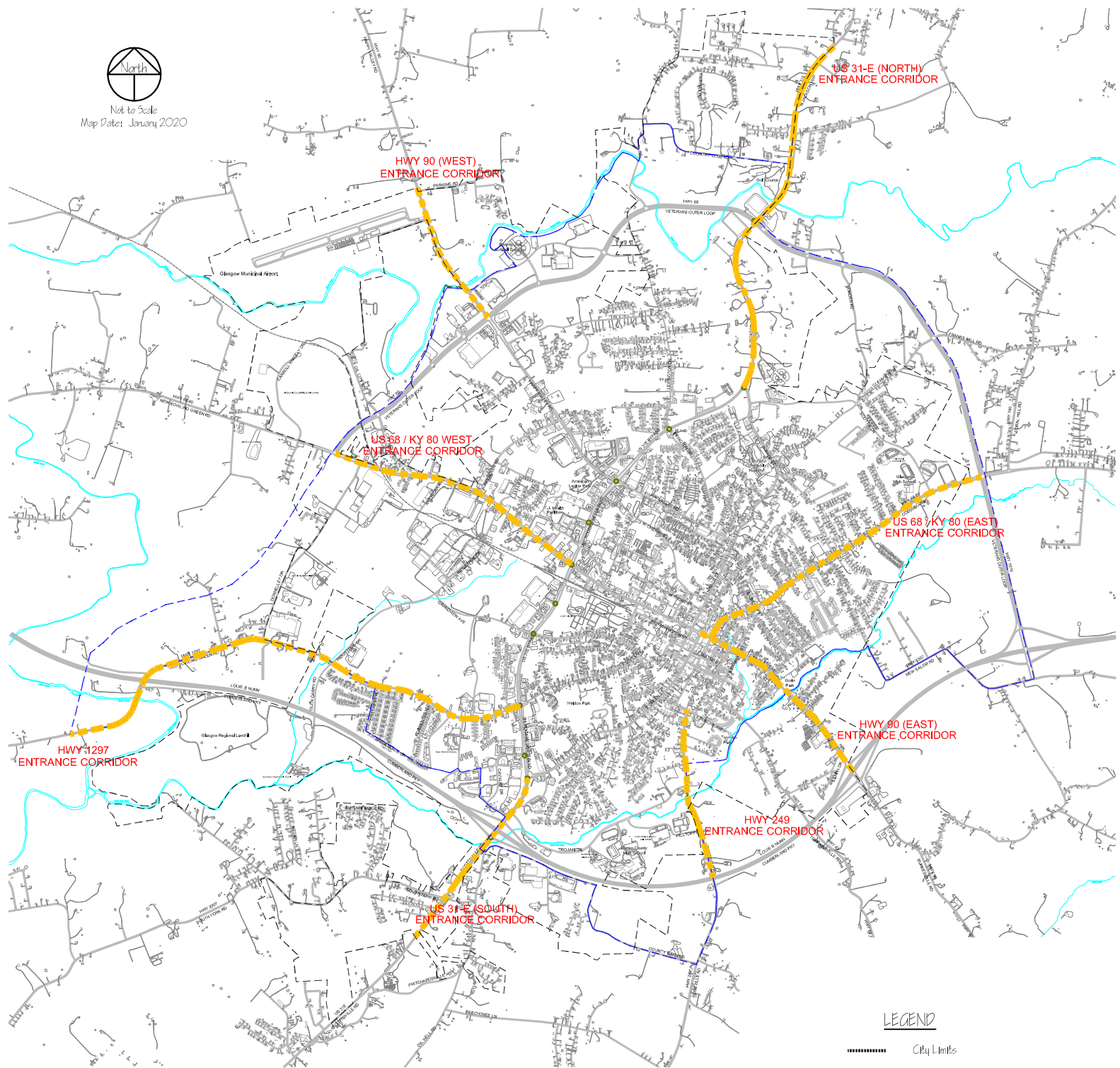
- City Limits
- Outer Loop

2019 Comprehensive Plan

Map 10.8: G.A.T.E. Plan - Existing & Proposed Glasgow Outer Loop



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Map Date: January 2020



