



A Community to Live, Work, & Play
2015 Comprehensive Plan for the City of Fulton, KY

Acknowledgements

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History of Fulton, Kentucky



The Chickasaw Indians were the first known inhabitants of what is now Western Kentucky and Northwestern Tennessee. They gave the area the name Pontotoc, which means “Land of the Hanging Grapes.” In 1811, Andrew Jackson purchased thousands of acres in the region that came to be known as the Jackson Purchase. The earliest records of Pontotoc were dated back to 1828, when Benjamin Franklin Carr acquired a land grant from the Commonwealth of Kentucky for 150 acres¹.

Fulton has a rich rail history with significant development being driven in the early days by the main rail line passing through the community². Once the second largest division headquarters on the Illinois Central Railroad, the first railroad deed was sold in 1857, and construction of the line reached Pontotoc in 1859. At that time Pontotoc was referred to as the “end of the line” by the United States Government due to its pivotal position at the termination point of the Paducah-Memphis rail line.

In 1861, the post office was renamed Fulton, in honor of steamship inventor Robert Fulton. The City was formally incorporated by the state assembly in 1872.

In 1896, the Illinois Central Railroad owned the two railroad lines that crossed Fulton, which saw 30 passenger trains a day and 3,000 freight cars that picked up or delivered cargo. The freight cars usually would have bananas stopping in Fulton to be re-iced and then shipped to rest of the country. Through this process, Fulton became known as the “Banana Capitol of the World.”

The railroad is still an important part of Fulton moving two thousand cars a day. However, today, the interstate system has become the greatest asset to the city. Interstates have allowed city to diversify, and people come from all parts of the country to make their homes in Fulton.

References:

1. Twin Cities Chamber of Commerce. (2013). “A brief history.” Retrieved from <http://fultonsouthfulton-chamber.com/community-data/history/>.
2. Amtrak. (2014). “Great American stations: Fulton, KY.” Retrieved from <http://www.greatamericanstations.com/Stations/FTN>.
3. Jones, E. (2005). *Images of America. Mount Pleasant, SC: Arcadia Publishing.*

Purpose of the Comprehensive Plan

A comprehensive plan serves as a framework for official community land use decision-making. On a basic level, it serves as a source of information for citizens, groups, and community leaders. It enables the City of Fulton City government to assess and fulfill its role in fostering public health, safety and welfare while managing the use of public resources. The plan utilizes citizen input and an assessment of socioeconomic conditions and physical attributes to develop a forecast of future needs such as development and improvements. Based on this assessment, goals are developed in specific areas, along with objectives for achieving them, and they are presented in chronological order within the comprehensive plan.

The City of Fulton Planning & Zoning Board adopts the plan and submits it to the City Council for approval. The Planning & Zoning Board is the official planning body for the City of Fulton. It manages the zoning process and makes recommendations to local government regarding planning policy, development standards, subdivision regulations, and zoning.

Purpose

The Comprehensive Plan provides the data and basic elements necessary to meet the criteria established by Chapter 100 of the Kentucky Revised Statutes (KRS). It serves as a map for the development of all undeveloped areas within a specific jurisdiction. The implemented plan will provide local control over the type, timing, and intensity of anticipated growth and will ensure the compatibility of development with existing physical, institutional, and socioeconomic conditions.

Benefits

The most significant benefit of a good Comprehensive Plan is the ability to project the impact of future growth in land use, population, and economy on the City. The Planning Commission and City Government Agencies can use these projections to plan and provide for public services and facilities and to maximize public and private investment. Private sector investors can use the information to gauge potential for private sector investment within the planning area.

Planning Period and Planning Area

This plan includes several twenty-year projections which are deemed sufficient for planning purposes. Reasonable projections beyond twenty years are very difficult because of numerous uncontrollable variables. For the purpose of this study, the entire City Limits, as defined by the Kentucky Secretary of State, are included in the planning area.

Authority

Planning & Zoning Boards are enabled to prepare base studies through KRS, Sections 100.187 and 100.191. These statutes specify the criteria to be used in the preparation and revision of this document.

Legal Basis of the Comprehensive Plan

The legal basis for the City of Fulton Comprehensive Plan is set forth in KRS 100.183 which states: “The planning commission of each unit shall prepare a comprehensive plan, which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. The elements of the plan may be expressed in words, graphics, or other appropriate forms. They shall be interrelated and each element shall describe how it relates to each of the other elements.”

Process

The planning process is an ongoing task that will enable the City of Fulton to preserve all of its positive attributes while taking advantage of its strengths and opportunities to plan for development, economic prosperity, and improved quality of life.

The Commonwealth of Kentucky prescribes the planning process for local units of government within the framework of KRS Chapter 100. This chapter provides guidance for organized planning at the local level. It stipulates the necessary research requirements, the key components of a plan, the functional requirements, and the legitimate tools authorized to implement the plan. Chapter 100 also determines the planning body that needs to be in place to facilitate the planning process. The process is as follows:

1. Determine community needs and develop meaningful goals and measurable objectives.
2. Analyze issues and available data.
3. Generate plan concepts while continuing to analyze issues and data.
4. Develop plan elements and recommendations.
5. Create an action plan and implement it.
6. Review the plan and evaluate progress.
7. Start the process over.

Contents of the Comprehensive Plan

KRS 100.187 mandates the minimum content requirements for comprehensive plans, the minimum elements are as follows:

- 1 A statement of goals and objectives, which shall serve as a guide for the physical development and economic and social wellbeing of the planning unit;
- 2 A land use plan element, which shall show proposals for the appropriate, economic, desirable, and feasible patterns for the general location, character, extent, and interrelationship of the manner in which the community should use its public and private land at specified times as far into the future as is reasonable to foresee. Such land uses may cover, without being limited to, public and private, residential, commercial, industrial, agricultural, and recreational land uses;
- 3 A transportation plan element, which shall show proposals for the most desirable, appropriate, economic, and feasible pattern for the general location, character, and extent of the channels, routes and terminals for transportation facilities for the circulation of persons and goods for specified times as far into the future as is reasonable to foresee. The channels, routes, and terminals may include, without being limited to, all classes of highways or streets, railways, airways, and waterways;
- 4 A community facilities plan element which shall show proposals for the most desirable, appropriate, economic, and feasible pattern for the general location, character, and extent of public and semipublic buildings, land, and facilities for specified times as far into the future as is reasonable to foresee. The facilities may include, without being limited to, parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire stations, police stations, jails, or other public office or administrative facilities; and
- 5 The comprehensive plan may include any additional elements such as, without being limited to, community renewal, housing, flood control, pollution, conservation, natural resources, regional impact, historic preservation, and other programs which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan.

Research Requirements for the Comprehensive Plan

KRS 100.191 defines the research, analysis, and properties that a comprehensive plan must be based upon. The basic research requirements include, but are not limited to, the following:

1. An analysis of the general distribution and characteristics of past and present population and a forecast of the extent and character of future population as far into the future as is reasonable to foresee.
2. An economic survey and analysis of the major existing public and private business activities, and forecast of future economic levels including a forecast of anticipated necessary actions by the community to increase the quality of life of its current and future population through encouragement of economic development as far into the future as is reasonable to foresee.
3. Research and analysis as to the nature, extent, adequacy, and needs of the community for existing land and building use, and transportation and community facilities in terms of their general location, character, and extent.
4. Additional background information for the elements of the comprehensive plan may include, but is not limited to, any other research, analysis, and properties, which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan.

Nature of Base Studies

The base study is divided into three major sections. The first section contains an analysis of the planning area population and includes the distribution and characteristics of both the present and projected population. Population statistics are analyzed to develop relevant growth and development policies. The second section contains a detailed description of the area economy. Economic analysis identifies economic trends and provides another basis for preparation of the City of Fulton Comprehensive Plan. The third section contains the City of Fulton's land use analysis, which shows the extent of major land use categories within the area including agricultural, residential, commercial, industrial, public, and semi-public.

The base study is used in conjunction with housing, transportation, community facilities, and other studies to prepare and adopt future development plans for the City of Fulton. It serves three primary purposes:

1. To recognize past and present trends in the overall economy and population of the area.
2. To provide a guide for determining the proper extent and location of future residential, commercial, industrial, educational, and recreational land uses.
3. To provide an estimate of the area's future population to use as a determinant when making land use and facilities expansion decisions.

The base study will be valuable to the Planning Commission and all the City of Fulton's governmental agencies responsible for development. The study will also be useful to local business and professional leaders.

Statement of Goals and Objectives

By statute, the Fulton City Commission and the Planning & Zoning Board are required to adopt a statement of goals and objectives. KRS 100.193 states: "The planning commission of each planning unit shall prepare and adopt the statement of goals and objectives to act as a guide for the preparation of the remaining elements and the aids to implementing the plans. The statement shall be presented for consideration, amendment, and adoption by the legislative bodies and fiscal courts in the planning unit. During its preparation of the other plan elements, it shall be the duty of the planning commission to consult with public officials and agencies, boards of health, school boards, public and private utility companies, civic, educational, professional and other organizations, and with citizens."

Agreement between City of Fulton & Purchase Area Development District

The City of Fulton requested the following scope of work activities be conducted by the Purchase Area Development District in preparation for the publication of the 2015 Comprehensive Plan.

1. The PADD will research and analyze population & economic data based on 2010 Census.
 - compile information
 - review with city stakeholders
 - prepare narrative
 - revise based on discussion with city
2. The PADD will compile a existing land use map based on parcels provided by Fulton County PVA.
 - obtain parcels from PVA
 - review with city stakeholders
 - establish land use categories
 - revise based on city review
 - assign land use to each parcel
3. The PADD will assist the City of Fulton to develop goals & objectives based on population / economic data & existing land use.
 - discuss city’s vision for future
 - review goals & objectives with city stakeholders
 - staff draft goals & objectives
 - revise as necessary based on city comments
4. The PADD will utilize the goals & objectives adopted by the city to prepare required elements:
 - a. Land Use Element – the PADD will recommend the most appropriate future use of land, considers compatibility of adjacent land use, and anticipated development patterns as can be reasonably foreseen. Then, review the Land Use Element with all city stakeholders, make revisions based on stakeholder input.
 - b. Transportation Element– the PADD will recommend the best way to develop transportation system (roads, riverport, public transportation) to facilitate the movement of people & goods to benefit residents, ideally this will result in economic development and improved quality of life. Then, review the Transportation Element with all city stakeholders, make revisions based on stakeholder input.
 - c. Community Facilities Element – the PADD will recommend appropriate means to develop utilities, police, fire, medical, public offices to meet expected needs in the future. Then, review the Community Facilities Element with all city stakeholders, make revisions based on stakeholder input.
5. The PADD will develop implementing strategies and present these strategies to the city stakeholders. Afterwards, revising the strategies based on discussion with stakeholders.
6. The PADD will provide a facilitator for public review of draft plan.
7. PADD staff will revise plan based on direction from the city stakeholders following the public hearing.
8. Provide the City of Fulton a camera-ready document ready for publication.

Chapter 1: Planning Goals & Objectives

The City of Fulton has maintained a formal planning program since the mid 1960's. The city recognizes that planning is a continuing process and that many specific development decisions must be made by elected officials when the need arises. It is imperative that a well-planned guide of policy statements be formulated upon which should planning decisions can be made and executed.

Both the Planning Commission and the City Commission realize that exact locations for future land uses or needed improvements cannot be projected with any degree of accuracy. It is, rather, the intent of the Comprehensive Plan to delineate general areas of future land requirements and recommend the most desirable relationship of various land uses. General locations are recommended for needed future public facilities with the plan serving as a guide for future development. The emphasis should be placed on the planning process and policies for decision making.

Therefore, it is the intention of the Planning Commission and elected officials that the planning program deal effectively with evolving reality. In striving toward this end, the planning process shall be a major factor in decision making. This process involves assimilating the facts, analyzing the facts, and making a decision.

The Comprehensive Plan (Land Use Plan, Transportation Plan, and Community Facilities Plan) will be guided by the statements of long-range goals and policies during their formulation. Before reviewing these statements of intent, a clear understanding of the following two elements is essential:

- Goals: Broad statements dealing with city-wide policies such as living patterns, growth, and development. General in nature, goals are long-term and changing little over time.
- Objectives: Statements revealing current thinking about courses of action required to achieve the goals. The policies are more temporal than goals.

The following is an initial set of goals and objectives recommended for adoption by the Planning Commission to guide the formulation of the remaining plan elements. These objectives should not be regarded as static in nature, but be revised and expanded during the course of a continuing planning program.



*To provide the residents of the City of Fulton
a pleasant environment in which to live, work and play.*

Residential Development Goal: Encourage and maintain high quality residential development, both single-family and multi-family, in varying price ranges to meet the housing needs of the city.

- To encourage the development of new subdivisions in close proximity to existing developed areas in order that community facilities and services can be more economically provided.
- To strive to eliminate marginal, substandard, and dilapidated housing throughout the city through code enforcement and other redevelopment programs.
- To insist upon good site design of residential areas which calls for freedom from noise and danger of high speed or heavy traffic, the provision of safe pedestrian circulation, and for logical groupings of homes to form neighborhoods of sufficient size to permit efficient installation of utilities and the provision of community services.

Commercial Development Goal: Encourage the growth of business and commercial activities in order to provide the citizens safe and convenient shopping areas.

- Strengthen the central business district of the city through revitalization programs, improving the physical appearance and pedestrian safety and by encouraging a full range of retail shopping and services.
- To maintain sound business structures; to rehabilitate where necessary and to remove those determined to be unsafe or obsolete.
- To encourage new business developments to locate in selected areas adjacent to or in easy access of major traffic arteries following the planned unit development concept.
- To provide for adequate off-street parking and safe pedestrian movement in the central business district.
- Develop the Purchase Parkway / I-69 corridor so the City is in a position to take advantage of increased traffic on this route.
- Recruit a national chain hotel to locate at exit 1 and to serve as the anchor for this corridor.
- Develop restaurant and retail sites that will complement the hotel development on adjacent property.
- Recruit a national truck stop to locate on the north side of exit 1.
- Redevelop Carr Plaza for retail purposes.

Industrial Development Goal: Encourage the industrial growth of the community in order to provide increased employment and strengthen the tax base of the city.

- To promote diversity in the size of industrial and manufacturing operations, both large and small.
- To locate future industries in areas where transportation movements can be performed safely and efficiently, where adequate utilities can be provided most economically, and where adequate off-street parking and loading can be satisfied.
- To encourage the continued development of the City's industrial park with adequate and desirable areas set aside to allow for expansion when needed. Also to ensure that the infrastructure is adequate to support future development within the park.
- To encourage the development of modern, well-landscaped industrial buildings. Such areas should add to community relations, community pride, and the promotion of future industrial development.

Recreation, Open Space, and Public Facilities Goal: Encourage the development of all public facilities including recreation areas and adequate open-space to meet the needs of all age groups.

- To recognize the importance of recreation and open-space areas in community development and preserve and protect such areas from encroachment.
- To preserve scenic and historic features for the enjoyment of present and future generations.
- To ensure that the public has access and an opportunity to benefit from a wide range of activities and facilities.
- To encourage cooperation between the public and private segments of the community in the use of such areas.
- To ensure that proper planning is maintained in regard to such public utilities as water and sewer facilities and that a systematic program of expansion is coordinated with street improvements and other related development.

Transportation Goal: Maintain and further develop the city's streets, highways, rail, and air transportation facilities to meet the need of the population.

- To encourage partial access control on those portions of major highways which are heavily traveled in order to provide continuous unimpeded traffic flow.
- To encourage proper and efficient signalization of major intersections in the city to expedite a safe and efficient flow of traffic.
- To encourage local cooperation with railroad officials in programs of mutual improvements throughout the city.
- To encourage cooperation with state and federal agencies in projects and programs which afford improvements in both highway and air transportation.

Community Services Goal: Provide city residents with quality basic community services, such as fire and police protection, emergency management services, and basic utilities such as water, sewer, and gas.

- To provide the necessary financial resources in the city budget to maintain quality, competent and trained personnel to provide a full range of city services.
- To provide the necessary financial resources in the city budget to acquire and maintain the necessary equipment needed to provide a full range of city services.
- To encourage city employees to acquire additional training on a regular basis.
- To utilize privatization when more economical.

City-Wide Appearance Goal: Provide the city residents with an aesthetically pleasing environment to which to live, work, and enjoy their leisure time.

- To discourage unsightly land uses, such as junk yards, abandoned automobiles, and discarded debris by the enforcement of the city's zoning ordinance and other regulatory codes and ordinances.
- To encourage civic pride in the community by promoting the participation of various clubs, and youth and leadership groups in the process of local government.
- To encourage voluntary clean-up, paint-up, fix-up campaigns sponsored by various community groups.
- To utilize public funding opportunities to replace dilapidated structures when practical.

Chapter 2: Population Demographics

One of the primary tasks involved with the development of a comprehensive plan, for any community, is the detailed analysis of the population characteristics of its residents. Past population trends, current population composition, and realistic population forecasts are, therefore, a vital part of the planning process.

Birth rates, death rates, and net migration figures determine the population of any community. The number of live births is directly related to the number of women of childbearing age, the level of health services, and community attitudes toward family size. Death rates are primarily influenced by the level of health services and the general standard of living. National trends over the last twenty years show the average life span of our senior citizens is increasing. Migration is influenced predominantly by either the presence of or the lack of economic opportunity, along with other related factors which determine the overall desirability of an area or city as a place of residence.

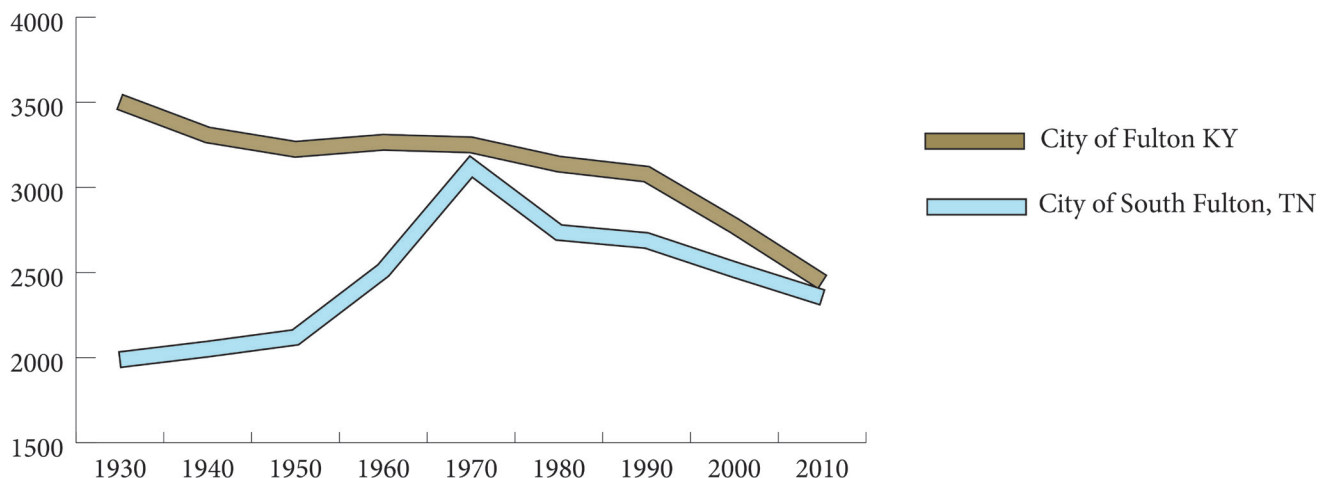
It is important to consider population and the economic elements together when making future projections. Estimates of future population should be made not only on past trends, but upon realistic evaluations of the ability of the local economy to support those numbers. If the local economy is not expected to provide additional jobs or meet future housing demands, an increase in population would be unlikely. With an increase in population, the community must have the ability to meet the increased demands for not only public services, such as water and sewer, police and fire protection, but adequate housing, shopping areas, parks and recreation and all of the other city services which contribute to quality of life opportunities.

A thorough analysis and understanding of the existing and future population along with an economic forecast will be presented in this chapter. This is one of the first requirements of a good planning program. These forecasts will serve as a basis for the land-use requirements, transportation needs, and the demand for community facilities and services over the planning period.

The population of the City of Fulton has declined from its peak of 3,502 in 1930. According to the US Census, it appears that the city did not experience the national baby boom that occurred after World War II, which has had serious long-term effects on the city's ability to grow. The near flat growth rate during the Baby Boom, set the course for the city's population downward decline, then its significant drop in the last two decennial census.

Figure 1: Population Trends for the Cities of Fulton, KY and South Fulton, TN

U.S. Census Bureau. (2010). Retrieved from <http://www.census.gov>



Population Projections

The key to growth would be the continued creation of jobs, especially in the manufacturing and/or service sections of the economy. The City of Fulton is a retail/job hub for the southern portion of the Purchase Region -- drawing in over 1,000 workers from other counties.

Therefore, subject to the usual assumptions about the absence of war, depression, and natural disasters, a population range of 1,800 to 2,000 by the year 2020 will constitute the basic conclusion of this report.

Table 1: Population Projections

U.S. Census Bureau. (2010). Retrieved from <http://www.census.gov>

2010

City of Fulton	=	2,445
Fulton County	=	6,368
City of South Fulton	=	2,354
Obion County, TN	=	31,807

2013

City of Fulton	=	2,295
Fulton County	=	6,650
City of South Fulton	=	2,304
Obion County, TN	=	31,131

2020

City of Fulton	=	2,218
Fulton County	=	5,776
City of South Fulton	=	2,335
Obion County, TN	=	31,559

2030

City of Fulton	=	1,951
Fulton County	=	5,082
City of South Fulton	=	2,298
Obion County, TN	=	31,052

Without the Baby Boomers, the city missed the opportunity for population growth, as individuals born between 1948-1964 would have married and had raised families of their own. It is unknown why the city did not experience the baby boom; however, the City of Fulton's 1972 Comprehensive Plan reported that the city had experienced a significant loss of population among 20 – 44 year olds between 1950 and 1970. Meaning, the parents of the Baby Boom generation left the City of Fulton and had children somewhere else. Other communities benefited from the Fulton's outward migration.

During the development of this Comprehensive Plan, it was suggested that some of these population losses that the City of Fulton experienced may have been because residents relocated to South Fulton, Tennessee.

Through a review of the census data found that the City of South Fulton did experience a significant amount of residential development between 1950 and 1970. It is unlikely these individuals were of childbearing age because the City of South Fulton has experienced the same downward population decline as the City of Fulton. Matter of fact, the rate of decline for both cities mirror each other -- suggesting that the City of Fulton's loss of population was probably not because people were moving to South Fulton, but rather, the loss was a result of the out-migration factor (people leaving the area).

Urban-Rural Shift

Since 1940, there has been rural-to-urban shift in the Fulton County population. In 1940, the two incorporated areas of Fulton and Hickman comprised 36% of the total county population. According to the 2010 US Decennial Census, these percentages have reversed, with two incorporated areas now containing 71% of the total population while the remaining 29% residing in the unincorporated areas of the county

Based on population projections data for both the City of Fulton, Fulton County, and the City of South Fulton, Tennessee indicate that the population will continue to decline.

However the City of Fulton's decrease is much less dramatic than the County. As previously mentioned the Fulton, Kentucky / South Fulton, Tennessee Communities are closely tied to one another. An event impacting one city will have a direct impact on the other. Based on this close relationship population projections for South Fulton have been included. Unfortunately the trend for the City of Fulton and Fulton County is also reflected for South Fulton, Tennessee.

2010 City of Fulton Population Composition

The 2010 US Census stated that the population of the City of Fulton was 2,445. In this section, we will identify each generation and describe significant factors concerning the composition of the City of Fulton's current population.

The Pre-School Age Group, ages 0-4 years, is usually a reflection of the size of the Family Formation Age Group, and will generally provide an indication of the future demand for educational facilities. In the City of Fulton there are 171 children in the Pre-School Group, representing 7.0% of the total population. This group is directly related to women of childbearing age. As the size of an average family gets smaller, the Pre-School Age Group is stabilized for the City of Fulton between 5% and 8% of total population.

The School-Age Group, ages 5-19 years, represents the current demand for school facilities and the number of individuals who will soon join the community's workforce. If job opportunities are not provided locally, these young people will migrate to other places where they can find jobs or attend postsecondary education. When this happens, the city is consequently losing its greatest resource, its future workforce. The School Age Group has been in decline since 1970, when there were 748 individuals. The 2010 Census reported that the School-Aged Group was 422 individuals or 17.3% of the total population. It can be expected that these percentages will continue to decrease, unless there is significant in-migration.

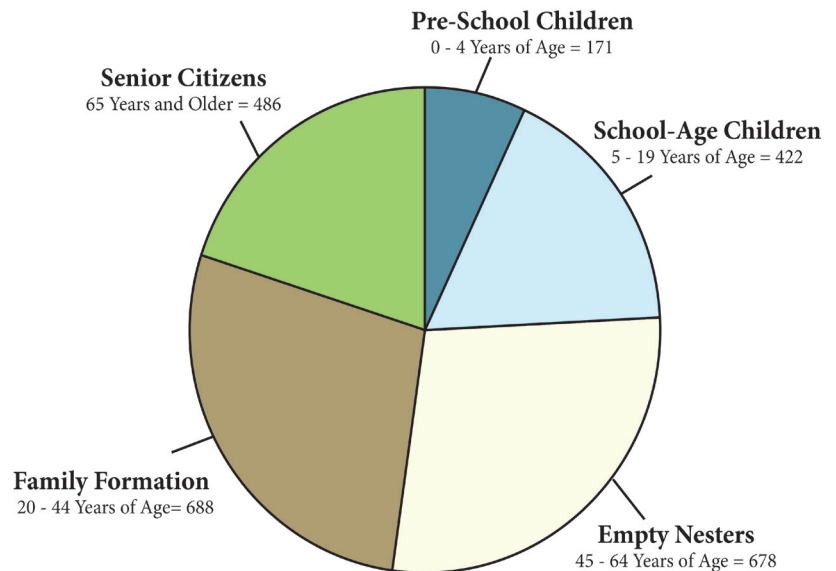
The Family Formation Age Group, usually considered between the ages of 20 and 44, represents that portion of the population placing the greatest demand upon municipal services and facilities. In the City of Fulton, the Family Formation Age Group, as a percentage of total population, have somewhat stabilized over the last three decades, between 1970 and 2010. Census 2010 figures indicate that the Family Formation Age Group is comprised of a total of 688 persons, representing 28.1% of the total population.

The Empty Nester Age Group is generally comprised of persons between the ages of 45 and 64. While many in this age group have children, they no longer live at home. The majority of Empty Nesters are still in the workforce, but are preparing or thinking about retirement. This age group tends to have more free time and disposable income making them important supporters of the city's economy. Since 1990 this group has grown from 534 persons, 17.3% of the total population to 678 individuals or 27.7% based on the 2010 Census.

