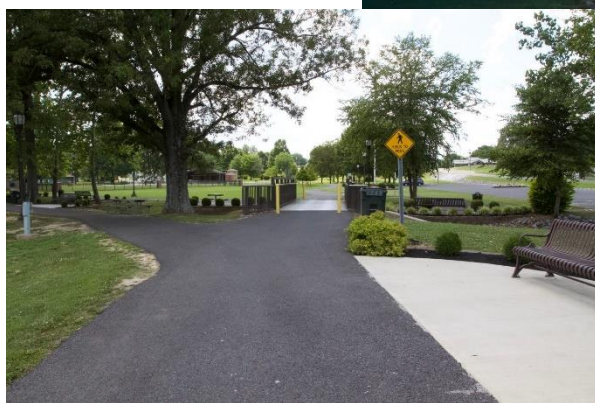
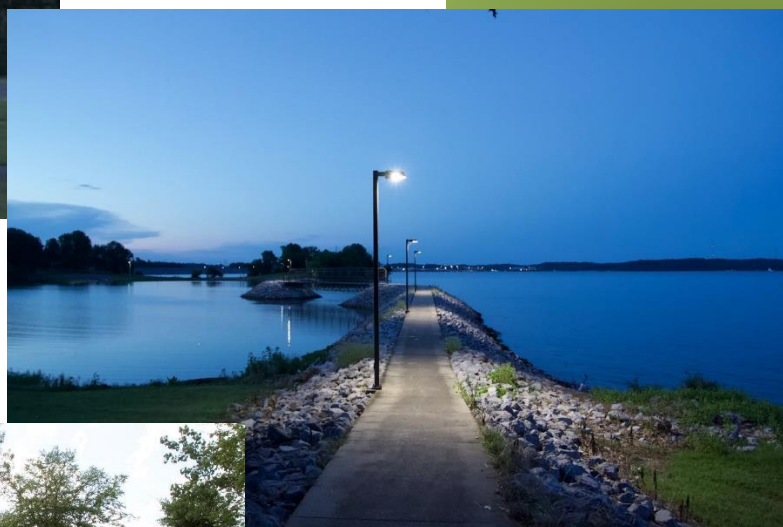
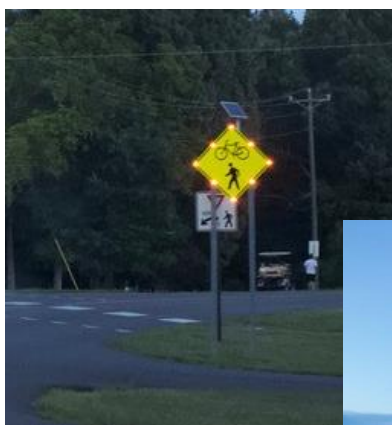


CASE STUDIES OF BICYCLING & WALKING IN SMALL COMMUNITIES: *CALVERT CITY, KENTUCKY*



February 2022

Prepared by the Western Transportation Institute at Montana State University's Small Urban, Rural and Tribal Center on Mobility (SURTCOM) for the Kentucky Transportation Cabinet.

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COVER IMAGES

Front Cover Top: Pedestrian and bicycle crossing sign, illuminated by light-emitting diodes (LEDs)

Front Cover Middle: Walkway near Kentucky Dam Village State Resort Park

Front Cover Bottom: Calvert City Greenway multi-use pathway parallel to E. Fifth Avenue

The back cover presents a photo collage of people walking and bicycling in Calvert City, Kentucky, as observed by the case study researchers while on-site.

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EXECUTIVE SUMMARY

The purpose of this case study was to identify bicycle and pedestrian infrastructure and programs in Calvert City, Kentucky that would be of interest to other peer communities. The multi-use pathway that connects the core of the community to the state park, Kentucky Dam Village State Resort Park, also referred to as the Calvert City Greenway, provides extensive non-motorized connectivity. The Calvert City Greenway presents many opportunities for the future. As an example, a recent study conducted for Calvert City identified several options where mountain bicycling trails can be accessed from the Greenway. The community has a long history of walking and bicycling, with a more informal, gravel path with lighting that served as an original facility more than thirty years ago. The value that the residents place on their ability to walk and bike within the community is reflected in the biographies of City Council members as well as in survey responses for the community's recently developed Strategic Plan. With the more recent plans created for the community, it is expected that there is much to come for Calvert City regarding adding to their already incredible walking and bicycling network.

