John Eckler, P.E.
Project Executive | Project Manager

Project Designer | Landscape Architect
OVERVIEW

• Project History
• Design Elements
• Design Process
Our Vision

“The Greater Lexington Area envisions a network of high quality walkways and bikeways that connects communities and fosters economic growth and regional collaboration. People of all ages and abilities will have access to comfortable and convenient walking and biking routes, resulting in true mobility choice, improved economic opportunity, and healthier lifestyles. Across the region, a culture of safety and respect is cultivated for people traveling by foot or bike, whether for transportation or recreation.”
A centerpiece of our community for decades to come

- A strip of Bluegrass running through downtown Lexington.

- This winding park and trail system will follow the historic route of the Town Branch, which is located in a culvert under modern day Vine Street.

- The system will include continuous bike and walking paths, a lush green band through downtown, connect new and existing parks, and improve water quality.
Town Branch Commons

- The hub of a city-wide trails system connecting the city center to the countryside.
- Closing the gap between our downtown parks and two major trails.
- Connects 22 continuous miles of dedicated walking, jogging, and cycling trails
Town Branch Commons is all-inclusive of trail access points, a series of parks, historic sites, and other public spaces.
City Project Overview

**Zone 1**
Midland Streetscape
Funding: CMAQ, LFUCG, KIA
Town Branch Commons

**Zone 2**
Transit Center
Funding: TAP, LFUCG
Town Branch Commons

**Zone 3**
Downtown Streetscape
Funding: TIGER, LFUCG
Town Branch Commons

**Zone 4**
LCC & Triangle Park
Funding: TIGER, LFUCG
Town Branch Commons

**Zone 6**
Distillery District
Funding: CMAQ, TIGER, LFUCG
Town Branch Trail

**Zone 7**
Town Branch Connector
Funding: TIGER, LFUCG
Town Branch Connector
City Project Timeline

2018
• Town Branch Commons Groundbreaking, July 2018
• Utility Phase Underway, through Spring 2019
• Trail Designs Finalized, Fall 2018
• Right-of-way Acquisition
• Trail Construction Letting

2019
• Town Branch Trail & Connector Construction Underway

2020-2021
• Town Branch Trail & Connector Substantial Completion
The Path Forward

How Do We Get There?

The goals outlined below build upon the vision statement, relate to key themes from local plans, and expand upon national best practices.

**Enhance Connectivity**
Create connected walkable and bikeable streets that allow people of all ages and abilities to safely and conveniently get where they want to go.

**Encourage Economic Growth**
Recognize the economic benefits of walkable and bicycle-friendly communities, and capitalize on increased property values and opportunities for redevelopment.

**Promote Equity**
Ensure that walking and bicycling infrastructure is provided in the areas with the greatest need and prioritize these modes as equitable forms of transportation.

**Improve Health**
Enhance access to active transportation and outdoor recreation for health and wellness.

**Increase Safety**
Address the safety of the transportation system for the most vulnerable users and aim for zero bicycle and pedestrian fatalities and serious injuries.

**Increase Mobility**
Provide active transportation choices that support healthy, safe, and walkable/bikable neighborhoods, whether rural, urban or suburban.
A New Approach

Recommended Bikeway Network

Mainline Routes, Feeder Routes and First/Last Mile
A New Approach

Designing for ages 8 to 80 will be the most effective way to reach the “Interested but Concerned” group.
# A New Approach

