

Final Report | October 2017

# Beaumont Centre-Harrodsburg Road Traffic Operations Study

Prepared for:  
Lexington-Fayette Urban County Government,  
Traffic Engineering Division

Prepared by:  
Stantec Consulting Services Inc.





**Stantec Consulting Services Inc.**

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October 6, 2017

**Attention: Mr. David Filiatreau, P.E.**

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**Reference: Beaumont Centre-Harrodsburg Road Traffic Operations Study Final Report**

Dear David,

It is our pleasure to submit the final report to the Beaumont Centre-Harrodsburg Road Traffic Operations Study. We have thoroughly enjoyed working with you, Councilmember Amanda Bledsoe, and LFUCG staff on this very important project. We believe the list of candidate projects and strategies resulting from the study offers the LFUCG numerous options for improving congestion, safety and transportation mobility in Beaumont Centre and along the Harrodsburg Road corridor.

Sincerely,

**STANTEC CONSULTING SERVICES INC.**

A handwritten signature in blue ink that reads "T. Thomas Creasey".

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**Beaumont Centre-Harrodsburg  
Road Traffic Operations Study**

**Final Report**



Prepared for:  
Lexington-Fayette Urban County  
Government, Traffic Engineering  
Division

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## Executive Summary

The Lexington-Fayette Urban County Government (LFUCG) selected Stantec Consulting Services Inc. to conduct the *Beaumont Centre-Harrodsburg Road Traffic Operations Study*. Since development in this area began in the early 1990's, traffic congestion and safety have become major issues. The commercial area of Beaumont Centre has been the most active area for new construction recently and has renewed public attention to the ever-increasing traffic congestion within the study area and along the arterials bordering it.

Most of Beaumont Centre has been developed. Concurrently, traffic conditions along Harrodsburg Road have grown increasingly worse. Because of its location at the junction of Harrodsburg Road and New Circle Road, and because of the numerous businesses and retail establishments within Beaumont Centre, commuter traffic has been a major source of congestion that at times brings traffic to a crawl. It is with this as a backdrop that the LFUCG commissioned the *Beaumont Centre-Harrodsburg Road Traffic Operations Study*.

The purpose of the study was to evaluate current traffic conditions and operations within the study area, identify particular areas of concern, and identify both short- and long-term remedies for identified deficiencies.

Key contributing factors to heavy peak period congestion in this area are:

- Development intensity (land use within and adjacent to Beaumont Centre resulted in highly peaked A.M. and P.M. traffic demand)
- Lack of access (there are only two major access points to Beaumont Centre)
- Heavy travel along Harrodsburg Road
- Limitations of the New Circle Road/Harrodsburg Road Interchange (the interchange configuration does not allow for coordinated traffic flow in both directions at the same time, compared with a conventional diamond interchange)
- Intersection blocking
- Fieldstone Way intersection

The analyses showed that traffic congestion in the area will continue to worsen if no actions are taken. The evaluations, combined with numerous field reviews, were used to identify areas of concern according to:

1. Safety
2. Traffic Operations
3. Non-auto Transportation (pedestrian, bicycle, and bus transit)

The areas of concern and identified deficiencies were used to develop more than 50 potential transportation improvement and strategies. These recommendations were identified as either Short-Term (can be implemented relatively quickly and inexpensively) or Long-Term. The recommendations also were prioritized according to a subjective cost-to-benefit relationship.

Some of the more noteworthy recommendations are:

- Installing “Don’t Block the Box” signs at several congested intersections, along with increased enforcement and a public awareness campaign, to combat intersection blocking;
- Modifying the Harrodsburg Road intersection approaches at Beaumont Centre Parkway/Corporate Center Drive and at Fort Harrods Drive
- Restricting turning movements from Fieldstone Way to Beaumont Centre Parkway and providing a connection from Fieldstone Way to Snaffle Road
- Eliminating the channelized right turns or constructing roundabouts at Beaumont Centre Circle intersections with Beaumont Centre Parkway and Beaumont Centre Lane
- Examining the engineering feasibility of adding a second lane to the on ramp from northbound Harrodsburg Road to the outer loop of New Circle Road
- Optimizing timing of traffic signals along Harrodsburg Road
- Installing pedestrian-actuated signals at multiple locations around Beaumont Centre Circle

Other long-term concepts or feasibility studies that should be investigated include:

- Evaluate the feasibility and benefits of providing a connection for traffic exiting Beaumont Centre to enter New Circle Road directly
- Consider the extension of Roswell Drive from its current terminus to Parkers Mill Road
- Investigate the feasibility of extending sidewalks and shared-use paths within the area and providing connecting tunnels under Man o’ War Boulevard (to Paul Laurence Dunbar High School) and New Circle Road

Community involvement was a significant element of the study, contributing to both identification of areas of concern and providing input on recommended solutions.



# 1 Introduction

In April 2016, the Lexington-Fayette Urban County Government (LFUCG) selected Stantec Consulting Services Inc. to conduct the *Beaumont Centre-Harrodsburg Road Traffic Operations Study*. Since development in this area began in the early 1990's, traffic congestion and safety have become major issues. As acknowledged in the Request for Qualifications, the commercial area of Beaumont Centre has been the most active area for new construction recently and has renewed public attention to the ever-increasing traffic congestion within the study area and along the arterials bordering it.

## 1.1 Background

With the completion of Man o' War Boulevard in the 1980's, growth and development in south Lexington accelerated. Man o' War Boulevard provided accessibility to hundreds of acres of undeveloped land in southern Fayette and northern Jessamine counties. New development soon followed.

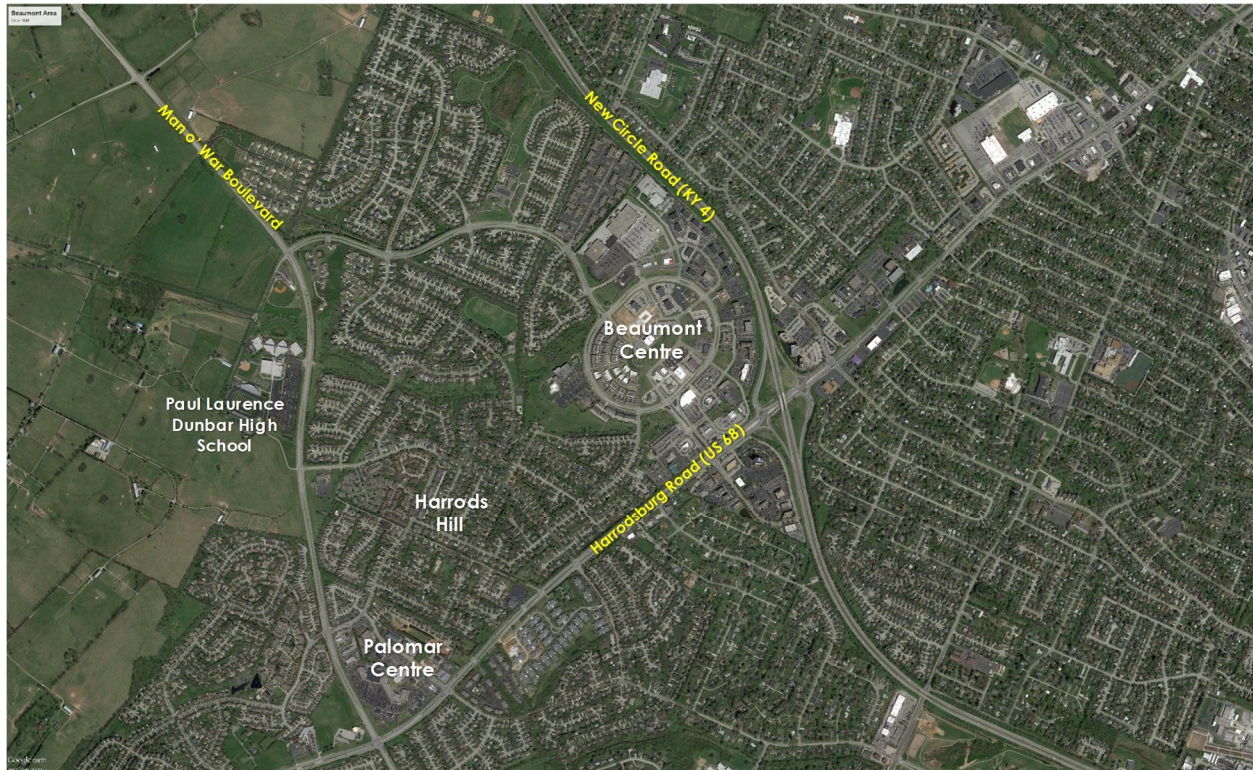
The Harrodsburg Road (US 68) corridor typifies the growth that has occurred since then. **Figure 1** is a satellite image from March 1994. Development at major intersections with Man o' War Boulevard has occurred, as can be seen in Palomar Centre, Harrods Hill subdivision, and even Paul Laurence Dunbar High School just to the north of there, but there remain undeveloped gaps along Man o' War Boulevard and along Harrodsburg Road. The street infrastructure within Beaumont Centre was under way but not completed.



**Figure 1. Beaumont Centre Area Satellite Image – March 1994**



Fast-forward to today and most of Beaumont Centre has been developed. The April 2016 satellite image shown as **Figure 2** illustrates this. Although some undeveloped land to the north along Man o' War Boulevard remains, virtually all of Beaumont Centre itself either has been developed or is under construction.



**Figure 2. Beaumont Centre Area Satellite Image – April 2016**

Traffic conditions along Harrodsburg Road have grown increasingly worse. Because of its location at the junction of Harrodsburg Road and New Circle Road, and because of the numerous businesses and retail establishments within Beaumont Centre, commuter traffic has been a major source of congestion that at times brings traffic to a crawl. It is with this as a backdrop that the LFUCG commissioned the *Beaumont Centre-Harrodsburg Road Traffic Operations Study*.

## 1.2 Purpose of the Study

The purpose of the study was to evaluate current traffic conditions and operations within the study area, identify particular areas of concern, and identify both short- and long-term remedies for identified deficiencies.

## 1.3 Objectives

At the onset of the study, the following objectives were identified to guide the process:

- Create a “snapshot” of the multimodal (autos, pedestrians, bicycles, buses) transportation system within and adjacent to the Beaumont Centre area. From this snapshot, identify areas of concern that entail needs and deficiencies.
- Develop and assess the effectiveness of candidate multimodal transportation solutions.

- Develop a prioritized list of candidate multimodal solutions.
- Integrate community involvement into the process.

## 1.4 Study Approach

The study provided a systematic approach to identifying and quantifying multimodal transportation deficiencies and needs in the area, along with proposed solutions. After identifying the study roadway network and collecting necessary data to conduct both safety and operational analyses, an assessment of existing safety and traffic operational conditions was performed. Field evaluations were conducted as well to verify safety issues and to identify multimodal (i.e. non-auto) facilities such as sidewalks, shared use paths, and bus stops. From these data and analyses, a “snapshot” of the state of the multimodal transportation system of the Beaumont Centre study area was developed. The state of the system snapshot and identified areas of concern were used to provide a foundation for the development of recommended multimodal transportation solutions and strategies. Community involvement with neighborhood residents and businesses was facilitated by the LFUCG Council District 10 and the Division of Traffic Engineering. This public input was incorporated into the study process, including development of recommended solutions.

## 2 Existing Conditions

### 2.1 Study Area and Transportation Network

A map of the project study area and transportation network is shown in **Figure 3**. Significant streets and roads include:

- Harrodsburg Road (US 68) from Alexandria Drive to Man o' War Boulevard
- Man o' War Boulevard from Harrodsburg Road to Beaumont Centre Lane
- New Circle Road (KY 4) at Harrodsburg Road
- Beaumont Centre Parkway
- Beaumont Centre Circle
- Beaumont Centre Lane

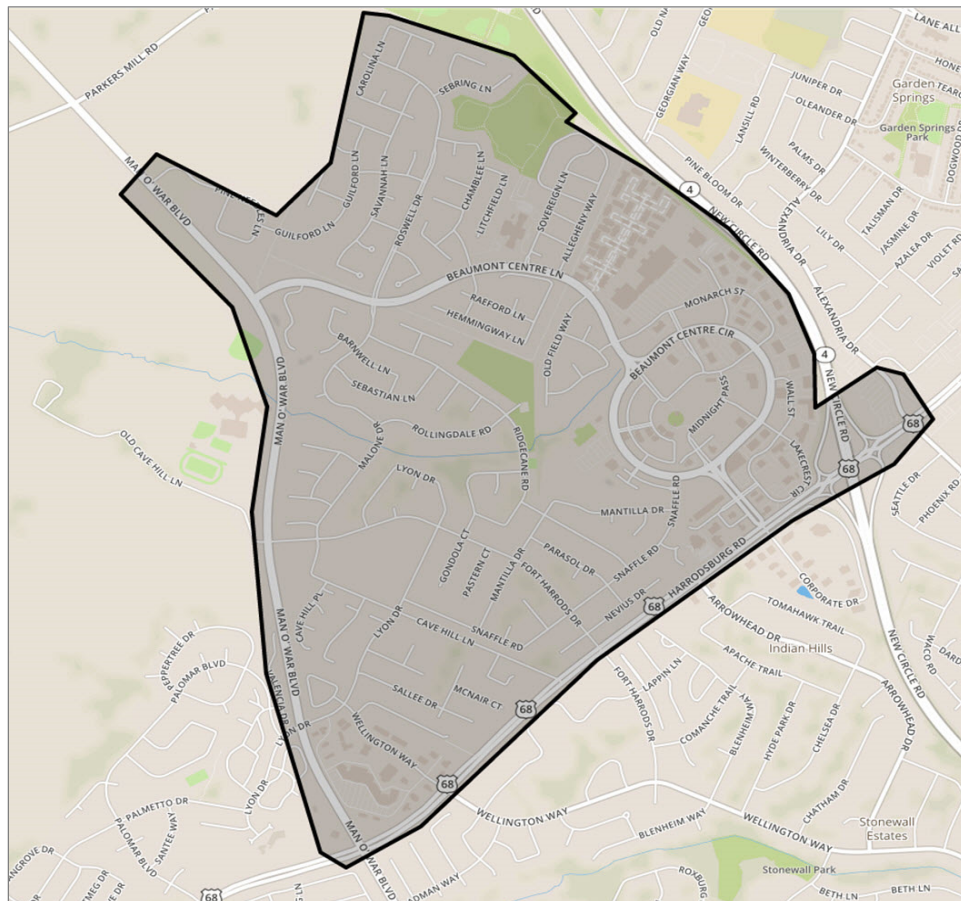
The study also addressed other neighborhood collector streets like Snaffle Road, Fort Harrods Drive, Lyon Drive, and Wellington Way.

Average daily traffic (ADT) information obtained from the Kentucky Transportation Cabinet (KYTC) is provided in **Table 1**:

**Table 1. Average Daily Traffic (ADT)**

Roadway Section	ADT (Year)
Harrodsburg Road (New Circle Road - Man o' War Blvd.)	35,500 (2014)
Harrodsburg Road (north of New Circle Road)	30,600 (2014)
New Circle Road (west of Harrodsburg Road)	61,900 (2016)
New Circle Road (east of Harrodsburg Road)	62,900 (2016)
Beaumont Centre Parkway	19,700 (2013)
Beaumont Centre Lane	9,200 (2014)
Beaumont Centre Circle	4,400 (2012)
Snaffle Road	5,100 (2016)
Man o' War Boulevard (Harrodsburg Road to Beaumont Centre Ln.)	18,700 (2015)

Source: Kentucky Transportation Cabinet

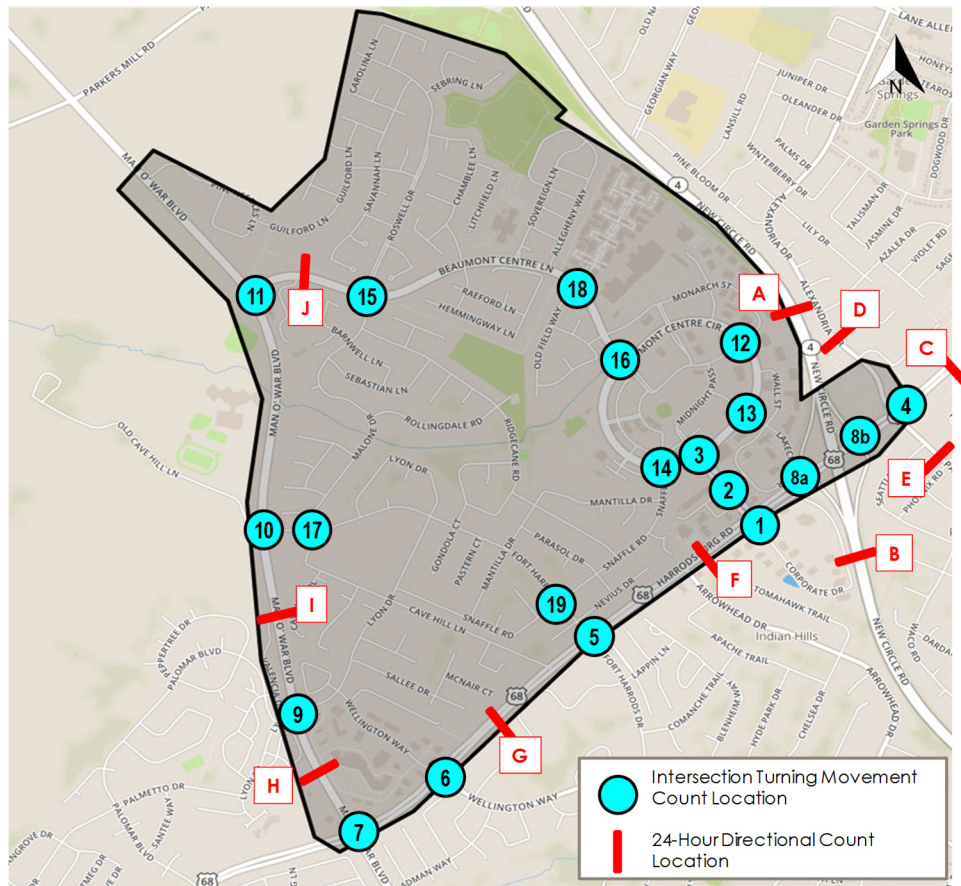


**Figure 3. Study Area Streets and Roads**

## 2.2 Data Collection

As input to the existing conditions analysis, traffic counts were collected at designated locations within the study area, shown in **Figure 4**, for the weekday A.M. peak period (6:30 a.m. to 9:30 a.m.) and P.M. peak period (4:00 p.m. to 7:00 p.m.). At key locations, the extent of traffic queues was recorded, which assisted in the development and calibration of traffic analysis tools.





**Figure 4. Traffic Count Locations**

To supplement the traffic counts, travel time data were obtained from the LFUCG Division of Traffic Engineering. The travel time data were used in the development of the traffic analysis tools. Crash records were obtained from the Kentucky State Police. Additional data obtained from the LFUCG included traffic signal timing plans and GIS data.

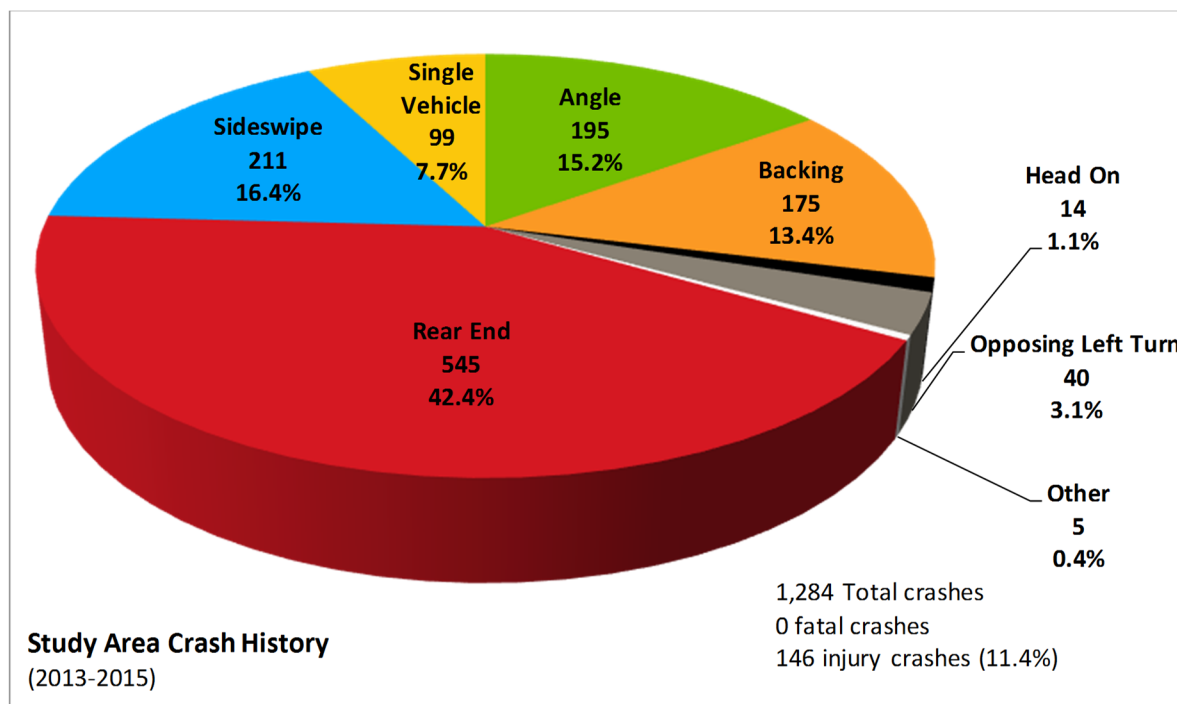
## 2.3 Crash Analysis and Safety Deficiencies

A safety analysis that included evaluation of historic crash records was conducted. Historical crash data from the Kentucky State Police collision database were collected within the study area for the three-year period between January 1, 2013 and December 31, 2015.

### CRASH TYPE

Over the analysis period, there were 1,284 reported crashes in the study area. Rear-end crashes accounted for 42.4 percent of all crashes. These types of crashes are associated with stop-and-go traffic where congestion is present. There were also a significant percentage of sideswipes, accounting for 16.4 percent of total crashes. This type of crash typically occurs during weaving or lane-changing maneuvers. Angle collisions accounted for 15.2 percent of all crashes. There were several clusters of angle crash locations. Harrodsburg Road between Beaumont Centre Parkway and Alexandria Drive, Fieldstone Way, and several on Beaumont Centre Circle. There were also a significant number of backing collisions (13.4 percent) which were mostly parking lot

crashes. **Figure 5** provides a summary of crashes by type. Crash locations by type are shown in **Figure 6**.



**Figure 5. Summary of Crashes by Type**

## CRASH SEVERITY

Of the 1,284 reported crashes in the study area for the three-year period, 146 were injury crashes (11.4 percent) and no crashes resulted in a fatality. There are several clusters of injury collisions at intersections: Man o' War at Beaumont Centre Lane, Man o' War at Harrodsburg Road, Harrodsburg Road at Wellington Way, Harrodsburg Road at Fort Harrods Drive, Fort Harrods Drive at Snaffle Road, Beaumont Centre Circle at Lakecrest Circle, and Harrodsburg Road at Alexandria Drive. The locations of all injury collisions over the analysis period are shown in **Figure 7**.

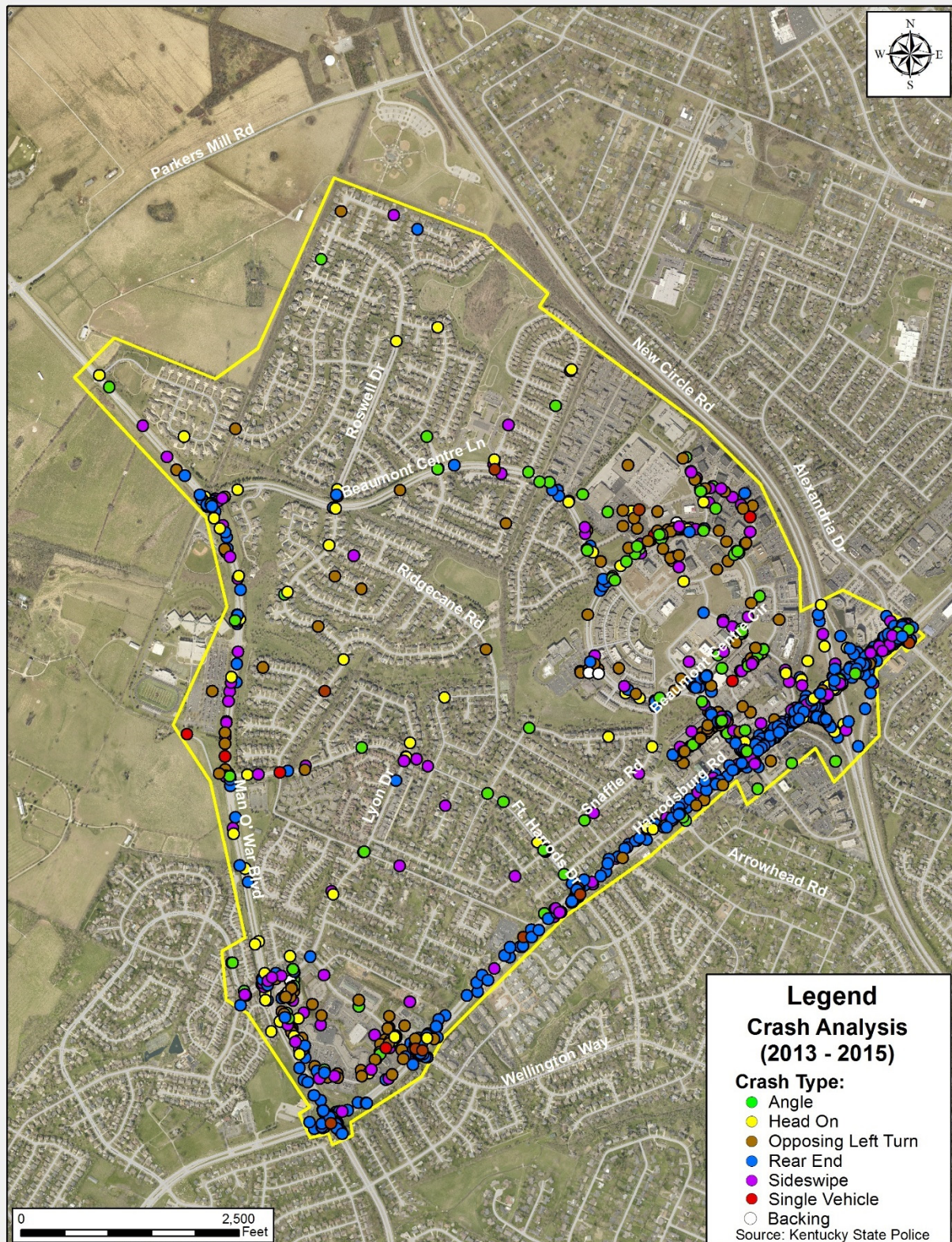
## HIGH CRASH LOCATIONS

Crashes along Harrodsburg Road and Man o' War were geospatially referenced and compared to statewide data to identify spots experiencing above average crash rates. Spots were defined by observing 0.1-mile sections where crashes were concentrated. The methodology is defined in the Kentucky Transportation Center research report *Analysis of Traffic Crash Data in Kentucky (2011-2015)*. For each spot, the number of crashes, traffic volume, rural/urban, and number of lanes were evaluated to determine the critical rate factor (CRF). The CRF is one measure of the safety of a road, expressed as a ratio of the crash rate at the location compared to the critical crash rate for similar roadways throughout the state. A CRF of 1.00 or greater indicates that crashes are occurring due to circumstances not attributed to random occurrence.

