

PURCHASE DISTRICT HEALTH DEPARTMENT ACTIVE LIVING BICYCLE AND PEDESTRIAN PLAN

City of Fulton, Fulton County, Kentucky

Approved: June 1, 2022



This report was developed by Gresham Smith in partnership with the Kentucky Cabinet for Health and Family Services and the Purchase District Health Department.

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LIST OF ACRONYMS

FHWA	Federal Highway Administration
AASHTO	American Association of State Highway and Transportation Officials
NACTO	National Association of City Transportation Officials
ADA	Americans with Disabilities Act



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CHAPTER 1: Introduction

The built environment has a strong influence on the community. Active, healthy communities are supported by infrastructure that encourages residents and visitors alike to choose walking or biking to nearby parks, businesses, and other destinations. In 2021, the City of Fulton in Fulton County, Kentucky received a grant through the Purchase District Health Department to establish a bicycle and pedestrian plan based upon engagement from the residents and supported by community and county leaders.

Planning Process

On July 12th, 2021 the planning team met with local officials to kick off the planning process for the City of Fulton. During the kick off, the team discussed potential bicycle and pedestrian projects, and established a community survey to be provided to residents and stakeholders. Although the City had a previous walking and bicycling master plan completed in 2015, it was built around access to a specific business and required updating to center around access throughout the community. Additionally, the City currently has a Parks Master Plan which will be incorporated into the community recommendations. Potential projects and opportunities discussed during the kick off included:

- Connecting all parks in the City with either sidewalk or shared-use trail to downtown
- Developing a rails to trails project between Fulton and Mayfield
- Implementing a shared-use trail from Fulton to the river in Hickman along KY 166/KY 125
- Connecting housing to schools and parks in Fulton, as the city estimates 25% of children may walk to school

An online Survey Monkey seeking an evaluation of the existing bicycle and pedestrian network as well as feedback for potential improvements was presented to members of the community through city, county, and regional leaders.

Feedback from the surveys included:

- Insufficient sidewalks and lack of bike lanes were the greatest barrier to residents making trips by foot or bike, followed by high traffic volume and insufficient safety signage.
 - 79% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing children from walking or biking to school, followed by traffic (50%), lack of safety signage (50%), and insufficient bike parking (21%). 17% of respondents indicated other factors prevent children from walking or biking to school.
 - 88% of respondents indicated insufficient sidewalks or bike lanes as a barrier preventing residents from walking or biking to local destinations, followed by lack of safety signage (42%), insufficient safety for children (38%), traffic (38%) and insufficient bike parking (38%). 4% of respondents indicated other factors prevent walking or biking to local destinations.
- Desire for local and regional walking and biking trails.
- Desire for safe, marked crossings. Crosswalks in Fulton are largely unmarked and lack pedestrian crossing signals, with the exception of the large intersection of US 45 (Highland Drive), Nolan Avenue, and Stephen Beale Drive.
- Desire for dedicated bicycle infrastructure.
- Along with a city-wide need for repaired or connected sidewalks, specific gaps were identified in the active transportation network to be addressed in Fulton, including the following:
 - Sidewalks and shared-use path to connect City Park system
 - US 45 (Highland Drive) to connect residential areas in the east to shopping, parks, and schools to the west over the rail lines.
 - Need for additional lighting for streets, sidewalks, and crossings.

CHAPTER 2: Existing Conditions

The sidewalk network in Fulton is largely located in the heart of downtown along the Kentucky/Tennessee state line (Figure 2.3) with limited connectivity to the adjacent side streets. Crosswalks are nearly universally unmarked, which can discourage walking by creating a perceived lack of safety. Additionally, in many locations the sidewalk is damaged or not designed to the Americans with Disabilities Act (ADA) standards for width and cross-slope which makes traveling along the sidewalk network difficult for people of all abilities. Existing sidewalks were likely constructed well before the ADA standards were developed. When traveling away from US 51, the sidewalks become disconnected or disappear altogether. The City of Fulton does not have any multi-use path or bicycle infrastructure.

Despite the disconnected sidewalk network and lack of bicycle and multi-use infrastructure, people in the community clearly want to walk and bike in Fulton as shown in the Strava heat maps for walking (Figure 2.4) and bicycling (Figure 2.5). Although the Strava map information is only captured by those community members actively using the Strava app to track their activity, it is a strong indicator of support for built environment improvements to create a safer, more connected network that encourages a healthy and physically active community. Based on the survey feedback and the concentration of walking and bicycling in the City of Fulton, access to parks, shopping and schools along US 45 (Highland Drive), KY 166 (Middle Road), and KY 129 (W. State Line Road) is extremely important to the community along with safe, connected, and accessible walking and bicycling opportunities in the residential neighborhoods and downtown.

In addition to the community survey, the City of Fulton completed a Parks Master Plan in January 2020. The Parks Master Plan outlines the improvements to be made to the five area parks. While the Parks Master Plan largely focuses on park-specific improvements, the plan also identifies transportation network improvements at entrances, access points and street crossings. See Figure 2.1 below for an example park plan.

City of Fulton Parks Master Plan

Schematic Design



Overall Plan View.

Pontotoc Park

- Develop Long Range Master Plan for Railroad ROW and Parking Area.
- Improve Parking and Surface at Bandstand Area.
- Improve Landscaping and Consider Outdoor Sculpture at Intersections
- Improve Crosswalk Connections.
- Consider Banner Arms on Existing Light Poles.
- Consider Restrooms.
- Expand Stage Seating and Improve Plaza.
- Create Seating Areas and Landscape Focal Areas

Pontotoc Park

Figure 2.1 Example from the City of Fulton Parks Master Plan.

The City of Fulton is in the process of identifying sidewalk condition and repairing existing sidewalks through a sidewalk survey. The sidewalk survey prioritizes repairs, and identifies phasing to manage and improve the existing sidewalk infrastructure. At the time of this report, the City of Fulton has assessed a significant portion of the existing sidewalk network, and repairs are underway.

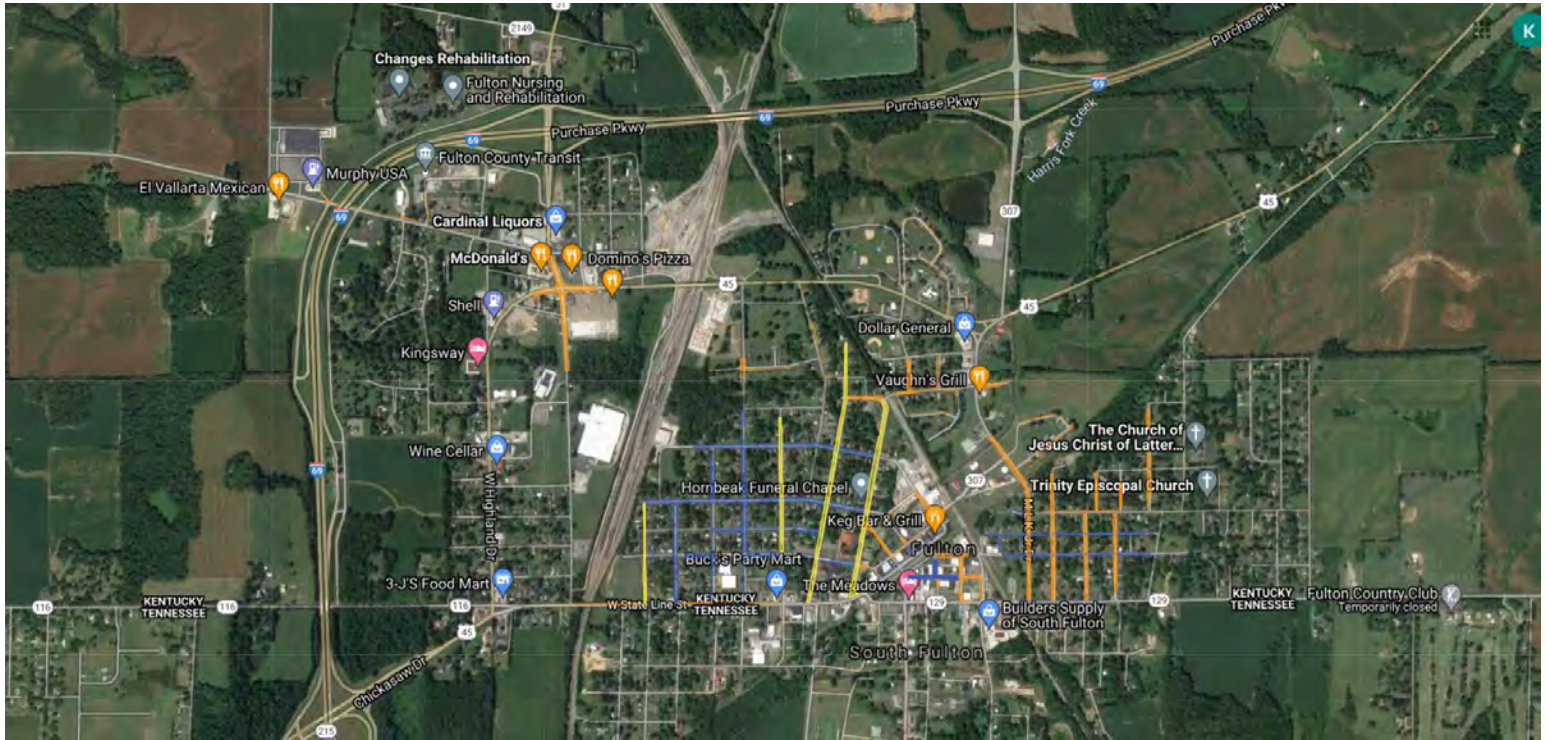
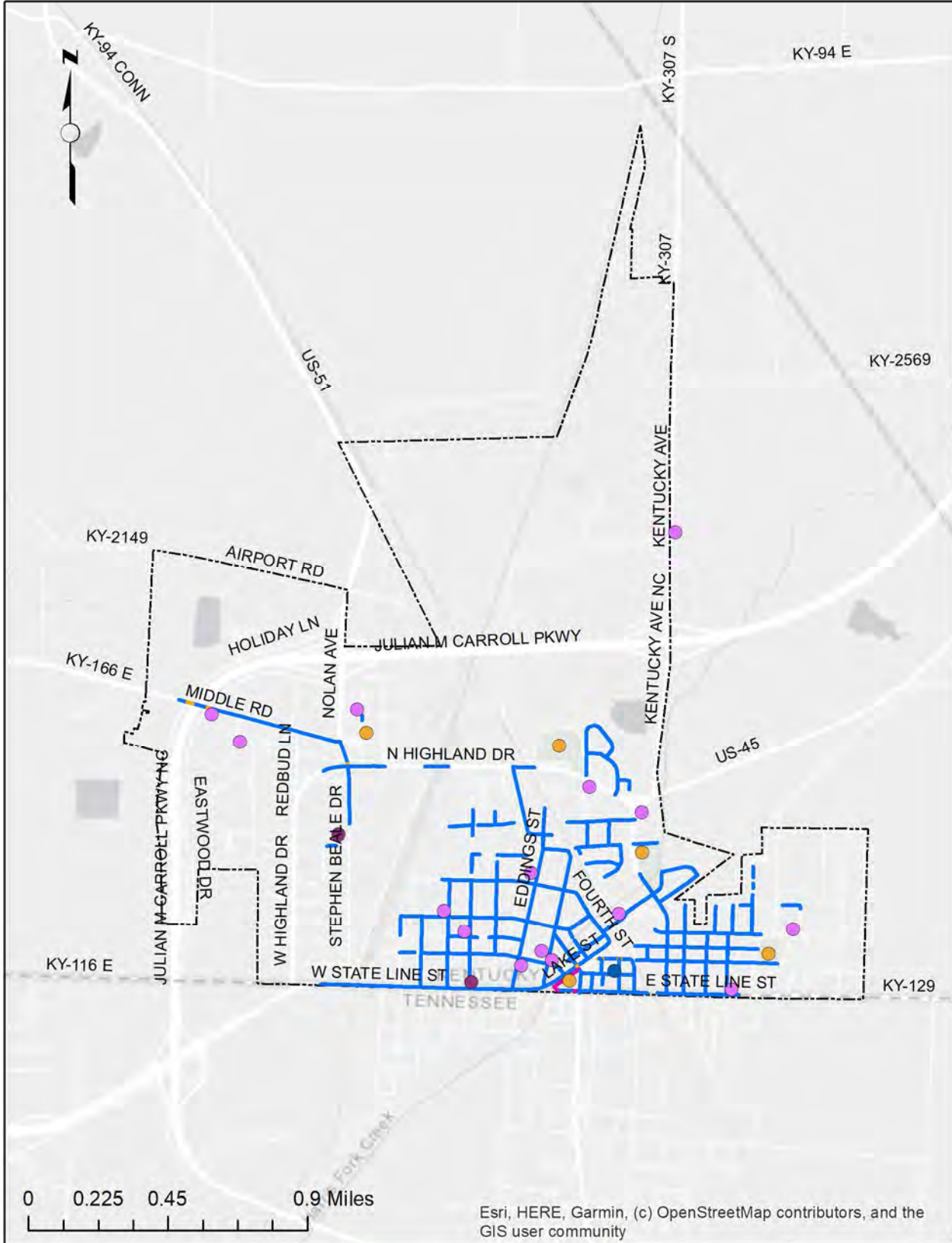


