

The final link in an innovative project to connect Lexington's rural and urban communities via a safe, environmentally sustainable, multi-modal system.

**12 miles – LEGACY TRAIL**  
(Isaac Murphy Memorial Art Garden through the Kentucky Horse Park)  
\$16M fully-funded project to be completed in 2017.

**2.5 miles of "last mile" connections for three regional multi-modal trail networks**

**4.5 miles – TOWN BRANCH TRAIL**  
(Masterson Station to the Distillery District)  
\$9M invested, 80% complete.

**\$22.7M invested in 1.3 miles – TOWN BRANCH COMMONS CORRIDOR,**  
2017 construction starts.

**Making Connections**

Connect to Legacy Trail & Bluegrass Community and Technical College



Connect to Distillery District and 5 Miles of Town Branch Trails

Connect to Emerging Jefferson St. Corridor

To Transylvania University

Rupp Arts & Entertainment District

To University of Kentucky

Cultivate Downtown Arts & Nightlife

Reinforce N/S Pedestrian Links

Connect to 12 Miles of Legacy Trail

Link Divided Neighborhoods

Create Downtown Gateway

USDOT **TIGER 2016 Funding**  
DOT.GOV

Privately Funded

USDOT **TIGER 2016 Funding**  
DOT.GOV

Funded



## Recommended Improvements

### Broadway to Limestone

- ROADWAY: 1-WAY WITH ROAD DIET TO PRESERVE 2-WAY FLEXIBILITY (44' W)
- BIKEWAY: 2-WAY CYCLE TRACK WITHIN EXISTING STREETScape
- PEDWAY: SELECT REMOVAL OF DROPOFF AND BIOSWALE ZONES TO PRESERVE PEDWAY