The analysis identified twelve 0.1-mile-long spot locations along Harrodsburg Road and Man o' War Boulevard that have a CRF greater than 1.0, as shown in **Figure 8**. The two highest were Harrodsburg Road intersections with Pasadena Drive/Alexandria Drive and Beaumont Centre Parkway/Corporate Drive. Both are immediately adjacent to the New Circle Road interchange and their proximity to the interchange (about 450 feet for Pasadena Drive/Alexandria Drive and



about 750 for Beaumont Centre Parkway/Corporate Drive) is a contributor to congestion through this section.



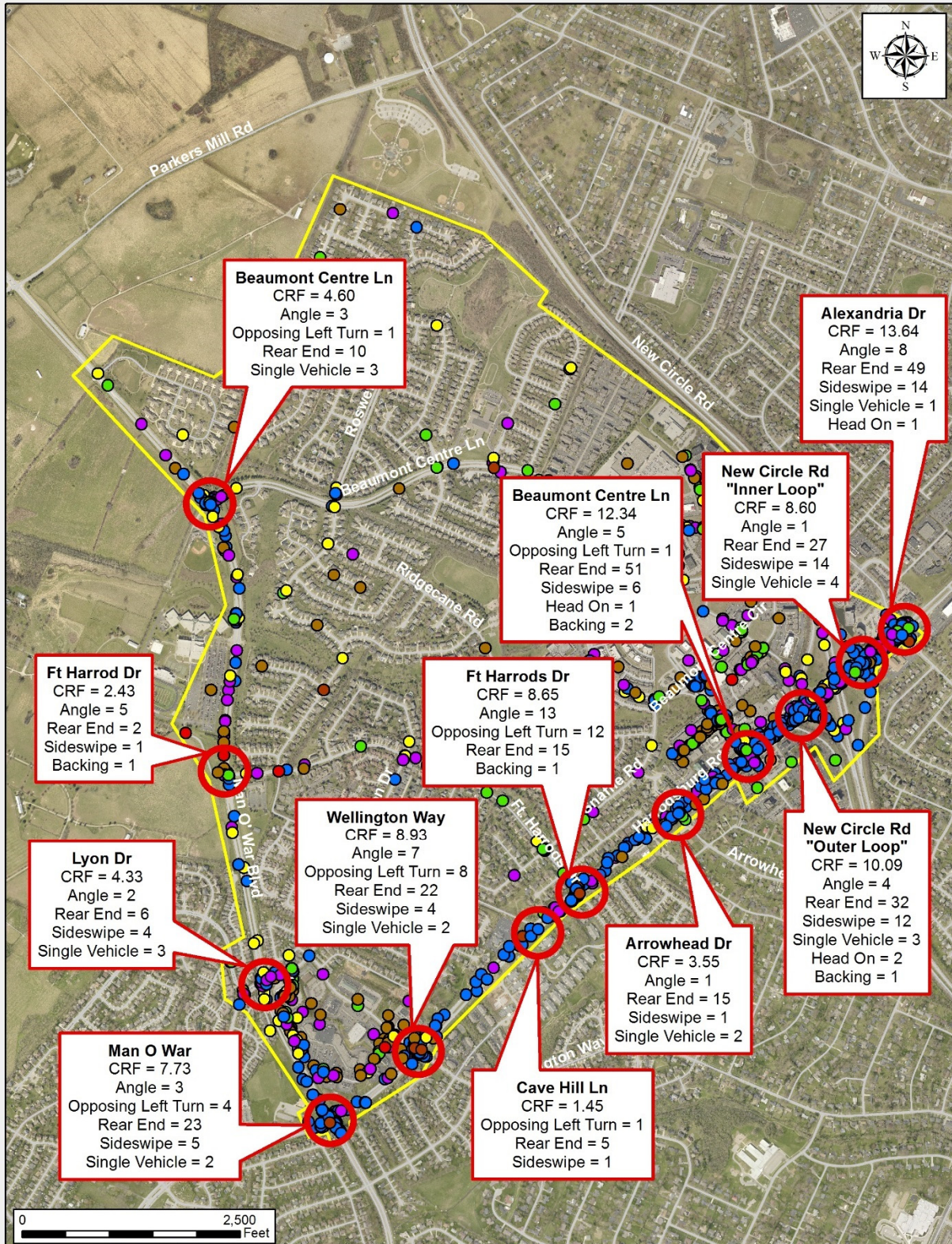
**Figure 6. Crash Locations by Type**





**Figure 7. Injury Crash Locations**





**Figure 8. High Crash Locations**



## 2.4 Existing Traffic Conditions, Deficiencies and Areas of Concern

Existing traffic conditions were quantified using analytical tools, but also were supplemented through numerous field observations. Traffic conditions were evaluated at various intersections throughout the study area – both signalized and STOP-controlled. Conditions also were evaluated not only for the individual intersections along Harrodsburg Road, but also for Harrodsburg Road as an arterial street system of signalized intersections. This includes the two signals at the New Circle Road/Harrodsburg Road Double Crossover Diamond (DCD) interchange.

Traffic conditions for signalized and STOP-controlled intersections were evaluated using methods in the Highway Capacity Manual (HCM) 6<sup>th</sup> Edition<sup>1</sup>. Based on demand volume inputs, roadway geometry and traffic control, the methods are used to estimate or predict traffic-based performance measures such as delay, travel speed, queue lengths, and level of service.

Analyses of existing traffic conditions was performed for three types of facilities:

- Urban street (arterial) sections
- Signalized intersections
- STOP-controlled intersections

Analyses were conducted during weekday A.M. and P.M. peak traffic periods – from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Each of these methods is discussed and the results presented in the following section.

### URBAN STREET (ARTERIAL) ANALYSIS

The HCM Urban Street analysis method enables the evaluation of Harrodsburg Road as an interconnected system of signalized intersections. Level of service, which is a qualitative description of traffic conditions, is based on average travel speed during congested conditions and its comparison to free-flow speed (i.e. speed under very light traffic). Average travel speed is computed as the total distance for the analysis section divided by the total travel time, which includes time stopped at signals and slow-downs in between. Harrodsburg Road has a posted speed limit of 45 mph from Alexandria Drive/Pasadena Drive to Beaumont Centre Parkway/Corporate Center Drive and 55 mph from there to Man o' War Boulevard; however, examination of available travel time data from the LFUCG indicates that a 45 mph free-flow speed is representative for the entire section. The association between average travel speed (for a 45 mph base free-flow speed) and level of service is provided in **Table 2**.

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<sup>1</sup> *Highway Capacity Manual 6<sup>th</sup> Edition: A Guide for Multimodal Mobility Analysis*, Transportation Research Board of the National Academies, Washington, D.C., 2016.

**Table 2. Urban Street LOS Thresholds**

Level of Service (LOS)	Average Travel Speed* (mph)
A	> 36
B	> 30
C	> 23
D	> 18
E	> 14
F	≤ 14

\* Travel speed threshold for a 45 mph Base Free-Flow Speed. Source: HCM 6th Edition

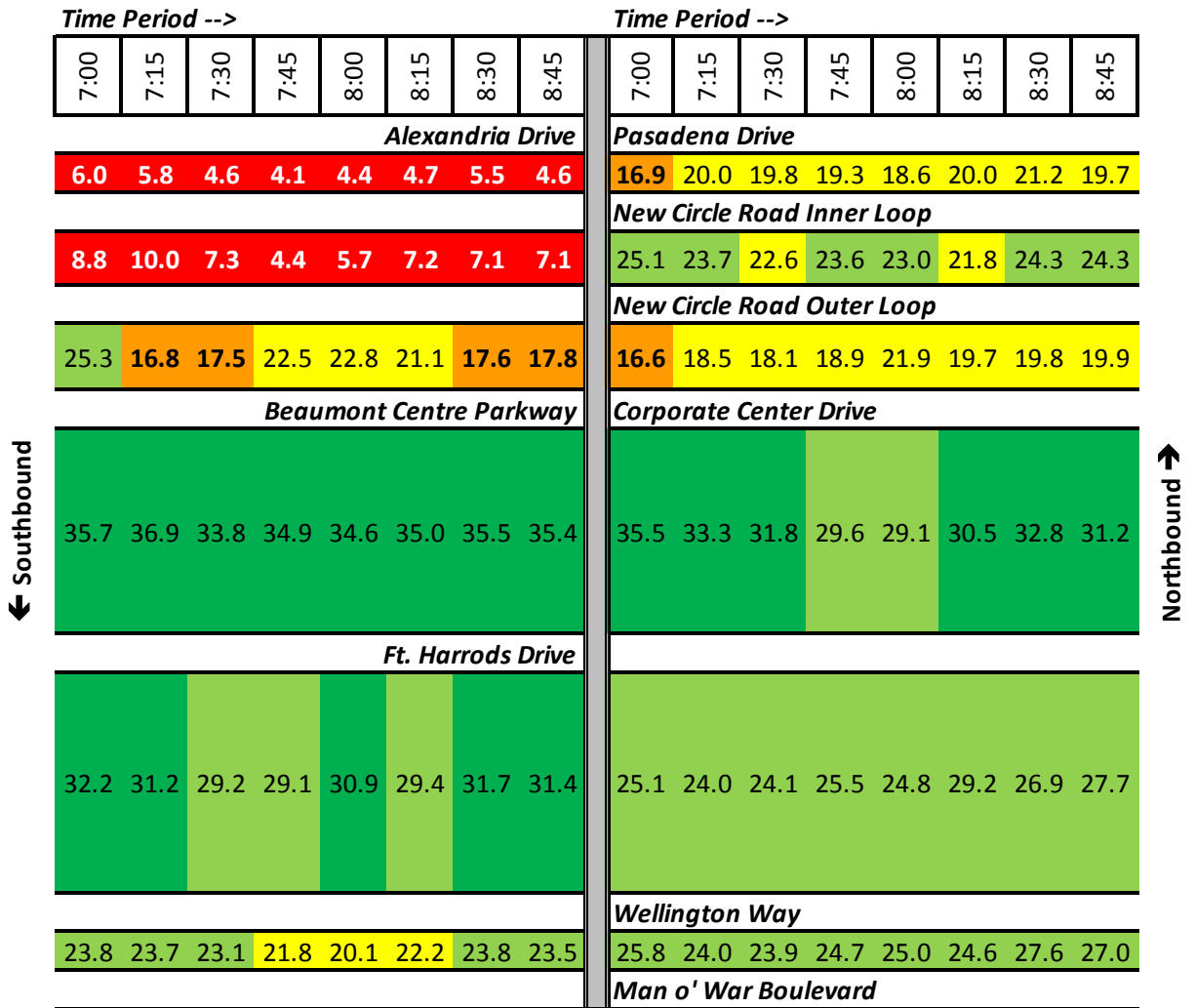
The following graphics are used to summarize existing traffic conditions along Harrodsburg Road. Analyses were conducted for each 15-minute interval during the peak periods (e.g. 7:00 a.m. - 7:15 a.m., 7:15 a.m. – 7:30 a.m., etc.). The results are organized in a schematic representation of Harrodsburg Road, where the rows represent cross-streets and the segments between cross-streets, and the columns represent the individual 15-minute intervals. Estimated average travel speeds and corresponding levels of service are shown for each segment at each time interval; the southbound (outbound) direction of Harrodsburg Road is located on the left-hand side of the graphic and the northbound (inbound) direction on the right.

Existing average travel speeds and levels of service for the typical weekday A.M. peak period are shown in **Figure 9**; for the P.M. peak period, these results are shown in **Figure 10**.

The results support a general observation – Harrodsburg Road traffic overall is heavily peaked by direction – northbound (inbound) in the morning and southbound (outbound) in the afternoon. However, traffic demand on the segment adjacent to New Circle Road is equally heavy in the opposite direction. In the morning, there is a heavy movement between Alexandria Drive/Pasadena Drive and New Circle Road from local traffic destined primarily for Beaumont Centre. In the afternoon, there is a very heavy flow between Beaumont Centre and New Circle Road. This “dual” peak for one segment is especially problematic for timing the traffic signals at the DCD interchange crossovers. Signal timing at the DCD will be discussed in further detail as part of the recommended solutions.

As shown in Figure 9, inbound travel speeds are primarily good; the slowdown through the DCD is expected due to the close intersection spacing, but overall traffic flow is good. Outbound, the speeds are slow between Alexandria Drive/Pasadena Drive and Beaumont Centre, but are good beyond that.

In Figure 10, congestion in both directions through the DCD interchange is evident, from Beaumont Centre Parkway/Corporate Center Drive to Alexandria Drive/Pasadena Drive. Very slows speeds in the northbound direction from Beaumont Centre to the outer loop of New Circle Road are a result of extensive queue spillback and intersection blocking (this will be discussed further as part of the recommended solution).



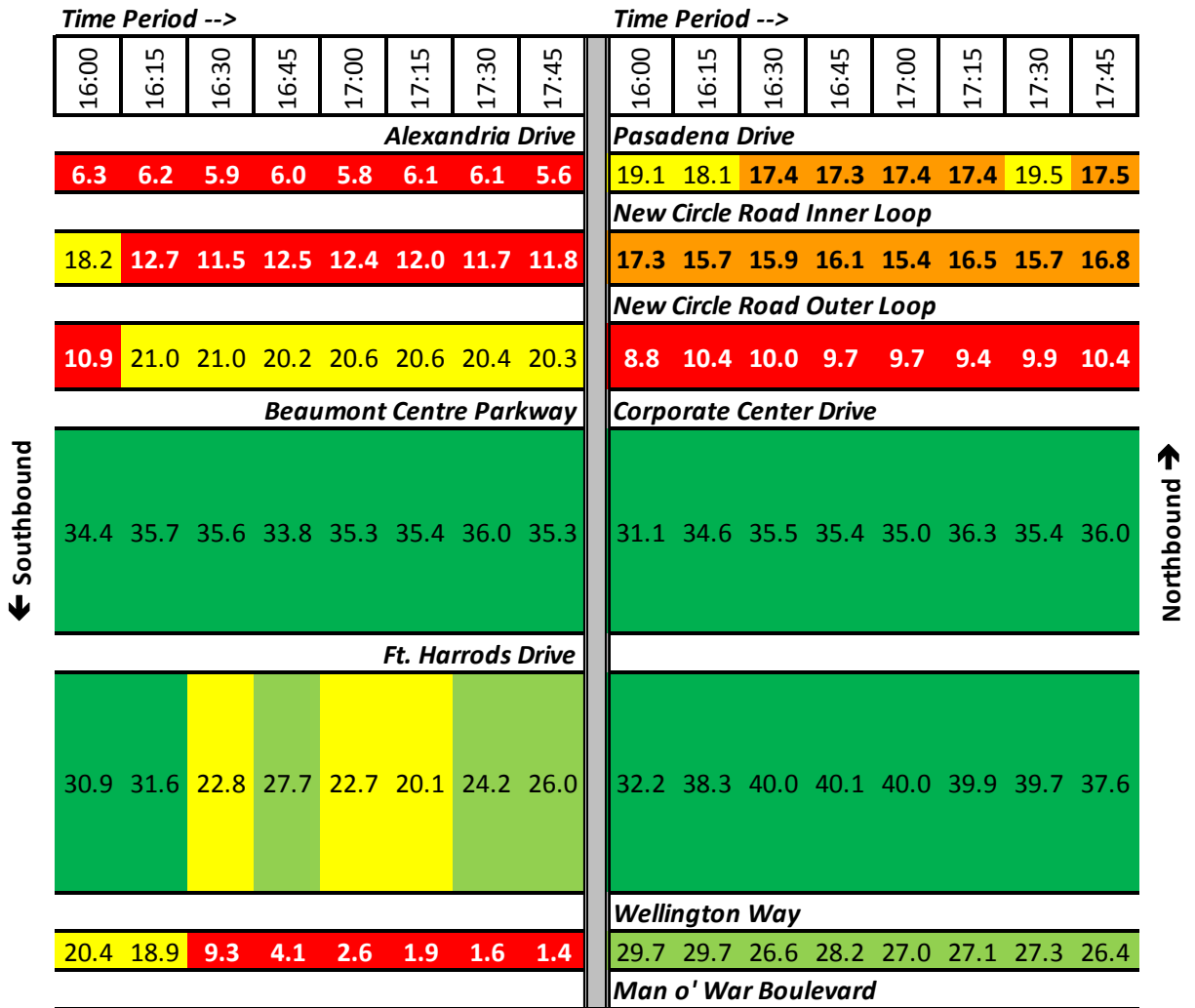
**LOS Speed\***

A	> 36
B	> 30
C	> 23
D	> 18
E	> 14
F	≤ 14

\* Travel speed threshold for a 45 mph Base Free-Flow Speed

**Figure 9. Urban Street Segment Average Travel Speeds and Level of Service – Existing A.M. Peak**





**LOS Speed\***

A	> 36
B	> 30
C	> 23
D	> 18
E	> 14
F	≤ 14

\* Travel speed threshold for a 45 mph Base Free-Flow Speed

**Figure 10. Urban Street Segment Average Travel Speeds and Level of Service – Existing P.M. Peak**

## SIGNALIZED INTERSECTION ANALYSIS

The HCM Signalized Intersection analysis method focuses on traffic operations of individual signalized intersections. While the Urban Streets method describes traffic flow along Harrodsburg Road, the Signalized Intersection method evaluates traffic conditions for all approach legs at an intersection, including the cross-streets.

At signalized intersections, level of service is a function of average control delay, which is defined to be the component of delay that results when a traffic control device causes a traffic movement to reduce speed or stop. It represents the increase in travel time relative to a condition without traffic control. Level-of-service criteria based on control delay at signalized intersections are shown in **Table 3**:

**Table 3. Signalized Intersection LOS Criteria**

Level of Service (LOS)	Control Delay (sec/veh)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

*Source: HCM 6th Edition*

For the seven signalized intersections that comprise the Harrodsburg Road study section, existing A.M. peak and P.M. peak period control delay and levels of service are shown in **Table 4**. These measures are provided for each 15-minute interval that comprises the peak period.

The figures in Table 4 tell only a part of the story. The average delay values are a volume-weighted average for all movements through an intersection; delay and levels of service for some movements are worse than others. Reviewing Table 4, several conclusions are evident:

- The Alexandria Drive/Pasadena Drive intersection with Harrodsburg Road is heavily congested during the A.M. peak.
- The Beaumont Centre Parkway/Corporate Center Drive intersection with Harrodsburg Road is heavily congested during the P.M. peak.
- The Fort Harrods Drive intersection with Harrodsburg Road also is heavily congested during the P.M. peak.
- The Man o' War Boulevard/Harrodsburg Road intersection is heavily congested during both the A.M. and P.M. peak.

Traffic backups and delays on several side street approaches are higher than the intersection average. During the morning peak, there are heavy backups on both Alexandria Drive and Pasadena Drive as many drivers are destined for either New Circle Road or Beaumont Centre. Beaumont Centre Parkway traffic backups are becoming insufferable – drivers commonly wait 3-4 signal cycles during the P.M. peak to exit Beaumont Centre and outbound (eastbound) traffic backups extend along the approaches at Beaumont Centre Circle.

**Table 4. Existing Conditions at Harrodsburg Road Signalized Intersections**

A.M. Peak Period				P.M. Peak Period			
Intersection #7 Alexandria Drive/Pasadena Drive				Intersection #7 Alexandria Drive/Pasadena Drive			
Begin	Delay*	LOS		Begin	Delay*	LOS	
7:00	35.7	D		16:00	39.2	D	
7:15	44.7	D		16:15	36.2	D	
7:30	59.4	E		16:30	42.6	D	
7:45	63.8	E		16:45	56.7	E	
8:00	61.2	E		17:00	42.1	D	
8:15	79.1	E		17:15	31.3	C	
8:30	110.9	F		17:30	29.2	C	
8:45	136.4	F		17:45	26.7	C	
Intersection #6 New Circle Road Inner Loop				Intersection #6 New Circle Road Inner Loop			
Begin	Delay*	LOS		Begin	Delay*	LOS	
7:00	13.0	B		16:00	24.3	C	
7:15	21.9	C		16:15	27.1	C	
7:30	29.1	C		16:30	28.0	C	
7:45	31.1	C		16:45	27.2	C	
8:00	27.3	C		17:00	26.9	C	
8:15	25.0	C		17:15	26.8	C	
8:30	21.4	C		17:30	27.2	C	
8:45	24.6	C		17:45	28.8	C	
Intersection #5 New Circle Road Outer Loop				Intersection #5 New Circle Road Outer Loop			
Begin	Delay*	LOS		Begin	Delay*	LOS	
7:00	19.2	B		16:00	24.6	C	
7:15	19.1	B		16:15	26.2	C	
7:30	25.9	C		16:30	30.7	C	
7:45	36.2	D		16:45	33.6	C	
8:00	28.0	C		17:00	28.4	C	
8:15	27.8	C		17:15	29.6	C	
8:30	25.1	C		17:30	28.3	C	
8:45	24.6	C		17:45	27.5	C	
Intersection #4 Beaumont Centre/Corporate Cntr.				Intersection #4 Beaumont Centre/Corporate Cntr.			
Begin	Delay*	LOS		Begin	Delay*	LOS	
7:00	19.3	B		16:00	41.8	D	
7:15	27.5	C		16:15	30.9	C	
7:30	45.0	D		16:30	33.2	C	
7:45	49.2	D		16:45	40.4	D	
8:00	45.3	D		17:00	152.2	F	
8:15	34.0	C		17:15	165.5	F	
8:30	32.5	C		17:30	169.0	F	
8:45	32.4	C		17:45	155.1	F	
Intersection #3 Ft. Harrods Drive				Intersection #3 Ft. Harrods Drive			
Begin	Delay*	LOS		Begin	Delay*	LOS	
7:00	31.3	C		16:00	39.6	D	
7:15	33.3	C		16:15	67.8	E	
7:30	34.1	C		16:30	102.4	F	
7:45	31.3	C		16:45	126.9	F	
8:00	33.3	C		17:00	175.3	F	
8:15	23.5	C		17:15	206.2	F	
8:30	26.8	C		17:30	193.7	F	
8:45	23.9	C		17:45	223.6	F	
Intersection #2 Wellington Way				Intersection #2 Wellington Way			
Begin	Delay*	LOS		Begin	Delay*	LOS	
7:00	21.4	C		16:00	26.4	C	
7:15	25.0	C		16:15	25.2	C	
7:30	30.1	C		16:30	39.9	D	
7:45	32.2	C		16:45	29.2	C	
8:00	26.4	C		17:00	39.7	D	
8:15	28.4	C		17:15	46.1	D	
8:30	24.3	C		17:30	38.7	D	
8:45	23.8	C		17:45	35.3	D	
Intersection #1 Man o' War Boulevard				Intersection #1 Man o' War Boulevard			
Begin	Delay*	LOS		Begin	Delay*	LOS	
7:00	58.9	E		16:00	46.1	D	
7:15	78.9	E		16:15	48.3	D	
7:30	83.9	F		16:30	66.0	E	
7:45	94.6	F		16:45	108.0	F	
8:00	92.6	F		17:00	156.6	F	
8:15	97.3	F		17:15	211.4	F	
8:30	106.3	F		17:30	249.8	F	
8:45	104.9	F		17:45	282.3	F	

\* Average control delay, in seconds per vehicle

A similar situation exists at Fort Harrods Drive, as Beaumont Centre traffic attempts to exit at another location. At Harrodsburg Road and Man o' War Boulevard, there is heavy traffic demand on all approaches for nearly all movements; the intersection is simply oversaturated.

Signalized intersection analyses were attempted for Beaumont Centre Parkway at Fieldstone Way. However, in the P.M. peak, traffic backups for outbound Beaumont Centre traffic extend beyond Fieldstone Way, making the analysis meaningless unless it can be performed in simulation. Oftentimes the Fieldstone Way intersection is blocked as drivers attempt to "squeeze" through, either the eastbound through movement from Beaumont Centre Circle or the southbound left turn from Fieldstone Way.

An analysis of the signalized intersection at Man o' War Boulevard and Beaumont Centre Lane also was performed. This is the second major access point to Beaumont Centre. The results are presented in **Table 5**.

**Table 5. Existing Conditions at Man o' War Boulevard/Beaumont Centre Lane Intersection**

A.M. Peak			P.M. Peak		
Begin	Delay*	LOS	Begin	Delay*	LOS
7:00	18.4	B	16:00	9.7	A
7:15	14.8	B	16:15	7.6	A
7:30	13.4	B	16:30	7.5	A
7:45	14.6	B	16:45	9.4	A
8:00	8.7	A	17:00	10.5	B
8:15	11.5	B	17:15	10.7	B
8:30	10.9	B	17:30	9.2	A
8:45	13.0	B	17:45	8.5	A

\* Average control delay (sec/veh)

There are limitations to HCM methods that affect the results of this study. In areas of heavy congestion, such as those occurring during the morning and afternoon peak periods in Beaumont Centre and along Harrodsburg Road, traffic backups from one intersection to the next hamper the ability to accurately compute delay, travel speed and level of service. This occurs during periods of oversaturation where the traffic demand exceeds the capacity of the roadway or signal system. This occurs regularly within the study area – the system is simply overloaded. Thus, while the HCM methods can be used to quantify congested conditions and evaluate the benefits of proposed alternatives, they don't fully describe the state of the system due to limitations in their ability to address over-saturated conditions. Software tools like the Highway Capacity Software and Synchro both implement the methods in the HCM and are subject to the same limitations.

There are tools that can be used to more accurately assess congested traffic conditions at Beaumont Centre and potential improvements. These tools fall into the category of microscopic traffic simulation models, where they model interactions among individual vehicles within a traffic stream are simulated for the entire congestion regime, from free-flowing to gridlock. Microsimulation tools can provide much more detail and can test more types of improvements than deterministic HCM methods, but are more expensive to create, calibrate and apply. The *Beaumont Centre-Harrodsburg Road Traffic Operations Study* lacked sufficient budget to employ microsimulation models.

## UNSIGNALIZED INTERSECTION ANALYSIS

The HCM also provides methods for analyses of intersections operating under STOP-control – both two-way STOP-control (i.e. STOP signs on the minor approaches) and all-way STOP control. Level-of-service criteria based on control delay at for STOP-controlled intersections are shown in **Table 6**. Stratification of levels of service for STOP-controlled intersections is similar to that for signalized intersections, but with lower thresholds. The reasoning is that drivers expect less delay when approaching a STOP sign compared to a traffic signal, therefore drivers will be less tolerable of delay.