Figure 2.2 Example from the City of Fulton existing sidewalk survey. Blue areas are surveyed and repaired, yellow areas are surveyed but not repaired, and orange areas are planned surveys.

Figure 2.3 Map of existing infrastructure in Fulton, KY.



- Legend**
- Church
 - School
 - Existing Bike Lane, Separated Bike Path, and Shared Bike Lane
 - Fairgrounds
 - College/University
 - Existing Crosswalk
 - Park
 - Library
 - Existing Multi-Use Path
 - Ferry
 - Existing Sidewalk



Figure 2.4 Strava heat density map of walking in Fulton, KY.

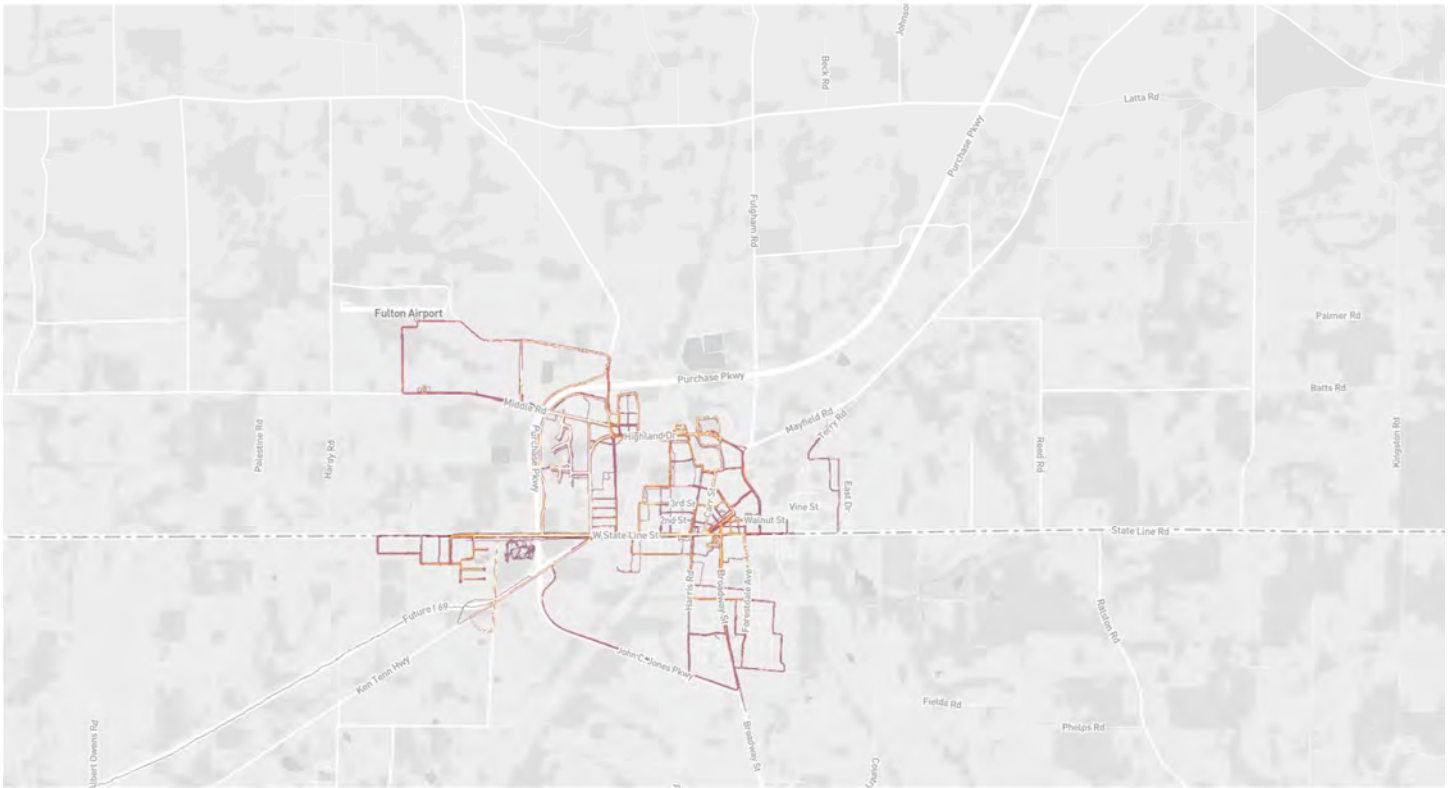
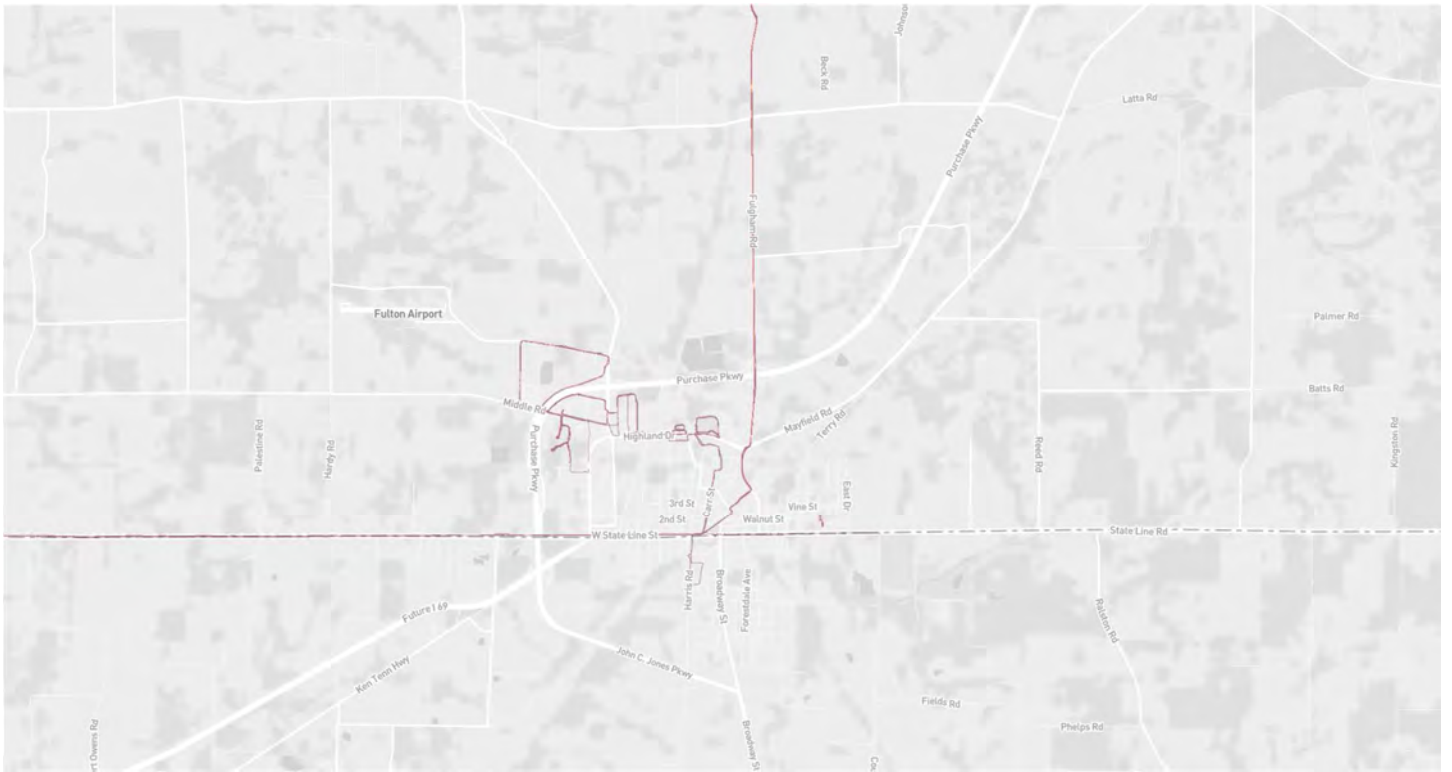


Figure 2.5 Strava heat density map of bicycling in Fulton, KY.



CHAPTER 3: Potential Improvements and Recommendations

To support walking in Fulton, gaps in the multimodal network should be filled in through repair of damaged sidewalk, expansion of the existing sidewalk network north and west, and implementing targeted shared-use path and dedicated bicycle infrastructure. Throughout Fulton, accessible sidewalk and ADA ramps should be placed along with marked crosswalks at major crossings and near schools, local destinations and parks to improve safety while walking.