The Senior Citizens Age Group, those persons age 65 and older, are not considered in the labor force, although some may work beyond the age of 65. Some economists relate to this group of the population as the segment of the population, which needs more services and places a greater financial burden on the community for the provision of services. Other economists, however, will remind us that many of the persons in this age group have the most financial resources and, consequently, may contribute more to the economic well-being of the community. The Census 2010 data reveals that this group is now comprised of 486 persons or 19.9% of the population.

Figure 2, Appendix A: Population Composition

U.S. Census Bureau. (2010). (City of Fulton, Kentucky data). 2010 Demographic Profile Data. DP01.



The American Community Survey

The American Community Survey (ACS) is an ongoing Census product that provides estimated data every year -- giving communities the current information they need to plan investments and services. It gathers information previously contained only in the long form of the decennial census. It is the largest survey other than the decennial census that the Census Bureau administers and gives researchers a more recent view into their community demographics. Because communities change every day, 10-year census information just doesn't work when identifying trends.

In December 2014, new numbers released by the Census showed a dramatic change to the city's in-migration in both the Senior Citizens Age Group and Family Formation Age Group, the influx of individuals within these age groups will have a positive impact upon the community.

Households

There are 1,139 households in the City. Nearly half (56.25) are family households, with the remaining half being non-family households, of which 13.6% are senior citizens living alone.

According to the 2009-2013 American Community Survey, 86.3% of the households lived in the same house as they did one year ago. However, 13.7% lived in a different home:

- 6.4% lived in a different household in Fulton County, Kentucky
- 5.2% lived in a different household in a different state than Kentucky.
- 2.1% lived in a different household in a different Kentucky county.

It is this author's hypothesis that the vast majority of those who moved into the City of Fulton are actually near neighbors, people who live in surrounding rural area are moving into the urban area to be closer to city services. At this point, it's not possible to see what state people are moving from, but it would not be surprising to this author that people from Northwest Tennessee are moving to City to take advantage of public services.

Housing Authority Census

The Purchase Area Development District was asked to include a census of the Housing Authority of Fulton residents. As of January 2015, there were 352 residents living in the facility, which includes 117 children under the age of 18.

An interesting point in their census was that only 4 families (2%) living at the facility, primary income comes from Temporary Aid for Needy Families (TANF) and only 14 families (7%) receive any TANF support. Many of the families primary income comes from wages earned.

Figure 3, Appendix B: Households
U.S. Census Bureau. (2014). 2009-2013 5-Year American Community Survey. (City of Fulton, Kentucky data). Selected Social Characteristics. DP02.

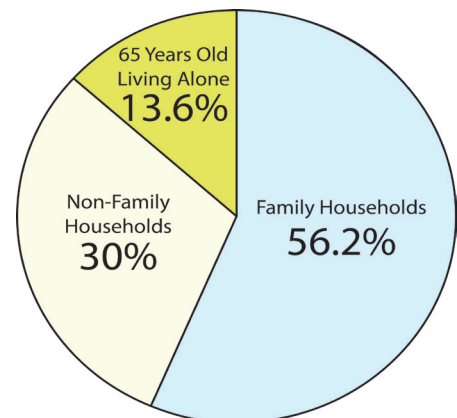
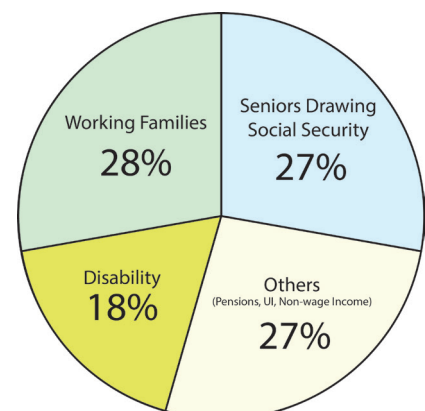


Figure 4, Appendix C: Wages Earned
Housing Authority of Fulton. (2015).



Workforce & Economic Development

After the new millennium dawned, the City of Fulton struggled to overcome the loss of manufacturing companies. High unemployment rates coupled with declining population often meant it was difficult for community leaders to demonstrate that they had a skilled and available workforce -- especially when so many of the employed individuals commuted to regional manufacturing facilities such as Continental Tire in Mayfield, Kentucky, and Goodyear in Union City, Tennessee. But when both of those facilities closed, local officials knew they had to think outside the box to attract new business and create jobs.

The City of Fulton is a partner of the Economic Development Partnership of Fulton County & Hickman County, which provides potential employers direct access to a multi-county labor force and skill diversity. The city's labor area is made up of 15 counties in Kentucky and Tennessee that have a rich tradition in manufacturing. Whether it be fabrication or heavy industry, prospective companies can find experienced and skilled laborers within the 60-minute commuting shed.

The State of Kentucky, particularly West Kentucky, has shown significant gains in industrial development in recent months. In 2013, over 1,000 jobs were created by companies looking to take advantage of the Purchase Region's availability of power, water resources, transportation facilities, and skilled labor force. The City of Fulton was especially attractive to companies for its available rail and road opportunities, including I-69.

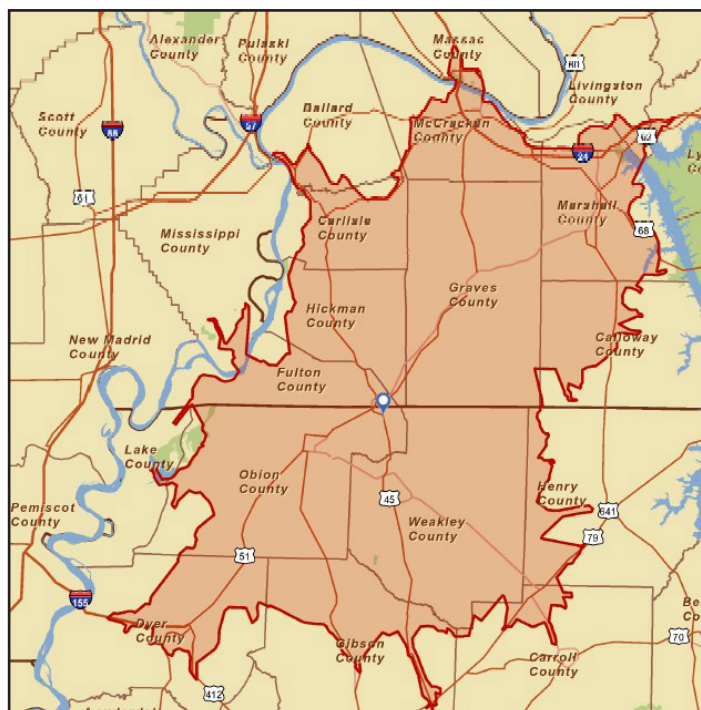
The City of Fulton has been at the forefront of the region's recent economic development success with two manufacturing facilities locating in the Fulton Industrial Park: MVP Group International and KAYSER Automotive Systems. After years of having highest unemployment rates in the country, Site-Selector magazine named the Fulton-Union City, TN as one of the nation's Top 10 Micropolitan Areas for economic growth.

The magazine has had its eye on the City of Fulton since 2012, when it declared the Let's Paint the Town revitalization project as a reason for companies to look at small communities. To them, the community pride shown by the citizens of Fulton and the success of the Twin Cities Revialitization Foundation was unique. In the two years, Economic Development Partnership of Fulton County & Hickman County has successfully recruited companies willing to invest in \$43 million Fulton's future.

Non-Economic Factors Related to Growth

The civic-mindedness of the community is an important aspect to consider. Positive improvements and major projects always solicit the participation of community leaders and local officials. The City of Fulton has always exhibited positive leadership in community development projects. Examples include a major improvement in the City's housing stock, past urban renewal programs, along with water and sewer improvements and the Pontotoc Community Center and Park in the downtown area. These are the types of non-economic factors that are important to prospective industrial firms who are relocating or expanding.

City of Fulton Labor Shed



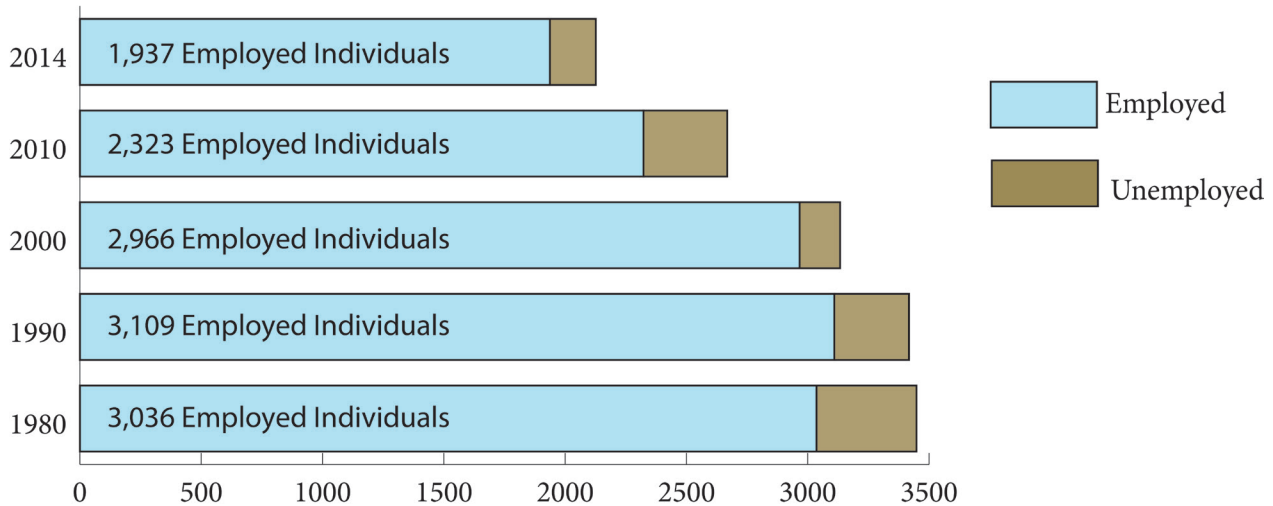
Used by permission of Fulton County-Hickman County Economic Development Corporation

Employment and Labor Force

Of major importance in an economic analysis is an examination of the employment characteristics and trends. The chart below presents data on the Fulton County Labor Force Participation Rates Since 1980. From the data presented, one can see the county's civilian labor force has declined each decade. However, as a manufacturing center, the City of Fulton is successfully drawing workers from surrounding communities.

Figure 5, Appendix D: Fulton County Labor Force Participation Since 1980

Kentucky Office for Employment & Training. (2015). *Local Area Unemployment Statistics Program. Labor Market Statistics.*



Parkway Regional Hospital Closure

In the December 2014, Community Health Systems announced that it would discontinued its acute inpatient and emergency room services at Parkway Regional Hospital. At the time the hospital had 194 employees. Many of the hospital employees were transferred to other Community Health Systems facilities or they found other employment; however, on March 31, 2015, 65 employees lost their jobs. The West Kentucky Workforce Investment Board provided these individuals Rapid Response services which included labor market information, instructions for applying for unemployment insurance, and information regarding the variety of state and federal programs available to them. The Workforce Board also conducted an informal survey and learned the following information:

- 86.6% of the employees are women
- 39.5% have a Tennessee zip code
- 33.3% held a nursing position
- 29.5% worked for Parkway Regional Parkway for less than five years
- 27.9% have a Fulton, Kentucky zip code

While the City received \$169,000 annual occupation tax from the hospital, the greatest economic loss will be the loss of retail and food dollars spent by the workforce. As shown in the survey results above a large percentage of the hospital employees resided somewhere other than Fulton. The loss of the hospital workforce meant that manufacturing become the top industry sector for the city. With the expansions of MVP Group and KAYSER, this sector will only continue to grow and thrive in the City of Fulton. Those individuals are highly likely to find employment due to their skills and education.

Where City of Fulton Residents Work

According to On the Map, a data product offered by the United States Census Bureau, in 2011, there were 1,696 jobs in the City of Fulton. However, only 223 residents were employed within the city limits. The remaining 528 residents commuted out of the city with an average 16-minute commute.

The 2009-2013 American Community Survey reports that 76% of the City of Fulton civilian employed population works for private wages or salaries, while 16% of workers are government employees, with an median earnings for workers being \$25,443. Full-time employed males earn median wages of \$33,750; while full-time employed females earn median wages of \$27,375. The list below shows the top ten industry sectors for the City of Fulton workforce.

Figure 6, Appendix E:
U.S. Census Bureau. (2012)
On the Map Application.



Industry Sectors

1. Educational Services, health care, and social assistance	=	210
2. Manufacturing	=	137
3. Retail Trade	=	106
4. Arts, entertainment, recreation, accommodation/food services	=	103
5. Wholesale Trade	=	85
6. Construction	=	61
7. Agriculture, forestry, fishing/hunting, and mining	=	47
8. Other services, except public administration	=	46
9. Public Administration	=	36
10. Professional, management, administrative, and waste management	=	36

Recommendation Summary:

The key to growth would be the continued creation of jobs, especially in the manufacturing and/or service sections of the economy. The City of Fulton is a retail/job hub for the southern portion of the Purchase Region -- drawing in over 1,000 workers from other counties. Therefore, subject to the usual assumptions about the absence of war, depression, and natural disasters, a population range of 1,800 to 2,000 by the year 2020 will constitute the basic conclusion of this report.

1. Although the city has performed several annexations of adjacent areas, few of these annexations have brought residents into the city. For the most part when annexations have occurred, it was to provide water service to the property; however, the City failed to annex the home limiting the opportunity to generate additional property taxes., The population projection of 2,218 in the year 2020 is a conservative estimation utilizing the trend analysis for Fulton County by the United States Census.
2. It is anticipated that the City of Fulton will maintain a total employment of 1,500 to 1,800 by the year 2020. There is ample growth potential in the retail and food categories, as tourism grows in the area. The key to these job growth opportunities created at the local level and support the number of daily commuters to the community and the number of tourists visiting or passing through the city.
3. Capture the synergy of the rural-urban shift and seek development of senior housing facilities so that residents will be close to vital services and retail centers.

Chapter 3: Land Use

The way a tract of land is used affects the use of nearby tracts and the ability of a City to support compatible development. Potential conflicts in land use must be minimized to protect neighborhoods and districts within a City. The City of Fulton's land use plan is a guide to development in the City.

This land use plan examines current land use and designates areas where appropriate development should occur. The plan provides for an orderly pattern of compatible land use instead of ineffective, inefficient land use often found in unplanned communities. It can eliminate or minimize the conflicts that occur when incompatible land uses are located within close proximity to one another without the benefit of a buffer or transition area, or when non-residential traffic is routed through residential neighborhoods.

The proper location and design of land uses within a community will help ensure the delivery of economical and efficient public facilities and services while reducing traffic congestion. It will also help protect and enhance property values and address the safety of all residents. It should improve the quality of life for all citizens of a community.

Purpose

The purpose of a Land Use Plan and Analysis for the City of Fulton is to examine major land use trends, examine existing land use, and design a plan that best integrates the two and provides for the most appropriate and desirable uses of land within the City limits. This facilitates planning for land use changes that can be reasonably expected to happen in the next twenty years. The Land Use Plan is intended to establish a beneficial and harmonious relationship among all types of land uses to insure orderly development of the community.

Land Use Plan Scope

A Land Use Plan should not only provide guidelines for expected or future land uses, but should also incorporate flexibility into community development. The Plan must accommodate change and minimize conflict when unexpected situations arise. It is impossible to anticipate all of the physical and economic changes that may occur on a national, state or local level. Therefore, the Land Use Plan must be reviewed and updated on a regular basis as prescribed by Kentucky Revised Statute 100. Specifically Kentucky Revised Statute 100.187(2) requires that the comprehensive plan include land use plan element, which shall show proposals for the most appropriate, economic, desirable, and feasible patterns for the general location, character, extent, and interrelationship of the manner in which the community should use its public and private land at specified times as far into the future as is reasonable to foresee. The City of Fulton Planning Commission should initiate the review process and should adopt land use and development policies that will ensure conformance with the Land Use Plan during the intervening period.

An inventory and tabulation of the existing use of land within the city planning area is a fundamental step in the preparation of a Land Use Plan. This inventory and analysis will reveal various land use characteristics, which will be basic for sound future development. The scope of this report is limited in purpose and intent to an actual field survey which was conducted in the month of December 2014, covering the city planning area, generally described as within and just beyond the loop of the Purchase Parkway. Existing land uses within the City of Fulton have been categorized according to a modified version of the Standard Land Use Coding Manual categories, for the purposes of this report.

Existing Land Use

Single Family Residential: This category consists of single family residential structures, along with the yard-space on which the structures are situated.

Duplex (Two-family Residential): This category includes structures which contain two-family residential units, along with the land on which the structures are situated.

Multi-Family Residential: This category includes apartment-type dwelling units that contain three or more housing units and the land on which the units are located.

Commercial: This category of land use includes retail and wholesale trade, highway oriented businesses, convenience shopping, and comparison shopping areas.

Industrial: Industrial land uses include both manufacturing and warehousing structures. This category also includes related industrial uses, such as railroads, storage lay-down yards, etc.

Public: This category of land use includes those land uses which are owned by and operated for the general public. This classification normally includes such land uses as parks, schools, playgrounds, city-owned buildings such as City Hall and utility substations, and cemeteries.

Semi-Public: This category of land use includes those land uses upon which structures are occupied, which require some type of membership. Examples of semi-public land uses would be clubs, churches, and membership type agencies.

Transportation: This land use classification includes those lands which are used for public streets, alleys, and right-of-ways. A linear measurement will be used for streets and highways derived from the Centerline project with the Kentucky Department of Transportation.

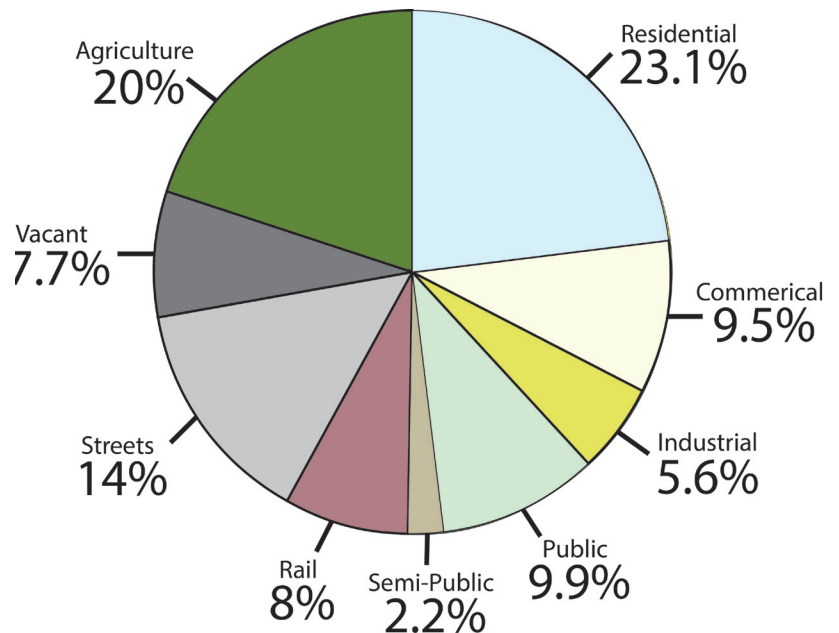
Railroads: This classification of land will be categorized by acreage due to a significant amount of land used for this purpose in the city.

Agriculture: This category will include parcels where commercial agriculture operations are ongoing.

Vacant: This classification is comprised of the remaining land not categorized above; which is mostly open-space.

Figure 7: Existing Land Use

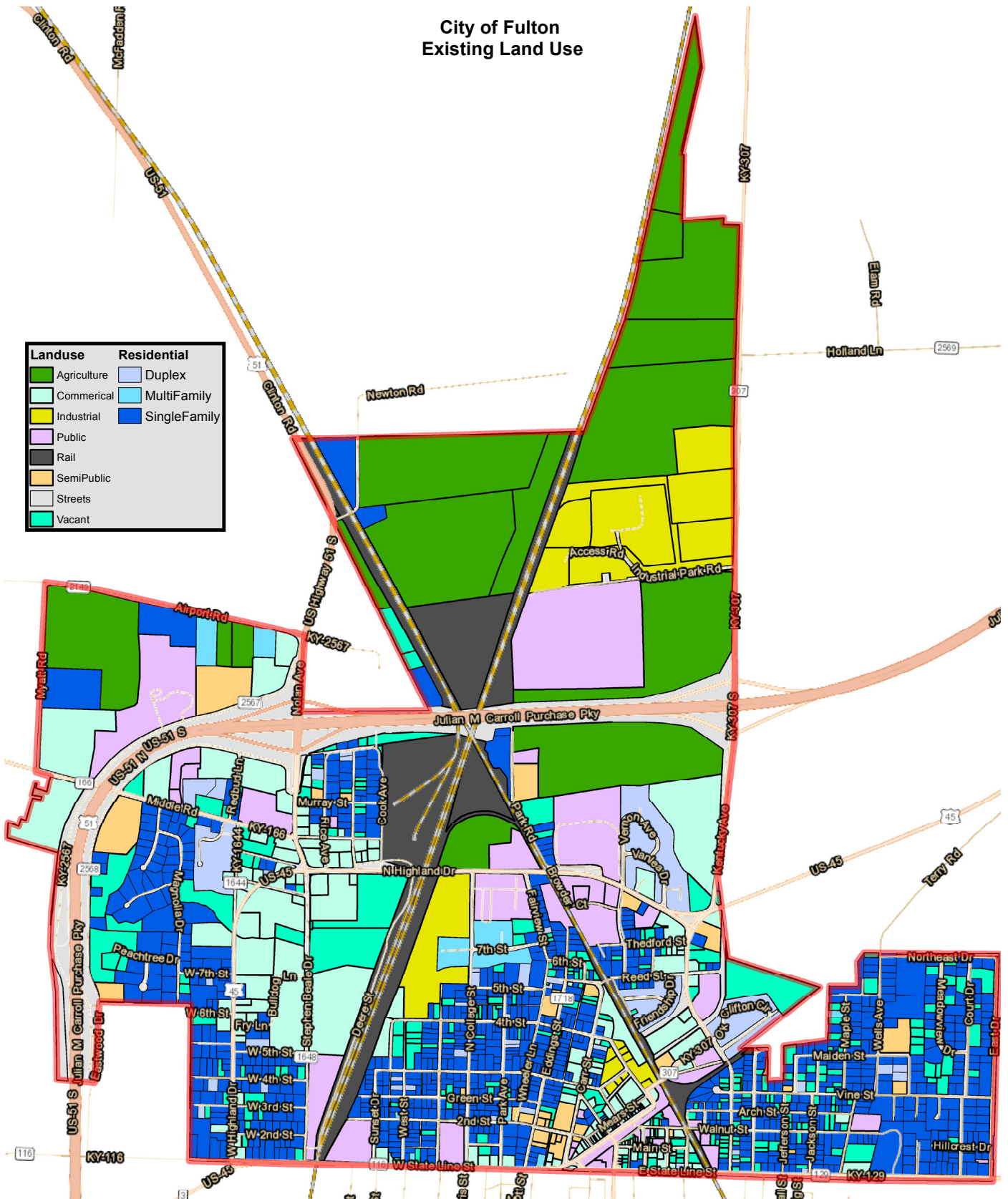
*Purchase Area Development District. (2014).
City of Fulton: Existing Land Use.*



The general pattern of existing land uses in the city does not pose insurmountable problems. There are instances of incompatible land uses such as residential areas adjacent to heavy industrial areas; however, future screening of these areas by greenbelt, trees, or hedges would enhance the aesthetic quality of the area.

City of Fulton Existing Land Use

Landuse	
■	Agriculture
■	Commerical
■	Industrial
■	Public
■	Rail
■	SemiPublic
■	Streets
■	Vacant
■	Duplex
■	MultiFamily
■	SingleFamily



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Residential Land Use

The City of Fulton has a diverse selection of residential housing and efforts should be made to maintain this balance. Residential land uses comprise 23.1% of the developed area, totaling 434.9 acres. The majority of the residential land use is for single family structures, occupying approximately 361.9 acres. Duplex properties make up 54.9 acres and multi-family units comprise approximately 1.0% or 18.1%.

Table 2, Appendix A: Housing Characteristics

U.S. Census Bureau. (2010). (City of Fulton, Kentucky data). 2010 Demographic Profile Data. DP01.

The City of Fulton has implemented a rather aggressive urban renewal and redevelopment housing program in the last two decades. Many dilapidated housing units have been razed and redeveloped into safe and decent housing for the citizens of the city. Approximately 200 to 215 public housing units have been constructed and are being made available to the low-income citizens of the city. An aggressive code enforcement program is being implemented in the city as well. Overall, the city has made major strides in the improvement of the housing stock in the City of Fulton.

Total housing units	1,328
Occupied	1,110
Owner occupied	553 or 49.8%
Renter occupied	557 or 50.2%
Vacant	218

Table 3, Appendix F: Owner/Renter Occupancy Rates for Comparable Kentucky Communities

U.S. Census Bureau. (2010). (Comparable communities data). Selected Housing Units. DP04.

Slightly over half of the occupied housing stock in the City of Fulton is rental property. This is slightly higher than most communities of similar size in the region. The relatively high percentage of rental property makes it important for the City to place an emphasis on property maintenance and code enforcement.

City	2010 Population	Total Occupied	Owner	Renter
Cadiz	2558	1120	55.4%	44.6%
Calvert City	2566	1071	74.4%	25.6%
Dawson Springs	2764	1124	57.6%	42.2%
Eddyville	2554	790	59.7%	40.3%
Elkton	2062	781	60.6%	39.4%
Hickman	2395	892	58.7%	41.3%

Table 4, Appendix F: Year Residential was Structure Built

U.S. Census Bureau. (2010). (Comparable communities data). Selected Housing Units. DP04.

Of the 1,398 residential structures, approximately 77.1% were built before 1980. Therefore, it important to place emphasis on property maintenance. Most of he aging structures are located in the east and west residential areas. A noticeable down turn in new home construction started in the 1980s and continues today.

<i>Year Structure Built</i>	<i>Estimate</i>	<i>Percentage</i>
Built 2010 or later	0	0.0%
Built 2000 to 2009	29	2.1%
Built 1990 to 1999	84	6.0%
Built 1980 to 1989	207	14.8%
Built 1970 to 1979	318	22.7%
Built 1960 to 1969	222	15.9%
Built 1950 to 1959	157	11.2%
Built 1940 to 1949	70	5.0%
Built 1939 or earlier	311	22.2%

Table 5, Appendix F: Year Householder Moved Into Unit

U.S. Census Bureau. (2010). (Comparable communities data). Selected Housing Units. DP04. Of the 1,255 total occupied housing units, only 128 households or 10.2% of Fulton residents occupied their current house prior to 1980. As a result the majority of Fulton residents are somewhat new to the area and may not feel that they have deep roots in the community.