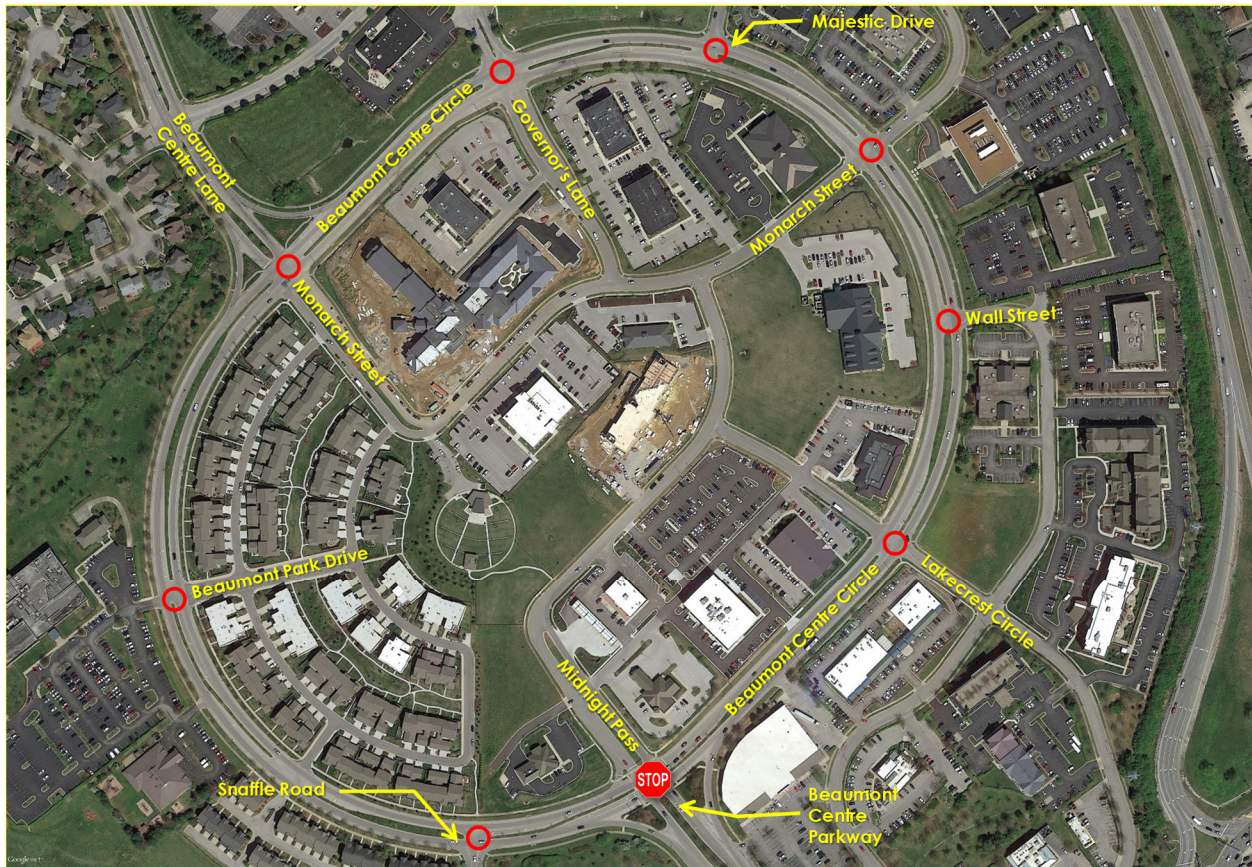
**Table 6. Unsignalized Intersection LOS Criteria**

Level of Service (LOS)	Control Delay (sec/veh)
A	≤ 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

*Source: HCM 6th Edition*

Within the Beaumont Centre development, the major Unsignalized intersections are the primary connections to Beaumont Centre Circle – at Beaumont Centre Parkway (which operates under all-way STOP-control) and at Beaumont Centre Lane (with STOP-control only on the minor approaches at Beaumont Centre Lane and Monarch Street. At both intersections, there are unchannelized or “free” right turns that are not under control of the STOP signs. These two and the other STOP-controlled intersections with Beaumont Centre Circle are shown in **Figure 11**.





**Figure 11. Beaumont Centre Circle STOP-Controlled Intersections**

Results for existing conditions analysis of the Beaumont Centre Circle/Beaumont Centre Parkway intersection are shown in **Table 7**. For the Beaumont Centre Circle/Beaumont Centre Lane intersection, results are shown in **Table 8**. At both locations, the channelized right turns reduce the controlled delay for their respective approaches. However, as will be discussed in a subsequent section, these also present safety problems.

**Table 7. Existing Traffic Conditions – Beaumont Centre Circle/Beaumont Centre Parkway**

LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
B (E)	Northbound (Beaumont Centre Cir.)	1 (1)	10.1 (12.6)	B (B)
	Southbound (Beaumont Centre Cir.)	1 (15)	10.5 (65.6)	B (F)
	Eastbound (Beaumont Centre Pkwy.)	1 (2)	8.7 (13.3)	A (B)
	Westbound (Beaumont Centre Pkwy.)	2 (10)	10.8 (42.8)	B (E)

Key: AM (PM)



**Table 8. Existing Traffic Conditions – Beaumont Centre Circle/Beaumont Centre Lane**

LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
N/A	Northbound (Beaumont Centre Cir.)	1 (2)	4.5 (7.4)	N/A
	Southbound (Beaumont Centre Cir.)	0 (0)	0.0 (0.1)	N/A
	Eastbound (Beaumont Centre Ln.)	3 (3)	12.8 (20)	B (C)
	Westbound (Beaumont Centre Ln.)	1 (0)	15.1 (51.5)	C (F)

Key: AM (PM)

N/A: Delay and LOS are not computed for uncontrolled approaches or the overall intersection

Results for existing conditions analyses of other study area STOP-controlled intersections are presented in **Appendix A**.

## 2.5 Sources of Congestion and Other Traffic Areas of Concern

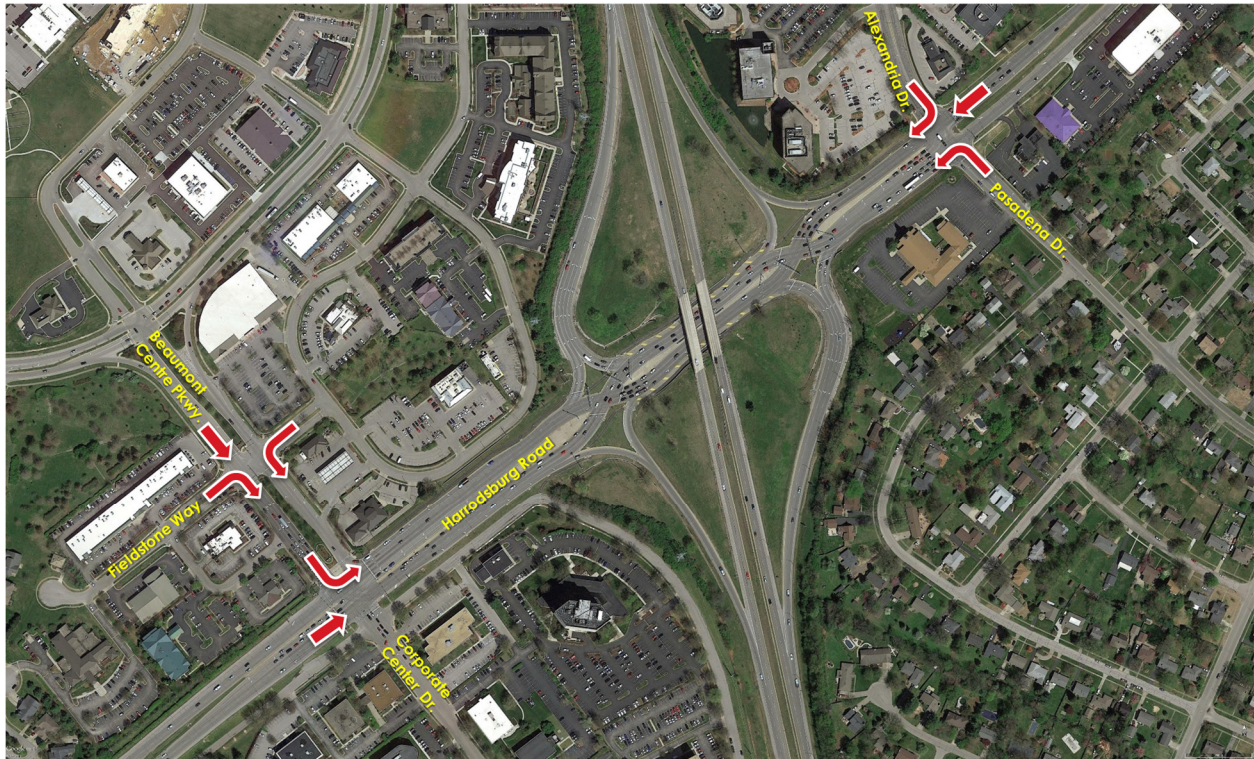
Many may ask, “Why is the Beaumont Centre area so congested and how did it get that way?” This study has revealed there is no one factor; rather, there are numerous reasons that have contributed to the situation. Furthermore, as traffic conditions approach saturation, where demand exceeds capacity, the individual contributions become more than incremental. Congestion-induced delay increases exponentially as demand approaches and then exceeds capacity. Key contributing factors to heavy peak period congestion in this area are:

- Development intensity.** There is a lot of development within the Harrodsburg Road corridor, including Beaumont Centre, which is a mixed-use development. Land uses include commercial, retail, institutional (school), recreational and residential. This means there is a lot of activity within Beaumont Centre, especially during weekday peak periods, where there is a heavy commute both into and out of Beaumont Centre. Much of the retail activity occurs in a very small space, between Harrodsburg Road and Beaumont Centre Circle, with the intersection of Fieldstone Way and Beaumont Centre Parkway being right in the middle. This serves to exacerbate the congestion.
- Access Limitations.** Compared to the size of the development, there are limited connections between Beaumont Centre and the surrounding streets and roads. The two major access points are at Harrodsburg Road and Man o' War Boulevard. New Circle Road, a fully controlled access facility, serves as a barrier to access. Based on KYTC traffic counts, there is twice as much travel into and out of Beaumont Centre via Harrodsburg Road than via Man o' War Boulevard. Put another way, Beaumont Centre Parkway serves twice the demand as does Beaumont Centre Lane. Other access points to Beaumont Centre are intended to serve neighborhood traffic – Fort Harrods Drive, Lyon Drive, Wellington Way and Cave Hill Lane. Use of these streets as cut-through routes increases congestion, increases auto emissions, and creates safety problems for other drivers, pedestrians and bicyclists.
- Heavy travel along Harrodsburg Road.** Harrodsburg Road is a Principal Arterial and one of the major traffic-carrying facilities in the region. It connects highly developed residential areas in Jessamine and southwest Fayette counties with New Circle Road and downtown Lexington. Major employers that attract commuters along Harrodsburg Road include St. Joseph Hospital with its surrounding health services and the University of

Kentucky. Designated as US 68, Harrodsburg Road is on the National Highway System and serves as a route of regional significance. It also provides connections to other major routes, especially New Circle Road and Man o' War Boulevard, which bound the study area. Average daily traffic on Harrodsburg Road is about 35,000 vehicles per day. Even without a contribution from Beaumont Centre, Harrodsburg Road would be heavily traveled and future new development to the south will serve to increase travel demand. Because of its regional importance, moving peak period traffic along Harrodsburg Road has the greatest emphasis.

- **New Circle Road/Harrodsburg Road interchange.** Opening to traffic in 2010, the Double Crossover Diamond configuration has reduced annual crashes at this location to half their pre-construction levels. During off-peak periods, traffic operates very smoothly. Because of the uniqueness of DCD operations, however, major traffic flows through the crossover intersections cannot happen concurrently – either the inbound movement receives signal green time or the outbound movement, but not both. Peak period traffic conditions can suffer, especially when demand exceeds capacity. This is especially true at the adjacent intersections – Alexandria Drive/Pasadena Drive in the morning and Beaumont Centre Parkway/Corporate Center Drive in the afternoon. As the emphasis is placed on moving traffic along Harrodsburg Road, approaches on these major sidestreets suffer.
- **Intersection blocking.** As has been observed on an almost daily basis throughout this study, intersection blocking is a serious issue that further impedes traffic operations and increases delay. Drivers become frustrated with delays and try to “squeeze” through the intersection at the end of the green phase (or even at the end of the yellow phase). Because of downstream queues backing into the upstream intersection, however (referred to as “queue spillback”), there is no room on the downstream side of the intersection and vehicles are trapped once they have entered. The immediate effect is that the blocking vehicles reduce the amount of available green time for the subsequent signal phase. This is especially the case at Harrodsburg Road/Beaumont Centre Parkway during the P.M. peak, where vehicles inbound toward New Circle Road block the intersection and reduce the green time for vehicles exiting Beaumont Centre. Intersection blocking also is a significant problem at Beaumont Centre Parkway/Fieldstone Way and Harrodsburg Road/Alexandria Drive/Pasadena Drive. A map depicting these locations and common blocking movements is shown in **Figure 12**. Examples of intersection blocking are shown in **Figure 13** (Beaumont Centre Parkway at Fieldstone Way), **Figure 14** (Harrodsburg Road at Beaumont Centre Parkway), and **Figure 15** (Harrodsburg Road at Pasadena Drive).
- **Intersection spacing at Fieldstone Way.** The Fieldstone Way intersection at Beaumont Centre Parkway is simply too close to Harrodsburg Road. Traffic backups in both directions on Beaumont Centre Parkway extend beyond Fieldstone Way, blocking the intersection. During the afternoon peak, traffic turning from Fieldstone Way onto outbound Beaumont Centre Parkway frequently blocks this intersection, which impedes the egress movement.





**Figure 12. Frequently Observed Intersection Blocking Movements**



**Figure 13. Intersection Blocking - Beaumont Centre Parkway at Fieldstone Way**





**Figure 14. Intersection Blocking - Beaumont Centre Parkway at Harrodsburg Road**



**Figure 15. Intersection Blocking - Harrodsburg Road at Pasadena Drive**

A map of areas of concern related to traffic congestion and operations is shown in **Figure 16**. The map was developed based on the existing conditions analyses and input received from the project team, local officials/stakeholders, and the public. The map provides a “snapshot” of the state of the multimodal transportation system in the study area, from a traffic operations perspective.



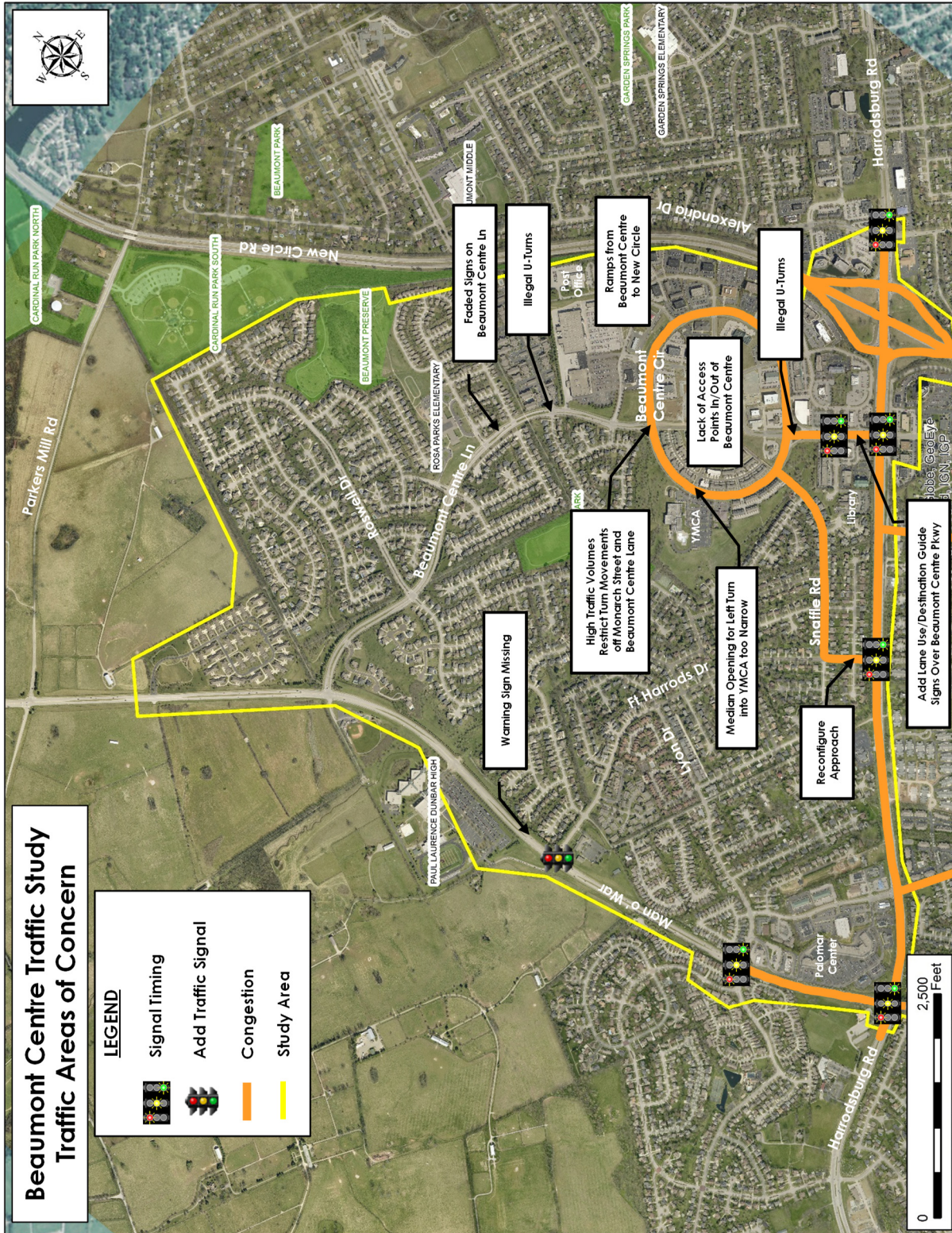


Figure 16. Traffic Operations Areas of Concern

Some of the additional traffic operations areas of concern include:

- Traffic backups from Harrodsburg Road exit ramps onto New Circle Road
- Cut-through traffic along Snaffle Road and traffic backups along Fort Harrods Drive at Harrodsburg Road
- Lack of a traffic signal at Man o' War Boulevard and Fort Harrods Drive
- High peak period traffic volumes on Beaumont Centre Circle restricting turning movements from Beaumont Centre Lane/Monarch Street near Kroger
- U-turn movements at Beaumont Centre Parkway/Beaumont Centre Circle and at intersections along Beaumont Centre Lane
- Faded traffic signs along Beaumont Centre Lane and a missing warning sign on the inner loop of Man o' War Boulevard (approaching Paul Laurence Dunbar High School, there should be an advisory sign that accompanies the reduced speed limit sign)
- The median opening on Beaumont Centre Circle in front of the YMCA is not long enough. Drivers turning left into the YMCA must make an awkward, sharp left turn.
- Unfamiliar drivers outbound on Beaumont Centre Parkway may not be familiar with the triple left-turn lanes and in which lane they should be located, based on their destination.
- Numerous complaints about traffic signal timing were received from the public. One specific complaint relates to the cycle length at Beaumont Centre Parkway/Fieldstone Way, which is half the length of the signals along Harrodsburg Road (90 seconds vs. 180 seconds). During the afternoon peak, this results in outbound Beaumont Centre Parkway traffic receiving a green display but not being able to proceed because of the traffic backup at Harrodsburg Road. The overall congestion along the corridor, combined with intersection blocking at Harrodsburg Road, leads the public to believe that the traffic signals are not coordinated. As mentioned previously, the configuration of the New Circle Road DCD interchange and closely spaced intersections at Beaumont Centre and Alexandria Drive/Pasadena Drive severely inhibit progressive traffic flow along Harrodsburg Road.



A map of areas of concern related to traffic safety is shown in **Figure 17**. Similar to the previous map, this was developed based on the existing conditions analyses and input received from the project team, local officials/stakeholders, and public. The map provides a “snapshot” of the state of the multimodal transportation system in the study area, from a safety perspective.

Specific areas of safety concern include:

- The design of Beaumont Centre Circle facilitates, or even encourages, high speeds. The loop is a two-lane road, but is median divided and has travel lanes wider than the standard twelve feet. Because of the curvature, sight distance is restricted in some sections to the point where crossing the circle on foot has become dangerous. Where developed properties have mature landscaping, sight distance is further restricted. Additionally, the continuity of Beaumont Centre Circle encourages speeding. Through traffic on the circle is required to stop at one location only – Beaumont Centre Parkway. Everywhere else, traffic on the circle is unimpeded.
- The channelized right turns around the circle – at Beaumont Centre Parkway and Beaumont Centre Lane – allow drivers to make right turns without stopping completely. Though they reduce delay by not requiring a full stop, they introduce a merge hazard on the approaches departing from the intersection.
- In addition to Beaumont Centre Circle, residents have complained about high speeds on several neighborhood streets that provide ingress and egress to the area – Snaffle Road, Lyon Drive, and Roswell Drive. Public complaints about high speeds also were received for Beaumont Centre Lane, Old Field Way and Man o’ War Boulevard.
- Public complaints about “roll-through” stops (i.e., drivers not coming to a complete stop) were received for Fort Harrods Drive at Snaffle Road and Beaumont Centre Lane at Roswell Drive. At Snaffle Road, drivers approaching Fort Harrods drive do not come to a complete stop as they are attempting to turn onto Fort Harrods Drive just upstream of the congested intersection at Harrodsburg Road. At Roswell Drive, Beaumont Centre Lane is very wide – through travel lanes wider than the standard twelve feet combined with both left- and right-turn bays. This wide approach makes the STOP signs less conspicuous and unfamiliar drivers are more likely to be surprised. Relatively light cross-street traffic offers few conflicts to drivers passing through on Beaumont Centre Lane.
- There are some locations where there are illegal turns or failure to yield at intersections, which pose safety risks. At Fieldstone Way, right turns on red are prohibited on the northbound approach to Beaumont Centre Parkway, but this is often ignored. On the channelized right turn lanes that were discussed previously, right-turning vehicles sometimes fail to yield right-of-way while merging, causing crashes.
- Heavy congestion on Harrodsburg Road sometimes causes exit ramp traffic to back up into the main lanes of New Circle Road. Harrodsburg Road congestion impacts extend well beyond Harrodsburg Road itself, as demonstrated in this study.



## 2.6 Other Modal Deficiencies and Areas of Concern

This study also has considered other transportation modes within and adjacent to Beaumont Centre – namely, pedestrians, bicycles and bus transit. A map of areas of concern related to other transportation modes is shown in **Figure 18**. This was developed based on the field observations and input received from the project team, local officials/stakeholders, and public. The map provides a “snapshot” of the state of the multimodal transportation system in the study area, from a non-auto perspective. Specific areas of concern include:

- Aside from the intersection at Beaumont Centre Parkway/Beaumont Centre Circle, there are no marked pedestrian crosswalks around the circle, yet the interior of the circle is almost fully developed with a combination of commercial office, residential and institutional land uses. Furthermore, attractors of pedestrian and bicycle traffic are located on the outside of the circle – the Kroger grocery store, U.S. Post Office, numerous restaurants, and medical services. The lack of adequate pedestrian crossing locations around the circle serves to discourage those who otherwise might choose to walk or bike instead of drive.
- There are no sidewalks or bike lanes along Harrodsburg Road between Beaumont Centre and Palomar Center; a shared used path was constructed through the New Circle Road interchange, but it ends at Beaumont Centre Parkway. Those in Beaumont Centre desiring to walk or bike to Palomar Center instead must take a circuitous route through the Harrods Hill neighborhood.
- Other locations where there are no marked pedestrian crossings are Fort Harrods Drive at Snaffle Road, along Wellington Way, and along Monarch Street/Dunston Lane in front of the Kroger shopping center.
- There are no bike lanes along Man o' War Boulevard, the curb-and-gutter cross section is an impediment to bicyclists, and the adjacent sidewalk is designed for pedestrians only (i.e. it is not a shared-use path).
- In addition to Rosa Parks Elementary, there are three public schools in the immediate area – Paul Laurence Dunbar High School, Beaumont Middle School, and Garden Springs Elementary – with Beaumont Centre in between, yet there are no non-auto corridors connecting them. Man o' War Boulevard and New Circle Road both serve as barriers to pedestrian, bike and bus travel between these schools. This serves to increase auto trips.