INTRODUCTION

Walking and bicycling have become increasingly popular modes of transportation and the existence of dedicated infrastructure to support active modes offers benefits to a community and its residents. While examples of active transportation infrastructure found in larger communities are well documented, this infrastructure can look different in rural communities and documented examples are lacking. This research effort aims to address this gap. Case studies from fifteen communities with fewer than 10,000 residents were developed. The case studies feature existing rural bicycle and pedestrian infrastructure located across five states, to include: Arcadia, LaBelle, and Taylor Creek in Florida; Calvert City, Corbin, and Morehead in Kentucky; Pelican Rapids, Pipestone, and Walker in Minnesota; Ruidoso, Silver City, and Truth or Consequences in New Mexico; and Fair Haven, Morristown, and the Town of Hartford in Vermont. Communities were selected using a prioritization process developed through a cooperative effort between the state departments of transportation and the researchers. More details about the research project, Case Studies of Communities of Less Than 10,000 People with Bicycle & Pedestrian Infrastructure, as well as additional case studies can be found at:

https://westerntransportationinstitute.org/research_projects/case-studies-of-communities-of-less-than-10000-people-with-bicycle-pedestrian-infrastructure/

Case studies provide a detailed description of each community including a discussion of recent planning efforts related to bicycle and pedestrian infrastructure, supporting programs, and partnerships. Site visits, approximately one day per community, were conducted from June through December of 2021. During these visits, researchers collected spatial data and photographs to document existing infrastructure. Within this day visit, researchers also captured photos of people walking and bicycling in the communities, which can be found on the back cover of each case study. They also reached out to local advocates and community leadership. Lessons learned and best practices were documented from reviewing the planning documents and speaking with advocates and community leadership. The case studies aim to provide peer communities with the knowledge and encouragement to support additional implementation of active transportation infrastructure in rural communities across the US.

This case study focuses on Calvert City, Kentucky.

BACKGROUND OF THE COMMUNITY

Calvert City, Kentucky has approximately 2,566 residents (2019) and has experienced a 2.1% population decrease since 2010. It is located in Marshall County, in southwestern Kentucky. The community's boundaries encompass 18.5 square miles.

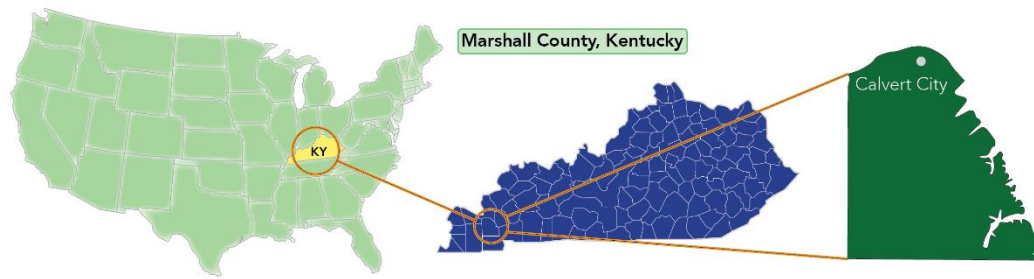


Figure 1: Location of Calvert City, Kentucky of Marshall County in southwest Kentucky.

The following paragraphs provide demographic and socioeconomic data about the community, so that peer communities can better understand similarities and differences between their community and this case study community.

The average age of Calvert City residents is 46.0 years old (2019). Approximately 16.2% (2019) of homes in Calvert City are vacant which includes seasonal housing, vacant housing for rent/sale, and vacant housing held off the market.

Approximately 22.0% (2018) of Calvert City residents are employed within the community; a statistic which may provide a level of understanding regarding residents' commute distance and potential interest in walking or biking to work. Calvert City has a 4.4% (2019) unemployment rate. Considering household income, both the average and extremes, Calvert City's median household income is \$52,446 (2019), with 6.3% of households earning less than \$10,000 and 1.6% earning more than \$200,000. Approximately 15.4% (2019) of Calvert City's population lives in poverty, as defined by the Office of Management and Budget's Statistical Policy Directive 14.

According to the 2019 American Community Survey, 0.0% of people in Calvert City walk and 0.6% bicycle to work for their daily commute. These percentages do not reflect children walking or bicycling to their community elementary school (Figure 2; notice the bicycle rack near the yellow "Buses Only" sign).



Figure 2: Calvert City Elementary School with a bicycle rack.

COUNTY TYPOLOGY

According to the rural classification methodology used in *Emerging Technology and Opportunities for Improved Mobility and Safety for Rural Areas*, Calvert City is located within a county that was designated as Rural Towns County Type. A Rural Towns County Type is defined by having a city or town population below 20,000 people.

COMMUNITY HISTORY

In the summer of 2021, Calvert City celebrated its sesquicentennial. Calvert City is bordered by the Tennessee River on the north and Kentucky Lake on the east. Kentucky Lake is the result of the Kentucky Dam built in 1945. The construction of the dam also coincided with the development of chemical and manufacturing plants; the community is currently home to eleven. Today, in addition to Kentucky Lake, the Land Between the Lakes National Recreation Area, managed by the U.S. Forest Service, draws many tourists as does the Kentucky Dam Village (KDV) State Resort Park. KDV State Resort Park, called a crown jewel of Kentucky's state parks, was annexed by the community at the park's request in 2014.

If you ask a local what makes Calvert City unique, they will tell you it is the people. The people are willing to help and volunteer for projects. They are motivated and want the best for the community, particularly its children. The community's interest in its future is demonstrated by a separate survey that asked graduating high school seniors about their desires for the community's future. They incorporated the results into their 2020-2025 Strategic Plan.

