

Prologue

Transportation or Mobility...Are the terms interchangeable?

IN order to plan for the next two decades of growth in Woodford County, it is important to understand and evaluate the historical role that transportation facilities has played in the development of the County and its communities. However, it is equally important to evaluate the future impacts of current transportation programs and policies and determine if the continuation of these programs and the status quo will help the community to achieve its vision of preserving town and country in the Woodford Bluegrass.

A saying ‘the past is prologue for the future’ comes to mind particularly in regard to transportation planning. The long lead times necessary to plan, design, fund and construct transportation improvements mean that transportation policy choices and improvements made today influence the shape and pattern of life in a community for several decades in the future.

This background report for the 2003 Comprehensive Plan Update has been given the title ‘Mobility in the Woodford Bluegrass’ for three reasons. First and foremost, the term ‘mobility’ is more comprehensive and, hopefully, thought provoking. Although Chapter 100 of the Kentucky Revised Statutes (KRS), the enabling statute for planning and zoning in Kentucky, refers to “transportation” as one of the required elements of a comprehensive plan, it can be a limiting term. When most people think of a transportation plan the first thing that comes to mind is the highway system supporting automobile travel. Although the automobile mode of travel is certainly important, it is not the only mode of travel available to Woodford Countians now or in the future.

The second reason to use ‘mobility’ as the descriptive term for this report is one of context. The People, Jobs and Housing Background Report points out that Woodford County’s position and role in the Bluegrass Region is changing. Therefore, it is no longer completely viable to think of Woodford County in a strictly parochial sense. The ‘mobility’ choices of surrounding counties and the region will certainly

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affect and shape Woodford County in the future. Therefore, the term ‘mobility’ infers this plan will have a regional and a local context.

Finally, the focus of a ‘mobility plan’ should include both sides of the transportation equation. This means that the linkages between transportation systems and modes and land use patterns should be carefully examined in order to ensure that land use and mobility policies and plans are fully integrated and compatible. The rendering pictured below is of the proposed Versailles Center mixed-use project. It very accurately represents the anticipated outcome of current land use and transportation planning policy – an activity center accessible to people by car, bicycle or foot.