## Choosing the Right Facility

<table>
<thead>
<tr>
<th>Bikeway facility type</th>
<th>Street type/ Speed/ Volume</th>
<th>Design specifications</th>
<th>Implementation strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Boulevard</strong></td>
<td>Local • Residential collector</td>
<td>• Identification signage and pavement markings&lt;br&gt; • 85th percentile speed &lt;25 mph&lt;br&gt; • ADT &lt;3000&lt;br&gt; • Crossing treatments at local streets, avenues and boulevards</td>
<td>• Use access management and speed reduction tools to achieve desired motor vehicle volumes and speeds.</td>
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<tr>
<td><strong>Shared Roadway</strong></td>
<td>Local • Commercial Main Street</td>
<td>• Works best on streets with speeds of 30 mph or lower. May be used on streets up to 35 mph&lt;br&gt; • Minimum placement of shared lane marking is 11 feet from curb where on-street parking is present (4 feet from edge of curb with no parking)</td>
<td>• Shared lane markings pair well with Bikes May Use Full Lane (R4-11) signs.&lt;br&gt; • Modifications to signal timing help induce a bicycle-friendly travel speed for all users</td>
</tr>
<tr>
<td><strong>On-Street Bike Lane</strong></td>
<td>Local • Collector Commercial Main Street&lt;br&gt; • Arterial</td>
<td>• 6'- 7' preferred bike lane width&lt;br&gt; • 5' minimum bike lane width (when adjacent to parking)</td>
<td>• Lane narrowing&lt;br&gt; • Travel lane reconfiguration&lt;br&gt; • Parking lane reconfiguration</td>
</tr>
<tr>
<td><strong>Buffered Bike Lane</strong></td>
<td>Collector • Commercial Main Street&lt;br&gt; • Arterial</td>
<td>• 5' minimum bicycle travel area&lt;br&gt; • 18” minimum buffer area</td>
<td>• Lane narrowing&lt;br&gt; • Travel lane reconfiguration&lt;br&gt; • Parking lane reconfiguration</td>
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<tr>
<td><strong>One-Way Separated Bike Lane</strong></td>
<td>Collector • Commercial Main Street&lt;br&gt; • Arterial</td>
<td>• 7' travel area&lt;br&gt; • 3' or wider buffer&lt;br&gt; • 18” minimum buffer adjacent to travel lanes&lt;br&gt; • 3’ minimum buffer adjacent to parking lanes</td>
<td>• Lane narrowing&lt;br&gt; • Travel lane reconfiguration&lt;br&gt; • Parking lane reconfiguration&lt;br&gt; • Curb reconstruction</td>
</tr>
<tr>
<td><strong>Two-Way Separated Bike Lane</strong></td>
<td>Collector • Commercial Main Street&lt;br&gt; • Arterial</td>
<td>• 12’ preferred operating width&lt;br&gt; • 10’ minimum travel width (8’ width in constrained conditions)&lt;br&gt; • 3’ minimum buffer adjacent to parking lanes</td>
<td>• Lane narrowing&lt;br&gt; • Travel lane reconfiguration&lt;br&gt; • Parking lane reconfiguration&lt;br&gt; • Curb reconstruction</td>
</tr>
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Activating the Corridor

- **Activate the Ground Level of Parking Garage**: Retail and restaurants with on-street seating.
- **Treat Blank Walls That Cannot Be Fixed Architecturally**: Opportunities for vertical green walls, wall art, etc.
- **Potential Over the Bridge Development**: Making the MLK Viaduct more interactive and connected for all modes of travel.
- **Potential Under the Bridge Development**: Visually and physically connecting the proposed Karst Commons Park with the MLK Viaduct.
- **Potential Demolition/Redevelopment of the Phoenix Building**: Gives an opportunity for an active gateway park.
- **Activate Water Street**: Opportunities for pop-up art installations and wayfinding street art.
- **Proposed Greenway**: Dedicated bike lanes and wide pedestrian zones to make the park more accessible.
- **Proposed Transit Hub**: Adding new structure to the existing LexTran building, improving the aesthetics and approach.
Economic Development
Connecting Places
DESIGN ELEMENTS
WIDE LANES = HIGHSPEED
SLIP LANES
MINIMAL PED LIGHTING
NO TREES
UNCONTROLLED CROSSINGS

GHOST BIKE
MULTILAYERED INFRASTRUCTURE
HISTORICALLY
MULTILAYERED APPROACH
Bringing the Bluegrass Downtown

- Continuous Pedestrian Connections
- Continuous Bike Connections
- Park Like Environment
- Interpretation of water
DESIGN PROCESS
Existing Streetscape: Vine St.
Planned Streetscape: Vine St.
PLAN

NOTE: PLAN IS SCHEMATIC. SEE STORM DRAINAGE PLANS AND HARDSCAPE PLANS FOR LOCATION OF EXISTING BOX CULVERT, BIKE PATH, CONCRETE BARRIER WALL, ETC.
Existing Streetscape: Midland Ave. at Charles Young Park
Planned Streetscape: Midland Ave. at Charles Young Park
Existing Streetscape: Midland Ave.
DESIGN PROCESS

Bioswale location and operations

Impacts to limits / curb / depths

Impacts to drainage / utilities

Geometry / Connectivity

Material coverage
QUESTIONS

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