#### LEGEND

- City Limits
- Proposed Overall Corridors
- Proposed Entrance Corridors

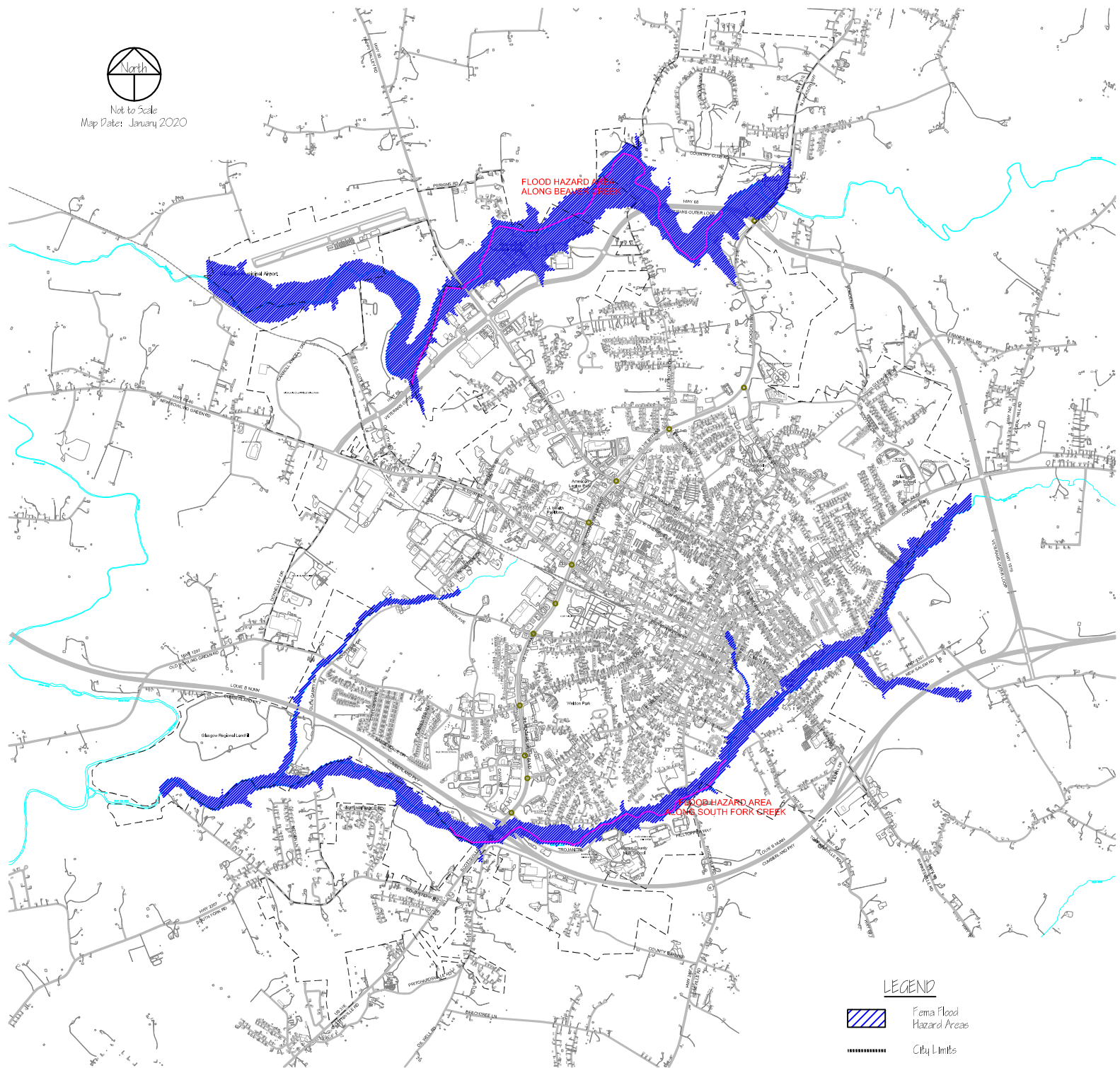
2019 Comprehensive Plan

Map 10.9: G.A.T.E. Plan - Gateway Corridors








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Map Date: January 2020

