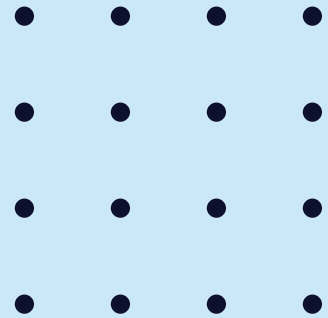


Chapter IV

Transportation

An effective and efficient transportation system is one of the most critical elements a city or county must have if it is to prosper and provide its residents with the necessary residential, commercial, industrial, and recreational facilities. Land use is affected immeasurably by local and regional transportation systems. An overview of the local transportation network is therefore included as a part of all comprehensive plans.



HISTORICAL BACKGROUND

Before the advent of the automobile, the Kentucky River and railroads played major roles in the establishment and growth of communities in Woodford County. The Kentucky River, which forms the western boundary of the County, provided easy access to the area and the community of Clifton and was an important early port of entry. The Lexington-Ohio Railroad, traversing the northeast portion of the County provided both passenger and freight services for people and goods entering and leaving the County. The "Riney-B" Railroad was a passenger rail line that connected Versailles to Beattyville. This line was later extended to the northwest to connect to Frankfort. It last ran in 1932. Midway owes its early growth and development to its proximity to this transportation facility. The Southern Railroad, linking Lexington, Versailles, Georgetown, and points south, was constructed in the mid-1800s and helped to establish Versailles as a transportation hub for people and goods.

In addition to the river and railroads, several roads are historically significant in terms of the growth of the County and the land use patterns that have emerged over time. Old Frankfort Pike, which connects Lexington and Frankfort, was originally built to accommodate travel by horse and wagon between these communities, as well as to provide access to the farms on either side. Over the years, the road was improved to accommodate the automobile while preserving the surrounding landscapes. It is one of the more scenic of the corridors linking various communities within the Bluegrass Region. US 60 linking Frankfort, Versailles and Lexington has become the major inter-urban facility serving Woodford County and the region, particularly Versailles. Its linkages with the I-64 and the Martha Layne Collins Bluegrass Parkway have increased its use as a transportation corridor for the movement of people and goods. In addition, U.S. 60 is a primary route for access to the Bluegrass Airport in Lexington.

Two major east-west limited access multi-lane highways cross Woodford County. Interstate 64 connects I-75 north of Lexington with the greater Louisville highway network and beyond. This interstate, part of the national interstate system, provides Woodford County with access to all the major interstate and parkway systems in the state. Woodford County is served by one interchange at KY 341 north of Midway off US 62 and US 421. A second interchange is just north of the Woodford County line in Franklin County on US 60.

The second major east-west corridor serving Woodford County is the Martha Layne Collins Bluegrass Parkway, whose current eastern terminus is in Woodford County at US 60. The Parkway, connecting the greater Lexington area with

Elizabethtown, I-65, and western Kentucky, is a part of the state's old toll road system. It provides Woodford County residents with easy access to all major interstate and parkway systems to the west of Versailles. Woodford County is served by a full interchange at KY 33 just south of Versailles' urban service boundary limits. The full interchange was completed in 1992. The Parkway has an AA rating as a trucking highway with a 62,000-pound gross load limit.

Falling Springs Boulevard (KY 2113) was constructed and accepted as a state road by April 2004. It links Troy Pike (KY 33) to Tyrone Pike (US 62) with the focus of reducing truck movements and traffic congestion through downtown Versailles.

LOCAL, STATE, and FEDERAL

The system of roadways serving Woodford County and the Bluegrass Region is divided, for administrative and maintenance purposes, into several classifications. There are local streets that fall within the jurisdiction of the cities of Versailles and Midway. The next level includes all designated County roads for which the Woodford County Fiscal Court is responsible. In addition to these locally guided administrative classifications, there are State roads managed through the Kentucky Transportation Cabinet (KYTC), as well as Federal and Interstate System roadways.

Woodford County is not included as a part of a Metropolitan Planning Organization (MPO), although its neighbors Fayette County and Jessamine County are. The MPO is an administrative creation of the Federal Highway Administration, designed to coordinate a myriad of agencies involved with transportation planning and funding within urbanized areas with a population over 50,000. Without this designation, Woodford County is dependent on the State Transportation Cabinet through its District Office for planning and funding support limited primarily to State administered roadways.

At the County level, the County Road Department consists of 13 full time employees, and assists in the review and approval of new subdivision plats and construction plans including the design and construction of new roads and water and sewer facilities in the County. There are currently 151 miles of roads maintained by the County Road Department. This includes pavement maintenance, bridge and culvert maintenance, snow removal, striping, roadside maintenance including tree removal, road signage repair and replacement, storm debris removal, and other tasks directed by the Fiscal Court. All new roads built as a part of new development in the unincorporated areas of the County (except for the private roads built in conjunction with Rural Residential developments) are constructed according to the County Road standards found in the Subdivision Regulations. The Road Department staff also uses new construction standards as a means to prioritize improvements required to bring existing County roads up to current safety standards, which includes bridge replacements and widening roads.

At the city level, Versailles Street & Road Department consists of 9 full time employees and assists in managing city infrastructure, including public buildings and city-owned properties, bridges, utilities, parking facilities, and local roads. The department maintains 54 miles and is responsible for preventative roadway maintenance, beautification, new roadway developments, and other duties as assigned by City Council within Versailles.



LOCAL



STATE



FEDERAL

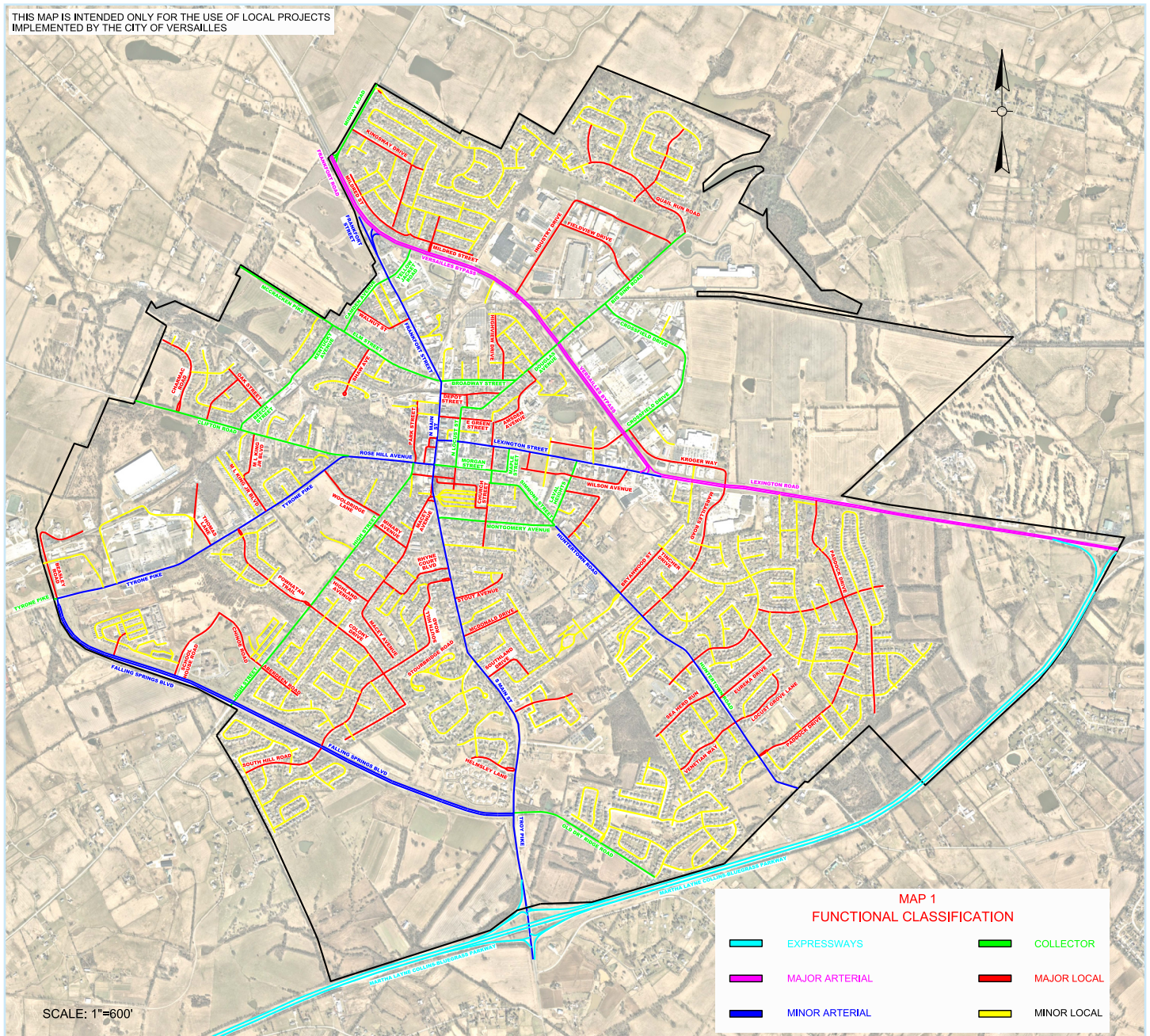
FUNCTIONAL CLASSIFICATION OF HIGHWAYS, ROADWAYS, & STREETS

Functional (highway) classification is a method for classifying roadways according to their function. It is a hierarchical system in which streets and highways are grouped into classes or systems according to the character of service they were designed to provide. Higher level facilities are typically planned and constructed by Federal or State authorities. Lower classifications, such as collectors, are typically administered at the County or local level and provide access to neighborhoods,

shopping areas and workplaces. Provided below is a general definition of each classification as defined by the Federal Highway Administration (FHA).