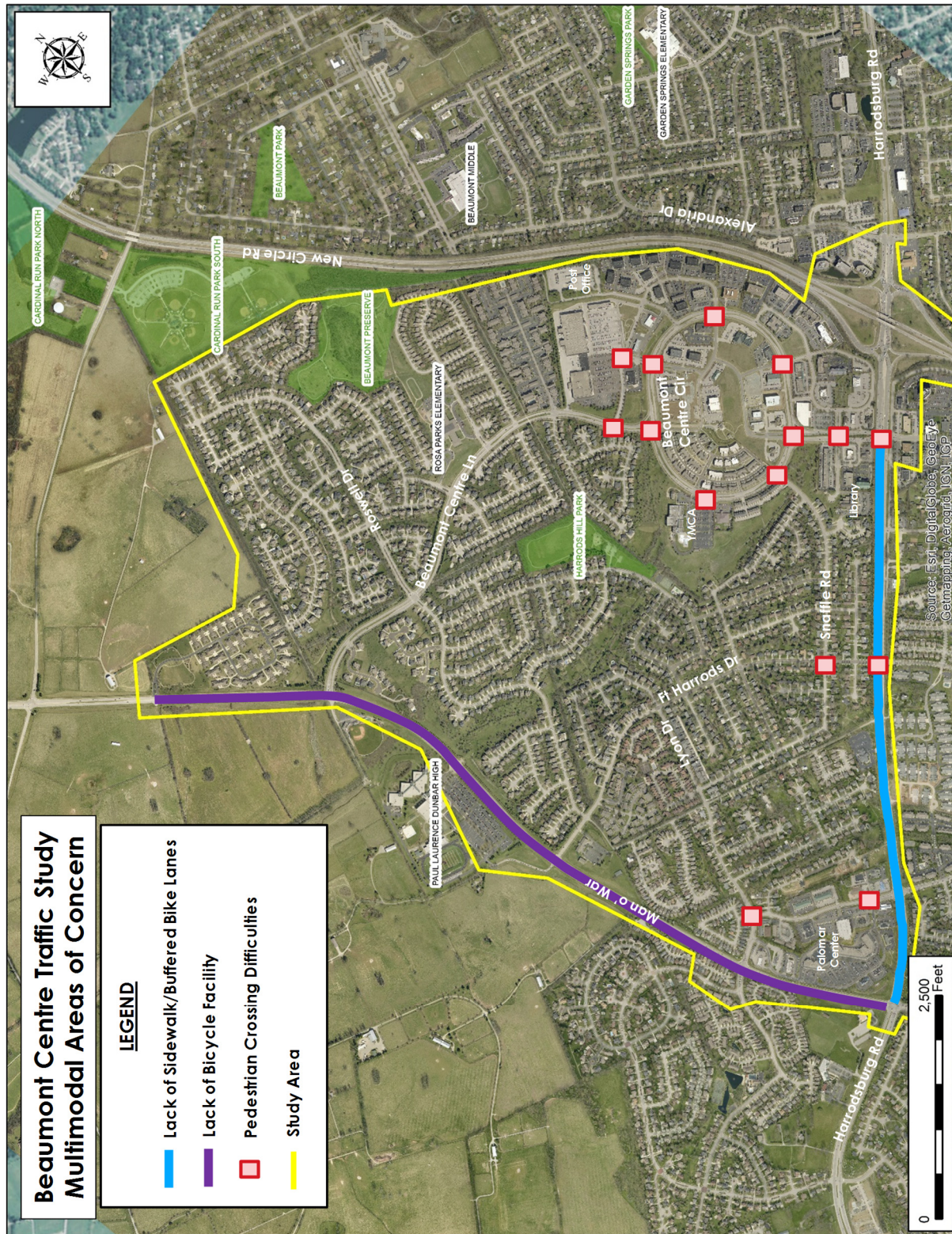


Figure 18. Non-Auto Mode Areas of Concern

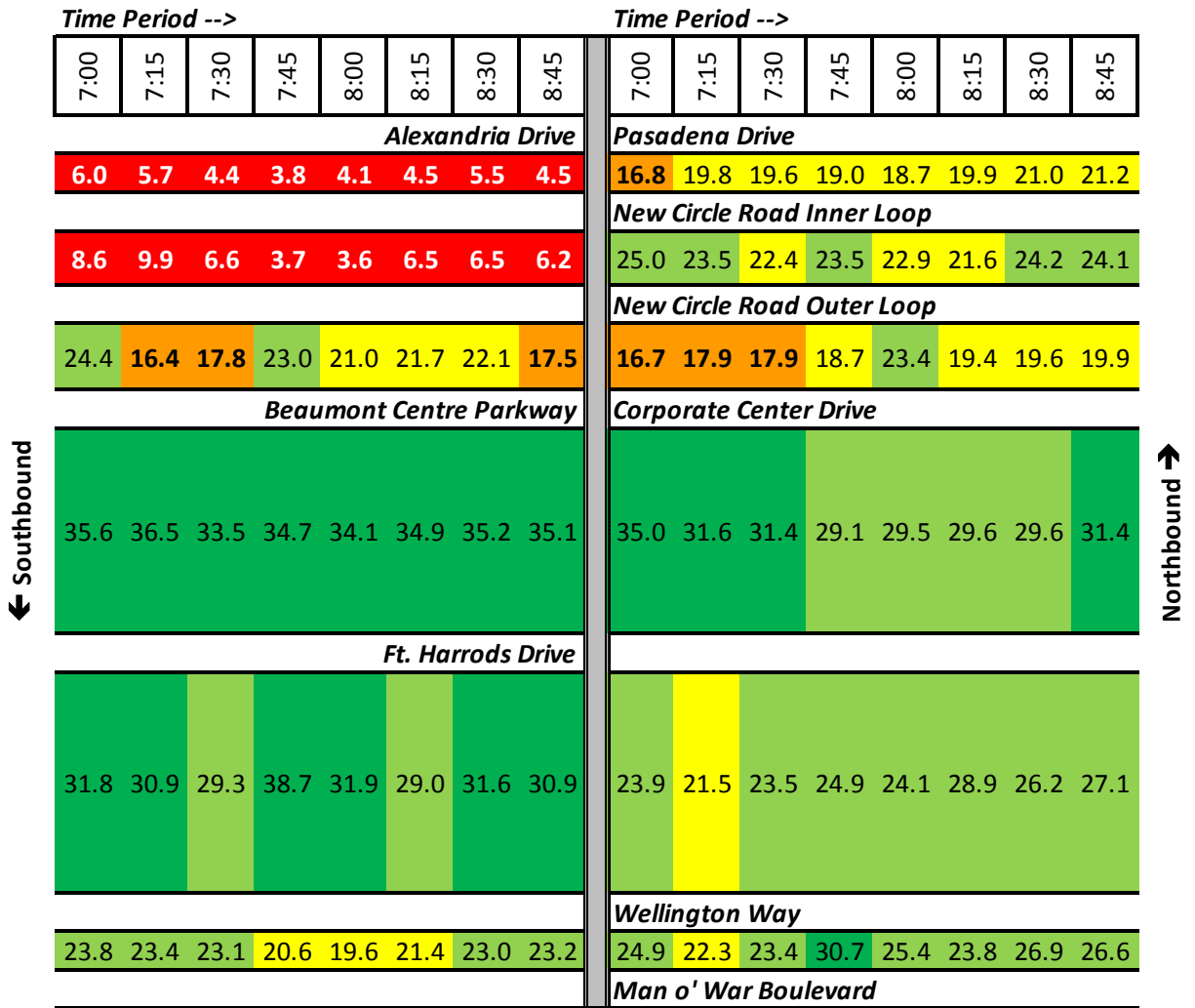
### 3 Future Traffic Conditions

Existing conditions were assessed for a base year 2016 (when traffic counts were collected). A 10-year growth horizon was examined as well, for the purpose of illustrating what would be the impacts if no improvements in the area are made. Ten-year traffic growth factors were obtained from the Lexington Area MPO regional travel demand model and were applied to the 2016 traffic demands that were projected from the counts. Using the same HCM methods, traffic conditions for projected year 2026 A.M. and P.M. peak traffic periods were evaluated. Year 2026 A.M. Peak Harrodsburg Road average travel speeds and levels of service are shown in **Figure 19**. For the 2026 P.M. peak, these results are shown in **Figure 20**.

The results indicate a continued degradation in traffic conditions along Harrodsburg Road if no improvements are made, most noticeably in the P.M. peak period. Traffic conditions will worsen not only through the New Circle Road interchange and adjacent intersections, but also will degrade between Fort Harrods Drive and Man o' War Boulevard.

Delay at the Harrodsburg Road intersections will increase as well if no improvements are made. Side-by-side comparisons of intersection delay and level of service for the A.M. peak (2016 versus 2026) are shown in **Table 9**. For the P.M. peak, these comparisons are shown in **Table 10**.

Intersection delays also reflect a continued degradation over time if no corridor improvements are made. It is reiterated that intersection delays presented are volume-weighted averages for the entire intersection. They include delays to side street approaches as well as major street approaches. At Harrodsburg Road/Fort Harrods Drive, this includes a heavy P.M. peak delay to traffic on the eastbound Fort Harrods Drive approach.



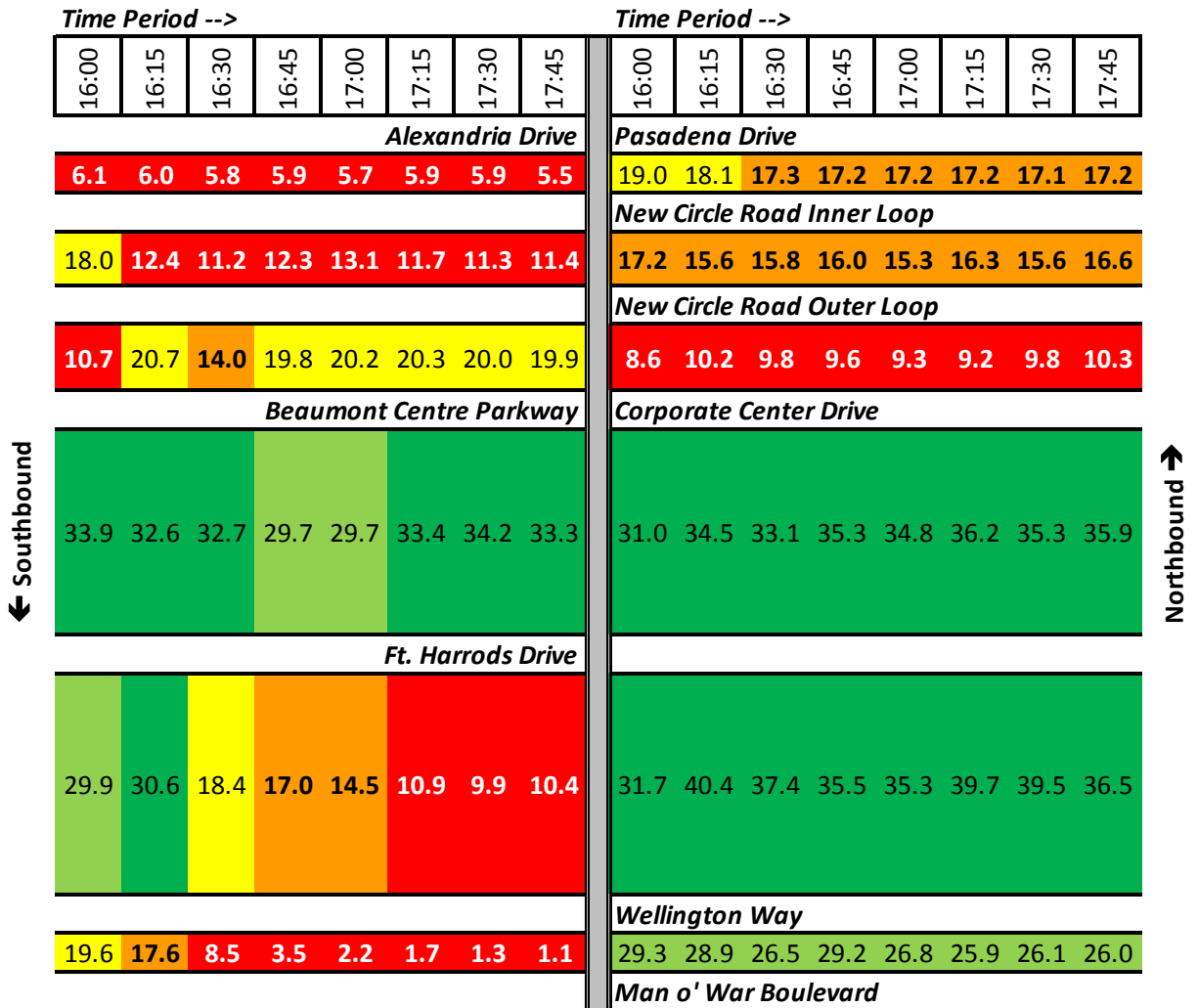
**LOS Speed\***

A	> 36
B	> 30
C	> 23
D	> 18
E	> 14
F	≤ 14

\* Travel speed threshold for a 45 mph Base Free-Flow Speed

**Figure 19. Urban Street Segment Average Travel Speeds and Level of Service – Year 2026 A.M. Peak**





#### LOS Speed\*

A	> 36
B	> 30
C	> 23
D	> 18
E	> 14
F	≤ 14

\* Travel speed threshold for a 45 mph Base Free-Flow Speed

**Figure 20. Urban Street Segment Average Travel Speeds and Level of Service – Year 2026 P.M. Peak**

**Table 9. Intersection Delay Growth - A.M. Peak**

Existing A.M. Peak Period

Intersection #7 Alexandria Drive/Pasadena Drive			
Begin	Delay*	LOS	
7:00	35.7	D	
7:15	44.7	D	
7:30	59.4	E	
7:45	63.8	E	
8:00	61.2	E	
8:15	79.1	E	
8:30	110.9	F	
8:45	136.4	F	
Intersection #6 New Circle Road Inner Loop			
Begin	Delay*	LOS	
7:00	13.0	B	
7:15	21.9	C	
7:30	29.1	C	
7:45	31.1	C	
8:00	27.3	C	
8:15	25.0	C	
8:30	21.4	C	
8:45	24.6	C	
Intersection #5 New Circle Road Outer Loop			
Begin	Delay*	LOS	
7:00	19.2	B	
7:15	19.1	B	
7:30	25.9	C	
7:45	36.2	D	
8:00	28.0	C	
8:15	27.8	C	
8:30	25.1	C	
8:45	24.6	C	
Intersection #4 Beaumont Centre/Corporate Cntr.			
Begin	Delay*	LOS	
7:00	19.3	B	
7:15	27.5	C	
7:30	45.0	D	
7:45	49.2	D	
8:00	45.3	D	
8:15	34.0	C	
8:30	32.5	C	
8:45	32.4	C	
Intersection #3 Ft. Harrods Drive			
Begin	Delay*	LOS	
7:00	31.3	C	
7:15	33.3	C	
7:30	34.1	C	
7:45	31.3	C	
8:00	33.3	C	
8:15	23.5	C	
8:30	26.8	C	
8:45	23.9	C	
Intersection #2 Wellington Way			
Begin	Delay*	LOS	
7:00	21.4	C	
7:15	25.0	C	
7:30	30.1	C	
7:45	32.2	C	
8:00	26.4	C	
8:15	28.4	C	
8:30	24.3	C	
8:45	23.8	C	
Intersection #1 Man o' War Boulevard			
Begin	Delay*	LOS	
7:00	58.9	E	
7:15	78.9	E	
7:30	83.9	F	
7:45	94.6	F	
8:00	92.6	F	
8:15	97.3	F	
8:30	106.3	F	
8:45	104.9	F	

Year 2026 A.M. Peak Period

Intersection #7 Alexandria Drive/Pasadena Drive			
Begin	Delay*	LOS	
7:00	36.9	D	
7:15	49.5	D	
7:30	67.9	E	
7:45	74.7	E	
8:00	75.1	E	
8:15	101.9	F	
8:30	143.9	F	
8:45	175.5	F	
Intersection #6 New Circle Road Inner Loop			
Begin	Delay*	LOS	
7:00	13.1	B	
7:15	22.6	C	
7:30	30.8	C	
7:45	33.3	C	
8:00	28.8	C	
8:15	25.8	C	
8:30	21.6	C	
8:45	25.2	C	
Intersection #5 New Circle Road Outer Loop			
Begin	Delay*	LOS	
7:00	19.4	B	
7:15	19.8	B	
7:30	27.8	C	
7:45	42.0	D	
8:00	38.6	D	
8:15	30.1	C	
8:30	26.6	C	
8:45	27.0	C	
Intersection #4 Beaumont Centre/Corporate Cntr.			
Begin	Delay*	LOS	
7:00	19.8	B	
7:15	29.3	C	
7:30	48.7	D	
7:45	60.7	E	
8:00	52.5	D	
8:15	40.8	D	
8:30	36.3	D	
8:45	32.7	C	
Intersection #3 Ft. Harrods Drive			
Begin	Delay*	LOS	
7:00	33.9	C	
7:15	39.1	D	
7:30	35.5	D	
7:45	32.6	C	
8:00	34.7	C	
8:15	23.9	C	
8:30	27.8	C	
8:45	24.8	C	
Intersection #2 Wellington Way			
Begin	Delay*	LOS	
7:00	22.5	C	
7:15	26.8	C	
7:30	31.2	C	
7:45	28.0	C	
8:00	26.1	C	
8:15	29.5	C	
8:30	24.8	C	
8:45	24.4	C	
Intersection #1 Man o' War Boulevard			
Begin	Delay*	LOS	
7:00	66.3	E	
7:15	95.0	F	
7:30	109.1	F	
7:45	122.1	F	
8:00	121.9	F	
8:15	143.2	F	
8:30	147.7	F	
8:45	141.9	F	

\* Average control delay, in seconds per vehicle  
LOS - Level of Service

**Table 10. Intersection Delay Growth - P.M. Peak**

Existing P.M. Peak Period				Year 2026 P.M. Peak Period			
Intersection #7 Alexandria Drive/Pasadena Drive				Intersection #7 Alexandria Drive/Pasadena Drive			
Begin	Delay*	LOS		Begin	Delay*	LOS	
16:00	39.2	D		16:00	40.3	D	
16:15	36.2	D		16:15	40.1	D	
16:30	42.6	D		16:30	47.4	D	
16:45	56.7	E		16:45	63.5	E	
17:00	42.1	D		17:00	49.8	D	
17:15	31.3	C		17:15	37.2	D	
17:30	29.2	C		17:30	36.0	D	
17:45	26.7	C		17:45	27.8	C	
Intersection #6 New Circle Road Inner Loop				Intersection #6 New Circle Road Inner Loop			
Begin	Delay*	LOS		Begin	Delay*	LOS	
16:00	24.3	C		16:00	24.8	C	
16:15	27.1	C		16:15	27.7	C	
16:30	28.0	C		16:30	28.8	C	
16:45	27.2	C		16:45	27.8	C	
17:00	26.9	C		17:00	27.5	C	
17:15	26.8	C		17:15	27.6	C	
17:30	27.2	C		17:30	28.0	C	
17:45	28.8	C		17:45	29.6	C	
Intersection #5 New Circle Road Outer Loop				Intersection #5 New Circle Road Outer Loop			
Begin	Delay*	LOS		Begin	Delay*	LOS	
16:00	24.6	C		16:00	25.3	C	
16:15	26.2	C		16:15	26.9	C	
16:30	30.7	C		16:30	32.8	C	
16:45	33.6	C		16:45	36.9	D	
17:00	28.4	C		17:00	30.5	C	
17:15	29.6	C		17:15	30.7	C	
17:30	28.3	C		17:30	29.3	C	
17:45	27.5	C		17:45	28.4	C	
Intersection #4 Beaumont Centre/Corporate Cntr.				Intersection #4 Beaumont Centre/Corporate Cntr.			
Begin	Delay*	LOS		Begin	Delay*	LOS	
16:00	41.8	D		16:00	43.7	D	
16:15	30.9	C		16:15	36.6	D	
16:30	33.2	C		16:30	47.2	D	
16:45	40.4	D		16:45	51.6	D	
17:00	152.2	F		17:00	180.5	F	
17:15	165.5	F		17:15	189.3	F	
17:30	169.0	F		17:30	195.3	F	
17:45	155.1	F		17:45	183.2	F	
Intersection #3 Ft. Harrods Drive				Intersection #3 Ft. Harrods Drive			
Begin	Delay*	LOS		Begin	Delay*	LOS	
16:00	39.6	D		16:00	42.5	D	
16:15	67.8	E		16:15	77.2	E	
16:30	102.4	F		16:30	116.0	F	
16:45	126.9	F		16:45	146.4	F	
17:00	175.3	F		17:00	213.3	F	
17:15	206.2	F		17:15	236.2	F	
17:30	193.7	F		17:30	219.0	F	
17:45	223.6	F		17:45	255.4	F	
Intersection #2 Wellington Way				Intersection #2 Wellington Way			
Begin	Delay*	LOS		Begin	Delay*	LOS	
16:00	26.4	C		16:00	27.7	C	
16:15	25.2	C		16:15	26.5	C	
16:30	39.9	D		16:30	49.5	D	
16:45	29.2	C		16:45	49.4	D	
17:00	39.7	D		17:00	61.8	E	
17:15	46.1	D		17:15	83.2	F	
17:30	38.7	D		17:30	88.1	F	
17:45	35.3	D		17:45	88.7	F	
Intersection #1 Man o' War Boulevard				Intersection #1 Man o' War Boulevard			
Begin	Delay*	LOS		Begin	Delay*	LOS	
16:00	46.1	D		16:00	47.0	D	
16:15	48.3	D		16:15	49.7	D	
16:30	66.0	E		16:30	70.1	E	
16:45	108.0	F		16:45	121.3	F	
17:00	156.6	F		17:00	180.2	F	
17:15	211.4	F		17:15	243.4	F	
17:30	249.8	F		17:30	297.7	F	
17:45	282.3	F		17:45	350.7	F	

\* Average control delay, in seconds per vehicle  
LOS - Level of Service



## 4 Candidate Improvements

Development of candidate improvements and strategies for the Beaumont Centre area was based on input from multiple areas, including:

- Safety evaluations
- Analysis of existing and projected traffic conditions
- Public input from area residents and businesses
- Field observations

The objective of this part of the study was to develop a comprehensive list of potential or candidate improvements and strategies to improve, correct or mitigate traffic congestion, safety, and multimodal issues. Selection of which improvements to implement would be determined by the LFUCG and KYTC, with input from stakeholders and the general public.

Candidate improvements are organized and presented by type – 1) safety and operational improvements, and 2) multimodal or non-auto improvements. They are also organized by relative time to implement. Short-term solutions are those that can be implemented within the next 1 - 3 years and are typically simple in scale and scope. Long-term solutions will be larger in concept and scale, typically associated with significant construction or reconstruction efforts and costs.

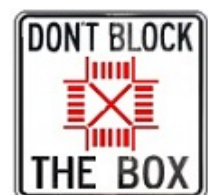
A map of individual candidate traffic safety and operational improvements is shown in **Figure 21**. These projects and strategies are itemized in **Table 11**. Similarly, a map of candidate multimodal (pedestrian, bicycle and bus transit) improvements is shown in **Figure 22**, with the itemized projects and strategies listed in **Table 12**.

### 4.1 Development and Evaluation of Short-Term Solutions

Individual short-term projects and strategies are discussed below, with each one referenced by its corresponding Map ID (“T” denotes Traffic Safety and Operations improvements, “M” denotes Multimodal improvements).

#### SAFETY AND OPERATIONAL IMPROVEMENTS

- T1 “Don’t Block the Box” Signs and Striping.** Intersection blocking is a significant problem in the area and exacerbates existing congestion. The problem is especially bad (but not limited to) at Beaumont Centre Parkway intersections with Harrodsburg Road and Fieldstone Way, and Harrodsburg Road at Alexandria Drive/Pasadena Drive. Intersection blocking reduces the amount of signal green time available to move traffic, in addition to increasing driver frustration. A “Don’t Block the Box” public campaign should be established to inform motorists that the action is illegal and it makes traffic congestion worse. The campaign should include advisory signs on those intersection approaches where intersection blocking most commonly occurs. Finally, the campaign should include increased police enforcement. One reason the problem is so prevalent today is the lack of enforcement and punishment of violations.







**Table 11. List of Candidate Safety and Operational Improvements**

Candidate Safety and Operational Improvements						
Short-Term Projects						
Project ID	Project Description	Opinion of Probable Cost for Design	Opinion of Probable Cost for Construction	Relative Costs: Low = Less Than \$25,000 High = More Than \$25,000	Relative Benefits: Low (Subjective) High (Subjective)	Relative Cost-to-Benefit
<b>Beaumont Centre Retail Area</b>						
T1	"Don't Block The Box" Signs and Striping at Fieldstone Way and Beaumont Centre Parkway Intersection	\$0	\$10,000	Low	High	Low Cost-High Benefit
T2	Add Lane to Outbound Beaumont Centre Parkway from Fieldstone Way to Harrodsburg Road, Add New Destination Guide Signs for Beaumont Centre Parkway Exit Lanes, and Modify Harrodsburg Road Signal Timing	\$100,000	\$500,000	Low	High	High Cost-High Benefit
T3	Remove Channelized Right-Turn-Lanes at Beaumont Centre Circle and Beaumont Centre Parkway	\$15,000	\$50,000	High	Low	High Cost-Low Benefit
T4	Remove Channelized Right-Turn-Lanes at Beaumont Centre Circle and Beaumont Centre Lane and Convert to 4-Way Stop	\$15,000	\$50,000	High	Low	High Cost-Low Benefit
T5	Four-Way Stop at Lakecrest Circle and Beaumont Centre Circle	\$7,500	\$8,000	Low	Low	Low Cost-Low Benefit
T6	Increase Median Opening at YMCA on Beaumont Centre Circle	\$4,000	\$15,000	Low	High	Low Cost-High Benefit
T7	Update Pavement Markings and Internal Circulation Pattern at Kroger Retail Center	\$4,000	\$10,000	Low	High	Low Cost-High Benefit
<b>Neighborhoods</b>						
T8	Radar Speed Display Signs	\$0	\$12,000	Low	Low	Low Cost-Low Benefit
T9	Replace Faded Signs on Beaumont Centre Lane	\$0	\$10,000	Low	Low	Low Cost-Low Benefit
T10	Four-Way Stop at Beaumont Centre Lane and Jekyll Drive	\$7,500	\$8,000	Low	Low	Low Cost-Low Benefit
<b>Harrodsburg Road and Man o' War Blvd.</b>						
T11	Signal Timing Optimization	\$0	\$0	Low	High	Low Cost-High Benefit
T12	Extend Left Turn Storage on Man o' War Blvd for Old Cave Hill Lane	\$8,000	\$40,000	Low	High	High Cost-High Benefit
<b>Long-Term Projects</b>						
Project ID	Project Description	Opinion of Probable Cost for Design	Opinion of Probable Cost for Construction	Relative Costs: Low = Less Than \$400,000 High = More Than \$400,000	Relative Benefits: Low (Subjective) High (Subjective)	Relative Cost-to-Benefit
<b>Additional Connections to Beaumont Centre</b>						
T13	Roswell Drive Extension to Parkers Mill Road	\$240,000	\$1,600,000	High	High	High Cost-High Benefit
T14	Beaumont Centre/New Circle Road Interchange Feasibility Study	\$150,000	\$0	Low	High	Low Cost-High Benefit
<b>Beaumont Centre Retail Area</b>						
T15	Fieldstone Way Connection to Snaffle Rd	\$100,000	\$500,000	High	High	High Cost-High Benefit
T16	Roundabout at Beaumont Centre Parkway and Beaumont Centre Circle	\$80,000	\$400,000	High	High	High Cost-High Benefit
T17	Roundabout at Beaumont Centre Lane and Beaumont Centre Circle	\$80,000	\$400,000	High	High	High Cost-High Benefit
<b>Neighborhoods</b>						
T18	Add Lane at Fort Harrods Drive Approach at Harrodsburg Road and Modify Signal	\$60,000	\$300,000	Low	High	Low Cost-High Benefit
T19	Roundabout at Beaumont Centre Lane and Roswell Drive	\$80,000	\$400,000	High	Low	High Cost-Low Benefit
<b>Harrodsburg Road/New Circle Road Interchange</b>						
T20	Construct Dual On-Ramp for Northbound Harrodsburg Road and Outer Loop New Circle Road	\$90,000	\$600,000	High	High	High Cost-High Benefit
T21	Extend Exit Ramp from New Circle Road Outer Loop at Harrodsburg Road	\$90,000	\$600,000	High	Low	High Cost-Low Benefit
T22	Extend Exit Ramp from New Circle Road Inner Loop at Harrodsburg Road	\$90,000	\$600,000	High	Low	High Cost-Low Benefit
<b>Man o' War Blvd.</b>						
T23	New Signal at Fort Harrods Drive and Man o' War Blvd.	\$30,000	\$150,000	Low	Low	Low Cost-Low Benefit
<b>Other</b>						
T24	Widen Harrodsburg Road to 6 Lanes from Beaumont Centre Parkway/Corporate Center Drive to Man o' War Blvd.	\$360,000	\$2,400,000	High	High	High Cost-High Benefit

\*\* Cost Estimates Do Not Include Costs for Utility Relocations or Right-of-Way Acquisition