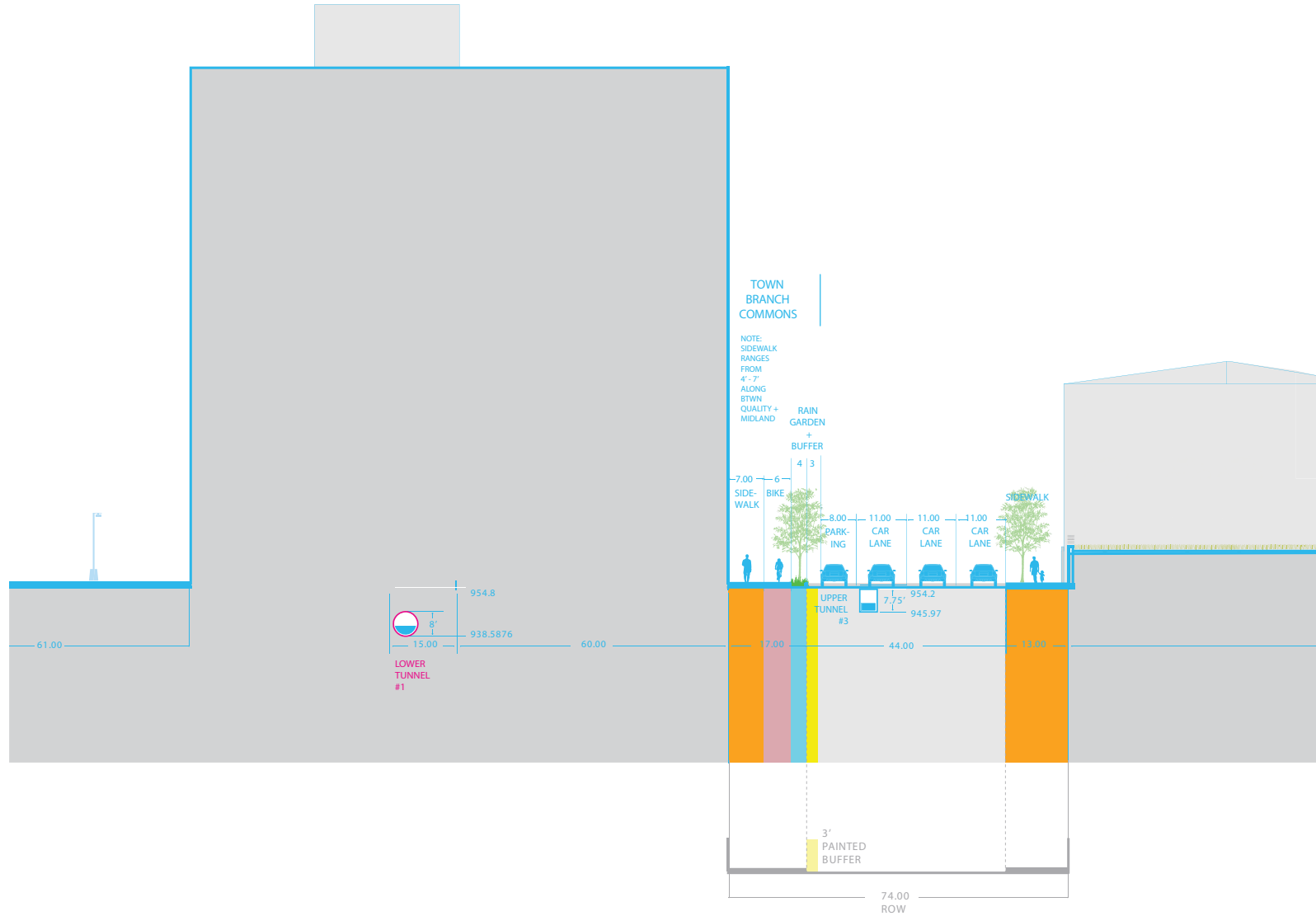
Vine St . at Broadway Typical Section

- Clear TBC Identity along Vine
- Least on-street construction/alteration
- Add'l parking spots on Vine Street
- Best fit in ROW pinch points
- Potential linkage with bike commuter paths
- Increased safety with protected bike + ped paths
- Water Street one-way car/ped/bike corridor
- Expanded stormwater treatment along Vine Street
- Increase in canopy cover
- Flexible conversion to 2-way in future

- Requires partial re-construction of Water St
- Vine Street road diet (restripping- no curb change)
- Bike lane outside ROW at Thoroughbred park

TBCC STRATEGY

- Protected bike-path on North side
- Buffered, planted sidewalk on South side
- Pavement and signage coordination
- Stormwater swales and new planting



# TOWN BRANCH COMMONS CORRIDOR

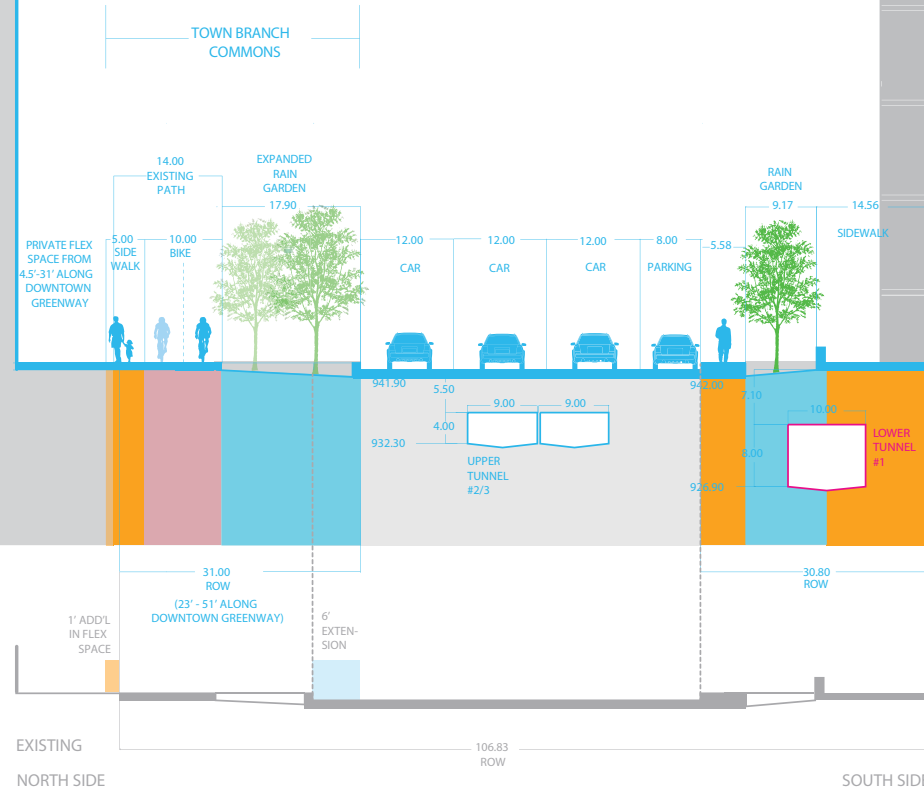
## Recommended Typical Section Broadway to Limestone

- Clear TBC Identity
- Increased safety with protected bike and pedestrian paths
- South side of Vine Street kept intact
- Generous planting and water zones for expanded storm-water treatment and public space
- Increase in canopy cover
- Flexible conversion to 2-way in future
- Two-way bike path
- Linkage with TB Trail

- Requires partial re-construction of North side streetscape and Vine Street road diet
- Selective removal of planted areas to keep min sidewalk width
- Selective removal of drop-off zones to expand public realm

