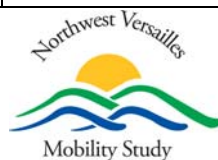


Summary of Written Public Comments – April 16, 2009 Public Meeting

Respondent No.	1. Did this evening's Public Meeting adequately explain the candidate mobility solutions that are being considered? If not, please tell us what else could have been done.	2. Do you have any further suggestions for potential solutions that should be considered in this Study? Any major concerns?	3. Do you have any ideas, suggestions or comments you would like to express to the Project Team?
1		<p>Add 3C. At-grade intersection with signal and bypass lanes for westbound traffic. Keep existing ramps south of US 60.</p> <p>With a corridor route instead of a traditional 4-lane divided highway, look at a 2-lane divided boulevard type of section with wide median that has plantings along with adequate turn movements at major roadways. Connectivity with urban service side and restricted with rural side.</p>	
2	Yes	A connector is the only way to move cars. There is not enough room to build the road and signal improvements needed to move traffic downtown.	Is there any law that allows Woodford County to ban trucks downtown? If there is, start now! But I don't think you can enforce that.
3		Use bypasses we already have in place. Do not allow through truck traffic over 4 axles on Business 60.	
4	Yes	<ul style="list-style-type: none"> • Please do not consider roundabouts. • Please work with the school systems on Frankfort Street. • Please get a light at Green Street and Main Street. • Please connect the neighborhoods. 	Put more info in the paper about the project. Thanks – team has done a good job.



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5	OK – Some conceptual design for the “different” options – “flyover”, “roundabout” – would have helped even more.	Rethinking the lane uses at Rose Hill/Morgan/Main because the right turn lane can easily empty to allow the thru traffic to BG Parkway to go on through. But keeping the lane (left and through) would continue to limit traffic flow even with a left turn lane signal.	Strongly urge you to rank options by cost and impact on historic farms in the county. Many of the options (#1, 3a, 4, 5.1a, 5.2a) are relatively cheap, especially in comparison to purchase of right of ways, condemnation of private land, construction costs for 2 and 8.
6	Yes	With a NW Connector, what properties would be taken? What restrictions would be put on building in that area? Would it be kept a green space and not allow expansion of empty shopping areas?	Need to work with City and County plans for developing NW Connector properly.
7			<ul style="list-style-type: none"> • The hill just before the Clifton/Rose Hill intersection needs to be lowered before any options are considered. • Roundabout at US 60 and Bypass. • Rose Hill light will not hold any time for traffic from Rose Hill and Morgan.

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8	Yes. Thank you for taking the time to explain it to me personally when I could not attend either meeting.	<ul style="list-style-type: none"> • More public transit – buses, trains, etc. • Park & Ride lots on the Bypass, Lexington Road, Frankfort Road • School buses shouldn't have stops every hundred feet on main roads (Laval Heights, for example). Drivers now cut through neighborhoods to avoid the bus. • Bike racks downtown • Bike loan program like Lexington's (but easier to use) • Bike lane or something to protect bikers & walkers traveling out to Kroger; very hazardous from Woodford Feed to Kroger 	<p>Other than various intersections or traffic light improvements, none of the suggested solutions fulfilled Goal #1. How do any of these improve biking or walking as an alternative to more personal vehicles on the road? No discussion of more public transit (both within Versailles or around the county or to Frankfort, Lexington, Louisville, etc.)</p> <p>Thank you, Versailles, for doing this study.</p>
9		There should be some emphasis on public transportation between Versailles and Lexington, and between Versailles and Frankfort. Gas prices will climb sharply again and inter-city bus service can be an efficient and environmentally sensitive alternative.	The Crossfield extension idea is a sham. It would require an inordinate amount of engineering for such a short stretch. It would destroy farmland/wetland, and it would funnel even more traffic along the already overburdened residential streets Laval Heights and Montgomery Avenue. The whole project was cooked up just because someone wants to make a buck.