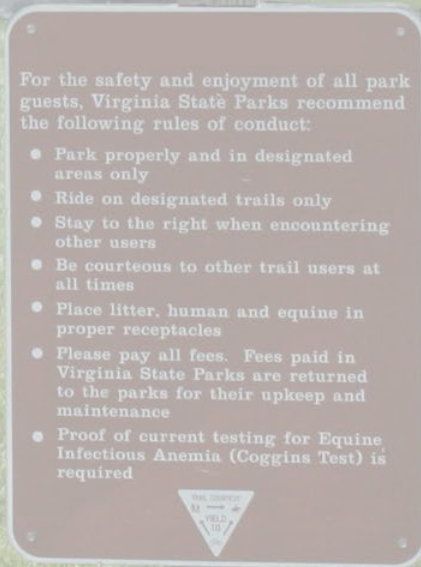


# Boone Trace Master Plan for Kentucky 2018



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# BOONE TRACE MASTER PLAN FOR KENTUCKY

## **Vision**

Create a multi-modal trail most closely approximating the original Boone Trace (BT) trail that can be travelled by motor vehicles, cyclists, or pedestrians (excluding ATVs), while also allowing equestrian use where appropriate.

## **Mission**

- A. Preserve the remnants of the original Boone Trace trail opened by Daniel Boone and his party of trailblazers in 1775.
- B. Elevate awareness of its historical significance.
- C. Convert the original Boone Trace into a multi-use trail as a means of preserving the historical Trace.

## **Summary**

The Friends of Boone Trace, Inc., working collaboratively with the Blue Grass Area Development District of Lexington, Kentucky, and the Rivers, Trails and Conservation Assistance Program of the National Park Service conducted five workshops during 2017, one in each of the five counties that Boone Trace traverses through Kentucky (Bell, Knox, Laurel, Rockcastle and Madison).

The intent of these meetings was to discuss the creation of a multi-use/modal trail along the historical Boone Trace, that could be travelled by motor vehicle, bicycle, hiked and equestrian where appropriate, but exclusive of ATVs. The meetings were open to public input and were well attended.

This document, plus a composite map of the proposed routes (including associated assets along the routes) will comprise the final document. This document shall offer “priorities” to each jurisdiction, with the hope that they will incorporate these recommendations into their community’s overall long-range plans. The reader should note that there are basically two sets of priorities, one of which applies to all of the jurisdictions (total of 15). There are ten of these priorities. The other are individual priorities that apply only

to the specific jurisdiction. Each jurisdiction will also receive an individual map of their county and/or city that illustrates the route.

It should be noted that in 2011, following the vision of First Lady Jane Beshear, the Tourism, Arts and Heritage Cabinet's Office of Adventure Tourism contracted with the Bluegrass Area Development District (BGADD) to create the Cross Kentucky Master Trail Plan (CKMTP). That master plan listed eleven major interconnected Kentucky trails, of which Boone Trace is one such trail.

The overall goal of that master plan is to inspire communities to become Trail Towns and equip these communities with the tools and guidelines necessary to create and expand their individual trail networks with the ultimate goal of tying them all together into a single network of trails across the state. Thus, all trail towns would be reachable across the state by foot, bicycle or horseback.

This document continues to implement the initial vision of Ms. Beshear by providing goals and objectives, and a how-to for communities on where and how trails should be created. When fully implemented, staff believes that multiple outcomes will be of value to the State of Kentucky (in terms of visitors and revenue from tourism), Kentuckians as they continue to enjoy the State's tremendous beauty and historical heritage, and to those in the nation that love to walk, hike, bike, and various other nature-oriented activities:

1. Preservation of Boone Trace (conservation)
2. A sense of place or belonging (community)
3. Transportation alternatives
4. Economic benefit
5. Health benefit

## The Rivers, Trails and Conservation Assistance Program (RTCA)

The National Park Service (NPS) manages some of our nation's most Historical sites, scenic resources and critical natural areas. The NPS also provides assistance to locally led natural resource conservation and outdoor recreation projects through the RTCA. The RTCA staff works in urban, rural and suburban communities to help applicants conserve rivers, preserve natural area, and develop trails and greenways. Staff assists on a variety of natural greenways, water trails (also called blue ways), river corridor conservation, land protection and park planning.



## Friends of Boone Trace Historical Context



The Friends of Boone Trace, Inc. (FBT) is a non-profit preservation organization awarded the assistance grant to work on the multi-modal trail as a means of preserving the Kentucky portion of the original Boone Trace, but also serving the purposes of improving health, gaining economic benefit from tourism, and education.

1. The Friends of Boone Trace, Inc., a registered 501c3 charitable organization was created in 2014 and incorporated in the Commonwealth of Kentucky.
2. Web site created [www.boonetrace1775.com](http://www.boonetrace1775.com)
3. Digital map of driving route with 51 points of interest along the way created (internet required).

4. PDF map of driving route created (internet not required) for mobile devices.
5. Working with the Adventure Cycling Association and the Bicycle and Pedestrian Coordinator of the Kentucky Transportation Cabinet (KYTC), created a unique Boone Trace Bicycle Route from Martin Station to Fort Boonesborough which is to be incorporated into a National Bicycle Route (USBR 21). It is essentially the On-Road Driving Route Trail modified specifically for bicycles based on safety and pleasure considerations.
6. Hard copy map of Boone Trace through Madison County created.
7. Facebook Page created.
8. Facilitated transfer of property rights of an “orphaned short segment of US 25 from the Commonwealth of Kentucky to Madison and Rockcastle Counties for conversion to the Boone Gap Historical Site.
9. Conducted supervised hike along overland segment of Boone Trace in Laurel County on National Trail Day of the American Hiking Society 2017 and in Knox County in 2018.
10. Secured Resolutions from both the Kentucky state Senate (SR 135) and House of Representatives (HB 39) declaring Boone Trace historically significant and worthy of preservation, protection, marking and becoming accessible to the public. [\[HR39\]](#) [\[SR135\]](#)
11. Participated in state Trail Town Summit 2017 and 2018.
12. Participated in Shaping Our Appalachian Region (S.O.A.R.) Summit 2017.
13. Received the Historic Preservation Recognition Award from the Kentucky Chapter of the Daughters of the American Revolution 2018.

14. Received the Outstanding Person in Kentucky Award at the Mid-American Trails and Greenways Conference 2018.
15. Secured resolutions from the 10 cities and 5 counties along Boone Trace in 2017 to support applications to both the state Bicycle-Pedestrian Program and Scenic Byway Programs.
16. Secured resolutions from the 10 cities and 5 counties in 2018 to permit creation of a national bicycle route (USBR 21) which will extend from Atlanta, GA to Cleveland, OH through each jurisdiction.
17. With community input, positively identified additional segments of the original Boone Trace.

#### BLUEGRASS AREA DEVELOPMENT DISTRICT (BGADD)



The Bluegrass Area Development District, headquartered in Lexington, provides planning and logistical support for a seventeen-county region in Central Kentucky. The Boone Trace Trail bisects two of these counties (Madison, and Clark).

The BGADD has provided support to the Friends of Boone Trace organization in the form of pro bono work creating maps of the trails and counties the trail circumscribes, along with editing and updating of the master plan document. The preservation of this historical trail is important to the ADD.



## Situation Assessment

In 2017, five (5) workshops were carried out in the five (5) Kentucky counties that Boone Trace traverses. Within the five (5) counties (Bell, Knox, Laurel, Rockcastle and Madison) are ten (10) cities that will also be impacted by the completion of the trail. The ten (10) “city” jurisdictions include Middlesboro, Pineville, Flat Lick, Barbourville, London, Livingston, Mount Vernon, Berea, Richmond and Fort Boonesborough State Park (FBSP). Technically, Flat Lick is not a chartered municipality, however, it is a vibrant site of great significance along the Boone Trace. Additionally, FBSP is not a city but the important final terminus of Boone Trace. Also, of note, Livingston and Mount Vernon are not strictly considered on the Boone Trace as the trail is only located in the near vicinity of these two (2) cities. They do, however, serve as access points to the Trace.