<i>Occupied housing units</i>	<i>Estimate</i>	<i>Percentage</i>
Moved in 2010 or later	82	6.5%
Moved in 2000 to 2009	788	62.8%
Moved in 1990 to 1999	165	13.2%
Moved in 1980 to 1989	92	7.3%
Moved in 1970 to 1979	64	5.1%
Moved in 1969 or earlier	64	5.1%

Table 6, Appendix F: Housing Unit Value

U.S. Census Bureau. (2010). (Comparable communities data). Selected Housing Units. DP04. There are 584 owner-occupied units in the City of Fulton. Approximately 75% are valued at less than \$100,000, with the average value being \$57,000.

<i>Value</i>	<i>Estimate</i>	<i>Percentage</i>
Owner-occupied units	584	
Less than \$50,000	223	38.2%
\$50,000 to \$99,999	215	36.8%
\$100,000 to \$149,999	71	12.2%
\$150,000 to \$199,999	38	6.5%
\$200,000 to \$299,999	37	6.3%
\$300,000 or over	0	0.0%

Table 7, Appendix F: Gross Rent

U.S. Census Bureau. (2010). (Comparable communities data). Selected Housing Units. DP04.

There are 595 renter-occupied units, with a median rent paid is \$497. That rate is higher than the standard established by the U.S. Department of Housing and Urban Development. There are 76 units that collect no rent.

<i>Rent Payment</i>	<i>Estimate</i>	<i>Percentage</i>
Less than \$200	55	9.2%
\$200 to \$299	90	15.1%
\$300 to \$499	155	26.1%
\$500 to \$749	210	35.3%
\$750 to \$999	79	13.3%
\$1,000 to \$1,499	6	1.0%
\$1,500 or more	0	0.0%

Commercial Land Use

Commercial land uses total 178.9 acres, representing 9.5% of the developed area within the city, including the central business district generally situated in a triangular fashion, bounded by Carr Street, State Line Street, and the Illinois Central Gulf Railroad. Other commercial lands are found along U.S. 45 (West Highland Drive) and around the intersection of KY 166 (Middle Road) and U.S. 51 (Nolan Ave).

There is also a trend toward strip commercial development along U.S. 45 (West Highland Drive). Strip development of this nature can be discouraged through the city’s zoning ordinance in order to prevent traffic congestion and on and off traffic hazards in high accident areas. Rather, future commercial development in the northwest part of the city should be encouraged near the major intersections, in a concentrated area, generally following the planned unit development concept with proper ingress, egress, and service roads along with the provision of off-street parking and left turn lanes.

Industrial Land Use

Industrial land uses comprise 5.6% of the total development area, with a total of 104.8 acres. This classification includes various manufacturing firms, along with warehousing and lay down yards adjacent to the railroads. The other railroad properties comprise 149.7 acres and represent approximately 8.0% of the developed area of the city. The railroad has been, and is presently, a major factor in the development of the City of Fulton. This yard is centrally located on the main line of the railroad, and has historically been a primary point for switching and marshalling of the trains destined for points in the South and Midwest.

Public and Semi-Public Land Use

The land use categories of public and semi-public represent 185.9 (9.9%) and 40.9 (2.2%) acres respectively. Public buildings and lands, such as the Post Office, City Hall, parks and playgrounds, and public utility facilities are included in the public category which are well disbursed throughout the city.

The category of streets and highways occupies a significant amount of the total developed area, totaling approximately 270.3 acres and representing 14.0% of the total developed area. The total length of all streets and alleys within the planning area exceeds forty-five (45) miles. The street pattern for the city is a combination of gridiron and curvilinear design, with U.S. Highway 51 and the 45W bypass forming an intermediate loop around the city. The Purchase Parkway, forms another peripheral major thoroughfare. The overall existing street pattern is a relatively good design, with the exception of the downtown central business district area. Traffic entering the downtown area must pass through the central business district, with a couple of sharp turns

and exiting through an underpass under the railroad. This has created a problem with the circulation of truck traffic and this particular problem will be discussed later in this report.

The City of Fulton has a unique geographic location situated on the Kentucky-Tennessee state line. Although the scope of this study does not include South Fulton, Tennessee, the Planning Commission should be aware of the physical and economic factors of its sister city in terms of the demands on public facilities, the movement of people and goods, and the actual planning requirements for a community of 5,000 people instead of 2,500. There is no legal requirement for the city to plan for its sister city across the state line, however, from a practical standpoint it would be shortsighted to make planning recommendations and decisions without consideration of the neighboring community.

Table 8: Structural Conditions
Purchase Area Development District. (2014).

City of Fulton: Existing Land Use. In December of 2014, staff from the Purchase Area Development District conducted a field survey of existing housing conditions was conducted, in conjunction with an inventory of existing land use. This survey addressed only the condition of the exterior of each structure and did not take into consideration any internal factors. This survey included an evaluation of all residential, commercial, industrial, public and semi-public structures within the city limits of the City of Fulton.

Dwelling structures were classified as single family residential, duplex residential, and multi-family residential, based on external observation of whether one, two, or more households were occupying a single structure. It is possible that some large residential structures, which were once single family, may have since been converted to apartments and thus classified incorrectly. Only those structures that were clearly multi-family by reason of separate entrances, different addresses, or by apartment designations were enumerated as multi-family. All housing units within the city limits were classified, evaluated, and assigned a classification of structural quality according to the following criteria:

- | | |
|-----------------------------------|---------------------------------|
| Structure in good condition | No repair needed |
| Structure in need of minor repair | Only routine maintenance needed |
| Structure in need of major repair | Major structural repair needed |
| Structure beyond repair | Razing recommended |

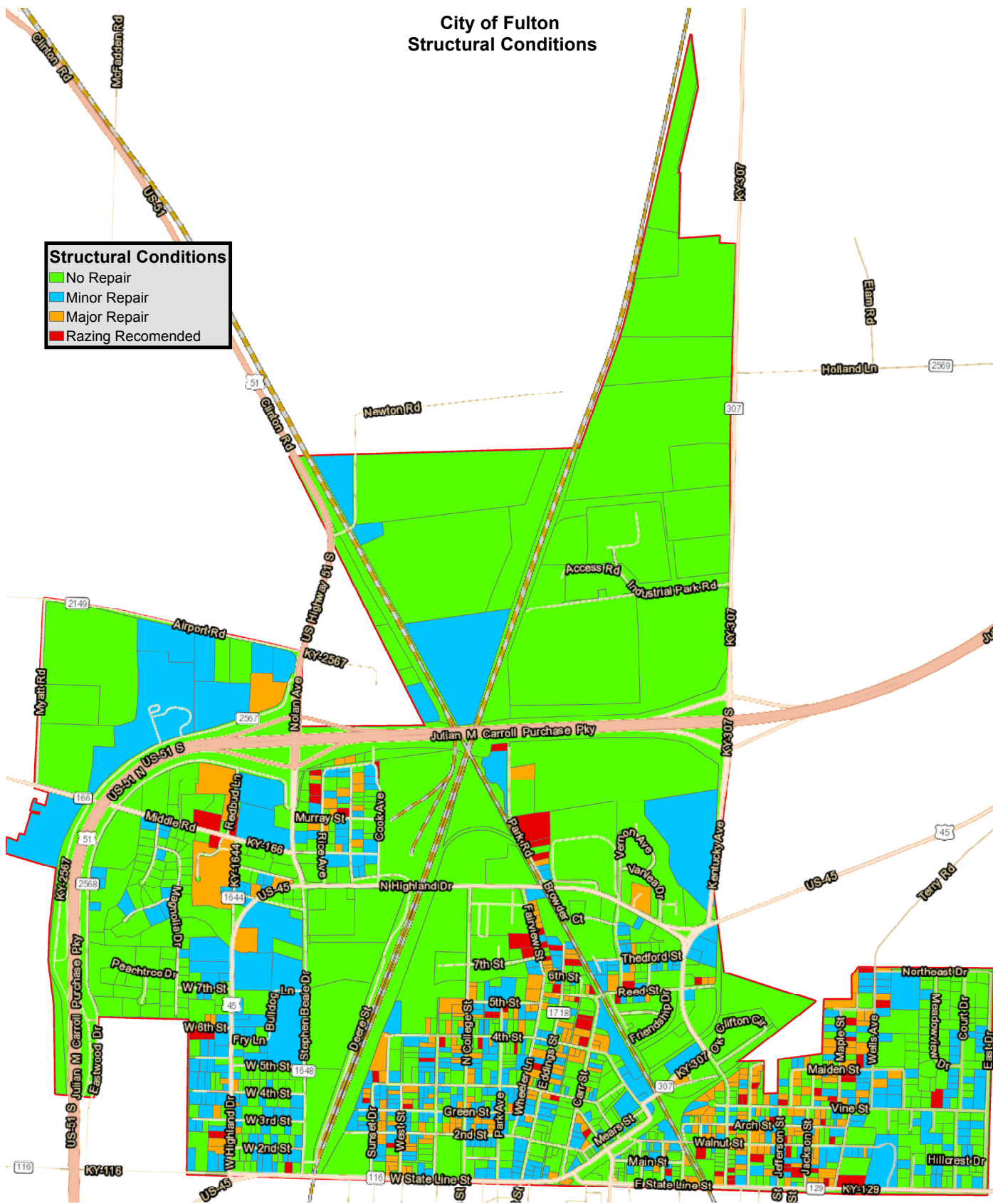
Structural Conditions by Land Use Category
(In Acres)

	Total Acres	No Repair	Minor Repair	Major Repair	Razing
Residential	427.2				
Single Family	363.3	136.7	154.9	67.1	4.6
Multi Family	18.1	10.4	7.5	.02	0
Duplex	45.8	37.1	5.2	3.5	0
Agriculture	388.4	386.2	1.4	.8	0
Commercial	213.7	72.2	111.1	29.1	1.3
Industrial	214.5	122.3	2.2	0	0
Public	195.5	161.5	32.7	1.3	0
Rail	115.3	115.3	0	0	0
Total	1464.6	1041.7	315	102	5.9

City of Fulton Structural Conditions

Structural Conditions

- No Repair
- Minor Repair
- Major Repair
- Razing Recommended



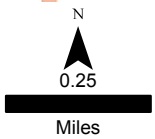
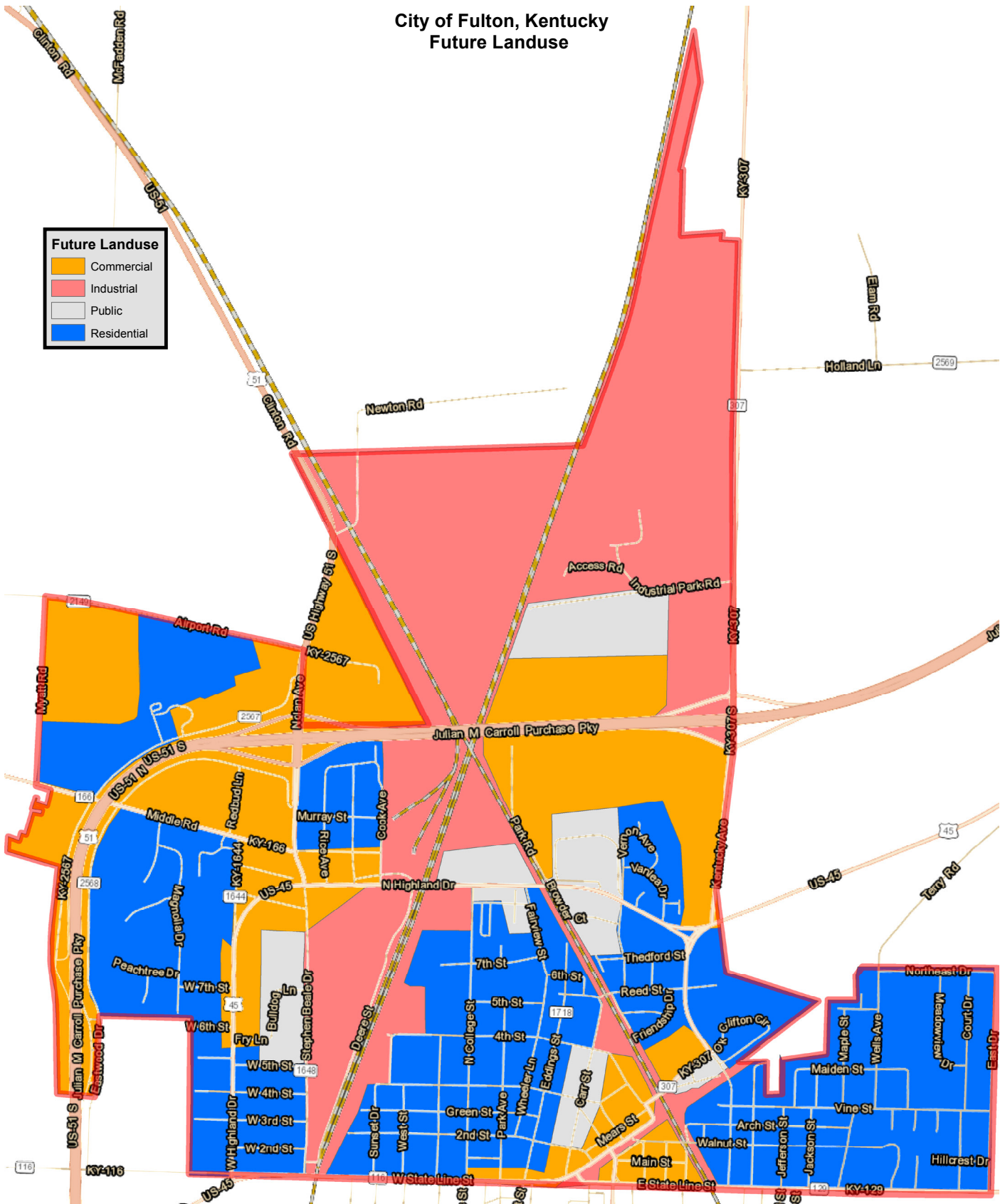
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City of Fulton, Kentucky Future Landuse

Future Landuse

- Commercial
- Industrial
- Public
- Residential



Purchase Area Development District

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Future Land Use

In general, it is recommended that efforts be made to locate future development in close proximity to existing developed areas, in order for utilities to be provided efficiently and economically. Priorities will need to be established for maintenance and expansion projects, to maintain a balanced city budget, while providing the necessary services. Also it should be acknowledged that there will be transitional or mixed use zones, however efforts should be made to minimize these areas and ensure that land use is as compatible as reasonably possible.

Because of Fulton's unique geographic position on the Kentucky / Tennessee state line, it is recommended that both communities continue to pursue the "Twin Cities" approach to marketing the area. Each community offers benefits that the other can take advantage of, providing an improved quality of life experience.

Recommendation Summary

Residential: The City currently has a diverse inventory of housing stock. Efforts to prevent incompatible land use from encroaching on these areas should be a priority. Based on the research conducted while preparing this plan, there appears to be a need for elderly housing, such as condominiums and assisted living facilities. Such developments would allow older residents to be self-sufficient, thus improving their quality of life and allowing them to stay active longer. Condominium housing would assist citizens approaching retirement age, relieving residents of most of the burden of structure maintenance. The City may want to consider such developments by infilling vacant properties.

- Based on the City's aging housing stock more emphasis and resources will need to be placed on code enforcement to prevent a continued decline in the overall condition of residential structures. The need for sound code enforcement is further supported by the slightly higher than normal percentage of rental property within the City.
- Efforts should be made to develop new lots and redevelop vacant lots with a broad cost range of residential units. There is a need for moderately priced units for both young people starting out and elderly persons desiring to downsize but stay in the community. The availability of these housing options is a key factor in attracting and retaining people interested in living in the City of Fulton.
- Federal and State resources for housing development and redevelopment are scarce at this time and, due to budgetary considerations this circumstance is not expected to change in the foreseeable future. While efforts should still be made to secure government assistance, the community would be well served by efforts to partner with the Faith Community and programs such as Habitat for Humanity. Additionally efforts should be made to secure private investment in the development of single family residential units that can serve to fill gaps in existing neighborhoods.
- The City of Fulton is experiencing the same trend as the nation in that the population is growing older. This scenario results in the need for an effort to develop various levels of assisted living care so that residents can stay in the community longer.

Commercial: The City of Fulton should continue efforts to maintain a viable Central Business District, as well as the existing US 45 (Highland Drive), US 51 (Nolan Ave) and KY 307 (Kentucky Ave) corridors. As noted in the Fulton, Kentucky Action Plan, July 2010 most commercial development is more likely to occur in the U.S. 45, U.S. 51 and KY 166 area due to its proximity to the Julian Carroll Pur-

chase Parkway (future I-69). Another area with potential for development is the U.S. 51 corridor on the north side of town. If the City were to secure funding for a new Amtrak Station or additional stops during more favorable hours it would likely serve as a catalyst for development.

The City has a great developing asset in designation of the Purchase Parkway as a future segment of I-69. It is strongly recommended that efforts be made to develop services at both future I-69 exits which will draw travelers off the highway to experience everything that Fulton has to offer. This additional traffic has the potential to improve the goods and services available, while maintaining the integrity of the existing neighborhoods. It should be noted that the traffic generated by I-69 related development has the potential to increase traffic congestion in commercial areas. The City would be well served to consider options for the development of additional parking, particularly in the downtown area, to accommodate additional commercial traffic.

Industrial: Most industrial development in the City will likely take place in the Industrial Park on the KY 307 (Kentucky Ave) corridor. This modern park has ample space for multiple development projects, is well served by all utilities and has direct access to future I-69. The Fulton County and Hickman County Economic Development Partnership is responsible for all industrial recruitment efforts for the City of Fulton.

Public & Semi Public: The City contains 185.9 acres of public property and 40.9 acres of semipublic land. The generally accepted standard for public and semi-public is 10 acres per 1,000 population. The City of Fulton exceeds this standard with acreage and distribution of public property being more than adequate for future growth. The City should be commended for its commitment to recreation and quality of life activities.

Transportation: The existing network of streets and rail encompasses 270.4 acres and is expected to remain stable with the exception of improvements to the two future I-69 exists. As previously noted, community efforts should focus on the development of amenities and services to support the anticipated traffic generated by completion of this national route.

Another transportation resource unique to Fulton is the Amtrak station on the north side of town. Plans to improve services at the station, along with efforts to secure additional daytime stops, have the potential to generate more traffic and ultimately development in the vicinity.

Vacant: Measures to address vacant property that is not being maintained and parcels with dilapidated structures should be aggressively pursued. Without such action, public health and safety concerns can have a negative impact on the community and make it more difficult to achieve development goals. Where possible development should take place through infill of these parcels.

Chapter 4: Transportation

An efficient, safe, functional and well-designed transportation system is a great asset for a community. Effective transportation is a critical element in creating favorable development patterns. In order to experience commercial and industrial growth, a city needs an efficient and effective system of roads that accommodates various types and levels of traffic. A transportation system connects a community with the outside world and provides access to goods, services and jobs that are not found within the city. The four primary modes of transportation critical to a community include roads, railroads, air and water. Most frequently, roads provide this important link, as is the case in City of Fulton. This transportation chapter will provide an overview of the transportation system in the City of Fulton with an emphasis on the existing road network.

A functional system of streets enables traffic to circulate within a city in a safe and efficient manner, providing convenient access for economic and employment activities. To provide service for users, a system of streets can greatly impact development in a community. The scope of this plan addresses proposals for arterial, collector and minor street improvements.

Traffic Volume and Pattern Analysis

Trip Factors

An important component of transportation planning is the analysis of traffic volumes and patterns in relation to existing land use. Traffic patterns and volume is dependent on several factors including location of employment, commercial and public facilities and the extent to which vehicles are used for transportation. Consequently, traffic volume is affected by two factors; trip generators and trip attractors.

Work Trip Characteristics

In addition to trip generators and trip attractors is the consideration of when the citizens of the City of Fulton and Fulton County are on the roads. Periods of heavy road use impacts the use of roads by others. Typically, early morning and late afternoons are times when workers within the City are on the roads commuting to and from work. It is generally agreed that the population and therefore traffic increases substantially during the day due to employment and retail traffic. It has already been noted that 528 residents commute to work outside the City and 1,473 live elsewhere but commute to the City of Fulton each day. The following table shows commuting data for the citizens of the City of Fulton who are employed and supports the assumption that most residents traveling for employment purposes are alone which compounds traffic congestion during peak hours.

TRIP GENERATORS	TRIP ATTRACTORS
<ul style="list-style-type: none">• Population• Employed Labor Force• School Enrollment• Residential Density• Automobile Ownership• Availability of Public Transportation	<ul style="list-style-type: none">• Entertainment Centers• Employment Centers• Schools• Commercial Areas• Recreational Facilities• Civic and Public Facilities

Transportation To Work

Number of Workers 16 Years and Over = 884

In Chapter 2, it was reported that there are 1,696 jobs in the City of Fulton according to the U.S. Census Bureau. Only 223 of the people holding these jobs live and work in the City of Fulton while 1,473 are employed within the City but reside elsewhere.

This data indicates that most residents of the City of Fulton and the surrounding areas use local roads and streets as a means for traveling to and from their places of employment.

The average time spent traveling to work for an employed resident of the City of Fulton is approximately 16 minutes. Residents of communities, who must travel out of the immediate area to work, welcome improvements to the transportation system to increase efficiency and safety.

Table 9, Appendix G:
*U.S. Census Bureau. (2015).
2009-2013 American Community Survey
5-Year Estimates. Selected Economic
Characteristics. DP03.*

	Total % Estimate
Car, truck, or van	92.2%
Drove alone	85.6%
Carpooled	6.6%
In 2-person carpool	3.3%
In 3-person carpool	0.7%
In 4-or-more person carpool	2.6%
Workers per car, truck, or van	1.04
Public transportation (excluding taxicab)	1.1%
Walked	0.3%
Bicycle	0.0%
Taxicab, motorcycle, or other means	1.2%
Worked at home	5.1%

City of Fulton Street Classifications

Classifications for the City of Fulton streets have been identified for planning purposes. A compilation of information is used in determining road classification including traffic patterns and road characteristics. Road classifications are noted on the maps included in this comprehensive plan. The City of Fulton maintains approximately 22 miles of roadway within the city limits while the State of Kentucky maintains approximately 23 miles within the city limits.

- **Arterial**

A street or road, that facilitates major traffic loads through and within a planning area is classified as an arterial road. Arterials carry the highest volume of traffic, much of which is of moderate to long in trip length. The main function of an arterial is to move large volumes of traffic. U.S. 45 (Highland Drive) and U.S. 51 (Nolin Ave), and the Julian Carroll Purchase Parkway are the major arterial roads in the City of Fulton.

- **Collectors**

A street or road that carries moderate traffic volume within a community is classified as a collector road. Collectors gather traffic from local streets and channel traffic onto arterials. Collectors usually are located on the outer perimeter of residential neighborhoods and provide access and mobility within residential or commercial areas. The major collectors identified in the City of Fulton are KY 116 (West State Line Street), KY 307 (Kentucky Ave), KY 1648 (Stephen Beale Drive), KY 166 (Middle Road) and KY 129 (East State Line Street).

- **Local Streets and Roads**

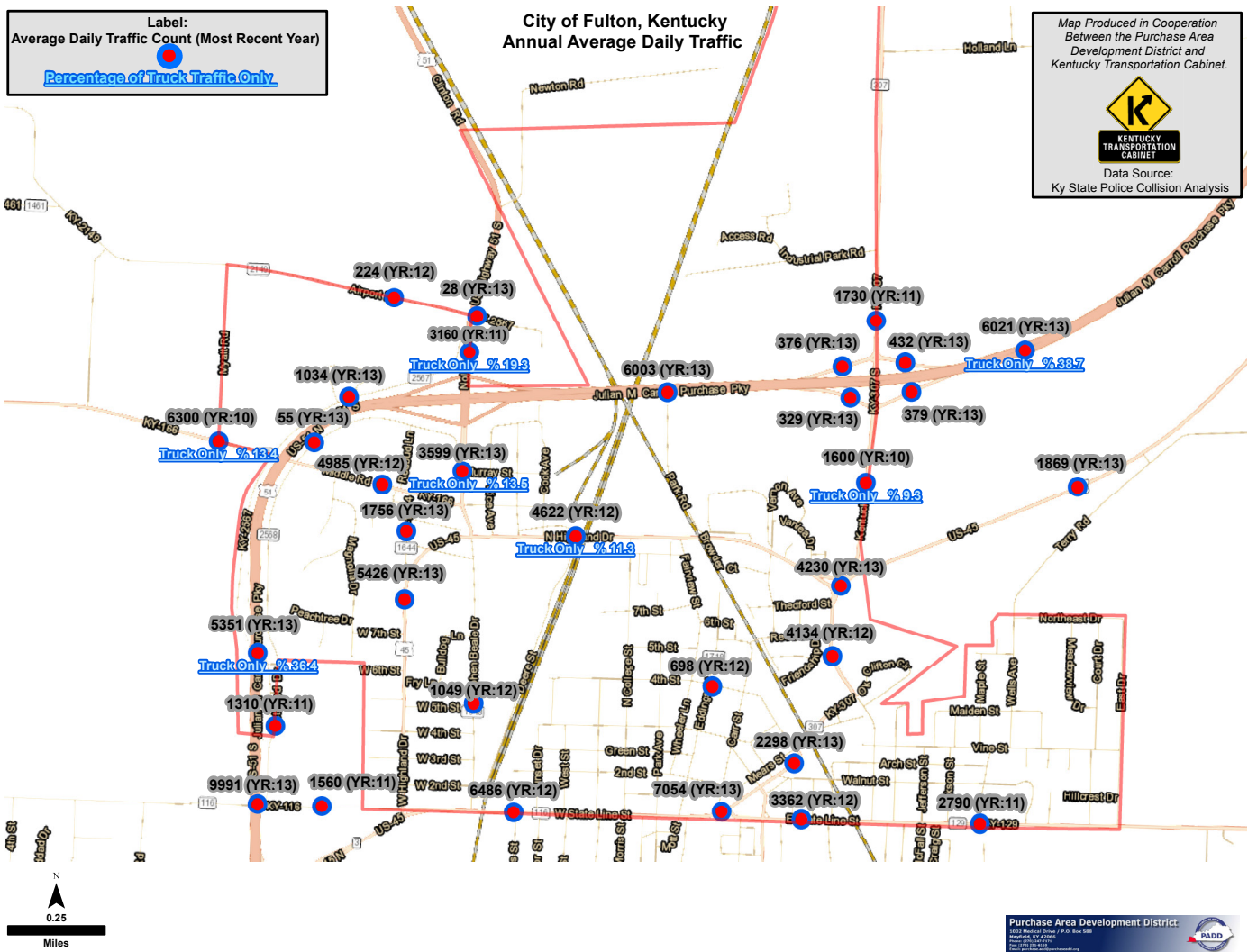
A street that primarily functions as access and facilitates a low volume of traffic is considered a local street or road. Local streets makeup the largest percentage of total street mileage within a city, but only carry a small volume of total vehicle miles traveled. Local streets provide the lowest level of traffic mobility and through traffic on these streets is often discouraged.