The town takes significant pride in and utilizes its many parks to host events throughout the year. There were almost one hundred and sixty such events in 2021, like the Fall Fun Fest and the Calvert City Christmas Bazaar.

A recently completed portion of the Calvert City Greenway, was built along the community's arterial, E. Fifth Avenue, and connects the parks and essential services in the community (library, grocery store, pharmacy, bank, and the post office) (Figure 3).

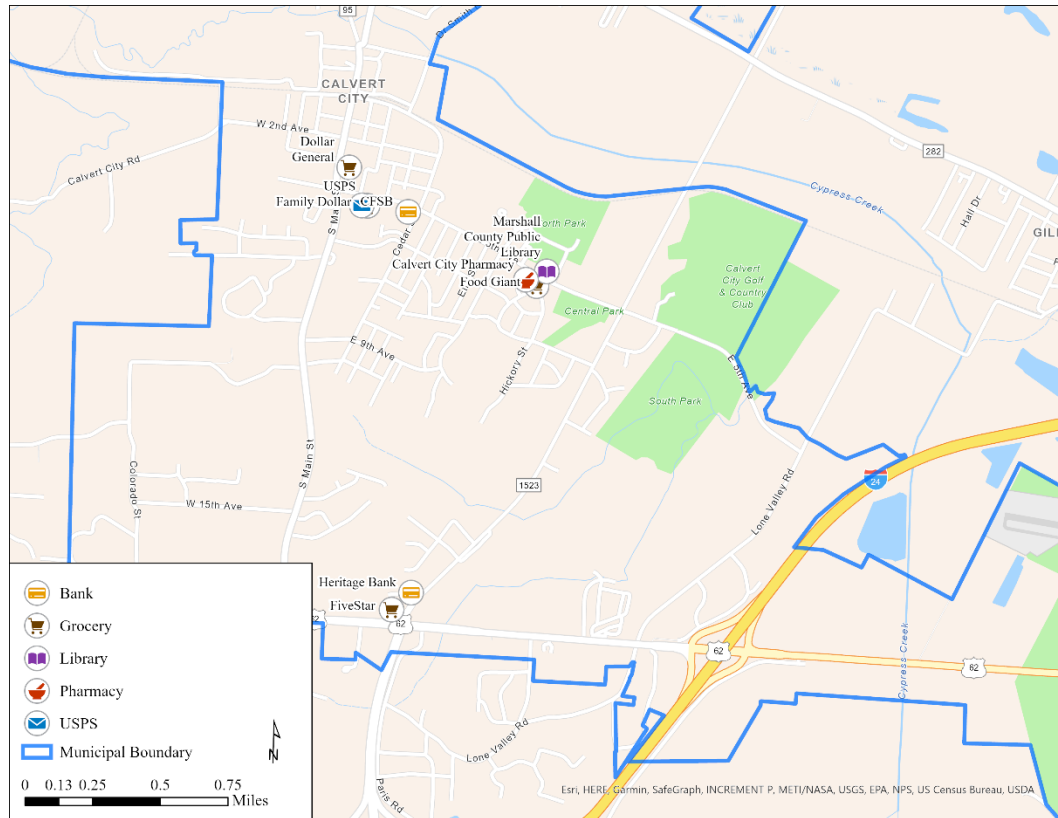


Figure 3: City map of Calvert City, Kentucky showing boundaries and services.

HEALTH

Calvert City puts significant value on the health of its residents. This is reflected by a former mayor emphasizing the connection between health and the Calvert City Greenway (as captured in news articles) and by the community's bicycle and pedestrian plan funded by the Kentucky Department of Health (with Center for Disease Control (CDC) funding).

To further facilitate active lifestyles, Calvert City hosts 5K runs. When asked about the future, community members have identified potentially developing a "heart-health loop." The idea is that doctors would encourage their patients to utilize the heart health loop instead of more generally suggesting that their patients go exercise.

TIMELINE

A timeline of events is provided below to describe major milestones for bicycle and pedestrian infrastructure development and supporting programs in Calvert City, Kentucky.

Table 1: Timeline of major milestone events for bicycle and pedestrian infrastructure.

| Year | Event |
|------|---|
| 1945 | The Kentucky Dam was built |
| 2012 | A parent of a child at Marshall County High School began investigating if a competitive scholastic cycling organization was present in the region |
| 2013 | The State of Tennessee began a mountain bicycling league |
| 2013 | The first and only school-affiliated mountain bicycling team in Kentucky was founded at Marshall County High School; there were sixteen members; the team was permitted to participate in Tennessee's mountain bicycling league. The team won Tennessee's state championship through 2019. The season was cancelled in 2020 due to the Covid-19 pandemic. |
| 2014 | Calvert City annexed Kentucky Dam Village (KDV) State Resort Park |
| 2015 | Plans were announced for improvements of US62 between the I-69 and US62 interchange and the KDV State Resort Park |
| 2017 | Construction of the multi-use path along US62 between the KDV State Resort Park and downtown Calvert City began in April |
| 2017 | The multi-use trail along E. Fifth Avenue, connecting the community's three parks (Memorial Park, Old Park, and Doctor's Park) was completed in August |
| 2020 | A Trail Network Feasibility Study was completed for Calvert City by International Mountain Bicycling Association's (IMBA's) Trail Solutions Program |
| 2020 | The Calvert City Bicycle and Pedestrian Master Plan was completed in August |
| 2020 | A survey was conducted to support the development of the Calvert City Strategic Plan, 2020-2025 |
| 2021 | Calvert City celebrates its sesquicentennial (150 th anniversary) |
| 2021 | The National Interscholastic Cycling Association (NICA) approved the formation of the Kentucky Interscholastic Cycling League (KICL) starting in 2021; five races were held in the inaugural year |
| 2021 | The KDV State Resort Park hosted the inaugural KICL state championship race |

