

Comments following the September 17, 2009 Mobility Study Meeting

1. I think the study does an inadequate job of disclosing options that Versailles should investigate to improve traffic flow within the current city limits.
2. The options presented do not place any real hardship upon the leadership of Versailles to make decisions that may be politically difficult. Significant impact is proposed for people and properties outside the city limits. (non-voters).
3. The study does not offer a sufficient variety of cost/benefit alternatives. The options seem to be either very inexpensive “no-brainers” or the tens of millions “bypass”. Yes, the roundabouts are options that cost more than signal improvements but their support from the public is not much different than a more standard improvement of the intersections.
4. The busiest retail areas in Versailles are on the east side of town and improvements to traffic flow in that direction received overwhelming positive votes. I think notice should be made that what Versailles needs and wants most is east/west connectivity and could place less emphasis on north/south.

Specifics

5. I think a smoother flow of traffic from the south to east as will be accomplished by the Marsailles road extension will reduce downtown traffic. Public support of this is very high and the city should focus on making this throughway as efficient as possible for traffic.
6. The High School has been mentioned as an area of unacceptable congestion. I think some of the congestion is because no traffic light is at the intersection of Frankfort Street (US 62) at the bypass (US 60). People are uncomfortable with left turns across multiple lanes, especially when the traffic is moving quickly. A traffic light to allow Frankfort Street to safely flow north will encourage people traveling north to use that intersection and will reduce traffic at Yellow Jacket Drive. I believe the effects will also be seen at Douglas Avenue at the bypass.
7. High Street at the intersection with Rose Hill should be aligned with Park Street at Rose Hill. Park Street should be improved and extended past North Street and Elm Street to Frankfort Street. This will require the city to acquire property but the benefit will be a 2nd north/south thoroughfare that removes congestion from Main Street and makes the parking access easier. I believe it is possible that the Park Street north extension could parallel or share the railroad easement to Frankfort Street. I rarely see trains moving through town and the occasional blocking of this route during a train movement is not a major detraction from the overall benefit this route offers.
8. Thomas Lane should be improved and made into a through road that parallels or shares the railroad route to Clifton Road. At Clifton Road the new Thomas Lane (extended) should align with Beech Street. Beech Street turns into Kentucky Avenue as the route goes north. A lot of the north moving traffic on Kentucky Avenue zig-zags onto Camden Avenue which then connects to Yellow Jacket Drive. If Thomas Lane was improved and extended as described there would be a “Northwest” connector internal to the City that is less expensive than the new connector proposed in the study.

9. Traffic counts indicate that flow would be improved if Clifton Road and McCracken Pike traffic had to stop to allow Camden Avenue, Kentucky Avenue, Beech Street and Martin Luther King Blvd traffic to flow unimpeded.

Other thoughts

10. An improvement and connection of Thomas Lane to Clifton Road would relieve Martin Luther King Blvd. traffic. The road is too narrow for the traffic it carries.
11. Think long term when public transportation may become the normal way to move around. What if the monies proposed for the NW bypass were used to re-route the railroad to go around Versailles, still connecting to the Woodford County Park. The entire rail route inside Versailles could be converted and added to the streets system. The park would be a great place for a train station and parking and the rail system could link the towns and cities together.
12. During unusually heavy rain events there are water control problems in the city and county. Glenn's Creek carries a lot of the city water runoff. Millville residents are affected by the flooding of Glenn's Creek and are aware that Versailles water control issues impact their community. Any work that occurs northwest of Versailles that affects Glenn's Creek and runoff rates need to be properly engineered to mitigate the rain effects. Proper engineering does not necessarily mean "meets minimum standards".
13. Some limitations of this study have come about due to tightly controlled timelines for Steering Committee and Public Hearings.

Summation:

The studied proposals have become polarized between proposals that are easy and inexpensive to implement and that have little negative reaction amongst reviewers and a single, very expensive (about \$1000 per capita cost based upon population projections for the county) proposal that places almost all of the burden outside the city. As presented I think Study Goals 2, 4, and 5 have been largely downplayed.

The alternative proposals described above, especially the ones that involve Park Street and Thomas Lane offer benefits and costs that fall between the studied proposals and frankly, should also be studied as methods to improve mobility inside the city.

The Versailles City leaders need to show proper stewardship of taxpayer money that is available.