Planning and Design Criteria

A city road system should provide a foundation for the logical and desirable development of the planning area and facilitate the safe and efficient movement of people and goods. This is the goal of the City of Fulton's Planning Commission. The criteria used by the planning commission to evaluate the movement of traffic as it relates to land use patterns include the following:

1. A variety of streets and roads will be designed and provided to serve the traffic needs of diverse land uses. Commercial and industrial land uses will be located along arterials and collectors, and where local streets and roads provide access to residential property.
2. Safe and convenient access is provided to developed or readily developable property in the City of Fulton.
3. The ability of roads, carrying traffic volume supported by arterials, is not impeded by prohibiting, when required, the storage of vehicles on the roadways and by limiting side street access to 300-foot intervals. Traffic movement is the primary function of arterial roads and movement should not be impeded by incidental and secondary uses of such roads.
4. Each road system and its terminal facilities, including parking, will be designed with sufficient capacity to accommodate anticipated traffic based on the intensity of existing and planned land use.
5. The intensity of land use will be controlled to keep traffic generation on any arterial or major collector from exceeding its planned capacity. Conversely, when it is deemed desirable to increase land use intensity, the capacities of adjacent arterials and collectors should also be increased, within reasonable limits, to balance traffic generation and road capacity.
6. Arterial and collector streets will be planned so that industrial and commercial traffic is directed away from residential streets and neighborhood playgrounds. Generators of pedestrian traffic will be protected from through traffic.
7. Arterial and collector roads will provide easy access to all public and quasi-public facilities, particularly parks and city services.
8. Incompatible land use areas will be separated by arterials and collectors where possible.
9. Pedestrian walkways and sidewalks are provided within neighborhoods and along streets where required for public safety; especially leading to and from parks and public services.





Existing Traffic Volume

The latest annual average daily traffic (AADT) counts for the City of Fulton for 32 different locations throughout the city were obtained from the Kentucky Transportation Cabinet, Department of Highways. These counts represent the most current data collected and are reflected below.

- Average daily traffic counts vary along East State Line Street between two thousand seven hundred ninety (2,790) at the eastern section of the city, to three thousand three hundred sixty two (3,362) between Washington Street and Mulberry Street.
- Along KY 116 (West State Line Street), AADT counts vary from one-thousand five hundred sixty (1,560) near Highland Drive to a high of seven-thousand and fifty four (7,054) near the intersection with Lake Street.
- AADT Traffic counts along the Purchase Parkway, beginning in the northeast section of the city range from six thousand and twenty one (6,021) east of KY 307 (Kentucky Ave), to six thousand and three (6,003) in the north part of the city. Continuing further south on the Purchase Parkway, these increase to nine thousand nine hundred ninety one (9,991) near the state line.
- AADT counts of five thousand four hundred twenty six (5,426) just north of West Street and four thousand six hundred twenty two (4,622) between Deere Street and the railroad overpass were recorded along U.S. 45 (Highland Drive).

- A count of six thousand three hundred (6,300) in the vicinity of Wal-Mart near the intersection of KY 166(Middle Road) and Myatt Drive. A count of four thousand nine hundred eighty five (4,985) was recorded on KY 166(Middle Road) on the east side of the Purchase Parkway near the intersection with Redbud Lane. These counts demonstrate the traffic generated by a retail center such as Wal Mart and the impact it has on the surrounding area.
- AADT counts along U.S. 45 (West Highland Drive) verify the concerns of local officials that truck traffic may be avoiding the inspection station on the Jackson Purchase Parkway and utilizing U.S. 45 (West Highland Drive), then turning north on U.S. 51 (Nolan Ave) and reentering the Parkway. This additional traffic along U.S. 45 (West Highland Drive) contributes to the traffic problem and the congestion at the intersection of U.S. 45 (West Highland Drive), KY 1648 (Stephen Beale Drive), and U.S. 45 (North Highland Drive). Figure 4-1 also illustrates truck traffic as a percentage of AADT which demonstrates the magnitude of this issue, with rates ranging from 11.3 to 38.7 percent.
- Every effort should be made with the enforcement officers to discourage truck traffic from traveling along U.S. 45 (West Highland Drive) and avoiding the inspection station on the Purchase Parkway.
- In the last few years, this particular area of town has developed commercially. With the availability of the former Wal-Mart Shopping complex and other vacant commercial establishments, every effort should be made to encourage commercial development in and around this intersection in a cluster concept with limited access points. Additionally, further strip-commercial development south along West Highland Drive should be discouraged.

Source: Kentucky Transportation Cabinet, DataMart
<http://datamart.business.transportation.ky.gov/>
<http://maps.kytc.ky.gov/photolog/?config=TrafficCounts&MODE=APP>

Future Traffic Volume

For planning purposes, it should be noted that the I-69 Strategic Planning Corridor Study projects a dramatic increase in traffic on what is now the Julian Carroll Purchase Parkway when this route is brought up to interstate standards. The Parkway segments in Fulton County are projected to handle 13,000 – 15,000 vehicles on an average daily basis by 2040. The City of Fulton is now in the process of examining alternatives that will allow the community to take advantage of this increase traffic volume.

Source: I-69 Strategic Planning Corridor Study
 Overview of Existing Conditions
 Julian Carroll Purchase Parkway and Interstate 24
 Fulton to Eddyville, Kentucky
 Prepared by Palmer Engineering, December 2011



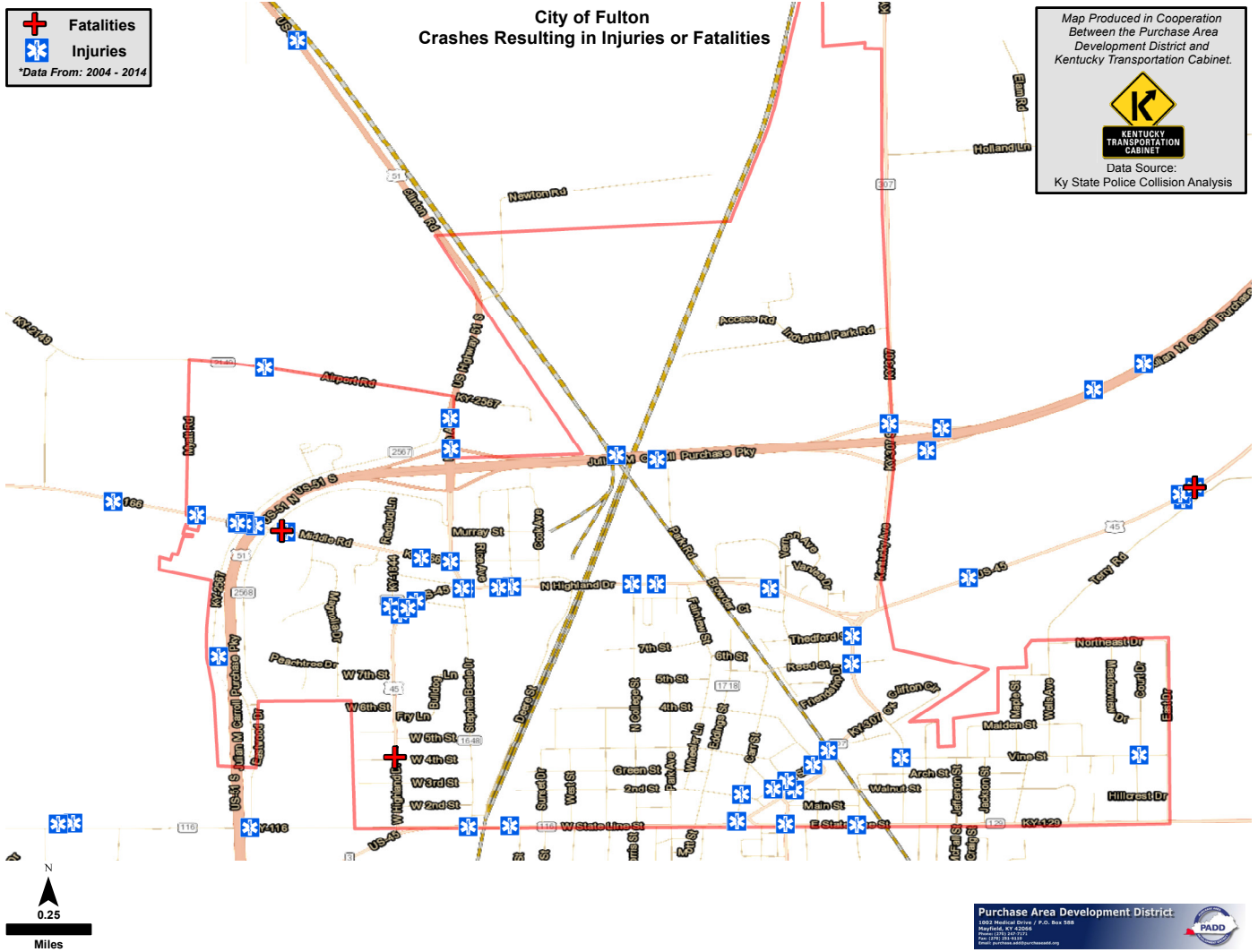


Table 10: Crash Comparability

University of Kentucky, Kentucky Transportation Center, Research Report KTC-14-07/KSP2-13-1F
http://www.ktc.uky.edu/files/2014/09/KTC_14_07_KSP2_13_1F_.pdf

The number of crashes in the City of Fulton is comparable to other communities of this size that have direct access to an interstate type highway.

	Population	Number of Crashes 2009-2013	Average Rate / Per 100,000 Vehicle Miles Traveled
City of Fulton	2,445	160	155
City of Calvert City	2,566	138	169
City of Dawson Springs	2,764	160	410
City of Eddyville	2,062	139	60
City of Hickman	2,395	10	48



Street Conditions

Good service roads in the northwest section of the city, on both sides of the Purchase Parkway, have been constructed and are good assets for the city. These roads provide access to undeveloped areas, which are a very good investment for the future. Often times, these types of service roads are not constructed until development begins, and the cost of which are passed on from the developer to the new property owner.

Existing street conditions were evaluated in conjunction with the Public Works Department staff. The majority of streets in the City of Fulton are in relatively good condition. It is unusual to find a small community with concrete streets, most of which are wider than normal. These streets were constructed in the late 1920's and early 1930's, and the majority of them are still in good condition, requiring a minimum of city expenditures for repair and maintenance over the years.

Proposed Street Improvement Plan

- Establish a new route from the Fourth Street Public Works facility northeast to North College Street. This would provide improved access for the purpose of transporting large equipment and supplies.
- Remove the railroad tracks from Martin Luther King Drive between Burton and Vine Streets establishing a link from the end of Cedar Street to Martin Luther King Drive thus diverting truck traffic from the adjacent neighborhood;
- Resurface Second Street, between West Street and Edding Street;
- Resurface West Street, between West State Line Street and Third Street;
- Resurface Third Street, between Sunset Avenue and Pearl Street;
- Resurface Fifth Street, between North College Avenue and Fairview;
- Resurface Northeast Drive, between Wells Avenue and Meadowview;
- Resurface High Street, between Valley Street and Edding Street;
- Resurface Gholson Street in its entirety;
- Resurface Thedford Street, M.L. King to Browder Street;
- Construct segment of Friendship Drive to connect two segments on the southwest side of the block; Friendship Drive should also be continued, just south of Burns Street and tying two streets together.
- Resurface the west section of the service road that runs through the city park, traveling south under North Highland Drive, continuing south past the city fire and police station to Browder Avenue;
- Resurface West Third Street, from Stephen Beale to West Highland Drive; then west to street's end;
- Resurface West Fourth Street, from Stephen Beale Drive to its termination;
- Resurface West Sixth Street, from West Highland Drive to its termination;
- Resurface West Seventh Street, from West Highland Drive to Magnolia Drive;
- Evaluate 4th Street to determine if changes are needed to accommodate Public Works Department;
- Resurface Carr Street in its entirety.
- A one-land bridge located along the north end of Fairview Street near its intersection with Sixth Street is potentially dangerous to both vehicular/pedestrian traffic and will not accommodate emergency response vehicles. This bridge needs to be replaced with a wider facility, reconstructed, and brought into compliance with safety guidelines. This project should receive high priority.

Kentucky Transportation Cabinet Biennial Highway Plan Projects (2014-2020)

City of Fulton

- (JC-9003) Julian Carroll Purchase Parkway (future I-69) Reconstruct and improve future I-69 at the Kentucky/Tennessee State Line to US 51 interchange at Fulton, MP 0.0 to 1.66.
Planning 2014 \$500,000
Design 2019 \$3,000,000
Right of Way 2020 \$2,500,000
- (JC-9003) Julian Carroll Purchase Parkway (future I-69) Reconstruct elements of the existing Purchase Parkway between MP 1 and MP 20 including the reconstruction of the KY 339 interchange at Wingo.
Design 2014 \$250,000
Right of Way 2019 \$750,000
Construction 2020 \$15,000,000

Kentucky Transportation Cabinet Unscheduled Needs List

The Unscheduled Needs List is comprised of projects for which a need has been identified however funding has not been appropriated. The following state route transportation needs have been identified for the City of Fulton:

- Route: New (Connector Route Between US 51 & KY 307)
BMP: 0.000 EMP: 0.000
Cost: \$7.250 Million
Description: Address economic development issues for Fulton County Industrial Park and access issues for high clearance vehicles between KY 307 and US 51 due to the low clearance railroad bridges located on KY 307 & KY 94. This project will gain importance with the designation of the Julian Carroll Purchase Parkway as I-69. Based on interstate standards, large vehicles such as agriculture implements will be prohibited from using this route. Without this connector route these vehicles will be forced to navigate City streets, which is not a desirable arrangement.
- Route: US 51 (Corridor Improvements)
BMP: 0.000 EMP: 4.682
Cost: \$23.500 Million
Description: Correct geometric deficiencies to address inadequate passing zones, improved operating speeds to minimize delays and improved connectivity from Purchase Parkway (future I-69) to Hickman County Line.
- Route: (JC-9003) Julian Carroll Purchase Parkway (future I-69) (Upgrade to Interstate Standards)
BMP: 0.000 EMP: 52.000
Cost: \$471.350 Million
Description: Address interstate continuity, access, economic development, and freight movement from I-24 in Marshall County to the end of the Purchase Parkway in Fulton County.

- Route: US 45 (Intersection Improvements)
 BMP: 1.756 EMP: 1.856
 Cost: \$3.750 Million
 Description: Address geometric alignment issues, access issues and future capacity issues at the US 45 / KY 307 intersection in Fulton.
- Route: US 45 (Intersection Improvements)
 BMP: 1.345 EMP: 1.445
 Cost: \$1.500 Million
 Description: Correct intersection geometric deficiencies at US 45 and KY 1718 at the ICR railroad overpass in Fulton and address safety and sight distance issues.
- Route: US 51 (Intersection Improvements)
 BMP: 2.500 EMP: 3.500
 Cost: \$4.800 Million
 Description: Address sight distance issues with the approaches of US 51 & KY 94 intersection at the railroad overpass.
- Route: KY 307 (Corridor Improvements)
 BMP: 1.232 EMP: 2.096
 Cost: \$5.000 Million
 Description: Address economic development, and truck access issues to the Fulton Industrial Park from the Purchase Parkway to Holland Lane in Fulton.
- Route: (JC-9003) Julian Carroll Purchase Parkway (future I-69) – Exit 1 (Upgrade the Interchange to Interstate Standards)
 BMP: 1.424 EMP: 1.524
 Cost: \$25.000 Million
 Description: Address access, economic development and freight movement issues to US 51 / Purchase Parkway interchange in Fulton for future I-69 accommodations.
- Route: (JC-9003) Julian Carroll Purchase Parkway (future I-69) – Exit 2 (Upgrade the Interchange to Interstate Standards)
 BMP: 2.478 EMP: 2.578
 Cost: \$25.000 Million
 Description: Address access, economic development and freight movement issues to KY 307 / Purchase Parkway interchange in Fulton for future I-69 accommodations.

Modes of Transportation Available

Air Transportation

Airport facilities are provided by the Virgil Craven Memorial Airport Board. The airport, FAA ID 1M7, is jointly owned by the City of Fulton, Fulton County, and operated by the Airport Board. It appears on the St Louis Sectional Chart and is located approximately two miles northwest of the City of Fulton, specifically at latitude 36° 31.55 minutes North and longitude 88° 54.94 minutes West. The airport is classified as a Basic Utility Stage II Airport, and maintains an asphalt runway of 4,001 feet long by 75 feet wide. A new terminal building was completed in 2008 to serve both corporate and recreational operations. Pilot controlled lighting can be activated for runways 09/27. The runways have non-precision approach markings, two light PAPI and REILs (see www.airnav.com). This airport serves Stage I aircraft, plus small business and air-taxi twin engine aircraft. It is estimated that this facility accommodates about 95% of the general aviation fleet under 12,500 pounds. With the addition of ten aircraft hangers in the spring of 2015, the airport will be well suited to accommodate aviation needs for the foreseeable future. In addition the Airport Board has initiated the process to establish an Instrument Flight Rules (IFR)/Global Positioning System (GPS) approach. The availability of modern aviation facilities and services is a significant economic development asset in the community.

Railroads

Although the railroads were essentially the basic factor in the development of the City of Fulton as a transportation center, their physical location through the city poses a problem in circulation and the development of a unified central business district. A natural division is created by their presence and must be considered when planning for transportation improvements. Many of these limitations can be overcome, and have been overcome, especially in the downtown area, with the abandonment of an active rail line running northeast and southwest through the heart of the city. Recommendations of the “Operation Townlift Program” such as screening pedestrian walkways, parking areas, and other visual improvements have been made.

Another aspect of the existence and presence of the railroad operations through the city is in the area of Emergency Management. Often times the cargos transported by these rail cars are somewhat sensitive and often-times dangerous. This, along with the heavy equipment and movement of goods, can result in accidents and extremely dangerous situations. The city must maintain Critical Incident Response Plans to deal with this kind of heavy industrial operation.

Canadian National Railroad (CN) connects western Kentucky to both the Great Lakes to the Gulf of Mexico. The rail yard located in Fulton, KY is part of the CN Southern Region. CN Eastern and Western Regions provide coast to coast connections. The local TennKen Railroad connects the Riverport at Hickman, KY to Dyersburg, TN where CN also connects.

Fulton Amtrak Station

The City of Fulton Amtrak Station is located at 21 Newton Road and is a scheduled stop on the route of the City of New Orleans, which provides service between Chicago, Memphis and New Orleans daily. The waiting room facility and platform are located on the north side of town adjacent to the Canadian National Railway line. Fulton County Transit Authority (FCTA) offers Amtrak Shuttle Service with 24 hour advance notice. The Authority will pick passengers up at their home or riders can park at the Transit Office and be shuttled to the station. Each morning, FCTA has a vehicle waiting for passengers on the Authority parking lot from 12:30 am-12:45 am. The public can park on the FCTA lot and the Transit driver will assist them with their luggage onto the vehicle. The vehicle will arrive at the Amtrak station promptly at 12:50 am and wait on the first train. When the train arrives, FCTA will assist each client with his/her luggage and wait for any passengers from the train who may need a ride to their destinations. This same process is followed for the later train as well. The Authority provides service directly to approximately 400 passengers per year. This service is of particular

Bridging the Transportation Gap



According to the U.S. Census Bureau six percent of Fulton residents don't have a vehicle in the household and an additional 41.3 percent have only one car. The Transit Authority helps bridge this transportation gap in an era where families commonly have multiple jobs for economic reasons.

Table 11:
Vehicles Available in Households
*U.S. Census Bureau. (2015).
 2009-2013 American Community Survey
 5-Year Estimates. Selected Economic
 Characteristics. DP03.*

Workers age 16+ in households = 884

No vehicle available	6.0%
1 vehicle available	41.3%
2 vehicles available	37.3%
3 or more vehicles available	15.4%

benefit due to the early morning hour of the train arrival and departure. In conjunction with Amtrak and CN the City of Fulton is actively working on a project to develop a new station.

The City of Fulton Station generates more passenger rail ridership than any other stop in Kentucky with 2014 ridership of 3,922 and revenue of \$327,470. In addition, over the past 36 months the AMTRAK Government Affairs Office identified 1,463 passenger with West Kentucky zip codes that elected to use the Carbondale, Illinois station. It is generally agreed that this can be attributed to the early morning hours of the scheduled stops at City of Fulton.

- 2013 ridership = 4,588 Revenue = \$398,912
- 2014 ridership = 3,922 Revenue = \$327,470

Fulton County Transit Authority

The City of Fulton serves as the base for a vital transportation resource for rural areas. Utilizing a fleet of 37 vehicles, the Fulton County Transit Authority provides affordable and dependable transportation to the citizens of the four counties in West Kentucky. The Transit Authority offers reasonable rates while providing transportation for vital medical trips as well as other necessities like shopping on a daily basis. The Authority's rigorous driver training program and strict vehicle maintenance policy ensure that safe, reliable service is offered on a consistent basis.

Through its demand/response service the Authority provides more than 49,000 trips in Fulton County annually with over 24,000 of these trips occurring in the City of Fulton. It should be noted that this volume is expected to increase with the evolving changes in healthcare and the need to provide more trips to medical facilities in neighboring areas.

The Fulton County Transit Authority assists the local Office of Emergency Management by being an active member of the Local Emergency Planning Committee. In the event of emergency or natural disaster, the Office of Emergency Management can call on the Authority to assist in evacuations as necessary. The capability offered by the Transit is particularly important to the City of Fulton because of its proximity to a major rail line and parkway which commonly accommodate hazardous materials and there are no other large capacity vehicles available for evacuation.

In addition the Fulton County Transit Authority continues to provide the general public with work transportation to/from local area industries such as Wendy's, The Keg, McDonalds, Wal-Mart, Remington Arms, MVP Candle Co. and Pilgrim's Pride. By linking residents with employment opportunities the Transit contributes to the economic viability of the community. Details regarding the Authority's operation can be found at: <http://www.fultontransit.com/>.

Miller Trailways

Miller Trailways provides intercity bus service to the City of Fulton through an arrangement with the Fulton County Transit Authority. The Transit serves as a daily pick-up/drop-off point for Miller Trailways which allows residents to access a number of connecting routes. The Miller Trailways bus makes two stops per day at the Transit Authority office which allows residents to utilize the Authority's waiting room. FCTA also serves as a ticket sales agent for Miller Trailways, allowing the general public to purchase their tickets locally. In addition the Authority serves as a feeder service to the Miller Trailways bus Monday through Friday, enabling the general public to connect to their desired destination.

Hickman-Fulton County Riverport Authority, Inc.

The Hickman Fulton County Riverport is located approximately 20 miles west of the City of Fulton, on the Mississippi River. The Hickman-Fulton County Riverport provides a link to national and international markets by facilitating access for farmers and industries to the integrated logistics of rail, water and roadways. The facility operates eight (8) hours a day, five days a week under normal conditions. The Riverport provides both bulk and break-bulk cargo transfer operations with an unlimited array of commodities. Grain, wire rod, fertilizer, petroleum coke, zinc, aggregates and steel coils are just some of the numerous products that pass through the Port at any given time. When necessary, the facility operates 24/7. Additional information regard the facilities and services available can be reviewed at <http://www.hickmanriverport.com/>.

Dorena-Hickman Ferry

The Dorena-Hickman Toll Ferry is one of the few remaining riverboat ferries in the United States and the only operating ferry crossing the Mississippi River between Missouri and Kentucky. The Ferry attracts a significant number of tourism related travelers each year due to the unique nature of this experience.

When Central Daylight Savings Time is in effect the Ferry departs Kentucky starting at 7:00 am and 7:30 am in Missouri. The last departure from Kentucky is at 6:15 pm and 6:30 pm for Missouri. When Central Standard Time is observed the last departure is generally one hour earlier. It's always a good idea to check the Ferry schedule due to varying river conditions. A detailed schedule of rates is available on the Ferry's web site, <http://www.dorena-hickmanferryboat.com/default.htm>.

Recommendation Summary:

- Address street conditions utilizing the street improvement plan provided on page 35 of this document.
- Develop a plan to prepare the City to take advantage of the growing traffic on the Parkway and the anticipated increase in traffic with the completion of I-69 route upgrades.
- Develop routes with appropriate signage to link Future I-69 with commercial areas at each exit and the downtown business district and historic attractions.
- Work in conjunction with the Kentucky Transportation Cabinet and Tennessee Transportation Officials to monitor the effort to design the I-69 transition from Kentucky to Tennessee to ensure that it properly serves the City of Fulton.
- Aggressively pursue additional Amtrak stops during daytime hours.
- Develop a new passenger station that could serve as a catalyst for private tourism and retail development in the vicinity.
- Encourage and support the Fulton County Transit Authority as needed in order to maintain the current level of service.

Chapter 5: Community Facilities

The City of Fulton's community facilities provide a broad spectrum of services to its citizens that satisfy numerous community needs, such as potable water, sewer service, fire protection, police protection, community planning, parks, and street maintenance as well as numerous other public services. The Fulton Planning Commission and City Council work closely to provide excellent community facilities for the citizens of Fulton.

In order to plan for the future development of its public facilities, Fulton must evaluate the current conditions and location of existing facilities to determine needs and adequacy. This plan will examine all current facilities, as well as their current condition, to plan for improvements and expansion.

The provision of services offered by the City include operation and maintenance of streets, utilities, police and fire protection, public housing, schools, parks and recreation, and services for senior citizens are basic reasons for a city to exist. In some instances, these services are provided by the city government, and some are provided by special boards or commissions and still others are contracted to the private sector. Privatization, in recent years, is a developing trend or option for city governments and oftentimes, it is a cheaper alternative than the city providing a specific service themselves.

Over the years the City of Fulton has provided its citizens with an above average level of community services. This is evidenced by the good street system, the various utility systems, the park facilities, the public housing program, excellent fire and police protection, good school system and library services. There remains, however, need for improvement and replacement of infrastructure & equipment necessary to provide many of these services. In addition planning and financial resources are needed to expand services as needed.

This chapter of this report will present a brief summary of the City's community facilities and/or services and present recommendations for each in terms of capital expenditures and commitments that will need to be made over the next several years.