EVOLUTION OF *PLANNING* FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE

The three following recently completed documents provide an understanding of Calvert City's objectives for the future: the Trail Network Feasibility Study, the Calvert City 2020-2025 Strategic Plan Update.

TRAIL NETWORK FEASIBILITY STUDY

The Trail Network Feasibility Study was completed in June of 2020 by the International Mountain Bicycling Association's (IMBA's) Trail Solutions. The study's focus was identifying potential mountain bicycling facilities within Calvert City. A total of six zones were proposed as a result of the analysis. The study described the Calvert City Greenway as the "backbone" of bike culture in the community. Identified in proximity to Calvert City are the Bo Beckett Loop Trail (8 miles), the Land Between the Lakes north-south trail (58 miles,

with 31 miles on the north part open to bicyclists), the Livingston County Trail (12 miles), and the Hammond Creek Trail (8 miles; hiking and biking). The plan identifies five project goals:

1. Increase bicycle connectivity throughout Calvert City and create an attractive bike route to major recreation areas
2. Provide a diversity of trail types and difficulty levels to appeal to riders of all ability levels
3. Introduce bike amenities to help riders progressively build skills and provide a new recreational amenity
4. Provide youth-focused bike amenities
5. Become a regional mountain bike destination

Bicycle amenities are identified as pump tracks, tot tracks, bicycle playgrounds, and skills trails. The plan also suggested that Lone Valley Road was to be reconstructed to connect the two sections of the multi-use trail in the summer of 2020. The plan recommended that the community encourage the development of an advocacy and volunteer organization. It identifies that IMBA can help facilitate the creation of such a group. The plan provided several suggestions for funding the implementation of the various mountain bicycling amenities, including a recreational and trails sales tax (which would require voter approval). The appendix of the report provided cost estimates for the recommended projects. The appendix also identified the following health-related benefits:

“Obesity is at a high, while activity levels among Americans are plummeting...mountain biking is appealing, especially to youth, and provides an excellent form of recreation for reversing the trend toward poor health.”

It also highlighted that:

“Several studies on physical activity have indicated that proximity to recreational facilities, such as trails, is a predictor for physical activity. Simply put, if there are walking and biking trails nearby, then residents are more likely to use them and therefore be healthier. Physical health and exposure to nature also benefits mental health, reducing stress and increasing happiness.”

CALVERT CITY BICYCLE AND PEDESTRIAN MASTER PLAN

The Calvert City Bicycle and Pedestrian Master Plan was completed in August of 2020. It was developed to address four issues: health, safety, tourism, and the economy. The plan’s purpose is to support the identification, design, and construction of walkways and bikeways in the community. The plan highlights that, “A walkable and bike-able community has positive economic advantages over other communities, such as having higher property values, being more attractive to new businesses, being more inviting for new home buyers, and having more to offer tourists.” Other key concepts from the plan include:

- Public space that supports walking and bicycling can “increase the overall health of the community.”

- Municipal policies and ordinances require consideration, planning, and implementation of bicycle and pedestrian infrastructure when developments are constructed or reconstructed.
- Ties into Calvert City's Comprehensive Plan including:
 - **Quality of life** (*preserve, enhance, and promote small town character and appearance*): "Promote and plan for Complete Street concepts to include pedestrian traffic, off-road vehicle access, walkability and reasonable connections throughout the city."
 - **Transportation** (*maintain a safe and efficient transportation network and provide a range of transportation alternatives*): "Support the designation of pedestrian trails and alternative modes of transportation where feasible in the city as a means of recreation and a healthy lifestyle, in addition to providing alternative modes of transportation and tourism promotion." It also identifies an objective of supporting a trail plan in the city.
 - **Parks and recreation** (*continue to provide the development of a comprehensive system of parks, trails, and open spaces that meet the needs of all age groups within Calvert City*): expand the citywide trail system.