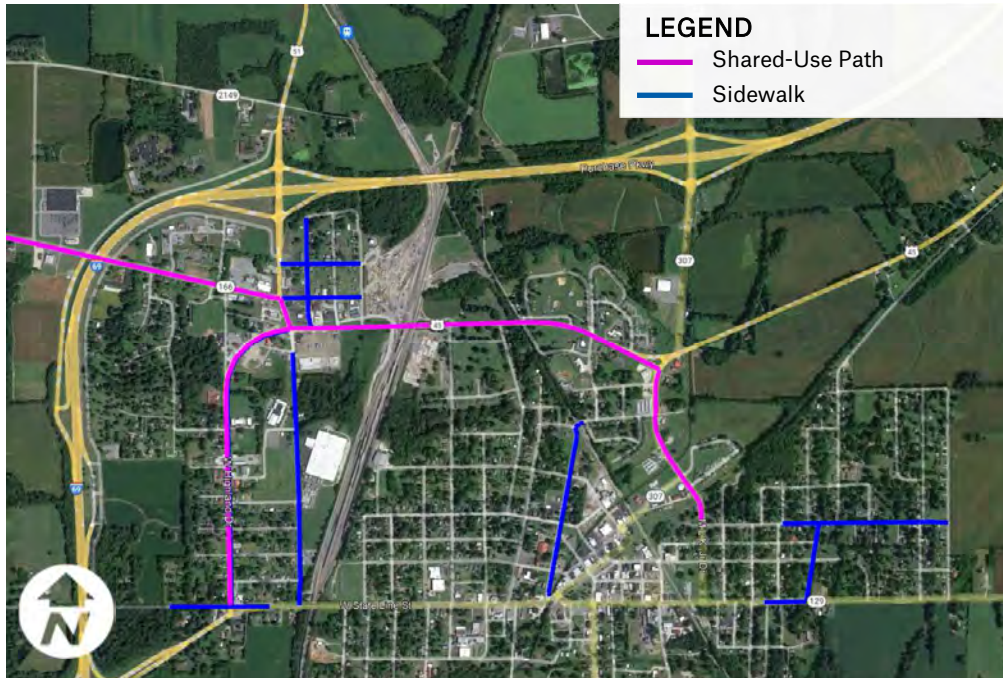


Figure 3.1: Planned Pedestrian Network

In addition to the local multi-modal network, shared-use path trails should be considered along abandoned rail bed, maintenance access routes, and available easement lease opportunities along the rail line as well as on at least one side of major connecting roads. A shared-use path regional trail could ultimately connect Fulton to the City of Hickman and the Ohio River on foot and on bike through a regional trail system.

Specific planning level multi-modal projects addressing the identified gaps and network expansion opportunities are identified in Figures 3.1-3.27. Each project page outlines the type of project, limits, and an opinion of probable construction cost estimate not including potential right-of-way and utility impacts.

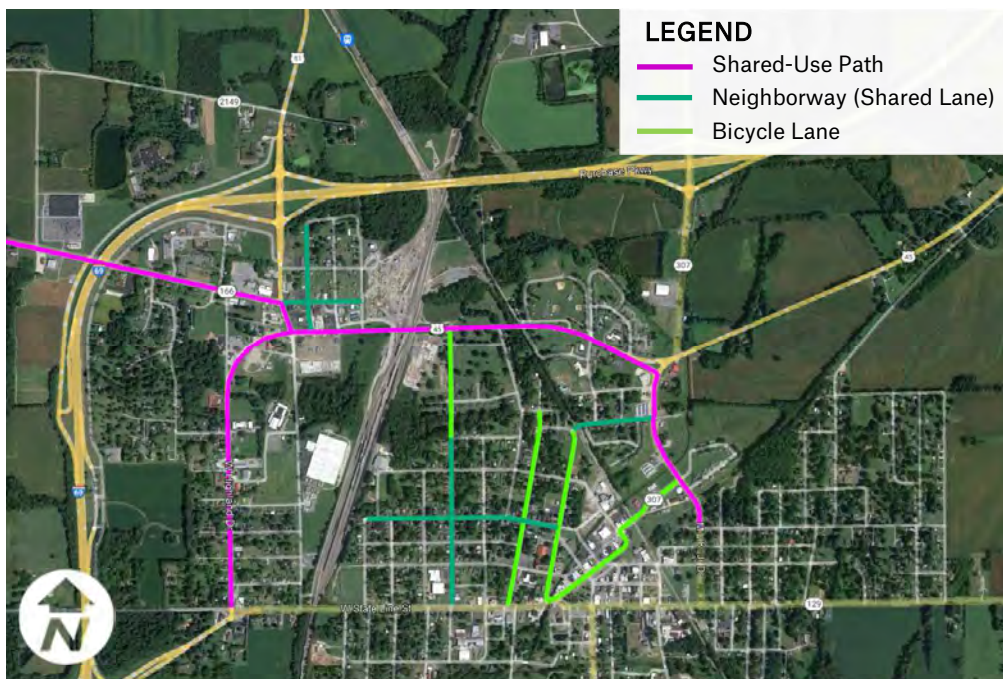


Figure 3.2: Planned Bicycle Network

For all project recommendations, design and construction of pedestrian and bicyclist facilities should consider the most current best practices established by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of City Transportation Officials (NACTO) along with all other applicable federal, state and local guidelines.

New construction of sidewalk and shared-use path or rehabilitation of existing pedestrian facilities must adhere to ADA and Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) standards in conjunction with any local and state guidelines. This includes, but is not limited to cross-slope, grade, and accessible ramps and landings.

PROJECT TYPES



Sidewalk

Sidewalks are a minimum of six feet in width, and are considered pedestrian and mobility assisted access only. Some communities allow children to bike on sidewalks. Typically constructed of concrete.



Shared-Use Path or Trail

Shared-use paths are a minimum of ten feet in width, and are considered accessible to pedestrians and bicyclists. May be constructed with either concrete or asphalt with concrete access ramps. May be used separate from a roadway as a trail or on high volume or high speed (45 mph or more) roadways to safely separate bicyclists and pedestrians from motor vehicle conflicts.



Neighborway (Shared Lane)

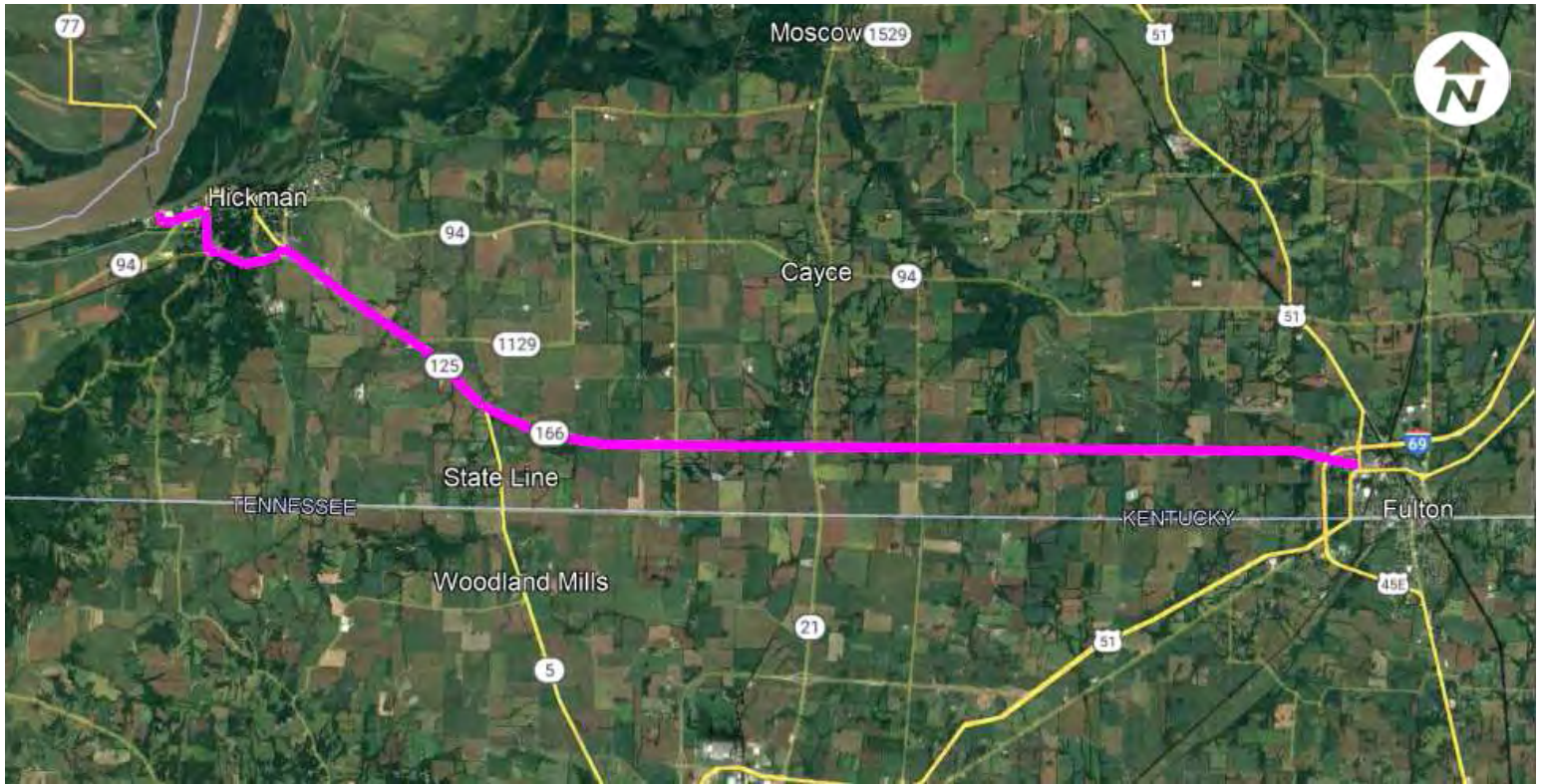
A neighborway consists of shared bicycle lane markings and signage to bring awareness of bicyclists on the roadway. Typically installed on low speed, low volume roadways without enough width for a dedicated bicycle lane.



Bicycle Lane

A dedicated bicycle lane may include a lane line or buffer with posts separating bicycle traffic from motor vehicle traffic and signage to bring awareness of bicyclists on the roadway. May be installed on any roadway with enough width and a speed lower than 45 mph.

FIGURE 3.3 KY 166 Shared-Use Path (Regional Trail)



KY 166 (Highland Drive)

Limits: Nolan Avenue to Hickman, KY

Length: Length of the alignment will vary depending on alignment chosen.