### TBCC STRATEGY

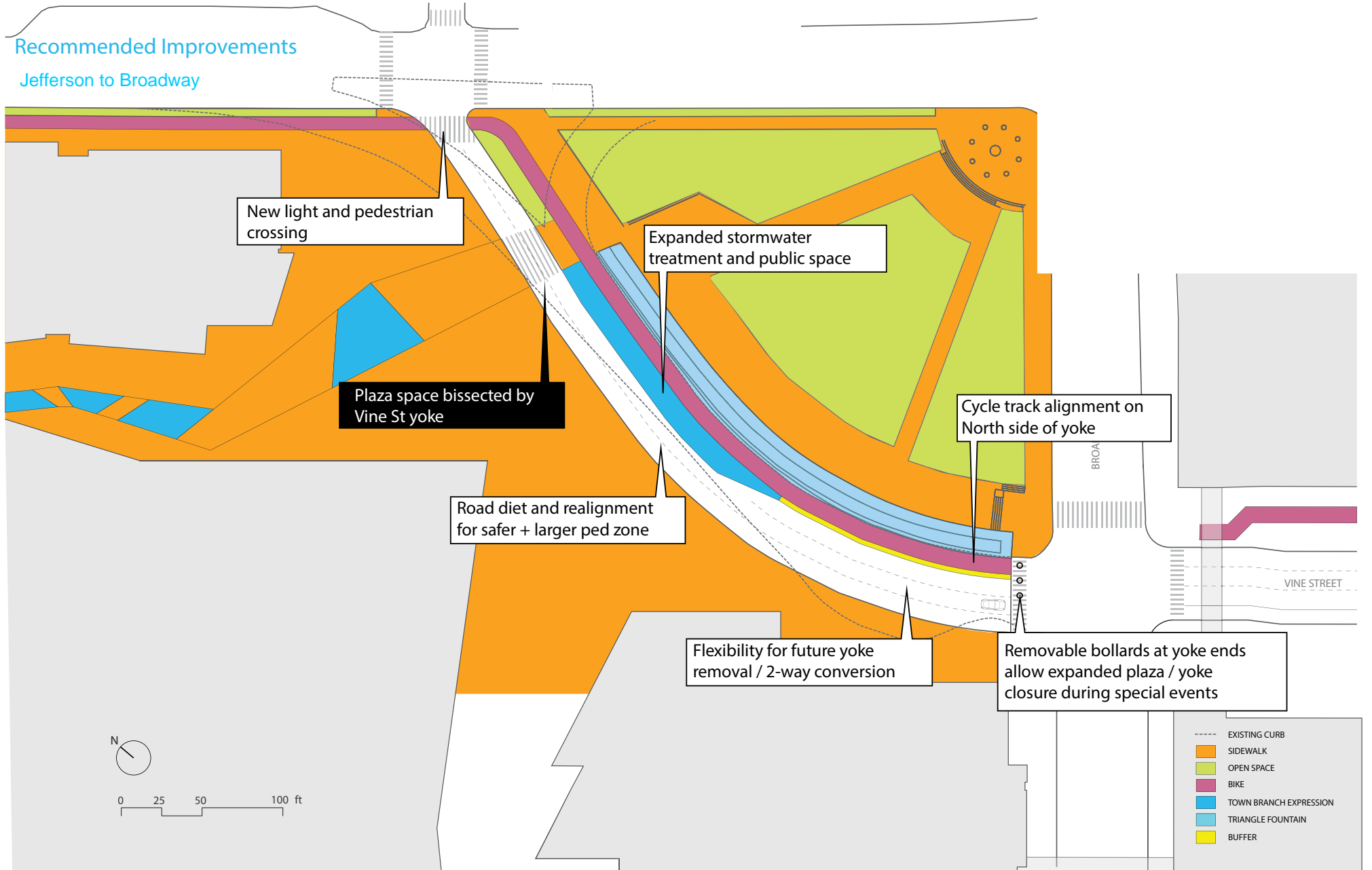
- Protected bike-path and pedestrian trail on North side
- Pavement and signage coordination
- Stormwater swales and new planting



