

A “Mobility” Plan for Preserving Town and Country

Preserving and enhancing mobility options for Woodford Countians

This Chapter contains policies and implementation actions that will help the Woodford community achieve the Mobility goals and objectives adopted for the 2005 Comprehensive Plan Update. These policies and actions continue and support many of the best ideas from the planning effort begun in 2000 which resulted in “Preserving Town and Country in the Woodford Bluegrass”.¹ When adopted by the Planning Commission, these policies and guidelines will help shape future planning decisions of the Commission and its’ member Legislative bodies.

How will the Commission and Legislative bodies use these policies and guidelines to shape decisions? Policy statements represent the **position or standard** of the Planning Commission with regard to a specific topic. That position or standard can be changed by the Commission through an amendment to the Comprehensive Plan.

For example, the Commission adopts a policy that requires any change to an Urban Service Boundary Area to be considered as an amendment to the Comprehensive Plan. That standard is definitive, and the Commission would be precluded from changing a boundary through any other method such as through a zoning map amendment.

¹ Preserving Town and Country in the Woodford Bluegrass, Dover-Kohl and Partners, 2001.

The Scope of the Plan

This Chapter is comprised of two parts. First, there are general policies whose purpose is to guide the day to day decisions involved in plan implementation. The second part encompasses the 2020 Transportation Plan prepared by Wilbur Smith Associates (later included in the Comprehensive Plan through an amendment) and the Community and Transportation System Plan for Southern Versailles. All parts constitute the Transportation Plan Element as required by KRS Chapter 100.

There is one difference between the originally adopted 2020 Transportation Plan and the version of the Plan that is included with this Chapter. That change is reflected on Figure 44, and involves the substitution of a new route for the extension of the Southern Connector to U.S. 60. Formerly, the recommended route for this extension involved Paddock Place, from Hunteartown Road to U.S. 60.

Part 1: Mobility Policies

Connecting Neighborhoods, Centers and Workplaces

Making road connections between places where we live, shop and work can have a profound effect on maintaining a good level of service on the major thoroughfare system. The recently updated subdivision regulations include provisions to discourage or eliminate the use of cul-de-sacs as one means of improving the connectivity of Woodford's neighborhoods. However, elimination of cul-de-sacs does not address the entire issue. The policies below address how the Planning Commission can improve connectivity between neighborhoods. These policies are directly related to implementation of Mobility Objective 4 discussed in Chapter 5.

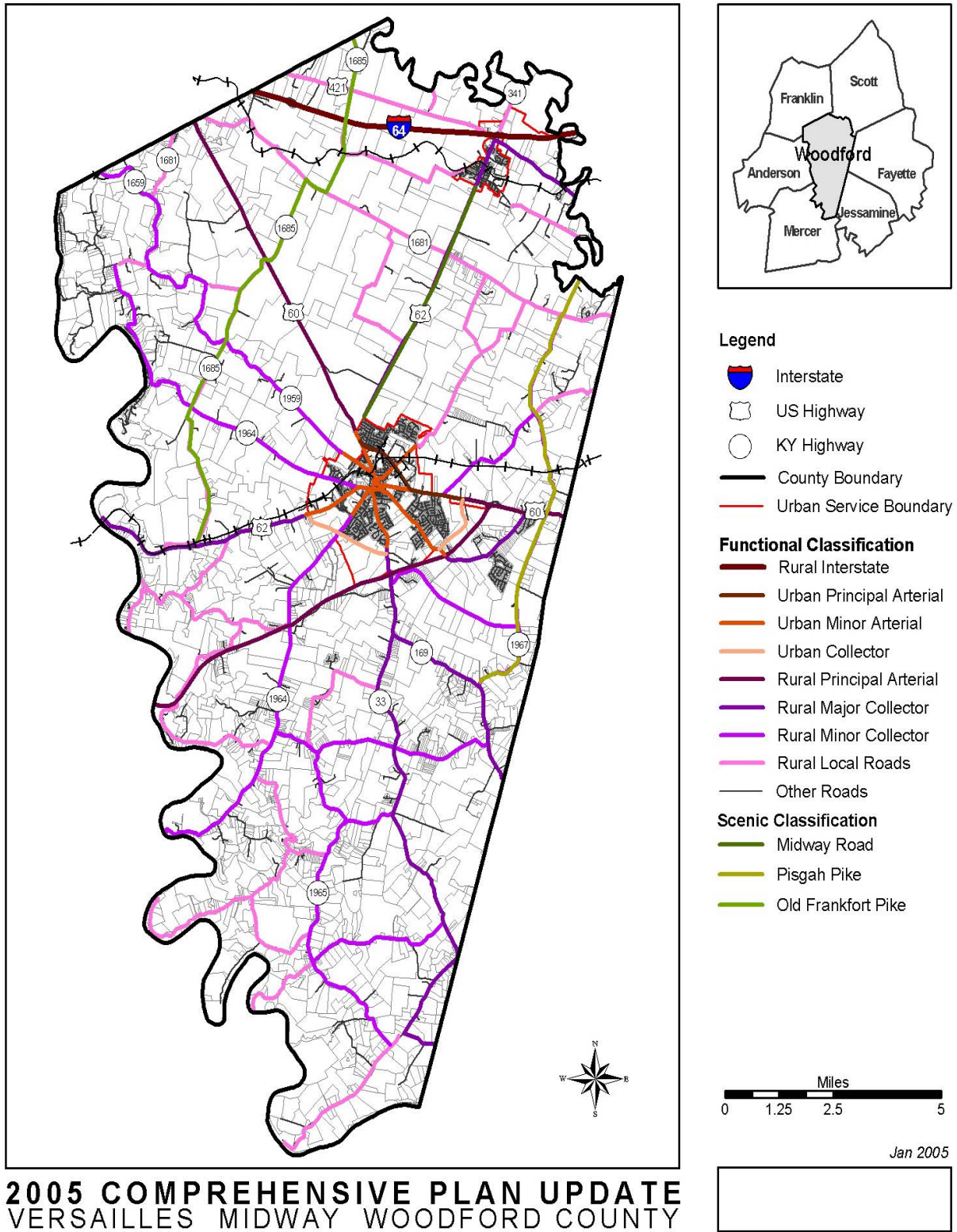
Policy 1: Subdivision plans approved by the Planning Commission should include provisions to address street connectivity to adjoining subdivisions, vacant lands or nearby commerce centers or workplaces. Such provisions could include: planned street connections; an internal street and subdivision layout that minimizes the number of homes with direct access to streets that connect to other subdivisions or developments; joint access agreements between adjoining property owners; and/or limitations on the number of access driveways to urban principal arterials.