A S.W.O.T. analysis, which is a categorization of all strengths, weaknesses, opportunities and threats for the region and for the trail, was completed along with asset mapping for the trail that identified potential trail links.

Robust community outreach and participation was accomplished by holding the workshops and by the FBT general membership meeting that was held to present the results of the workshops. A prioritized list of recommendations for each of the jurisdictions was offered, some of which applied to all of the counties, and other specific recommendations suggested for each impacted jurisdiction. These priorities, both general and specific, form the basis for the Boone Trace Master Plan.

Friends of Boone Trace was awarded a second RTCA assistance grant for 2018, which shall be used to present the Master Plan and asset map to each of the 15 jurisdictions during a formal public hearing before each city council and fiscal court. After the public hearing presentations, the FBT will continue to work with RTCA staff to help foster partnership-building with communities along the Boone Trace trail.

## General Route Description of Boone Trace

The Boone Trace Trail winds its way in generally a north by northwest direction through five counties and is approximately 150 miles in length, overland, from the Kentucky border to Fort Boonesborough in Clark County. The following description of the trail has been broken up into natural breaks and will include approximate distances between points-of-interest.

### Pre-Bell County Span



The trail head, or the historical starting point, was located at Martin's Station approximately eight (8) miles east of Middlesboro, KY. Martin's Station is located in Virginia and was the last gathering point for settlers before crossing the Cumberland Gap. This area is located in what is now Ewing where

a fort has been replicated at the Wilderness Road State Park.

This section of the trail follows route 58 and 25E where it passes from Virginia briefly into Tennessee, there turning northward, crossing the Cumberland Gap, and then entering Middlesboro. It should be noted that this initial route was Boone Trace in 1775. It was a horse path that generally evolved into a designed and constructed wagon road, which was renamed to the Wilderness Road in 1796.

Of note, the Cumberland Gap National Park is at Middlesboro and has excellent established hiking trails along the original Boone Trace as well as Visitor's Center.

Middlesboro to Pineville [[Bell County Map](#)][[map](#)][[map](#)]

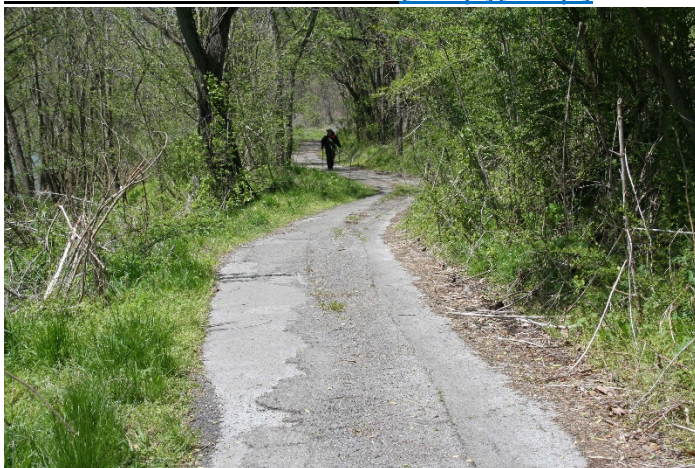
The trail travels in a northerly direction between Middlesboro and Pineville for approximately 13 miles. Between Middlesboro and Pineville, Boone Trace follows, generally, the US 25E. The area on both sides of this roadway is entirely wooded and suitable for overland hiking trails.



While the area is wooded both cities are prone to considerable flooding from either Yellow Creek or the Cumberland River. The bicycle route just north of Middlesboro diverges off to the east on to Hwy 188 following Yellow Creek on backroads, re-connecting back to Boone Trace and Hwy 25E at its intersection with Hwy 119 at Pineville.

Bell County is mountainous, including the formidable Cumberland Mountains surrounding Middlesboro. The city was built in the crater of a meteor. Further to the north Pine Mountain embraces Pineville where the Cumberland River snakes through an area called “The Narrows.” Also in Pineville, is the Cumberland Ford, where Boone Trace, and later the Wilderness Road, crossed the Cumberland River from west to east.

Pineville to Barbourville [[map](#)][[map](#)]



This stretch of the trail runs approximately 17 miles through a fairly mountainous region. The trail also leaves Bell County and enters Knox County nearly five (5) miles outside Pineville traveling in a northwestern direction.

As the trail nears Barbourville it splits into three trail types, an off-road portion of the trail, an on-road driving portion, and US Bike Route 21. All three of these portions of the trail run for approximately six (6) miles until they converge north of Barbourville at Bailey Hollow. The bike route portion of the trail is the only section that actually enters Barbourville. The other two sections skirt the city's north and east boundary.

It is interesting to note that Knox County includes Flat Lick [\[map\]](#), a highly significant point along pioneer BT, which everyone agrees remains an active community. At Flat Lick, the Warrior's Path, an ancient Indian trail, Boone Trace and the Wilderness Road begin to diverge traveling north. Further, three excellent overland remnants of Boone Trace have been identified in Knox County.

[\[Knox County Map\]](#)

Barbourville to London [\[map\]](#)[\[map\]](#)

The section of the trail between Barbourville and London meanders in a north-northwest direction for approximately 27 miles through a mountainous region in the south down into a farmland-rolling hills area in the north. Further, the Trace crosses US 25E at the town of Gray and follows route 233 before meeting back up with US 25 south of London.



When one nears London, multiple stone historical markers can be found that were placed there by the Laurel County Historical Society in 1942.

After travelling 18 miles from Bailey Hollow to the 1942 Racoon Springs stone marker, the trail once again splits into multi-mode routes as before. These

three (3) trails, mentioned earlier, converge again into a single trail on the northeast side of London approximately ten (10) miles from the Raccoon Springs marker.

An excellent remnant of Boone Trace is located in a densely wooded area south of London (Raccoon Springs/Happy Hollow). Preservation of this portion of the trail should be prioritized as it now sits on privately owned land.

The Trace also transects the northwest corner of Levi Jackson State Park (LJSP) and exits out of the London area along Highways 638 and 490 before crossing the Rockcastle county line at the Rockcastle River to the north. Original segments of both Boone Trace (BT) and the Wilderness Road (WR) reside within the boundaries of LJSP and crisscross just south of London with BT following the Little Laurel River west to east and the WR essentially becoming Hwy 25 from 229.

Many Boone Trace-related historical sites are located in Laurel county, including old Hazel Patch, about 15 miles north of the London, near the town of Oakley, KY. This was the original fork in the road where Daniel Boone departed from Skagg's Trace, an old hunting trail, and headed north to Boonesborough. Skagg's Trace veered west towards Crab Orchard and later evolved into a wagon road that became The Wilderness Road in 1796.

The Boone Trace travels nearly north from London for approximately twelve miles along route 638 where it then turns nearly due west. From this point, it connects with Hwy 490, and the trail travels in a west-northwest direction for another 14 miles until it reaches the Rockcastle County boundary. The trail passes through several more historical markers, a town called Atlanta, and eventually reaches the border of the two counties at the Rockcastle River.

## London to Rockcastle County/Laurel County Boundary [\[map\]](#)[\[map\]](#)[\[map\]](#)



Just prior to the crossing the Rockcastle River, BT merges with the Sheltoewe Trace for a couple of miles, coming up from the southwest. The Sheltoewe then proceeds along Hwy 89 to the northeast into Jackson County (i.e. They crisscross).

The trail, as depicted on the linked map, separates at highway route 490 in Rockcastle County on to Trace Branch Road and then into an off-road section and on-road driving section.

## Rock Castle County Trail [\[map\]](#)

Rockcastle County represents the most remote segment of Boone Trace and gives the hiker an experience of being in the true wilderness. It is also quite mountainous.