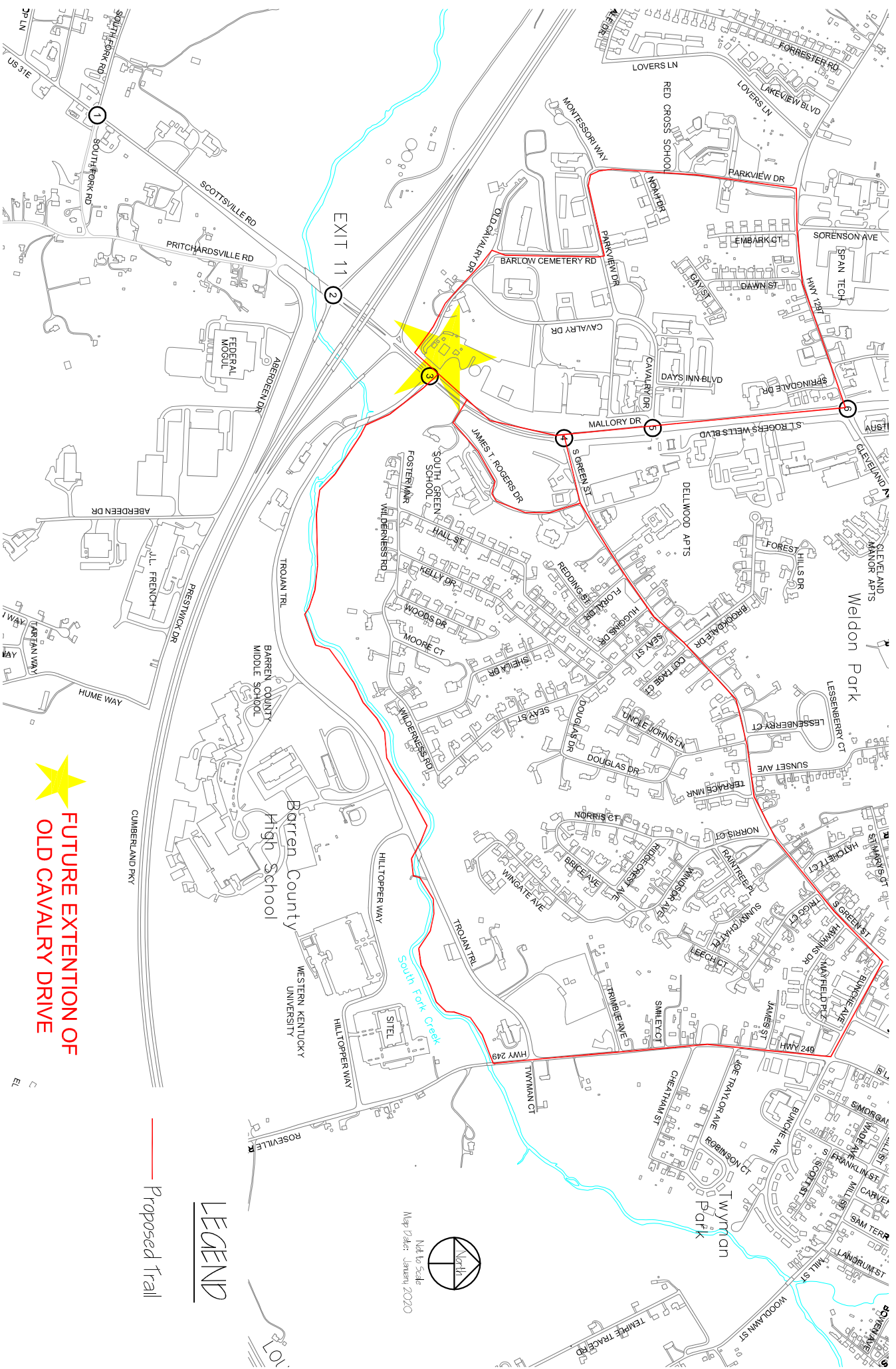


**LEGEND**

-  FEMA Flood Hazard Areas
-  City Limits
-  Proposed Trail

2019 Comprehensive Plan

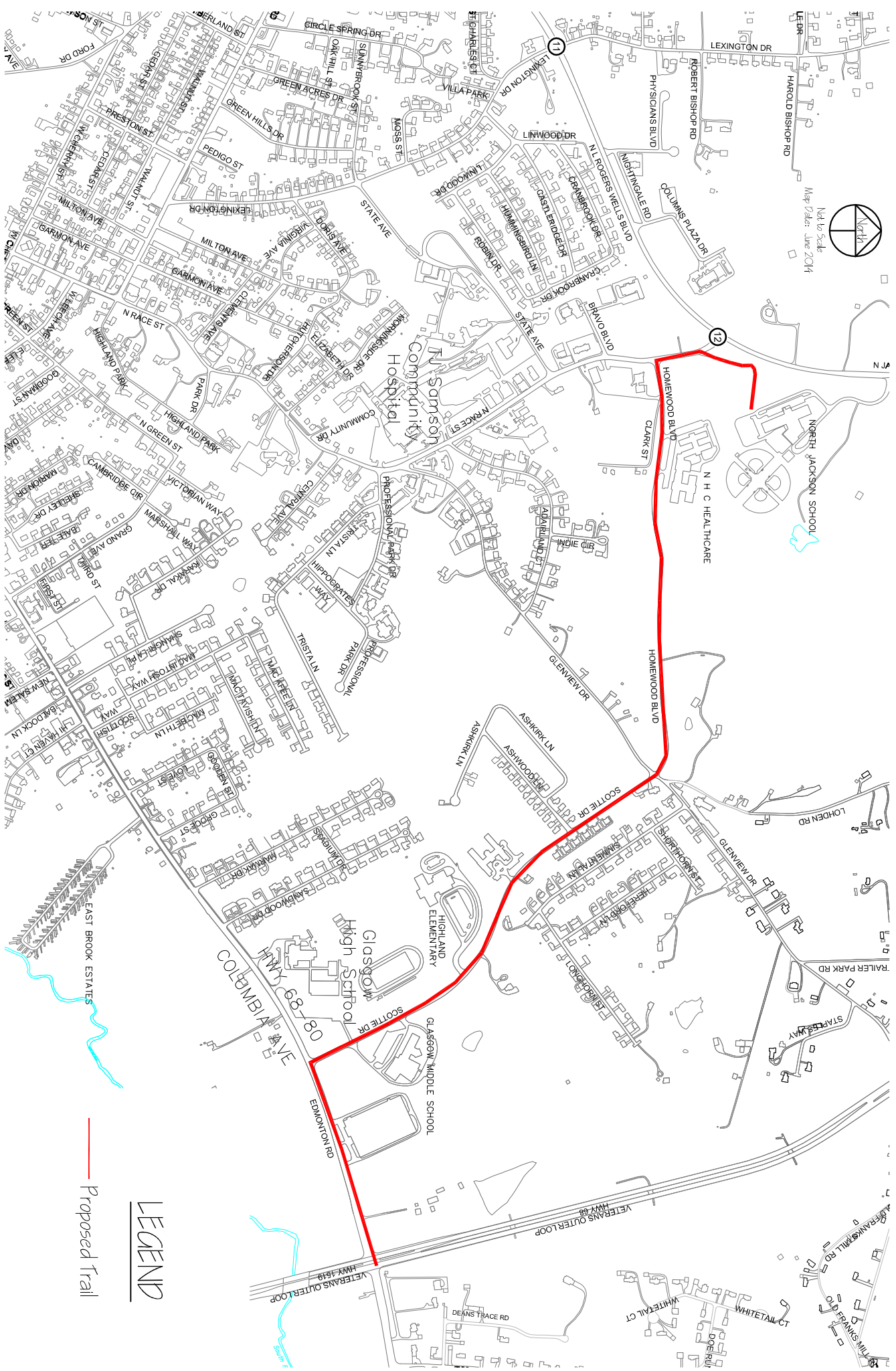
Map 10.10: G.A.T.E. Plan - FEMA Flood Hazard Areas