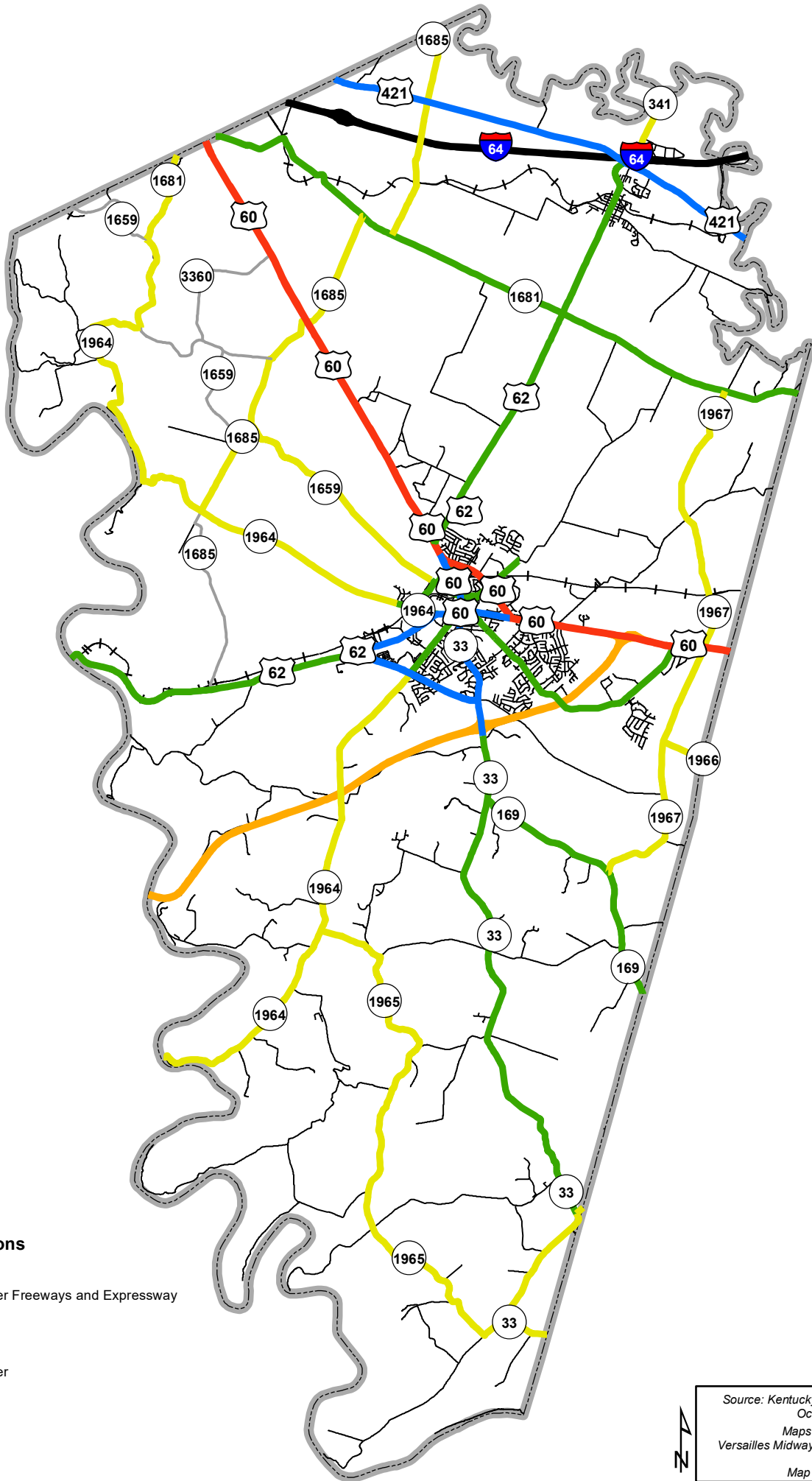
- Interstate Highway – Fully controlled access facilities with high speeds or design criteria, including federal interstate and state parkway systems.
- Urban/Rural Principal Arterials – Serves corridor movements with

FIGURE 4 - 1: Functional Classifications of Streets in Versailles



With the exception of Bluegrass Parkway to the Southeast of Versailles, all major local, minor local, and some collector roadways included on this map are maintained by the Public Works Department.

Figure 4-2: KYTC Functional Classifications (County Only)



Functional Classifications

- Interstate
- Principal Arterial - Other Freeways and Expressway
- Major Collector
- Minor Collector
- Principal Arterial - Other
- Minor Arterial
- State Local Road
- County Roads
- County Boundary

Source: Kentucky Transportation Cabinet
 October 2024
 Maps Prepared by
 Versailles Midway Woodford County P & Z
 GIS
 Map not to scale.

trip length and travel characteristics indicative of statewide or interstate travel.

- Urban/Rural Major Collectors - Routes serving inter-county travel rather than statewide travel with speeds less than arterial routes.
- Urban/Rural Minor Collectors - Roads that provide access to adjacent land and provide service to travel over relatively short distances.

Figure 4 - 1, from a 2023 Palmer Engineering transportation study, depicts the classifications of streets maintained in Versailles under the Street & Roads Department. **Figure 4 - 2** shows the classifications of highways based upon the KYTC standards and reflects federal or state investment.

SCENIC BYWAYS

A scenic highway or byway has roadsides or a view shed of aesthetic, cultural, historical, and/or archaeological value worthy of preservation, restoration, protection, and enhancement. Three state roads in Woodford County have been designated as scenic byways: Old Frankfort Pike (KY 1681), Pisgah Pike (KY 1967) and Midway Road (US 62) between Versailles and Midway. The physical extent of the designations is depicted on **Figure 4 - 3**.

Woodford County also protects the US 60 corridor

north and south of Versailles in the Rural Service Area through a 500 foot scenic view shed corridor along both sides of the road right-of-way outside of the Urban Service Area on lands zoned Agricultural. These scenic view sheds are also located on corridors leading into Midway on Midway Road (US 62), Leestown Road (US 421), and Georgetown Road (KY 341).

The scenic designation is important not only for transportation purposes but also for access management and future land use. One aspect of view shed protection often overlooked is the management of type and location of access points within the roadway corridor. This element of view shed protection should be taken into account in preparing long-range transportation plans. It is important in transportation planning to carefully coordinate the location of future access points with identified and mapped scenic vistas and cultural landscapes. The location of such access points will also influence how and where future development occurs within the corridor.

URBAN AREA BOUNDARY

The Kentucky Transportation Cabinet establishes Urban Area Boundaries for Federal transportation programs. Many Federal transportation programs rely upon a distinct classification of urban and rural areas, including highway statistical reporting, control of outdoor advertising, and the distribution of Federal Surface Transportation Program funds to improve federal roads. The Urban Area Boundary is initially based upon the 2020 Urban Area Boundaries published by the U.S. Census Bureau, however, expansions may be approved through submission to the Federal Highway Administration. The official adopted map of the Urban Area Boundary is included in **Figure 4 - 4**.

LEVEL OF SERVICE

Level of Service (LOS) is a qualitative measure defined by the Highway Capacity Manual (HCM) and the American Association of State Highway and Transportation Officials (AASHTO). LOS describes the level of motor vehicle traffic and congestions at intersections or roadway segments. LOS is a graded scale from A to F with A being excellent and F being failure. A Level of Service C is desirable, and D is acceptable in an urban setting. At intersections, LOS is defined based upon the delay associated with traffic signal timing, traffic congestion, geometrics, and motor vehicle collisions at an intersection. Level of Service designations guide future roadway developments by identifying current congestion issues, setting goals for improvement to acceptable levels, and informing capacity expansion projects. They provide a framework to prioritize investments and allocate resources effectively throughout the County.

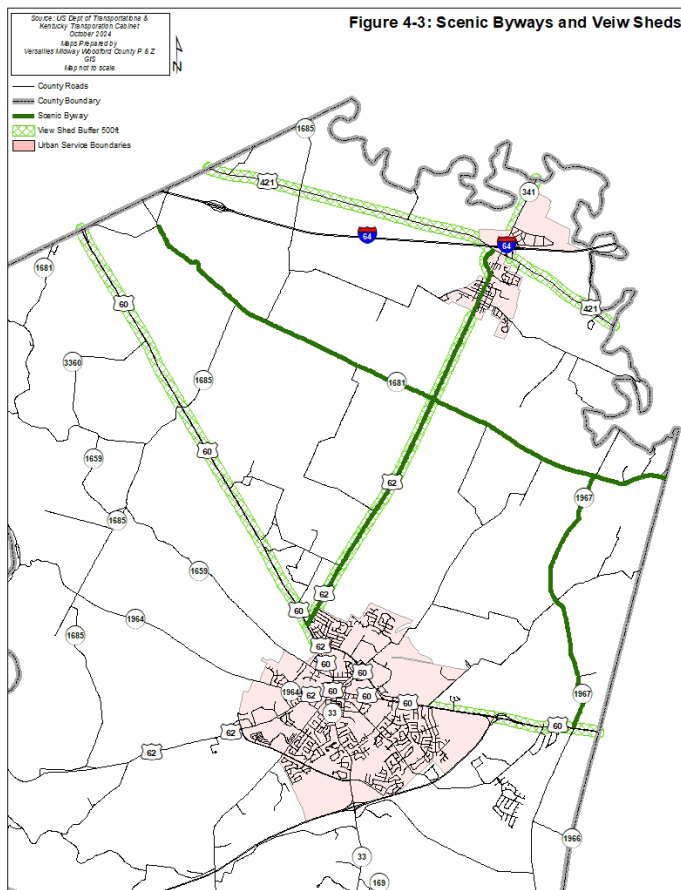
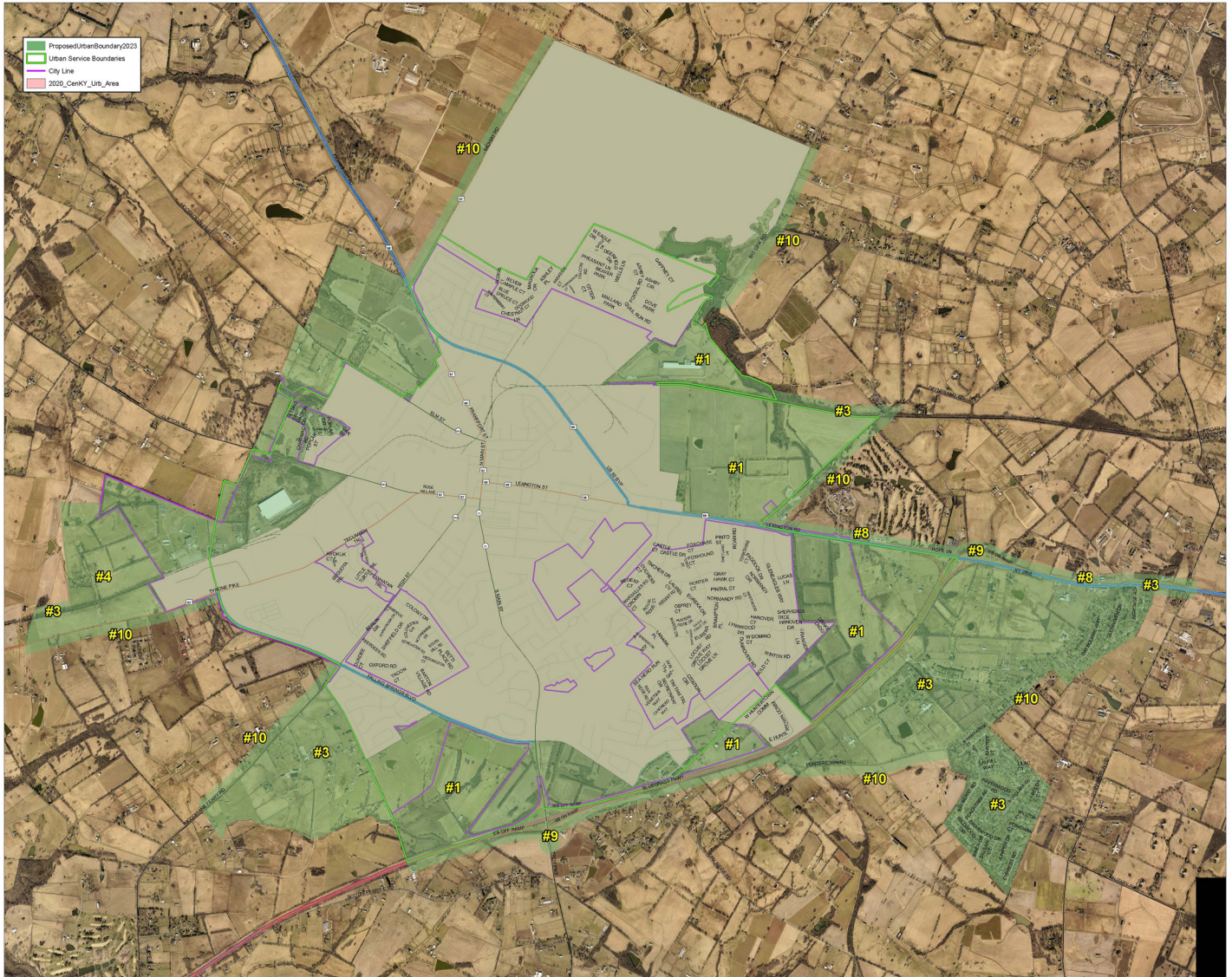