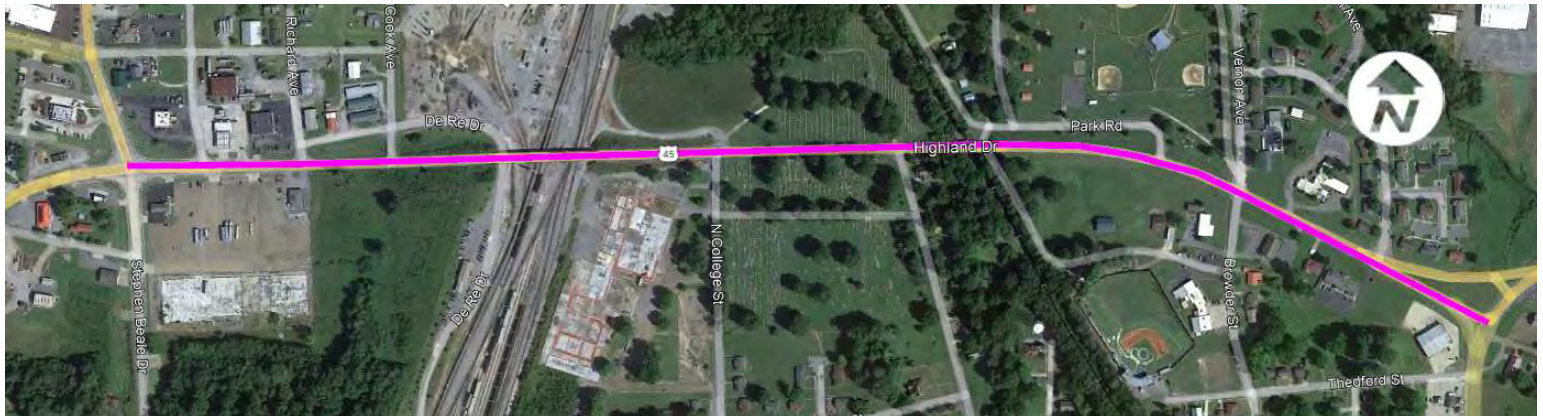
Description: Shared-use path regional trail should be considered along KY 166 as part of an independent planning study. Ultimately this regional trail could connect the City of Fulton to the City of Hickman and the Ohio River on foot and on bike. Additional considerations include, but are not limited to right-of-way acquisition, utility easements, trail maintenance responsibilities, and safety along active rail bed.

Estimated Construction Cost: Cost will vary widely upon the alignment, access and leasing opportunities, materials, and trail amenities.



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.4 US 45 (Highland Drive) Shared-Use Path



Limits: Nolan Avenue to Martin Luther King Jr. Drive

Length: 0.97 miles

Description: Shared-use path on the north side of US 45 providing a continuous connection for walking and bicycling between the Lion's City Park, the largest park in the community, and the Riceville Neighborhood Park. Shared-use path provides a fully separated walking and biking facility that is comfortable for all ages and abilities along a busy roadway. Major considerations for this connection include the bridge width spanning the multiple Canadian National (CN) rail lines between Cook Avenue and N. College Street, the bridge width spanning Browder Court and the single West Tennessee (WTNN) rail line, and the continuous presence of overhead electric utilities on the north side of the corridor. Neither bridge is currently wide enough to accommodate a shared-use path, and would require bridge expansion, replacement, or the construction of a separate bicycle and pedestrian bridge span at both locations.

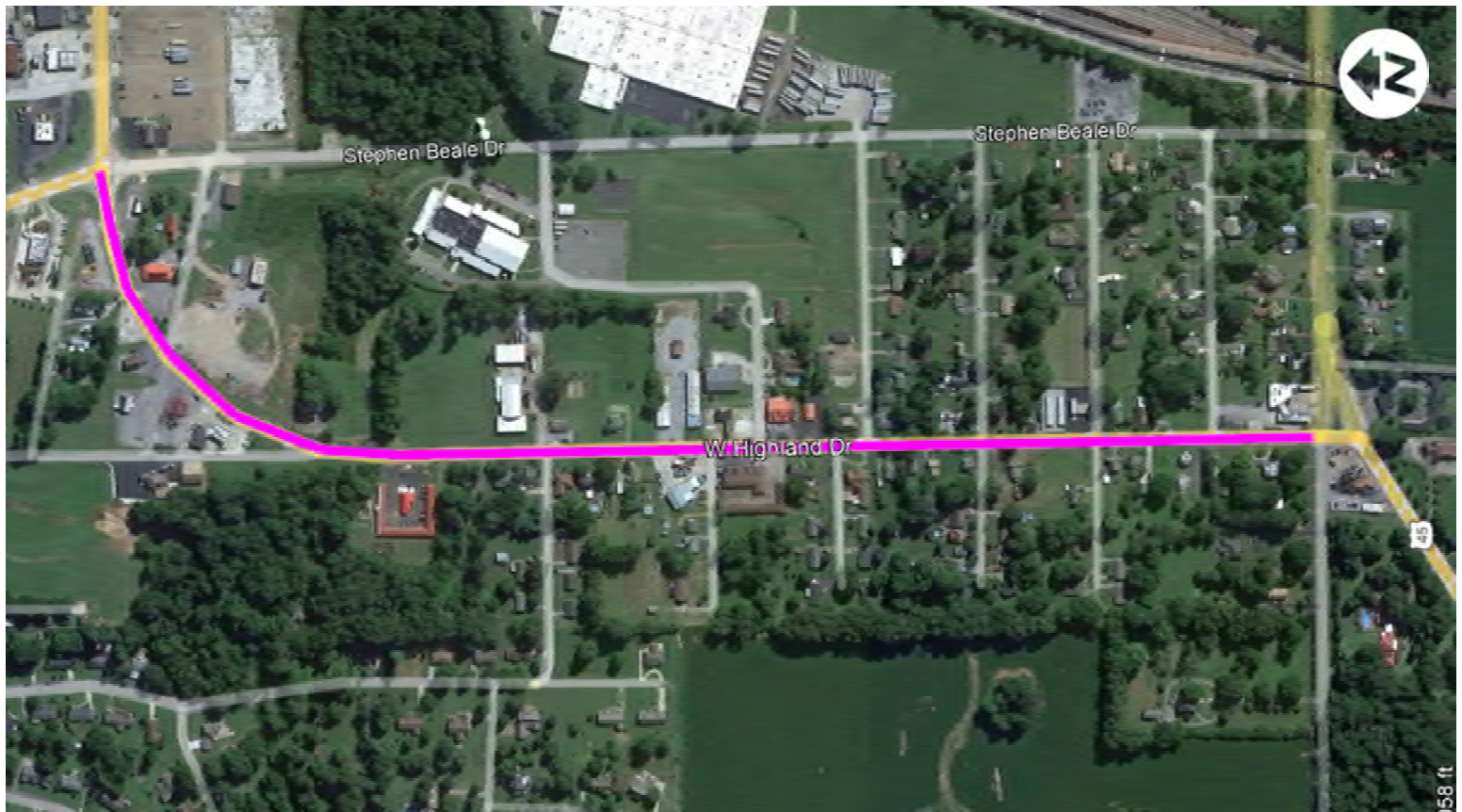
Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as the intersection with Stephen Beale Drive along with pedestrian crossing signals at the signalized intersection. Mid-block and uncontrolled crossings should be considered at key residential access points, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$1,021,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.5 US 45 (W. Highland Drive) Shared-Use Path



Limits: KY 116 (W. State Line Street) to Stephen Beale Drive

Length: 0.80 miles

Description: Shared-use path on the west side of US 45 providing a fully separated walking and biking facility that is comfortable for all ages and abilities connecting residents to the planned shared-use path to the northeast, Fulton City High School, and the park system. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as the intersection with Stephen Beale Drive along with pedestrian crossing signals at the signalized intersection. Mid-block and uncontrolled crossings should be considered at key residential access points, near shopping and other destinations, and at KY 116. The crossing design at these locations should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$843,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.6 Martin Luther King Jr. Drive Shared-Use Path



Limits: Vine Street to US 45 (Highland Drive)

Length: 0.43 miles

Description: Shared-use path on the west side of Martin Luther King Jr. Drive providing a fully separated walking and biking facility that is comfortable for all ages and abilities connecting residents to the southeast to the planned shared-use path on US 45, Gordon Park, and ultimately the park system to the north and west. Space is largely available between the overhead utilities and the roadway for placement of shared-use path, and the bridge over Harris Fork Creek is wide enough to accommodate a path. Placement of the path on the west side reduces conflicts at the large, complicated intersection with US 45; however, enhanced path crossings will be required at or near the intersection to provide safe access for bicyclists and pedestrians to travel between the two planned shared-use paths. Mid-block and uncontrolled crossings should be considered at key residential access points, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$453,000

FIGURE 3.7 Stephen Beale Drive Sidewalk



Limits: W. State Line Street to Elm Street

Length: 0.65 miles

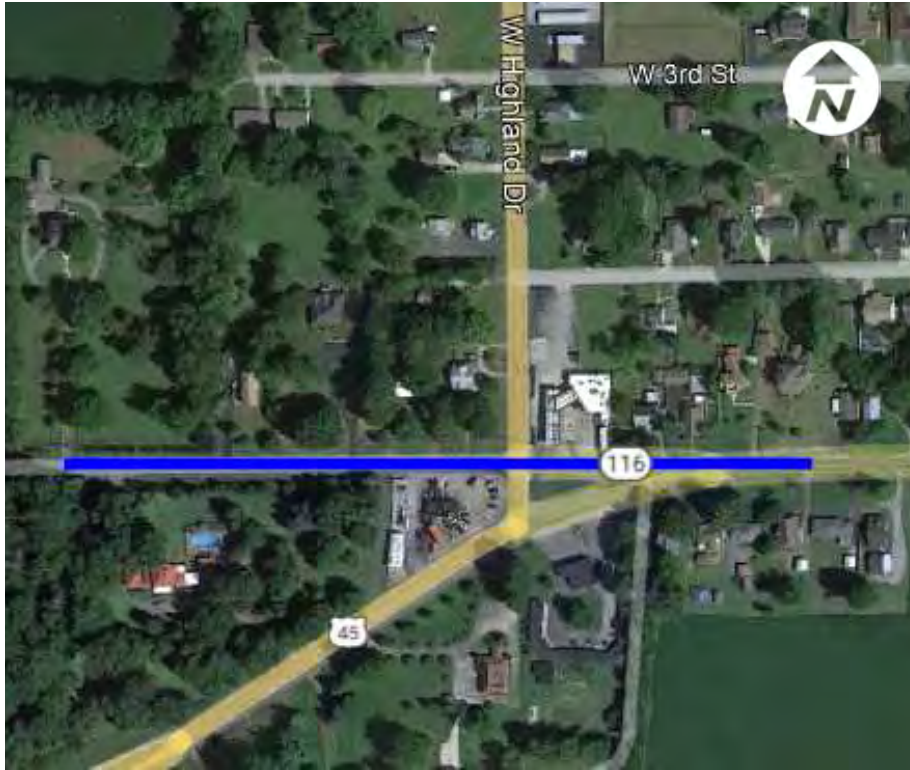
Description: Sidewalk on both sides of Stephen Beale Drive, connecting the existing sidewalk from W. State Line Street north to the existing sidewalk on Elm Street. The sidewalk extension provides walking facilities to access Fulton City High School from the residential neighborhoods to the south. Enhanced crossings at intersections including high visibility crosswalks should be considered at all crossings and recommended at all major intersections such as KY 116. Mid-block and uncontrolled crossings should be considered at key residential access streets and at the school, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$505,000

Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.