# 2019 Comprehensive Plan

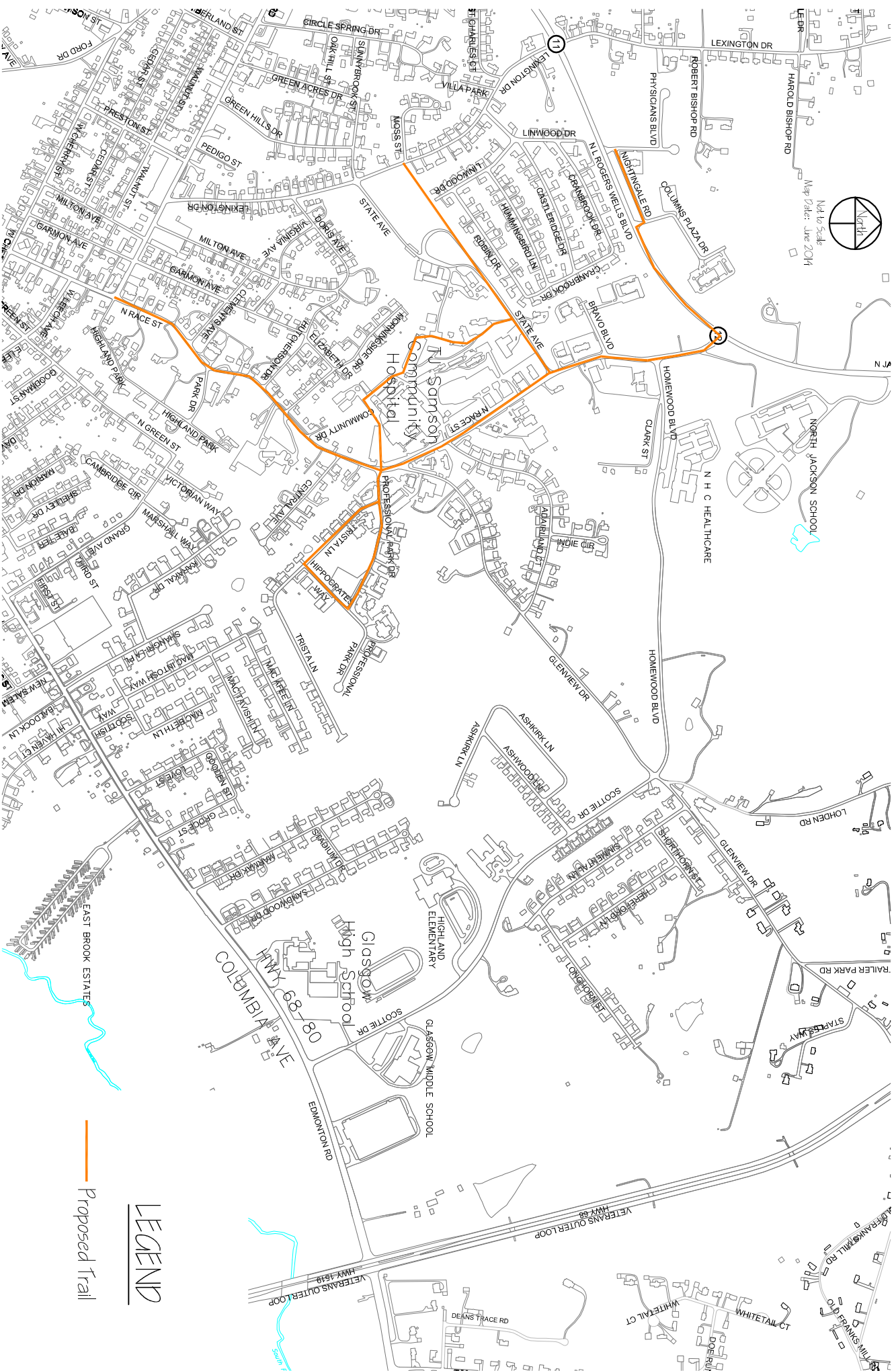
## Map 10.11: G.A.T.E. Plan - Southern Schools Route