## Rockcastle County – Off-Road Trail Section

The off-road portion runs “nearly” parallel and north of the driving section and is approximately 14 miles in length in a northwest direction. Some of the historical markers and places the trail passes on this route include a Kentucky Historical Society marker, Red Hill Horse Camp, Teamers Cave, Great Saltpeter Cave, and Fort Ancient Indian site.

The hiking route proceeds up Trace Branch Road (TBR), which is paved becoming graveled and then enters into the Daniel Boone National Forest, crossing Red Hill Road entering a segment of private property whose owner

has given permission for public access. It crosses Crooked Creek into Mullins Station and then proceeds up the remnants of Maple Grove Rd to Orlando. From TBR to this point is entirely in the woods. The hiking route from Orlando to Wildie is primarily along gravel roads nominally following Roundstone Creek. The trail finally converges back with the on-road section north of Mount Vernon near the DAR marker at Roundstone Elementary.

## Rockcastle County – On-Road Driving Trail Section [\[map\]](#)[\[map\]](#)



The trail, from the point of divergence at TBR, heads southwest and then northwest and after approximately five (5) miles enters Livingston. The trail then continues along the South Wilderness Road (US25) approximately nine (9) miles to Mount Vernon

where it then turns due north. The trail then travels seven (7) miles north to the Roundstone Elementary School connecting once again to the off-road section.

Of note, at Roundstone the US Bike Route 21 re-connects with the driving and off-road sections of the trail south of the Elementary School.

At Roundstone, Boone Trace travels north nearly six (6) miles along the Old State Road to Boone Gap. Boone Gap is at the Rockcastle-Madison Counties boundary and is the last “gap” Daniel Boone traversed before entering the inner Bluegrass region and his final destination.

The definition of a Gap according to the National Geographic Society is, “...a low area between two higher-elevation landmasses, such as mountains. Gaps are similar to passes, but more rugged and difficult to navigate.”

## Madison County [\[map\]](#)

The Boone Trace trail from Boone Gap (at the county line) to Berea is a little more than four (4) miles in length is relatively flat. The trail follows Brushy Fork Creek (BFC) into Berea, then Silver Creek and its tributaries to Richmond. At this point it picks up Otter Creek, which flows northward to Boonesborough.



From this point onward to Fort Boonesborough the trail separates once again into off-road, driving, and bicycle trails. These trails travel northward skirting the Bluegrass Army depot from Berea through Richmond and then finally converging one last time approximately six (6) miles south of the fort at Redhouse. The three trails can best be seen on the attached map.

Some of the historical sites that the trail travels through on this segment include Boone Tavern, Kincaid Cemetery, Battle of Richmond site and visitors center, Fort Estill, Twetty's Fort Site, and the Red House historical site.

More Specifically, there is evidence that the original BT may have passed by Blue Lick before turning northward along Hays Fork Creek which was a somewhat longer route, later shortened by following Silver Creek.





In Berea [\[map\]](#), a paved shared use path has been constructed along essentially most of BFC. An overland hiking trail is being contemplated to follow Silver Creek to Richmond joining Hays Fork and then Harts Fork Creeks to Otter Creek at the Lake Reba area. The driving route leaving Berea will pick

up Blue Lick Road and then follow Hays Fork Creek via Hwys 421 and 499, and then into Richmond [\[map\]](#) via US 25.

South of Richmond, BT passes by the Twetty’s Fort campsite (sometimes spelled “Twitty’s”) on the headwaters of Taylor’s Fork Creek, where Daniel Boone and his party were attacked by Indians at daybreak on March 25, 1775. Capt. William Twetty and his slave Sam were killed and buried at the site. A small shelter was built for temporary protection which became known as, “Twetty’s Fort” or, “The Little Fort.”

Boone Trace then followed Pumpkin Run Creek to Otter Creek (OC) which was dammed to form Lake Reba in about 1880 and is therefore now under water at this location. BT then crosses Hwy 52 and follows OC via Concord Road entering the woods again south of Union City Road, and then runs along the railroad track and OC to Redhouse. From there, BT essentially follows OC via Hwy 388 to Fort Boonesborough State Park where the original fort site is located, adjacent to the Kentucky River.

## **A. PROJECT GOALS (PRIORITIES) – NON-COUNTY SPECIFIC**

Analysis of the data collected during the workshops revealed that certain priorities, or recommendations, are applicable to all of the jurisdictions - five (5) counties and ten (10) cities or towns. Priorities common to all of the jurisdictions include the following:

## 1. Signage

Identification and Direction signage for the motorized, bicycle and hiking/equestrian routes is the top priority of the entire project (three separate routes). Another set of signs will also be needed when the route is designated a “Scenic Byway.” Maps have been made of the three types of trails which outline the basic general routes. However, it should be noted that signage is necessary, as the trails cannot be followed accurately nor advertised sufficiently for the public to find without clear demarcation.



- a. The On-Road Driving Trail route (auto tour) can be viewed in detail on the Friends of Boone Trace web site [www.boonetrace1775.com](http://www.boonetrace1775.com). Two maps were created along with photos, videos, and 51 points of interest along the route. Hyperlinks for both Maps [#1](#) and [#2](#) are accessible from the home page. Regarding the signage for this route, there currently is no state mandated design or standardized location requirements for the On-Road Driving Trail portion, which enters and exits state rights-of-way. As such, special permission and design may be required by the Kentucky Transportation Cabinet (KYTC).
- b. The proposed National Bicycle Route 21 (USBR 21) can be viewed through the link <https://ridewithgps.com/routes/22182385>. It will need to be marked with standard bike route signs as other national bicycle routes around the nation. See below for further details of the USBR 21.

- c. The Off-Road Trail, or hiking route, is the actual Boone Trace alignment and can be viewed by clicking this [hyperlink](#).

Signage for the Off-Road Trail will also have some issues that will need to be dealt with. Specifically, this route crosses private property, as well as a portion of the Daniel Boone National Forest (DBNF). Due to these constraints, special permission will be required from property owners and possibly the National Forest Service (NFS). The NFS also has a specific process with guidelines (PACE It! and NEPA) for the creation of “non-dispersed” trails through the DBNF that must be followed.

As far as acquiring easements and land there are current efforts, at the state level, underway to create incentives for private property owners to allow their property to be used for trail purposes.

- d. The anticipated signage for the Scenic Byway will be a fourth route which will follow national standards. Its route will basically be US 25E and US 25 but has not yet been defined.

## 2. National Bicycle Route 21 (USBR 21)



The national bicycle route from Atlanta to Cleveland is planned to enter Kentucky via Knoxville, connecting through Middlesboro and then following the Boone Trace bicycle route, which is a modification of the motorized route. Both routes will use existing

paved roadways. The USBR 21 will continue northward to the

Kentucky River after it passes Boonesborough, the Boone Trace terminus.

Additionally, the USBR will intersect and across another bicycle route in Berea, specifically the USBR 76, which is called the Transamerica Bike Route.

The Boone Trace segment of USBR 21 will pass through all 15 jurisdictions. FBT has actively participated in the development of USBR 21 by working closely with the Adventure Cycling Association and Troy Hearn, the KYTC Bicycle and Pedestrian Coordinator in Frankfort, KY; who then coordinates with the American Association of State Highway Transportation Officials (AASHTO), the federal certifying agency for national bicycle routes. This project is listed as ongoing with a projected completion date of early 2019.

### **3. Economic Benefit**

A developed Boone Trace trail may create economic benefits to the state and jurisdictions along the trail by implementing the principles identified from the research of [Doctors' Peter Hackbert and Louisa Summers](#) of Berea College. These benefits will begin to accrue as soon as signage along the trail has been accomplished. Their studies of established trails, such as the Great Allegheny Passage and others has shown enormous economic benefit to communities and the State in the range of \$50 million annually based on 940,000 users.