Policy 2: The Planning Commission should utilize then current level of service (LOS) information for affected thoroughfares to help determine the extent of desired street connectivity between adjoining land uses. Where the LOS is determined to be "D", "E", or "F", the Planning Commission should place a greater emphasis on the need for multiple connections, particularly to alternate thoroughfares. If the proposal creates and or retains a LOS "E" or "F" the Planning Commission and legislative bodies should not approve the proposal.

Preserving Right-of-Way for Planned Improvements

The zoning and subdivision regulations governing the dedication or reservation of right-of-way for planned thoroughfares or local streets should be consistent with specific

Figure 44
Thoroughfare Plan & Functional Classification Map
 MOBILITY IN THE WOODFORD BLUEGRASS



information about where those planned roads will be. This information is contained on the official Thoroughfare Plan and Functional Classification Map, which is included in this Chapter as Figure 44. The following policies inform how this Map should guide regulatory decisions and will help to implement Mobility Objective 1.

Policy 3: The Thoroughfare Plan and Functional Classification Map, in conjunction with the Subdivision Regulations, should determine the classification and required right-of-way and centerline setback for any thoroughfare within Woodford County.

Policy 4: Amendments to the Thoroughfare Plan and Functional Classification Map should be considered in the same fashion as an amendment to the Official Zoning Map.

Preserving Scenic Corridors

Mobility Objective 5 (Chapter 5) suggests that design standards be developed for scenic corridors to protect the views and character of these corridors should future improvements be made. There are a number of recognized scenic road corridors within Woodford County, and standards have been proposed for at least two of these corridors.

Policy 5: The Planning Commission should regulate development in designated Scenic Corridor Overlay Districts to ensure scenic viewsheds and other character defining elements of the corridor are protected and preserved.

Enhancing Bicycle and Pedestrian Circulation

Although most new arterials and collectors (Major Thoroughfares) are funded and constructed by the Kentucky Transportation Cabinet, the Woodford community (through its elected officials) can have a role in the design process for future improvements. It is through this avenue that implementation of Mobility Objective 3 can be accomplished on a case-by-case basis.

The policies described on the following page are intended to apply to improvement decisions made through public bodies such as the Fiscal Court or Transportation Cabinet. However, where the Planning Commission requires improvements to arterials or collectors be made in conjunction with a development proposal, these policies can guide decisions about the inclusion of pedestrian and bicycle improvements concurrent with road improvements.

Policy 6: Proposed arterials and collectors should include provisions for pedestrian and bicycle travel facilities to be constructed concurrent with the roadway. These facilities should include appropriate connections to existing pedestrian and bicycle routes to facilitate the development of an interconnected system.

Policy 7: Bicycle and pedestrian improvements should be prioritized to focus on connections between neighborhoods and schools, and between neighborhoods and the downtowns of Versailles and Midway (i.e., rails-to-trails).

Part 2: The 2020 Transportation Plan and the Community and Transportation System Plan for Southern Versailles.

These documents are incorporated herein as part of the Transportation Plan Element of the Comprehensive Plan and are included in the Appendix to this Plan Update.

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