The plan also discusses its relationship with the statewide plan, stating that it "is intended to strengthen the consideration and inclusion of bicycle and pedestrian facilities in KYTC [Kentucky Transportation Cabinet] plans and to provide guidance for making those considerations as early in the transportation project development process as possible." To do so, Calvert City has indicated that they are providing a copy of the plan to the KYTC district office. It also discusses incentivizing businesses and organizations to provide bicycle parking. In the appendix, the plan identifies four sidewalk projects located on: 1) 6th Avenue SE, 2) 7th Avenue E, 3) Evergreen Street, and 4) Cedar Street. It also identifies six bicycle and/or shared use path projects: 1) US62, 2) Airport Road, 3) To KDV State Resort Park lodge, 4) KY282 Gilbertsville Road, 5) KY1523, and 6) KY95 (Main Street). Finally, the plan identifies thirteen recommendations. Some highlights include coordinating educational training programs, incentivizing the provision of bicycle racks, forming a committee to assist with implementing the plan, collecting data on pedestrian and bicycle use in the community, developing a map of routes and trails, and updating the plan in ten years.

CALVERT CITY 2020-2025 STRATEGIC PLAN UPDATE

As a part of developing their 2020-2025 Strategic Plan, Calvert City conducted a survey between June 17 and July 10, 2020. Surveys were available in digital and hard copy formats. Almost two hundred and fifty responses were received. In addition, the community sought input from graduating high school seniors, and hence administered a survey to this group in April of 2020. What follows are some highlights from the survey that

relate to walking and bicycling. An open-ended question asked, “What is Calvert City’s biggest asset.” Bike lanes were commonly identified by respondents. Specific to the input received from the graduating high school seniors, they identified “going on walks” and “You can walk everywhere!” as things they love about the community. When compared with local streets, county roads, and state highways, (which primarily received a good rating) bike trails and sidewalks had most survey respondents rating them as excellent. Similarly, when asked about the community’s strengths and weaknesses with a focus on transportation infrastructure, the trail system and bike path to KDV State Resort Park were two of four strength theme categories, clearly showing the value that the community places on these facilities. Three comments from survey respondents that were specifically tied to walking and biking were provided when the survey respondents were asked how strongly they agree with the statement, “park and outdoor recreational facilities within Calvert City currently meet your needs:”

- 1) “I drive to Calvert each day to use the park paths,”
- 2) “This is the best thing we have going, and [we] should always be improving...,” and
- 3) “The parks and outdoor recreational facilities are probably the main reason my family chose to move to Calvert City one year ago. We use them every single day that weather allows.”

Bike trails/walking trails was also the top chosen response when survey respondents were asked what type of amenities they would like to see expanded in Calvert City.

EXISTING BICYCLE & PEDESTRIAN INFRASTRUCTURE

Calvert City has had a long history of supporting walking, with a gravel pathway in Memorial Park (originally called South Park) illuminated by lights strung in the trees, established more than thirty years ago. Today, they have significantly developed this infrastructure with not only beautiful parks that facilitate community gatherings and events but a multi-use connection (the Calvert City Greenway) between these facilities.

Table 2 summarizes bicycle and pedestrian infrastructure identified across all case study communities, noting which ones were observed while on-site in Calvert City, Kentucky.

Table 2: Bicycle and pedestrian infrastructure found across all case study communities, noting those found in Calvert City.

| Bicycle and/or Pedestrian Infrastructure in Case Study Communities | Presence in Calvert City |
|--|--------------------------|
| Bicycle Lane | X |
| Bike Rack | X |
| Shared Lane Markings | X |
| Sidepath | |
| Defined Bike Route (by signage) | |
| Multi-Use Pathway | X |
| Trail (soft surface) | X |
| Rectangular Rapid Flashing Beacon (RRFB) Crossing | |
| Mid-Block Crossing | X |

| Bicycle and/or Pedestrian Infrastructure in Case Study Communities | Presence in Calvert City |
|--|--------------------------|
| Crosswalk | X |
| Sidewalks | X |
| Bridges that enable walking or biking | X |
| Underpasses that enable walking or biking | |
| Parklet | |
| Benches | X |
| Repair Station/Air Pump | X |
| Speed Bump/Speed Table | |
| Speed Feedback Sign – Permanent | |
| Speed Feedback Sign – Portable | |
| Signage | |
| <i>Bike/Ped Crossing Sign with light emitting diode (LED) lights</i> | X |
| <i>Bicycle May Use Full Lane</i> | X |
| <i>Share the Road</i> | |
| <i>State Law, Yield/Stop for Pedestrian in Crosswalk</i> | X |
| <i>Steep Grade</i> | X |
| <i>Drive Slow in Residential Areas/Please Slow Down</i> | |
| <i>Traffic Calming Area</i> | |
| <i>Weight Limitations</i> | X |
| <i>Interpretative/ Wayfinding Information</i> | X |
| <i>Walking Routes</i> | |
| <i>Entertainment District</i> | |

Calvert City pays a consultant to review their paved trails and sidewalks every five years as a part of their strategic plan. The community reports that all their sidewalks are in excellent shape, and on-site observations would support this (Figure 4).



Figure 4: Sidewalk within Calvert City, Kentucky.

The city notes that all three of their parks (Memorial Park, Doctor's Park, and Old Park) are connected by a multi-use facility, the Calvert City Greenway. In addition, they highlighted the numerous crossings identified by signs with flashing light-emitting diode (LED) lights (see cover, top left photo). In addition, while they acknowledge that many of their local roads do not have sidewalks (although their bicycle and pedestrian plan has prioritized installations for the future), community members suggest that the low speeds and volumes on these roadways may not warrant sidewalks in every case. Calvert City also boasts shared lane markings (Figure 5) present on the main roadway (E. Fifth Avenue) running through the heart of the community.