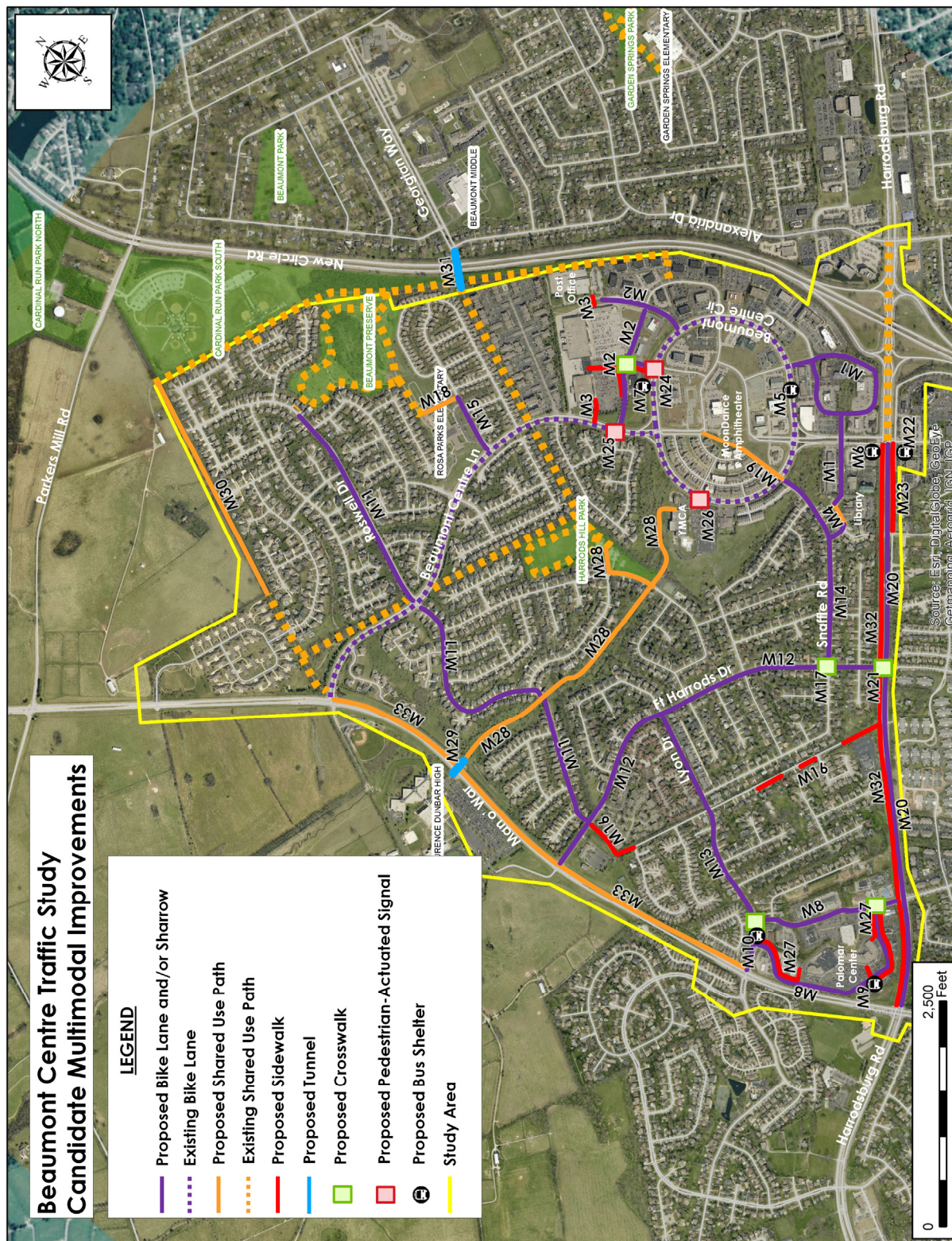


Figure 22. Candidate Multimodal Improvements

**Table 12. List of Candidate Multimodal Improvements**

Candidate Multimodal Improvements						
Short-Term Projects						
Project ID	Project Description	Opinion of Probable Cost for Design	Opinion of Probable Cost for Construction	Relative Costs: Low = Less Than \$25,000 High = More Than \$25,000	Relative Benefits: Low (Subjective) High (Subjective)	Relative Cost-to-Benefit
<i>Beaumont Centre Retail Area</i>						
M1	Bike Lanes and/or Sharrows for Library and Beaumont Retail Center: Fieldstone Way and Lakecrest Circle*	\$4,000	\$20,000	Low	High	Low Cost-High Benefit
M2	Bike Lanes and/or Sharrows for Kroger Retail Center and Post Office: Monarch Street, Majestic Drive, and Governors Lane*	\$4,000	\$20,000	Low	High	Low Cost-High Benefit
M3	Additional Sidewalks and Crosswalks for Kroger Retail Center and Post Office	\$9,000	\$30,000	High	High	High Cost-High Benefit
M4	Shared-Use Path connecting Fieldstone Way and Webster Court	\$6,000	\$15,000	Low	High	Low Cost-High Benefit
M5	Bus Shelter: Beaumont Centre Circle behind Liquor Barn	\$4,000	\$12,000	Low	High	Low Cost-High Benefit
M6	Bus Shelter: Harrodsburg Road at Beaumont Centre	\$4,000	\$12,000	Low	High	Low Cost-High Benefit
M7	Bus Shelter: Beaumont Centre Circle at Beaumont Centre Lane	\$4,000	\$12,000	Low	High	Low Cost-High Benefit
<i>Palomar Centre Retail Area</i>						
M8	Bike Lanes and/or Sharrows: Palomar Centre Drive and Wellington Way*	\$4,000	\$20,000	Low	High	Low Cost-High Benefit
M9	Bus Shelter: Palomar Centre at Arby's	\$4,000	\$12,000	Low	High	Low Cost-High Benefit
M10	Bus Shelter: Lyon Drive at Wellington Way	\$4,000	\$12,000	Low	Low	Low Cost-Low Benefit
<i>Neighborhoods</i>						
M11	Bike Lanes and/or Sharrows for Roswell Drive and Malone Drive*	\$6,000	\$30,000	High	High	High Cost-High Benefit
M12	Bike Lanes and/or Sharrows for Fort Harrods Drive*	\$4,000	\$20,000	Low	High	Low Cost-High Benefit
M13	Bike Lanes and/or Sharrows for Lyon Drive*	\$4,000	\$20,000	Low	High	Low Cost-High Benefit
M14	Bike Lanes and/or Sharrows for Snaffle Road*	\$2,000	\$10,000	Low	High	Low Cost-High Benefit
M15	Bike Lanes and/or Sharrows for Sovereign Lane*	\$2,000	\$10,000	Low	Low	Low Cost-Low Benefit
M16	Complete Missing Sidewalks on Cave Hill Lane	\$6,000	\$20,000	High	Low	High Cost-Low Benefit
M17	Convert Fort Harrods Drive and Snaffle Road to a Four-Way Stop and Add Crosswalks	\$0	\$10,000	Low	Low	Low Cost-Low Benefit
M18	Shared-Use Path connection Rosa Parks Elementary School to Sovereign Lane	\$6,000	\$15,000	Low	Low	Low Cost-Low Benefit
M19	Shared Use Path connection to MoonDance Amphitheater: Connect to Monarch Street and Beaumont Centre Circle across from Snaffle	\$6,000	\$30,000	High	High	High Cost-High Benefit
<i>Harrodsburg Road and Man o' War Blvd.</i>						
M20	Harrodsburg Road Bike Lanes (Man o' War Blvd to Beaumont Centre Parkway)	\$6,000	\$30,000	High	High	High Cost-High Benefit
M21	Crosswalk at Fort Harrods Road and Harrodsburg Road Intersection	\$0	\$10,000	Low	Low	Low Cost-Low Benefit
M22	Bus Shelter: Harrodsburg Road at Corporate Drive	\$4,000	\$12,000	Low	High	Low Cost-High Benefit
M23	Frontage Road Sidewalk between Corporate Drive and Arrowhead Drive	\$4,000	\$14,000	Low	High	Low Cost-High Benefit
Long-Term Projects						
Project ID	Project Description	Opinion of Probable Cost for Design	Opinion of Probable Cost for Construction	Relative Costs: Low = Less Than \$400,000 High = More Than \$400,000	Relative Benefits: Low (Subjective) High (Subjective)	Relative Cost-to-Benefit
<i>Beaumont Centre Retail Area</i>						
M24	Pedestrian-Actuated Signal at Governors Lane	\$30,000	\$100,000	Low	High	Low Cost-High Benefit
M25	Pedestrian-Actuated Signal at Dunnston Lane	\$30,000	\$100,000	Low	Low	Low Cost-Low Benefit
M26	Pedestrian-Actuated Signal at YMCA	\$30,000	\$100,000	Low	High	Low Cost-High Benefit
<i>Palomar Centre Retail Area</i>						
M27	Additional Sidewalks and Crosswalks for Palomar Centre Retail Area	\$12,000	\$60,000	Low	High	Low Cost-High Benefit
<i>Neighborhoods</i>						
M28	Shared-Use Path connecting Dunbar High School, Harrods Hill Park, and YMCA	\$40,000	\$180,000	Low	High	Low Cost-High Benefit
M29	Tunnel under Man o' War Blvd for Shared-Use Path to Dunbar High School	\$280,000	\$1,400,000	High	Low	High Cost-Low Benefit
M30	Shared-Use Path Connection Cardinal Run Park to Guilford Lane	\$20,000	\$110,000	Low	High	Low Cost-High Benefit
M31	Tunnel under New Circle Road for Shared-Use Path to Georgian Way	\$350,000	\$1,750,000	High	High	High Cost-High Benefit
<i>Harrodsburg Road and Man o' War Blvd</i>						
M32	Sidewalk on West Side of Harrodsburg Road	\$20,000	\$100,000	Low	High	Low Cost-High Benefit
M33	Man o' War Blvd Shared-Use Path (Fort Harrods Drive to Beaumont Centre Lane)	\$40,000	\$200,000	Low	Low	Low Cost-Low Benefit

\* Assumes Only Striping. No Costs for Pavement Mill and Overlay.

\*\* Cost Estimates Do Not Include Costs for Utility Relocations or Right-of-Way Acquisition



- T2 Reconfigure Beaumont Centre Parkway Outbound Turn Lanes at Harrodsburg Road.** For the outbound (eastbound) approach on Beaumont Centre Parkway at Harrodsburg Road, the project would involve adding a lane and re-configuring the approach to have three exclusive left-turn lanes, a through lane, and a right-turn lane. This would allow for modification to the signal phasing plan and would increase available green time in the P.M. peak for traffic exiting Beaumont Centre. As part of the improvement, destination signs should be installed on the outbound Beaumont Centre Parkway approach to assist motorists in selecting the proper left-turn lane: "New Circle Road North/Downtown Lexington/New Circle Road South." Further engineering study of this improvement is required, as there is a drainage inlet in the Harrodsburg Road median that might require relocating. As the current location is the relative low spot, the relocation could involve re-grading the intersection as well. The opinion of probable cost presented in Table 11 does not account for these factors.
- T3, T4 Remove Channelized Right-Turn Lanes.** While the channelized or "free" right turns at the Beaumont Centre Circle intersections with Beaumont Centre Parkway and Beaumont Centre Lane do serve to reduce some delay, the safety impacts are more adverse. Reconstructing these approaches so that the right turns also are required to stop would make the intersections safer, but would significantly increase delay for some movements, especially during the P.M. peak period. This was demonstrated in the HCM Unsignalized Intersection analyses whose results are presented in **Table 13** for the Beaumont Centre Parkway intersection and **Table 14** for the Beaumont Centre Circle intersection. Table 14 presents results as if Beaumont Centre Circle/Beaumont Centre Lane were converted to an all-way stop. The results demonstrate that removing the free right-turn lanes at Beaumont Centre Parkway will involve a trade-off between improved safety and increased delay. With no channelized turn lanes, the northbound approach on the circle would back up beyond Snaffle Road during the A.M. peak period.
- T5 Four-Way Stop at Beaumont Centre Circle/Lakecrest Circle.** Lakecrest Circle connects retail developments and hotels outside of Beaumont Centre Circle to businesses and residential areas on the inside. During peak periods, there is significant peak period traffic on the cross-street approaches. Because of high speeds along this section of Beaumont Centre Circle, entering from Lakecrest Circle poses a safety risk. Also, there are no pedestrian crossings along this section of the circle, though there is considerable crossing activity along this section, especially during lunch. Guidance offered by the *Manual on Uniform Traffic Control Devices (MUTCD)* directs "... decision to install multi-way stop control should be based on an engineering study" and provides criteria for satisfying these warrants. If restrictions are placed on traffic movements at the Beaumont Centre Parkway/Fieldstone Way intersection, diverted movements will increase traffic volumes at this intersection.
- T6 Increase Median Opening at YMCA.** The current median opening is not wide enough and forces drivers to make an awkward left turn at an angle greater than 90 degrees to turn into the YMCA.



**Table 13. Removing Channelized Right-Turn Lanes – Beaumont Centre Circle at Beaumont Centre Parkway**

4-Way Stop with Channelized Rights					
Intersection	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Parkway	B (E)	Northbound (Beaumont Centre Cir.)	1 (1)	10.1 (12.6)	B (B)
		Southbound (Beaumont Centre Cir.)	1 (15)	10.5 (65.6)	B (F)
		Eastbound (Beaumont Centre Pkwy.)	1 (2)	8.7 (13.3)	A (B)
		Westbound (Beaumont Centre Pkwy.)	2 (10)	10.8 (42.8)	B (E)
4-Way Stop with No Channelized Rights					
Intersection	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Parkway	F (F)	Northbound (Beaumont Centre Cir.)	32 (13)	151.6 (71.0)	F (F)
		Southbound (Beaumont Centre Cir.)	2 (28)	16.6 (227.9)	C (F)
		Eastbound (Beaumont Centre Pkwy.)	1 (3)	12.7 (22.4)	B (C)
		Westbound (Beaumont Centre Pkwy.)	13 (27)	39.2 (173.3)	E (F)

LOS and Delay during AM (PM) Peak Hour

Note: 2016 Existing traffic volumes were used in the analyses.

**Table 14. Removing Channelized Right-Turn Lanes – Beaumont Centre Circle at Beaumont Centre Lane**

2-Way Stop with Channelized Rights					
Intersection	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Lane	N/A	Northbound (Beaumont Centre Cir.)	1 (2)	4.5 (7.4)	N/A
		Southbound (Beaumont Centre Cir.)	0 (0)	0.0 (0.1)	N/A
		Eastbound (Beaumont Centre Ln.)	3 (3)	12.8 (20)	B (C)
		Westbound (Beaumont Centre Ln.)	1 (0)	15.1 (51.5)	C (F)
4-Way Stop No Channelized Rights					
Intersection	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Lane	C (D)	Northbound (Beaumont Centre Cir.)	2 (7)	11.7 (30.2)	B (D)
		Southbound (Beaumont Centre Cir.)	1 (8)	10.6 (27.6)	B (D)
		Eastbound (Beaumont Centre Ln.)	6 (6)	17.1 (23.1)	C (C)
		Westbound (Beaumont Centre Ln.)	1 (1)	9.8 (13.5)	A (B)

LOS and Delay during AM (PM) Peak Hour

Note: 2016 Existing traffic volumes were used in the analyses.

**T7 Update Pavement Markings and Internal Circulation Pattern at Kroger Retail Center.**

Access and circulation at the front of the Kroger retail center are confusing and pavement markings have become faded and difficult to follow. Monarch Street and Majestic Drive serve as frontage roads in a sense but there is not a clear circulation scheme for the development and outparcels.

**T8 Radar Speed Display Signs on Neighborhood Collector Streets.** High speeds on neighborhood collector streets are a problem. Although there are signs that post the limit and advise motorists to check their speeds, public input to the study indicates that high speeds remain a problem. Permanently installed radar speed display signs on these

streets would inform motorists of the speed limit and could be set in a flashing display mode when approaching vehicles exceed that limit.

- T9 Replace Faded Signs on Beaumont Centre Lane.** These include STOP signs, speed limit signs, and pedestrian and bicycle warning signs.
- T10 Four-Way Stop at Beaumont Centre Lane and Jekyll Drive.** Jekyll Drive provides connections to Beaumont Centre Lane for nearly 200 homes. The intersection with Beaumont Centre Lane is STOP-controlled on the minor streets only, making it difficult for side street traffic to turn onto Beaumont Centre Lane. Guidance offered by the Manual on Uniform Traffic Control Devices (MUTCD) directs "... decision to install multi-way stop control should be based on an engineering study" and provides criteria for satisfying these warrants. Consideration should be given to converting this intersection to an all-way stop by conducting this engineering study.
- T11 Signal Timing Optimization.** Optimization of traffic signal timing means adjusting signal timing plans to maximize an objective. In some cases, this means reducing overall delay, while in other cases it might mean maximizing the capability of traffic signals to move traffic along an arterial. Where multiple objectives are desired, it can be very difficult to maximize one without adversely affecting the other. This is the case for Harrodsburg Road in the vicinity of Beaumont Centre. On one hand, there is a lot of traffic traveling through the corridor between southwest Lexington, Jessamine County and points south, and the downtown Lexington area. On the other hand, there is a lot of traffic moving into and out of Beaumont Centre, as well as residential areas along Alexandria Drive and Pasadena Drive. Further complicating the matter is the New Circle Road DCD interchange. As discussed previously, inbound and outbound Harrodsburg Road traffic cannot move concurrently through the two crossover intersections – either one direction receives a green signal display or the other.
- Traffic signal optimization was performed for A.M. and P.M. periods for the signals along Harrodsburg Road between (and including) Alexandria Drive/Pasadena Drive and Man o' War Boulevard. The best results were obtained when the primary objective was to minimize average delay (including side street delay) at all signals.
- The results suggest that delays at some intersections can be reduced significantly through signal timing optimization. A word of caution: the optimization software assumes there is no intersection blocking, so the actual benefits realized likely would be somewhat less. For this reason, optimization results were not tabulated. Optimized signal timing plans will be implemented incrementally by LFUCG Traffic Engineering, with collaboration from Stantec. Optimization also should include eliminating the half-cycle (currently 90 seconds) at Beaumont Centre Parkway/Fieldstone way and changing the cycle length to the same as the Harrodsburg Road intersections (currently 180 seconds).
- T12 Extend Left Turn Storage on Man o' War Boulevard at Old Cave Hill Lane.** This serves as an access point for Paul Laurence Dunbar High School. Left turns from Man o' War Boulevard into the school site sometimes spill back into the through travel lanes.

## MULTIMODAL IMPROVEMENTS

Bike lanes or “Sharrows” (shared-lane markings) are recommended for several locations throughout Beaumont Centre. Similarly, bus shelters are recommended at several locations. Bike lanes also are recommended for the section of Harrodsburg Road between Beaumont Centre Parkway and Man o’ Boulevard (**M20** in Figure 22). Other specific short-term multimodal project recommendations are:

- M3 Additional sidewalks and crosswalks for Kroger retail center and U.S. Post Office.** To improve/enhance pedestrian connectivity, providing increased opportunity for short non-auto trips.
- M4 Shared-Use Path Connecting Fieldstone Way and Webster Court.** To improve pedestrian connectivity.
- M16 Complete Missing Sidewalks on Cave Hill Lane.** Cave Hill Lane does not have continuous sidewalks along its length, forcing people to walk in this narrow street.
- M17 Convert Fort Harrods Drive/Snaffle Road to Four-Way STOP and Add Crosswalks.** Pedestrian crossings currently cannot be made easily or safely during certain times of the day.
- M18 Shared-Use Path Connecting Rosa Parks Elementary School and Sovereign Lane.** To improve pedestrian connectivity.
- M19 Shared-Use Path Connecting Moon Dance Amphitheater with Monarch Street and Beaumont Centre Circle.** To improve pedestrian connectivity and safety to this amenity which sees active seasonal use.
- M23 Construct Sidewalk Along Harrodsburg Road Frontage Road between Corporate Drive and Arrowhead Drive.** To improve pedestrian connectivity.

## 4.2 Development and Evaluation of Long-Term Solutions

Recommended long-term solutions are discussed below. These are considered to be long-term because they are more significant in cost and scope. They will require engineering design and some may involve right-of-way acquisition. Others may involve feasibility study before further steps are taken. Recommended long-term traffic safety and operational improvements also appear in Figure 21, while long-term multimodal improvements appear in Figure 22.

## SAFETY AND OPERATIONAL IMPROVEMENTS

- T13 Roswell Drive Extension to Parkers Mill Road.** This potential project attempts to address a fundamental deficiency of the Beaumont Centre Development – lack of external access points. The project would involve extending Roswell Drive beyond its existing terminus to connect with Parkers Mill Road. It would involve right-of-way acquisition. A preliminary analysis using the Lexington MPO regional travel demand model indicated that the extension would reduce the daily traffic on Harrodsburg Road in the Beaumont Centre vicinity up to 10 percent; further analysis using a yet-to-be-developed areawide traffic simulation model would be needed to quantify the peak period traffic impacts. The extension would increase traffic along Roswell Drive through *The Reserve* section of Beaumont Centre.



- T14 Beaumont Centre/New Circle Road Interchange Feasibility Study.** If it were possible to provide a connection for traffic exiting Beaumont Centre to enter New Circle Road directly, preliminary analyses using the Lexington MPO regional travel demand model have indicated that the diversion in P.M. peak period traffic away from Harrodsburg Road and the New Circle Road interchange could result in a significant reduction in localized congestion. This would require development and application of a Beaumont Centre area traffic simulation model, which has been discussed previously and for which there were not sufficient funds to develop as part of this project. The tool could be used to estimate the reductions in delays and queues both for traffic traveling along Harrodsburg Road and for traffic exiting Beaumont Centre. This recommendation is to study the feasibility of the concept of the connection; it is recognized that numerous design issues would need to be addressed only if the project were deemed feasible from a traffic congestion and safety standpoint. It is also recognized that New Circle Road (KY 4) is a State-maintained facility and that the Kentucky Transportation Cabinet is a primary stakeholder. This idea was suggested by several individuals participating in the public involvement process. Further study would allow for a much more thorough examination of the impacts, obstacles, benefits from which a better-informed decision about the future of this concept could be made.
- T15 Fieldstone Way Intersection Restrictions and Extension to Snaffle Road.** The intersection of Fieldstone Way at Beaumont Centre provides necessary access to restaurants and other businesses at the “front” of Beaumont Centre. During peak periods, however, and especially during the P.M. peak, the intersection is an impediment to traffic leaving Beaumont Centre. The Fieldstone Way intersection is one location where intersection blocking exacerbates the problem. It is recommended that curbs or medians be constructed that would restrict turning movements at this intersection. Specifically, only traffic turning from Beaumont Centre Parkway onto Fieldstone Way would be allowed. Movements not allowed would be left turns onto Beaumont Centre Parkway from the north side of Fieldstone Way and crossing through movements. To accommodate this prohibition, it would be necessary to construct a connection from the south end of Fieldstone Way to Snaffle Road. The north side of Fieldstone Way intersects with Lakecrest Circle and provides a connection to Beaumont Centre Circle; further traffic control at Beaumont Centre Circle/Lakecrest Circle may be needed to accommodate diverted traffic if the prohibitions are implemented. An all-way stop was recommended as project T5.
- T16 Roundabout at Beaumont Centre Circle/Beaumont Centre Parkway.** This location has a high concentration of crashes and is one of the most heavily traveled intersections in the development. Along with the channelized (“free”) right turns that have been discussed previously, there are separate through lanes and left-turn lanes on three of the four approaches. While the intersection geometry helps accommodate the heavy peak period travel demand, there is also a high crash experience associated with the heavy travel. The uncontrolled right turns contribute to that crash experience, as was noted previously in the report. Construction of a roundabout at this location should be considered. As a short-term improvement, eliminating the free right turns would provide for a safer intersection but also would increase the delay at this location. A roundabout would not only make the intersection safer than does its current configuration, but also

would offer comparable performance to the existing STOP-control. Comparison of traffic operations for a roundabout versus the current all-way STOP-control are provided in **Table 15**. One important caveat is provided: the impacts of P.M. peak queue spillback from Harrodsburg Road should be examined more thoroughly using an areawide traffic simulation model. At the times of heaviest congestion during the P.M. peak, traffic queues from outbound traffic extend from Harrodsburg Road all the way back to this intersection. The HCM-based method used to evaluate the roundabout is insensitive to queue spillbacks from downstream intersections. This issue is primarily a P.M. peak issue; a roundabout at this location should operate acceptably the rest of the day.

**Table 15. Roundabout vs. STOP-Control - Beaumont Centre Circle at Beaumont Centre Parkway**

4-Way Stop with Channelized Rights					
Intersection	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Parkway	B (E)	Northbound (Beaumont Centre Cir.)	1 (1)	10.1 (12.6)	B (B)
		Southbound (Beaumont Centre Cir.)	1 (15)	10.5 (65.6)	B (F)
		Eastbound (Beaumont Centre Pkwy.)	1 (2)	8.7 (13.3)	A (B)
		Westbound (Beaumont Centre Pkwy.)	2 (10)	10.8 (42.8)	B (E)
Roundabout					
	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Parkway	B (C)	Northbound (Beaumont Centre Cir.)	6 (2)	11.8 (7.3)	B (A)
		Southbound (Beaumont Centre Cir.)	1 (6)	5.2 (17.0)	A (C)
		Eastbound (Beaumont Centre Pkwy.)	1 (2)	3.3 (8.3)	A (A)
		Westbound (Beaumont Centre Pkwy.)	7 (11)	15.5 (19.9)	A (C)

LOS and Delay during AM (PM) Peak Hour

Note: 2016 Existing traffic volumes were used in the analyses.

**T17 Roundabout at Beaumont Centre Circle/Beaumont Centre Lane.** This intersection also has a high concentration of crashes, primarily related to speed and failure to yield right-of-way from channelized right turns. A roundabout would make the intersection safer and offers comparable performance to the existing STOP-control. Comparison of traffic operations for a roundabout versus the current all-way STOP-control are provided in **Table 16**.