FIGURE 4 - 4: Versailles Urban Area Boundary



TRANSPORTATION STUDIES

Over the past twenty-five years four transportation studies have been completed in Woodford County in 1999, 2002, 2010, and 2023. One focused on the County as a whole and the other three focused on Versailles. The first study Versailles-Midway-Woodford County Year 2020 Transportation Plan – May 1999, was completed as a result of a recommendation from the 1997 Comprehensive Plan. The 1997 Plan recognized the need to get better details on the County's transportation system. Such a "system" would help to: preserve the traffic carrying capacity of arterials and collectors; provide alternative routes that may help to shorten trips or travel time thus resulting in fewer vehicle miles of travel and reduction of automobile related air pollution; and, encourage a greater connectivity between neighborhoods, shopping areas, workplaces and civic uses. All four studies are available in the Planning Commission office.



VERSAILLES-MIDWAY-WOODFORD COUNTY YEAR 2020 TRANSPORTATION PLAN

The 1999 Study provided details on the local transportation system and then developed an implementation schedule for any recommended improvements. It was an overview of current and future traffic volumes on local, county and state roadways. It looked at the Falling Springs Boulevard (a future planned road at that time), Huntertown Road corridor, and traffic accident records for Versailles. One major concern raised through public forums was regarding lack of connectivity which caused congestion in downtown Versailles and increased traffic on city streets which were never designed for cut through traffic. As a result, many of the recommendations were for a transportation system extending existing roadways, widening existing roadways and constructing new ones. All of the recommendations were divided into two groups regarding proposed safety and spot improvements and proposed major highway improvements.

COMMUNITY and TRANSPORTATION PLAN FOR SOUTHERN VERSAILLES

The second study, Community and Transportation System Plan for Southern Versailles – January 2002, was a follow-up to the previous study. At the time, Southern Versailles contained many established neighborhoods and developers planned for future growth, including residential, commercial, and professional office developments. This study explored the following: Improving the Efficiency of the Transportation System; Reducing the Impacts of Transportation on the Environment; Reducing the Need for Costly Public Infrastructure; Ensuring Efficient Access to Jobs; Services and Centers of Trade; and Encouraging Private Sector Development Patterns. Four study areas were identified and recommendations were made for each of these areas. The four areas were as follows:

- The Lexington Road Corridor (Eastern Gateway)
- The Clifton Road/Tyrone Pike Intersection (Western Gateway)
- The Huntertown Road Connector
- The US 62/KY 33 Connector Corridor

NORTHWEST VERSAILLES MOBILITY STUDY

The third transportation study, Northwest Versailles Mobility Study by ENTRAN PLC, April 2010 was initiated by the City of Versailles. This Northwest Study was done at the request of the City of Versailles to address public concerns about peak hour traffic congestion in downtown Versailles, especially its impact on businesses, residents,

the environment, and the overall “quality of life” for people who live and work in Versailles and Woodford County. The Study focused on developing strategies to improve transportation in the northwest part of Versailles, including the downtown area. Four key issues were noted as follows:

- Lack of connectivity in the northwest area of Versailles
 - Regional growth that will increase external travel into, out of, and through Woodford County
 - Placing a focus on mobility (the ability to move people and goods) and not on solely increasing transportation system capacity
 - Creating community-based solutions through consensus-building
- Nine recommended Mobility Solutions evolved out of the Study. These recommendations were made by the consultant with considerable input from a Steering Committee as well as the general public. The recommendations are as follows:
- Downtown Traffic System Improvements including optimization of signal timing, limited removal of on-street parking spaces, and enlarging overhead directional signs
 - Further Analysis of Northwest Connector including alternative alignments and directions
 - Flashing Warning Beacons on US 60 at the Blue Grass Parkway
 - Truck Signing at Blue Grass Parkway Exit 59
 - Intersection Improvements at Main Street/North Main Street/Frankfort Street/Broadway/Elm Street
 - Intersection Improvements at Clifton Road/Tyrone Pike/Rose Hill Avenue
 - Cedar Ridge Lane Extension
 - Neighborhood connectivity
 - US 60 Bypass/Markham Drive Intersection Improvements

In response to concerns of congestion and lack of mobility, the study also evaluated the potential of a Northwest Connector to improve mobility by redirecting traffic from downtown Versailles. Such a roadway has the potential to be classified as either a state or county road, dependent on if state funds are used for construction and maintenance. The study utilized a Travel Demand Model to develop year 2030

traffic forecasts both with and without the Northwest Connector. These results of the anticipated daily traffic forecasts are summarized in **Table 4 - 1**.

The study maintains that a Northwest Connector will reduce overall congestion within Versailles along other arterial roadways. In 2014, the Kentucky Transportation Cabinet also proposed a Northwest Connector, and moved forward with a planned design phase. KYTC also established a Citizens Advisory Committee(CAC)to provide input regarding the design of the Northwest Versailles Mobility Corridor. After several CAC meetings and public meetings, in 2016 the KYTC summarized their recommendations as follows:

- The Project would have Access Control Spacing of a minimum 1200' between entrances and or approaches.
- The Project would include a 10 foot shared use path that ties to an existing shared use

path near the new intersection of Clifton Road.

- In final design, a study will be done on the use of roundabouts for the two entrances near the Woodford County Park.

The project initially proposed three potential routes for the Northwest Connector. A Preferred Alternative was selected from three proposed. It was a combination of Alternative A and B. The Preferred Alternative will use the section of Alternative A from US 62 to Clifton Road and the section of Alternative B from Clifton Road to US 60. The project is listed on the 2022 Kentucky Transportation Cabinet Strategic Highway Investment Formula for Tomorrow (SHIFT) list with a regional score of 21.0 out of 100. SHIFT provides guidance for future construction projects for transportation projects that are not prioritized by other means. The project was not included on the 2024 SHIFT list.

TABLE 4 - 1

Comparison of Anticipated Daily Traffic Forecasts Year 2030

Route	Section	Without Northwest Connector	With Northwest Connector
Northwest Connector	Tyrone Pike (US 62) to Clifton Road	N/A	7,900
	Clifton Road to US 60	N/A	5,800
Main Street (US 60X)	Rose Hill Avenue to Lexington Street	10,600	4,600
	Lexington Street to Broadway/Elm	12,600	6,600
Falling Springs Boulevard (KY 2113)	Tyrone Pike (US 62) to McCowans Ferry Road (KY 1964)	3,500	8,000
	McCowans Ferry Road (KY 1964) to Troy Pike (KY 33)	5,000	5,800
Midway Road (US 62)	Frankfort Road (US 60) to Old Frankfort Pike (KY 1681)	6,400	6,600

VERSAILLES PLANNING STUDY

The most recent transportation study, the Versailles Planning Study by Palmer Engineering, December 2023 was initiated by the City of Versailles. The City of Versailles initiated this planning study to guide the development of the vehicular transportation infrastructure that will be necessary to serve the future growth within the Urban Service Boundary (USB). This plan focused on recommending functional Roadway Classifications for roadways within the USB, providing design criteria for these roadway classifications, and recommending roadway improvements to accommodate growth and ensure these improvements meet the developed criteria.

Functional Classifications provide a structured framework to guide the development of roadways based on their intended purpose and usage, ensuring roadways are tailored to transportation needs. The Kentucky Transportation Cabinet

provides highway classification guidelines for the state, however for the purposes of this study, Palmer Engineering elected to create new roadway classifications specific to Versailles to better capture the character of transportation in the city.

Functional classifications provide guidance on several road characteristics, including the ideal speed limits, curvature, access intervals, shoulder width, intersection and stopping sight distances, lane width, and Level of Service. The functional classification map provides further guidance for roadway improvements such that future roadways are developed in accordance with the desired design criteria.

