

**Northwest Versailles Mobility Study  
Steering Committee Meeting – September 25, 2008  
Meeting Summary**



Attendees: See attached Sign-In Sheet

Tom Creasey started the meeting with introductions, then a brief presentation on the reason for the project, the role of the Steering Committee, and what the study is about.

Ted Grossardt led the group through a concept building exercise. The project concepts reflect the reason for the project, are based upon fact and supported by data or technical analysis where possible, and will be used to verify the project Purpose and Need. The Core Project Team previously went through a trial run of this exercise and the process will be repeated at the upcoming public meeting this Fall.

There are four concept areas:

- What We Believe
- The Nature of the Problem We Face
- The Nature of the Solutions We Seek
- How We Are Involved

Comments on individual comments:

What We Believe

- Bruce Bailey asked if we can add a question about future development as a complement to the question about green space (“Greenspace is important to quality of life.”). “New development” would include both residential and retail/commercial types of development. Pattie Wilson added that the question should reflect giving Woodford Countians an option to shop at home rather than having to drive to another community. “Is new development good?”
- It was advised to the consultants to review the minutes from the Planning & Zoning Commission and Economic Development Authority meetings over the last year to gauge the pulse of the community on this issue. Similar issues have been discussed and opinions documented and recorded. Many public discussions are on record regarding future development wants and needs. It was also noted that Versailles is a very involved community and public discussion occurs all the time.

The Nature of the Problem

- It was asked if the first concept (“Growth here and in surrounding counties has increased travel in and through Versailles and Woodford County.”) could be split into two parts – one about local traffic and one about through traffic.



- It was pointed out that people are using Montgomery Avenue as a cut-through route and that we need to have a question dealing with cut-through traffic. Other streets are used as cut-through routes as well.
- Add questions, “How much of a problem is traffic safety at the intersection of Main Street/US 60 Bypass?” and “How much of a problem is traffic congestion at the intersection of Main Street/US 60 Bypass?”

#### The Nature of the Solutions We Seek

- Add a question, “Should solutions maintain the character of Versailles and Woodford County?”
- Add a question, “Should solutions be consistent with the Comprehensive Plan?” The intent of this question should be to give the message that we are taking into consideration what the community wants, which has been done up to this point through the Comprehensive Plan.

Local transportation projects that the community is pursuing:

1. Crossfield Drive Extension, Phase II (Phase I is in the Six Year Plan already)
2. US 60 Bypass/Lexington Road intersection improvements
3. Bluegrass Parkway at US 60 – locals desire a traffic signal at the ramp intersection with US 60 to accommodate left turns toward Versailles.

A question was asked how the results of the consensus building surveys were factored into the process of this traffic study. Can this democratic process skew numbers and priorities? Tom Creasey responded that this surveying process reflects community needs and wants. It won't drive the study, but will provide further insight and direction to the Project Team. It is an anonymous process to encourage an honest response. The traffic study will very much rely on data collection, analysis, and the expertise of planners and engineers, along with input from the community.

Dan Brenyo pointed out after the meeting that development approval has been given for 1,800 to 2,000 new homes on the south side of Versailles. This is likely to generate more traffic that will be using Bluegrass Parkway and making the left turn movement from the ramp onto US 60.

Bruce Bailey offered the KCTCS facility for future Steering Committee meetings.