



## Northwest Versailles Mobility Study Steering Committee Meeting – March 3, 2009 Meeting Summary

Tom Creasey, the study Project Manager, opened the meeting with introductions and an update of the study progress. The study is in the middle of the development and evaluation of alternative mobility solutions.

The draft Goals and Objectives were reviewed and discussed. The Committee was reminded that “Goals” are generalized statements that articulate a community’s transportation needs and can give direction and focus to the decision-making process, while “Objectives” are specific statements which grow out of general goals that can be accomplished and measured. The Steering Committee established the five Goals at its previous meeting (November 20, 2008) and the Objectives were added by the project team. After some discussion, the Goals and Objectives were agreed upon by the Steering Committee.

Tom Creasey provided an explanation of performance measures and how they will be used to evaluate candidate mobility solutions. Performance measures are quantifiable metrics that will be used to determine how well or how poorly candidate solutions would meet stated objectives. Performance measures anticipated to be used include:

- Average daily traffic volumes
- Demand-to-capacity ratio (or “percent of capacity”)
- Average vehicular delay
- Average travel speed
- Number of stops
- Queue lengths

A list (and corresponding map) of candidate mobility solutions was provided. These reflect projects and strategies that will be considered and evaluated. An original list of 14 was pared down to 10 by the Core Project Team and this was the list that was presented to the Steering Committee. It was emphasized that these are candidate mobility solutions to be evaluated and nothing at this stage represents a commitment or a recommendation. The candidate solutions will be evaluated and compared with the accepted Goals and Objectives for the study.

The candidate mobility solutions are:

1. Downtown traffic signal timing modifications
  - Phasing
  - Timing plan optimization
  - Lane use signs
  - Improved wayfinding signs
2. Northwest Connector
3. Bluegrass Parkway/US 60 interchange

- Traffic signal (3a) – Short-term
  - Flyover or loop ramps (3b) – Long-term
4. Bluegrass Parkway/US 127 Exit 59 - “Interstate 64 truck traffic use US 127 north”
  5. Intersection Improvements – (1) N. Main Street/Elm Street/Frankfort Street/Broadway and (2) Clifton Road/Tyrone Pike/Rose Hill Avenue (also lower grade on Tyrone Pike approach)
    - a. Traditional operational improvements
    - b. Roundabouts
  6. Marsailles Drive Extension – Huntertown Road to Troy Pike (planned)
  7. Cedar Ridge Lane extension to Huntertown Road
  8. Neighborhood Connectivity – General recommendation to connect stub neighborhood streets where practical in order to reduce trips along congested arterial streets
  9. US 60 Bypass/Markham Drive intersection improvements
    - Extend left turn lane from US 60 westbound to Markham Drive
    - Storage pocket/acceleration lane – Markham Drive left turn to US 60 Bypass westbound
    - Traffic signal feasibility
  10. Crossfield Drive Extension to Laval Heights Drive (planned)

Tom Creasey qualified that some of the projects fall outside the study area boundaries but it was determined that they would influence traffic conditions and travel patterns inside the study area, so they were included in the list.

There was considerable discussion regarding optimization of signal timing plans for downtown and other improvements to improve downtown traffic flow. The Kentucky Transportation Cabinet (KYTC) has a coordinated signal system in place but current timing plans will be evaluated to see if any improvements can be made. The KYTC District 7 (Lexington) office intends to add a separate left turn phase for the intersection at Main Street/Rose Hill Avenue/Morgan Street. Currently there are significant backups along Main Street during peak periods, particularly during the afternoon. It was pointed out that these backups could be reduced if a couple of on-street parking spaces were removed, particularly the Main Street/Lexington Street intersection, so that turn lanes could be lengthened. It was pointed out that pavement striping and lane delineations are worn and difficult to see, especially at night. A recommendation was made to include overhead way finding signs to aid visitors and enhance traffic flow.

Tom Creasey said that computer traffic models will be used to produce performance measures and assess the traffic impacts of a northwest connector, from Falling Springs Boulevard to US 60 west at Midway Road (US 62). He advised that the project is a concept and there is no specific alignment. A facility similar to Falling Springs Boulevard will be assumed in the testing of this candidate solution. Alternative scenarios of the connector, with and without intersections with Clifton Road and

McCracken Pike, will be evaluated. Performance measures with and without the connector will be compared with similar measures for downtown streets.

Modifications to the Bluegrass Parkway/US 60 interchange were discussed. It was pointed out that a possible traffic signal at the exit ramp from the Parkway to US 60 westbound has been discussed at length in the past by the KYTC and it was determined that traffic volume warrants for a signal have not been met. There are additional warrants for signal installation that could apply here, specifically one related to safety. The point was made also that introducing a signal at this location, where there currently is none, creates another high-speed signalized intersection along this section of US 60 and that extra measures would be needed to enhance safety. Additional grade separation ramps, either a flyover ramp or loop ramps, are presented for consideration as well. While these would eliminate conflicts associated with the current layout, right-of-way and construction costs would be considerable. These candidate solutions are an example of a project located outside the study area that would have an impact on study area traffic patterns and conditions.

Candidate solution #4 is intended to relieve truck traffic through downtown by routing trucks coming up the Bluegrass Parkway to US 127 at Lawrenceburg to I-64, thus avoiding Versailles. A number of suppliers to Toyota are located in south central and western Kentucky and ship materials to Georgetown along the Parkway. It was pointed out that there are as many problems with trucks downtown coming from the north (i.e. I-64 west from Louisville) bound for Osrasm Sylvania and there was no other feasible route for these trucks to go other than through town. This strategy should include solutions for trucks currently traveling in both directions through downtown.

It was noted that there are two intersections that are especially problematic, from both safety and operational perspectives. Those are:

- Main Street/N. Main Street/Elm Street/Frankfort Street/Broadway
- Clifton Road/Tyrone Pike/Rose Hill Avenue

Traditional intersection improvements will be compared with single-lane roundabouts as candidate solutions at these locations.

Other candidate solutions to be considered that were discussed included extension of existing streets, neighborhood connectivity and improvements to the US 60 Bypass/Markham Drive intersection.

The candidate solutions were rated by the Steering Committee in response to the question, "Do you think this solution will help to accomplish the Goals and Objectives?" Each candidate was rated from 1 to 9 on its own merits and there was no comparative rating among individual candidates. A summary of the ratings will be prepared as an addendum to this meeting summary.

It was determined that the next public meeting will be held on Thursday, April 16, 2009. The time and place have not been determined yet.