2019 Comprehensive Plan

Map 10.12: G.A.T.E. Plan - Northern Schools Route

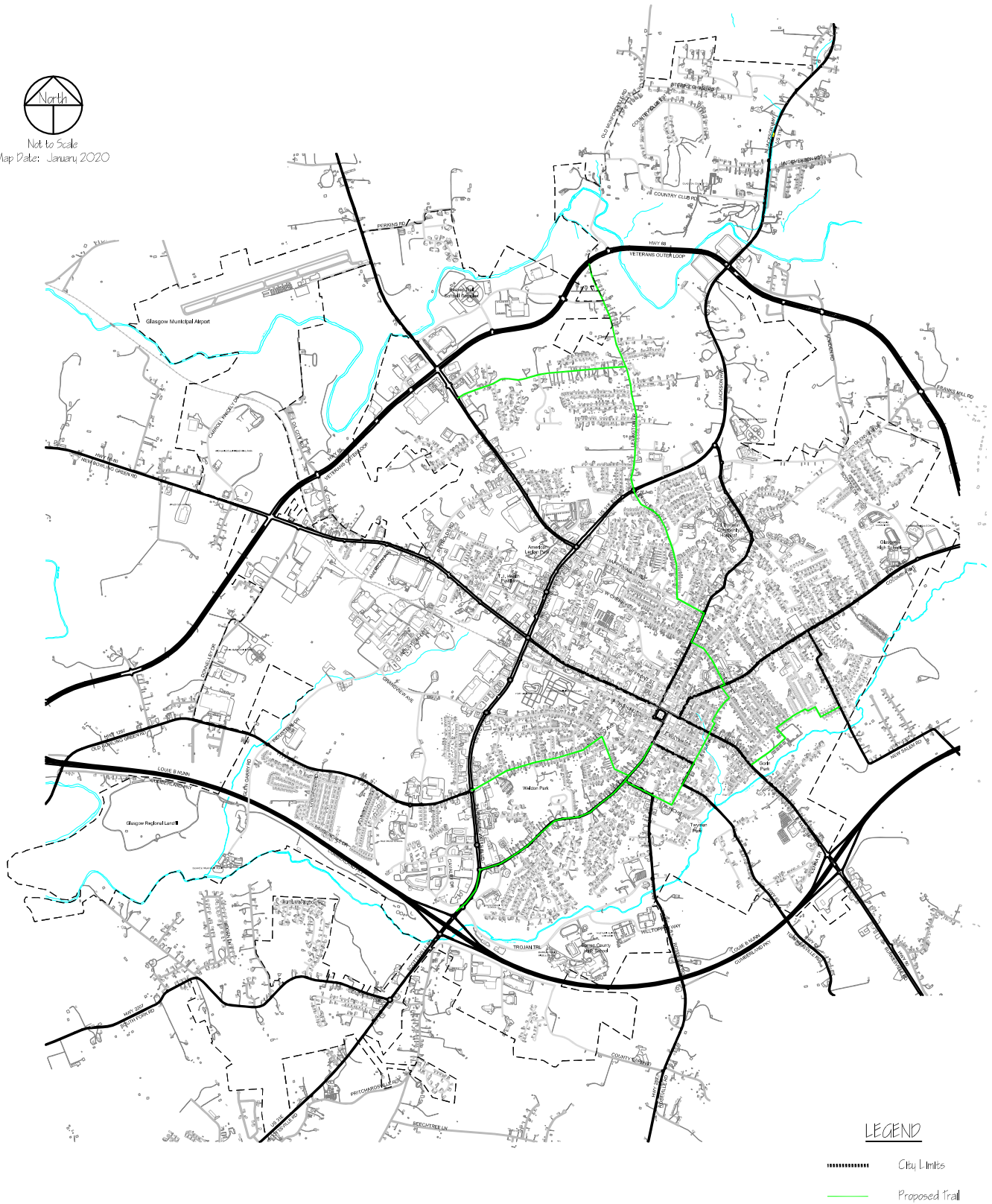


# 2019 Comprehensive Plan

# Map 03: GATE Plan - Medical Care Rates



North  
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Map Date: January, 2020