FIGURE 3.8 KY 116 (W. State Line Street) Sidewalk



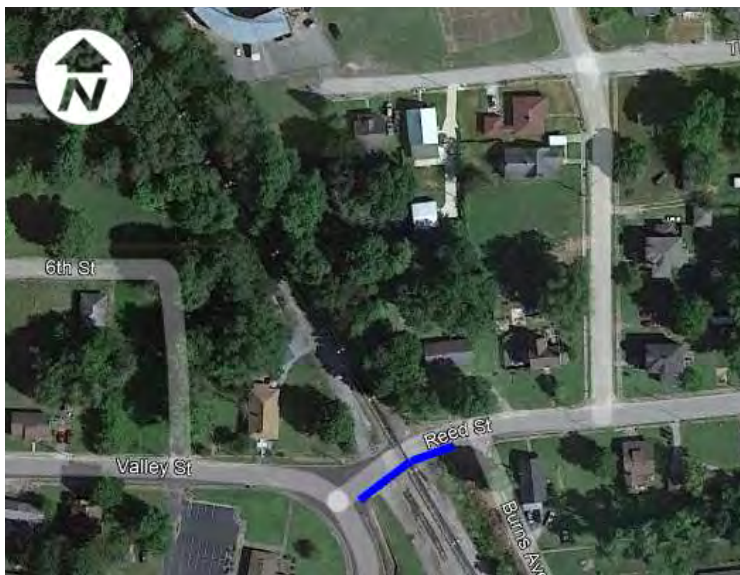
Limits: City Limits to Existing W. State Line Street Sidewalk

Length: 0.26 miles

Description: Sidewalk on the north side of KY 116, connecting the city limits east to the existing sidewalk network throughout the City of Fulton, and planned sidewalk and shared-use path facilities on US 45 connecting residents to the park system and schools to the north. Enhanced crossings should be implemented at the intersection with US 45, and should follow all current best practices established by FHWA for controlled and uncontrolled crossings.

Estimated Construction Cost: \$102,000

FIGURE 3.9 Reed Street Sidewalk (Railroad Crossing)



Limits: Railroad Crossing

Length: 133 feet

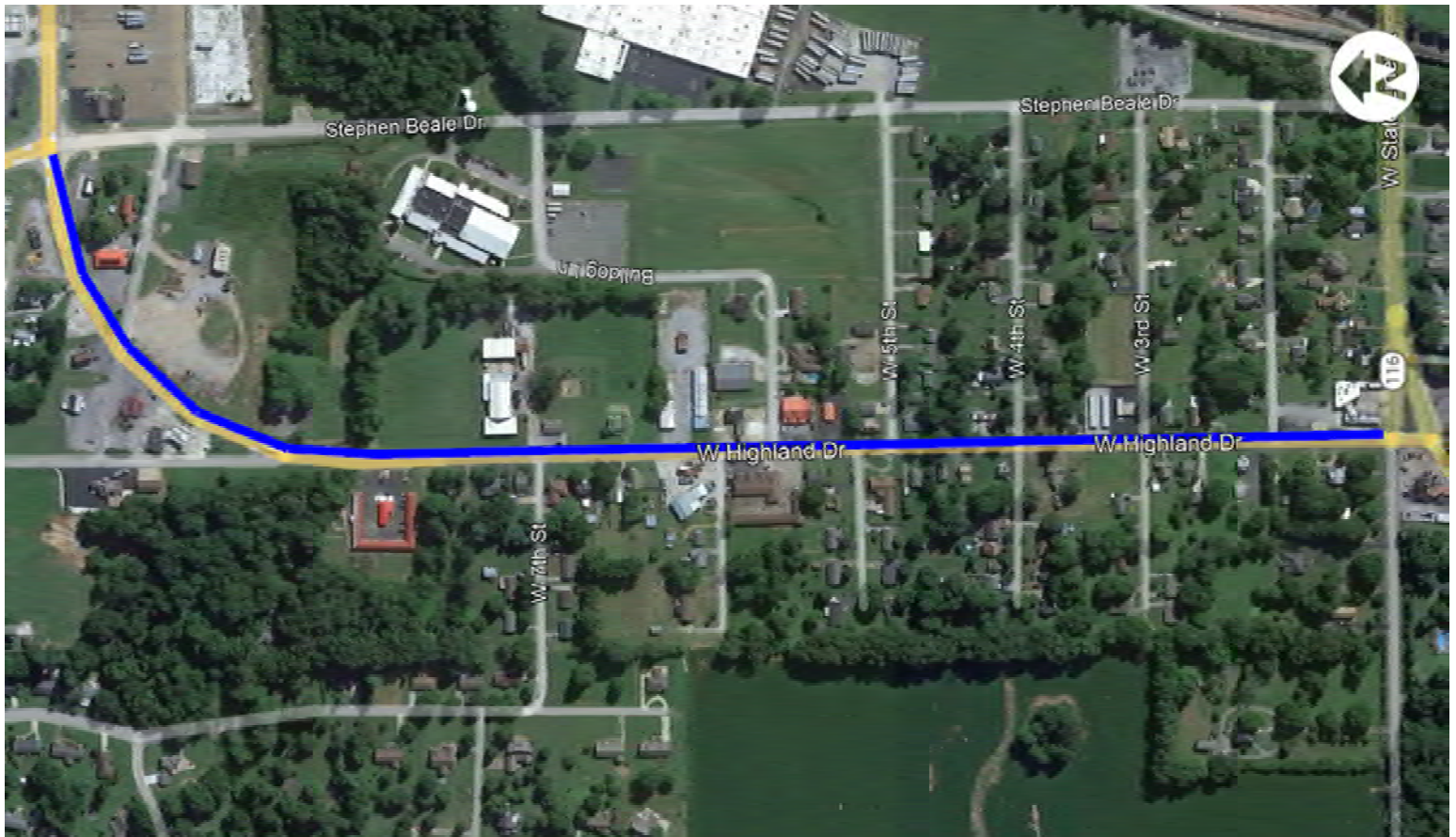
Description: Sidewalk on both sides of Reed Street providing dedicated pedestrian access across the railroad tracks for the residential neighborhood to the Lion’s City Park.

Estimated Construction Cost: \$21,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.10 W. Highland Drive Sidewalk



Limits: KY 116 (W. State Line Street) to US 45 (Highland Drive)

Length: 0.79 miles

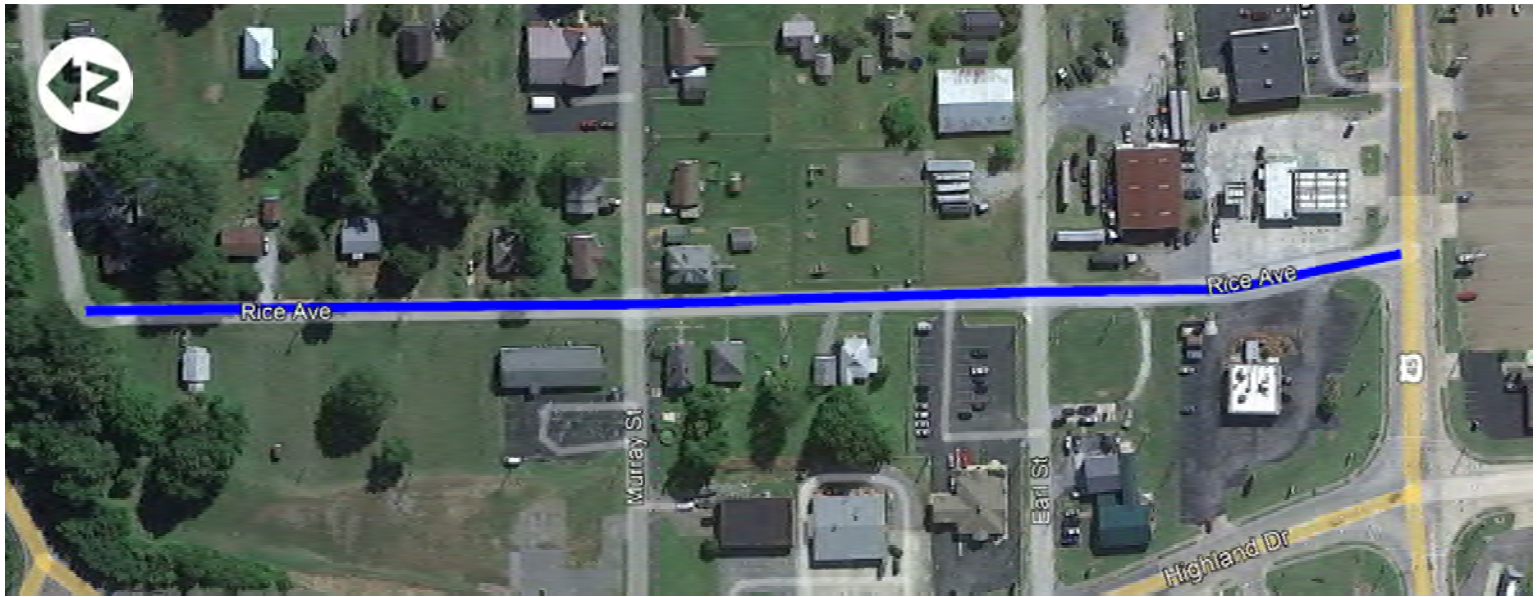
Description: Sidewalk on the east side of US 45 providing parallel access for residents walking on the opposite side of the planned shared-use path along the west side of the corridor. As with the shared-use path, the sidewalk provides a dedicated walking facility that is comfortable for all ages and abilities, connecting residents to the planned shared-use path to the northeast, Fulton City High School, and the park system. Enhanced crossings at intersections including high visibility crosswalks should be considered at all controlled crossings and recommended at all major intersections such as the intersection with Stephen Beale Drive along with pedestrian crossing signals at the signalized intersection. Mid-block and uncontrolled crossings should be considered at key residential access points, near shopping and other destinations, and at KY 116. The crossing design at these locations should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$307,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.11 Rice Avenue Sidewalk