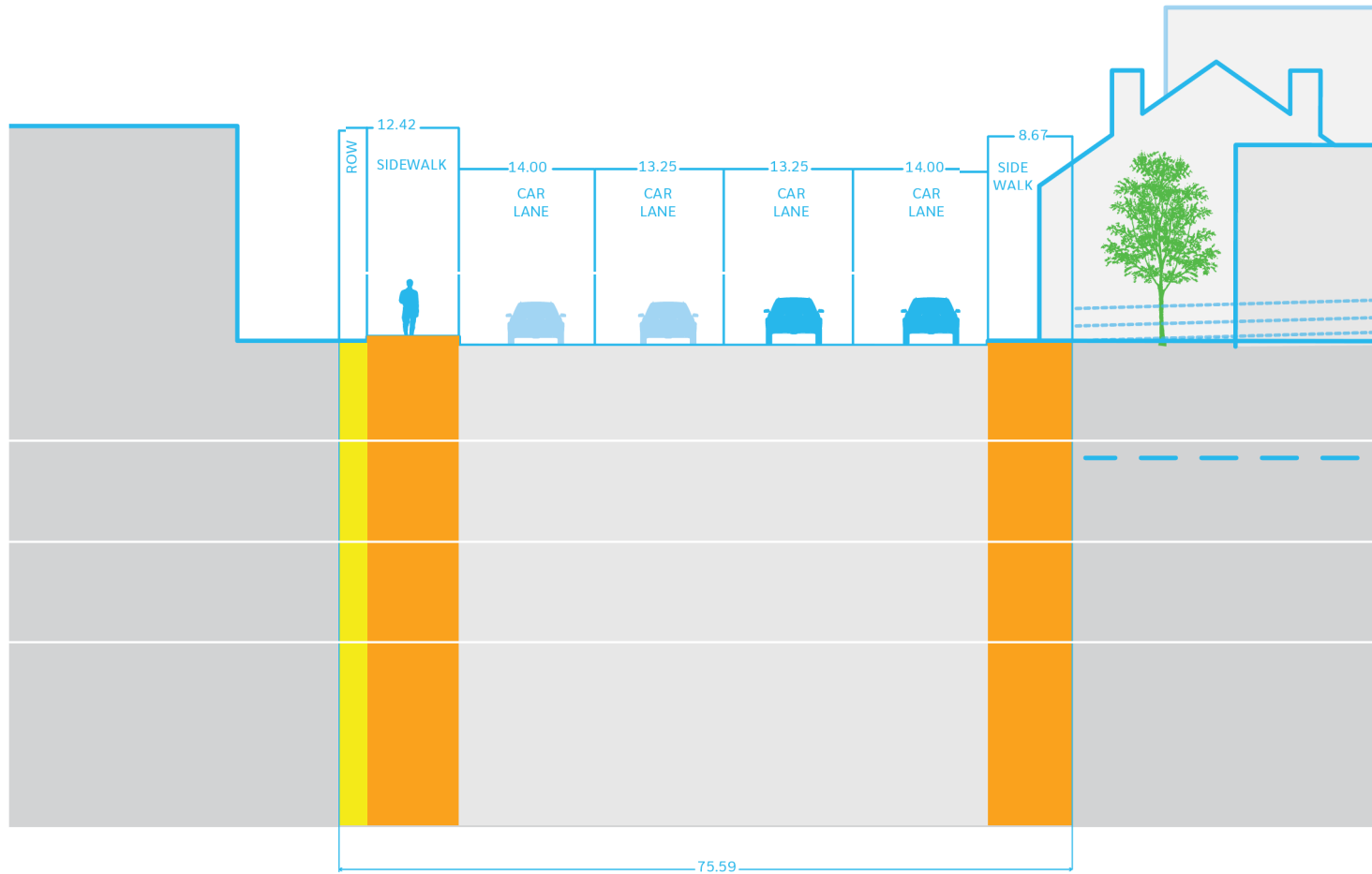
TOWN BRANCH COMMONS CORRIDOR

Recommended Improvements

Jefferson to Broadway



# Recommended Typical Section Jefferson to Broadway



# Proposed Trail Location Oliver Lewis Way to Broadway



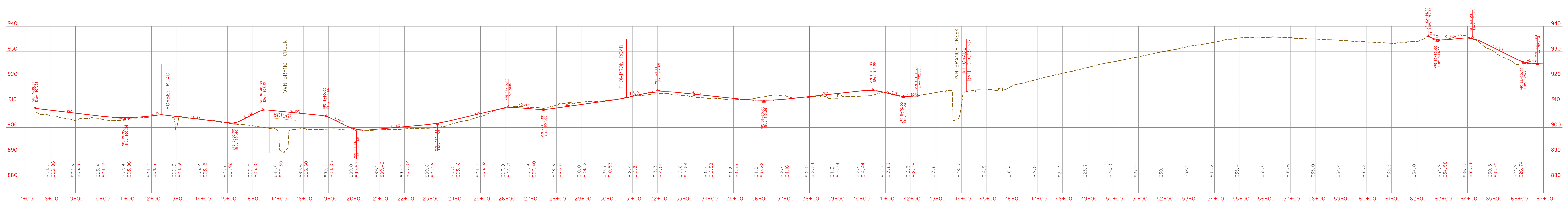
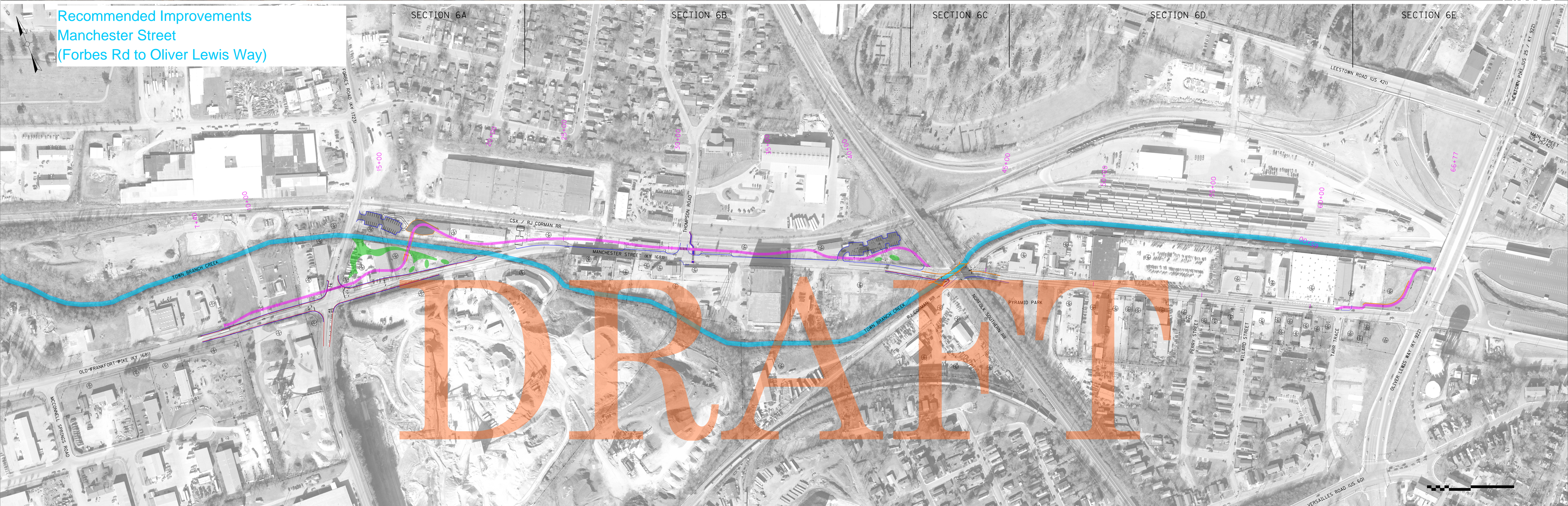
**Oliver Lewis to Jefferson Street**