The study examined the traffic impacts of seven undeveloped tracts in southern Versailles. **Figure 4 - 5** visualizes these seven tracts. The study generated expected traffic counts for

the neighboring roadways for 2043 regarding the current developed tracts. As traffic counts increase, the roadway's level of service (LOS) will change accordingly. The current level of service for surrounding roadways and the expected level of service in 2043 provided all proposed developments are built is provided in **tables 4 - 2** and **4 - 3**.

To mitigate the effects of increased traffic associated with developments in the seven zones, the study provided development recommendations for each roadway listed to achieve an acceptable Level of Service. Of these recommendations, the Versailles City Council approved the following measures, with priority in the order that they appear:

1. Access Management Improvements

2. Widening Troy Pike/KY 33 from the Bluegrass Parkway to Edmonds Crossing
3. A roundabout at the intersection of Troy Pike/ KY 33 with Falling Springs Blvd and Old Dry Ridge Road
4. A roundabout at the intersection of Tyrone Pike/ US 62 with Falling Springs Blvd.

These improvements are designed to reduce congestion along these roadways and improve the LOS by reducing wait times at traffic lights and increasing overall road capacity.

FIGURE 4 - 5: Undeveloped Tracts in Versailles Planning Study

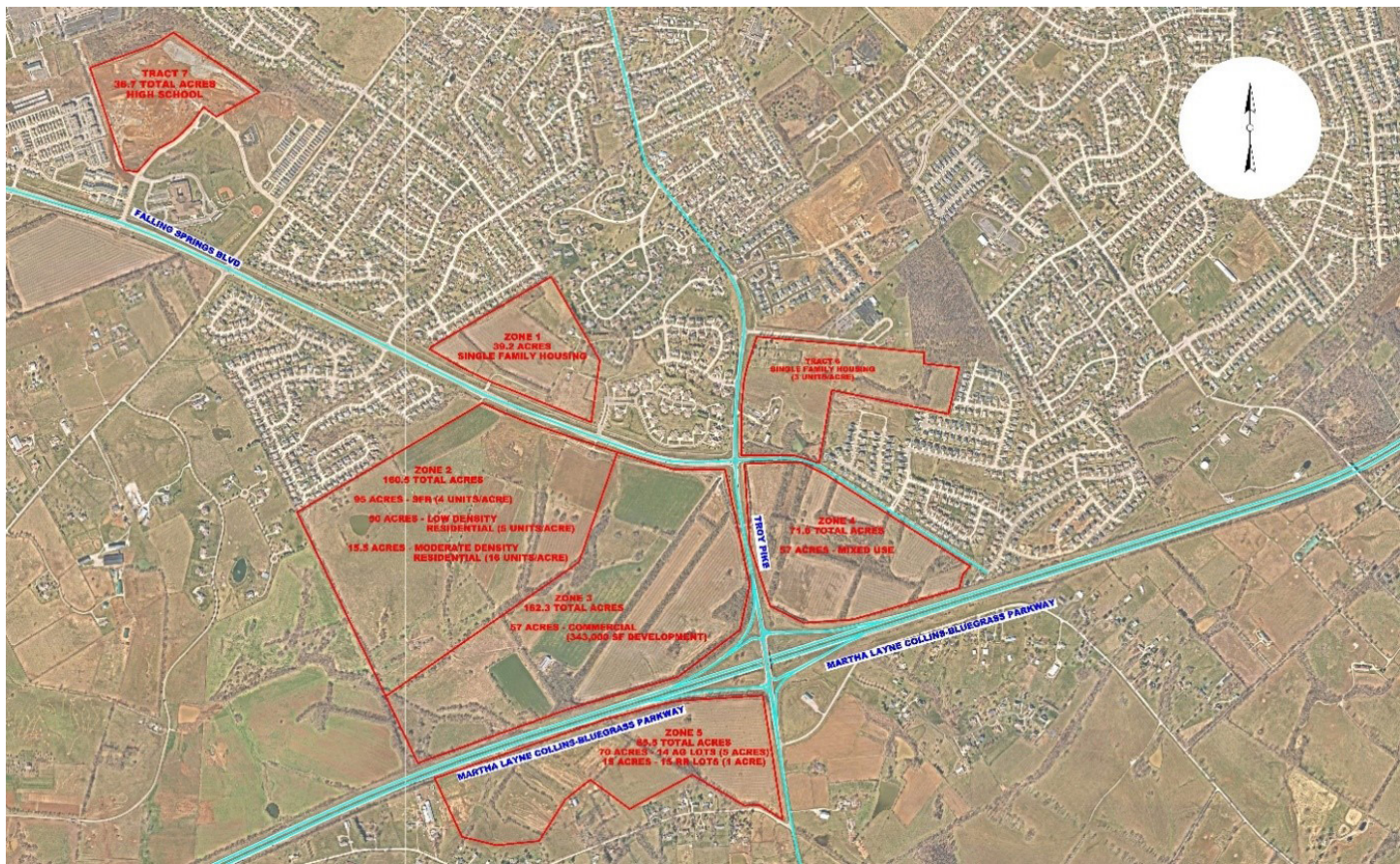


TABLE 4 - 2

2023 Existing Level of Service

Roadway	Level of Service
Bluegrass Parkway	B
Falling Springs Blvd	A
Troy Pike (North of Falling Springs Blvd)	C
Troy Pike (South of Falling Springs Blvd)	D
Old Dry Ridge Road	A

TABLE 4 - 3

2043 Expected Level of Service Without Roadway Improvements

Roadway	AM Peak LOS	PM Peak LOS
Bluegrass Parkway	D	D
Falling Springs Blvd	A	A
Troy Pike (North of Falling Springs Blvd)	E	E
Troy Pike (South of Falling Springs Blvd)	F	F
Old Dry Ridge Road	E	F

FUTURE IMPROVEMENTS

The Kentucky Transportation Cabinet (KYTC) has a long range plan for state roads. In order for the KYTC to construct roads they have to be on the Six-Year Highway Plan. Table 4 - 4 shows the Fiscal Year 2020-2026 plan recommendations for Woodford County. This scheduling information provides further insight on the planned timeline of phases of construction, with "D" representing Design, "R" for Right of Way construction, "U" for Utility Relocation, and "C" for final construction.

TABLE 4 - 4

Summary of KYTC Six Year Highway Plan for FY 2024 - 2030 in Woodford County

Recommended Highway Improvements	Length	Cost	Schedule
CR-1206: Bridge projects in Scott and Woodford Counties on Cane Run Road, over Elkhorn Creek, and over US 421 along I-64	0.07	\$3,000,000	C 2027
I-64: Address pavement conditions of I-064 from mile point 64.856 to mile point 67.106	2.25	\$4,950,000	D 2026 C 2027
I-64: Address pavement conditions of I-064 from mile point 59.431 to mile point 64.856	0.320	\$35,805,000	D 2028 C 2028
KY-169: Improve KY-169 from north of Clear Creek Rd in Jessamine County to north of KY-1967 in Woodford County	4.08	\$27,300,000	R 2025 U 2027 C 2028
US-60: Improve US 60 (Versailles Road) with a major widening from the Bluegrass Parkway/Huntertown Pike to Pisgah Pike	1.37	\$4,550,000	R 2026 U 2026 C 2028
KY-169: Reconstruction to improve KY-169 from north of Clear Creek Rd in Jessamine County to north of KY-1967 in Woodford County	3.54	\$18,340,000	D 2024 R 2026 U 2027 C 2027
US-60: Access management/congestion mitigation improvements on US 60 from Lexington Road at Woodford Feed to Marsailles Drive	0.32	\$4,030,000	R 2024 U 2024 C 2027
KY-1659: Reconstruct McCracken Pike (KY-1659) on a new horizontal alignment to minimize pedestrian and vehicle conflicts near Woodford Reserve Distillery	0.50	\$2,130,000	R 2024 U 2024 C 2024
US-62: Reconstruct intersection at US 62 (Rose Hill Ave & Tyrone Pike) and KY 1964 (Clifton Rd) in Versailles	0.20	\$3,850,000	D 2025 R 2026 U 2027 C 2028
KY-341: Improve safety and mobility on KY 341 beginning at I-64 to approximately 0.8 miles north	1.21	\$5,450,000	D 2024 R 2025 U 2025 C 2027
US-60: Additional turn lanes and road improvement to US 60 at MP 6.1 for entrance to the Livestock Innovation Center at UK	0.01	\$1,300,000	D 2024 C 2025

Source: Kentucky Transportation Cabinet, Six Year Plan, June 2024.

LOCAL IMPROVEMENTS

The City of Versailles has several local transportation projects they would like to see implemented in this planning period in addition to those listed above on the State list as well as those related to pedestrian and bicyclists noted below. The additional projects are as follows:

- Improve downtown wayfinding signage.
- Connecting KY Hwy 33/South Main Street to Hunteartown Road via Edmonds Cross when that development takes place.
- Extend Kroger Way to provide access to a development north of Lexington Road.
- Plan and implement a streetscape project on Lexington Street.

The Lexington Street Streetscape project supports the development of the downtown Versailles. Versailles has developed a vibrant streetscape in the Main Street corridor with pedestrian sidewalks, lighting, street trees, and supporting street furnishings. To expand upon these improvements, Versailles proposes a streetscape on Lexington Street, which begins at the intersection with Main Street and extends to the US 60 Versailles By-Pass.