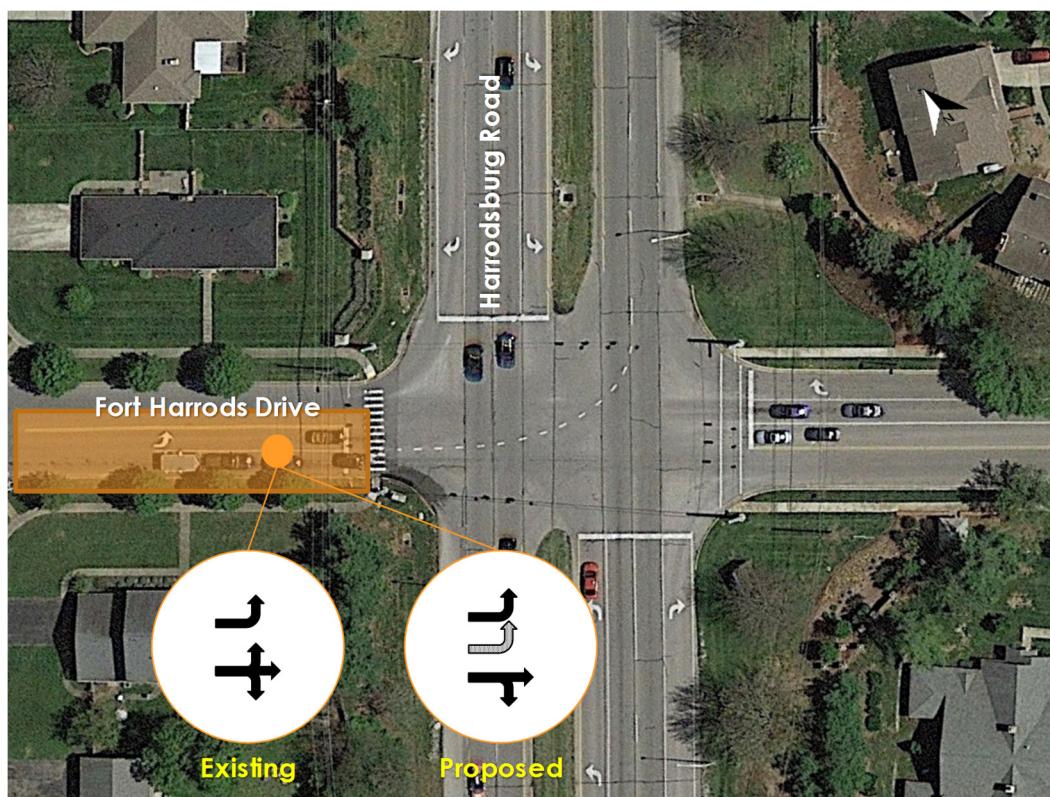
**T18 Add Lane to Eastbound Fort Harrods Drive Approach at Harrodsburg Road and Modify Signal.** The combination of heavy peak period (both A.M. and P.M.) demand, current intersection geometry, and signal timing contribute to the traffic congestion at this intersection. The eastbound approach, serving traffic exiting the Harrods Hill neighborhood, consists of a left-turn lane plus a combined left-turn/through/right-turn lane. Heavy left turns out of the neighborhood have necessitated providing another lane from which left turns onto Harrodsburg Road can be made. The consequence is that signal phasing needed to accommodate this geometry results in less efficient traffic operations (and therefore higher delay). Adding a lane on the eastbound approach so that two full left-turn lanes can be provided increases the capacity for this approach and reduces intersection delay through more efficient signal timing. The concept is shown in **Figure 23**. The widening to add a lane very likely will require some right-of-way acquisition.

**Table 16. Roundabout vs. STOP-Control - Beaumont Centre Circle at Beaumont Centre Lane**

2-Way Stop with Channelized Rights					
Intersection	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Lane	N/A	Northbound (Beaumont Centre Cir.)	1 (2)	4.5 (7.4)	N/A
		Southbound (Beaumont Centre Cir.)	0 (0)	0.0 (0.1)	N/A
		Eastbound (Beaumont Centre Ln.)	3 (3)	12.8 (20)	B (C)
		Westbound (Beaumont Centre Ln.)	1 (0)	15.1 (51.5)	C (F)
Roundabout					
Intersection	LOS	Approach	Heaviest 95% Queue Length (veh)	Control Delay (sec/veh)	Approach LOS
Beaumont Centre Circle at Beaumont Centre Lane	A (A)	Northbound (Beaumont Centre Cir.)	1 (2)	9.4 (5.7)	A (A)
		Southbound (Beaumont Centre Cir.)	1 (5)	8.8 (9.7)	A (A)
		Eastbound (Beaumont Centre Ln.)	3 (3)	9.8 (9.3)	A (A)
		Westbound (Beaumont Centre Ln.)	0 (1)	8.5 (4.3)	A (A)

LOS and Delay during AM (PM) Peak Hour

Note: 2016 Existing traffic volumes were used in the analyses.



**Figure 23. Added Lane Eastbound Fort Harrods Drive at Harrodsburg Road**

**T19 Roundabout at Beaumont Centre Lane/Roswell Drive.** Safety concerns at Beaumont Centre Lane and Roswell Drive were mentioned earlier in this report. This is a wide intersection at which STOP signs, approaching side street vehicles, and other important cues can become “lost” in the visual field due to the size and complexity of the intersection, as seen in **Figure 24**. A roundabout at this intersection is recommended for



consideration. It would have the same operational efficiency as the current STOP control, but with greater safety.



**Figure 24. Beaumont Centre Lane at Roswell Lane**

**T20 Construct Dual-Lane On-Ramp from Northbound Harrodsburg Road to New Circle Road Outer Loop.** Afternoon peak hour traffic exiting on Beaumont Centre Parkway stacks heavily in the right-most of the three left-turn lanes, sometimes backing up all the way to Beaumont Centre Circle. This is due to a heavy demand to enter the outer loop (eastbound) of New Circle Road at the downstream junction. Adding a second lane from northbound Harrodsburg Road onto the outer loop would provide additional capacity and would enable better utilization of the middle left-turn lane on the eastbound Beaumont Centre Parkway approach (which is currently the least utilized of the three lanes). Adding the second on-ramp lane also would eliminate the lane changing that occurs when drivers exit Beaumont Centre from the center left-turn lane and merge in front of drivers entering New Circle Road. The project would require lengthening the entrance ramp from Harrodsburg Road onto the outer loop of New Circle Road. Both Harrodsburg Road and New Circle Road are State-maintained facilities.

**T21, T22 Extend Exit Ramps from New Circle Road to Harrodsburg Road.** There are times during peak periods when queues from traffic exiting New Circle Road back up along the ramps and into the main lanes. This issue does not occur consistently but it does happen periodically, usually during the height of the peak period. The configuration of the DCD

interchange does not allow for right turns on red and thus is the usual culprit to the long queues on the exit ramps. Lengthening these exit ramps would provide more queue storage on the ramps and reduce the likelihood of backups into the New Circle Road main lanes. The Lexington Area MPO's 2040 Metropolitan Transportation Plan identifies the need to widen New Circle Road to six lanes. As future plans are made to address this need, additional ramp storage capacity at Harrodsburg Road should be considered as well.

- T23 New Traffic Signal – Man o' War Boulevard at Fort Harrods Drive/Old Cave Hill Lane.** This location currently is Unsignalized. As Old Cave Hill Lane provides a secondary access point to Paul Laurence Dunbar High School, a signal warrant study should be conducted to determine if warrants for signalization are met. If warranted, a signal at this location should be considered.
- T24 Widen Harrodsburg Road to 6 Lanes from Beaumont Centre Parkway/Corporate Centre Drive to Harrodsburg Road.** Providing additional capacity to Harrodsburg Road will enhance future mobility of through travel along the corridor and will offer improved ingress/egress to and from Beaumont Centre.

## MULTIMODAL IMPROVEMENTS

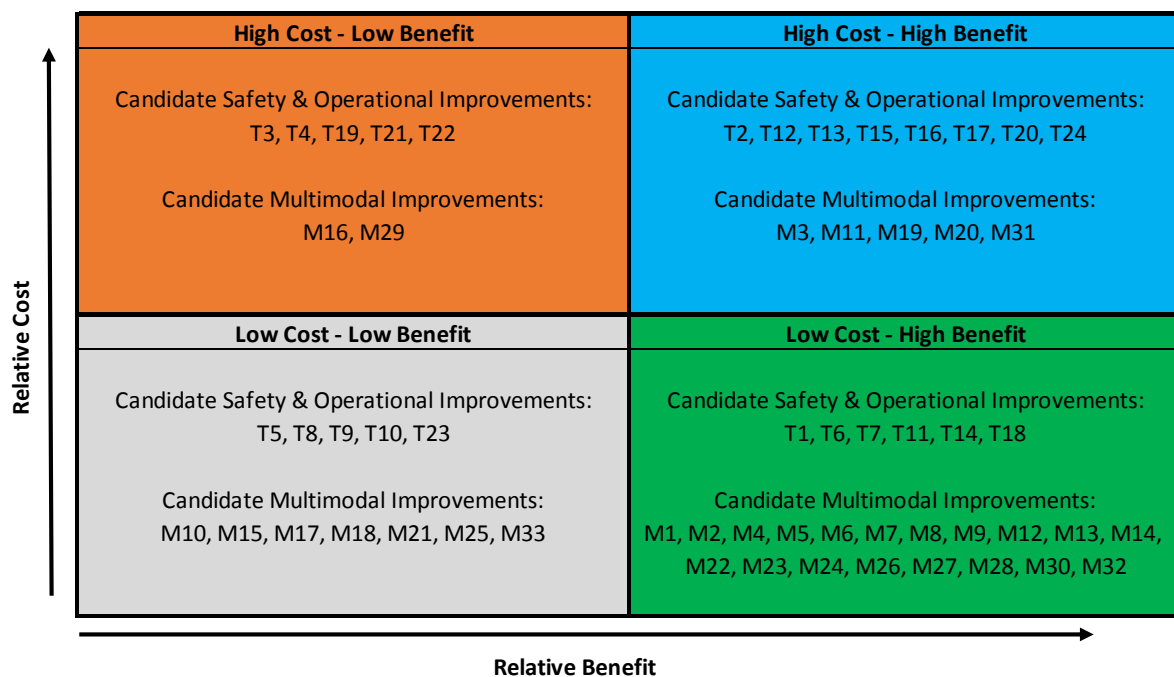
- M24, M25, M26 Pedestrian-actuated signals on Beaumont Centre Circle.** There is one location on Beaumont Centre Circle with marked pedestrian crosswalks, at the intersection with Beaumont Centre Parkway. Meanwhile, there are numerous pedestrian traffic generators both inside and outside the circle. Pedestrian-actuated traffic signals would provide opportunities for safer, controlled crossings at locations near pedestrian traffic generators. These signals also would serve to temper vehicles speeds around the circle.
- M27 Additional Sidewalks and Crosswalks for Palomar Centre.** Several public comments were received requesting additional sidewalks and crosswalks in the Palomar Centre development. Enhancing pedestrian and bicycle mobility and connectivity within Beaumont Centre also increases non-auto travel demand to, from and within Palomar Centre.
- M28, M29 Shared-Use Path Connecting Dunbar High School, Harrods Hill Park and Beaumont YMCA.** This long-term project would enhance the current trail system and provide bicycle and pedestrian connections between activity centers within the area. A tunnel under Man o' War Boulevard would provide a safe, grade-separated connection to Paul Laurence Dunbar High School.
- M30 Shared-Use Path Connecting Cardinal Run Park to Guilford Lane.** This would connect the existing shared-use path segment from Beaumont Centre Lane that extends beyond Guildford Lane and would connect it with the one that borders Cardinal Run Park.
- M31 Shared-Use Path and Tunnel Under New Circle Road.** Opportunities should be further evaluated to connect the Beaumont Centre area with Beaumont Middle School, Garden Springs Elementary, Beaumont Park and surrounding residential areas by constructing a multi-use path and tunnel under New Circe Road. Like the other shared-use path projects recommended, this would serve to enhance pedestrian and bicycle mobility and connectivity while reducing the demand for auto travel.

- M32 Construct Sidewalk on West Side of Harrodsburg Road.** Currently there is no sidewalk on the west side of Harrodsburg Road between Beaumont Centre and Palomar Centre.
- M33 Construct Shared-Use Path Along Man o' War Boulevard between Fort Harrods Drive and Beaumont Centre Lane.** While a sidewalk exists along this section of Man o' War Boulevard, it is not a shared-used path and is not intended for bicycles. There are no bike lanes along Man o' War Boulevard. Combined with projects M28 and M29, this project would enhance bicycle connectivity between Beaumont Centre, Harrods Hill and Paul Laurence Dunbar High School.

### 4.3 Opinion of Probable Costs and Prioritization

Opinions of probable cost are included in Tables 11 (Safety and Capacity) and 12 (Multimodal). Components of the opinions of probable cost include design and construction; they do not include right-of-way acquisition or utility relocation.

A cost-benefit matrix was developed to assist in the prioritization of recommended solutions. The benefits are primarily subjective; no formal cost-benefit analyses were conducted, but the relative placement of solutions within the matrix will be of value in prioritizing available funds for improvement. All of the recommended solutions will have benefit, even those deemed "low." In those cases, "low" can be associated with "difficult-to-quantify-yet-enhancing-quality-of-life." The relative cost-to-benefit matrix is provided in **Figure 25**.



**Figure 25. Recommended Improvements Relative Cost-Benefit Matrix**



## 4.4 Other Potential Solutions

An attempt has been made to develop a comprehensive list of potential solutions that address safety, capacity and/or non-auto mobility needs within and adjacent to the Beaumont Centre area. This study has highlighted the “competing interests” for Harrodsburg Road – moving traffic along the corridor versus access to and from Beaumont Centre. Existing peak traffic conditions on Harrodsburg Road already suggest the need for more capacity. With additional development in the area, especially south of Man o’ War Boulevard, this demand will increase in the future and congestion will continue to worsen. Widening Harrodsburg Road to six lanes from south of Man o’ War Boulevard to New Circle Road should be considered as a potential long-term project. Currently this has not been identified as a long-term need by the Kentucky Transportation Cabinet or the Lexington Area Metropolitan Planning Organization.

Lack of access to the adjacent roadway network, combined with the intensity of development and resulting activity within Beaumont Centre, have resulted in the traffic congestion and safety issues that exist today. Enhancing non-auto transportation options and amenities may reduce internal auto travel to an extent, but much of the Beaumont Centre traffic is external. Additional ways to access Beaumont Centre should be identified and examined, but this issue is not as simple as widening Harrodsburg Road. In a heavily developed and highly traveled area, additional capacity and better access are needed.

In the short-term, consideration should be given to lowering the speed limit to 45 mph for the section of Harrodsburg Road between Beaumont Centre Parkway/Corporate Center Drive and Man o’ War Boulevard. Currently this section has a posted speed limit of 55 mph, but examination of the speed data provided by the LFUCG suggests the average travel speed for this section is between 45 mph and 50 mph. The traditional engineering approach has been to set speed limits based on the observed 85th-percentile speed, but a recent study by the National Transportation Safety Board<sup>2</sup> indicates, “... there is not strong evidence that the 85th percentile speed within a given traffic flow equates to the speed with the lowest crash involvement rate ...”. A 45 mph speed limit for this section would be consistent with the remainder of the corridor and it is anticipated that a reduction in speed-related crashes along Harrodsburg Road would follow.

## 5 Community Involvement

Community involvement was an integral component of the study. Through community meetings and social media, input from area residents and businesses was obtained on issues and areas of concern, along with feedback on candidate solutions. Community involvement was led and facilitated by the Lexington-Fayette Urban County Government.

### MEETINGS TO GAUGE ISSUES AND CONCERNS

To identify issues and concern, two public meetings were held on September 26 and 28, 2017. A summary of the identified issues and recommendations from those public meetings is provided in **Table 17**.

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<sup>2</sup> *Reducing Speeding-Related Crashes Involving Passenger Vehicles, Safety Study NTSB/SS-17/01, PB2017-102341*, National Transportation Safety Board, Washington, D.C., adopted July 25, 2017.

Issues	Safety/Enforcement	Traffic Control/Operations	Connectivity/Accessibility/Access	Geometric	Multimodal	Other
	<ul style="list-style-type: none"> <li>Speeding               <ul style="list-style-type: none"> <li>Beaumont Centre Circle</li> <li>Malone Drive</li> <li>Shaffle Road</li> <li>Lyon Drive</li> <li>Allegheny Way</li> <li>Man o' War at Dunbar HS</li> </ul> </li> <li>Blocking intersections</li> <li>Red light running</li> <li>"Roll-through" stops</li> <li>Illegal turns, including RTOR violations (Fieldstone @ Beaumont Centre Parkway)</li> <li>Landscaping at Beaumont Centre Lane near Kroger restricts sight distance for both drivers and pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Harrodsburg Road congestion/traffic signal operations</li> <li>Fieldstone Way at Beaumont Centre Parkway congestion</li> <li>U-turns at Liquor Barn</li> <li>Faded or hidden STOP, Yield signs</li> <li>Lack of traffic signal at Man o' War Boulevard/Ft. Harrods Drive</li> <li>Operational/safety issues at Beaumont Centre Circle/Beaumont Centre Lane/Monarch Street intersection</li> <li>Signal phasing and timing at Harrodsburg Road/Ft. Harrods Drive intersection (especially through movement on Ft. Harrods Dr.)</li> <li>Lane use/destination signing – Beaumont Centre Parkway outbound at Harrodsburg Road</li> <li>Man o' War/Lyon Drive signal timing – doesn't accommodate Lyon Drive traffic very well</li> </ul>	<ul style="list-style-type: none"> <li>Limited connectivity to adjacent roadway network (2 primary access points, 5 secondary access points)</li> <li>Lack of access management</li> <li>Confusing, multiple access points to Kroger</li> </ul>	<ul style="list-style-type: none"> <li>Median opening too narrow – Beaumont Centre Circle at YMCA</li> </ul>	<ul style="list-style-type: none"> <li>Lack of pedestrian crosswalks on Beaumont Centre Circle at YMCA</li> <li>Lunchtime pedestrian crossing difficulties – Harrodsburg Road at Corporate Center Drive</li> <li>Lack of sidewalks along Harrodsburg Road</li> </ul>	<ul style="list-style-type: none"> <li>Parking too spread out</li> </ul>
Recommendations	<ul style="list-style-type: none"> <li>Stronger, consistent enforcement of intersection blocking, speeding and red light running</li> </ul>	<ul style="list-style-type: none"> <li>Improved lane markings and overhead signage for inbound and outbound Beaumont Centre Parkway</li> <li>Harrodsburg Road reversible lanes</li> <li>Restrict some turning movements</li> <li>Right-turn lane onto Cave Hill Road from S8 Harrodsburg Road</li> </ul>	<ul style="list-style-type: none"> <li>Connection from Beaumont Centre to New Circle Road</li> <li>Connection from Beaumont Centre to Parker's Mill Road</li> <li>Open Pine Needles Drive</li> <li>Provide connection between library and Harrods Hill</li> </ul>	<ul style="list-style-type: none"> <li>Roundabout at Beaumont Centre Circle/Beaumont Centre Lane/Monarch Street intersection</li> </ul>	<ul style="list-style-type: none"> <li>Better bus stops, including shelters</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood shuttle</li> <li>Neighborhood wayfinding signage</li> <li>Internal park-and-ride facility</li> <li>Staggered work schedules</li> <li>Parking garage(s) to consolidate parking</li> </ul>

**Table 17. Summary of Public Input on Issues and Needs (September 2016 Public Meetings)**

Extensive use was made of social media as well. This included an online survey to which 1,331 people responded. The individual survey questions and responses are provided in **Appendix B**. Responses to Question 6 (*"What aspect of the existing transportation system concerns you the most?"*) are summarized below:

- Intersection at Beaumont Centre Parkway and Harrodsburg Road
  - 401 respondents thought congestion was an issue
  - 36 respondents complained about the signal timing
  - 34 respondents complained about the intersection being blocked
  - 4 respondents thought the approach should be reconfigured
- Intersection at Beaumont Centre Parkway and Fieldstone Way
  - 345 respondents thought congestion was an issue
  - 29 respondents complained about the signal timing
  - 27 respondents complained about the intersection being blocked
  - 7 respondents thought the approach should be reconfigured
  - 2 respondents wanted better bicycle/pedestrian accommodations
  - 2 respondents thought right turn on red should be allowed
  - 1 respondent thought the signal should be removed
  - 1 respondent wanted additional turn lanes
- Intersection at Beaumont Centre Circle and Beaumont Centre Lane
  - 32 respondents thought congestion was an issue
  - 1 respondent thought a traffic light should be added
- Intersection at Alexandria Drive and Harrodsburg Road
  - 110 respondents thought congestion was an issue
  - 16 respondents complained about the intersection being blocked
  - 6 respondents wanted longer green time for turn movements
- Double Cross Over Diamond (DCD) Interchange
  - 114 respondents thought congestion was an issue
  - 15 respondents thought additional ramps were needed
- Intersection at Roswell Drive and Beaumont Centre Lane
  - 14 respondents thought congestion was an issue
- Intersection at Man o' War and Beaumont Centre Lane
  - 14 respondents thought congestion was an issue
  - 3 respondents complained about the signal timing
- Intersection at Man o' War and Harrodsburg Road
  - 44 respondents thought congestion was an issue
  - 5 respondents wanted longer green time for Man o' War approaches
- Intersection at Fort Harrods Drive and Harrodsburg Road
  - 73 respondents thought congestion was an issue
  - 15 respondents wanted longer green time for Fort Harrods Drive approach



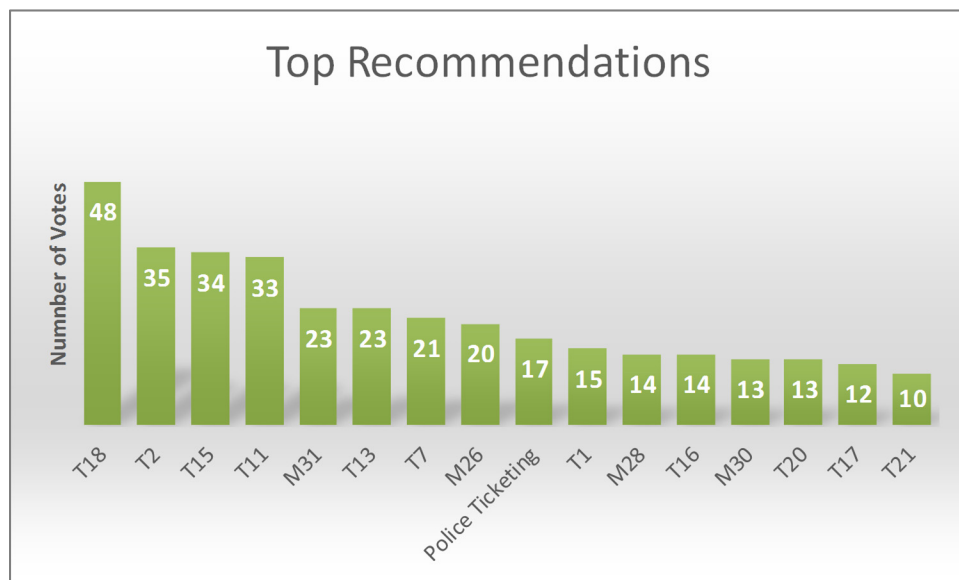
- 5 respondents wanted additional turn lanes
- Intersection at Wellington Way and Harrodsburg Road
  - 35 respondents thought congestion was an issue
  - 1 respondent wanted longer green time for Wellington Way approach
- Intersection at Snaffle Road and Webster Court
  - 14 respondents thought congestion was an issue
  - 1 respondent wanted better delineation of the lanes
- Intersection at Man o' War and Lyon Drive
  - 19 respondents thought congestion was an issue
  - 5 respondents wanted longer green time for Lyon Drive approach
- Intersection at Cave Hill and Harrodsburg Road
  - 3 respondents wanted a turn lane onto Cave Hill and improvements on Cave Hill
- Other
  - Need better enforcement of traffic laws
  - Reduce cut through traffic in neighborhoods
  - Can't get from neighborhoods to commercial area without driving
    - Lack of Bicycle and Pedestrian Facilities
  - Roll through stops
    - Roswell Drive and Beaumont Centre Lane
    - Snaffle Road and Fort Harrods Drive
  - Replace faded and/or blocked stop signs
- Need a signal at the Fort Harrods Drive and Man o' War intersection
- Not enough access points in-and-out of Beaumont Centre
- YMCA
  - Safer Pedestrian Crossing
  - Median opening not big enough
- Speeding
  - School Zones
  - Beaumont Centre Circle
  - Beaumont Centre Lane
  - Snaffle Road
  - Lyon Drive
  - Roswell Drive
  - Allegheny Way
  - Man o' War near Dunbar High School
  - Harrodsburg Road
- Convert to four-way stop
  - Kroger Entrance and Beaumont Centre Circle
  - Jekyll Drive and Beaumont Centre Lane
- Need better signage on Beaumont Centre Parkway to distinguish turn lanes versus through lanes
- Bike/Ped Facilities
  - Palomar Centre
  - Harrodsburg Road
  - Man o' War
- Better signal coordination along Harrodsburg Road
- Concerned over increased traffic from housing developments in Jessamine County, new businesses in Beaumont Centre, and the proposed Sports Complex off Parkers Mill Road
- Congestion on Arrowhead Drive
- Too many traffic signals

- Employers within Beaumont Centre should stagger work schedules to off peak hours and/or provide incentives to carpool

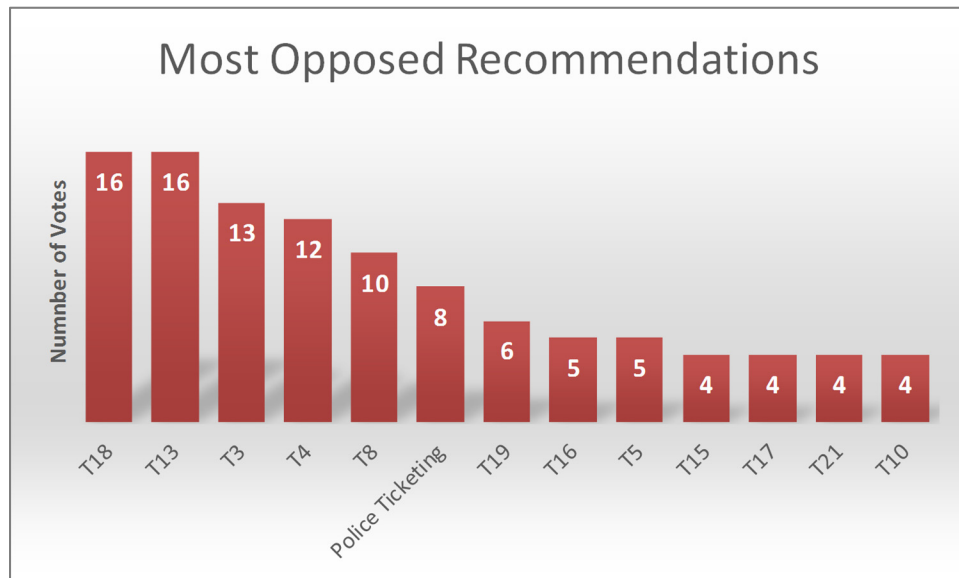
## MEETING TO OBTAIN FEEDBACK ON CANDIDATE IMPROVEMENTS

Another community meeting was held on April 19, 2017 and was focused on obtaining input on the proposed solutions from members of the area neighborhoods, as well as representatives of Beaumont Centre area businesses. The meeting attracted 125 participants. Maps and listings of the proposed solutions were located throughout the room. Attendees were asked to review the proposed options for 1) Cars (those having "T" as part of the project ID); and 2) Buses, Bikes and People ("M" projects). Attendees were given a limited number of green and red stickers and directed to "vote" for those projects they would most like to see implemented. The stickers represented tax dollars available for these projects. Participants were directed to place stickers on the proposals they would most like to see; for high cost solutions, they were instructed to use two stickers. In addition to those solutions identified (see Figures 21-22 and Tables 11-12), "Police Traffic Enforcement" (i.e. ticketing), worth two stickers, was added to the list of options. Attendees also were given the opportunity to vote against or "veto" individual solutions or projects.

The top recommended solutions are summarized in **Figure 26**. Those most opposed by the meeting attendees are shown in **Figure 27**.