Another example would be the Ghost Town Trail in Pennsylvania that saw 76,000 users, which generated an overall economic impact of \$1.7 million.

Tourism in Kentucky, generates approximately \$14.5 billion, 193,000 jobs, \$195.1 million going directly to local communities, and \$1.5 billion in tax revenue as quoted in the *Lane Report* at the following [link](#).

In order for the Boone Trace trail to create the economic boon within these five (5) counties, it needs to become a destination with a “WOW” factor that leaves a lasting impression. This will then be a reason for travelers to return and continue to spend money.



Each of the cities along the trail corridor have unique individual characteristics on which the communities need to capitalize.

These communities have the potential to create a synergy along the corridor that can link and tie the region together through their shared Boone Trace brand. Local involvement and pride in being part of the Boone Trace story could result in stronger communities.

The appeal and charm of some of the communities has suffered due to lagging economic development, loss or reduction of successful cash crops, aging downtown areas, and various other conditions. However, the unique character of each community can be built upon and revived by an influx of tourism related revenue. Each jurisdiction needs to identify their strengths and capitalize on those qualities and identity.

They will come with history and stories. Those stories need to be told in the context of Boone Trace to draw people to the area. Relying solely on visitors to generate revenue through tourism will require drawing in new businesses, jobs, and more workers to fill the employment vacancies created by the new businesses.

Trail development that encourages multi-day visits that cater to specific user groups such as, auto tour groups, hikers, naturalists, bicyclists, motorcyclists, and equestrian, should be a focus of economic development initiatives. One good example, of a typical user group, would be those cyclists using both the Transamerica Bike Route, and the planned US Bike Route 21, both of which intersect at Berea. Ideas for impactful tourism related activities could include events, challenges, tours, and festivals held in the counties or communities along the trail.

Studies have shown, everyone agrees, that when travelers stay overnight, they spend 6X more per day if the trail can attract overnighters for long, multi-day trips. One such study includes the *Report on the Multi-State Use of the Daniel Boone Trace heritage health Project* written by Hackbert and Summer (linked above).

A State-wide initiative is underway in Kentucky to try and connect up the historic trails with towns and cities and to bolster the State's trail system. With this effort, multiple communities will need to obtain the title of, "Trail Town," to meet the anticipated need generated by tourists. This network of trail towns would offer places to stop along the trail for dinner, vehicle repair, and access to other amenities, thus giving trail travelers reasons to stay and explore.

Further, barriers to usage must be eliminated, such as gaps in the trail system way-finding (i.e. signage), ineffective tourism marketing, attractions, and the lack of quality business services.

As such, FBT strongly encourages a regional Boone Trace Trail Town corridor and recommends that those cities not currently classified as a "Trail Town," complete the requirements necessary for receiving that title.

#### **4. Health Initiative**

Providing the means for the public to reap the health benefits that come from using trails, either hiking or bicycling, has become a high priority for the State and Federal Health Department as well as the transportation cabinet as demonstrated through adopted policy (linked above).

The general concept is to encourage walking, hiking, and bicycling as the primary focus with other modes of travel as secondary to capitalize on the health benefits of exercise.

It is our hope that by establishing the Boone Trace trail (BT) that there will be a significant improvement to the health of those who travel the trail. In fact, this goal is a fundamental premise of the BT.

The National Bike Route 21 will serve as the bicycle component, and multiple overland trail segments are to be developed for hiking. Some isolated segments are anticipated to become, "Boone Trace Fitness Trails," which differs from the other segments of the hiking trail through designation and markers. Fitness hiking trails will be marked differently than the rest of the trail. The markings will designate areas that focus on health and exercise with the lengths of segments measured and clearly marked with signage and/or QR codes to explain potential health benefits for maintaining activity levels for the length of the trail. Berea has a shared use path along Brushy Fork Creek that is approximately four (7) miles in length. Segments can be walked in either direction starting in the middle. This trail will be used as a model for other cities/counties to design similar "Boone Trace Health Trails."

Each jurisdiction and community is encouraged to develop their own fitness trails, as well as completing a community focused Bicycle-Pedestrian Plan (See Appendices B). An example from Madison County is attached at the following [link](#).

Drs. Peter Hackbert and Louisa Summers, co-authors of a joint study (linked above), “Report on the Multi-State Use of the Daniel Boone Trace Heritage Project,” have found that some trail systems can offer an economic benefit in health care costs by trail development. Access to walking and jogging trails helps more people meet the current activity recommendations of the American Heart Association (AHA) and the US Department of Health and Human Services that believe people should have a minimum of 30 minutes of moderate physical activity at least five (5) times per week.

Some observed health benefits of physical activity include a reduction of obesity and cardiovascular disease, reduced chance of stroke, Type 2 diabetes, and various forms of cancer. Additional common side effects of exercise according to AHA and the CDC is reduced depression, and anxiety, greater bone health, increased cognitive functions and overall greater quality of life.”

Drs. Hackbert and Summers estimated that in 2017, the number of annual users on the multi-use path in Berea was 7,754, which equates to an average of 21 persons using the trail per day.

- 5. Trail Town Corridor.** Three cities along Boone Trace are currently classified as “Trail Towns,” including Berea, Livingston, and London. Trail towns are defined within Cross Kentucky Master Trail Plan written by the Bluegrass Area Development District. Setting goals to link these and other future trail towns together along the entirety of the Boone Trace would help create a synergistic economic effect along the corridor. Dr. Hackbert’s study quoted above shows some positive economic outcomes can result from these linkages. Cities and towns that have not yet achieved this classification are encouraged to become Trail Towns. Cities participating in the State’s Main Street Program, and that have museums and tourism centers are encouraged to participate and focus on generating interest and tourism along the Boone Trace corridor.



6. **The 250th Anniversary of Boone Trace (2025).** Community planning



and preparation for the 250th anniversary of the opening of Boone Trace in 1775 and the beginning of the westward movement is anticipated to be an engaging occurrence with national attention. All

15 Kentucky jurisdictions along the Trace need to begin preparations to make it a successful event. Each jurisdiction should, as part of their preparation, focus on the Boone Trace story and how it has affected their communities for the last 250 years. One common tactic to increase interest in an event is to hype it through social media and advertising blitzes.

One important part of this celebration will be to identify ancestors who traveled the trail between 1775 and 1810. This project is fairly large scale and could include upwards of 200,000 people. A sidebar project that would be fun and interesting would be to highlight the descendants of those who initially walked the trail who those who in turn visit and walk the trail in the years to come.

7. **Social Media.** Social media, can have a major impact in the development and use of the trail as well as promote the 250<sup>th</sup> anniversary celebration. Using social media should begin by incorporating at least four digital platforms.

- a. Facebook to make connections,
- b. Flipboard, a network aggregation company that curates stories in magazine form,
- c. Medium, an online education magazine to read, write, publish and share stories, and materials posted to the site about BT. A link at this site will redirect visitors to enhance the other sites.
- d. Instagram to provide a picture gallery of the trail, and amenities along the trail and within each community on the corridor.

All of these social media accounts should be linked together and then content should be consolidated into an online magazine format in order to maximize internet exposure. Target groups will be the 15 jurisdictions through which BT traverses and beyond, user groups (hikers, bicyclists, interested public, etc.) and tourism sites.

8. **Hiking Club.** Organize a Boone Trace club of hikers to maintain the off-road trail segments, to maintain trail identification and to promote their use through word-of-mouth, social media, and other methods.



9. **Education.** Pursue individual educational initiatives in schools to inform and excite students to inquire about Boone Trace and its historical significance. Encourage actual field trips to known local sites for education and health initiatives.
10. **Scenic Byway Status.** Pursue scenic byway status to create a commemorative route of Boone Trace that will be added to the Official Kentucky Highway Map. This will allow Friends of Boone Trace to seek grant assistance.