- \*Privately Funded Park
- \*Managed by Not-for-Profit
- \*Multiuse Trail
- \*Daylight of Town Branch Creek

**Broadway to Jefferson Street**

- \*Multiuse Trail
- \*New streetscape along roadway
- \*Intersection improvements

Recommended Improvements  
Manchester Street  
(Forbes Rd to Oliver Lewis Way)







LAND STORY

MKSK

amec  
foster  
wheeler



cra  
cultural resource analysts, inc



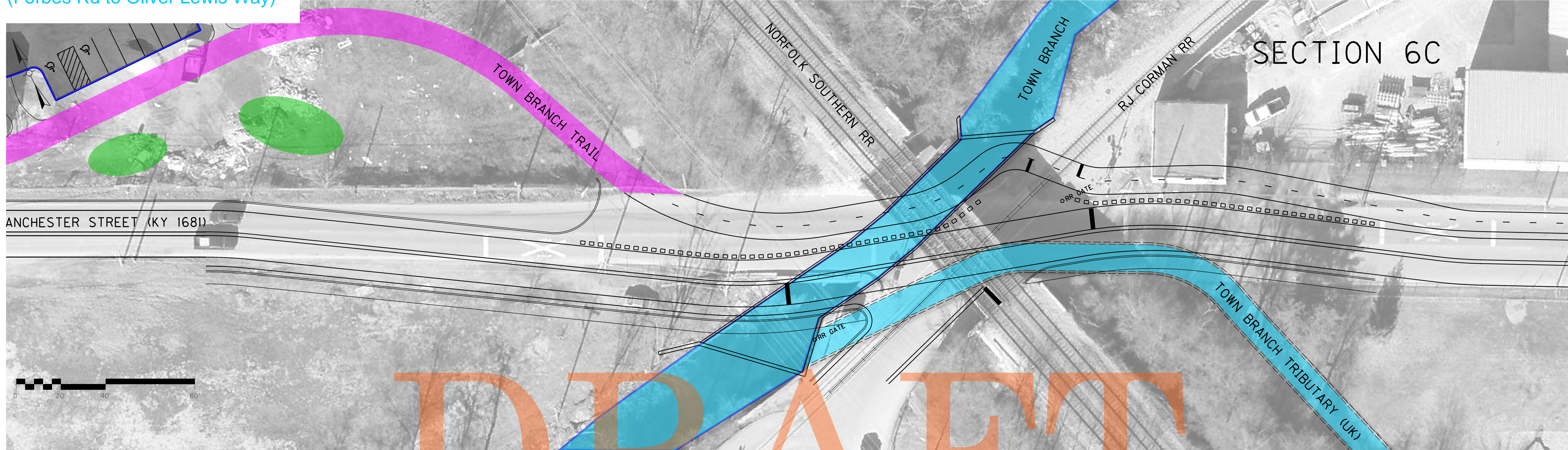
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Recommended Improvements  
Manchester Street  
(Forbes Rd to Oliver Lewis Way)