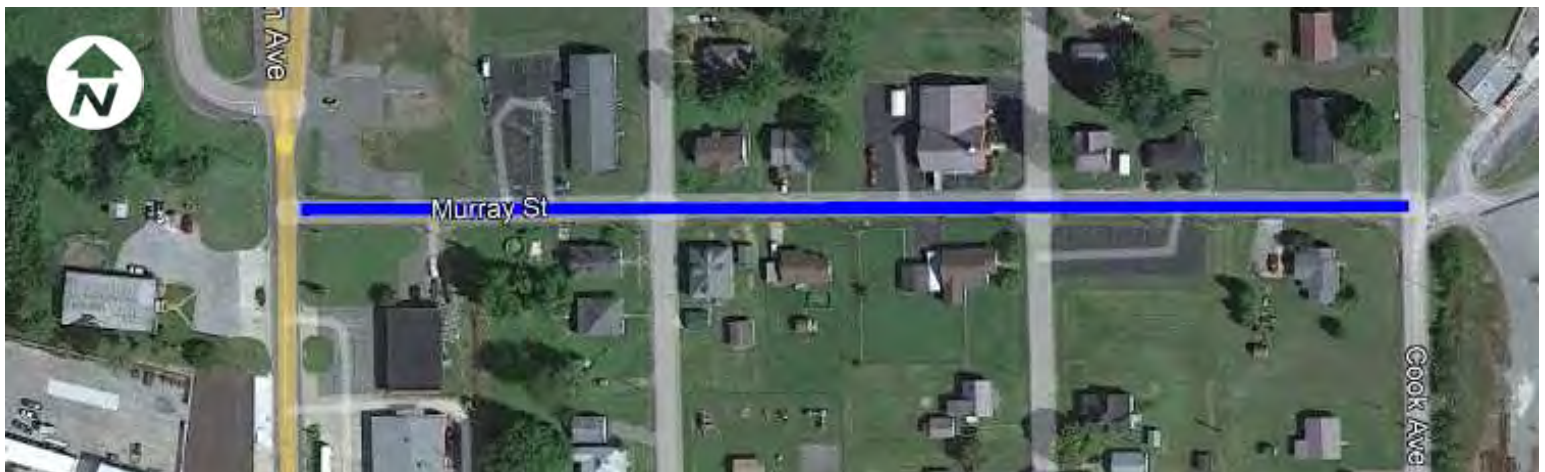
Limits: US 45 (Highland Drive) to Cinder Alley

Length: 0.28 miles

Description: Sidewalk on both sides of Rice Avenue, dedicating safe pedestrian access for the residential neighborhood to the Riceville Neighborhood Park, and also connecting residents to destinations throughout the City of Fulton sidewalk network through the planned shared-use path along US 45 and the Fulton City High School on Stephen Beale Drive. Mid-block and uncontrolled crossings should be considered at key residential access streets and at the park, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$219,000

FIGURE 3.12 Murray Street Sidewalk



Limits: Nolan Avenue to Cook Avenue

Length: 0.21 miles

Description: Sidewalk on both sides of Murray Street, dedicating safe pedestrian access for the residential neighborhood to the Riceville Neighborhood Park. Mid-block and uncontrolled crossings should be considered at key residential access streets and at Rice Avenue to access the park, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$164,000

Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.



FIGURE 3.13 Earl Street Sidewalk



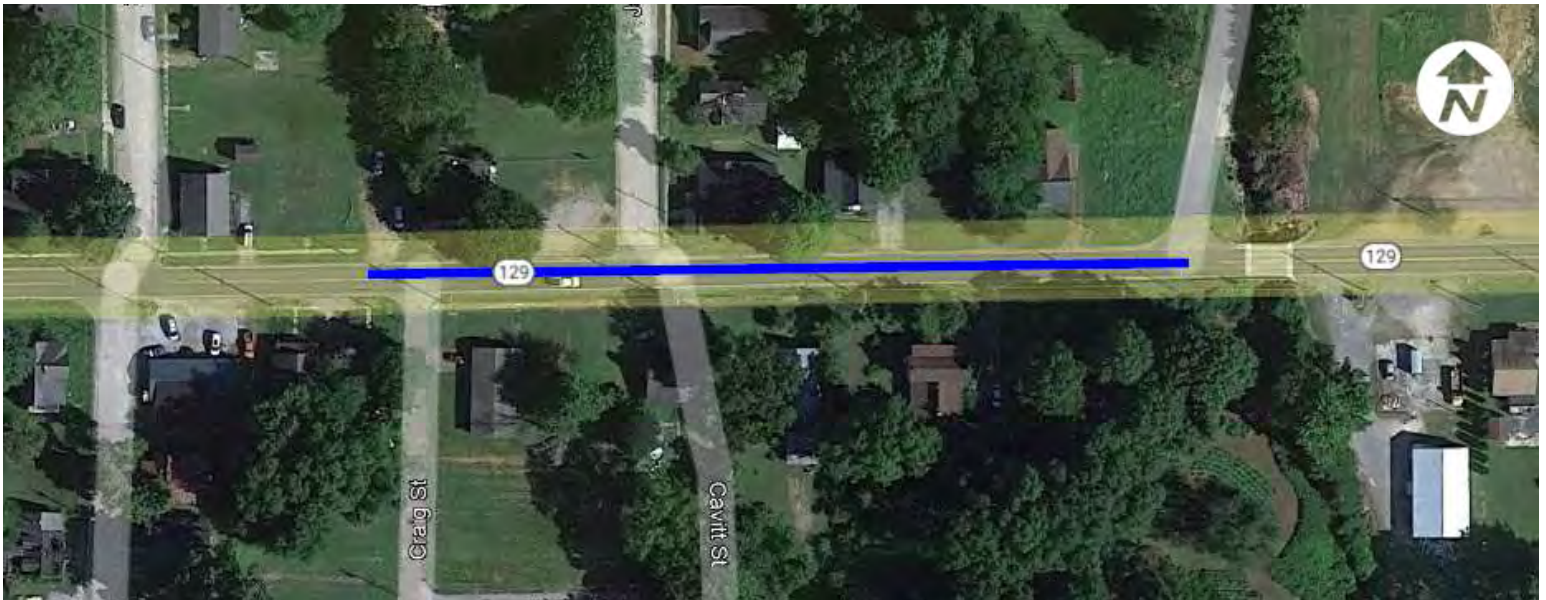
Limits: Nolan Avenue to Cook Avenue

Length: 0.21 miles

Description: Sidewalk on both sides of Earl Street, providing dedicated pedestrian access for the residential neighborhood to the Riceville Neighborhood Park and Lion’s City Park along the planned shared-use path on US 45 and planned trail improvements along KY 166. Mid-block and uncontrolled crossings should be considered at key residential access streets and at Rice Avenue to access the park, and should follow all current best practices established by FHWA for uncontrolled crossings.

Estimated Construction Cost: \$164,000

FIGURE 3.14 KY 129 Sidewalk



Limits: Craig Street to Cleveland Street

Length: 0.11 miles

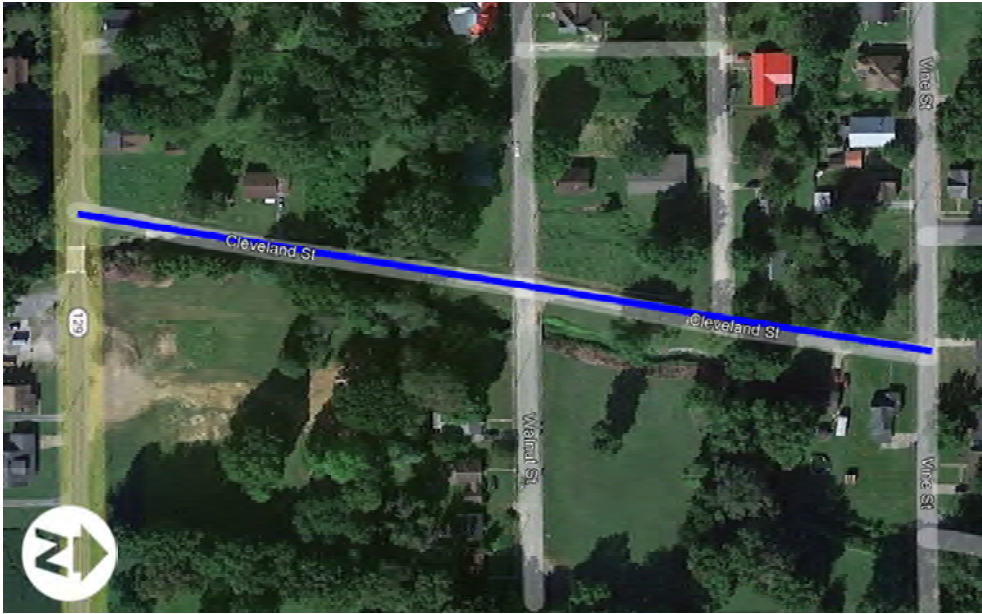
Description: Sidewalk on the north side of KY 129, expanding dedicated pedestrian access for the residential neighborhoods east of the West Tennessee (WTNN) rail line to downtown Fulton and the city park system.

Estimated Construction Cost: \$43,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.15 Cleveland Street Sidewalk



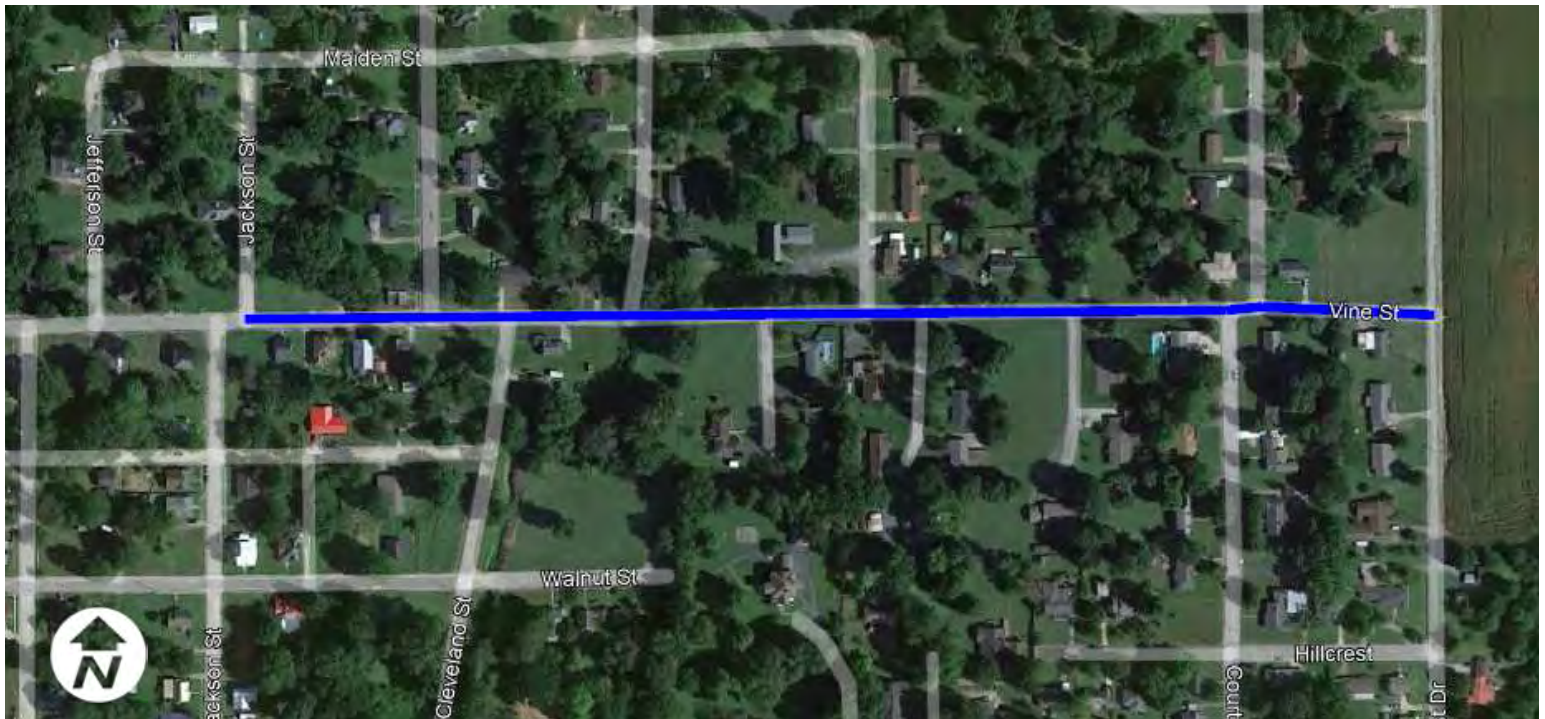
Limits: KY 129 to Vine Street

Length: 0.20 miles

Description: Sidewalk on both sides of Cleveland Street, expanding dedicated pedestrian access for the residential neighborhoods east of the West Tennessee (WTNN) rail line to downtown Fulton and the city park system.