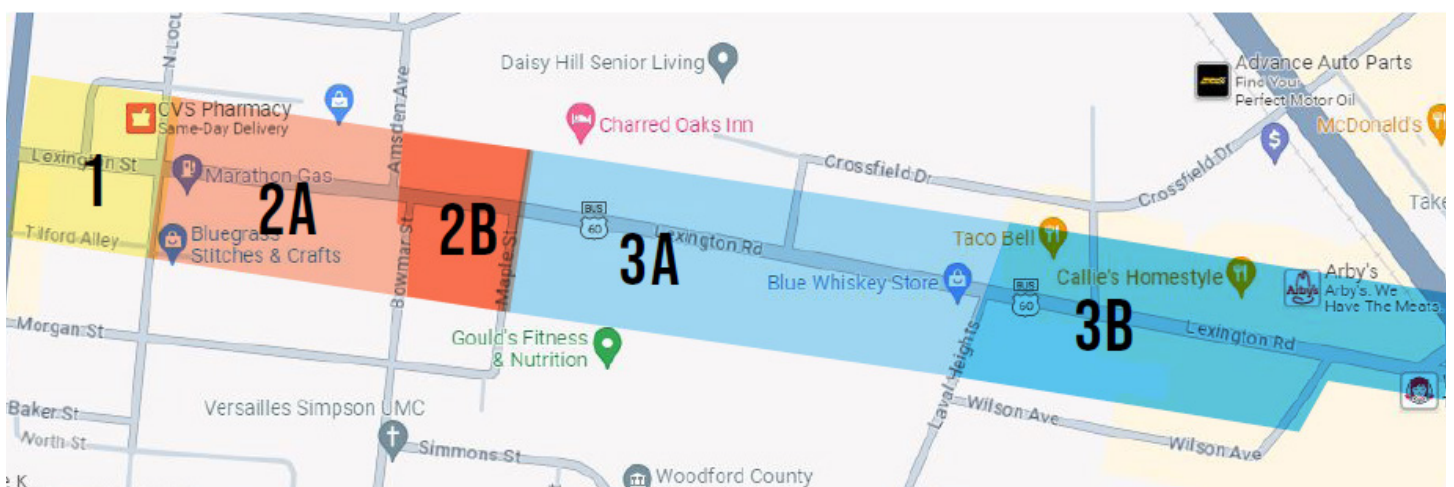
As illustrated in **Figure 4 - 6**, 2024 KQ4 Conceptual Study outlined the specific implementation criteria, assigning different projects phases to different sections of the roadway in accordance with the existing land use character.

Segment 1 extends the architectural patterns and urban streetscape character of downtown Versailles.

The scope of work includes a sidewalk replacement, bike lane installation, and the burial of underground utilities. Segment 1 and 2A will include parallel parking spaces and curb extensions to further define alley and parking lot entrances. 2A serves as a transitional segment between commercial and residential spaces, and continues many of the recommendations for Segment 1, with additional green space strips to complement the residential nature of the segment. Segment 2B is consistently residential in character and continues the recommendations of segment 2A, with continued support for existing bike lanes within the area.

3A is a partially developed sector with space for new development opportunities, serving as a transition area between the downtown area to the west and business commercial areas to the east. Development suggestions within this area include generous setbacks, avoiding pole-mounted signage structures, and implementing grass verge areas to support street furnishings and street trees. Bike lanes along the road may be extended from the 2B segment out east throughout 3A, and a ten-foot shared use path (SUP). 3B is a densely developed business commercial district with distinct spatial and geometric conditions along the north and south sides. Along the North side, the SUP may continue to extend east and turn north to join an existing SUP currently terminating at the north side of the Crossfield Drive intersection with the By-Pass. Along the south side, suggested improvements include extending sidewalks and standardizing commercial entrances to support pedestrian safety.

FIGURE 4 - 6: 2024 KQ4 Conceptual Study Phases



PEDESTRIANS and BICYCLISTS

While much of transportation planning centers on roadway safety and connectivity to service automobile users, many people in Woodford County also utilize walking and bicycling for transportation. These alternative transportation options may be used by those who are unable to drive due to age or disability, those who do not have a personal automobile, or those who wish to walk or bicycle for health or environmental reasons.

While sidewalks were once a common feature in many towns to support pedestrian mobility, over time their prevalence has declined. As cities grew and cars became more popular, cities supported infrastructure to accommodate vehicles rather than pedestrians. This often meant that sidewalks were narrowed or removed to make room for wider roads and parking, and sidewalks were no longer considered a key element of civic infrastructure.

Local governments are responsible for civic infrastructure (including sidewalks and bike paths) that connects neighborhoods, schools, workplaces, shopping districts and recreation areas. This responsibility is usually accomplished with facilities along arterial and collector roads and within non-roadway corridors such as greenways and parks.

Developers are responsible for civic infrastructure that connects the internal elements of neighborhoods, shopping districts, offices, etc., which also connects that neighborhood or office to the larger civic system.



EXISTING PEDESTRIAN and BICYCLE FACILITIES

At present, there are several existing pedestrian and bicycle facilities in and around Versailles. The first is a Multi-Use Path that parallels Falling Springs Boulevard (KY 2113) linking Troy Pike (US 33) to Tyrone Pike (US 62). This is an 8-foot wide multi-use path that was constructed as part of Falling Springs Boulevard facility. The second facility is the 8-foot wide multi-use path constructed from Big Spring Park to Falling Spring Park. This was constructed with funds from a federal transportation grant the Fiscal Court received. The third is a sidewalk extension along South Main Street (KY 33) done by the City of Versailles to link Gormley Drive to Dry

Ridge Road at Falling Springs Boulevard. Finally, the Kentucky Transportation Cabinet added bicycle lanes along Lexington Street and South Main Street.

Within the city of Versailles, many sidewalks are maintained through the Sidewalk Replacement Program to provide effective, safe, and ADA compliant walkways throughout the city limits. Previous projects included sidewalk renovations or improvements to Pandy Street, Southland Drive, Meadow Lane, McDavid Drive, Woodford Street, Dale Avenue, Princess Circle, Clifton Road, Rose Hill, and Broadway.

PEDESTRIAN MOBILITY STUDIES

Pedestrian mobility studies are a valuable tool to understand how community members engage with pedestrian infrastructure in the County. The State Physical Activity & Nutrition Program for the Kentucky Department for Public Health completed a pedestrian travel assessment and audit in 2024 for the City of Versailles. The study created specific recommendations for the specified study areas and roadways to better comply with best practices from the Federal Highway Administration and the Kentucky Transportation Cabinet. With a focus on pedestrian safety, the study recommends installing marked crosswalks along all cross streets with legal crosswalks, installing pedestrian crossing signage in non-controlled intersections, installing 4" curb sections in locations where motorized travel lanes are flush with sidewalks, and constructing new sidewalks to connect to existing facilities to complete sidewalk networks. Additionally, to comply with the Americans with Disabilities Act, ensure that sidewalks are 4' wide without blockage from vegetation or street furniture. Improving the existing pedestrian and sidewalk infrastructure will improve pedestrian safety and expand the network of pedestrian travel in Versailles.

The City of Midway also conducted a 2022 walkability and bikeability study to better understand pedestrian mobility patterns, with 53 responses. Of the respondents, 66% responded that the Midway Community was walk-friendly, with 26% responding that the Midway community offers a place to bike safely on the roads and share the road with motor vehicles and 72% responding that they would like to see more shared-use paths in the Midway community. This study suggests that infrastructure to support bicycle safety may benefit community safety and satisfy residents. As such, these sentiments are reflected in future planned projects to support walkability and bikeability in the city.

Bluegrass Trails Alliance created a master plan in 2017 designed to assess existing trail infrastructure in the central Kentucky region and create recommendations for trail expansion to improve connectivity across counties. The master plan proposes developing US 421 as a multi-use trail corridor to connect Franklin, Woodford, Scott, and Fayette counties to the Town Branch Trail. Further, the master plan recommends building trail access to Kentucky River for paddlers. Such trail improvements help with connectivity across counties, and may be funded from private donations as well as local government supports.

PREVIOUS PROJECTS

To improve pedestrian mobility, the city of Versailles has completed several trail projects since the adoption of the 2018 Comprehensive Plan. These trail and

pedestrian mobility projects improve connectivity within Versailles and access to community amenities. These projects are briefly described below.

Versailles Urban Area:

1. Pedestrian Link – Old Dry Ridge Road to KY 33: Built the addition of a four foot wide concrete sidewalk along the northeast side (approximately 1900 linear feet). This links the existing path to downtown and to the Falling Springs multi-use path.



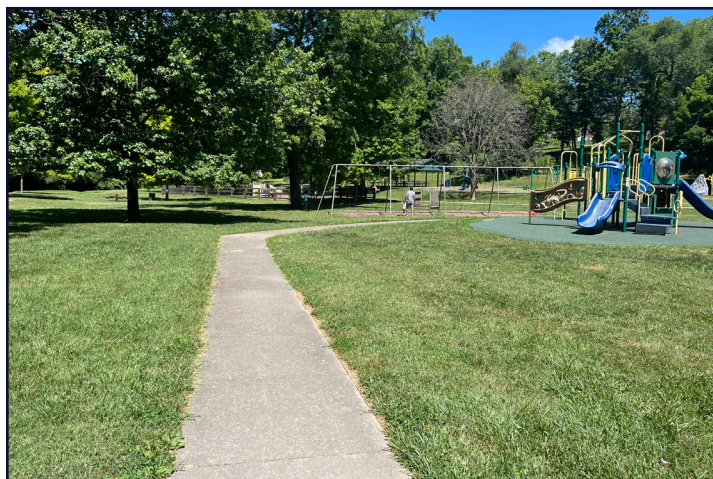
2. Sidewalk Addition – High Street: A five foot sidewalk improvement (4,780 linear feet) constructed between Minary Ave. and Falling Springs Blvd. linking downtown and Woodford County Middle School and High School.



3. **Huntertown Community Park – Huntertown Road to Backer Farm/US 60:** Trail linking Huntertown Community Park and Huntertown Road Sidewalk with the proposed subdivision (Backer I). When the developer constructs six foot wide sidewalks throughout the neighborhood these will link with the existing multi-use path on US 60.



4. **PedestrianLink-ConnectingWoodfordCounty Courthouse to Big Spring Park:** Walkway linking the Woodford County Courthouse area to Big Spring Park via an ADA compliant pedestrian ramp. This ramp improves connectivitywithin the downtownVersailles area to the existing trail network within the park.



PLANNED PROJECTS

The previous mobility studies indicate that Versailles and Midway residents desire greater connectivity and pedestrian infrastructure. In accordance with this, Woodford County has several planned pedestrian infrastructure improvements. The planned improvements draw from the 2020 Transportation Plan, the Community and Transportation System Plan for Southern Versailles, and the Bluegrass Trails Alliance. These proposals are described below:

Versailles Urban Area:

1. **Huntertown Community Park – Huntertown Road to Backer Farm/US 60:** Proposed passive County Park acting as a Trail Head, linking new Huntertown Road sidewalk with proposed subdivisions Paynes Cross and Backer I. When developer constructs six foot wide sidewalks throughout neighborhood this will link with the existing multi-use path on US 60.