## B. PROJECT GOALS (PRIORITIES) – SPECIFIC TO INDIVIDUAL COUNTIES

Analysis of the data collected during the workshops revealed that certain priorities, or recommendations, are applicable to specific jurisdictions. The following priorities should be considered for individual recommendations for each specific jurisdiction:

### 1. Bell County (Includes the Cumberland Gap National Park) [[map](#)]

#### a. Log Mountain Hiking Trail. Develop an off-road hiking trail in the



wooded area west of US 25E between the town of Meldrum to Pineville (approximately 10 miles). This trail would require property in and around Canon

Creek Lake, the State Forest and possibly several privately-owned tracks of land near Log Mill Road to dedicate land or add cross-access easements on their property for public access.

As the alignment of this off-road segment would follow the western ridge line and not the exact route of the Trace, it would need to be designated as a “commemorative” trail. Further, this would create a safer hiking environment as the trail would be in a wooded area instead of along the shoulder of a major highway.

#### b. Video. Create a video of BT through the county to promote the trail.

- c. **Hiker Instructions.** Recommend to the Cumberland Gap National Park (CGNP) to clarify directions for a typical hiker to hike from one side of the Gap to the other. Currently, a hiker coming from the Wilderness Road State Park in Virginia must figure out to take the Wilderness Road Trail, convert to the Colson Trail, to the Boone Trail, to the Wilderness Road Trail, to the Dr. Thomas Walker Trail in order to approach and then traverse down the north side of the Cumberland Gap. Simple trail signage could accomplish this goal combined with a readily accessible hard copy simplified map.
- d. **Daniel Boone Statue.** Pursue funding and approval for the construction and placement of a statue of Daniel Boone on the “Pyramid Marker” located at the Saddle of the Gap in the Cumberland Gap National Park (CGNP).



In 1915 the base of this monument was constructed by the Daughters of the American Revolution (D.A.R.) chapters of the four states involved with

marking of Boone Trace (North Carolina, Tennessee, Virginia and Kentucky). Each state installed a plaque on each side of the monument. A flat area was left on the top of the base with the intention of placing a statue of Daniel Boone by the Sons of the American Revolution (S.A.R.)

The statue was not constructed and installed for several reasons. Now, the monument remains incomplete and has been placed on the National Register of Historic Places, which could complicate any future change or additions. Efforts from both the D.A.R. and S.A.R. should be supported to place the Daniel Boone statue as originally intended.

## 2. Middlesboro [[map](#)]

### a. **Yellow Creek Hiking Trail.** Develop an off-road hiking trail section

along the east side of Yellow Creek through Middlesboro to Meldrum (approximately 4.4 miles) that would utilize only property owned by city.



### b. **Ball Cemetery.**

Develop the Ball Cemetery

with a short segment of Boone Trace/Wilderness road as a point of interest/tourist attraction.

### c. **Trail Town (TT) Status.** Obtain Trail Town status.

## 3. Pineville [[map](#)]

### a. **River Walk.** Develop a “river walk” trail.



The trail would begin at the intersection of Log Mill Rd and US 25E north to where Log Mill Rd ends. The trail would then enter the state forest into the unincorporated community,

Wasioto. At this point it would cross Jesse Lee Jones Memorial Hwy and passing the Dr. Thomas Walker historical marker. It would then continue along the eastern edge of the golf course, using the existing golf cart track and cross two bridges. It would continue across State Park Rd past the Pioneer and Civil War Cemetery.

From the cemetery, it would continue for 0.2 mile on the west side shoulder of US 25E, crossing to the east side at the light at the Hwy 119 intersection. It would proceed on the east side of the guardrail and along the west side of the Cumberland River, then under the bridge at Hwy 66 to the flat area north of the bridge where a cleared park area with picnic tables could be created.

Further development of the trail beyond the above description could include trail sections all along the west side of the river to Wallsend, or it could cross the river via the Hwy 66 bridge and walk along the actual Boone Trace on the east side of the river to Wallsend. A connection of the River Walk to the proposed Pine Mountain Trail is being entertained. Also, a circuit could be made utilizing a portion of the river walk which would cross US 25E through the city of Pineville and serve as a Boone Trace Health trail, similar to that described for Berea, KY.

**b. Cumberland Ford Park.** Seek funding to construct a park. One



possible criteria for this park to reduce cost would include using existing structures. For example, renovate the, “Bunny Bread

Building,” adding a new roof, utilities, paint and basic repairs. Then, open the front three downstairs rooms for visitor’s or trailhead center and a possible museum.

Additional tasks could include clearing the back room with garage door for storage canoes and kayaks, removing all kudzu from building and trees and brush from river bank, and painting a historic mural on the river-side wall of the building.

Further improvements to the site would include clearing the view from the overlook to the original ford in the river downstream, clearing areas on both sides of the river with view of the ford, placing picnic tables with garbage can, paving the overlook area with concrete, asphalt or paving blocks, and placing an interpretive marker to illustrate and explain the Cumberland Ford narrative.

**c. Develop a Boone Trace Fitness Trail.**

- i. Create a fitness trail along the Boone Trace and loop it through each trail town.

**d.** Connect the fitness trail to the Pine Mountain Trail.

**e. Trail Town (TT) Status.** Obtain Trail Town status.

#### 4. KNOX COUNTY [[map](#)]

- a. **Off-Road Hiking Trails (3).** Develop and mark three currently identified, original Boone Trace segments as potential hiking trails, known as the Callahan Loop Trail, Pogue Hollow Trail and the Shy Mug Trail. The Bailey Switch trail is also identified as a possible fourth trail.

#### 5. BARBOURVILLE [[map](#)]

- a. **Collegiate Trail Linkages.** Develop student relationships between Union College, Eastern Kentucky University, Berea College, and Lincoln Memorial University. These are to be expanded through the social media platforms discussed in the “Non-County” specific goals and objectives ‘7.’

- b. **Trail Town Status.** Obtain Trail Town status.

#### 6. FLAT LICK [[map](#)]




- a. **Flat Lick.** Promote the historical “lick,” one of many natural salt deposits in the State of Kentucky, which is a large flat lick located in the Flat Lick area.

- b. **Warrior’s Path.** Promote the Warrior’s Path as a related historic trail, which departs from Boone Trace and the Wilderness Road at

Flat Lick opposite The Daniel Boone Park.



## 7. LAUREL COUNTY [[map](#)]

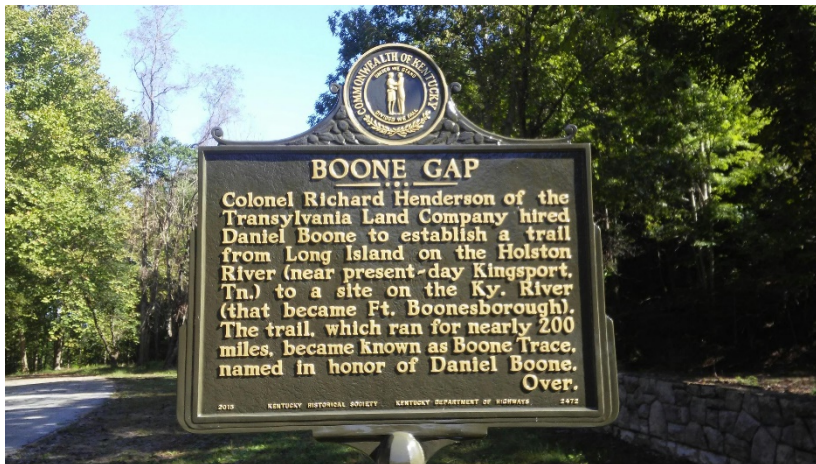
- a. **Raccoon Springs/Happy Hollow woods.** Identify options to preserve the woods between the Raccoon Springs and Fariston 1942 stone markers. This is one of the few and best off-road segments of Boone Trace, where the actual Trace is positively identified, that remains in a wooded area, close to a significant city (London, KY). The property is owned by three private property owners. One of the owners is committed to preserving the property for the sake of Boone Trace, while the other two owners have expressed an interest in further negotiations.
- 
- b. **Redbud Bicycle Ride Annual Event.** Add a Boone Trace/Wilderness Road bicycle “ride” to the list of other existing “rides” in the area.
- c. **Hazel Patch.** Promote the Hazel Patch area and the Wood’s Blockhouse as the original, “Fork in the road,” and as a potential park location. A stone blockhouse marker is currently located on a small private-owned farm.