For the purposes of this comprehensive plan, community services are defined as ambulance service, health facilities, senior citizens' services, parks and open spaces, schools, community centers, libraries, code enforcement, fire protection, police protection, water supply and distribution, waste water collection and treatment, refuse collection, natural gas distribution, and planning and zoning. The services discussed here impact every member of the Fulton community, young or old, wealthy or low-income alike.

Ambulance Service

A unique characteristic of Fulton County's Ambulance Service, known as Tri Cities Ambulance, is that it is one of the few which serve parts of two states. It is licensed to respond to calls within a 15-mile radius of the city. This includes parts of Obion and Weakley counties in Tennessee, as well as Fulton County in its entirety and portions of Graves and Hickman counties in Kentucky. These services are provided through a contract with Community Health Systems which is in effect through December 31, 2018.

The ambulance service responds to approximately 2,000 calls each year. It offers advanced life support services with 25 Emergency Medical Technicians (EMT) and Paramedics, 15 of which are career personnel.

The system operates with four ambulances, two of which include Advanced Life Support (ALS) staff. ALS units include one Paramedic and one EMT.

The ambulance system serves an area of high elderly population; it can be expected to receive a high number of calls which will be paid by Medicare. It is expected that as future health care regulations evolve and Welfare Reform takes shape over the next several years, a financial burden could develop with this service needing more and more subsidies from the local units of government. Good equipment and highly trained, competent personnel will be required which relates to financial resources. Although the system operates on a subscription/donation/user fee basis, the city should monitor closely the financial operation of the ambulance system and be capable of further financial support, if needed.

Fire Protection

It is the mission of the Fulton Fire Department to preserve life and property, promote public safety and promote growth through leadership, education, management and actions, as a fire and rescue response provider.

The Department will focus its efforts on responding rapidly to emergencies, providing appropriate interventions and use of resources.

Established in 1893, after the water system was completed, the Fulton Fire Department is a combination department consisting of a career Chief and Assistant Chief. The department has 35 paid on call members. On average the department responds to 110 calls a year. The City of Fulton has an automatic mutual aid with the City of South Fulton, TN for structure fires inside the respective city limits.

The City of Fulton Fire Department service area encompasses 2.8 square miles and approximately 2,445 people, 1,110 households and 622 families. The Department provides fire protection to the City of Fulton through two full-time persons, a Fire Chief and Assistant Chief, and 33 paid on call volunteer firefighters. The department relies on a superior water supply system, effective training, communications, modern equipment and improving maintenance programs. Through inspections and enforcement of fire prevention codes, the department reduces the dangers to life and property associated with fire. The Department is rated as a Class 3 Department by the Insurance Services Office, which is a solid rating for a relatively small fire department. The City Fire Department provides Fire Suppression, Medical First Response, Vehicle Extrication & Light Rescue, Low Angle Rescue, Fire Prevention & Public Education, Code Enforcement, Hazardous Materials Awareness Response services.

One Engine, one Quint/Ladder and one Rescue Pumper are the City's main line of defense for fire & rescue protection. The department responds to an average of 110 calls per year. The fire service's area is restricted to the city limits; however, it does assist other local fire departments when called upon. Mutual aid agreements have been executed with South Fulton, Union City, Martin, Clinton, Cayce, Hickman, and Water Valley. In fact an automatic mutual-aid arrangement has been enacted on structure fires with South Fulton.



Based on development in the northwest portion of the City it will be necessary to establish a second Fire Station in the foreseeable future in order to maintain the existing Insurance Service Organization rating. Adequate response time to the extreme northwest portions of the City require optimal conditions. In addition accessing this portion of the City, in the event of a major earthquake, could be difficult if there is substantial structural damage to the bridges that provide access from the station to this area. Also it should be noted that a major rail line bisects the City and a hazardous materials event could limit access to certain portions of the community.

It is recommended that the City establish a capital replacement program for all equipment. This process would involve completing an inventory of all major equipment, establishing the useful life of each piece of equipment and identifying funding to maintain safe, effective equipment. A provision should also be made for replacement of equipment damaged due to unforeseen circumstances. While this presents a financial challenge the burden of maintaining equipment is generally less than addressing replacement of multiple components simultaneously. It is imperative that the City maintain hydrants and the supporting infrastructure to maintain adequate fire fighting capabilities. It is equally important to initially train personnel as well as provide continuing education for staff and the public.

In order to enhance fire prevention efforts the City should consider establishing a Fire Marshall's position when resources are available. As an arm of the Fire Department this individual would be responsible for pre planning for commercial structures, as well as large residential occupancies, fire investigations, fire-life safety code enforcement and public fire prevention education. This position and the associated responsibilities will be necessary for the City to improve its Insurance Service Organization rating which would result in significant insurance savings to commercial and residential customers. Additionally, creation of this position would add a third full time fire fighter during the day.

Police Protection

The vision of the Fulton Police Department is to provide professional police service, in partnership with the community, that enhances the quality of life in the City of Fulton by providing a safe environment through the protection of life and property within the framework of the United States Constitution and to provide this service with integrity and respect to the citizens of our community.

Integrity – We will uphold the public trust by being honest, truthful, and convicted in our beliefs and actions. We will display high moral and ethical standards and act as role models within the community, always holding ourselves accountable to the principle of equality. Service – We will provide quality service through a partnership with the community with a commitment of excellence to this service.

Serving to protect constitutional guarantees for persons, the Fulton Police Department creates and maintains security in the community, reduces the opportunities for the commission of crime, aids individuals who are in danger of physical harm, assists those individuals who cannot care for themselves, resolves conflict, identifies criminal offenders and criminal activity and where appropriate, apprehends offenders and participates in subsequent court proceedings, identifies potentially serious law enforcement problems, and facilitates the movement of pedestrians and vehicles. Regular assessments of public safety will ensure that a city is planning for changing threats and conditions that impact the level of public safety necessary.

The police station was constructed in 1974 and is located on Browder Street, jointly occupied with the fire department. This location is conducive to public safety, since it is near to center of the geographic area of the city. The department is composed of 10 officers: the Chief of Police, two Sergeants, six patrolmen, a Lt. Detective, Canine Officer and one canine. All officers respond to calls as necessary, assist with animal control responsibilities and the maintenance of an animal control shelter. The police department responds to 4,000 to 5,000 calls annually, averaging 320 arrests, approximately 700 citations and 650 investigations at one level or another. In addition, the department has a highway safety program and participates in various Homeland Security programs.

The department utilizes seven patrol cars to provide police service to the City of Fulton area. It is recommended that a regular vehicle replacement program be continued. Vehicles are normally replaced after 150,000 to 200,000 miles or ten years. Keeping qualified personnel seems to be an on-going concern, as is the case for most small Police Departments. It is recommended that efforts be made to not only train but continue training personnel to ensure that they are as prepared as possible for events that might transpire.

911 Service and Dispatching

Enhanced 911 services were established for the City of Fulton in 1992 as part of a joint venture with five Counties and 10 Cities in the region. Through an Interlocal Cooperation Agreement with the Kentucky State Police 911 calls are initially taken at Post I. Calls are then directed to the Fulton County Dispatch Center and the appropriate emergency responder is dispatched. All emergency police, fire, public works and ambulance calls are handled through this process. Dispatch personnel can identify the location of a call using GPS technology and can also reference additional data layers such as aerial imagery which is sometimes helpful when directing a response to emergency events. The Fulton County Dispatch Center,



which provides service to the City of Fulton, also maintains a separate database of individuals' special medical needs and information regarding facilities that transport or store hazardous materials.

Schools

Fulton's Independent School District serves to meet the academic needs of the young people of the city. The school system's facilities include Carr Elementary School and Fulton High School. The preschool and Head Start facilities are located at Carr Elementary School. Carr Elementary is situated on a four-acre site lying between Pearl Street and College Street on East State Line. It contains fifteen classrooms, a gymnasium, a cafeteria, a library, administrative offices, storage rooms, toilets, and a clinic. This building was constructed in 1941 and has been maintained in an excellent state of repair. Both schools are handicapped-accessible and meet the standards of the Americans with Disabilities Act.

Fulton High School, constructed in 1971, occupies a fifteen-acre campus at 700 Stephen Beale Drive. It contains twelve classrooms, a library, a gymnasium, industrial arts shop, administrative offices, and a commons area. The building is fully air conditioned and meets all requirements of the Kentucky Department of Education. The high school also contains an Interactive Video room, enabling the school to participate in distance learning and interactive meetings. Also located on campus are two new tennis courts and a weight room. The Fulton football stadium, located at 100 Sunset Drive, was renovated in 1996. The bathrooms, concession stand, and media observation deck have been remodeled.

Although this report has no jurisdiction over the Fulton Independent School facilities operation, they are a vital part of the community and represent the City's commitment to the City's youth.

Senior Citizens Services

The Fulton Senior Center is located at 109 Commercial Avenue in downtown Fulton. The Center is staffed by a Director and two staff members who serve approximately 20 meals per day to seniors who come into the center. The average daily attendance is approximately 20 to 25. Various programs are offered including monthly including birthday parties, devotionals, corn hole competitions, working jigsaw puzzles, card playing, pool, and exercises designed for seniors.

Health screenings are done weekly for blood pressure and oxygen levels. Outreach programs include the meals on wheels program, telephone reassurance program and information and referrals. Transportation services are provided for seniors through the Fulton County Transit Authority. It has been noted that transportation services provided by the Senior Center are critically low due to lower funding levels. The Senior Center tries to meet the needs of the seniors but falls short due to limitations of federal and state funding. Local funding comes from donations and fundraisers.



Used with permission from Fulton Independent School District.

Health Services

The City of Fulton is served by three full service hospitals, each less than 30 minutes away. Volunteer Community Hospital, in Martin, Tennessee is approximately 11 miles from Fulton with an estimated travel time of 16 minutes. Baptist Memorial Hospital, located in Union City, Tennessee is 13 miles from Fulton with an approximate travel time of 18 minutes. Mayfield, Kentucky is home to the Jackson Purchase Medical Center which is 23 miles and 24 minutes from Fulton, Kentucky. Residents of Fulton, Kentucky have access to a full array of medical services at any one of these conveniently located facilities.

The Fulton County Health Center is dedicated to improving the quality of life and well-being of the general public by promoting, protecting and enhancing health. The Center, located on Browder Street offers the following clinical services:

- Prenatal services such as pregnancy testing, folic acid, WIC program, nutrition counseling, smoking cessation, breastfeeding counseling, HANDS program, and genetic counseling referrals.
- Infant services include immunizations, WIC program, nutrition counseling, well child exams, EPSDT, breastfeeding counseling, HANDS program, genetic counseling referrals, first steps and metabolic screening tests.
- Toddler / Preschool programs include immunizations, WIC program, nutrition counseling, well child exams, EPSDT, breastfeeding counseling, HANDS program, lead poisoning screenings, first steps, fluoride dental varnish and referrals for developmental disabilities.
- Programs available to School Age children include immunizations, dental programs, nutrition counseling, EPSDT/well child exams, tobacco prevention, chronic disease education, physical fitness promotion, head lice screening and nutrition promotions.
- Programs offered to Adolescents include immunizations, cancer screenings, brown bag program, nutrition counseling, EPSDT/well child exams, family planning, abstinence education, chronic disease education, physical fitness promotion, tobacco cessation, tobacco prevention and advocacy.
- Adult / Senior Citizens services offered include immunizations, smoking cessation, communicable disease screening, physical fitness promotion, cancer screenings, tuberculosis screening, family planning, nutrition counseling, sexually transmitted infection and HIV screening.
- The Health Center also offers Community Services such as school health program, dental health, flu clinics, community coalitions, health fairs, EPI rapid responses, emergency preparedness, chronic disease education and arthritis classes.
- Additionally Environmental Services such as general sanitation, food programs, onsite sewage systems, restaurant inspections and public facilities inspections are provided.

Walk/Bike Citizen Survey

The Purchase District Health Department (PDHD) began collaborating with city and county officials to make neighborhoods a better and safer place to walk and bike. The Twin Cities Chamber of Commerce released a digital survey to its membership. Results from the PDHD survey were not released prior to the publication of this survey, but it is recommended that their results be used in consideration development of future sidewalks and bike trails.



Fulton County Library

The Fulton Library, located on Main Street, is operated by the Fulton County Library Board. In 1965, the library moved into its present location on 312 Main Street. Its building was built in 1915 and formerly served as the Fulton Post Office. The two-story structure is in good condition for its age. Recent renovations will ensure this continues for the foreseeable future. The library has a branch in located Hickman and also operates a bookmobile that serves Fulton and Hickman counties.

With tens of thousands of books and videos accessible, Fulton has a very good library for a city its size. The Fulton Public Library also provides access to e-books and digital or digitized periodicals. Interlibrary loan allows libraries to provide patrons access to the collections of other libraries, especially rare, infrequently used, specialized and/or out-of-print books.

The library also provides a variety of books and other materials for children. Child oriented websites with educational games and programs specifically designed for younger library users, are hosted on the library website. Other items found include books on CD, young adult literature and materials for teenagers.

Part of the Fulton County Public Library mission has become attempting to help bridge the digital divide as more books, information resources, and government services are being provided online, public libraries increasingly provide access to the Internet and public computers for users who otherwise would not be able to connect to these services. The Fulton Public Library offers public access computers with internet and periodically offers training and support to computer users.



Public Housing

Fulton has 207 public housing units which are kept in excellent condition. The Housing Authority employs eight persons, four of which are maintenance personnel. Units are located in close proximity to public parks which allows residents to conveniently enjoy these facilities. The occupancy rate is typically in the 96-98 percent range. Approximately 50% of Housing Authority residents are elderly and/or disabled.

Another creative effort is the availability of Early Head Start service on site through Murray State University. In addition, the Housing Authority rents provides space to the Fulton School System so school based services can conveniently be provided to residents. West Kentucky Allied Services rents Authority space which makes it easier for residents to take advantage of services.

Over the last several years the City of Fulton, in conjunction with the Fulton Housing Corporation has provided safe and decent housing for many citizens who needed housing assistance. Many sub-standard houses were demolished and redeveloped as part of the Urban Renewal projects and families were relocated into safe and decent housing.

The Housing Authority has an aggressive maintenance and modernization program which keeps each unit in good order and provides a high quality living space for residents. At this time there are no plans to add units, however the Authority is constantly analyzing the waiting list and making every effort to respond to the needs of the citizens of the City of Fulton. It is recommended that the city and Housing Authority continue their efforts to provide not only housing, but many associated services to deserving and qualified citizens.

Public Works

This department oversees the operation and maintenance of city-owned buildings, equipment, approximately 40 miles of streets, parks, cemeteries, and provides electricity, potable water, wastewater treatment, natural gas, and garbage disposal. All of these services ensure that the City can function and that a healthy environment exists. An effective and efficient utility program contributes greatly to quality of life in Fulton.

The Public Works Department is composed of 12 employees, including the Public Works Director, Utility Foreman, General Foreman, general maintenance workers, utility maintenance workers, clerk-typist and mechanic. The department emphasizes training in safety, operation and installation. Employees are cross trained, on an ongoing basis, to handle any of the numerous aspects of the Fulton Utility System. This department will be relocated to a new location on 4th Street in 2015. This location should serve the department well, for the foreseeable future.

Refuse Pickup and Disposal

Fulton City Officials have utilized the concept of privatization in the provision of refuse pickup and solid waste disposal. A franchise was issued to a private sector firm for this city-wide service and has eliminated the need for additional city employees, expensive garbage trucks and equipment, along with the requirements associated with extensive state and federal environmental regulations on landfills. This approach to this service has proven to be a smart and efficient move by local officials and they should be commended. The City's contractor collects solid municipal waste once a week with special pickups of yard waste and bulky items scheduled twice each month.



Fulton's downtown is vibrant and welcoming thanks to the work of the Downtown Revitalization Foundation's many volunteers associated with the Let's Paint the Town project. The foundation has been successful in helping several small businesses located there and created over 70 jobs.

Parks, Recreation and Open Space

The City of Fulton acknowledges the need for parks and green space to afford residents the facilities necessary to enjoy passive and active recreational activities. Sufficient space for recreational and leisure activities greatly improves the quality of life in the City. The parks draw large groups of children from area schools on both sides of the state line.

Plans to improve the surrounding land to provide a wide spectrum of recreational opportunities. As time and resources allow, the City plans to design a plan for park and recreational space improvements. The City of Fulton is currently providing a very good park system for its residents.

The city's parks are geographically accessible to every citizen in town and serve as an asset to the city. As with any public facility, continuing efforts need to be addressed on maintenance of existing structures and facilities. Picnic shelters and associated structures deteriorate over a period of time and need renovation along with access streets, parking facilities and playground apparatus.

Fulton Park

The city currently has eight parks, which serve to meet the recreational needs of the citizens of Fulton. The largest of these is Fulton Park, a twenty-three acre centrally located, open space containing four baseball fields, a treed playground area, public restroom and picnic shelters. The park is well maintained, despite a limited budget. The Park includes a mix of vintage and new playground equipment, which is all in good condition. This facility draws visitors from several counties and two states. This park is spacious and provides a variety of recreation opportunities, with ample parking space to accommodate large groups.

Lohaus Baseball Field

Located behind the police station, Lohaus Field has been renovated and now serves the community as a first class facility. The stadium, reminiscent of the early days of baseball, has a covered wooden grandstand with a seating capacity of 500. Lohaus Field is home to the Fulton Bulldogs High School Baseball Team and the Fulton Railroaders, an Ohio Valley League Summer Wooden Bat Collegiate Team.

Riceville Park

Serving residents of the Riceville area, Riceville Park is located on Rice Street between Earl Street and Murray Street. This neighborhood park is easily accessed, without crossing major traffic intersections. It offers playground equipment, a basketball court and an arbor with picnic tables. This park was developed approximately 30 years ago. All facilities in this park are in good shape.

Benny Gordon Memorial Park

Benny Gordon Memorial Park is located on Kentucky Avenue, and it contains two basketball courts with lighting, an assortment of playground equipment, and a picnic shelter. This neighborhood park is conveniently located to several residential areas and Housing Authority properties within the City. This facility has been well maintained and is in good shape.

Terry Norman Park

Located on Cleveland and Walnut, Terry Norman is a neighborhood park. It contains several small pieces of playground equipment which are in fair condition. It is recommended that the City consider updating this equipment or closing this park, due to safety considerations.

Pontotoc Park / Pontotoc Community Center

Pontotoc Park is the centerpiece of the downtown business district. This park contains a gazebo, fountain, playground equipment, a walking trail, and is adjacent to ample parking spaces. The Community Center has accessible restroom facilities and a fully functional kitchen. The Park can accommodate large groups and offers a stage that includes a sound system. Pontotoc has been used for several downtown

functions, including concerts and a Presidential visit. Pontotoc Park Is available for rent for most any function and is utilized by many organizations for celebrations and festivals.

Campbell Plaza

Campbell Plaza located at the corner of Lake and Commercial streets, includes a clock tower and offers a pavilion, picnic tables and benches. Campbell plaza is a jewel of a park right in the heart of the downtown area! It was a gift in memory of a family tied to this town’s history! The clock tower bears the names and faces of the family memorialized there. It offers a place to relax and enjoy a cool breeze under the canopy or enjoy a visit or meals in the shade. You can sit and enjoy the sights and sounds of downtown or just sit a spell!

Rotary Park

Rotary Park can be found at the corner of Baker and Lakes streets. This well landscaped park includes a fountain and benches.

Weaks Nature Trail

Donated by the Parks Weaks family, Weaks Nature Trail is a two-mile walking trail off Stephen Beale Drive. It was set aside as a place to view nature while still in the City. Located adjacent to Fulton High School, it was also designed to provide school children an outdoor classroom for science of field trips. The walking trail is a natural base trail with a variety of tree, plants, birds, animals and insects for enjoyment of study. It features an outdoor classroom and a picnic table with an elevated view.

All of these parks are mowed once a week, during the warmer months. This translates into approximately one-thousand man-hours per season, (April through September). Usually, three or four people handle this responsibility.



City Utilities

Water Supply and Distribution

Water is provided to all residential and commercial establishments within the city through approximately 30 miles of lines. The City also serves approximately 300 customers of the former Southwest Water District, which is outside the city limits in a rural district. Chlorine gas is utilized for disinfection; lime is added for pH adjustment; and fluoride is added per Commonwealth of Kentucky standards. All water testing is conducted by a state approved laboratory. The total production capacity is 1.5 million gallons per day and the City has an approved well-head protection area.

The Water Department personnel maintain current State Certifications and training, as prescribed by the Commonwealth of Kentucky to insure the safest water quality. The employees are well trained and certified to carry on the day to day operations of the department. The City has three EPA licensed operators for the water plant, as well as two wastewater plant operators and two licensed, for collections in the wastewater.

The City has completed three separate water projects, totaling \$1.2 million to upgrade water facilities. Two elevated water storage tanks were lead abated and painted and a third received a new circulation pump. A new clear well, to treat potable drinking water, was also constructed.

The city's municipal water system was created in 1893 when a water supply plant was erected near the junction of Burton Avenue and the Illinois Central Railroad tracks. Two wells supplied water for both Fulton and South Fulton, Tennessee. The old plant was powered by a coal-fire steam engine and is located across the street from the present water plant. The present water plant facility was originally operated by two large diesel engines which drove generators and water pumps. The engines were operated alternately, and it is reported that they also furnished power for the city street light system.

City records indicate that when the current water plant was created, a concrete reservoir was constructed. This reservoir, or clear well, is still in existence. An additional well was installed in 1936 by the Layne-Central Company of Memphis and it is still operational. Another well was installed in 1943, and the next major water improvement program took place in 1948. The 1948 water improvement program included the addition of 200,000 gallon elevated tank, at the north end of Eddings Street, now referred to as Tank #1. Also, a new master meter, recording chart, soda-ash solution



feeder, concrete roof on the reservoir and various other small improvements were included in the effort. In 1968, the construction of the Purchase Parkway began. This major road project had the effect of encircling the city on the north and west, and had the potential of cutting off the city's capability of extending its water, sewer system, and natural gas system into areas lying beyond the parkway. To allow future system extensions, the city elected to install water, gas and sewer services across the Parkway right-of-way, at selected locations. The wisdom of this action soon became evident as construction began on a major motel north of the Parkway near Highway 51. This business, as well as others to come after it, required city utility services. In 1971, the Southwestern Kentucky Water District organized to serve rural areas of Fulton County. The city supplied water to this system through the main built under the Purchase Parkway.

In late 1973, the city analyzed the adequacy of its firefighting capability and decided to construct a new elevated tank (#3) at the industrial park. This improved pressure and the overall capacity of the water system. A year later, the city bought twenty new fire hydrants and replaced old hydrants at specific locations throughout the city. A number of water lines were laid throughout the city during this time of water improvement.

In 1984, a new well was dug east of the #3 well, due to the existing wells being taken out of service, since sand was being pumped into the system, creating major problems. During the fall of 1995, more improvements were made to the water system. Among these was the installation of twelve (12) inch and eight (8) inch C-900 pipe in the Highlands area, a new neighborhood near Deepwood. New lines were also placed from the hospital to the Meadowview apartments. This project was needed to improve fire protection for residents near the airport and to accommodate potential new construction in that area.

A high percentage of the pipe in the current system is made of cast iron. Due to age, some of the older pipes are susceptible to leaking. Also, the piping in West Fulton is still mainly four inch, which leads to problems with fire protection and valves with other sections. Numerous valves, hydrants and other features showing on older maps were never installed in the city's water system. This, of course, creates problems when turning water off or when planning improvements to the system. In the Southwest Water District area, many leaks had to be repaired. Problems with the elevated tank at Cayce were resolved by discontinuing its use. It has been sold and is no longer part of the system.

Although the water system is in need of improvements, it has a good track record when it comes to serving the water needs of Fulton. Preventative maintenance and constant improvement to the system insure that the system will be in working order in the future and that it can be depended on for a clean, safe water supply and for adequate fire fighting capabilities.

The City has an on-going improvement program (see map on page 57). In fact two new clear-wells and two new pumps were completed in 2003. Although this report did not include hydrologic or engineering analysis on the water system, there are some basic improvements recommended from a general community planning standpoint. In the older parts of the city, specifically in East Fulton and West Fulton neighborhoods, there are several four inch water lines. These lines are recommended to be replaced with eight inch loops and six inch cross lines. This will enhance firefighting capabilities and water pressure to the residents. It should be noted that these improvements will take time and a great deal of money to implement. Additional line upgrades located in the northwest section of the city and line extensions to the newly annexed industrial area to the north are recent improvements the City has completed. The city has established a program to continue upgrading these lines.

The City of Fulton acquired ownership of the Southwest Water District in the early 1970's. The district had been plagued with leaks, loss of water, and financial difficulties since its beginning. The City of Fulton assumed the debt, began repairs, maintenance and operation of the system and provided water to approximately 300 customers in the eastern half of Fulton County.

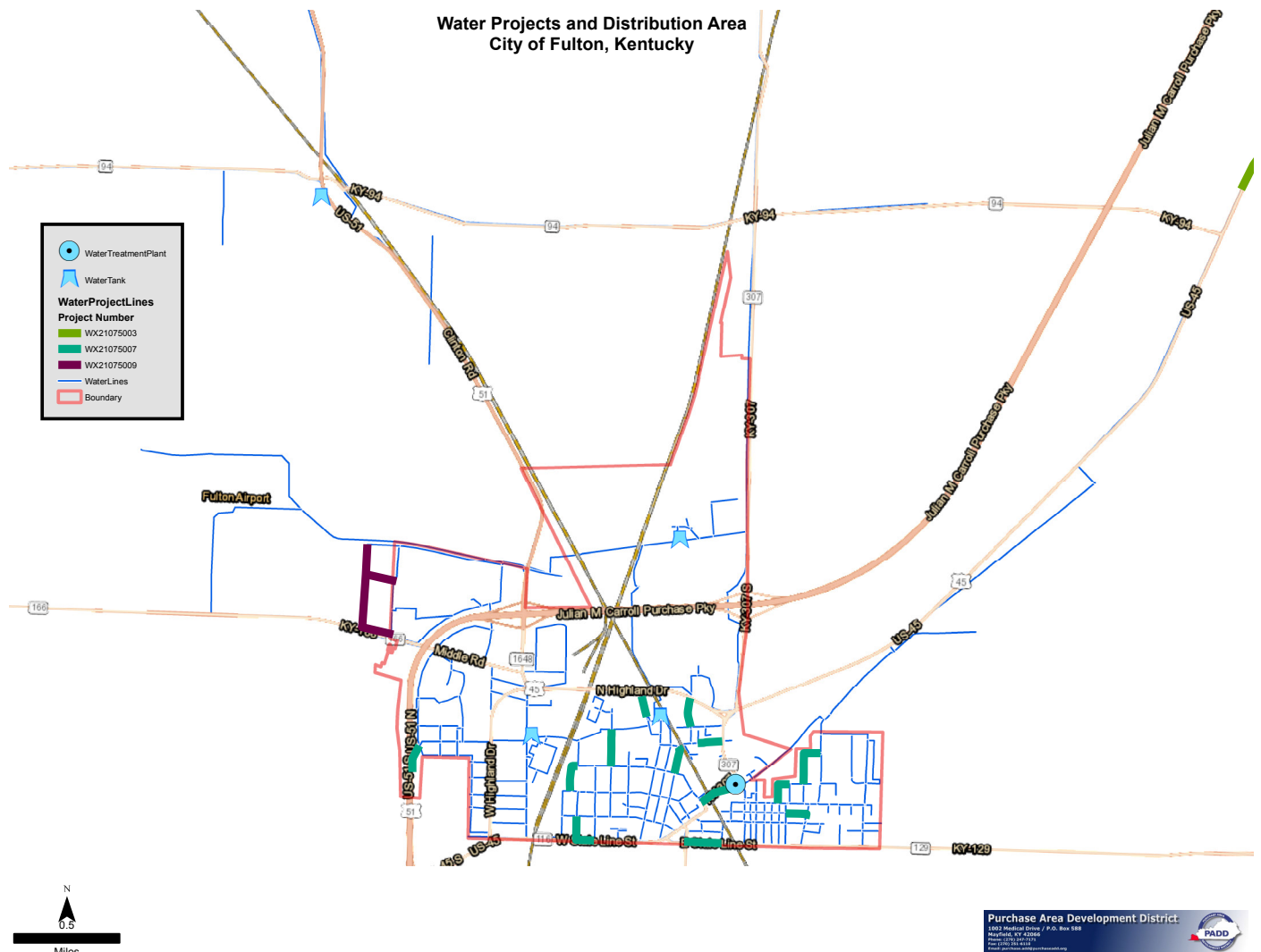
Over the years, the city kept separate accounts on the water district operation until the debt was retired in the early 1990's. Growth areas have been designated near the City, on the northwest side, in the area of Myatt Road and Airport Road. Additional water lines will be necessary in this area.