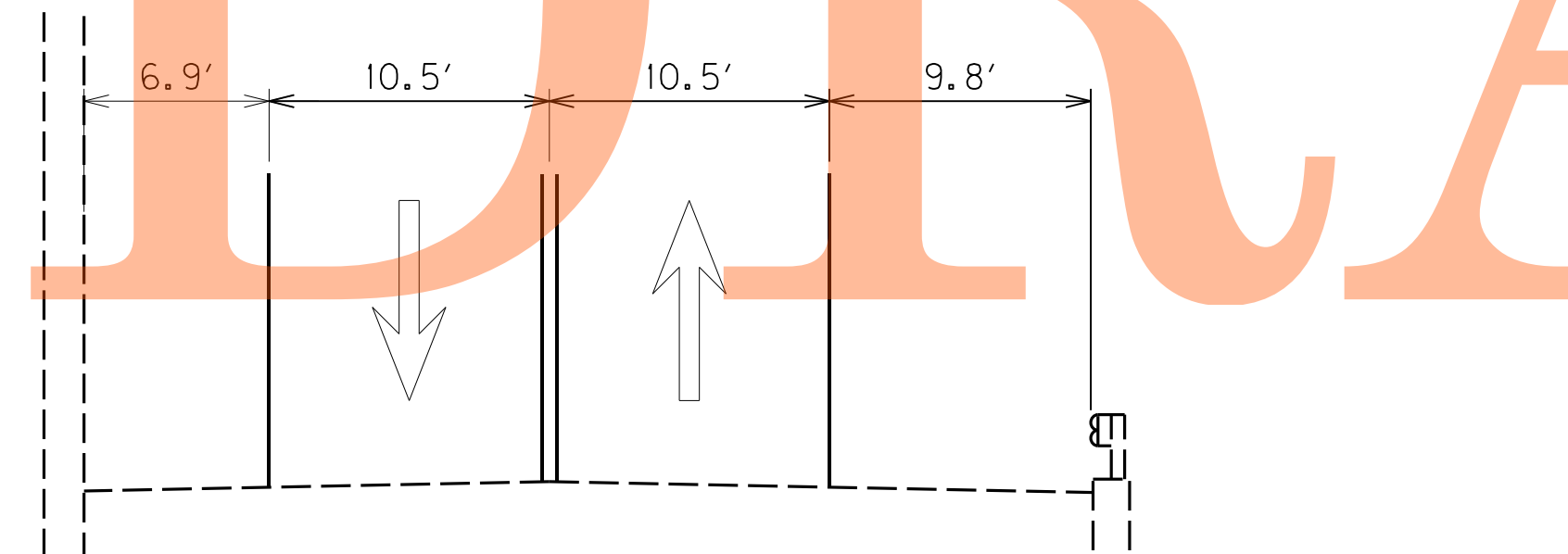
# TOWN BRANCH TRAIL

Phase 6

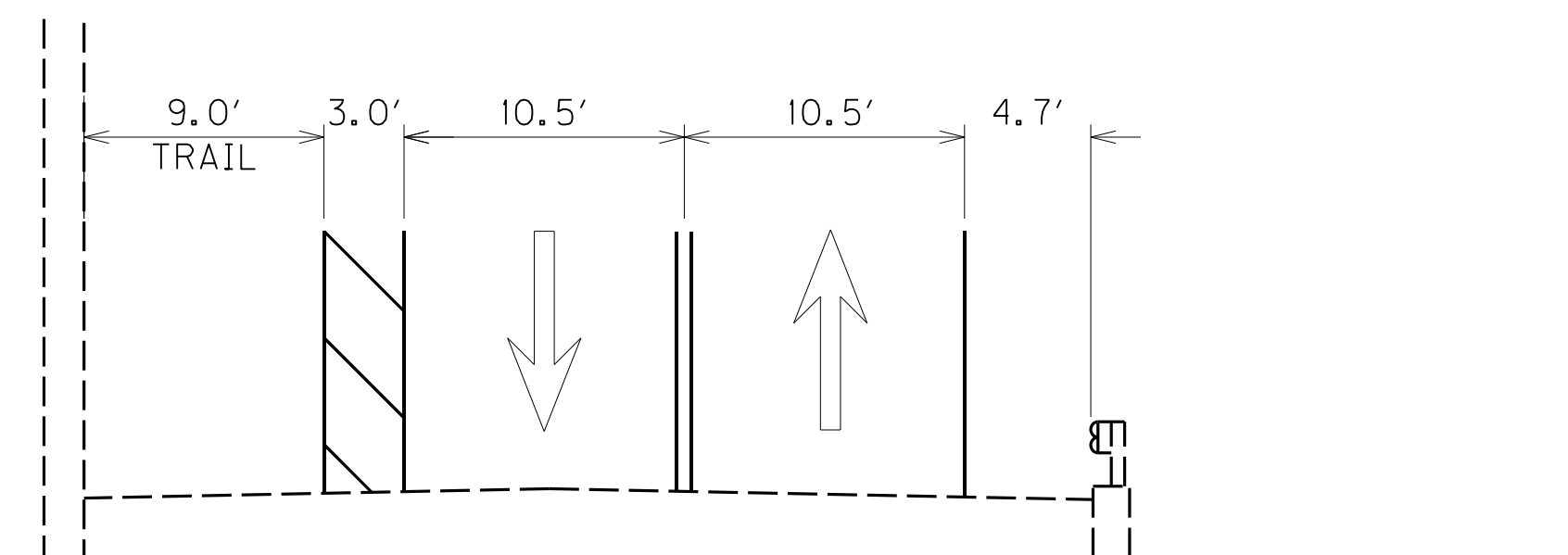




EXISTING PHOTOS AT CONFLUENCE

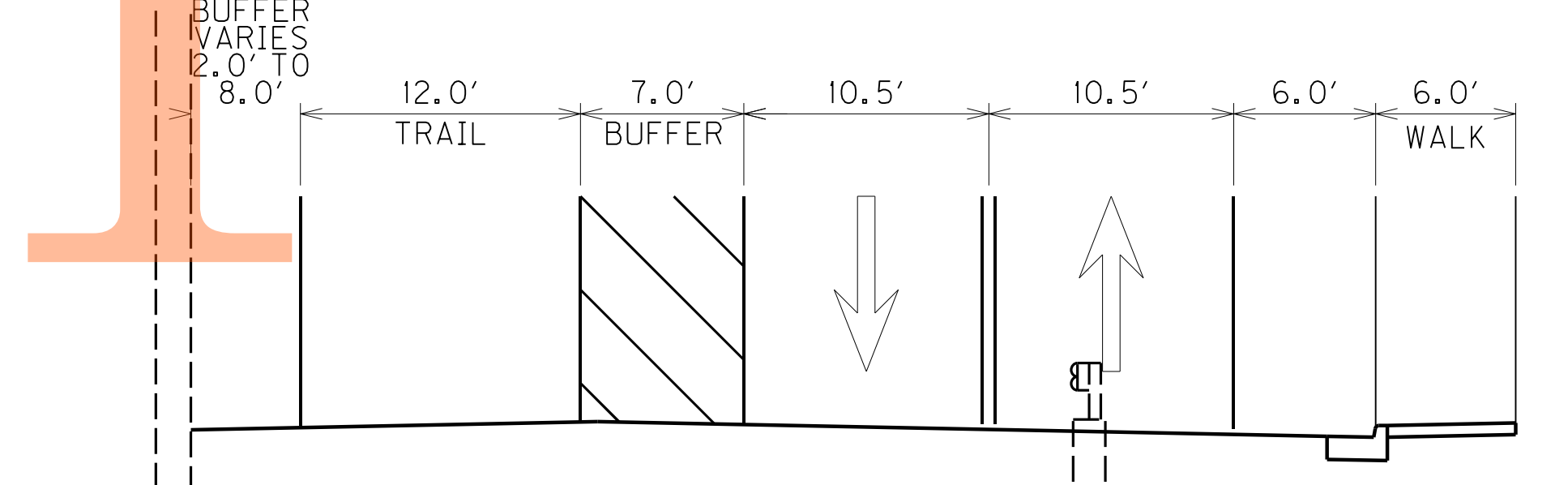


EXISTING ROADWAY TYPICAL THROUGH CONFLUENCE

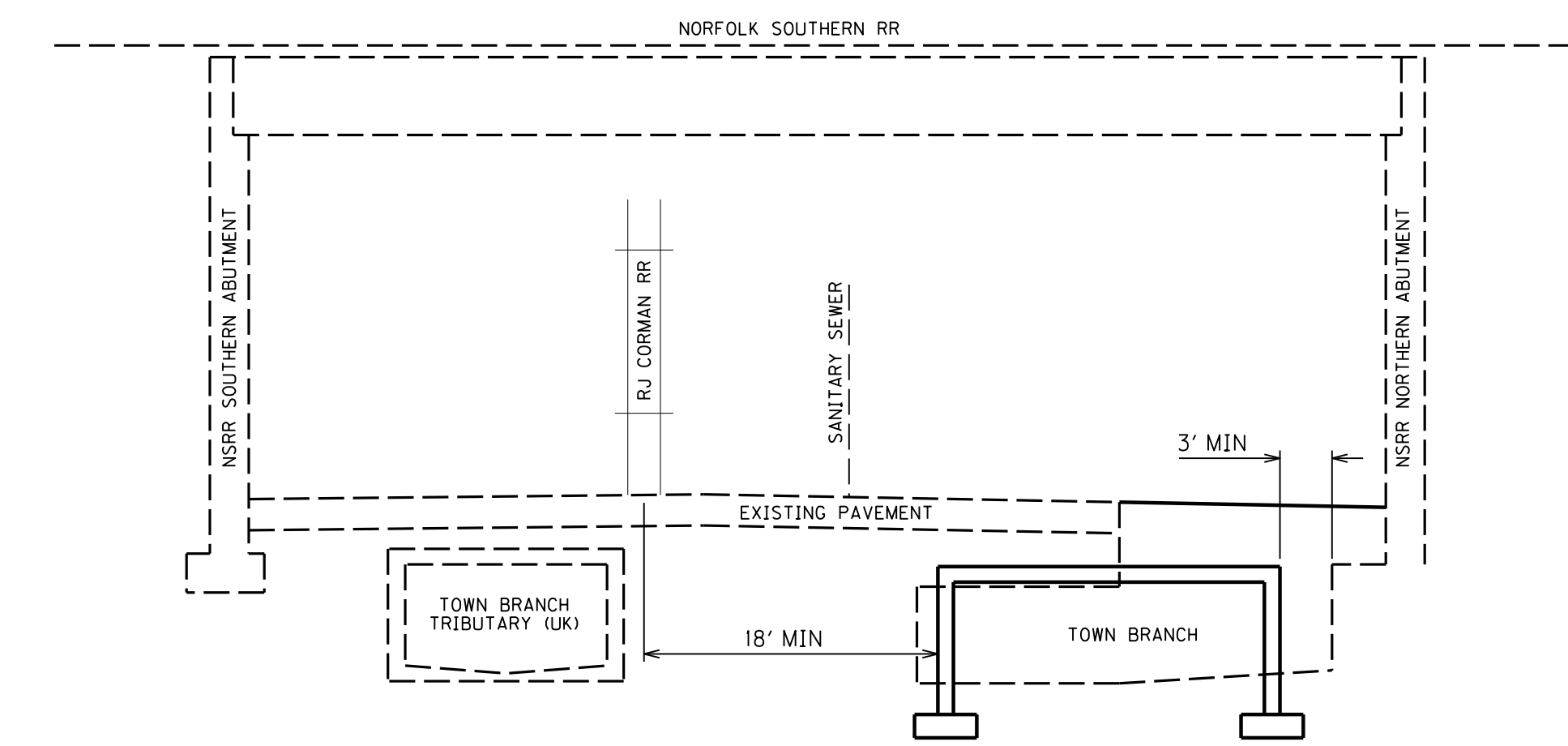