## 8. LONDON [\[map\]](#)

- a. **New Shared Use Path.** Construct a shared use path as part of the planned US 25 Expansion Project, which will connect the Wellness Center in downtown London to Levi Jackson State Park, soon to be annexed to the city of London. Cost estimate and funding for the path need to be obtained prior to the path being added to the current state construction plan, which probably will come from the tourism budget.
- b. **Museums, Historical Society, Tourism Centers, and Trail Towns.** Connect major historical sites, museums and trail towns that are located along the BT corridor.

## 9. ROCKCASTLE COUNTY [\[map\]](#)

- a. **Boone Gap Historical Site.** Improve this site by constructing a small picnic area near the rock wall containing a D.A.R. marker which has served as an overlook when the original US 25 was main thoroughfare. A Kentucky Historical Society marker has been cast



and is placed at the site. An unveiling ceremony for both the marker and the site is anticipated to be held early in 2019.

It is interesting to note that the state of Kentucky has quitclaim deeded its rights to this historical site in Madison and Rockcastle Counties. As such both counties now own their county's side of the historic site. Each county's judge executive has met at the site to discuss any

necessary improvements and responsibilities of both parties to maintain and improve the area. Identification and directional signage will need to be placed appropriately in both counties and a defined entrance should be established with approval of the District 8 Transportation Cabinet.

**b. Boone Trace through the Daniel Boone National Forest (DBNF).**

Obtain approval from the National Forest Service (NFS) to place identification and directional signage along the Trace through this area. The physical re-



construction and maintenance of the original Trace will be in strict compliance with the guidelines of the NFS. Of historical note, a significant segment of the original Boone Trace has been identified and traverses a portion of the DBNF at the northern end of Trace Branch Road in Rockcastle County.

## 10. LIVINGSTON [[map](#)]

### a. Visitor's Center.

Continue to develop the Visitor's Center with emphasis on Boone Trace dining, fuel, and retail businesses.



### b. Rockcastle River.

Continue to develop a waterway for canoeing, kayaking, paddle boarding, motorcycle tours, primitive camping. This would also provide support for the Rockcastle Outdoor Company and the Rockcastle Riverside Campground.

### c. Wilderness Road.

Develop Wilderness Road Ford as a historic point-of-interest connecting to Wildcat Mountain Park in Laurel County.



### d. Skagg's Trace.

Develop Skagg's Trace as a historic point of interest connecting to Hazel Patch and Crab Orchard.

## 11. MOUNT VERNON [\[map\]](#)

- a. **Park at Hwy 150/25 Intersection.** Develop a History Garden/Walk Park as a point-of-interest and rest stop for cyclists and travelers.



- b. **Country Music Hall of Fame.** Continue to develop a section in tourism area to feature Boone Trace.

- c. **Trail Town.** Seek Trail Town status.

- d. **Historic Museum.** Encourage the establishment and preservation of an historical museum.

## 12. MADISON COUNTY [\[map\]](#)

- a. **Boone Gap Historical Site.** Improve this site (See also Rockcastle County). Construct a small picnic area near the rock wall containing a D.A.R. marker which has served as an overlook when the original US 25 was main thoroughfare. A Kentucky Historical Society roadside marker has recently been placed at the site. An unveiling ceremony



for both the marker and the site is anticipated to be held in early 2019.

- b. Boone Gap Hiking Trail.** Establish a Rails-to-Trails hiking path from the Old State Road in Rockcastle County to Boone Gap and from Slate Lick Road in Madison County to Boone Gap. Obtaining approval and coordinating this proposal with the CSX Railroad company will be a challenge and partnership with the Rails-to-Trails Association could be beneficial for advice and assistance on how to proceed.
- c. Video.** Create promotional video of the route of Boone Trace through Madison County.
- d. “Brown Sign” on I-75 and I-64.** Update existing fort signage for clarity. Existing large wayfinding signs on I-75 and I-64 directing travelers either to the “fort” replica at Fort Boonesborough State Park or the Civil War “fort” on Ford Road in Clark County, KY are confusing. Travelers come to the pioneer fort replica, mistakenly under the impression that it is a Civil War fort. A change in wording, or extra text, needs to be added to reduce the confusion. Also, additional signage on KY 629 should be installed at the approach to the replica fort entrance.
- e. Collegiate Trail Linkages.** Develop student relationships between Eastern Kentucky University, Berea College, Union College and Lincoln Memorial University that can be fostered and expanded through the social media platforms discussed above.



### 13. BERA [\[map\]](#)

- a. **Boone Trace Fitness Trail.** In coordination with the Madison County Health Department, establish a “Boone Trace Fitness Trail” of approximately 7 miles from Boone Gap to the Pinnacles. The trail would use existing infrastructure, and the soon-to-be constructed, shared-use segment along Brushy Fork Creek. This segment is part of the route Daniel Boone followed while opening Boone Trace in 1775.

Signage should read “Boone Trace Fitness Trail,” and QR Codes can be placed at various points to explain the purpose of the walk; to help users, “Get Healthy, and Learn a Little History,” (the motto for the project). The word “BOONE” will be painted in white onto the pavement at frequent intervals for guidance, as well as markers for 911 identification.

- b. **Silver Creek Hiking Trail.** Establish an off-road hiking trail along Silver Creek starting near its junction with Brushy Fork Creek and extending northward to Hays Fork and Harts Fork Creeks.

### 14. RICHMOND [\[map\]](#)

- a. **Boone Trace Brand.** Create tourism identity featuring Boone Trace as a segue into Fort Boonesborough State Park.

- b. **Twetty’s Fort Site.** Develop the Twetty’s Fort site into an historic park, coordinating with the Boonesborough Chapter of the D.A.R.



- c. **Boone Trace Fitness Trail.** Establish a “fitness

trail,” as defined earlier, utilizing the existing Duncannon Walking Trail and extending it into a loop around the wooded area associated with the Boone Trace trail. The boundary of the trail would be the edge of the Golden Leaf subdivision at the northwest, and the old Duncannon Lane to the south. The Golden Leaf section would be on the former road bed of the Rowland Branch of the L&N railroad.

- d. **Pace-Ramsey Bridge.** Reconstruct the bridge over the railroad at the east end of the old Pace-Ramsey Road from Golden Leaf subdivision to US 25.
- e. **US 421/25 Walkway.** Establish a walking trail along the eastern shoulder of US 421/25 using the roadbed of the old US 25 that extends to Pumpkin Run Rd.
- f. **Camp Catalpa.** Connect the existing Camp Catalpa park and trails with Boone Trace including a hiking trail around the southern end of Lake Reba and with a bridge to be completed across the lake at the east end of the breached original dam, and the golf cart path for Fairway #1 across the golf course.

## 15. FORT BOONESBOROUGH STATE PARK

- a. **Hart House Remains.** Clear the Hart House remains and create a display of the first house built outside of the original fort. Currently, this property is privately owned.



- b. **Boone Trace Path.** Construct commemorative dirt path from the remains of the Hart House to the original fort site.



## C. CONCLUSION

This master plan is a work in progress. There are “priorities”, or recommendations, in the plan for developing the trail which apply to all 15 jurisdictions (Fiscal Courts and City Councils) through which Boone Trace traverses in Kentucky. There are also suggested priorities which apply only to the specific jurisdictions. These recommendations have been suggested for inclusion into their long-range plans, so that the process will continue faithfully into the future. As the plan becomes implemented, modifications and refinements will certainly be made, and the plan should serve as a guideline as changes are made.

