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# Beaumont Centre Traffic Study

**Public Kick-Off and Feedback****26<sup>th</sup> September 2016****Agenda****Agenda**

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|-------------------------------|--|
| 1. Introductions              | Councilmember Bledsoe  |
| 2. Review Study Objectives    | David Filiatreau, Traffic Engineering  |
| 3. Survey Results             | David Filiatreau, Traffic Engineering  |
| 4. Public Feedback            | Explained by Jamie Rodgers,<br>Facilitated by Representative's<br>from LFUCG |
| 5. Communication and Timeline | Councilmember Bledsoe  |
| 6. Wrap-Up                    | Councilmember Bledsoe  |

**STUDY OVERVIEW**

Lexington sought professional consulting services to conduct a traffic study to determine appropriate and comprehensive traffic mitigation for the Beaumont-Palomar-Harrodsburg Road-corridor. Through a request for qualifications process, Stantec was selected and began initial data collection in early September.

The results of this study will help the City of Lexington as well as the Kentucky Transportation Cabinet plan and prioritize funding for future improvements over the next 10-20 years.

**TRAFFIC STUDY GOALS**

1. Develop a snapshot of the transportation system (cars, pedestrians, bicycles, buses)
2. Assess the effectiveness of the transportation system
3. Develop a prioritized list of short-term and long-term improvements
4. Integrate community involvement and education in the process

**Data Collection and Assessment**

In order to create a snap shot of the area, the consultant will conduct in-person field studies, collect files and data on traffic counts, queue lengths, signal timing, turning movements, travel speeds, development plans, crash data, land use, pedestrian counts, and other relevant data. The data and counts will be used to develop a traffic model with a 10-year horizon, projecting for growth in southern Fayette County. The

model will be an assessment for traffic under the 1) current conditions and 2) the 2026 10-year horizon if no improvements were made. The snap shot will include:

- Identification of high crash locations and crash types
- Identification of congested areas, quantification of congestion (intersection delay, travel speed, queue lengths, level of service)
- Location of sidewalks, bike lanes, shared use paths, bus stops
- Areas of concern- general safety, lack of connectivity, mobility issues
- Location of planned future development and land use change

### **Community Involvement & Communication**

The Division of Traffic Engineering and Councilmember Bledsoe's office will be responsible for direct community feedback and communication. Gathering insight from those who live, work, and drive through the area, (or a combination of all three) is an important step in assessing the areas of concern and developing solutions. Feedback will be gathered in early September through mid-October in the following ways:

- On-line survey (completed)
- Residential community meeting (September 26 , 2016)
- Commercial community meeting (September 28 , 2016)
- Stakeholder follow-up (on-going)

The preliminary study will be completed in late February/ early March for potential request in the next City of Lexington budget cycle. A summary of the study as well as a public presentation will be available in early summer. The prioritized list of recommendations may be completed as funding becomes available by the State or Local transportation offices.

### **Develop Recommended Solutions**

#### **Short Term Solutions**

The congestion study team will examine the pedestrian, cycling and vehicular data of the current conditions. Based on analysis of the data, they will recommend shorter-term, lower cost solutions to help improve each of these three transportation areas.

#### **Long Term Solutions**

For larger improvement projects, Stantec will develop a future (10-year) analysis and cost estimate. Because of the nature of long-term solutions, they will likely require multiple funding sources from local, state and federal levels. We would expect these projects to be on a 5-20 year time frame, depending on what is proposed.

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## Letter from Councilmember Amanda Mays Bledsoe

Thank you for taking time today to join us for the public input meeting for the traffic study in the Beaumont/Harrodsburg Road area. I am assuming you have a similar story to the over 1,300 individuals who took the time to fill out the survey--you are likely frustrated by the increase in traffic and congestion. After reading the surveys, there were three distinct areas of concern: neighborhood and main road traffic, increased growth in the southern corridor, and lack of enforcement by police to current city traffic laws. I will address those areas below.

**GROWTH:** There is no doubt Lexington is growing at a consistently strong rate. You can see the new houses, apartments, townhouses, retail, hotels and businesses added to the Harrodsburg Road corridor. Every five years, the state of Kentucky requires that the city's Department of Planning adopt a Comprehensive Plan. The plan is the guiding tool for development in the city used by the Planning Department and the Planning Commission. The city will begin the public engagement portion of the plan in the beginning of 2017. I encourage you to participate in this process so that your voice is heard.

**ENFORCEMENT:** The recession in 2009 requiring budget cuts hit public safety significantly. Today, while our police department is authorized to a full force of 600, we are just now starting to make up the ground we lost in those years due to freezes in recruitment and retirements. The significant increases in drugs and crime have impacted traffic patrol. In the spring of this year, the city hired and trained safety officers to assist sworn-officers. They will write citations for non-moving violations, help direct traffic, assists with non-injury collisions and motor-assists situations. These Safety Officers will allow our sworn employees to increase the time they spend on traffic complaints that involve moving hazardous violations. The city is committed to adding sworn officers in neighborhoods to assist in enforcement and reduce crime.