Table 12: City of Fulton Water Projects

Kentucky Infrastructure Authority, WRIS Portal. Retrieved from <http://wris.ky.gov/portal/PrjData.aspx>

The following project listing include planned improvements, priority level, and project number of scheduled improvements that have been submitted to the Kentucky Infrastructure Authority for funding assistance:

WRIS Project Number	Description	Cost Estimate	Number of Households Affected	KIA Timeframe
WX21075002	Demo clear well & degasifier	\$386,000	1,763	0-2
	This project will consist of demolishing the old clear well and the degasifier sits on the water plant property. Also the City of Fulton will be adding a new degasifier to the new clear well that has been built. The new degasifier will improve water quality, and demolishing the old infrastructure on the property will allow the system to expand operations in the future.			
WX21075003	South Graves Interconnect	\$65,572	25	6-10
	The FMWS needs to connect with South Graves Water System along U.S. 45 in order to fill the gap between systems and also to provide backup assistance for either system.			



Essentially all developed areas and neighborhoods of the city area are served with public sewers. One exception to this is the very west edge of the city, along the south section of Eastwood Drive. It is recommended that this area should be extended sewer services, when funds are available.



Mark Davis and James Smith of the Purchase Area Development District discuss future needs for sewer services, with Fire Chief Mike Gunn and City Manager Cubb Stokes development occurs within the city.

Wastewater Collection and Treatment

The sewage collection system was built in 1926 to serve the principal section of the city. The original lines were constructed of clay pipe and the manholes of brick. Effluent travels by gravity flow to the south/southwest and is collected and pumped north to the lagoon facility, located north of the Purchase Parkway. After treatment effluent is then pumped north of the city to a point near Crutchfield, then by gravity flow to a discharge point in the Bayou de Chien drainage basin. This watershed area has enough assimilative capacity to avoid environmental problems and should be adequate for several years to come.

The main problem with the city's existing sewer collector lines centers around inflow-infiltration problems associated with clay tile lines. These lines are located in the older neighborhoods of East Fulton and West Fulton. The city has already begun a program of replacing tile with PVC lines. They are utilizing CIPP technology or "slip-line" process of re-sealing the joints and cracks on the inside of the old lines.

The west side of the city, inside the Purchase Parkway, may develop over the next several years and needs to be served with sewers. This area will have a natural flow to the south, toward the state line; a force main will be required to pump the effluent back east into the existing system.

Over the next few years the growth area identified earlier in this report (area near Myatt Road and Airport Road) north/northwest of the Purchase Parkway, will need improved sewer service. Due to the fact that the system inside the Purchase Parkway was nearing capacity and is plagued with inflow-infiltration problems, the city decided that sewer service in this area, north of the Parkway, be collected and pumped directly to the lagoon facility. This lift station has been constructed.

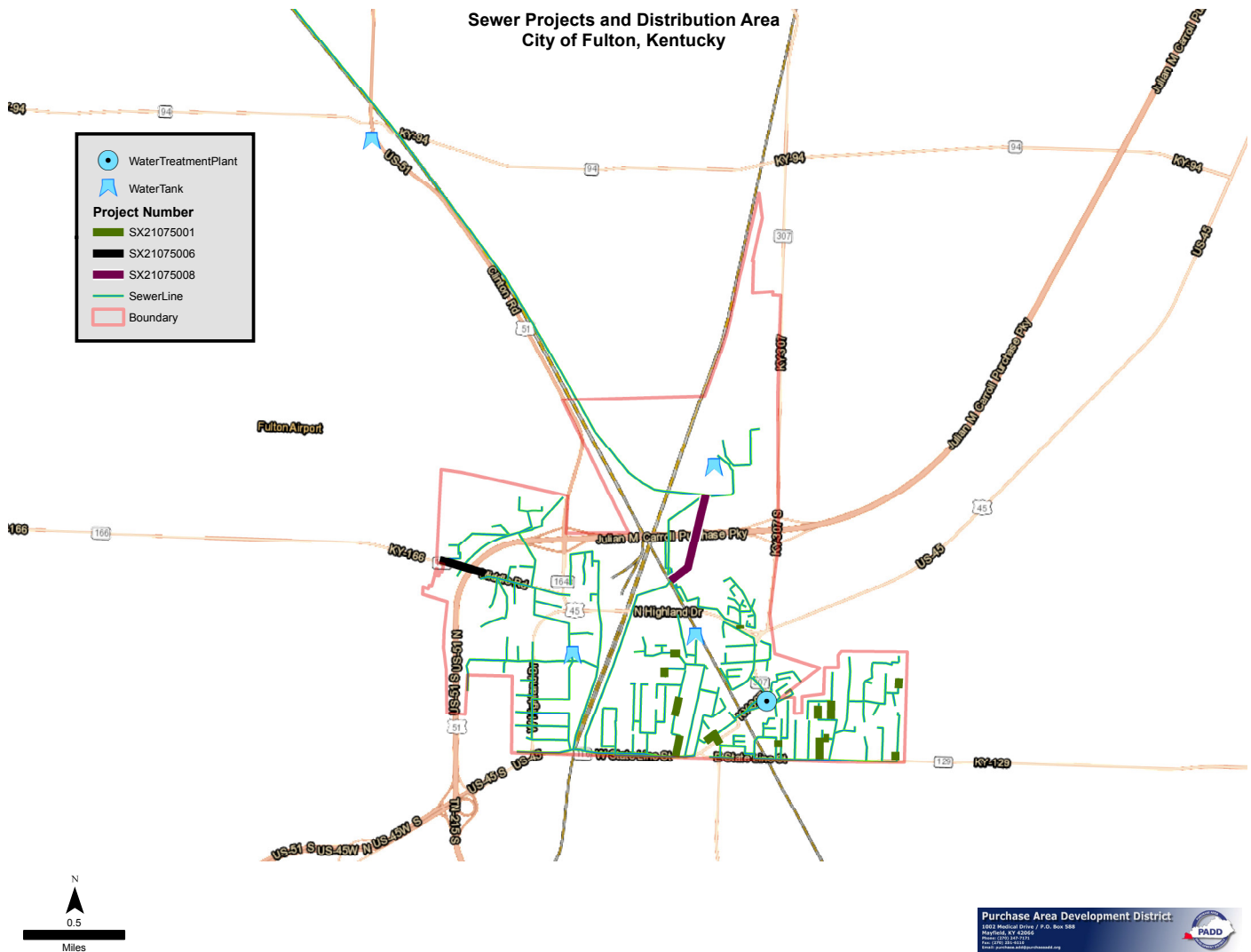
The City is already into a program to replace old clay tile sewer lines in the older neighborhood of East Fulton and West Fulton. The project should be expedited and be completed as soon as financially possible.

In 2015, the City added two Parkson Dynasand filters to the wastewater treatment system which will allow the system to meet Kentucky Pollution Discharge Elimination System standards, as established by the Kentucky Division of Water. The maps following this section show the City's existing sewer system along with a map showing the city's sewer projects that have been prioritized through the Purchase Area's regional water management council and submitted to the Kentucky Infrastructure Authority for funding assistance.

Table K: City of Fulton Sewer Projects

Kentucky Infrastructure Authority, WRIS Portal. Retrieved from <http://wris.ky.gov/portal/PrjData.aspx>
 The following map depicts the City's wastewater collection system and improvement projects planned as resources allow.

WRIS Project Number	Description	Cost Estimate	Number of Households Affected	KIA Timeframe
SX21075001	Wastewater System Rehab	\$1,000,000	1,377	0-2
Before any expansion can be considered, the current system will need a total rehab. The system is very old (80 – 90 years old) and needs numerous repairs. Out of 8 lift stations, 6 will need to be replaced. The manholes in Fulton, Kentucky will need rehab as well. About 30-35 miles (158400 – 184800 L. F.) of existing sewer lines will need to be slipped lined or replaced.				
SX21075008	Sewer Interceptor Project	\$500,000	1,377	3-5
The FMWS needs to connect with South Graves Water System along U.S. 45 in order to fill the gap between systems and also to provide backup assistance for either system.				



Natural Gas Distribution

Fulton installed a natural gas system around 1956. The main distribution line runs from Texas Gas, which is three miles out of town on East State Line to East Drive. The main line is a four inch steel line, which maintains approximately 140 lbs. of pressure to a reducing station located on East Drive.

The City has six operators licensed and approved by the Kentucky Public Service Commission for operation of the gas system. These operators are certified to weld polyethylene pipe, up thru 4", and are certified in gas detection and mechanical pipe fitting on the gas system.

The Gas Department is included in the Utility Fund. Service is provided to all residential and commercial establishments wishing to use natural gas for heating, hot water, and cooking. Fulton contracts with an energy consultant, who negotiates the purchase of natural gas from various suppliers. The City has an ongoing program to evaluate infrastructure, such as meters and lines, and replace components, as resources allow. There are three (3) miles of cast iron gas line, which will need to be replaced in the foreseeable future, based on a recommendation from the Kentucky Public Service Commission.

Although an evaluation of the natural gas system is not part of this report, it should be mentioned that the provision of natural gas service to the citizens of the city is a major part of the utility program. This service is provided to essentially all sections of the city and has become a very economical utility service of the city. New expansions of the gas service may be required in the northwest section of the city, beyond the Purchase Parkway in the years to come. The city has already started a program to provide new service lines in this area.

Electric System

Fulton Electric System serves the city limits of Fulton, Kentucky, which includes the Kentucky First Congressional District. Incorporated in 1962, Fulton Electric System provides service for more than 1,700 customers. Fulton Electric System provides funds for economic development; serves the community through civic organizations; and provides service for the community's public events, such as the Banana Festival and decorating for the holidays. Fulton Electric System is also proud member of the Twin City's Chamber of Commerce.

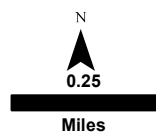
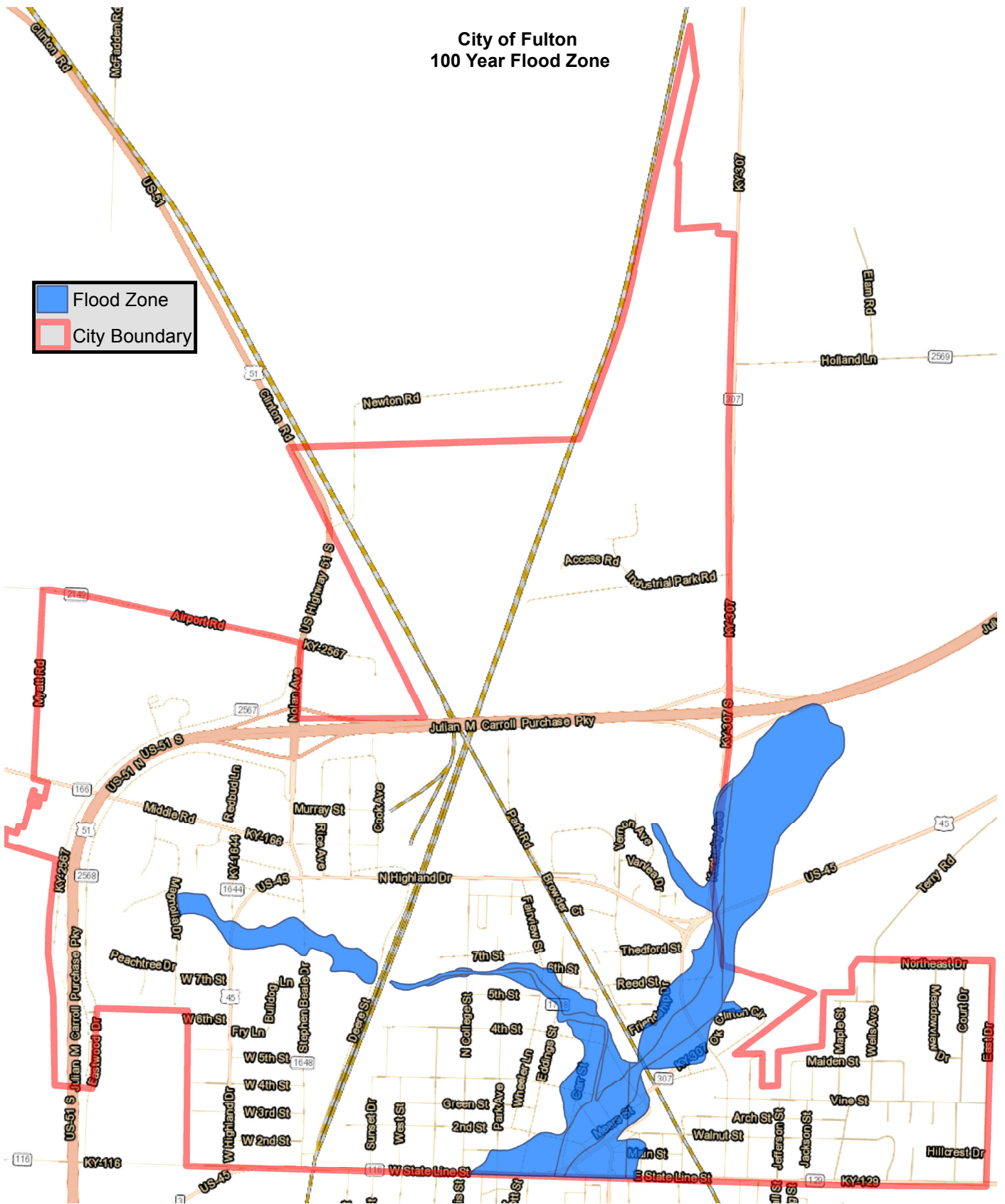
Drainage

Most of the land in the east part of the city drains toward Wells Avenue, then travels south along Wells Avenue to a structure on Vine Street, which is undersized and needs to be re-engineered or reconstructed. The drainage ways along both sides of Wells Avenue, need to be handled with some caution in avoiding physical damage to the property owners. The particular structure at the intersection of Wells Avenue and Vine Street is recommended for reconstruction. The major drainage facility, through the heart of the city is along Harris Fork Creek. Over 25 years ago, the U.S. Corps of Engineers constructed one-mile concrete channel along Harris Fork Creek, which alleviated flooding to the central business district. Very little flash flooding has occurred since this improvement was made, until 2003 when flash flooding resulted in approximately 18 inches of water in several downtown businesses.

City officials and community leaders should be aware that most of the runoff storm water drains from the northern and western parts of the city into Harris Ford Creek, then southward through the heart of the city and into Tennessee. Flood prone areas are depicted on the following map entitled "City of Fulton 100 Year Flood Zone". There is a 1% chance that an area in the 100 year flood zone will be inundated by a flood event in any given year. Any future development and growth in these particular areas of the city should be reviewed for proper drainage design to alleviate future problems with the flooding of Harris Fork Creek. Oftentimes, community leaders and local officials will underestimate the amount of storm drainage water increase that rooftops and paved parking lots will add to the flash volume of the drainage facilities. The following Flood Zone Map prepared by FEMA illustrates the City's potential flood hazard areas.

City of Fulton 100 Year Flood Zone

Flood Zone
 City Boundary



Purchase Area Development District
 1002 Medical Drive / P.O. Box 588
 Mayfield, KY 42066
 Phone: (502) 587-2124
 Fax: (502) 531-6158
 Email: purchasearea@purchaseadd.org

City Government Offices

The Fulton City Hall complex, located at 101 Nelson Tripp Place, was constructed in 1975 and contains approximately 4,700 square feet. It houses offices for the Mayor, City Manager, Finance Officer, City Treasurer, City Clerk, Tourism and commission chambers. It also serves as a satellite office for the County Clerk which is utilized on Wednesdays. The facility is utilized at a maximum capacity, presently. It is a very functional facility and is handicapped accessible. With proper maintenance and upkeep, it should be a functional public facility for years to come.

Planning and Zoning

The City of Fulton has maintained an active planning program since 1956. The program was reorganized into a joint city-county commission between 1967 and 1971, with little success. In 1972, the Fulton City Commission re-instituted their independent Planning Commission and charged them with the responsibility to develop the City's first Comprehensive Plan.

With the aid of a "701" planning assistance grant from the U.S. Department of Housing and Urban Development, the Planning Commission and the City Commission developed and adopted their Comprehensive Plan in the summer of 1973. An updated Zoning Ordinance and Subdivision Regulations subsequently followed along with a Code Enforcement program.

The city has made extraordinary strides over the years in elimination of blight housing, eliminating approximately 250 substandard housing units and ten to fifteen businesses with the implementation of an Urban Renewal program in the early 1970's. In recent years an aggressive code enforcement program has removed several more unsafe structures.

The City is committed to a meaningful and comprehensive planning program and depends on the planning commissions input to the decision making process. As a part of this process the City may want to consider examining and possibly expanding the planning area boundary as a means of protecting existing land use practices. In order to facilitate the City of Fulton Planning effort it is recommended that the City consider establishing a Community Development Officer position. This individual would be responsible for planning, zoning, recruitment of commercial firms and serving as a contact person for existing commercial businesses.

Code Enforcement

Code enforcement responsibilities have been incorporated into the Fire Department. Proper enforcement of building, housing, and craft codes are absolutely necessary for the preservation of public safety and welfare. The city began a formal code enforcement program several years ago and has followed up on its commitment, as an integral part of a community development program. Inspections on rental property, the Kentucky Building Code, and property maintenance code require a great deal of staff time, correspondence, and record keeping. Electrical and plumbing inspections are required by the state and these need to be coordinated with the entire process.

The City issued 218 rental dwelling permits and made approximately 120 rental inspections in 2014. In addition, the City worked an estimated 300 code enforcement cases during this same period. This effort produces a cleaner, well-kept and safer community which is noticed by visitors to the area.

The city employs a Code Compliance Officer, whose duties include inspecting properties (to insure compliance with the City's existing structure code), reviewing site and development plans (to insure compliance with the Zoning Ordinance), reviewing construction plans and issuing building permits, and other duties relating to ordinance compliance enforcement.

Recommendation Summary:

- Develop a capital improvement plan for each department to ensure that equipment and infrastructure are replaced on a regular basis to endure safe and reliable service.
- Establish the position of Fire Marshall who would be responsible for pre planning for commercial structures, fire investigations, fire code enforcement and fire education.
- In order to protect and promote development in the City of Fulton it is recommended that the planning service area boundary be examined and possibly expanded.
- Establish Community Development Officer position with responsibilities for planning, zoning, recruitment of commercial businesses and serving as a contact point for existing commercial businesses.

Chapter 6: Implementing Strategies

Strategy One:

It is recommended that the primary focus for development be on the Julian Carroll Purchase Parkway/I-69 Exit 1 Area.

- Use the hotel development project as the centerpiece of the effort to develop the Exit 1 area.
- Work with the Guest Inn property owner to redevelop this site as a national chain truck stop or 24-hour fuel/convenience store.
- When the opportunity arises, work with owners of property adjacent to and in the vicinity of the hotel development project to develop parcels in a manner complimentary to the area.
- Efforts should be made to acquire the bingo hall/former IGA to develop for retail purposes.
- Evaluate possibilities for redeveloping Carr Plaza as a retail incubator site.
- Protect the integrity of the zones surrounding the Exit 1 area. The City should exercise its authority to regulate adjacent property in the County through a planning and zoning service area.
- Continue efforts to establish a new Amtrak Station in the vicinity of the existing structure. Apply for Federal funds such as TIGER, request funds from the Office of Transportation Delivery for smaller components and continue the discussion with the adjacent land owner to acquiring property for the new station. Location of a new station increases the prospects for development of adjacent property for commercial purposes.
- In order to facilitate the development of these projects and the promotion of existing amenities/assets a sign plan should be developed in conjunction with the Fulton Tourism Commission.

Strategy Two:

It is recommended that the City of Fulton establish a separate plan to preserve and redevelop the downtown district. The plan should include:

- Establish incentives to encourage businesses to locate in existing vacant structures, possibly by waiving the property tax, or a portion of the property tax, for a defined period with a minimum investment.
- Establish incentives to encourage businesses to build on vacant lots in the downtown area in order to preserve this district. This could also be encouraged by offering a property tax incentive.
- Improve the liveability of downtown by encouraging the development of residential space above businesses.
- Seek redevelopment of the former Fulton Independent School Board building as residential housing for young professionals that would be interested in living in a downtown setting.

- Develop vacant lots/concrete foundations as parking or green space for downtown.
- Pursue the establishment of a Main Street program and explore the preservation funding options associated with this program.
- Develop a plan, to include incentives, to preserve historic buildings in the downtown area.
- Encourage the periodic review of downtown buildings by structural engineer in an effort to maintain the structural integrity of this historic area.
- Seek assistance and advice from agencies such as the Kentucky League of Cities.

Strategy Three:

It is recommended that additional housing options be developed that will enable elderly to remain independent longer.

- Pursue a Community Development Block Grant (CDBG) to develop senior housing near the Exit 1 commercial development so that residents will be close to vital services.
- Consider development of land in the vicinity of the hotel development project for elderly housing.

Strategy Four:

Establish a Community Development Officer position that would include planning, zoning, recruit of commercial, business and existing commercial relations responsibilities.

- Review the City's existing planning & land use ordinances which were originally prepared in the 1970s. Consider revisions in accordance with today's planning process and the vision for future development included in the Comprehensive Plan.
- Consider extending the City's planning boundary in order to protect existing land use.
- Serve as a liaison between the City and the business community.
- Increase the community's internet visibility through regular posting and updates of information regarding City activities.

Strategy Five:

Establish the position of Fire Marshall who would be responsible for pre planning for commercial structures, fire investigations, fire code enforcement and fire education.

- The responsibilities included with this position will be necessary in order for the City to improve from an Insurance Service Organization rating of 3 to 2 which will result in savings to all commer-

cial and residential customers.

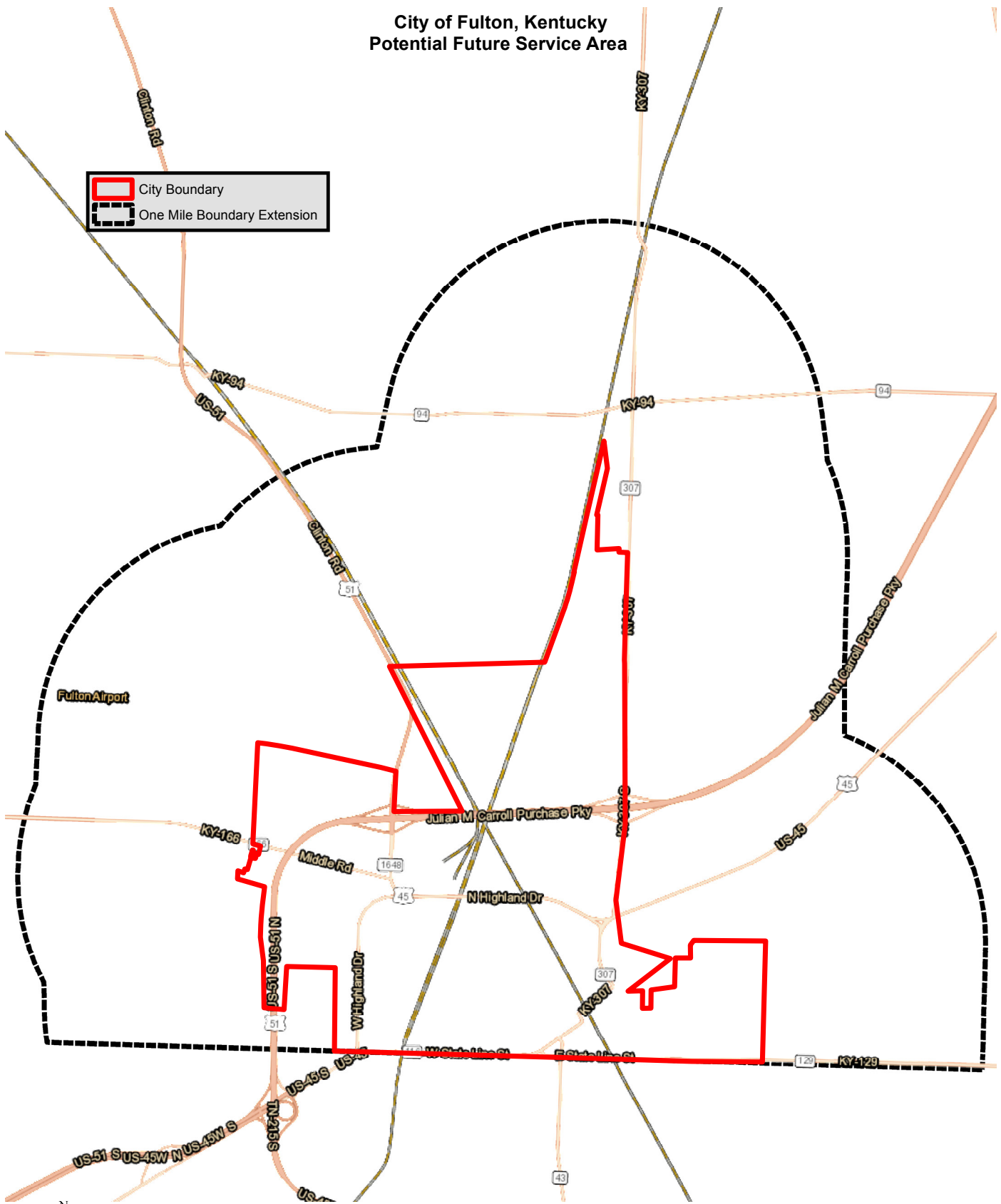
- Serve as third full time fire fighter which improve safety.