Estimated Construction Cost: \$156,000

FIGURE 3.16 Vine Street Sidewalk



Limits: Jackson Street to East Drive

Length: 0.11 miles

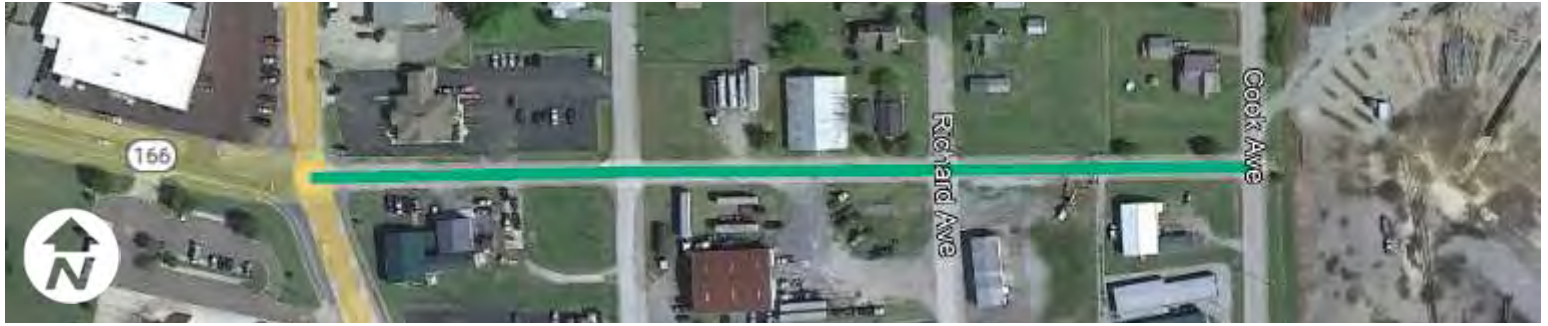
Description: Sidewalk on both sides of Vine Street, expanding dedicated pedestrian access for the residential neighborhoods east of the West Tennessee (WTNN) rail line to downtown Fulton and the city park system.

Estimated Construction Cost: \$86,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.17 Earl Street Neighborway (Shared Lane)



Limits: Nolan Avenue to Cook Avenue

Length: 0.21 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along Earl Street providing wayfinding for bicyclists, and raising motorist awareness of bicyclists sharing the roadway, to access the Riceville Neighborhood Park from the planned shared-use path along US 45 through the planned neighborway on Rice Avenue. The connection to the shared-use path also provides access for residents to Lion’s City Park to the east along US 45. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$4,000

FIGURE 3.18 Rice Avenue Neighborway (Shared Lane)



Limits: US 45 (Highland Drive) to Cinder Alley

Length: 0.28 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along Rice Avenue providing wayfinding for bicyclists, and raising motorist awareness of bicyclists sharing the roadway, to access the Riceville Neighborhood Park from the planned shared-use path along US 45. The connection to the shared-use path also provides access for residents to the Lion’s City Park to the east along US 45. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$6,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and does not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.19 N. College Street Neighborway (Shared Lane)



Limits: KY 116 (W. State Line Street) to 5th Street

Length: 0.43 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along N. College Street providing wayfinding for bicyclists, and raising motorist awareness of bicyclists sharing the roadway, to access Carr Elementary School and the larger bicycle network through the planned neighborway on 3rd Street. Ultimately, the neighborway will connect to the planned shared-use path along US 45 on planned N. College Street bicycle lanes. The connection to the shared-use path provides access for residents to Lion’s City Park to the east and the Riceville Neighborhood Park along US 45. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$8,000

FIGURE 3.20 N. College Street Bicycle Lane



Limits: 5th Street to US 45 (Highland Drive)

Length: 0.28 miles

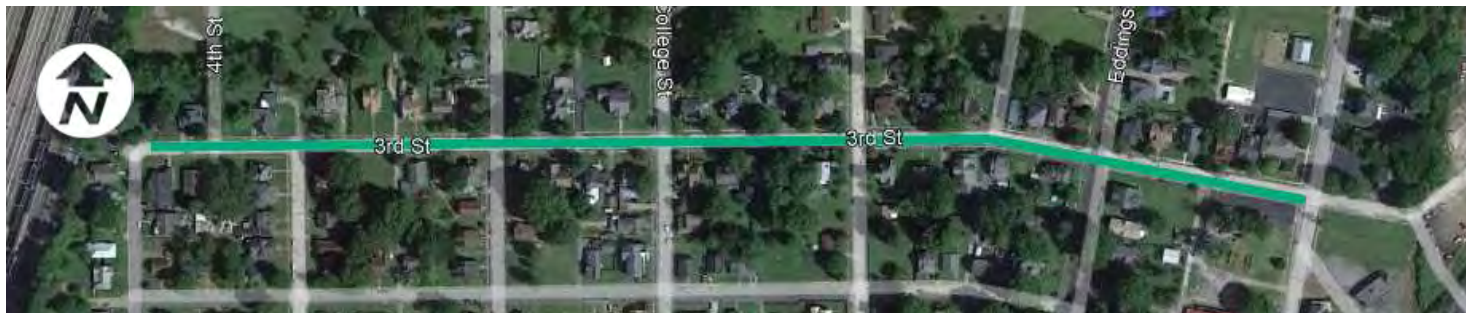
Description: Bicycle lanes in both directions along N. College Street connecting residents and visitors bicycling to the planned shared-use path along US 45 and the planned neighborway leading to Carr Elementary School with dedicated, separated space from motor vehicles. The planned shared-use path connects to the Riceville Neighborhood Park and Lion’s City Park. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$12,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and does not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.21 3rd Street Neighborway (Shared Lane)



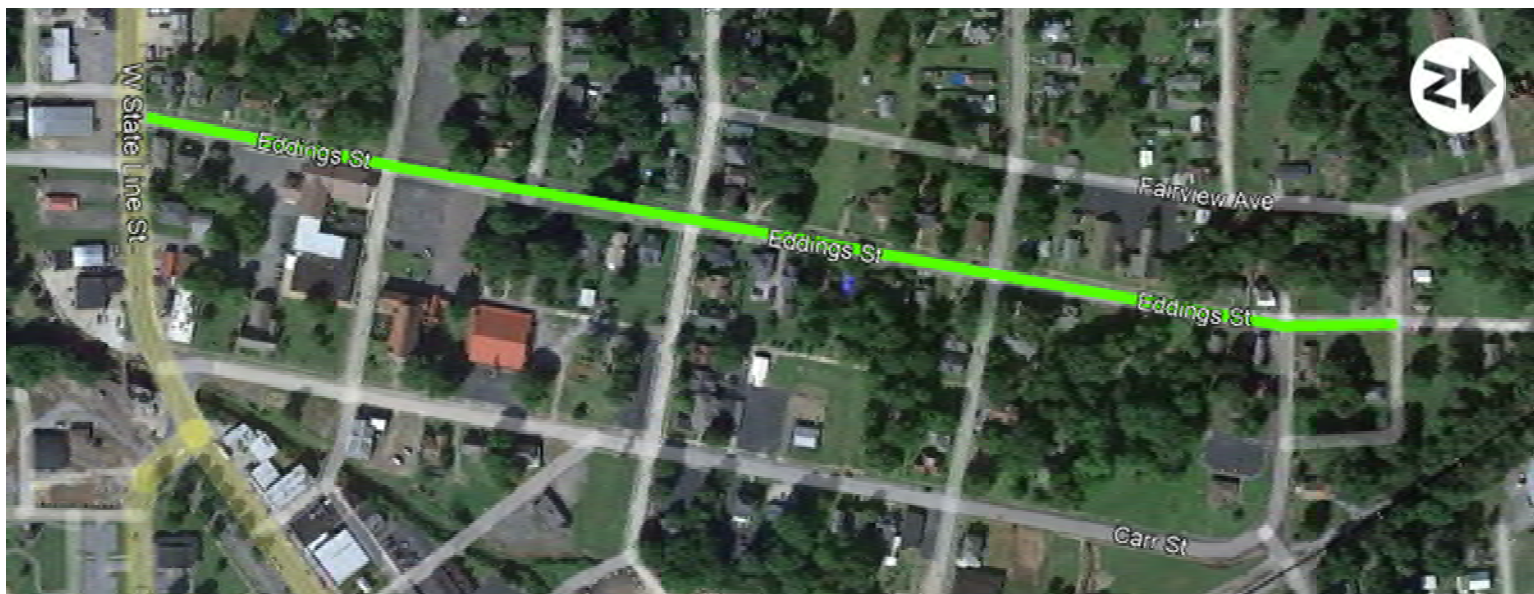
Limits: Sunset Avenue to Carr Street

Length: 0.49 miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along 3rd Street providing wayfinding for bicyclists, and raising motorist awareness of bicyclists sharing the roadway. The neighborway allows residents and visitors to access parks, shopping, schools and other destinations through the planned neighborway on N. College Street and planned bicycle lanes on Eddings Street and Carr Street. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$8,000

FIGURE 3.22 Eddings Street Bicycle Lanes



Limits: KY 116 (W. State Line Street) to 6th Street

Length: 0.51 miles

Description: Bicycle lanes in both directions along Eddings Street connecting residents and visitors bicycling to downtown Fulton with dedicated, separated space from motor vehicles. For locations along Eddings Street requiring on-street parking, short segments of shared-lane markings may be implemented with appropriate safe transitions from dedicated bicycle lanes to shared conditions. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$21,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.23 Carr Street Bicycle Lanes