Figure 5: Shared lane use markings along E. Fifth Avenue in Calvert City, Kentucky.

Incorporated along the multi-use trail (Calvert City Greenway) that runs along US62, several benches with a shade structure as well as bicycle racks are available (#1 in Figure 7). The multi-use pathway has a separate bridge for pedestrian and bicyclists (#2 in Figure 7). Between where the multi-use pathway ends along US62 at Campbell Drive and where it begins again at E. Fifth Avenue and Lone Valley Road, shared lane use markings (#3 in Figure 7) are provided to define the connection between the two facilities. (Note: The multi-use trail connection along Lone Valley Road that was identified as prioritized for construction in the summer of 2020 had not been implemented.)

Along E. Fifth Avenue, there are several well-defined crossings with a yield sign (and shark's teeth) marking where a vehicle should stop while they wait for a bicyclist or pedestrian to cross the street (#4 and #9 in Figure 7). The multi-use pathway is separated from E. Fifth Avenue and is made of asphalt (#5 in Figure 7). There are also several bridges (#6 in Figure

7) along the trail to allow a small stream to pass beneath. The multi-use pathway along E. Fifth Avenue also has a spur (#7 in Figure 7) that connects into the core of Calvert City's residential area with a small trailhead (#8 in Figure 7). Leading to the trailhead are several benches and picnic tables (Figure 6).



Figure 6: A bench along the spur trail connecting to the neighborhoods.

A crosswalk is clearly marked from the west side of E. Fifth Avenue to the elementary school (#10 in Figure 7). Many city council members discussed bicycling both as adults and children in their biographies, including “She remembers riding bikes with her cousins...,” “spent many days walking and biking all over the city,” and “...walking to school at Calvert City Elementary...”. At the entrance to a trail network at KDV State Resort Park is a bike repair station (#11 in Figure 7). In 2021, the KDV State Resort Park hosted the state championship for the inaugural Kentucky Interscholastic Cycling League (KICL). There were almost one hundred and fifty participants comprised of more than a dozen teams from across Kentucky.