Strategy Six:

Establish a Capital Improvement Plan for each of the city's departments.

- Request that each Department Head compile a list of capital needs for their department using five and ten year planning periods.
- Request that each Department Head prioritize their list based on necessity and expense.
- The City Commission and each Department can then use this prioritized list for planning and budgeting purposes. Establishing this list does not create any type of obligation on the part of the city but merely sets a goal for maintaining physical assets.

City of Fulton, Kentucky Potential Future Service Area



Purchase Area Development District
 1002 Medical Drive / P.O. Box 585
 Mayfield, KY 42066
 Phone: (770) 526-1275
 Fax: (770) 526-9310
 Email: purchase@purchasadd.org



Appendix

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DP-1 | Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.

Geography: Fulton city, Kentucky

Subject	Number	Percent
SEX AND AGE		
Total population	2,445	100.0
Under 5 years	171	7.0
5 to 9 years	150	6.1
10 to 14 years	126	5.2
15 to 19 years	146	6.0
20 to 24 years	147	6.0
25 to 29 years	164	6.7
30 to 34 years	118	4.8
35 to 39 years	135	5.5
40 to 44 years	124	5.1
45 to 49 years	127	5.2
50 to 54 years	183	7.5
55 to 59 years	192	7.9
60 to 64 years	176	7.2
65 to 69 years	111	4.5
70 to 74 years	110	4.5
75 to 79 years	95	3.9
80 to 84 years	79	3.2
85 years and over	91	3.7
Median age (years)	42.9	(X)
16 years and over	1,971	80.6
18 years and over	1,911	78.2
21 years and over	1,825	74.6
62 years and over	589	24.1
65 years and over	486	19.9
Male population		
Under 5 years	89	3.6
5 to 9 years	74	3.0
10 to 14 years	68	2.8
15 to 19 years	81	3.3
20 to 24 years	70	2.9
25 to 29 years	72	2.9
30 to 34 years	47	1.9
35 to 39 years	67	2.7
40 to 44 years	58	2.4
45 to 49 years	42	1.7
50 to 54 years	87	3.6
55 to 59 years	85	3.5
60 to 64 years	72	2.9
65 to 69 years	49	2.0
70 to 74 years	42	1.7

Subject	Number	Percent
75 to 79 years	43	1.8
80 to 84 years	24	1.0
85 years and over	25	1.0
Median age (years)	38.3	(X)
16 years and over	847	34.6
18 years and over	814	33.3
21 years and over	769	31.5
62 years and over	224	9.2
65 years and over	183	7.5
Female population	1,350	55.2
Under 5 years	82	3.4
5 to 9 years	76	3.1
10 to 14 years	58	2.4
15 to 19 years	65	2.7
20 to 24 years	77	3.1
25 to 29 years	92	3.8
30 to 34 years	71	2.9
35 to 39 years	68	2.8
40 to 44 years	66	2.7
45 to 49 years	85	3.5
50 to 54 years	96	3.9
55 to 59 years	107	4.4
60 to 64 years	104	4.3
65 to 69 years	62	2.5
70 to 74 years	68	2.8
75 to 79 years	52	2.1
80 to 84 years	55	2.2
85 years and over	66	2.7
Median age (years)	46.0	(X)
16 years and over	1,124	46.0
18 years and over	1,097	44.9
21 years and over	1,056	43.2
62 years and over	365	14.9
65 years and over	303	12.4
RACE		
Total population	2,445	100.0
One Race	2,370	96.9
White	1,564	64.0
Black or African American	746	30.5
American Indian and Alaska Native	10	0.4
Asian	43	1.8
Asian Indian	33	1.3
Chinese	4	0.2
Filipino	1	0.0
Japanese	1	0.0
Korean	0	0.0
Vietnamese	0	0.0
Other Asian [1]	4	0.2
Native Hawaiian and Other Pacific Islander	1	0.0
Native Hawaiian	0	0.0
Guamanian or Chamorro	1	0.0
Samoan	0	0.0
Other Pacific Islander [2]	0	0.0
Some Other Race	6	0.2

Subject	Number	Percent
Two or More Races	75	3.1
White; American Indian and Alaska Native [3]	3	0.1
White; Asian [3]	2	0.1
White; Black or African American [3]	56	2.3
White; Some Other Race [3]	0	0.0
Race alone or in combination with one or more other races: [4]		
White	1,632	66.7
Black or African American	815	33.3
American Indian and Alaska Native	18	0.7
Asian	47	1.9
Native Hawaiian and Other Pacific Islander	2	0.1
Some Other Race	12	0.5
HISPANIC OR LATINO		
Total population	2,445	100.0
Hispanic or Latino (of any race)	20	0.8
Mexican	15	0.6
Puerto Rican	2	0.1
Cuban	0	0.0
Other Hispanic or Latino [5]	3	0.1
Not Hispanic or Latino	2,425	99.2
HISPANIC OR LATINO AND RACE		
Total population	2,445	100.0
Hispanic or Latino	20	0.8
White alone	11	0.4
Black or African American alone	1	0.0
American Indian and Alaska Native alone	1	0.0
Asian alone	0	0.0
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	4	0.2
Two or More Races	3	0.1
Not Hispanic or Latino	2,425	99.2
White alone	1,553	63.5
Black or African American alone	745	30.5
American Indian and Alaska Native alone	9	0.4
Asian alone	43	1.8
Native Hawaiian and Other Pacific Islander alone	1	0.0
Some Other Race alone	2	0.1
Two or More Races	72	2.9
RELATIONSHIP		
Total population	2,445	100.0
In households	2,395	98.0
Householder	1,110	45.4
Spouse [6]	364	14.9
Child	613	25.1
Own child under 18 years	444	18.2
Other relatives	188	7.7
Under 18 years	79	3.2
65 years and over	11	0.4
Nonrelatives	120	4.9
Under 18 years	11	0.4
65 years and over	7	0.3
Unmarried partner	64	2.6
In group quarters	50	2.0
Institutionalized population	50	2.0
Male	13	0.5

Subject	Number	Percent
Female	37	1.5
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
HOUSEHOLDS BY TYPE		
Total households	1,110	100.0
Family households (families) [7]	622	56.0
With own children under 18 years	249	22.4
Husband-wife family	364	32.8
With own children under 18 years	117	10.5
Male householder, no wife present	44	4.0
With own children under 18 years	19	1.7
Female householder, no husband present	214	19.3
With own children under 18 years	113	10.2
Nonfamily households [7]	488	44.0
Householder living alone	439	39.5
Male	160	14.4
65 years and over	54	4.9
Female	279	25.1
65 years and over	140	12.6
Households with individuals under 18 years	294	26.5
Households with individuals 65 years and over	356	32.1
Average household size	2.16	(X)
Average family size [7]	2.87	(X)
HOUSING OCCUPANCY		
Total housing units	1,328	100.0
Occupied housing units	1,110	83.6
Vacant housing units	218	16.4
For rent	73	5.5
Rented, not occupied	3	0.2
For sale only	25	1.9
Sold, not occupied	4	0.3
For seasonal, recreational, or occasional use	8	0.6
All other vacants	105	7.9
Homeowner vacancy rate (percent) [8]	4.3	(X)
Rental vacancy rate (percent) [9]	11.5	(X)
HOUSING TENURE		
Occupied housing units	1,110	100.0
Owner-occupied housing units	553	49.8
Population in owner-occupied housing units	1,249	(X)
Average household size of owner-occupied units	2.26	(X)
Renter-occupied housing units	557	50.2
Population in renter-occupied housing units	1,146	(X)
Average household size of renter-occupied units	2.06	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.



DP02 | SELECTED SOCIAL CHARACTERISTICS IN THE UNITED STATES

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSEHOLDS BY TYPE				
Total households	1,139	+/-134	1,139	(X)
Family households (families)	640	+/-112	56.2%	+/-8.0
With own children under 18 years	385	+/-95	33.8%	+/-7.4
Married-couple family	358	+/-79	31.4%	+/-6.1
With own children under 18 years	163	+/-59	14.3%	+/-4.9
Male householder, no wife present, family	75	+/-56	6.6%	+/-4.9
With own children under 18 years	65	+/-52	5.7%	+/-4.5
Female householder, no husband present, family	207	+/-69	18.2%	+/-5.9
With own children under 18 years	157	+/-61	13.8%	+/-5.2
Nonfamily households	499	+/-113	43.8%	+/-8.0
Householder living alone	486	+/-109	42.7%	+/-7.8
65 years and over	155	+/-52	13.6%	+/-4.4
Households with one or more people under 18 years	431	+/-98	37.8%	+/-7.6
Households with one or more people 65 years and over	304	+/-74	26.7%	+/-5.8
Average household size	2.17	+/-0.19	(X)	(X)
Average family size	3.00	+/-0.34	(X)	(X)
RELATIONSHIP				
Population in households	2,474	+/-252	2,474	(X)
Householder	1,139	+/-134	46.0%	+/-4.1
Spouse	367	+/-82	14.8%	+/-2.7
Child	799	+/-144	32.3%	+/-4.9
Other relatives	114	+/-75	4.6%	+/-2.9
Nonrelatives	55	+/-38	2.2%	+/-1.5
Unmarried partner	36	+/-29	1.5%	+/-1.1
MARITAL STATUS				
Males 15 years and over	948	+/-139	948	(X)
Never married	282	+/-91	29.7%	+/-8.6
Now married, except separated	370	+/-91	39.0%	+/-8.1
Separated	30	+/-33	3.2%	+/-3.4

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Widowed	29	+/-21	3.1%	+/-2.1
Divorced	237	+/-79	25.0%	+/-7.4
Females 15 years and over				
Never married	1,018	+/-133	1,018	(X)
Now married, except separated	284	+/-68	27.9%	+/-5.3
Separated	360	+/-77	35.4%	+/-6.8
Widowed	35	+/-29	3.4%	+/-2.8
Divorced	154	+/-52	15.1%	+/-4.8
	185	+/-74	18.2%	+/-6.2
FERTILITY				
Number of women 15 to 50 years old who had a birth in the past 12 months	17	+/-18	17	(X)
Unmarried women (widowed, divorced, and never married)	13	+/-17	76.5%	+/-47.8
Per 1,000 unmarried women	41	+/-53	(X)	(X)
Per 1,000 women 15 to 50 years old	33	+/-34	(X)	(X)
Per 1,000 women 15 to 19 years old	0	+/-363	(X)	(X)
Per 1,000 women 20 to 34 years old	99	+/-97	(X)	(X)
Per 1,000 women 35 to 50 years old	0	+/-99	(X)	(X)
GRANDPARENTS				
Number of grandparents living with own grandchildren under 18 years	78	+/-62	78	(X)
Responsible for grandchildren	16	+/-18	20.5%	+/-24.3
Years responsible for grandchildren				
Less than 1 year	0	+/-11	0.0%	+/-30.9
1 or 2 years	7	+/-12	9.0%	+/-16.3
3 or 4 years	0	+/-11	0.0%	+/-30.9
5 or more years	9	+/-13	11.5%	+/-17.0
Number of grandparents responsible for own grandchildren under 18 years	16	+/-18	16	(X)
Who are female	8	+/-10	50.0%	+/-17.1
Who are married	16	+/-18	100.0%	+/-71.2
SCHOOL ENROLLMENT				
Population 3 years and over enrolled in school	620	+/-108	620	(X)
Nursery school, preschool	50	+/-39	8.1%	+/-6.1
Kindergarten	26	+/-19	4.2%	+/-3.1
Elementary school (grades 1-8)	329	+/-81	53.1%	+/-10.3
High school (grades 9-12)	156	+/-66	25.2%	+/-9.2
College or graduate school	59	+/-35	9.5%	+/-5.4
EDUCATIONAL ATTAINMENT				
Population 25 years and over	1,700	+/-194	1,700	(X)
Less than 9th grade	122	+/-52	7.2%	+/-3.0
9th to 12th grade, no diploma	231	+/-90	13.6%	+/-5.0
High school graduate (includes equivalency)	708	+/-143	41.6%	+/-6.7
Some college, no degree	318	+/-84	18.7%	+/-4.7
Associate's degree	96	+/-53	5.6%	+/-3.1
Bachelor's degree	150	+/-71	8.8%	+/-3.9
Graduate or professional degree	75	+/-48	4.4%	+/-2.8
Percent high school graduate or higher	(X)	(X)	79.2%	+/-5.6
Percent bachelor's degree or higher	(X)	(X)	13.2%	+/-5.3
VETERAN STATUS				
Civilian population 18 years and over	1,865	+/-219	1,865	(X)
Civilian veterans	187	+/-66	10.0%	+/-3.3

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION				
Total Civilian Noninstitutionalized Population	2,477	+/-251	2,477	(X)
With a disability	515	+/-135	20.8%	+/-5.0
Under 18 years	667	+/-106	667	(X)
With a disability	14	+/-16	2.1%	+/-2.4
18 to 64 years	1,423	+/-181	1,423	(X)
With a disability	281	+/-98	19.7%	+/-6.5
65 years and over	387	+/-91	387	(X)
With a disability	220	+/-74	56.8%	+/-11.6
RESIDENCE 1 YEAR AGO				
Population 1 year and over	2,512	+/-261	2,512	(X)
Same house	2,164	+/-266	86.1%	+/-6.2
Different house in the U.S.	344	+/-160	13.7%	+/-6.2
Same county	160	+/-115	6.4%	+/-4.6
Different county	184	+/-106	7.3%	+/-4.1
Same state	54	+/-52	2.1%	+/-2.0
Different state	130	+/-78	5.2%	+/-3.1
Abroad	4	+/-6	0.2%	+/-0.2
PLACE OF BIRTH				
Total population	2,532	+/-264	2,532	(X)
Native	2,491	+/-255	98.4%	+/-1.5
Born in United States	2,478	+/-253	97.9%	+/-1.6
State of residence	1,446	+/-231	57.1%	+/-6.9
Different state	1,032	+/-188	40.8%	+/-6.3
Born in Puerto Rico, U.S. Island areas, or born abroad to American parent(s)	13	+/-17	0.5%	+/-0.7
Foreign born	41	+/-39	1.6%	+/-1.5
U.S. CITIZENSHIP STATUS				
Foreign-born population	41	+/-39	41	(X)
Naturalized U.S. citizen	0	+/-11	0.0%	+/-44.5
Not a U.S. citizen	41	+/-39	100.0%	+/-44.5
YEAR OF ENTRY				
Population born outside the United States	54	+/-42	54	(X)
Native	13	+/-17	13	(X)
Entered 2010 or later	0	+/-11	0.0%	+/-79.0
Entered before 2010	13	+/-17	100.0%	+/-79.0
Foreign born	41	+/-39	41	(X)
Entered 2010 or later	0	+/-11	0.0%	+/-44.5
Entered before 2010	41	+/-39	100.0%	+/-44.5
WORLD REGION OF BIRTH OF FOREIGN BORN				
Foreign-born population, excluding population born at sea	41	+/-39	41	(X)
Europe	33	+/-39	80.5%	+/-40.3
Asia	3	+/-8	7.3%	+/-29.4
Africa	5	+/-8	12.2%	+/-26.0
Oceania	0	+/-11	0.0%	+/-44.5
Latin America	0	+/-11	0.0%	+/-44.5
Northern America	0	+/-11	0.0%	+/-44.5

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	2,349	+/-254	2,349	(X)
English only	2,217	+/-242	94.4%	+/-4.4
Language other than English	132	+/-107	5.6%	+/-4.4
Speak English less than "very well"	13	+/-19	0.6%	+/-0.8
Spanish	54	+/-56	2.3%	+/-2.3
Speak English less than "very well"	10	+/-17	0.4%	+/-0.7
Other Indo-European languages	70	+/-63	3.0%	+/-2.6
Speak English less than "very well"	0	+/-11	0.0%	+/-1.3
Asian and Pacific Islander languages	8	+/-16	0.3%	+/-0.7
Speak English less than "very well"	3	+/-8	0.1%	+/-0.3
Other languages	0	+/-11	0.0%	+/-1.3
Speak English less than "very well"	0	+/-11	0.0%	+/-1.3
ANCESTRY				
Total population	2,532	+/-264	2,532	(X)
American	447	+/-169	17.7%	+/-6.2
Arab	14	+/-13	0.6%	+/-0.5
Czech	0	+/-11	0.0%	+/-1.2
Danish	0	+/-11	0.0%	+/-1.2
Dutch	8	+/-14	0.3%	+/-0.6
English	160	+/-71	6.3%	+/-2.8
French (except Basque)	64	+/-42	2.5%	+/-1.7
French Canadian	5	+/-10	0.2%	+/-0.4
German	215	+/-104	8.5%	+/-3.9
Greek	0	+/-11	0.0%	+/-1.2
Hungarian	0	+/-11	0.0%	+/-1.2
Irish	333	+/-120	13.2%	+/-4.3
Italian	15	+/-17	0.6%	+/-0.7
Lithuanian	20	+/-33	0.8%	+/-1.3
Norwegian	0	+/-11	0.0%	+/-1.2
Polish	38	+/-43	1.5%	+/-1.7
Portuguese	0	+/-11	0.0%	+/-1.2
Russian	0	+/-11	0.0%	+/-1.2
Scotch-Irish	16	+/-17	0.6%	+/-0.7
Scottish	32	+/-28	1.3%	+/-1.1
Slovak	0	+/-11	0.0%	+/-1.2
Subsaharan African	25	+/-26	1.0%	+/-1.0
Swedish	0	+/-11	0.0%	+/-1.2
Swiss	0	+/-11	0.0%	+/-1.2
Ukrainian	0	+/-11	0.0%	+/-1.2
Welsh	0	+/-11	0.0%	+/-1.2
West Indian (excluding Hispanic origin groups)	16	+/-26	0.6%	+/-1.0
COMPUTERS AND INTERNET USE				
Total Households	(X)	(X)	(X)	(X)
With a computer	(X)	(X)	(X)	(X)
With a broadband Internet subscription	(X)	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Fertility data are not available for certain geographic areas due to problems with data collection. See Errata Note #92 for details.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes

when using multi-year data containing data from 2013.

The Census Bureau introduced a new set of disability questions in the 2008 ACS questionnaire. Accordingly, comparisons of disability data from 2008 or later with data from prior years are not recommended. For more information on these questions and their evaluation in the 2006 ACS Content Test, see the Evaluation Report Covering Disability.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Housing Authority of Fulton
Demographic Data Report

98	White (49.49%)
99	Black (50.00%)
1	Mixed (0.51%)

0	Hispanic (0.00%)
198	Non-Hispanic (100.00%)

Number of Family Members =	352
Number of Families =	198
Average number of members per Family =	1.78
Number of Male heads of household =	41 (20.71%)
Number of Female heads of household =	157 (79.29%)
Number of Couples =	7

- 0 (0.00%) Families with primary income from Asset
 - 0 (0.00%) Families with primary income from Own Business
 - 2 (1.01%) Families with primary income from Child Support
 - 4 (2.02%) Families with primary income from AFDC/TANF
 - 0 (0.00%) Families with primary income from Medical Reimbursement
 - 0 (0.00%) Families with primary income from Federal Wage
 - 29 (14.65%) Families with primary income from General Assistance
 - 0 (0.00%) Families with primary income from HA Wage
 - 0 (0.00%) Families with primary income from Indian Trust
 - 0 (0.00%) Families with primary income from Annual Imputed Welfare
 - 0 (0.00%) Families with primary income from Military Pay
 - 11 (5.56%) Families with primary income from NonWage
 - 7 (3.54%) Families with primary income from Pension
 - 35 (17.68%) Families with primary income from SSI
 - 53 (26.77%) Families with primary income from Social Security
 - 2 (1.01%) Families with primary income from Unemployment
 - 55 (27.78%) Families with primary income from Other Wa ,
 - 0 (0.00%) Families with primary income from MtW Inco
 - 0 (0.00%) Families with primary income from No/Other
 - 1 (0.51%) Families with income from Asset
 - 0 (0.00%) Families with income from Own Business
 - 16 (8.08%) Families with income from Child Support
 - 14 (7.07%) Families with income from AFDC/TANF
 - 0 (0.00%) Families with income from Medical Reimbursement
 - 0 (0.00%) Families with income from Federal Wage
 - 131 (66.16%) Families with income from General Assistance
 - 0 (0.00%) Families with income from HA Wage
 - 0 (0.00%) Families with income from Indian Trust
 - 0 (0.00%) Families with income from Annual Imputed Welfare
 - 0 (0.00%) Families with income from Military Pay
 - 49 (24.75%) Families with income from NonWage
 - 16 (8.08%) Families with income from Pension
 - 56 (28.28%) Families with income from SSI
 - 70 (35.35%) Families with income from Social Security
 - 2 (1.01%) Families with income from Unemployment
 - 58 (29.29%) Families with income from Other Wage
 - 0 (0.00%) Families with income from MtW Income
 - 0 (0.00%) Families with income from No/Other
- 198 Families Listed

Housing Authority of Fulton Demographic Data Report

	Age	Total	Males	Females
Number of Children Who are <=	1	13	7	6
Number of Children Who are =	2	13	6	7
Number of Children Who are =	3	4	1	3
Number of Children Who are =	4	11	4	7
Number of Children Who are =	5	8	5	3
Number of Children Who are =	6	9	6	3
Number of Children Who are =	7	8	2	6
Number of Children Who are =	8	4	1	3
Number of Children Who are =	9	2	2	0
Number of Children Who are =	10	6	3	3
Number of Children Who are =	11	5	2	3
Number of Children Who are =	12	6	2	4
Number of Children Who are =	13	2	1	1
Number of Children Who are =	14	8	4	4
Number of Children Who are =	15	5	2	3
Number of Children Who are =	16	6	2	4
Number of Children Who are =	17	6	5	1
Number of Children Who are =	18	1	0	1
		117	55	62

Average Age: 7

Housing Authority =ALL
 Project =ALL
 Unit or property =ALL
 Site =ALL
 Building number =ALL
 County =ALL
 Region =ALL
 Locality =ALL
 Census tract =ALL
 Program type = All
 Active families only

Labor Force, Employment and Unemployment for Fulton County

Labor Force Table

The table below shows the annual not seasonally adjusted Labor Force, Employment and Unemployment data for Fulton County.

Time Period	Labor Force	Employed	Unemployed	Rate
1980	3,448	3,036	412	11.50%
1990	3,428	3,125	303	8.8%
2000	3,160	2,994	166	5.3%
2010	2,729	2,415	314	11.5%
2014	2,252	2,063	189	8.4%

Source: Labor Market Statistics, Local Area Unemployment Statistics Program

Inflow/Outflow Report

Selection Area Labor Market Size (All Jobs)

	2011	
	Count	Share
Employed in the Selection Area	1,696	100.0%
Living in the Selection Area	750	44.2%
Net Job Inflow (+) or Outflow (-)	946	-

In-Area Labor Force Efficiency (All Jobs)

	2011	
	Count	Share
Living in the Selection Area	750	100.0%
Living and Employed in the Selection Area	222	29.6%
Living in the Selection Area but Employed Outside	528	70.4%

In-Area Employment Efficiency (All Jobs)

	2011	
	Count	Share
Employed in the Selection Area	1,696	100.0%
Employed and Living in the Selection Area	222	13.1%
Employed in the Selection Area but Living Outside	1,474	86.9%

Outflow Job Characteristics (All Jobs)

	2011	
	Count	Share
External Jobs Filled by Residents	528	100.0%
Workers Aged 29 or younger	120	22.7%
Workers Aged 30 to 54	309	58.5%
Workers Aged 55 or older	99	18.8%
Workers Earning \$1,250 per month or less	168	31.8%
Workers Earning \$1,251 to \$3,333 per month	234	44.3%
Workers Earning More than \$3,333 per month	126	23.9%
Workers in the "Goods Producing" Industry Class	123	23.3%
Workers in the "Trade, Transportation, and Utilities" Industry Class	118	22.3%
Workers in the "All Other Services" Industry Class	287	54.4%

Inflow Job Characteristics (All Jobs)

	2011	
	Count	Share
Internal Jobs Filled by Outside Workers	1,474	100.0%
Workers Aged 29 or younger	361	24.5%
Workers Aged 30 to 54	847	57.5%
Workers Aged 55 or older	266	18.0%
Workers Earning \$1,250 per month or less	595	40.4%

	2011	
	Count	Share
Workers Earning \$1,251 to \$3,333 per month	576	39.1%
Workers Earning More than \$3,333 per month	303	20.6%
Workers in the "Goods Producing" Industry Class	176	11.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	657	44.6%
Workers in the "All Other Services" Industry Class	641	43.5%

Interior Flow Job Characteristics (All Jobs)

	2011	
	Count	Share
Workers in the "Trade, Transportation, and Utilities" Industry Class	48	21.6%
Workers in the "All Other Services" Industry Class	135	60.8%

Interior Flow Job Characteristics (All Jobs)

	2011	
	Count	Share
Internal Jobs Filled by Residents	222	100.0%
Workers Aged 29 or younger	48	21.6%
Workers Aged 30 to 54	128	57.7%
Workers Aged 55 or older	46	20.7%
Workers Earning \$1,250 per month or less	90	40.5%
Workers Earning \$1,251 to \$3,333 per month	100	45.0%
Workers Earning More than \$3,333 per month	32	14.4%
Workers in the "Goods Producing" Industry Class	39	17.6%