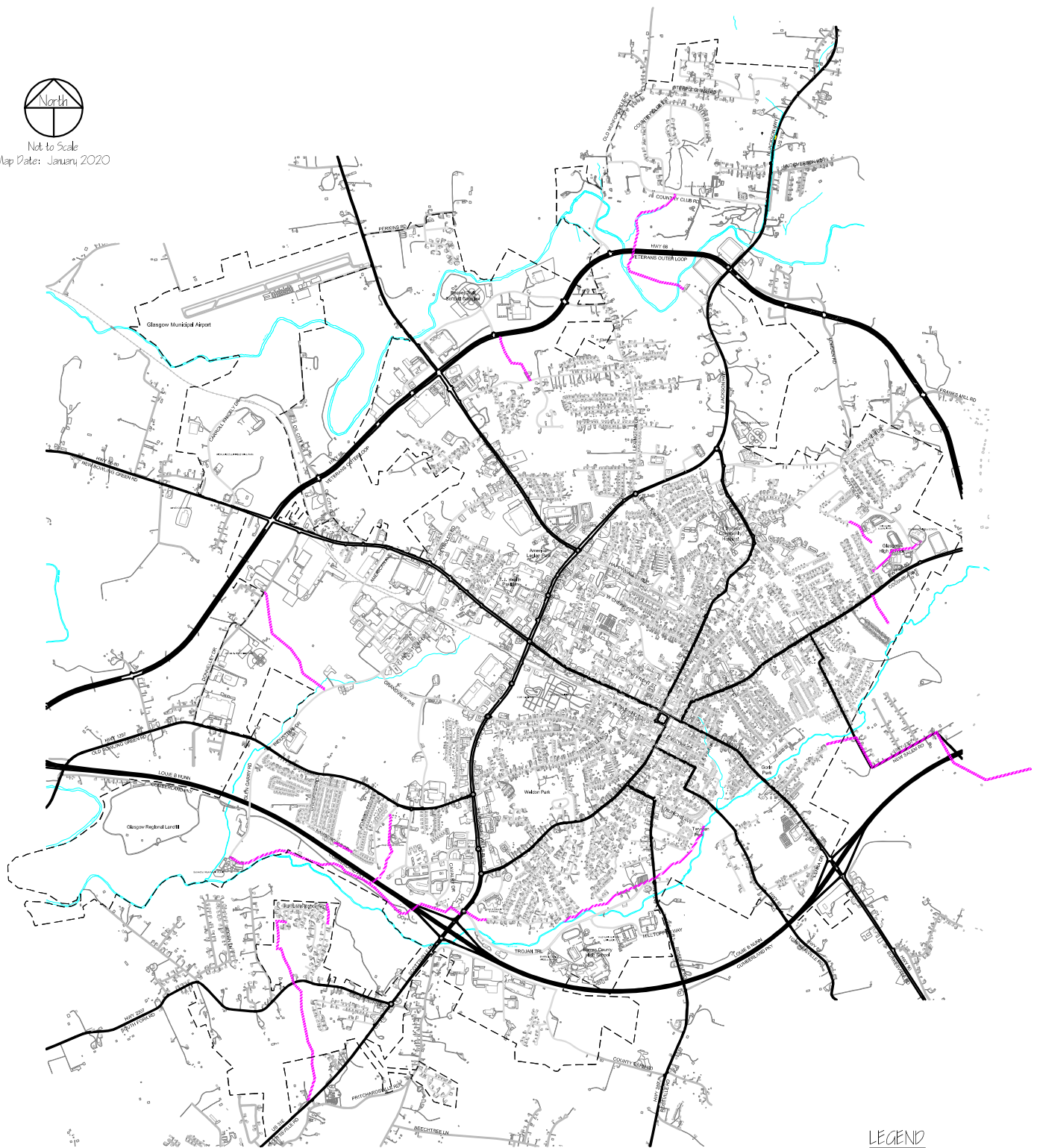


2019 Comprehensive Plan

Map 10.14: G.A.T.E. Plan - Residential Connectors



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Map Date: January 2020



#### LEGEND

- City Limits
- Existing Sewer Line Areas

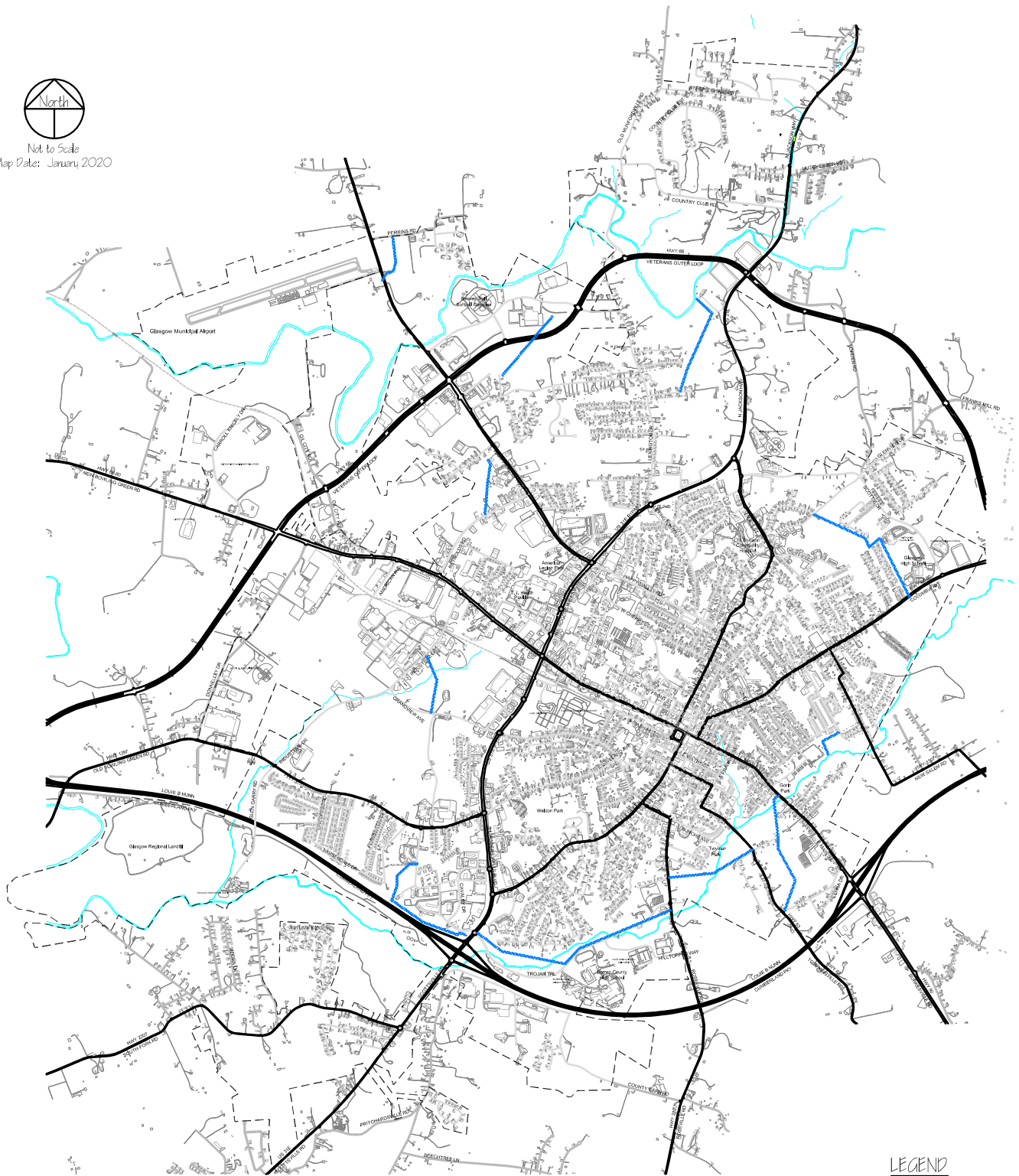