2. **Sidewalk Addition - - Huntertown Road:** This project would result in a continuous five foot wide paved sidewalk along Huntertown Road from US 60 (east of the Bluegrass Parkway) to Equestrian Park (formerly Woodford Middle School) – a distance of almost five miles. Huntertown Road north of the Bluegrass Parkway is the location of two schools and the focus of several residential subdivisions and this path would become the core pedestrian route for eastern Versailles. The portion from Equestrian Park to Huntertown Glen is designed, funded and approved for construction along the southwest side of Huntertown Road.

3. **Multi-Use Trail - Fire Station #3 - Huntertown to Ashgrove (Cedar Ridge):** The addition of this Multi-use path (approximately 2,300 linear feet) will link sidewalks in Cedar Ridge with Huntertown Road path. Some of the area proposed in the linkage is private property, however, the trail may be built by circumventing the property or by easement.

4. **Existing Trail Maintenance-**The existing trail systems such as the one along US 60, Falling Springs Blvd, and the one linking Woodford County Park to Big Spring Park, need to be maintained which includes surfacing, striping, signage, and identification.

5. **Pedestrian Link – Connecting South Main Street to Huntertown Road via School Properties:** The addition of an unpaved path between South side School and Huntertown School would link South Main Street (KY 33) and Huntertown Road will make an important linkage between neighborhoods and schools. The proposed corridor is located entirely within school properties.

6. **Pedestrian Link - Big Sink Pike – Stonegate**

to US 60 Bypass: This asphalt sidewalk would provide linkage from Stonegate/Homestead/Woodlands neighborhoods to WYSA to the Versailles Post Office as well as the employees of More Than A Bakery to the US 60 Bypass.

Kentucky Avenue, Pine Grove Road, Elm Street, and Montgomery Avenue. The upcoming budget for the 2024-2025 year is \$100,000 for dedicated sidewalk improvements to remove trip hazards and ensure the width of sidewalks matches four feet, as required by the Americans with Disabilities Act (ADA).

7. Versailles Bypass Multi-Use Trail (Railroad Bed) – Crossfield Drive to Markham Drive: The City acquired the former rail road bed and is seeking grants to fund a multi- use path along southwest side of US 60. This will provide connection to the Douglas Avenue Park. **Figures 4 - 7 and 4 - 8** depict the current terminus of the trail at Douglas Avenue, which will extend out to Crossfield Drive.

8. KY 2113 Multi-Use Path from US 62/ Tyrone Pike to US 60: Multi-Use recreational path around the northwest side of Versailles. This would provide trail system for all neighborhoods on the north side of Versailles to the Woodford County Park, connecting to the existing multi-use path along Falling Springs Boulevard.



The Versailles Sidewalk Replacement Program will also work to improve sidewalks on Beech Street,

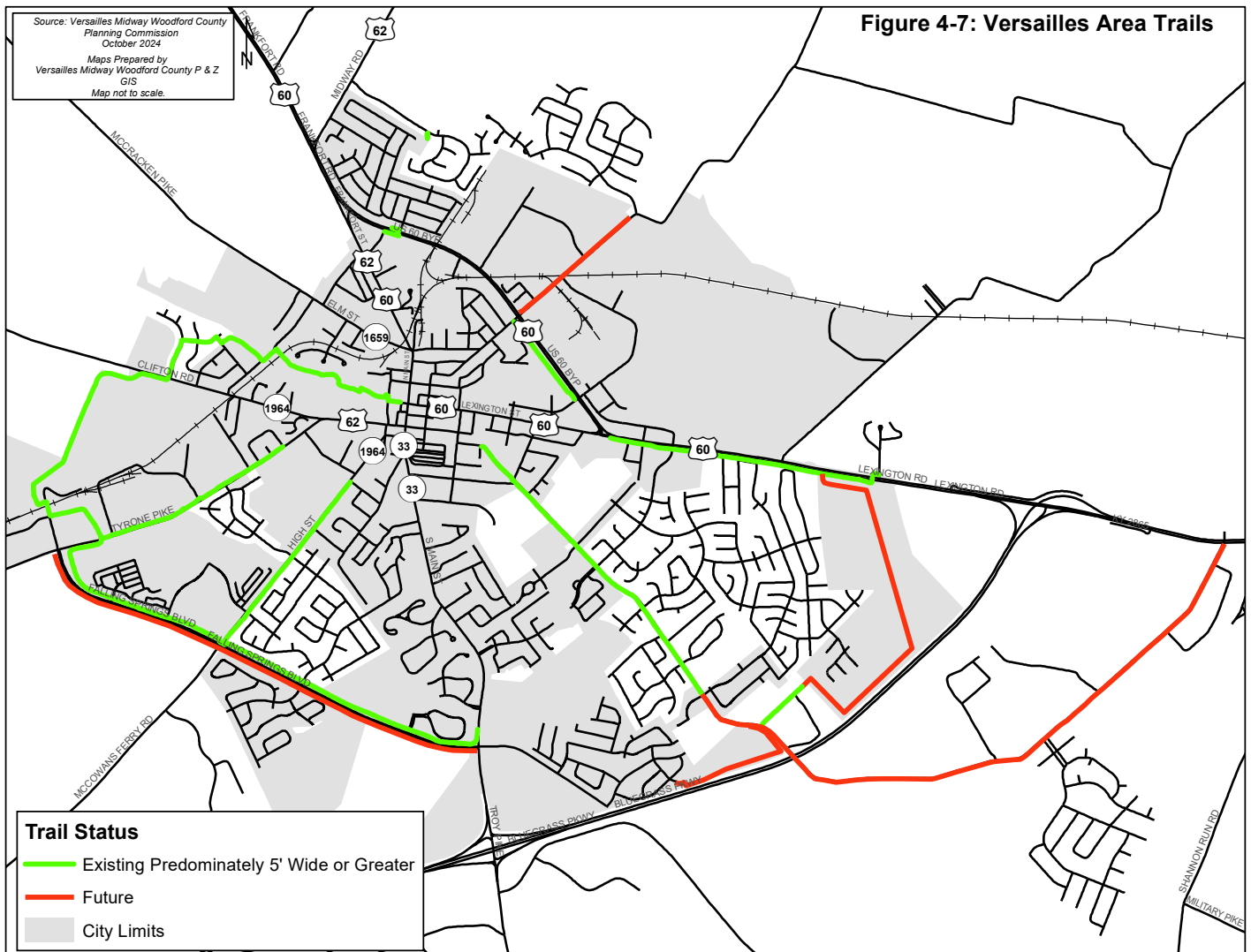
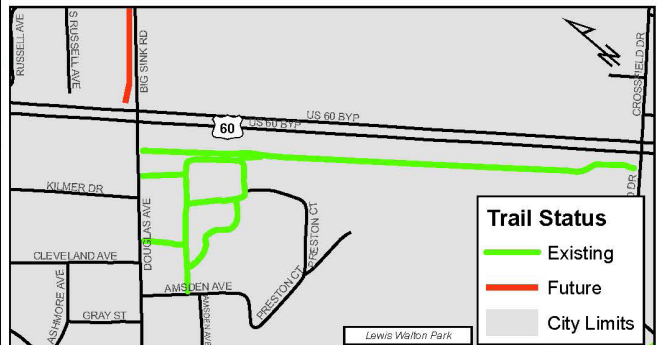
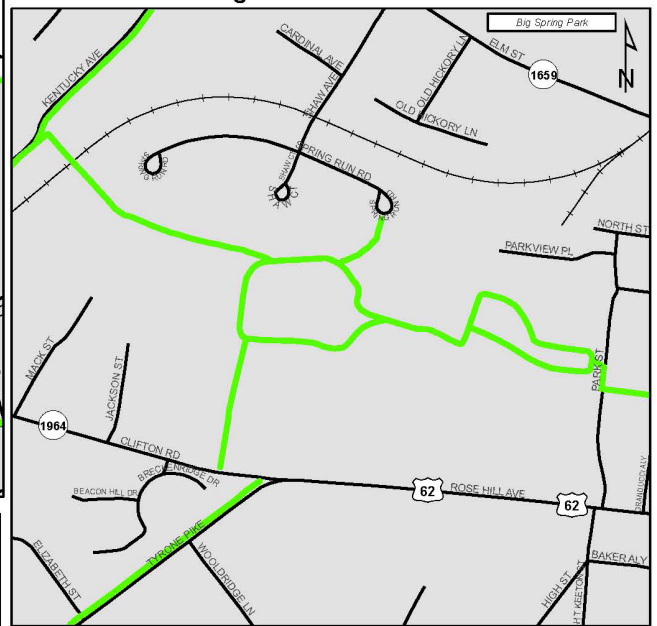
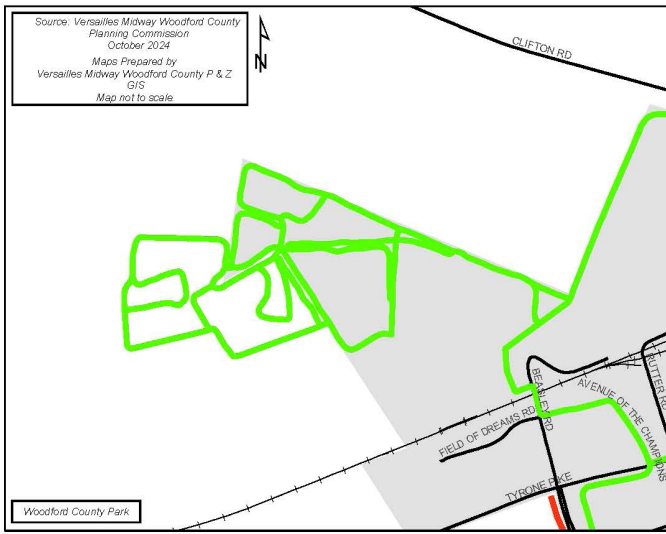