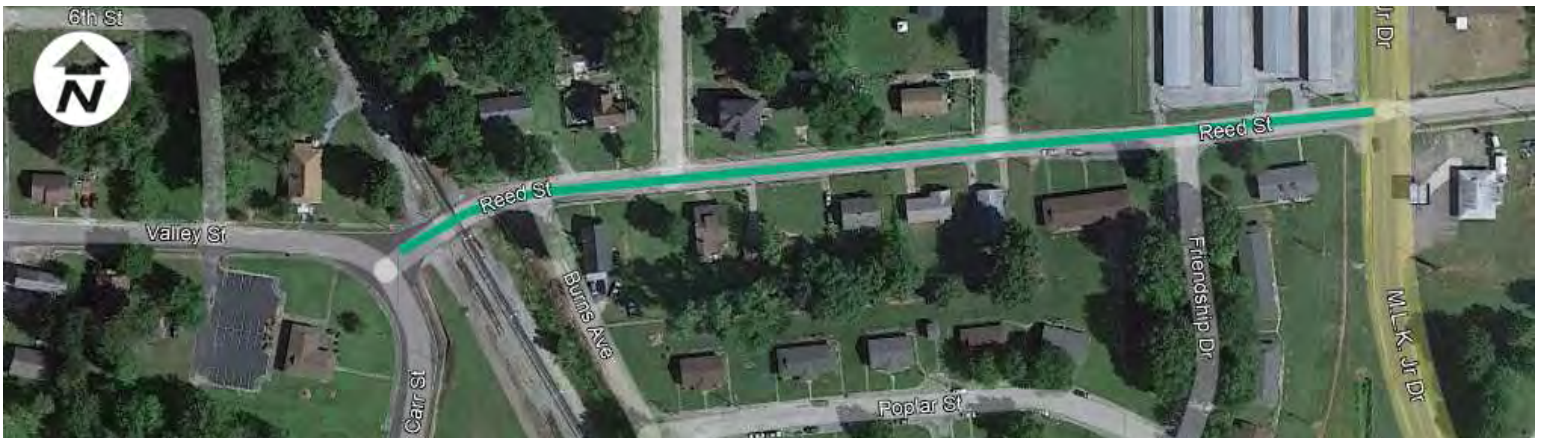
Limits: Lake Street to Reed Street

Length: 0.44 miles

Description: Bicycle lanes in both directions along Carr Street connecting residents and visitors bicycling to downtown Fulton with dedicated, separated space from motor vehicles and to the planned neighborway on Reed Street, Lion’s City Park, and the planned shared-use path along Martin Luther King Jr. Drive. For locations along Carr Street requiring on-street parking, short segments of shared-lane markings may be implemented with appropriate safe transitions from dedicated bicycle lanes to shared conditions. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$19,000

FIGURE 3.24 Reed Street Neighborway (Shared Lane)



Limits: Carr Street to Martin Luther King Jr. Drive

Length: 0.21 miles

Description: miles

Description: Bicyclist and motorist shared lanes with shared lane markings and signage along Redd Street providing wayfinding for bicyclists, and raising motorist awareness of bicyclists sharing the roadway. The neighborway allows residents and visitors to access Lion’s City Park, Gordon Park, the planned shared-use path along Martin Luther King Jr. Drive, and downtown Fulton from the planned bicycle lanes on Carr Street. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$4,000

Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.



FIGURE 3.25 KY 307 (Lake Street) Bicycle Lanes



Limits: Carr Street to KY 307 (Mears Street)

Length: 0.44 miles

Description: Bicycle lanes in both directions along Lake Street through downtown Fulton connecting residents and visitors bicycling to Pontotoc Park and downtown destinations with dedicated, separated space from motor vehicles. Continuing on the planned bicycle lanes along Mears Street to the planned shared-use path along Martin Luther King Jr. Drive provides access to Gordon Park, Lion's City Park, and the larger park system. Installation of bicycle lanes may require an evaluation of the conversion of angled parking to parallel parking. Alternatively, back-in angled parking to improve visibility of, and therefore reduce conflicts with, cyclists may be used in conjunction with shared lanes in either direction in lieu of separated bicycle lanes. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$19,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and does not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.26 KY 307 (Mears Street) Bicycle Lanes



Limits: Lake Street to Martin Luther King Jr. Drive

Length: 0.20 miles

Description: Bicycle lanes in both directions along Mears Street connecting residents and visitors bicycling to downtown Fulton and Pontotoc Park on the planned bicycle lanes on Lake Street with the planned shared-use path on Martin Luther King Jr. Drive, Gordon Park, and the larger park system with dedicated, separated space from motor vehicles. Bicyclist safety enhancements including, but not limited to traffic calming, pavement markings and signage at intersections, entrances, and other locations with motor vehicle conflicts should be considered based on best practices established by AASHTO, NACTO, and FHWA.

Estimated Construction Cost: \$8,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

FIGURE 3.27 Summary of Potential Improvements

Fig.	Location	From	To	Potential Improvement	Estimated Construction Cost
3.3	KY 166	Nolan Ave.	Hickman, KY	Shared-Use Path	TBD
3.4	US 45 (Highland Drive)	Nolan Ave.	Martin Luther King Jr. Dr.	Shared-Use Path	\$ 1,021,000
3.5	US 45 (W. Highland Drive)	KY 116 (W. State Line St.)	Stephen Beale Dr.	Shared-Use Path	\$ 843,000
3.6	Martin Luther King Jr. Drive	Vine St.	US 45 (Highland Dr.)	Shared-Use Path	\$ 453,000
3.7	Stephen Beale Drive	W. State Line St.	Elm St.	Sidewalk	\$ 505,000
3.8	KY 116 (W. State Line Street)	City Limits	Existing W. State Line St.	Sidewalk	\$ 102,000
3.9	Reed Street	Railroad Crossing	NA	Sidewalk	\$ 21,000
3.10	W. Highland Drive	KY 116 (W. State Line St.)	US 45 (Highland Dr.)	Sidewalk	\$ 307,000
3.11	Rice Avenue	US 45 (Highland Dr.)	Cinder Alley	Sidewalk	\$ 219,000
3.12	Murray Street	Nolan Ave.	Cook Ave.	Sidewalk	\$ 164,000
3.13	Earl Street	Nolan Ave.	Cook Ave.	Sidewalk	\$ 164,000
3.14	KY 129	Craig St.	Cleveland St.	Sidewalk	\$ 43,000
3.15	Cleveland Street	KY 129	Vine St.	Sidewalk	\$ 156,000
3.16	Vine Street	Jackson St.	East Dr.	Sidewalk	\$ 86,000
3.17	Earl Street	Nolan Ave.	Cook Ave.	Neighborway	\$ 4,000
3.18	Rice Avenue	US 45 (Highland Dr.)	Cinder Alley	Neighborway	\$ 6,000
3.19	N. College Street	KY 116 (W. State Line St.)	5th St.	Neighborway	\$ 8,000
3.20	N. College Street	5th St.	US 45 (Highland Dr.)	Bicycle Lanes	\$ 12,000
3.21	3rd Street	Sunset Ave.	Carr St.	Neighborway	\$ 8,000
3.22	Eddings Street	KY 116 (W. State Line St.)	6th St.	Bicycle Lanes	\$ 21,000
3.23	Carr Street	Lake St.	Reed St.	Bicycle Lanes	\$ 19,000
3.24	Reed Street	Carr St.	Martin Luther King Jr. Dr.	Neighborway	\$ 4,000
3.25	Lake Street	Carr St.	KY 307 (Mears St.)	Bicycle Lanes	\$ 19,000
3.26	KY 307 (Mears Street)	Lake St.	Martin Luther King Jr. Dr.	Bicycle Lanes	\$ 8,000



Note: Estimated construction cost is an opinion of probable construction estimate including 30% contingency for the year 2022, and do not reflect potential costs of design, utility relocation, signals, lighting, right-of-way acquisition or maintenance.

CHAPTER 4: Implementation Plan

Cities across the Commonwealth continue to be asked to do more with fewer dollars allocated directly to their community. Transportation infrastructure improvements often require significant construction costs during implementation, particularly for sidewalk, shared-use path, and traffic signal upgrades. Often, a community must choose between repairing the roadway or improving the active transportation network with their limited available funding. To leverage limited available local funding and capitalize on larger grant funding opportunities, both short-term and long-term implementation strategies are key.

Short-Term Implementation

In some instances, lower-cost and relatively short-term installation methods with paint and post may be used to provide interim walking and bicycling facilities. The FHWA *Small Town and Rural Multimodal Networks Guide* is a resource that includes guidance on how to implement safe walking and bicycling in rural communities like Fulton. These short-term installation opportunities may also be combined with roadway maintenance projects like resurfacing and lane reconfigurations to leverage available funding. Installation of bicycle racks are another lower-cost opportunity to support bicycling in a community. Bicycle racks should be considered at schools, parks, churches and other destinations where people gather to socialize and play to support healthy transportation choices and recreation by giving people a safe place to park and secure their bicycles.

In addition to physical improvements, education and events that promote safe walking and bicycling are also low- to no-cost opportunities to encourage a culture of active transportation and healthy recreation in a community. Hosting local events for walking or bicycling to work, school, church, sports events, and others can normalize these choices and bring awareness to the safety and comfort of vulnerable roadway users.

Long-Term Implementation

Federal funding is available through grant opportunities to communities who invest in multimodal infrastructure, including rural communities like Fulton. Every year, the Federal Government releases a Notice of Funding Opportunity (NOFO) that details available funding sources, the requirements to pursue funding, and other information. On January 20th, 2022 FHWA released a fact sheet highlighting the Building a Better America program which includes 25 available or soon to be available sources of funding that local governments, with a focus on cities, can compete for directly. Ten of these grant programs are listed as transportation focused, with programs like Rebuilding American Infrastructure Sustainably and Equitably (RAISE), Safe Streets and Roads for All, Reconnecting Communities and more that could be evaluated and potentially pursued for long-term implementation of physical infrastructure improvements.

Grant program names and funding availability often change over time. However, grant opportunities to address active transportation infrastructure related to walking and bicycling are becoming much more widely available to communities across the nation. Grant sources will also occasionally further support rural communities by providing 100% federal funding opportunities for infrastructure. A sample of federal grants available at the time of this report include, but are not limited to:

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

A state or city government can appropriate funds from this existing competitive grant program at the Department of Transportation, which provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria include safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Under the Bipartisan Infrastructure Law, RAISE expands the number of communities eligible for 100 percent federal share of funding, specifically those in rural communities, areas of persistent poverty and historically disadvantaged communities.



Safe Streets and Roads for All

This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Reconnecting Communities

The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction or retrofit of street grids, parks, or other infrastructure to address these legacy impacts.

Additional funding and support for active transportation improvements may be also available through Kentucky-based resources. The KYTC Office of Local Programs (OLP) administers the state Transportation Alternatives Program (TAP), and the Kentucky Cabinet for Health and Family Services (CHFS) are Commonwealth of Kentucky resources that are available to assist local communities in identifying, obtaining, or otherwise leveraging funding for walking and bicycling in rural communities.