**Figure 26. Top Recommended Solutions from Spring 2017 Public Meetings**



**Figure 27. Least Favored Recommended Solutions from Spring 2017 Public Meetings**

Of the proposed solutions, those most strongly favored by those attending the meeting (and the number of votes received) were:

- T18** Add Lane at Fort Harrods Drive Approach at Harrodsburg Road and Modify Signal (48)
- T2** Reconfigure Beaumont Centre Parkway Outbound Turn Lanes at Harrodsburg Road, Add New Destination Guide Signs for Beaumont Centre Parkway Exit Lanes, and Modify Harrodsburg Road Signal Timing (35)
- T15** Fieldstone Way Connection to Snaffle Road (34)
- T11** Signal Timing Optimization (33)
- M31** Tunnel under New Circle Road for Shared-Use Path to Georgian Way (23)
- T13** Roswell Drive Extension to Parkers Mill Road (23)
- T7** Update Pavement Markings and Internal Circulation Pattern at Kroger Retail Center (21)
- M26** Pedestrian-Actuated Signal at YMCA (20)

The process also allowed participants the opportunity to vote against individual recommended solutions. In some cases, projects were both strongly support and opposed. Those most strongly opposed by meeting participants were:

- T18** Add Lane at Fort Harrods Drive Approach at Harrodsburg Road and Modify Signal (16)
- T13** Extend Left Turn Storage on Man o' War Blvd for Old Cave Hill Lane (16)
- T3** Remove Channelized Right-Turn-Lanes at Beaumont Centre Circle and Beaumont Centre Parkway (13)
- T4** Remove Channelized Right-Turn-Lanes at Beaumont Centre Circle and Beaumont Centre Lane and Convert to 4-Way Stop (12)
- T8** Radar Speed Display Signs (10)



Instructions to participants and other information related to the April 19<sup>th</sup> meeting are provided in **Appendix C**. This includes an exit survey and summary of the responses.

In addition to the April 19<sup>th</sup> meeting, several other “listening session” meetings were held in May 2017. A meeting with business owners attracted 60 participants. Three other listening sessions with neighborhood residents collectively attracted about 50 people.

## 6 Study Conclusions

Traffic congestion and safety issues in and around Beaumont Centre result primarily from two factors:

- A mixed-use development, mostly built out, located along a heavily traveled corridor; and
- An insufficient number of major access points to accommodate the demand for ingress to and egress from the development.

While there are other factors that contribute to the situation, these two in combination are the main reason for the problems that exist today. Those problems are expected to worsen with growth in the corridor.

The study has produced a list of more than 50 potential improvements in the areas of capacity, traffic safety, pedestrians, bicycles and bus transit. The solutions are intended to form a list of options from which projects can be selected and developed based on funding availability, identified needs, stakeholder and public input, and other criteria. The solutions are intended to benefit the various users of the transportation system, including residents within the area, commuters who work in Beaumont Centre, people visiting the various restaurants and retail establishments, and those passing through the Harrodsburg Road and Man o' War Boulevard corridors.

Among the list of potential solutions are those intended to mitigate traffic congestion along Harrodsburg Road and immediately within Beaumont Centre. If implemented, these improvements would provide incremental improvements. However, large-scale reductions in congestion will require significant public infrastructure investments. Those have been listed and discussed – widening Harrodsburg Road, direct access to New Circle Road, adding a lane to the New Circle Road outer loop on ramp, etc.

This study is an initial step in the process. As projects are being considered and selected, there is the need for a tool set that will enable the system-wide evaluation of impacts and effectiveness of combinations of projects and strategies. For example, what would be the cumulative impact of modifications to Beaumont Centre Parkway – the Harrodsburg Road intersection approach modification, turning movement restrictions at Fieldstone Way, and a roundabout at Beaumont Centre Circle? Traffic congestion in the Beaumont Centre area is the cumulative effect of numerous factors. It is logical that mitigating congestion in the area should be approached in the same way.

The community involvement process has provided a wealth of valuable input, including suggestions for improvements. The level of involvement demonstrates the commitment and sense of ownership that neighbors and businesses in the area have in making Beaumont Centre a great place to live, work, dine and shop.

## 7 Appendices

Appendix A. Unsignalized Intersections Existing Conditions

Appendix B. Beaumont Public Survey, September 2016

Appendix C. Community Meeting to Obtain Input on Proposed Solutions

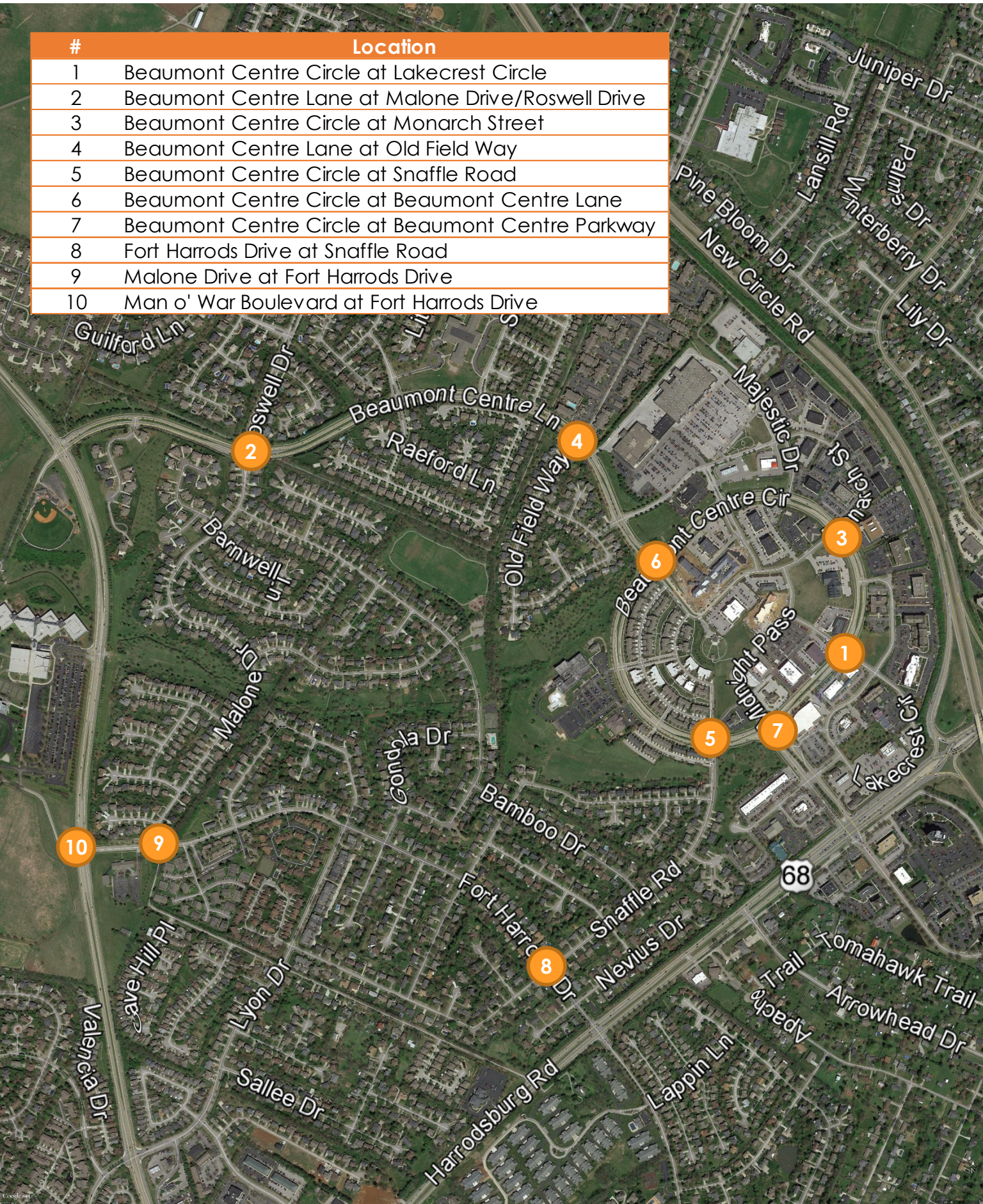
# **Appendix A.**

## **Unsignalized Intersections Existing Conditions**



# Unsignalized Intersections

#	Location
1	Beaumont Centre Circle at Lakecrest Circle
2	Beaumont Centre Lane at Malone Drive/Roswell Drive
3	Beaumont Centre Circle at Monarch Street
4	Beaumont Centre Lane at Old Field Way
5	Beaumont Centre Circle at Snaffle Road
6	Beaumont Centre Circle at Beaumont Centre Lane
7	Beaumont Centre Circle at Beaumont Centre Parkway
8	Fort Harrods Drive at Snaffle Road
9	Malone Drive at Fort Harrods Drive
10	Man o' War Boulevard at Fort Harrods Drive





# HCS7 Two-Way Stop-Control Report

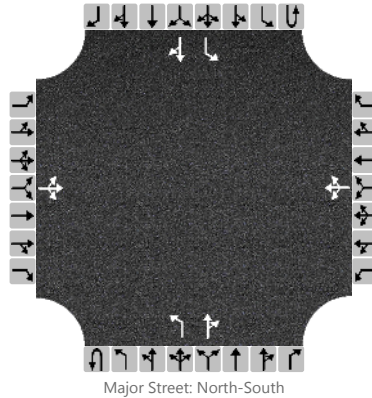
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/19/2016
Analysis Year	2016
Time Analyzed	7:30-8:30 AM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Beaumont@Lakecrest
Jurisdiction	
East/West Street	Lakecrest Circle
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.91
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume, V (veh/h)		2	0	13		25	9	33		68	521	14		15	64	6
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				73				75				16	
Capacity, c (veh/h)			783				433				1535				997	
v/c Ratio			0.02				0.17				0.05				0.02	
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.6				0.2				0.0	
Control Delay (s/veh)			9.7				15.0				7.5				8.7	
Level of Service, LOS			A				B				A				A	
Approach Delay (s/veh)	9.7				15.0				0.8				1.5			
Approach LOS	A				B											

# HCS7 Two-Way Stop-Control Report

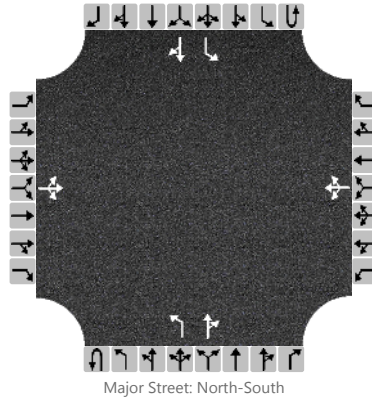
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/19/2016
Analysis Year	2016
Time Analyzed	4:45-5:45 PM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Beaumont@Lakecrest
Jurisdiction	
East/West Street	Lakecrest Circle
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.89
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume, V (veh/h)		0	3	14		46	6	55		10	488	28		58	345	3
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				121			11				65		
Capacity, c (veh/h)			580				432			1179				1005		
v/c Ratio			0.03				0.28			0.01				0.06		
95% Queue Length, Q <sub>95</sub> (veh)			0.1				1.2			0.0				0.2		
Control Delay (s/veh)			11.4				16.6			8.1				8.8		
Level of Service, LOS			B				C			A				A		
Approach Delay (s/veh)	11.4				16.6				0.2				1.3			
Approach LOS	B				C											

# HCS7 All-Way Stop Control Report

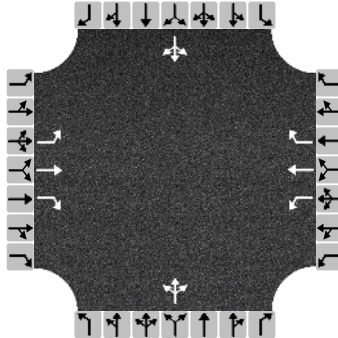
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	11/15/2016
Analysis Year	2016
Analysis Time Period (hrs)	1.00
Time Analyzed	7:30-8:30 AM
Project Description	

## Site Information

Intersection	Beaumont Centre & Malone
Jurisdiction	
East/West Street	Beaumont Centre Parkway
North/South Street	Malone Drive
Peak Hour Factor	0.73

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	31	319	20	83	306	31	59	4	122	107	9	107
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	LTR			LTR		
Flow Rate, v (veh/h)	42	437	27	114	419	42	253			305		
Percent Heavy Vehicles	0	1	0	0	0	0	0			0		

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20			3.20		
Initial Degree of Utilization, x	0.038	0.388	0.024	0.101	0.373	0.038	0.225			0.272		
Final Departure Headway, hd (s)	9.21	8.70	7.94	8.95	8.45	7.74	8.89			8.85		
Final Degree of Utilization, x	0.109	1.056	0.060	0.283	0.984	0.091	0.626			0.751		
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3			2.3		
Service Time, ts (s)	6.91	6.40	5.64	6.65	6.15	5.44	6.59			6.55		

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	42	437	27	114	419	42	253			305		
Capacity	391	414	453	402	426	465	405			407		
95% Queue Length, Q <sub>95</sub> (veh)	0.4	32.1	0.2	1.2	23.4	0.3	4.7			7.8		
Control Delay (s/veh)	13.0	200.0	11.2	15.2	119.8	11.2	26.2			36.8		
Level of Service, LOS	B	F	B	C	F	B	D			E		
Approach Delay (s/veh)	174.2			91.1			26.2			36.8		
Approach LOS	F			F			D			E		
Intersection Delay, s/veh   LOS	96.6						F					

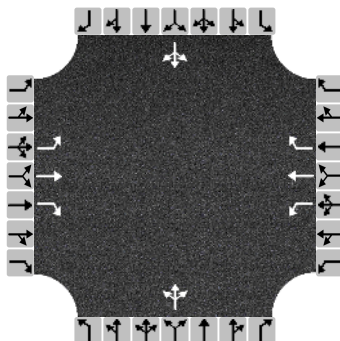


# HCS7 All-Way Stop Control Report

## General Information

Analyst	ATW	Intersection	Beaumont Centre & Malone
Agency/Co.	Stantec	Jurisdiction	
Date Performed	11/15/2016	East/West Street	Beaumont Centre Parkway
Analysis Year	2016	North/South Street	Malone Drive
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.92
Time Analyzed	4:45-5:45 PM		
Project Description			

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	72	333	37	98	518	53	23	4	56	55	4	107
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	LTR			LTR		
Flow Rate, v (veh/h)	78	362	40	107	563	58	90			180		
Percent Heavy Vehicles	0	1	0	0	1	0	0			1		

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20			3.20		
Initial Degree of Utilization, x	0.070	0.322	0.036	0.095	0.500	0.051	0.080			0.160		
Final Departure Headway, hd (s)	7.16	6.68	5.96	6.93	6.44	5.71	7.74			7.48		
Final Degree of Utilization, x	0.156	0.671	0.067	0.205	1.007	0.091	0.194			0.375		
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3			2.3		
Service Time, ts (s)	4.86	4.38	3.66	4.63	4.14	3.41	5.44			5.18		

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	78	362	40	107	563	58	90			180		
Capacity	503	539	604	519	559	631	465			481		
95% Queue Length, Q <sub>95</sub> (veh)	0.6	5.8	0.2	0.8	30.1	0.3	0.7			1.8		
Control Delay (s/veh)	11.2	22.7	9.1	11.4	124.0	9.0	12.3			14.7		
Level of Service, LOS	B	C	A	B	F	A	B			B		
Approach Delay (s/veh)	19.7			98.4			12.3			14.7		
Approach LOS	C			F			B			B		
Intersection Delay, s/veh   LOS	57.3						F					

# HCS7 Two-Way Stop-Control Report

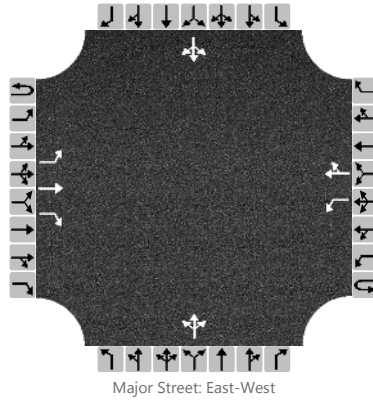
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/7/2016
Analysis Year	2016
Time Analyzed	7:30-8:30 AM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	Beaumont @ Monarch
Jurisdiction	
East/West Street	Beaumont Centre Circle
North/South Street	Monarch Street
Peak Hour Factor	0.86
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume, V (veh/h)		20	90	6		33	292	216		4	12	10		40	0	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				38					31				55	
Capacity, c (veh/h)		995				1490					526				483	
v/c Ratio		0.02				0.03					0.06				0.11	
95% Queue Length, Q <sub>95</sub> (veh)		0.1				0.1					0.2				0.4	
Control Delay (s/veh)		8.7				7.5					12.3				13.4	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	1.5				0.5				12.3				13.4			
Approach LOS									B				B			

# HCS7 Two-Way Stop-Control Report

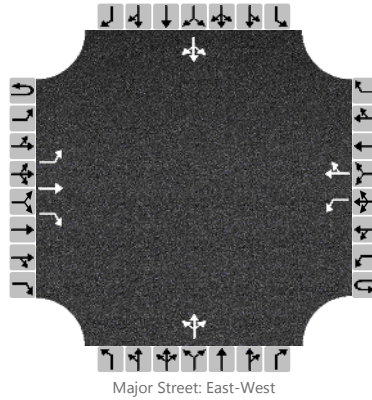
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/7/2016
Analysis Year	2016
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	Beaumont @ Monarch
Jurisdiction	
East/West Street	Beaumont Centre Circle
North/South Street	Monarch Street
Peak Hour Factor	0.86
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume, V (veh/h)		8	213	11		4	501	38		7	4	12		148	6	54
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				5					27				242	
Capacity, c (veh/h)		965				1315					519				442	
v/c Ratio		0.01				0.00					0.05				0.55	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.2				3.5	
Control Delay (s/veh)		8.8				7.7					12.3				22.9	
Level of Service, LOS		A				A					B				C	
Approach Delay (s/veh)	0.3				0.1				12.3				22.9			
Approach LOS									B				C			



# HCS7 Two-Way Stop-Control Report

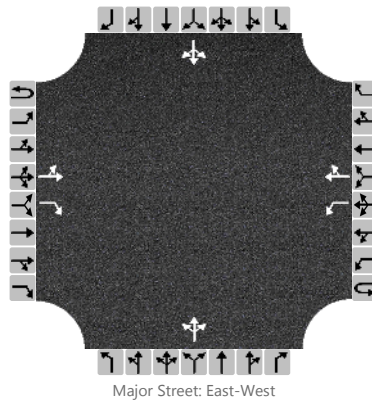
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/07/2016
Analysis Year	2016
Time Analyzed	7:30 - 8:30 AM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	Beaumont @ Old Field
Jurisdiction	
East/West Street	Beaumont Centre Lane
North/South Street	Old Field Way
Peak Hour Factor	0.83
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		LT		R		L		TR			LTR				LTR	
Volume, V (veh/h)		29	529	0	1	1	244	19		2	0	5		115	0	72
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		35				2					8				226	
Capacity, c (veh/h)		1241				1242					413				403	
v/c Ratio		0.03				0.00					0.02				0.56	
95% Queue Length, Q <sub>95</sub> (veh)		0.1				0.0					0.1				3.7	
Control Delay (s/veh)		8.0				7.9					13.9				25.1	
Level of Service, LOS		A				A					B				D	
Approach Delay (s/veh)	0.7				0.0				13.9				25.1			
Approach LOS									B				D			

# HCS7 Two-Way Stop-Control Report

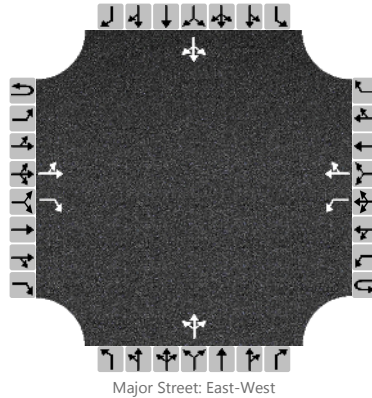
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/07/2016
Analysis Year	2016
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	Beaumont @ Old Field
Jurisdiction	
East/West Street	Beaumont Centre Lane
North/South Street	Old Field Way
Peak Hour Factor	0.78
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		LT		R		L		TR			LTR				LTR	
Volume, V (veh/h)		30	390	6	3	10	738	71		4	2	4		39	0	25
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		38				17					13				82	
Capacity, c (veh/h)		673				1175					231				221	
v/c Ratio		0.06				0.01					0.06				0.37	
95% Queue Length, Q <sub>95</sub> (veh)		0.2				0.0					0.2				1.7	
Control Delay (s/veh)		10.7				8.1					21.5				30.8	
Level of Service, LOS		B				A					C				D	
Approach Delay (s/veh)	1.5				0.1				21.5				30.8			
Approach LOS									C				D			

# HCS7 Two-Way Stop-Control Report

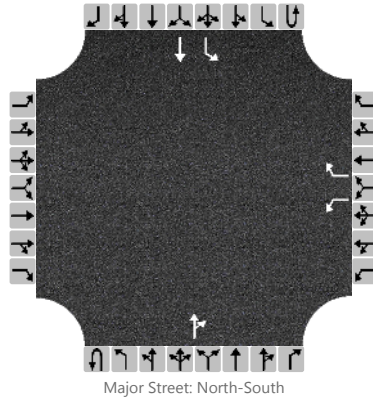
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/19/2016
Analysis Year	2016
Time Analyzed	7:30-8:30 AM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Beaumont@Snaffle
Jurisdiction	
East/West Street	Snaffle Drive
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume, V (veh/h)						144		316			544	49		22	171	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						153		336						23		
Capacity, c (veh/h)						494		500						960		
v/c Ratio						0.31		0.67						0.02		
95% Queue Length, Q <sub>95</sub> (veh)						1.3		5.7						0.1		
Control Delay (s/veh)						15.6		26.6						8.8		
Level of Service, LOS						C		D						A		
Approach Delay (s/veh)					23.1								1.0			
Approach LOS					C											



# HCS7 Two-Way Stop-Control Report

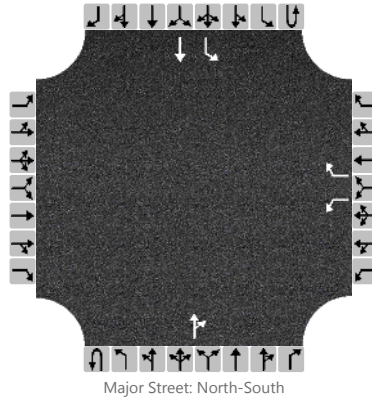
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/19/2016
Analysis Year	2016
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Beaumont@Snaffle
Jurisdiction	
East/West Street	Snaffle Drive
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume, V (veh/h)						79		85			370	236	3	209	330	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						84		90						225		
Capacity, c (veh/h)						301		560						953		
v/c Ratio						0.28		0.16						0.24		
95% Queue Length, Q <sub>95</sub> (veh)						1.1		0.6						0.9		
Control Delay (s/veh)						21.6		12.7						9.9		
Level of Service, LOS						C		B						A		
Approach Delay (s/veh)					17.0								3.9			
Approach LOS					C											

# HCS7 Two-Way Stop-Control Report

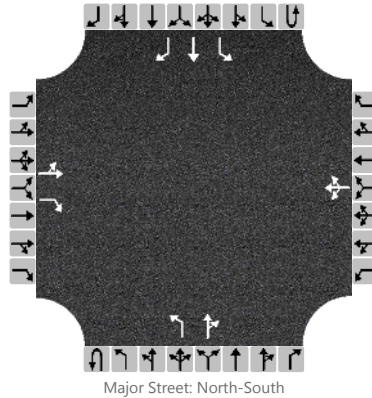
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/07/2016
Analysis Year	2016
Time Analyzed	7:30-8:30 AM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Beaumont Cir & Beaumont L
Jurisdiction	
East/West Street	Beaumont Centre Lane
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.93
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	1	1	1
Configuration		LT		R			LTR			L		TR		L	T	R
Volume, V (veh/h)		88	26	470		2	9	2	1	138	93	4		0	54	70
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes				No				No				Yes			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		123		505			14			149				0		
Capacity, c (veh/h)		490		1009			447			1549				1479		
v/c Ratio		0.25		0.50			0.03			0.10				0.00		
95% Queue Length, Q <sub>95</sub> (veh)		1.0		3.0			0.1			0.3				0.0		
Control Delay (s/veh)		14.8		12.1			13.3			7.6				7.4		
Level of Service, LOS		B		B			B			A				A		
Approach Delay (s/veh)	12.6				13.3				4.5				0.0			
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

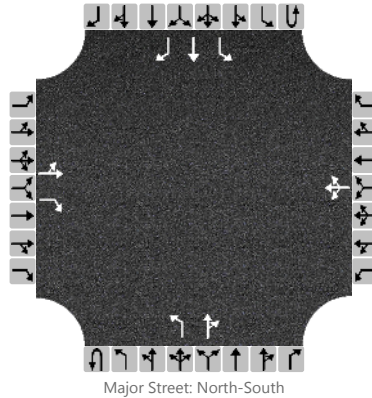
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/07/2016
Analysis Year	2016
Time Analyzed	4:45-5:45 PM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Beaumont Cir & Beaumont L
Jurisdiction	
East/West Street	Beaumont Centre Lane
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.80
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	1	1	1
Configuration		LT		R			LTR			L		TR		L	T	R
Volume, V (veh/h)		58	18	264		7	20	5	2	246	58	1	1	6	281	331
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes				No				No				Yes			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		94		330			40			310				9		
Capacity, c (veh/h)		238		694						1215				1556		
v/c Ratio		0.39		0.48						0.26				0.01		
95% Queue Length, Q <sub>95</sub> (veh)		1.9		2.7						1.0				0.0		
Control Delay (s/veh)		29.9		14.9						9.0				7.3		
Level of Service, LOS		D		B						A				A		
Approach Delay (s/veh)	18.2								7.3				0.1			
Approach LOS	C															

# HCS7 All-Way Stop Control Report

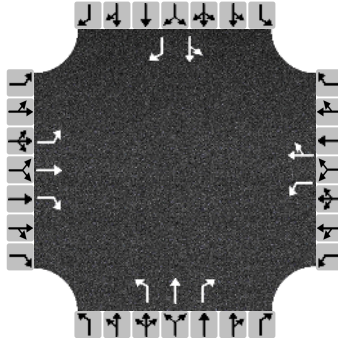
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	11/16/2016
Analysis Year	2016
Analysis Time Period (hrs)	1.00
Time Analyzed	7:30-8:30 AM
Project Description	

## Site Information

Intersection	Beaumont Pky & Beaumont C
Jurisdiction	
East/West Street	Beaumont Centre Parkway
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.89

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	41	154	0	112	168	5	173	113	455	0	25	2
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	TR		L	T	R	LT	R	
Flow Rate, v (veh/h)	46	173	0	126	194		194	127	511	28	2	
Percent Heavy Vehicles	0	0	0	2	0		0	0	2	0	2	