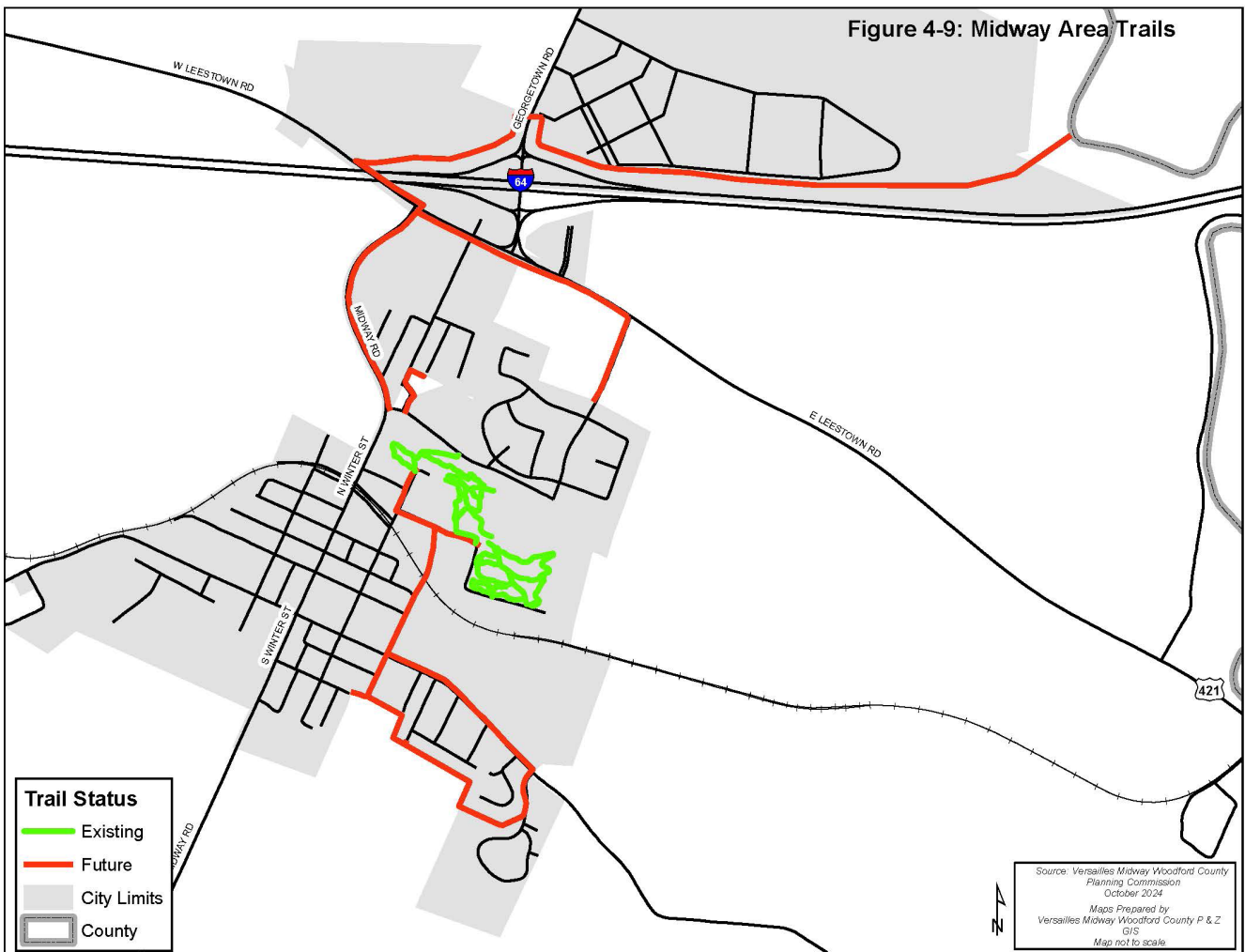
Figure 4-8: Versailles Local Park Trails



Trail Status

- Existing
- Future
- City Limits

Figure 4-9: Midway Area Trails



Trail Status

- Existing
- Future
- City Limits
- County

Source: Versailles Midway Woodford County Planning Commission
 October 2024
 Maps Prepared by Versailles Midway Woodford County P & Z GIS
 Map not to scale

Midway Urban Area:

1. Paved Sidewalk - Walter Bradley Park to Weisenberger Mill Road: This path would link north Midway to south Midway via existing and proposed trails and sidewalks. A sidewalk would need to be constructed from Brand Street to Sexton Way (The Homeplace at Midway) along East Stephens Street/Weisenberger Mill Road.
2. Multi-use Path - Walter Bradley Park to Midway University: Expand trails around the perimeter of the Park linking to Midway University.
3. Link Midway Station to Town: Create a multi-use path crossing I-64 to link the north side of the I-64 to the south side.
4. Link Midway Bypass to Coach Station Road: Create a multi-use path along the south side of Leestown Road (US 62/421) with a connection to Green Gables.
5. Existing and Future Trail Maintenance: The existing and future trail system within

Walter Bradley Park needs to be continually maintained due to it being an unpaved system.

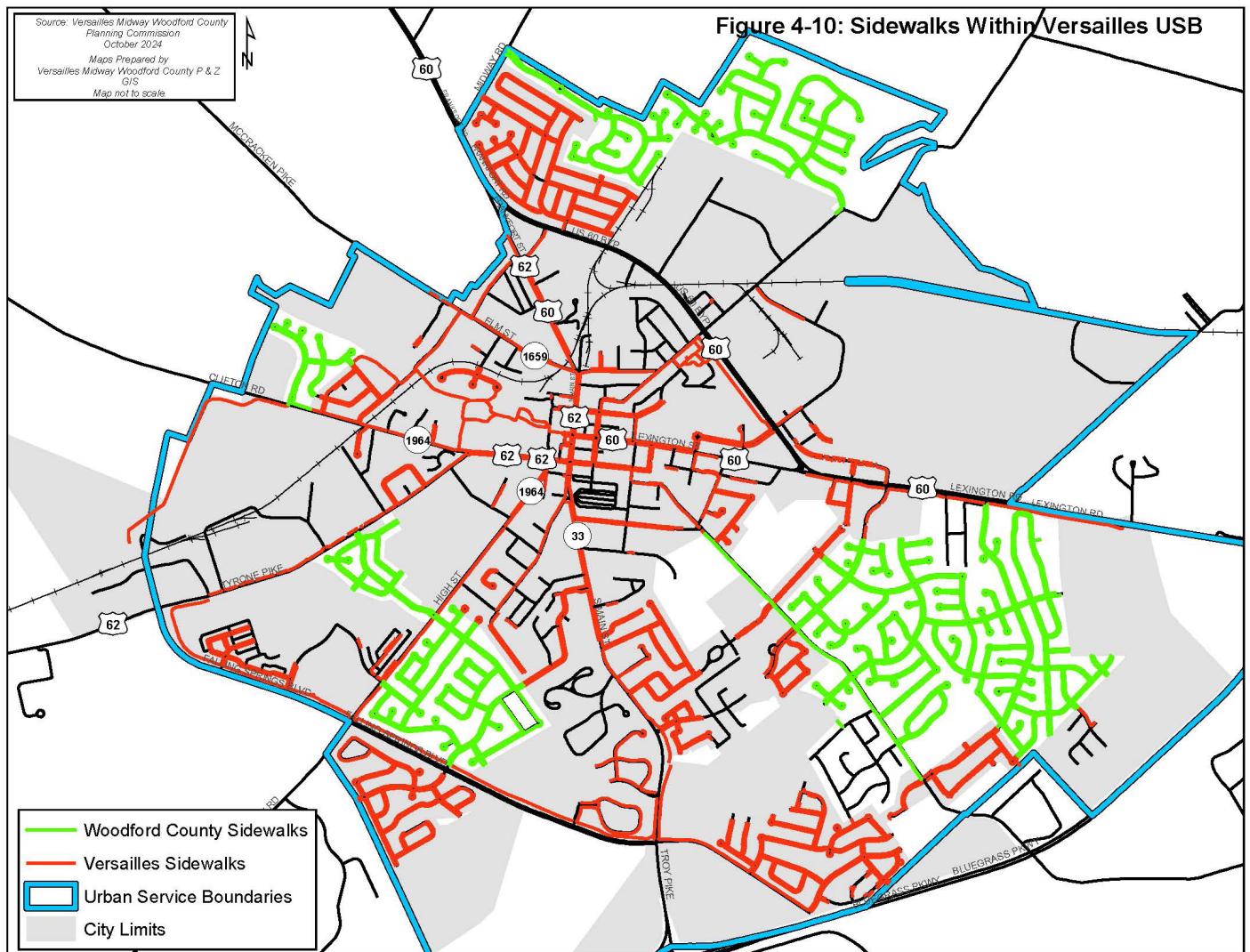
The cumulative effect of these existing and planned improvements, as shown on **Figure 4 - 9** clearly demonstrates a community supported bicycle and pedestrian plan for both Midway and Versailles – and the role that local government can play in creating a viable system.

REGULATORY PROVISIONS FOR BICYCLE and PEDESTRIAN IMPROVEMENTS

The requirements are set forth in the Subdivision Regulations which require a minimum of 4 foot wide sidewalks on both sides of all streets in new subdivisions, also supporting compliance with Title II of the Americans with Disabilities Act.

LINKAGES: HERITAGE BASED TOURISM, INTRA-COUNTY TRAVEL

Figures 4 - 10 and **4 - 11** show the pedestrian-friendly sidewalk plan within Versailles and Midway.