BICYCLE & PEDESTRIAN INFRASTRUCTURE MAP

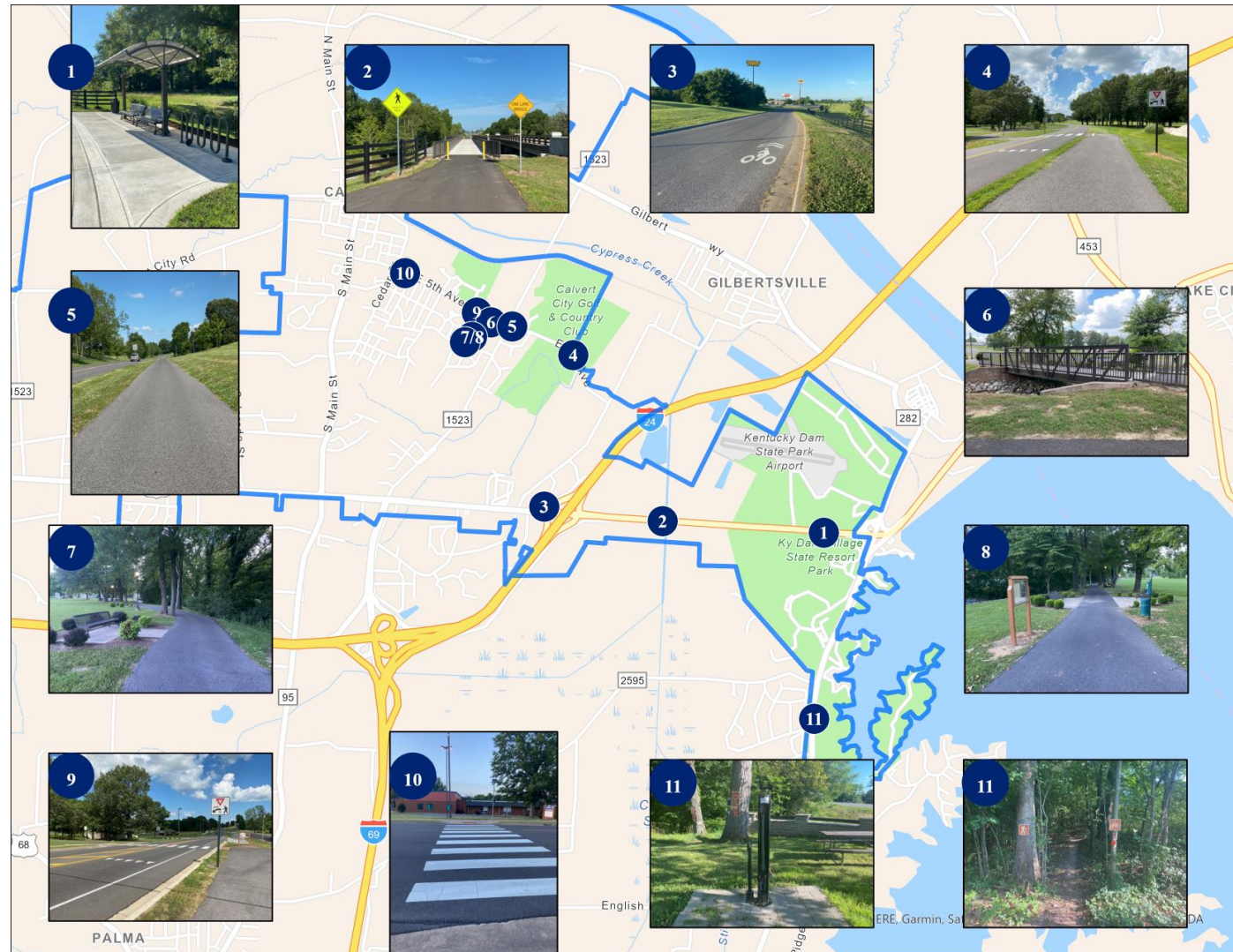


Figure 7: Calvert City Bicycle & Pedestrian Infrastructure Map.

SUPPORTING PROGRAMS FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Demonstration/pilot projects, sculptures, murals, and Little Free Libraries were not found when on-site within Calvert City or documented in reports, as they were identified in other case study communities (Table 3).

Table 3: Bicycle and pedestrian supporting programs in case study communities, noting those found in Calvert City

| Bicycle and/or Pedestrian Supporting Programs in Case Study Communities | Presence in Calvert City |
|---|--------------------------|
| Demonstration/Pilot Projects | - |
| Art Walks/Historical Walk/Children's Walk/Health Walk | - |
| Sculpture(s)/Statue(s) | - |
| Mural(s) | - |
| Little Free Library | - |

However, Calvert City has other supporting programs, including bicycle groups, representation on Bike Walk Kentucky's Board of Directors, programs to teach bicycling to children, and an interscholastic mountain bicycling league.

There are several groups within the community, some more formal than others. The Western Kentucky Cyclists (WKC) is for "cyclists of all types and skill levels planning rides, events, socializing, discussions, and cycling related classifieds only." There are also the Calvert City Street Walkers. The Calvert City Street Walkers are composed of ladies in their seventies, who have created shirts identifying the group, that have been getting together to walk for more than ten years, about three times each week at a set meeting time. They are considered by locals to be a "fixture" of the community.

The community has a representative on the Board of Directors for Bike Walk Kentucky.

The community is applying for a Paul Nye Memorial Bicycle and Pedestrian Education grant to support school sessions that teach bicycling to children. The community's library is also considering offering instruction on how to bicycle.

A mountain bicycle enthusiast investigated how an interscholastic cycling league could be created in Kentucky, as it was a shared passion he had with his son. After beginning with a team of sixteen Marshall High School students in 2013, the team began by competing in the newly established competition within the State of Tennessee. They won every state competition in Tennessee through 2019. As a result of the coronavirus pandemic, the 2020 season was cancelled. Finally, in 2021, the National Interscholastic Cycling Association (NICA) approved the formation of the Kentucky Interscholastic Cycling League (KICL). In 2021, the KICL held five races across Kentucky, including the state meet at KDV State Resort Park. Almost one hundred and fifty high school bicyclists across more than twelve teams participated.

PARTNERSHIPS TO PLAN & IMPLEMENT BICYCLE & PEDESTRIAN INFRASTRUCTURE

In 2018, the Kentucky Transportation Cabinet (KYTC) had planned to convert the two-lane Hwy 62 into a four-lane facility, where it meets with Interstate 69 (I-69). As a part of the process, the former mayor, an advocate for walking and bicycling, persuaded KYTC to add a multi-use trail alongside the expanded roadway. To advocate for this, the community sent representatives to speak with state senators. This was an important experience for the community, as they learned that for any future state projects they would again advocate for provisions for walking and bicycling to further expand their network for these modes.

The community has worked with the Purchase Area Development District (PADD) to identify grants for the multi-use pathway. PADD also supported Calvert City in the development of their bicycle and pedestrian plan.

FUNDING FOR BICYCLE & PEDESTRIAN INFRASTRUCTURE

Calvert City is using its own capital funding to construct a two-mile, single track connector trail that will join the older part of Calvert City near State Road (SR) 95 to the park system via the existing multi-use trail. Currently, the multi-use trail ends at the E. Fifth Avenue's intersection with SR95. In addition, Calvert City includes maintenance of the multi-use trail and repainting of the crosswalk markings as a part of its capital funding. Calvert City can fund many of its initiatives because of taxes from the industrial plants that are located within the city's boundaries.

\$2 million was spent to create the multi-use trail along US62, connecting the core of Calvert City, Kentucky to KDV State Resort Park.

The Calvert City Bicycle and Pedestrian Master Plan was funded by the Kentucky Department of Public Health using support from the Centers for Disease Control and Prevention.

