



Goals and Objectives for Mobility in the Woodford Bluegrass

What do we want to become and how do we get there?

The goals and objectives presented in this Chapter were developed from four primary sources and have been adopted by the Planning Commission and each of the legislative bodies – Versailles, Midway and Woodford County. These statements provide the basis for the development of plans and strategies for the Mobility / Transportation element, which are described in Chapter 6.

The goals and objectives are the outcome of an extensive community involvement and research process encompassing six elements. The first source was the existing Comprehensive Plan and its' Goals and Objectives, adopted in 1994 as a basis for the 1997 Plan. The second source was a report titled, "*Woodford County Task Force: A Compilation of Issues, Goals and Objectives*". This report provided an inventory of vision statements, goals and objectives garnered from planning studies and community programs that have been undertaken in Woodford County during the past five years.

The third source for goals and objectives were four community planning workshops that were conducted between November 2002 and March 2003, several working meetings of the Comprehensive Plan Advisory Committee held in April and May 2003, and a community workshop for review of draft statements that was conducted on May 29, 2003. Finally, the Planning Commission and each of the legislative members of the Planning Unit conducted public hearings over the period from November, 2003 through January, 2004 before acting to adopt.

The format of goal and objective statements is intended to accomplish the following:

- Goals are the general statement of the community value or direction established for a particular plan topic;
- Objectives are intended as measurable and specific statements about the methods, resources, or responsibilities for achieving a goal;



Participants discussing and cataloguing issues from Workshop #1

Themes from Community Workshops

Several “themes” were identified from the comments and suggestions received during the Workshop at which this element was addressed. Each of these “themes” is addressed by draft goals and objectives. Workshop newsletters contained in the Appendix provide a catalogue of the comments and suggestions received during the citizen participation process, as well as a summary of trends and issues.

Theme—Focus on Improving Existing System of Roads

Existing roads should be brought up-to-standard and priorities established for when and how major thoroughfares are expanded or created to handle regional traffic.

Theme – Roadway Design is Important

Road design standards should be adapted to the environmental character of the area – and functional classification should be a secondary consideration – except where a conflict would compromise safety.

Theme – Funding Road Improvements

Development should pay its’ own way.

Theme – Reclassify US 62-Midway Road (Versailles to Midway)

Need to remove truck traffic from the road due to capacity and safety issues and current Federal designation is barrier to accomplishing that objective. Alternative truck routes should be considered in conjunction with administrative reclassification.

Theme – More Local Involvement in Transportation System Decisions

Regional coordination involving Woodford officials, and additional cooperation from the Kentucky Transportation Cabinet needed in order to fine tune transportation decisions to local conditions.

Goal and Objective Set Mob-1

This goal and set of objectives focuses on the purposes of a “well-planned system” of thoroughfares that includes both state, county and city roads. The existing and proposed countywide thoroughfare system is depicted on maps contained in the 2020 Transportation Plan prepared by Wilbur Smith Associates

Additional work will be needed to inventory and classify all “country” type roads within the rural parts of the county. During this process existing speed limits on these roads can be evaluated by the County Engineer and adjustments made where needed.

The People, Jobs and Housing and Woodford Resources elements both describe the many historic, scenic, cultural and environmental assets that exist in the County. As Woodford continues to grow, residents are concerned that improvements necessary to keep pace with growth will not adversely impact the community’s assets.

Context sensitive design of improvements, particularly in relation to roads, is viewed as one measure to ensure that future road improvements are designed to complement the area or environment through which they are routed. The newly constructed Paris Pike between Lexington and Paris represents a leading example of successful context sensitive design that utilizes medians, gently curving deflections, landscape treatments and other techniques to create a safer and more functional transportation corridor that complements the scenic and cultural lands through which it passes.

Goal Mob-1

To provide the citizens of Woodford County with a well-planned and coordinated system of major thoroughfares and neighborhood streets that is safe, cost effective, and adequate for their surroundings.

Objective 1

Coordination and planning of future neighborhood/subdivision designs so as to facilitate proper traffic circulation.

Objective 2

Improvement of traffic conditions and circulation within the County by encouraging, where appropriate and conducive to the character of the existing neighborhood, the extension of dead-end streets, loop streets and the widening of existing substandard thoroughfares.

Objective 3

Coordinate the Major Thoroughfare Plan with other modes of travel, including transit, rail, pedestrian and bicycle, to comprehensively address mobility issues and needs within Woodford County.

Objective 4

Recommend improvements to existing thoroughfares that optimize the flow of traffic, improve pedestrian safety, and reduce vehicular accidents.

Objective 5

Recommend standards to guide the future design and construction of improvements to Midway Road (US 62), between US 60 and the City of Midway, segments of US 60, as well as other designated scenic corridors within Woodford County, to preserve their designation as scenic corridors.

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