The mission of Friends of Boone Trace, Inc. is to preserve the remnants of Boone Trace and to raise public awareness of its historical importance. It is intended that this plan accomplish that mission by developing the Trace into a multi-use trail that can be driven, cycled or hiked with points of significant interest identified along the way. Those who travel and experience the trail will develop a connection to our American ancestors who came before them.

The desired outcomes are not only to preserve Boone Trace but also to benefit the state, counties and cities economically and the health of their constituents. It will also serve as a transportation alternative as desired by state and national policy; and, probably most importantly, it will create a sense of place to each citizen who has a tie to Boone Trace, the first road (trail), EVER, into the land that was to become Kentucky. They, too, will then become a part of the very beginnings of the westward movement. A movement about which they can, and should be, extremely proud.

## APPENDICES

## APPENDICES A

### Links

#### Page 4

HR 39

<http://www.lrc.ky.gov/record/16RS/HR39.htm>

<http://www.lrc.ky.gov/record/16RS/HR39/bill.pdf>

SR 135

<http://www.lrc.ky.gov/record/17RS/SR135.htm>

<http://www.lrc.ky.gov/recorddocuments/bill/17RS/SR135/bill.pdf>

#### Pages 5 – 11 (MAPS)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_Barbourville.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_Barbourville.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_BellCounty.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_BellCounty.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_Berea.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_Berea.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_FlatLick.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_FlatLick.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_KnoxCounty.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_KnoxCounty.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_LaurelCounty.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_LaurelCounty.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_Livingston.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_Livingston.pdf)

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[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_MadisonCounty.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_MadisonCounty.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_Middlesboro.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_Middlesboro.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_MountVernon.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_MountVernon.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_Pineville.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_Pineville.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_Richmond.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_Richmond.pdf)

[http://bgadd.org/wp-content/uploads/2018/09/BooneTrace\\_RockcastleCounty.pdf](http://bgadd.org/wp-content/uploads/2018/09/BooneTrace_RockcastleCounty.pdf)

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1. On-Road Driving route: <http://www.boonetrace1775.com/Maps/Auto-Tour/auto-tour.html>  
<http://www.boonetrace1775.com/Maps/Digital-Map/Basic-Map-A/basic-map-a.html>  
<http://www.boonetrace1775.com/Maps/Digital-Map/Basic-Maps-B/basic-maps-b.html>
2. Bike Route 21: <http://www.boonetrace1775.com/Maps/Bicycle-Route/bicycle-route.html>  
<https://ridewithgps.com/routes/22182385>
3. Off-Road Hiking Trail: <http://www.boonetrace1775.com/Maps/Hiking-Trail/hiking-trail.html>

**Page 14**

<http://boonetrace1775.com/Links/Economic-Impact-and-Health-Art/economic-impact-and-health-article.html>

**Page 15**

Kentucky Tourism Link – Lane Report: <https://www.lanereport.com/76873/2017/05/kentucky-tourism-industry-generated-14-5-billion-in-2016/>

**Page 17**

*State and Federal Bike-Ped Policies:* <http://www.ncsl.org/research/transportation/bicycle-and-pedestrian-safety.aspx>

*Madison County Bicycle & Pedestrian Master Plan (Draft):*

<https://madisoncountyhealthdept.org/Documents/Community/Madison%20County%20Comprehensive%20Walkability%20Plan.pdf>

*Follow progress at this website:* <https://madisoncountyhealthdept.org/PublicHome.html>

## **APPENDICES B**

### **REQUEST FOR CITY AND COUNTY SUPPORT OF BOONE TRACE TRAIL**

Friends of Boone Trace, Inc. (FBT) is actively seeking city and county support for the planning of a Bicycle and Pedestrian path/route as well as a State and National Scenic Byway. This route designation will help to preserve the remnants of this historic road and elevate awareness of its overall importance. This route, blazed by Daniel Boone in 1775, was to become the first road in our beautiful State of Kentucky. You can see that this route is of enormous historical significance. The Trace encompasses five Kentucky counties and ten cities, and we are attempting to coordinate a unified Bike/Hike and Scenic Byway trail along this corridor.

At this time, we are only seeking permission to begin the planning process and to acknowledge the Boone Trace Route. No financial commitment is being requested. At some point, we will seek funding for the road-side signage (way finding). The later planning phases (which include the signage plan) are anticipated to be started once we are able to secure the partnerships for the communities along the route. The later planning phases will also identify cost and responsibilities for a maintenance plan. These planning details will help assure that the liability concerns will be at a minimum and that the quality and experience of the route will be maximized.

Three of the ten cities along Boone Trace are already state designated "Trail Towns"; these include London, Livingston and Berea. All of which incorporate the Boone Trace as one of their "trails." The State House of Representatives of the General Assembly recently passed a resolution (House Resolution 37) proclaiming Boone Trace as historically significant and worthy of further identification. This resolution also identifies the need for preservation, route marking, and accessibility for the public; all of which serve purposes of tourism development, historic appreciation, and outdoor recreation. (See Exhibit A)

This project also is consistent with national and state policies which have health and transportation agencies partner to develop healthier life styles, improve air quality, reduce congestion and pollution, reduce greenhouse emissions, etc. The US Department of Transportation (DOT) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) promote the development of "walking and biking networks" and note that federal transportation law requires that bike/hike programs become an integral part of ongoing transportation planning (See Exhibit B).

Similarly, in 2002, The Kentucky Transportation Cabinet created a Statewide Pedestrian and Bicycling Travel Policy that requires that requires pedestrian and bicycling travel accommodations be considered with all new and reconstruction projects. Additional partners for this mission in KY include the Federal Hwy Administration and Department of Public Health (through the Partnership for a Fit KY Program); among others (See Exhibit C).

The Partnership for a Fit Kentucky Program encourages physical activity as a means of combating obesity, heart disease and stroke (See Exhibit D). We are of the opinion that this request for a Bike/Hike path along Boone Trace would be highly desirable to the communities by offering a transportation alternative, fostering better health and life styles, helping to improve air quality, preserving an important element of our historical past, providing educational benefit and financial gain from tourism.

We are also requesting permission to begin the planning process for a Scenic Byway designation for Boone Trace (no cost at this time). Kentucky already has a designation for the Wilderness Road; which is distinctly separate and different from Boone Trace. The Wilderness Trail evolved from the Boone Trace later in 1796. These designations will both bring attention and tourism dollars to the cities and counties along the corridor.

Finally, FBT has received an administrative grant for consultative approval from the Rivers, Trails and Conservation Assistance Program (RTCA) of the National Park Service. This grant allows access to the expertise of their Kentucky representative, Russell Clark, to assist in the planning process, again, at NO COST.

John M. Fox, MD  
President, Friends of Boone Trace, Inc.

March 15, 2016

## EXHIBIT A

HOUSE RESOLUTION 37  
ADOPTED BY THE HOUSE OF REPRESENTATIVES  
KENTUCKY GENERAL ASSEMBLY MARCH 25, 2016  
(There is now also an identical Senate Bill 135 passed 2017)

A RESOLUTION recognizing and proclaiming the Boone Trace as a road/route of historical significance; worthy of being further identified, preserved, protected, marked, and made accessible to the public.

WHEREAS, Daniel Boone and his party of trailblazers departed from Long Island on the Holston River, near what is today known as Kingsport, Tennessee, in March of 1775, and passed through the Cumberland Gap into present-day Kentucky, with their journey terminating at Boonesborough.