LESSONS LEARNED

Through the process of growing their walking and bicycling network, the community has had successes and encountered challenges. With the expansion of the state highway, the community learned through this process that they should continue to engage with KYTC as they identify projects for the future and the need for coordination with the state agency is identified in their bicycle and pedestrian plan. A challenge that the community encountered were their expectations for the multi-use trail. Some in the community expected that horses could use the multi-use trail; they cannot. In addition, while golf carts are allowed on the multi-use trail within the community, they are restricted from the KDV State Resort Park.



Figure 8: A golf cart on Lone Valley Road, which has shared lane use markings connecting to multi-use trail sections.

Therefore, while there is a restaurant that provides views of Kentucky Lake, the golf carts cannot be driven from the core of the community to access this restaurant.

THE FUTURE OF BICYCLE & PEDESTRIAN INFRASTRUCTURE IN THE COMMUNITY

After celebrating their sesquicentennial in the summer of 2021, Calvert City has a lot of ambitions for the future. If their plans are fully achieved, the community expects to have thirty miles of trail (mountain biking and hard surfaced multi-use). The community is also thinking about how they can further connect the region's trails with potential walking and bicycling connections to Grand Rivers, Kentucky and the Land Between the Lakes National Recreation Area. Therefore, while not known as a tourist destination at present, the community has ambitions to become a destination. To help facilitate their ambitions, they have hired a marketing director who, in addition to planning the sesquicentennial, has breathed a lot of enthusiasm and excitement about biking and walking among other quality of life initiatives.

The core of Calvert City is tucked away from the larger roads. As many people passing through town may only access the gas stations and restaurants that are near the interstate, many may miss the interior (E. Fifth Avenue) of Calvert City. Therefore, the town hopes to entice more people to learn about all that Calvert City has to offer.

Community leadership have also proposed the idea of having lockers within the community that could be used by more rural community residents so they would not have to transport their bicycles to and from the multi-use trail. Many report not being comfortable bicycling on the rural roadways.

The community would also like to address the needs of small children by creating mountain bicycling facilities (i.e. a “tot track”) geared towards their needs and interests. It would create enthusiasm for young children to safely learn how to ride a bicycle. The tot track would have some small hills and bumps; the plan created by International Mountain Bicycling Association (IMBA) for the community has some great photos of what these facilities may look like.

The community has also expressed an interest in further developing the facility on Lone Valley Road from shared lane use markings to a multi-use trail. The IMBA plan suggested that this upgrade was to be completed by the summer of 2020. As of the summer of 2021, the Lone Valley Road multi-use trail was not built.

The community boasts a small airport near the KDV State Resort Park. In the future, the community hopes to connect the airport with the multi-use trail. The IMBA plan also identified this area as a potential site for more advanced mountain bicycling facilities.

The community is looking into applying to become a Bicycle Friendly Community. Their interest in this designation is in part what spurred the development of the recently completed bicycle and pedestrian plan for the community.

KEY POINTS

As discussed in the trail feasibility study developed by IMBA, and more specifically identified by some responses from community members during the strategic planning survey, people are using the walking and bicycling trails which have drawn more people to the community. For small, rural communities that often report struggling to attract and retain residents, this is a significant point. Another unique approach that Calvert City utilized when addressing the longevity of the community was engaging their youth by asking their graduating high school seniors what they wanted to see in the community in the future.

Another aspect highlighted only briefly in the bicycle and pedestrian plan created by Calvert City, but which could provide significant benefit, is the sharing of the community’s plans with the state department of transportation (i.e. KYTC). This will ensure that if KYTC makes changes to their roadways where projects identified in the plan are present, Calvert City can expect to be engaged to potentially address that project concurrently.

SUCCESSFUL STRATEGIES TO APPLY IN OTHER SMALL COMMUNITIES

The following are successful strategies that Calvert City deployed which would be recommended for other peer communities:

- 1) Engage your state department of transportation and state leadership. Share with them plans that the community has developed. Have community representatives reach out to state senators to let them know of their interest in creating a bicycle and pedestrian friendly network.
- 2) Maintain walking and bicycling facilities: Calvert City includes in its capital plan provisions for maintaining its multi-use and crossing facilities.
- 3) Think regionally. When community members could not find a state mountain bicycling competition, they approached a neighboring state. Now, the participation and enthusiasm for mountain bicycling has grown to the point where additional teams have formed in Kentucky so that they can have statewide competitions. The high school mountain bicycling team is a source of pride for the community.
- 4) Dedicate staff to help move forward the implementation of bicycle and pedestrian facilities: while more encompassing than just focusing on walking and bicycling, the city's marketing, communications, and business development office has helped drive several efforts to plan for and consequently pursue funding for walking and bicycling.
- 5) When planning, be sure not to overlook the youth. Integrate their desires for the community by asking them, like Calvert City did, by including a special survey of their graduating seniors.
- 6) Leverage the connection between health and active transportation. The presence of the Calvert City Greenway Trail enables doctors to direct their patients to complete a loop of the trail rather than more generally suggesting that they go exercise.

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