DP04: SELECTED HOUSING CHARACTERISTICS

Subject	Cadiz, KY		Calvert City, KY		Dawson Springs,		Eddyville, KY		Elkton, KY		Fulton, KY		Hickman, KY	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
HOUSING OCCUPANCY														
Total housing units	1,216	+/-140	999	+/-103	1,353	+/-99	961	+/-141	1,040	+/-153	1,394	+/-108	1,102	+/-91
Occupied housing units	1,073	+/-122	895	+/-84	1,150	+/-86	827	+/-149	926	+/-135	1,139	+/-134	901	+/-99
Vacant housing units	143	+/-79	104	+/-62	203	+/-71	134	+/-50	114	+/-66	255	+/-104	201	+/-68
Homeowner vacancy rate	3.3	+/-3.9	3.0	+/-4.8	2.5	+/-3.1	3.2	+/-3.8	0.0	+/-5.4	1.8	+/-3.1	2.5	+/-4.0
Rental vacancy rate	8.4	+/-7.6	4.8	+/-7.6	9.6	+/-7.5	2.1	+/-3.2	2.3	+/-3.6	6.4	+/-5.3	14.7	+/-12.2
UNITS IN STRUCTURE														
Total housing units	1,216	+/-140	999	+/-103	1,353	+/-99	961	+/-141	1,040	+/-153	1,394	+/-108	1,102	+/-91
1-unit, detached	916	+/-129	733	+/-88	924	+/-101	493	+/-101	793	+/-128	949	+/-129	845	+/-95
1-unit, attached	0	+/-11	36	+/-30	10	+/-11	32	+/-24	30	+/-32	20	+/-19	15	+/-20
2 units	61	+/-38	15	+/-18	99	+/-38	128	+/-44	23	+/-32	155	+/-58	49	+/-40
3 or 4 units	91	+/-54	41	+/-31	44	+/-40	85	+/-34	17	+/-19	77	+/-39	46	+/-32
5 to 9 units	133	+/-67	56	+/-43	50	+/-31	92	+/-52	58	+/-37	120	+/-74	95	+/-54
10 to 19 units	10	+/-16	0	+/-11	47	+/-23	7	+/-7	18	+/-16	0	+/-11	0	+/-11
20 or more units	5	+/-9	18	+/-19	28	+/-25	8	+/-10	0	+/-11	28	+/-19	9	+/-10
Mobile home	0	+/-11	100	+/-59	151	+/-61	112	+/-49	101	+/-60	45	+/-34	43	+/-38
Boat, RV, van, etc.	0	+/-11	0	+/-11	0	+/-11	4	+/-7	0	+/-11	0	+/-11	0	+/-11
YEAR STRUCTURE BUILT														
Total housing units	1,216	+/-140	999	+/-103	1,353	+/-99	961	+/-141	1,040	+/-153	1,394	+/-108	1,102	+/-91
Built 2010 or later	0	+/-11	0	+/-11	0	+/-11	0	+/-11	3	+/-5	0	+/-11	0	+/-11
Built 2000 to 2009	140	+/-59	105	+/-46	37	+/-24	127	+/-58	60	+/-41	21	+/-25	43	+/-27
Built 1990 to 1999	157	+/-71	64	+/-37	48	+/-40	210	+/-70	115	+/-63	118	+/-42	102	+/-55
Built 1980 to 1989	163	+/-65	89	+/-43	167	+/-76	156	+/-54	78	+/-47	169	+/-62	133	+/-42
Built 1970 to 1979	218	+/-87	287	+/-84	309	+/-80	110	+/-38	252	+/-91	390	+/-103	296	+/-88
Built 1960 to 1969	208	+/-67	221	+/-73	133	+/-49	276	+/-70	121	+/-50	284	+/-102	157	+/-60
Built 1950 to 1959	145	+/-59	157	+/-63	263	+/-76	37	+/-27	149	+/-53	138	+/-57	89	+/-48
Built 1940 to 1949	85	+/-44	40	+/-36	129	+/-47	11	+/-11	96	+/-42	56	+/-40	113	+/-40
Built 1939 or earlier	100	+/-61	36	+/-30	267	+/-60	34	+/-20	166	+/-87	218	+/-77	169	+/-67
HOUSING TENURE														
Occupied housing units	1,073	+/-122	895	+/-84	1,150	+/-86	827	+/-149	926	+/-135	1,139	+/-134	901	+/-99
Owner-occupied	621	+/-100	598	+/-104	697	+/-83	471	+/-115	543	+/-112	463	+/-102	606	+/-89
Renter-occupied	452	+/-109	297	+/-79	453	+/-84	356	+/-74	383	+/-103	676	+/-121	295	+/-75
Average household size of owner-	2.25	+/-0.26	2.79	+/-0.33	2.24	+/-0.21	2.27	+/-0.34	2.63	+/-0.30	2.40	+/-0.28	2.40	+/-0.27
Average household size of renter-	2.57	+/-0.36	2.55	+/-0.68	2.39	+/-0.27	2.01	+/-0.39	2.42	+/-0.36	2.01	+/-0.30	2.16	+/-0.36

Subject	Cadiz, KY		Calvert City, KY		Dawson Springs,		Eddyville, KY		Elkton, KY		Fulton, KY		Hickman, KY	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
YEAR HOUSEHOLDER MOVED INTO														
Occupied housing units	1,073	+/-122	895	+/-84	1,150	+/-86	827	+/-149	926	+/-135	1,139	+/-134	901	+/-99
Moved in 2010 or later	290	+/-99	140	+/-60	233	+/-63	160	+/-52	222	+/-74	143	+/-64	235	+/-83
Moved in 2000 to 2009	493	+/-99	387	+/-73	442	+/-84	427	+/-95	442	+/-115	636	+/-123	287	+/-77
Moved in 1990 to 1999	106	+/-47	215	+/-74	206	+/-72	134	+/-43	111	+/-56	139	+/-55	139	+/-56
Moved in 1980 to 1989	55	+/-33	40	+/-31	158	+/-51	51	+/-28	57	+/-30	111	+/-55	69	+/-36
Moved in 1970 to 1979	86	+/-45	70	+/-48	66	+/-31	19	+/-14	41	+/-26	47	+/-29	86	+/-38
Moved in 1969 or earlier	43	+/-21	43	+/-24	45	+/-26	36	+/-19	53	+/-37	63	+/-33	85	+/-41
VEHICLES AVAILABLE														
Occupied housing units	1,073	+/-122	895	+/-84	1,150	+/-86	827	+/-149	926	+/-135	1,139	+/-134	901	+/-99
No vehicles available	139	+/-69	53	+/-34	130	+/-55	54	+/-31	100	+/-59	211	+/-74	118	+/-55
1 vehicle available	492	+/-91	352	+/-100	499	+/-85	418	+/-92	390	+/-102	578	+/-117	297	+/-68
2 vehicles available	325	+/-90	369	+/-84	329	+/-81	222	+/-79	320	+/-84	281	+/-64	343	+/-85
3 or more vehicles available	117	+/-48	121	+/-58	192	+/-58	133	+/-52	116	+/-57	69	+/-39	143	+/-55
HOUSE HEATING FUEL														
Occupied housing units	1,073	+/-122	895	+/-84	1,150	+/-86	827	+/-149	926	+/-135	1,139	+/-134	901	+/-99
Utility gas	672	+/-112	475	+/-101	754	+/-92	389	+/-78	537	+/-106	543	+/-127	621	+/-93
Bottled, tank, or LP gas	35	+/-29	44	+/-27	0	+/-11	13	+/-12	32	+/-24	34	+/-32	12	+/-14
Electricity	366	+/-90	363	+/-78	375	+/-71	419	+/-108	349	+/-100	543	+/-114	219	+/-68
Fuel oil, kerosene, etc.	0	+/-11	13	+/-15	0	+/-11	4	+/-7	0	+/-11	0	+/-11	19	+/-20
Coal or coke	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11
Wood	0	+/-11	0	+/-11	15	+/-17	2	+/-4	8	+/-10	15	+/-21	24	+/-26
Solar energy	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11
SELECTED CHARACTERISTICS														
Occupied housing units	1,073	+/-122	895	+/-84	1,150	+/-86	827	+/-149	926	+/-135	1,139	+/-134	901	+/-99
Lacking complete plumbing facilities	0	+/-11	13	+/-22	15	+/-24	4	+/-7	0	+/-11	15	+/-21	0	+/-11
Lacking complete kitchen facilities	0	+/-11	13	+/-22	21	+/-25	0	+/-11	0	+/-11	15	+/-21	2	+/-5
No telephone service available	45	+/-39	22	+/-23	79	+/-44	90	+/-45	46	+/-37	52	+/-36	26	+/-29
VALUE														
Owner-occupied units	621	+/-100	598	+/-104	697	+/-83	471	+/-115	543	+/-112	463	+/-102	606	+/-89
Less than \$50,000	34	+/-21	42	+/-29	373	+/-70	81	+/-43	71	+/-35	154	+/-54	286	+/-83
\$50,000 to \$99,999	304	+/-76	259	+/-64	228	+/-57	140	+/-51	276	+/-90	164	+/-69	268	+/-71
\$100,000 to \$149,999	180	+/-62	149	+/-66	80	+/-49	115	+/-43	168	+/-72	61	+/-36	7	+/-9
\$150,000 to \$199,999	53	+/-30	72	+/-37	5	+/-8	98	+/-50	19	+/-15	44	+/-41	26	+/-21
\$200,000 to \$299,999	50	+/-38	40	+/-25	11	+/-13	25	+/-20	3	+/-5	26	+/-21	19	+/-17
\$300,000 to \$499,999	0	+/-11	19	+/-27	0	+/-11	9	+/-9	6	+/-9	9	+/-12	0	+/-11
\$500,000 to \$999,999	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11
\$1,000,000 or more	0	+/-11	17	+/-17	0	+/-11	3	+/-5	0	+/-11	5	+/-9	0	+/-11
Median (dollars)	96,400	+/-8,153	99,400	+/-	47,900	+/-4,090	108,100	+/-	87,300	+/-	65,900	+/-8,233	51,400	+/-6,230

Subject	Cadiz, KY		Calvert City, KY		Dawson Springs,		Eddyville, KY		Elkton, KY		Fulton, KY		Hickman, KY	
	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin	Estimate	Margin of	Estimate	Margin of
MORTGAGE STATUS														
Owner-occupied units	621	+/-100	598	+/-104	697	+/-83	471	+/-115	543	+/-112	463	+/-102	606	+/-89
Housing units with a mortgage	279	+/-69	389	+/-89	357	+/-72	274	+/-87	318	+/-89	186	+/-60	310	+/-75
Housing units without a mortgage	342	+/-85	209	+/-72	340	+/-70	197	+/-54	225	+/-62	277	+/-79	296	+/-66
SELECTED MONTHLY OWNER														
Housing units with a mortgage	279	+/-69	389	+/-89	357	+/-72	274	+/-87	318	+/-89	186	+/-60	310	+/-75
Less than \$300	0	+/-11	0	+/-11	4	+/-7	0	+/-11	5	+/-8	3	+/-4	0	+/-11
\$300 to \$499	36	+/-28	35	+/-33	56	+/-29	13	+/-11	12	+/-13	28	+/-23	11	+/-13
\$500 to \$699	47	+/-26	64	+/-33	121	+/-46	68	+/-46	82	+/-65	39	+/-36	130	+/-56
\$700 to \$999	96	+/-41	157	+/-64	119	+/-53	58	+/-34	67	+/-34	93	+/-51	69	+/-33
\$1,000 to \$1,499	57	+/-41	97	+/-52	46	+/-26	87	+/-36	118	+/-58	18	+/-20	87	+/-49
\$1,500 to \$1,999	43	+/-35	33	+/-32	11	+/-13	9	+/-9	10	+/-12	5	+/-8	13	+/-16
\$2,000 or more	0	+/-11	3	+/-6	0	+/-11	39	+/-45	24	+/-37	0	+/-11	0	+/-11
Median (dollars)	868	+/-93	859	+/-118	696	+/-61	992	+/-162	963	+/-205	815	+/-111	745	+/-137
Housing units without a mortgage	342	+/-85	209	+/-72	340	+/-70	197	+/-54	225	+/-62	277	+/-79	296	+/-66
Less than \$100	11	+/-12	4	+/-6	27	+/-29	4	+/-7	0	+/-11	0	+/-11	6	+/-10
\$100 to \$199	10	+/-14	52	+/-32	87	+/-45	19	+/-16	43	+/-34	16	+/-15	39	+/-28
\$200 to \$299	110	+/-45	43	+/-29	68	+/-28	67	+/-33	78	+/-40	57	+/-35	70	+/-40
\$300 to \$399	80	+/-43	67	+/-39	85	+/-35	57	+/-26	58	+/-31	103	+/-59	82	+/-42
\$400 or more	131	+/-70	43	+/-27	73	+/-43	50	+/-23	46	+/-30	101	+/-37	99	+/-47
Median (dollars)	337	+/-52	309	+/-87	284	+/-52	319	+/-41	291	+/-37	364	+/-33	332	+/-45
SELECTED MONTHLY OWNER														
Housing units with a mortgage	279	+/-69	389	+/-89	357	+/-72	274	+/-87	312	+/-89	186	+/-60	308	+/-74
Less than 20.0 percent	92	+/-45	238	+/-79	225	+/-64	116	+/-43	138	+/-54	94	+/-46	114	+/-48
20.0 to 24.9 percent	64	+/-38	28	+/-21	17	+/-16	36	+/-29	9	+/-10	9	+/-11	106	+/-57
25.0 to 29.9 percent	33	+/-30	52	+/-43	32	+/-21	44	+/-43	3	+/-4	22	+/-22	29	+/-28
30.0 to 34.9 percent	16	+/-14	27	+/-29	15	+/-17	17	+/-15	75	+/-58	21	+/-20	3	+/-6
35.0 percent or more	74	+/-43	44	+/-29	68	+/-34	61	+/-39	87	+/-60	40	+/-27	56	+/-31
Housing unit without a mortgage	339	+/-84	209	+/-72	333	+/-70	193	+/-53	225	+/-62	277	+/-79	290	+/-67
Less than 10.0 percent	154	+/-63	139	+/-62	139	+/-51	81	+/-33	84	+/-48	53	+/-29	99	+/-35
10.0 to 14.9 percent	68	+/-39	42	+/-25	75	+/-37	40	+/-27	52	+/-33	135	+/-57	49	+/-31
15.0 to 19.9 percent	43	+/-28	8	+/-9	37	+/-20	32	+/-22	25	+/-25	39	+/-35	44	+/-32
20.0 to 24.9 percent	42	+/-43	4	+/-8	36	+/-40	17	+/-15	30	+/-30	0	+/-11	39	+/-22
25.0 to 29.9 percent	6	+/-9	10	+/-13	16	+/-15	4	+/-5	13	+/-13	17	+/-16	14	+/-23
30.0 to 34.9 percent	4	+/-8	0	+/-11	0	+/-11	10	+/-12	4	+/-7	18	+/-16	29	+/-32
35.0 percent or more	22	+/-19	6	+/-8	30	+/-20	9	+/-9	17	+/-11	15	+/-12	16	+/-20

Subject	Cadiz, KY		Calvert City, KY		Dawson Springs,		Eddyville, KY		Elkton, KY		Fulton, KY		Hickman, KY	
	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin	Estimate	Margin of	Estimate	Margin of
Occupied units paying rent	432	+/-107	256	+/-74	408	+/-76	353	+/-75	336	+/-99	624	+/-121	272	+/-71
Less than \$200	0	+/-11	0	+/-11	17	+/-11	45	+/-28	5	+/-9	35	+/-25	42	+/-38
\$200 to \$299	60	+/-36	35	+/-20	106	+/-42	44	+/-27	29	+/-29	106	+/-55	57	+/-36
\$300 to \$499	112	+/-61	57	+/-39	140	+/-50	108	+/-49	96	+/-55	168	+/-64	55	+/-30
\$500 to \$749	187	+/-84	74	+/-32	110	+/-51	152	+/-61	183	+/-75	216	+/-99	114	+/-59
\$750 to \$999	64	+/-54	85	+/-58	29	+/-25	4	+/-6	18	+/-20	92	+/-54	4	+/-7
\$1,000 to \$1,499	9	+/-13	5	+/-8	6	+/-10	0	+/-11	5	+/-8	7	+/-12	0	+/-11
\$1,500 or more	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11	0	+/-11
Median (dollars)	543	+/-58	600	+/-99	465	+/-19	475	+/-67	548	+/-55	504	+/-94	400	+/-211
No rent paid	20	+/-17	41	+/-36	45	+/-28	3	+/-5	47	+/-32	52	+/-38	23	+/-20
GROSS RENT AS A PERCENTAGE														
Occupied units paying rent (excluding	432	+/-107	254	+/-74	377	+/-67	334	+/-74	336	+/-99	584	+/-124	253	+/-70
Less than 15.0 percent	125	+/-73	14	+/-23	90	+/-30	66	+/-34	52	+/-33	153	+/-88	19	+/-26
15.0 to 19.9 percent	84	+/-55	8	+/-9	45	+/-42	65	+/-44	60	+/-44	84	+/-55	28	+/-22
20.0 to 24.9 percent	3	+/-6	4	+/-6	41	+/-34	55	+/-38	47	+/-37	31	+/-25	40	+/-35
25.0 to 29.9 percent	40	+/-35	18	+/-22	70	+/-39	31	+/-20	28	+/-29	62	+/-38	23	+/-22
30.0 to 34.9 percent	64	+/-41	7	+/-10	46	+/-32	30	+/-23	30	+/-30	63	+/-32	13	+/-19
35.0 percent or more	116	+/-50	203	+/-72	85	+/-41	87	+/-40	119	+/-61	191	+/-65	130	+/-58
Not computed	20	+/-17	43	+/-36	76	+/-47	22	+/-29	47	+/-32	92	+/-61	42	+/-35

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The median gross rent excludes no cash renters.

In prior years, the universe included all owner-occupied units with a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all owner-occupied units without a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all renter-occupied units. It is now restricted to include only those units where GRAPI is computed, that is, gross rent and household Income are valid values.

Median calculations for base table sourcing VAL, MHC, SMOC, and TAX should exclude zero values.



DP03 | SELECTED ECONOMIC CHARACTERISTICS

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	1,906	+/-226	1,906	(X)
In labor force	1,047	+/-151	54.9%	+/-5.9
Civilian labor force	1,047	+/-151	54.9%	+/-5.9
Employed	893	+/-145	46.9%	+/-5.9
Unemployed	154	+/-62	8.1%	+/-3.2
Armed Forces	0	+/-11	0.0%	+/-1.6
Not in labor force	859	+/-166	45.1%	+/-5.9
Civilian labor force	1,047	+/-151	1,047	(X)
Percent Unemployed	(X)	(X)	14.7%	+/-5.7
Females 16 years and over				
In labor force	460	+/-93	46.6%	+/-7.4
Civilian labor force	460	+/-93	46.6%	+/-7.4
Employed	400	+/-98	40.5%	+/-7.8
Own children under 6 years				
All parents in family in labor force	179	+/-59	91.8%	+/-11.1
Own children 6 to 17 years				
All parents in family in labor force	343	+/-101	77.1%	+/-13.7
COMMUTING TO WORK				
Workers 16 years and over	884	+/-145	884	(X)
Car, truck, or van -- drove alone	757	+/-138	85.6%	+/-6.0
Car, truck, or van -- carpooled	58	+/-37	6.6%	+/-4.2
Public transportation (excluding taxicab)	10	+/-16	1.1%	+/-1.7
Walked	3	+/-8	0.3%	+/-0.9
Other means	11	+/-19	1.2%	+/-2.2
Worked at home	45	+/-29	5.1%	+/-3.3
Mean travel time to work (minutes)	16.2	+/-3.0	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	893	+/-145	893	(X)

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	286	+/-108	32.0%	+/-10.7
Service occupations	127	+/-64	14.2%	+/-7.1
Sales and office occupations	176	+/-70	19.7%	+/-6.5
Natural resources, construction, and maintenance occupations	83	+/-47	9.3%	+/-5.2
Production, transportation, and material moving occupations	221	+/-95	24.7%	+/-10.1
INDUSTRY				
Civilian employed population 16 years and over	893	+/-145	893	(X)
Agriculture, forestry, fishing and hunting, and mining	47	+/-47	5.3%	+/-5.3
Construction	61	+/-40	6.8%	+/-4.5
Manufacturing	137	+/-63	15.3%	+/-7.3
Wholesale trade	85	+/-76	9.5%	+/-8.2
Retail trade	106	+/-68	11.9%	+/-6.7
Transportation and warehousing, and utilities	16	+/-15	1.8%	+/-1.7
Information	0	+/-11	0.0%	+/-3.3
Finance and insurance, and real estate and rental and leasing	10	+/-13	1.1%	+/-1.4
Professional, scientific, and management, and administrative and waste management services	36	+/-27	4.0%	+/-3.1
Educational services, and health care and social assistance	210	+/-70	23.5%	+/-7.1
Arts, entertainment, and recreation, and accommodation and food services	103	+/-61	11.5%	+/-6.4
Other services, except public administration	46	+/-43	5.2%	+/-4.6
Public administration	36	+/-36	4.0%	+/-4.0
CLASS OF WORKER				
Civilian employed population 16 years and over	893	+/-145	893	(X)
Private wage and salary workers	678	+/-132	75.9%	+/-7.2
Government workers	141	+/-52	15.8%	+/-5.5
Self-employed in own not incorporated business workers	74	+/-48	8.3%	+/-5.2
Unpaid family workers	0	+/-11	0.0%	+/-3.3
INCOME AND BENEFITS (IN 2013 INFLATION-ADJUSTED DOLLARS)				
Total households	1,139	+/-134	1,139	(X)
Less than \$10,000	203	+/-59	17.8%	+/-5.4
\$10,000 to \$14,999	102	+/-49	9.0%	+/-4.3
\$15,000 to \$24,999	215	+/-67	18.9%	+/-5.3
\$25,000 to \$34,999	145	+/-66	12.7%	+/-5.6
\$35,000 to \$49,999	158	+/-71	13.9%	+/-5.7
\$50,000 to \$74,999	184	+/-98	16.2%	+/-8.1
\$75,000 to \$99,999	60	+/-35	5.3%	+/-3.0
\$100,000 to \$149,999	72	+/-52	6.3%	+/-4.6
\$150,000 to \$199,999	0	+/-11	0.0%	+/-2.6
\$200,000 or more	0	+/-11	0.0%	+/-2.6
Median household income (dollars)	30,462	+/-7,439	(X)	(X)
Mean household income (dollars)	38,216	+/-5,166	(X)	(X)
With earnings				
Mean earnings (dollars)	43,798	+/-7,969	(X)	(X)
With Social Security				
Mean Social Security income (dollars)	15,341	+/-2,178	(X)	(X)
With retirement income				
Mean retirement income (dollars)	11,296	+/-2,537	(X)	(X)
With Supplemental Security Income				
Mean Supplemental Security Income (dollars)	9,024	+/-1,949	(X)	(X)
With cash public assistance income	41	+/-31	3.6%	+/-2.6

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	941	+/-717	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	417	+/-91	36.6%	+/-7.8
Families	640	+/-112	640	(X)
Less than \$10,000	85	+/-43	13.3%	+/-6.6
\$10,000 to \$14,999	51	+/-34	8.0%	+/-5.3
\$15,000 to \$24,999	112	+/-61	17.5%	+/-8.1
\$25,000 to \$34,999	122	+/-61	19.1%	+/-8.4
\$35,000 to \$49,999	74	+/-43	11.6%	+/-6.5
\$50,000 to \$74,999	69	+/-40	10.8%	+/-6.2
\$75,000 to \$99,999	55	+/-34	8.6%	+/-5.1
\$100,000 to \$149,999	72	+/-52	11.3%	+/-8.1
\$150,000 to \$199,999	0	+/-11	0.0%	+/-4.6
\$200,000 or more	0	+/-11	0.0%	+/-4.6
Median family income (dollars)	32,845	+/-6,124	(X)	(X)
Mean family income (dollars)	43,496	+/-8,510	(X)	(X)
Per capita income (dollars)	17,809	+/-2,943	(X)	(X)
Nonfamily households	499	+/-113	499	(X)
Median nonfamily income (dollars)	23,324	+/-9,472	(X)	(X)
Mean nonfamily income (dollars)	30,923	+/-7,988	(X)	(X)
Median earnings for workers (dollars)	25,443	+/-4,030	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	33,750	+/-19,410	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	27,375	+/-4,950	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	2,477	+/-251	2,477	(X)
With health insurance coverage	1,996	+/-240	80.6%	+/-5.3
With private health insurance	1,150	+/-237	46.4%	+/-7.7
With public coverage	1,247	+/-183	50.3%	+/-6.3
No health insurance coverage	481	+/-140	19.4%	+/-5.3
Civilian noninstitutionalized population under 18 years	667	+/-106	667	(X)
No health insurance coverage	45	+/-51	6.7%	+/-7.6
Civilian noninstitutionalized population 18 to 64 years	1,423	+/-181	1,423	(X)
In labor force:	998	+/-147	998	(X)
Employed:	868	+/-143	868	(X)
With health insurance coverage	573	+/-128	66.0%	+/-9.7
With private health insurance	501	+/-119	57.7%	+/-9.5
With public coverage	101	+/-53	11.6%	+/-5.9
No health insurance coverage	295	+/-96	34.0%	+/-9.7
Unemployed:	130	+/-59	130	(X)
With health insurance coverage	81	+/-50	62.3%	+/-21.6
With private health insurance	59	+/-44	45.4%	+/-24.0
With public coverage	28	+/-29	21.5%	+/-19.9
No health insurance coverage	49	+/-32	37.7%	+/-21.6
Not in labor force:	425	+/-113	425	(X)
With health insurance coverage	338	+/-92	79.5%	+/-9.8
With private health insurance	85	+/-40	20.0%	+/-8.7
With public coverage	300	+/-90	70.6%	+/-12.1
No health insurance coverage	87	+/-51	20.5%	+/-9.8

Subject	Fulton city, Kentucky			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	26.6%	+/-9.2
With related children under 18 years	(X)	(X)	37.6%	+/-12.6
With related children under 5 years only	(X)	(X)	41.6%	+/-26.6
Married couple families	(X)	(X)	7.0%	+/-7.4
With related children under 18 years	(X)	(X)	13.0%	+/-14.2
With related children under 5 years only	(X)	(X)	0.0%	+/-43.0
Families with female householder, no husband present	(X)	(X)	57.5%	+/-18.3
With related children under 18 years	(X)	(X)	69.4%	+/-18.8
With related children under 5 years only	(X)	(X)	100.0%	+/-46.8
All people	(X)	(X)	26.3%	+/-7.5
Under 18 years	(X)	(X)	33.7%	+/-12.2
Related children under 18 years	(X)	(X)	33.7%	+/-12.2
Related children under 5 years	(X)	(X)	50.0%	+/-22.7
Related children 5 to 17 years	(X)	(X)	27.7%	+/-12.3
18 years and over	(X)	(X)	23.6%	+/-6.9
18 to 64 years	(X)	(X)	25.9%	+/-7.9
65 years and over	(X)	(X)	15.5%	+/-7.6
People in families	(X)	(X)	24.5%	+/-9.3
Unrelated individuals 15 years and over	(X)	(X)	32.8%	+/-10.4

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2009-2013 tables, occupation data in the multiyear files (2009-2013) were recoded to 2013 Census occupation codes. We recommend using caution when comparing data coded using 2013 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2009-2013 and 2011-2013 tables, industry data in the multiyear files (2009-2013 and 2011-2013) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



Prepared for the City of Fulton, Kentucky
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