2019 Comprehensive Plan

Map 10.15: G.A.T.E. Plan - Sewer Line Locations





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Map Date: January 2020



#### LEGEND

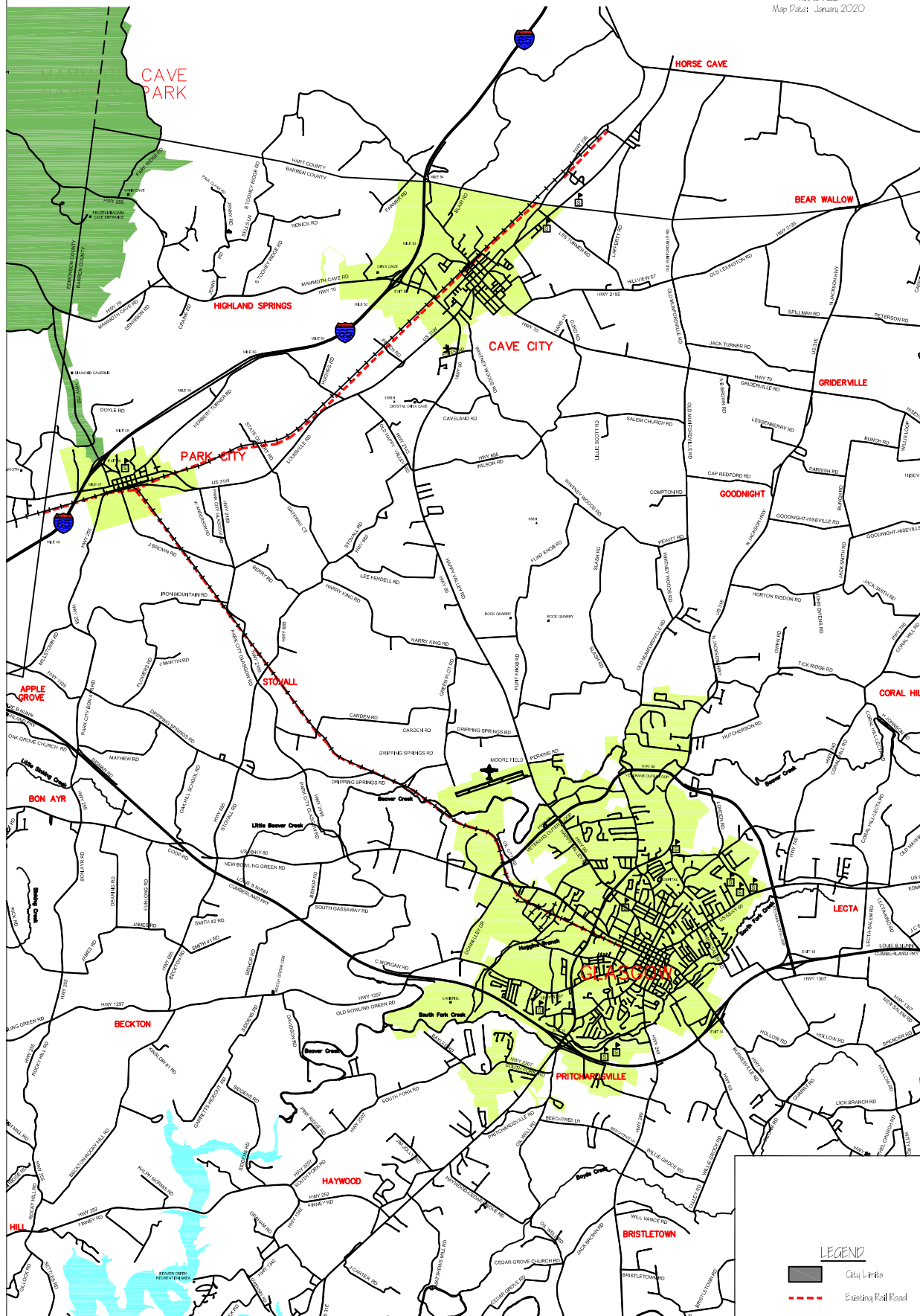
- City Limits
- Existing EPB Easements

2019 Comprehensive Plan