**TRAFFIC:** This is focus of the study--neighborhood, arterial, connector and main street congestion. It is important to remember that the State of Kentucky through District 7 is responsible for state roads including Harrodsburg, New Circle and Parkers Mill. While the city works with District 7 on traffic flow and light sequencing, the state is responsible for all final decisions including funding, widening, adding roads or any issue on a city road that directly impacts a state road. The purpose of this study is to acquire public input, study data, create scenarios then provide the city and state with short and long term solutions. As you probably realize, there is no silver bullet, or we would have done it by now. It is my hope that we can look holistically at the traffic in the area and begin to put into place plans that we can ask for funding from the city and the state for years to come.

-Amanda Mays Bledsoe

# Beaumont Centre Traffic Study

## Online Public Survey Results

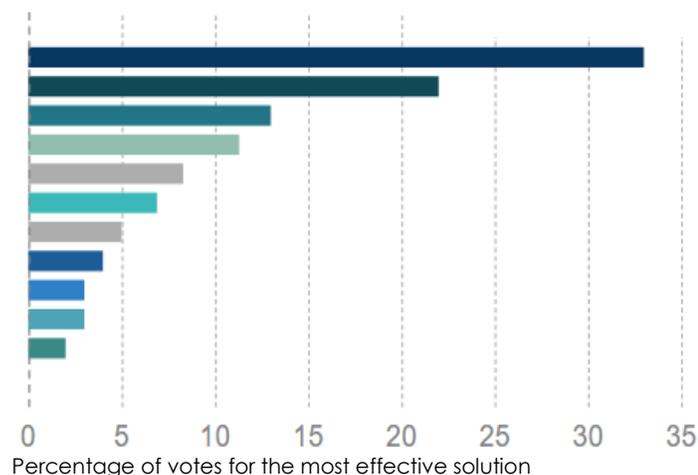
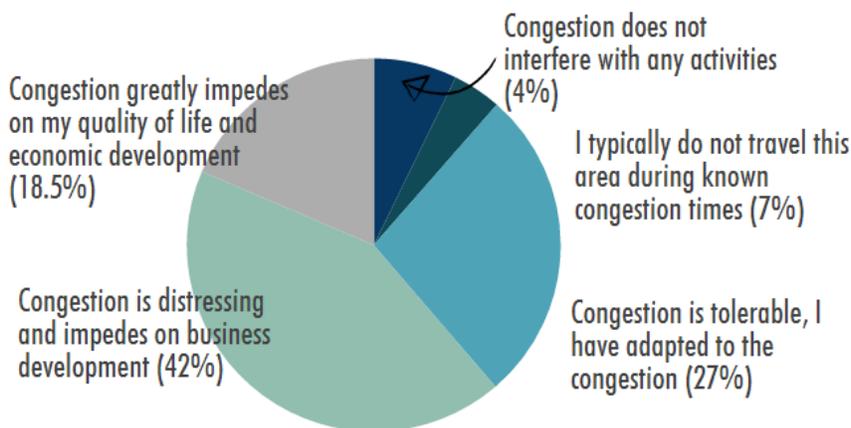
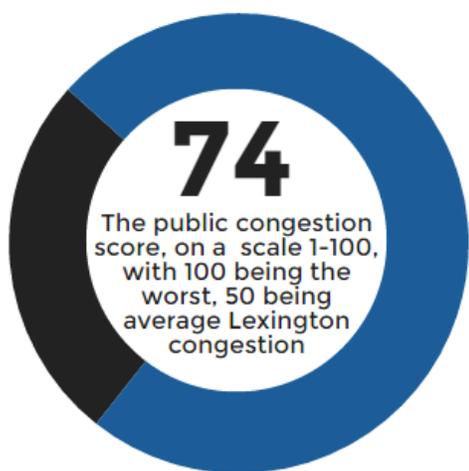
September 9th-22nd, 2016

**1,331 Total Responses**  
**990 Short Answer Responses**

47% Live in the area  
21% Live and work in the area  
25% Work in the area

The City of Lexington Traffic Engineering surveyed the public on congestion in the Beaumont Centre Corridor. The online survey was disseminated on Councilmember Bledsoe's Facebook, newsletter, through neighborhood leaders and email. Below are the results of the survey as well as major trends that arose from the comments.

### To what degree do you believe congestion is a problem in the defined area?



### Voted most effective solution

Modify Traffic Signals (32%)  
Modify Turning Options at High Volume Times (22%)  
Build New Roads (12%)  
Widen Roads (11%)  
Modify Community Design (8%)  
Better Real-Time Traffic Data (7%)  
Add Incentives for Flexible Work Schedules (5%)  
Increase Bicycle Facilities (4%)  
Increase Pedestrian Facilities (3.5%)  
Add Neighborhood Shuttle (3.3%)  
Add Park and Ride Services (2%)

### Key Takeaways

01: The most informative data for the study included **990 short answers**. These will be given to the consultant.

02: The most appreciated aspect was overwhelmingly the double diamond.

03: Many comments included the observation of **growth** for commercial and residential properties in Southern Lexington.

04: The most common areas of frustration were: the intersection of Harrodsburg Road @ Beaumont Centre, Harrodsburg Road @ Old Fieldstone, Harrodsburg Road @ Pasadena/ Alexandria, and Harrodsburg Road @ Man O' War.

05: Many comments noted the lack of traffic **enforcement** efforts and frustration derived from other driver error, not design

06: Improved access to major roads had a higher perceived need by both those who work and live in the area.

**Percentage of respondents who answered access to major roads as the largest priority.**