WHEREAS, by traversing that route, they demonstrated to the world that others could venture into the western area of the continent, claim land, and survive; and

WHEREAS, the road created by Daniel Boone and fellow members of his group came to be known as Boone Trace; and WHEREAS, Boone Trace was the first road opened into land that was to become Kentucky; and

WHEREAS, some 48 million present-day Americans can trace their genealogy to ancestors who came through the Cumberland Gap; and

WHEREAS, the Wilderness Road, a designed wagon road terminating in Louisville, evolved from the original Boone Trace bridle path to become the predominant arterial road over which travelers entered the west; and

WHEREAS, Boone Trace appears on the Tourism Cabinet's Office of Adventure Tourism's recently released Cross Kentucky Master Trail Plan Map as one of eleven currently designated major routes; and

WHEREAS, engraved on a monument at Daniel Boone Park, Flat Lick, Kentucky, are the words, "No other trail is of greater historical significance to the founding of Kentucky and opening of the West";

NOW, THEREFORE,

Be it resolved by the House of Representatives of the General Assembly of the Commonwealth of Kentucky:

### Section 1

This honorable body hereby recognizes the historical significance of Boone Trace to the settlement of Kentucky and westward lands, and finds that Boone Trace is worthy of being further identified, preserved, protected, marked, and made accessible to the public.

### Section 2

The Transportation Cabinet is encouraged to utilize the experience and expertise of the Kentucky Historical Society and the Kentucky Heritage Council, and to seek funding, both public and private, to appropriately designate and mark highways that most closely parallel the original path of Boone Trace.

### Section 3

The Tourism Cabinet is encouraged to continue the progress made by the Office of Adventure Tourism in developing Boone Trace as one of the major trail routes, and to promote trail connectivity between communities located on or near Boone Trace in order to enhance tourism development, historic appreciation, and outdoor recreation.

Section 4  
The Clerk of the House of Representatives is directed to transmit a copy of this Resolution to the Governor of the Commonwealth, the secretary of the Transportation Cabinet, the secretary of the Tourism, Arts and Heritage Cabinet, and Dr. John Fox, President, Friends of Boone Trace, Inc., Post Office Box 54895, Lexington, Kentucky 40555



## **EXHIBIT B**

### **Purpose**

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

### **Policy Statement**

*The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.*

### **Funding Eligibility**

Federal surface transportation law provides flexibility to States and MPOs to fund bicycle and pedestrian improvements from a wide variety of programs. All major surface transportation funding programs can be used for bicycle and pedestrian-related projects.  
(Usually for transportation and not recreation)

### **Planning**

Federal Surface Transportation Plan (STP) requires that bicyclists and pedestrians be an integral part of the ongoing transportation planning process.

### **Conclusion**

Bicycling and walking are important elements to integrated, intermodal transportation systems that improve quality of life by providing access to jobs, education, health care, and other essential

services. The construction of sidewalks, bicycle lanes, shared use paths, and trails; installing curb cuts and ramps; providing bicycle parking at transit; developing bike sharing systems; reducing single occupancy vehicle travel; and teaching children to ride and walk safely all contribute to our national transportation goals of safety, mobility, livability, economic growth and trade, improved health, enhancement of communities and the natural environment, and national security. All of these activities are eligible for funding as part of the Federal Highway Program. Federal surface transportation law continues to advance the routine consideration of bicycling and walking in transportation decision-making at the State and local level, and it enables communities to encourage more people to walk and ride bicycles safely and promote livable communities.

## **EXHIBIT C**

### **PEDESTRIAN MASTER PLAN TRAINING FOR HEALTHY COMMUNITIES**

#### **POLICIES**

In 2002, Kentucky adopted a statewide Bicycle and Pedestrian Travel Policy Manual that requires all new or reconstruction of state-maintained roadways to consider the incorporation of pedestrian and bicycle accommodations during the planning process. The best way to help with these considerations is to have a plan for pedestrian and bicycling improvements.

#### **Contributing Partners**

Federal Highway Administration—Kentucky Division

Foundation for a Healthy Kentucky

Kentucky Association for Economic Development

Kentucky Department for Public Health

Kentucky Department of Education

Kentucky Office of Adventure Tourism

Kentucky Injury Prevention Research Center (KIPRC)

Kentucky Safety and Prevention Alignment Network (KSPAN)

Kentucky Office of the Americans with Disabilities Act

Kentucky Rails to Trails Council Kentucky State Parks

Kentucky Transportation Cabinet Kentucky Youth Advocates National Park Service

University of Kentucky—Cooperative Extension

## EXHIBIT D



Partnership for a Fit Kentucky  
Supporting Obesity Prevention Efforts in Kentucky

### Fighting Obesity in Kentucky

The Partnership for a Fit Kentucky (PFK) is a team of leaders, administrators, advocates, health professionals, and community members who care about the health and future of Kentucky citizens. We are a dynamic public/private partnership which supports the Kentucky Department for Public Health's Obesity Prevention Program. Our mission is to support policy, environmental, and system changes that promote healthy eating and active lifestyles.

### Access to Physical Activity

#### Our Approach

We want all Kentucky communities to strive to accommodate all modes of transportation whenever and wherever possible. By providing communities with targeted training and technical assistance, capital support, and networking opportunities, we will increase the number of Kentuckians who live in walkable communities.

#### Why Walking?

Many people in Kentucky have limited opportunities for physical activity. Improving the infrastructure and policies around transportation reduces roadway fatalities and injuries, improves the impact of air pollution, and prevents health problems, including heart disease, diabetes, and obesity. Access to active transportation, such as walking, also encourages socialization and promotes economic development. Walking is one of the most popular forms of physical activity for adults because it doesn't require special skills or expensive equipment, and it can be incorporated into any busy lifestyle. Walking can uniquely be used as a practical exercise, allowing residents to get physical activity while performing daily routines such as commuting to work, to the grocery, to school and to many other locations.

#### Highlights

Kentucky Trail Town Designation: The goal of the Kentucky Trail Town concept is to connect communities with natural land and water trails to the tools necessary for developing a vibrant, healthy tourism economy. These communities encourage an active, highly pedestrian lifestyle not just for visitors, but for the Kentucky residents as well. Towns awarded the designation are

marketed as adventure tourism destinations on state maps, visitors' guides, highway signs and other state promotional materials. Currently Kentucky has four certified Trail Towns: Dawson Springs, Livingston, Morehead and Olive Hill. The process of achieving Kentucky Trail Town designation is extensive and may not be appropriate for every community, however we are working with several towns on developing their application and working towards the certification. For more information please visit the [Kentucky Office of Adventure Tourism webpage](#).

### **Pedestrian Planning**

Designing a community for physical activity means offering people safe, accessible streets that people of all ages and abilities can use and enjoy. A pedestrian plan helps a community identify priorities for creating a safe walking environment and ensures that a community considers all modes of transportation during road construction projects. Creating a pedestrian plan provides an opportunity to better promote health, safety and equity across any community. Kentucky currently has 19 documented pedestrian plans, but we are now providing training and technical assistance to communities to develop their plans and promote walking. For more information, please visit the [Kentucky Transportation Cabinet webpage](#).

## **EXHIBIT E**

This exhibit is added for informational purposes only. Attached are links to walkability studies reports created by students of the Entrepreneurship for the Public Good (EPG) at Berea College.

Creation of walkability studies is encouraged for all jurisdictions.

### Madison County

<http://www.boonetrace1775.com/Links/Walkability-Data/Mad-Co-Walkability-Report.pdf>

### Rock County

<http://www.boonetrace1775.com/Links/Walkability-Data/EPG-Walkability-Data-Rock-Co.pdf>

### Laurel County

<http://www.boonetrace1775.com/Links/Walkability-Data/EPG-Walkability-Data-Laurel-Co.pdf>

### Knox County

<http://www.boonetrace1775.com/Links/Walkability-Data/EPG-Walkability-Data-Knox-Co-.pdf>

### Bell County

<http://www.boonetrace1775.com/Links/Walkability-Data/EPG-Walkability-Data-Bell-Co-.pdf>