Map 10.16: G.A.T.E. Plan - Electrical Easement Locations

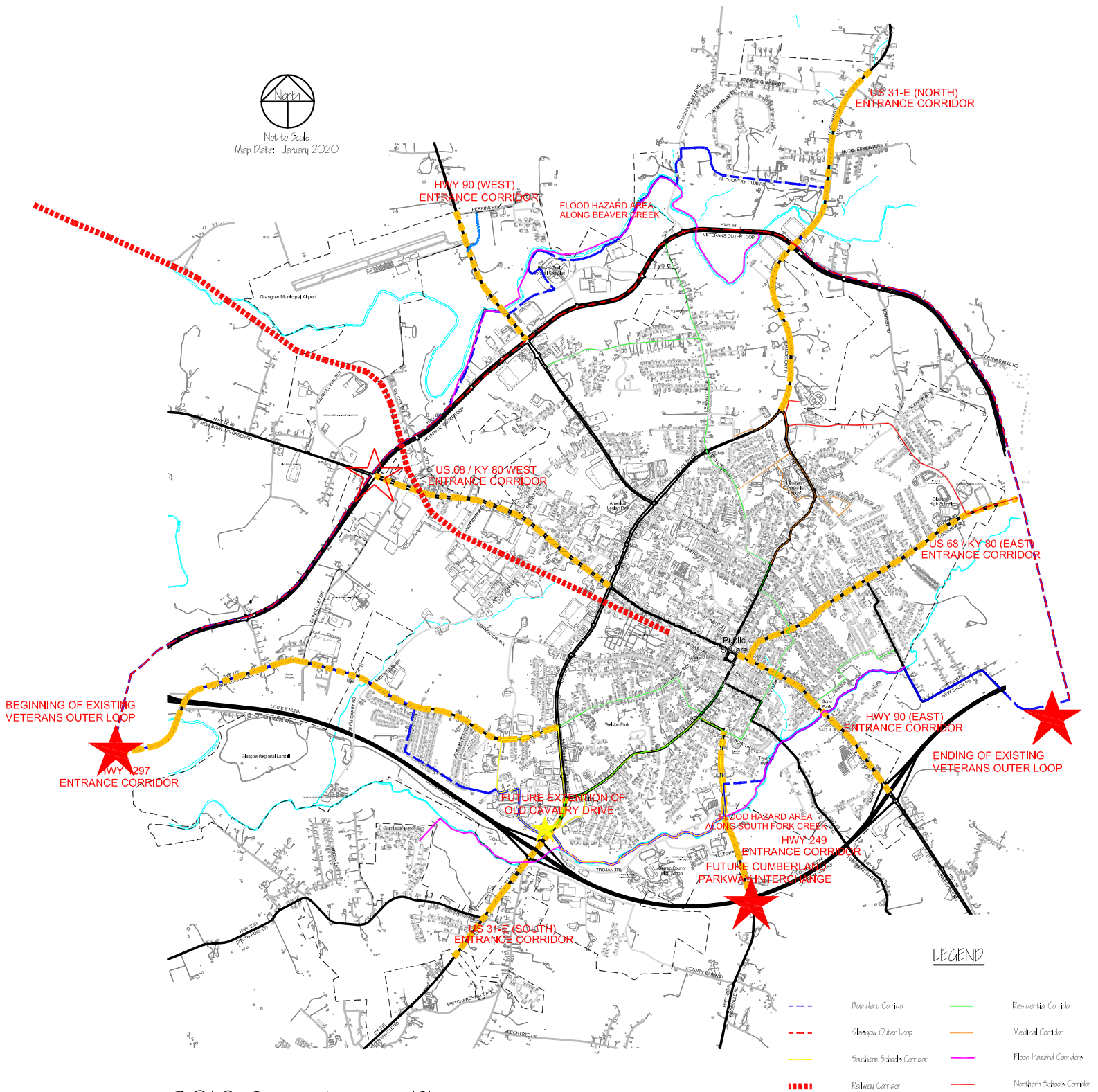


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Map Date: January 2020



2019 Comprehensive Plan

Map 10.17: G.A.T.E. Plan - Existing Rail



2019 Comprehensive Plan

Map 10.18: G.A.T.E. Plan - Overall Corridor Plan