EXISTING ROADWAY TYPICAL WITH TRAIL THROUGH CONFLUENCE OPTION

RECONSTRUCTED ROADWAY WITH TRAIL SECTION



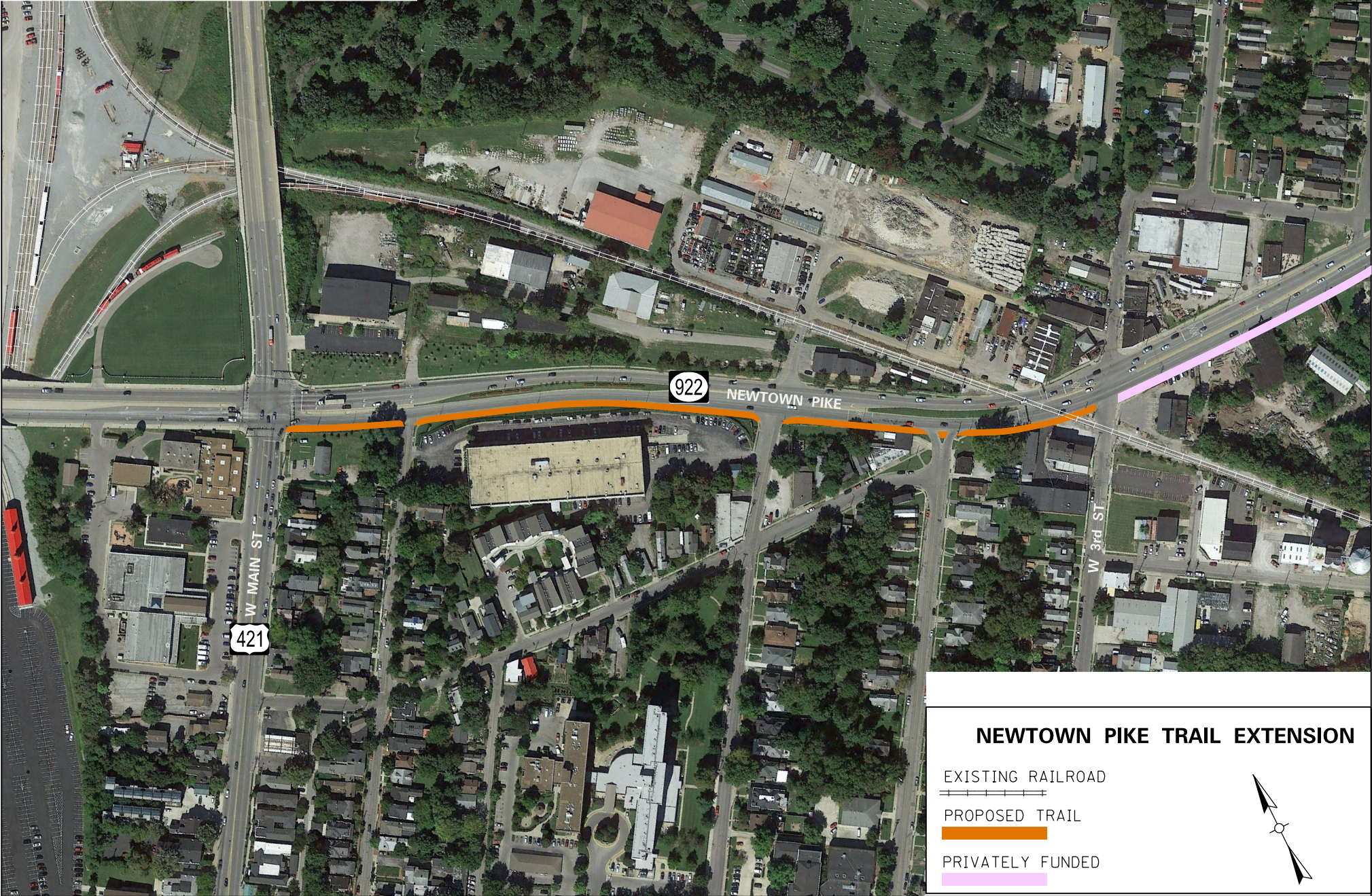
SECTION THROUGH NORFOLK SOUTHERN RR ABUTMENTS



ALTERNATIVE THROUGH CONFLUENCE

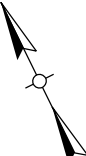


Recommended Improvements  
Newtown Pike  
(3rd Street to Main Street)



**NEWTOWN PIKE TRAIL EXTENSION**

- EXISTING RAILROAD
- PROPOSED TRAIL
- PRIVATELY FUNDED



Recommended Typical  
Newtown Pike  
3rd Street to Main Street