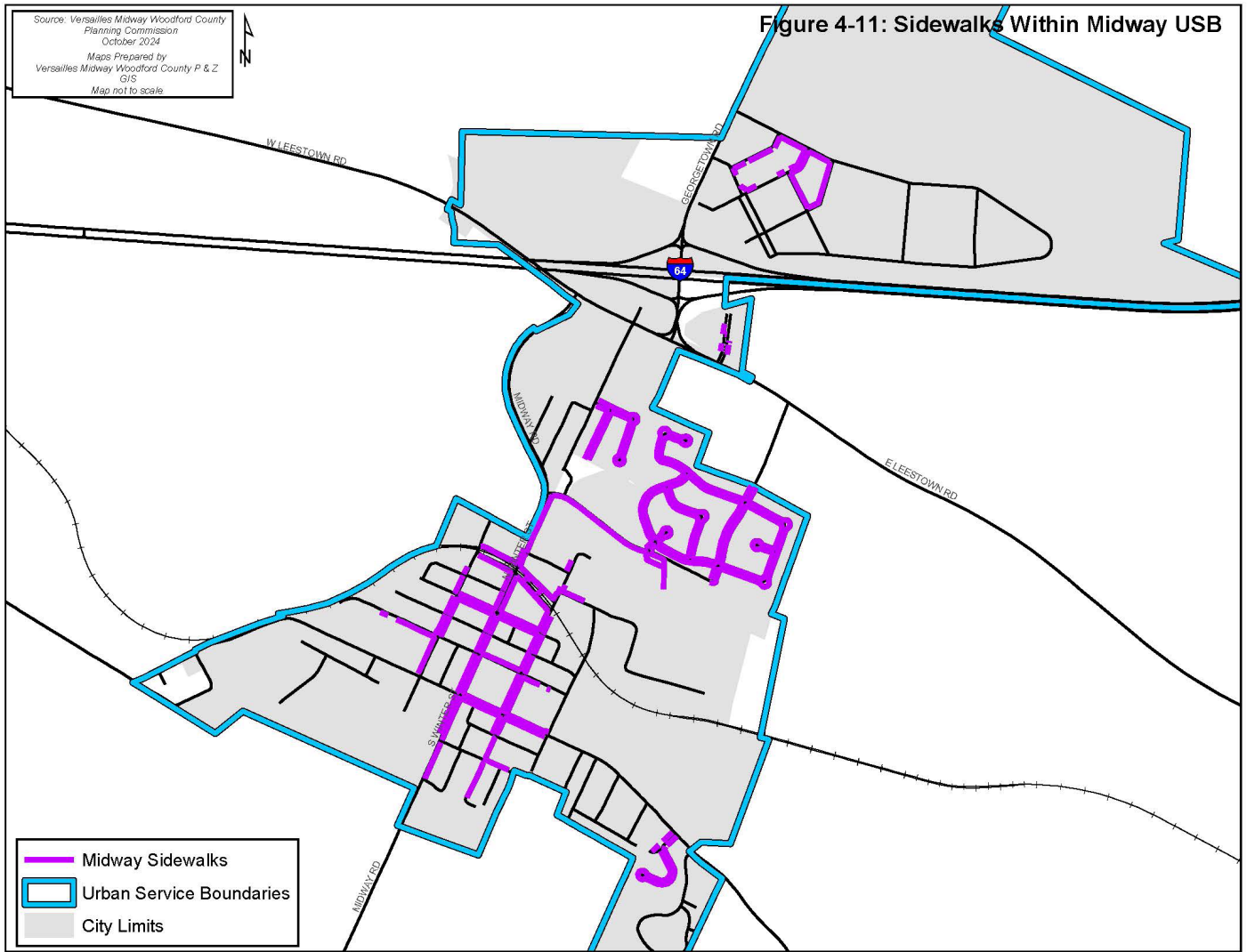


Figure 4-11: Sidewalks Within Midway USB

A component of bicycle and pedestrian planning that is often overlooked is the benefit to be derived from improvements that help to promote economic development, tourism/preservation, and connections between communities. The focus has been primarily upon the Urban Service Areas of Versailles and Midway, and providing connections

between neighborhoods, schools and downtown. Developers share in the responsibility of implementing the local bicycle and pedestrian improvements by providing for the planned facilities within their developments.

OTHER FORMS OF TRANSPORTATION

In addition to the road and street circulation systems of Versailles, Midway and Woodford County, several other transportation systems and facilities must also be addressed in analyzing the complete transportation system. These additional systems include rail, waterways, airport, and public transportation.



RAIL

There are currently 16 miles of short line railroad in Woodford County known as the Versailles Lines operated by R. J. Corman Railroad Company. Heading west, this line connects with Frankfort, Shelbyville and Louisville at Anchorage. Heading east the line goes to Lexington and on to Winchester where it interchanges with CSX. The Versailles Lines are used primarily for freight service to local industries such as LEDVANCE and Sheridan Printing. Corman owns both track and land for 6.5 miles on the Versailles Line. In Midway they own 9.5 miles of track and lease the land (right of way) from CSX.



WATERWAYS

The Kentucky River is considered navigable and is primarily used by recreational boaters for pleasure boating, canoeing & kayaking and fishing. Approximately 40 miles of the Kentucky River form the western boundary of Woodford County and there are two dams, Kentucky River Dam 5 and Kentucky River Dam 6, along this part of the river. These dams do not have functioning navigation locks. The lower stretch of river, downstream of Dam 5, can be accessed at three public boat ramps in Frankfort (Franklin County) and one newly public ramp in Clifton. The pool between Dam 5 and Dam 6 can be

accessed at one public ramp in Tyrone (Anderson County). The pool above Dam 6 can be accessed at public ramps at Oregon Road (Mercer County) and Cummins Ferry. There is one docking facility/marina located upstream of Dam 6 named Cummins Ferry Marina (Mercer County). Kentucky River Locks and Dams 1 through 4 are located downstream from Woodford County and potentially provide uninterrupted boating access from the Ohio River up to Dam 5. These locks are managed by the Kentucky River Authority. The Kentucky River Authority opened Locks 1 through 4 and is operating the locks for recreational boating during summer weekends (Typically Memorial Day through Labor Day).

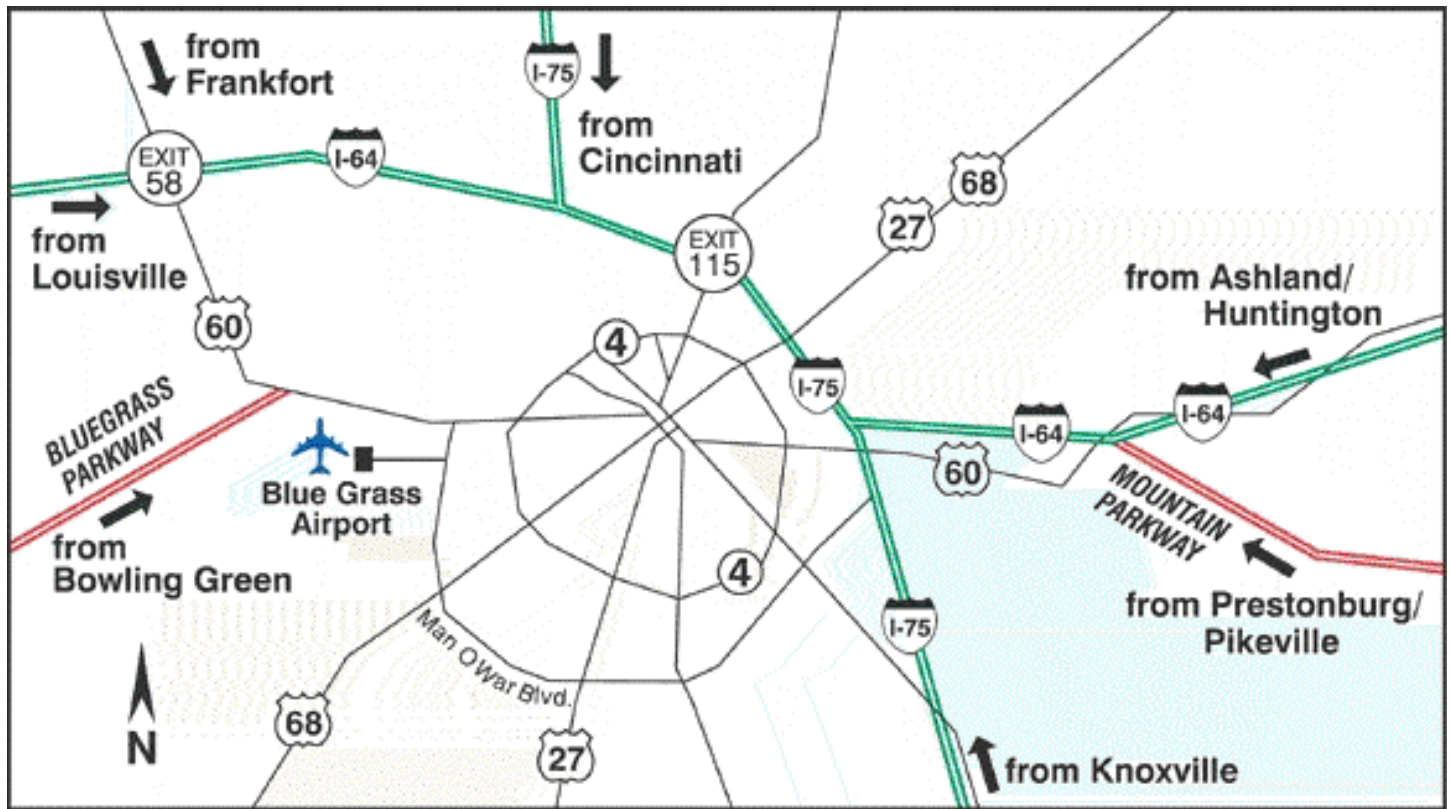
AIR TRANSPORTATION

There are no public or private airports within Woodford County. The nearest scheduled commercial airline service is located at the Blue Grass Airport, which is four miles west of Lexington on US 60 and approximately 8 miles east of Versailles. The Airport was established in 1940 on about 500 acres of land. Today it occupies approximately 1,000 acres. It offers commercial flights to destinations all over the world and also provides a variety of corporate and general aviation services including U.S. Customs cargo inspections, flight instruction, charter aircraft, airplane maintenance, aircraft storage and more.

The proximity of the Airport to Woodford County provides business access to other markets as well as freight handling capabilities. This opportunity should be considered in terms of the potential to support industry, commerce, agriculture and tourism in Woodford. **Figure 4 - 12** illustrates the location of Blue Grass Airport.

Commercial airline service is also available at the Louisville International Airport, which is approximately 65 miles northwest of Versailles in Louisville, and at the Greater Cincinnati Airport, whose location is in northern Kentucky, approximately 80 miles north of Versailles.

FIGURE 4 - 12: Blue Grass Airport Location



PUBLIC TRANSPORTATION

The County and the cities of Versailles and Midway do not operate local public transportation systems of any type. There are no longer any private taxi companies in Woodford County, but service is available from surrounding cities. There is a private Community Transportation bus for Senior Citizens and qualifying disabled citizens. Private bus carriers do not provide direct service to Woodford County. However, Greyhound bus service is available through Lexington or Louisville.