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20	3.20	3.20	3.20	
Initial Degree of Utilization, x	0.041	0.154	0.000	0.112	0.173		0.173	0.113	0.454	0.025	0.002	
Final Departure Headway, hd (s)	8.48	7.97	7.26	8.23	7.67		7.28	6.78	6.10	8.69	8.00	
Final Degree of Utilization, x	0.109	0.383	0.000	0.288	0.414		0.393	0.239	0.866	0.068	0.005	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3		2.3	2.3	2.3	2.3	2.3	
Service Time, ts (s)	6.18	5.67	4.96	5.93	5.37		4.98	4.48	3.80	6.39	5.70	

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	46	173	0	126	194		194	127	511	28	2	
Capacity	425	452	0	437	469		494	531	590	414	450	
95% Queue Length, Q <sub>95</sub> (veh)	0.4	1.8	0.0	1.2	2.1		1.9	0.9	14.3	0.2	0.0	
Control Delay (s/veh)	12.2	15.6	10.0	14.2	15.8		14.7	11.6	43.4	12.0	10.7	
Level of Service, LOS	B	C		B	C		B	B	E	B	B	
Approach Delay (s/veh)	14.9			15.2			31.8			11.9		
Approach LOS	B			C			D			B		
Intersection Delay, s/veh   LOS	24.9						C					



# HCS7 All-Way Stop Control Report

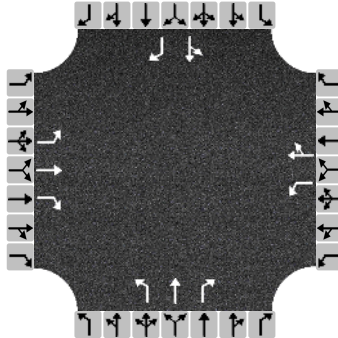
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	11/16/2016
Analysis Year	2016
Analysis Time Period (hrs)	1.00
Time Analyzed	4:45-5:45 PM
Project Description	

## Site Information

Intersection	Beaumont Pky & Beaumont C
Jurisdiction	
East/West Street	Beaumont Centre Parkway
North/South Street	Beaumont Centre Circle
Peak Hour Factor	0.89

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	89	1	326	378	8	379	43	436	2	124	48
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	TR		L	T	R	LT	R	
Flow Rate, v (veh/h)	17	100	1	366	434		426	48	490	142	54	
Percent Heavy Vehicles	0	0	0	0	0		0	0	2	0	1	

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20	3.20	3.20	3.20	
Initial Degree of Utilization, x	0.015	0.089	0.001	0.326	0.386		0.379	0.043	0.435	0.126	0.048	
Final Departure Headway, hd (s)	11.27	10.77	10.07	9.21	8.70		9.08	8.58	7.92	10.42	9.73	
Final Degree of Utilization, x	0.053	0.299	0.003	0.937	1.048		1.074	0.115	1.078	0.410	0.146	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3		2.3	2.3	2.3	2.3	2.3	
Service Time, ts (s)	8.97	8.47	7.77	6.91	6.40		6.78	6.28	5.62	8.12	7.43	

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	17	100	1	366	434		426	48	490	142	54	
Capacity	319	334	357	391	414		396	419	454	345	370	
95% Queue Length, Q <sub>95</sub> (veh)	0.2	1.3	0.0	18.1	30.9		33.7	0.4	37.4	2.0	0.5	
Control Delay (s/veh)	14.6	18.1	12.8	92.1	189.6		226.7	12.4	223.1	20.3	14.1	
Level of Service, LOS	B	C	B	F	F		F	B	F	C	B	
Approach Delay (s/veh)	17.5			145.0			214.1			18.6		
Approach LOS	C			F			F			C		
Intersection Delay, s/veh   LOS	158.0						F					

# HCS7 Two-Way Stop-Control Report

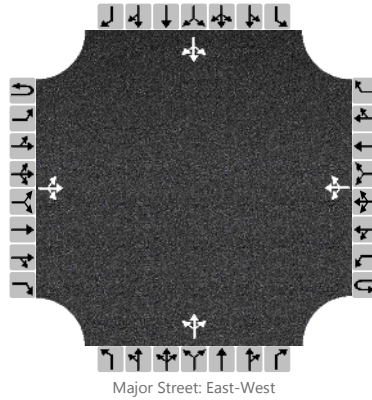
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	11/15/2016
Analysis Year	2016
Time Analyzed	7:30-8:30 AM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	Snaffle & Ft Harrods
Jurisdiction	
East/West Street	Ft. Harrods Drive
North/South Street	Snaffle Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		200	143	3		3	62	159		2	6	10		32	1	28
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked		0.000				0.000				0.000	0.000	0.000		0.000	0.000	0.000
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		222				3					20				68	
Capacity, c (veh/h)		1332				1427					407				386	
v/c Ratio		0.17				0.00					0.05				0.18	
95% Queue Length, Q <sub>95</sub> (veh)		0.6				0.0					0.2				0.6	
Control Delay (s/veh)		8.2				7.5					14.3				16.3	
Level of Service, LOS		A				A					B				C	
Approach Delay (s/veh)	5.4				0.1				14.3				16.3			
Approach LOS									B				C			

# HCS7 Two-Way Stop-Control Report

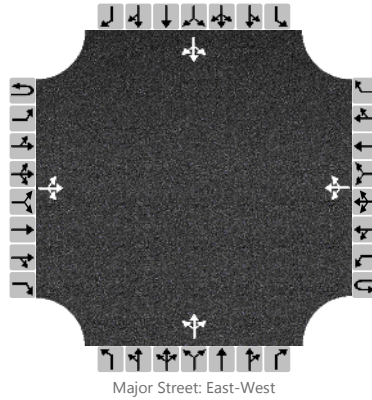
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	11/15/2016
Analysis Year	2016
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	Snaffle & Ft Harrods
Jurisdiction	
East/West Street	Ft. Harrods Drive
North/South Street	Snaffle Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		50	96	2		5	118	66		5	2	7		203	12	129
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60				6					16				414	
Capacity, c (veh/h)		1359				1483					548				600	
v/c Ratio		0.04				0.00					0.03				0.69	
95% Queue Length, Q <sub>95</sub> (veh)		0.1				0.0					0.1				6.3	
Control Delay (s/veh)		7.8				7.4					11.8				24.1	
Level of Service, LOS		A				A					B				C	
Approach Delay (s/veh)	2.9				0.2				11.8				24.1			
Approach LOS									B				C			

# HCS7 Two-Way Stop-Control Report

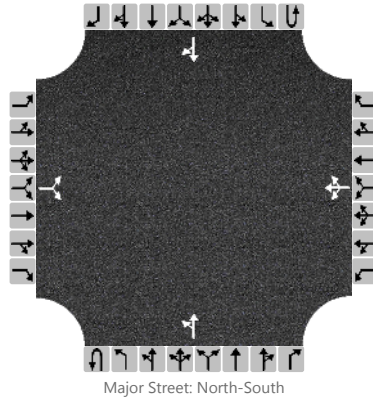
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/19/2016
Analysis Year	2016
Time Analyzed	7:30-8:30 AM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Ft. Harrods @ Malone
Jurisdiction	
East/West Street	Malone Drive
North/South Street	Ft Harrods Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LTR			LT						TR
Volume, V (veh/h)		45		36		8	5	3		24	41				82	20
Percent Heavy Vehicles (%)		0		0		0	0	0		0						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			97				20				29					
Capacity, c (veh/h)			804				719				1477					
v/c Ratio			0.12				0.03				0.02					
95% Queue Length, Q <sub>95</sub> (veh)			0.4				0.1				0.1					
Control Delay (s/veh)			10.1				10.1				7.5					
Level of Service, LOS			B				B				A					
Approach Delay (s/veh)	10.1				10.1				2.9							
Approach LOS	B				B											



# HCS7 Two-Way Stop-Control Report

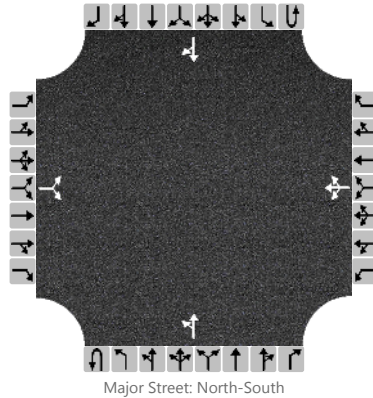
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/07/2016
Analysis Year	2016
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Ft. Harrods @ Malone
Jurisdiction	
East/West Street	Malone Drive
North/South Street	Ft Harrods Drive
Peak Hour Factor	0.85
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LTR			LT						TR
Volume, V (veh/h)		52		14		6	7	0		20	75				69	32
Percent Heavy Vehicles (%)		0		0		0	0	0		0						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			77				15			24						
Capacity, c (veh/h)			744				664			1482						
v/c Ratio			0.10				0.02			0.02						
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.1			0.0						
Control Delay (s/veh)			10.4				10.5			7.5						
Level of Service, LOS			B				B			A						
Approach Delay (s/veh)	10.4				10.5				1.7							
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

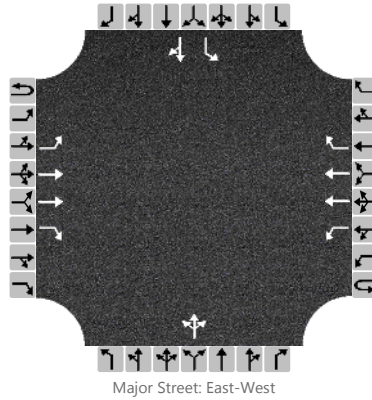
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/7/2016
Analysis Year	2016
Time Analyzed	7:30-8:30 AM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	MOW & Ft. Harrods Dr
Jurisdiction	
East/West Street	Man O' War Blvd
North/South Street	Ft. Harrods Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume, V (veh/h)	2	53	561	85		219	1088	12		1	0	9		12	2	111
Percent Heavy Vehicles (%)	0	0				0				0	0	0		0	0	0
Proportion Time Blocked		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		66				264					12			14		136
Capacity, c (veh/h)		488				846					204			50		359
v/c Ratio		0.14				0.31					0.06			0.28		0.38
95% Queue Length, Q <sub>95</sub> (veh)		0.5				1.4					0.2			1.1		1.8
Control Delay (s/veh)		13.5				11.2					23.7			104.5		21.1
Level of Service, LOS		B				B					C			F		C
Approach Delay (s/veh)	1.1				1.9				23.7				28.9			
Approach LOS									C				D			

# HCS7 Two-Way Stop-Control Report

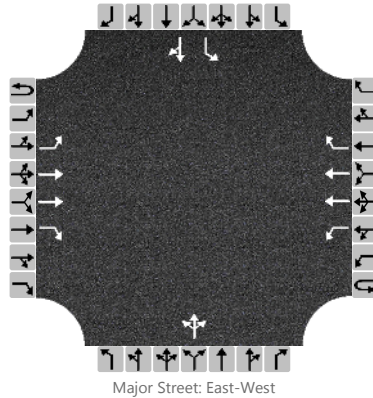
## General Information

Analyst	ATW
Agency/Co.	Stantec
Date Performed	10/7/2016
Analysis Year	2016
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	East-West
Project Description	

## Site Information

Intersection	MOW & Ft. Harrods Dr
Jurisdiction	
East/West Street	Man O' War Blvd
North/South Street	Ft. Harrods Drive
Peak Hour Factor	1.00
Analysis Time Period (hrs)	1.00

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume, V (veh/h)		85	1336	5	1	16	704	16		1	1	25		18	3	57
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								2							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		85				17					27			18		60
Capacity, c (veh/h)		889				473					346			210		545
v/c Ratio		0.10				0.04					0.08			0.09		0.11
95% Queue Length, Q <sub>95</sub> (veh)		0.3				0.1					0.3			0.3		0.4
Control Delay (s/veh)		9.5				12.9					16.3			23.8		12.4
Level of Service, LOS		A				B					C			C		B
Approach Delay (s/veh)	0.6				0.3				16.3				15.0			
Approach LOS									C				C			

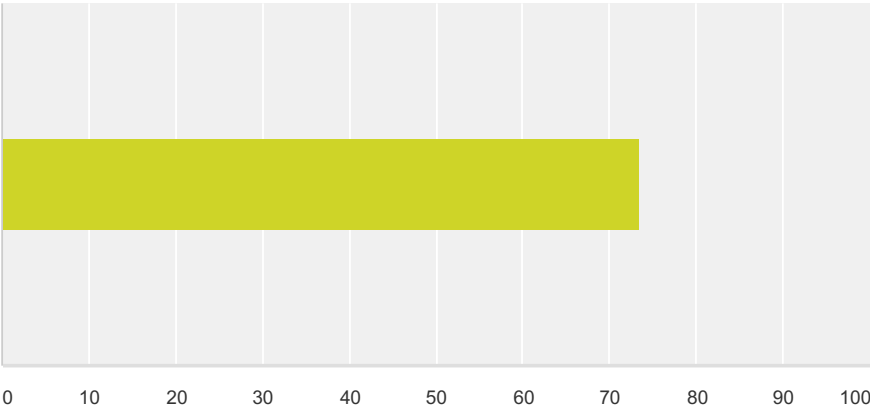
## **Appendix B.**

### **Beaumont Public Survey, September 2016**



Q1 How would you rate traffic congestion in and around the defined geographic area?

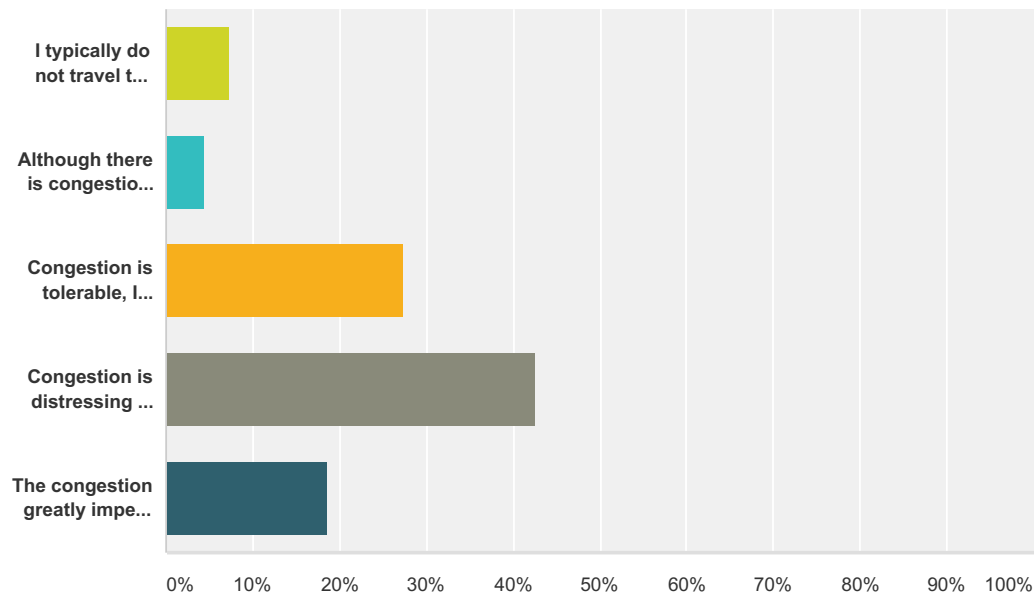
Answered: 1,329 Skipped: 2



Answer Choices	Average Number	Total Number	Responses
	74	97,753	1,329
Total Respondents: 1,329			

Q2 To what degree do you believe traffic congestion is a problem in the defined geographic area?

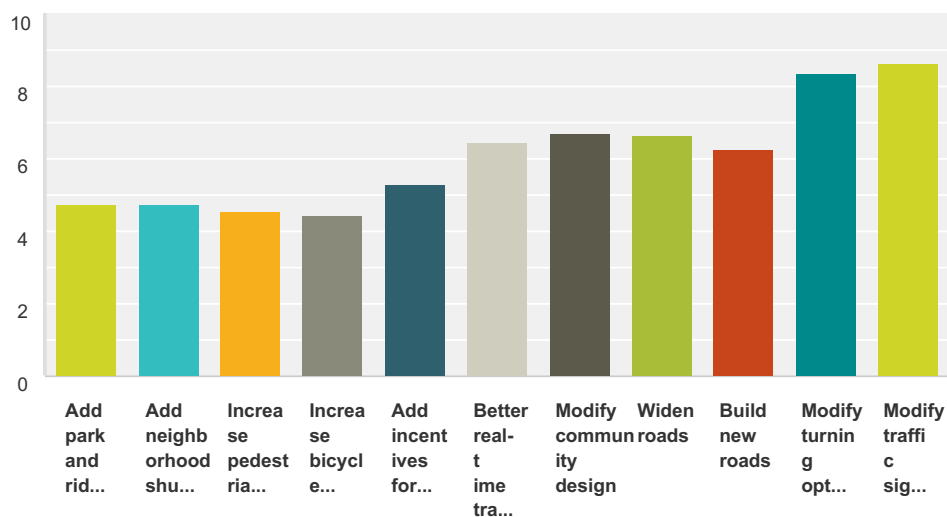
Answered: 1,331 Skipped: 0



Answer Choices	Responses	
I typically do not travel this area during known congestion times.	7.29%	97
Although there is congestion for a few cycles, it does not interfere with any activities.	4.28%	57
Congestion is tolerable, I have adapted to the congestion.	27.27%	363
Congestion is distressing and impedes on business development.	42.60%	567
The congestion greatly impedes on my quality of life AND economic development.	18.56%	247
Total		1,331

**Q3 In your opinion, rank the effectiveness of following measures in improving mobility for the area? (1 being the most effective and 11 being the least effective)**

Answered: 1,297 Skipped: 34



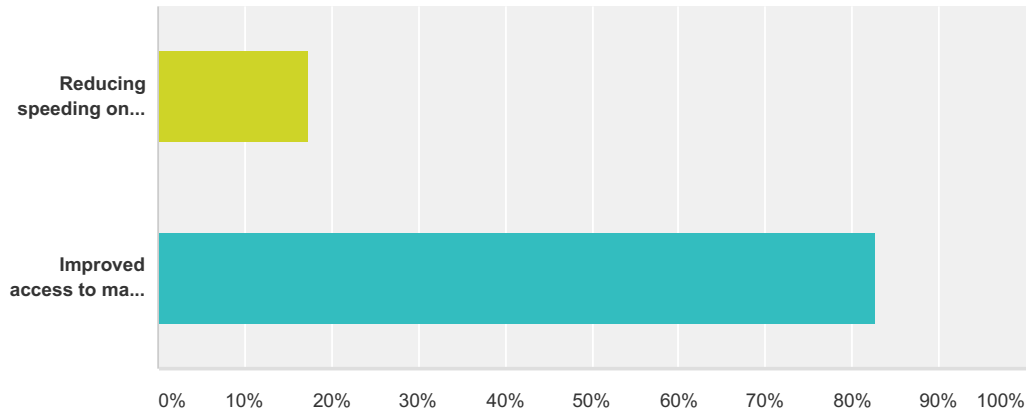
	1	2	3	4	5	6	7	8	9	10	11	Total	Score
Add park and ride service	2.17% 20	3.90% 36	5.31% 49	7.37% 68	7.48% 69	10.73% 99	10.40% 96	14.95% 138	14.08% 130	11.81% 109	11.81% 109	923	4.76
Add neighborhood shuttle services	3.35% 31	3.78% 35	4.54% 42	6.05% 56	8.64% 80	7.99% 74	12.31% 114	14.04% 130	15.23% 141	12.85% 119	11.23% 104	926	4.73
Increase pedestrian access	3.48% 33	4.65% 44	4.12% 39	6.55% 62	5.91% 56	8.34% 79	11.19% 106	10.77% 102	14.15% 134	16.47% 156	14.36% 136	947	4.54
Increase bicycle facilities	4.22% 39	3.89% 36	4.32% 40	4.76% 44	8.00% 74	7.89% 73	10.27% 95	11.89% 110	10.92% 101	14.49% 134	19.35% 179	925	4.46
Add incentives for flexible work schedules	5.17% 49	4.75% 45	7.49% 71	7.59% 72	10.02% 95	11.08% 105	11.39% 108	10.02% 95	9.70% 92	10.02% 95	12.76% 121	948	5.28
Better real-time traffic information	6.92% 68	8.34% 82	13.43% 132	9.66% 95	14.14% 139	12.00% 118	9.05% 89	8.14% 80	7.93% 78	5.19% 51	5.19% 51	983	6.46
Modify community design	8.32% 81	6.68% 65	13.46% 131	13.98% 136	14.49% 141	10.48% 102	7.91% 77	9.76% 95	7.09% 69	4.73% 46	3.08% 30	973	6.68
Widen roads	11.31% 109	10.06% 97	11.93% 115	11.72% 113	11.20% 108	9.23% 89	7.37% 71	6.54% 63	5.91% 57	8.40% 81	6.33% 61	964	6.64
Build new roads	12.46% 120	7.17% 69	9.35% 90	13.29% 128	9.76% 94	9.66% 93	5.92% 57	5.30% 51	6.65% 64	7.79% 75	12.67% 122	963	6.24

Modify turning options at high volume times	<b>22.34%</b> 233	<b>24.54%</b> 256	<b>17.07%</b> 178	<b>9.68%</b> 101	<b>6.23%</b> 65	<b>3.36%</b> 35	<b>3.93%</b> 41	<b>2.78%</b> 29	<b>3.45%</b> 36	<b>3.55%</b> 37	<b>3.07%</b> 32	1,043	8.37
Modify traffic signals	<b>32.80%</b> 350	<b>22.02%</b> 235	<b>12.28%</b> 131	<b>7.87%</b> 84	<b>6.19%</b> 66	<b>3.56%</b> 38	<b>3.00%</b> 32	<b>2.16%</b> 23	<b>2.91%</b> 31	<b>3.75%</b> 40	<b>3.47%</b> 37	1,067	8.63



Q4 In your opinion, which measure has the highest perceived need in the area?

Answered: 1,313 Skipped: 18



Answer Choices	Responses	
Reducing speeding on neighborhood roads.	17.36%	228
Improved access to major roads.	82.64%	1,085
Total		1,313

**Q5 What aspects of the existing  
transportation system do you appreciate  
the most?**

Answered: 727 Skipped: 604

## Q5 What aspects of the existing transportation system do you appreciate the most?

Answered: 727 Skipped: 604

#	Responses	Date
1	None	9/22/2016 4:42 PM
2	There are quality establishments in a very small area to access.	9/22/2016 1:23 PM
3	Multiple Routes in and out of the Beaumont Center	9/22/2016 12:29 PM
4	not much	9/22/2016 12:04 PM
5	double diamond works well	9/22/2016 11:51 AM
6	Ease of access to New Circle	9/22/2016 11:48 AM
7	Not sure -trying to enter and leave beaumont area is terrible	9/22/2016 11:33 AM
8	Multi lane access moves traffic nicely	9/22/2016 3:42 AM
9	None	9/21/2016 11:29 PM
10	Beaumont centre circle itself generally moves well and is useful for getting to the businesses and homes in that area once you are on the circle.	9/21/2016 9:22 PM
11	nothing in particular	9/21/2016 5:22 PM
12	Double diamond has been a big help	9/21/2016 3:11 PM
13	Double x crossover	9/21/2016 3:10 PM
14	probably none	9/21/2016 2:15 PM
15	the double diamond on harrodsburg rd.	9/21/2016 1:46 PM
16	Using my own personal vehicle for transportation.	9/21/2016 12:29 PM
17	The double diamond has helped with areas 1,4,5	9/21/2016 11:10 AM
18	Diamond Exchange on Harrodsburg	9/21/2016 11:03 AM
19	convenience to Harrodsburg and Versailles Rd which can get you to New Circle quickly.	9/21/2016 10:41 AM
20	Not much I roll with the flow	9/21/2016 10:11 AM
21	Pavement generally in good shape without potholes	9/21/2016 10:10 AM
22	Easy access to areas I do my errands and to New Circle Road.	9/21/2016 10:05 AM
23	The widening of New Circle Road from Versailles Rd. to Leestown Rd - although it should have been taken all the way to where there are currently 3 lanes.	9/21/2016 8:35 AM
24	The turnabout	9/21/2016 8:13 AM
25	Little congestion	9/21/2016 8:01 AM
26	Beaumont Circle	9/21/2016 6:37 AM
27	Lagging yellow turn lights	9/20/2016 10:50 PM
28	The double-cross diamond at New Circle and Harrodsburg Rd has helped sooo much with traffic back-ups and accidents at that location.	9/20/2016 10:08 PM
29	that there is an alternate route to Man O War to exit the Beaumont Center	9/20/2016 9:21 PM
30	Adjustable traffic signal timing	9/20/2016 8:27 PM
31	Beaumont Circle is wide enough to accommodate cyclists and there are sidewalks for pedestrians.	9/20/2016 7:52 PM
32	Diamond crossover at new circle and Harrodsburg	9/20/2016 6:46 PM

33	Plenty of back roads (7,9,10) which helps to lower overall congestion, although these locations can become congested as well	9/20/2016 5:26 PM
34	Double cross-over at New Circle and Harrodsburg Rd works well.	9/20/2016 4:47 PM
35	Yellow lights that you can use if it's clear. Timing of lights based on level of traffic.	9/20/2016 4:19 PM
36	I love Lexington; I've been here 6 years. But if I had to pick a weakness, it would be traffic, parking lots, logistics in general.	9/20/2016 3:23 PM
37	Availability	9/20/2016 8:28 AM
38	The new double diamond at Harrodsburg Road & NCR	9/20/2016 8:25 AM
39	The buses are great for those that need them but adding buses to an already busy area will just make it slower and more difficult to drive from place to place in the Harrodsburg Rd area	9/20/2016 7:48 AM
40	The diamond crossover at Harrodsburg Road and New Circle	9/19/2016 7:41 PM
41	Nothing. Lexington has the worst traffic patterns of anywhere I've been.	9/19/2016 7:03 PM
42	Like the round about idea, traffic is just too congested and lights don't seem synchronized to allow quality flow	9/19/2016 6:11 PM
43	Fresh surface asphalt	9/19/2016 5:08 PM
44	Improved traffic lights and timings, double diamond is good	9/19/2016 5:02 PM
45	Inbound rush hour getting to Beaumont Centre Circle from inner loop of New Circle/Harrodsburg Rd is efficient	9/19/2016 3:32 PM
46	Renovation of the New Circle/Harrodsburg intersection has improved the traffic around points 4 and 5.	9/19/2016 3:00 PM
47	traffic is not much of an issue during the day off hours	9/19/2016 2:37 PM
48	There does seem to be some progress being made with regard to accessibility to major roads but much more is needed.	9/19/2016 1:38 PM
49	nothing	9/19/2016 1:01 PM
50	Double diamond seems to help with traffic flow.	9/19/2016 11:35 AM
51	The double diamond intersection, the three left hand turn lanes out of Beaumont Centre, the light at Beaumont Centre Parkway near the Speedway gas station, the open accessibility to Man O' War Boulevard, Parkersburg Mill Road, Harrodsburg Road, and Palomar Centre.	9/19/2016 11:16 AM
52	None	9/19/2016 8:40 AM
53	That it is there	9/19/2016 8:13 AM
54	That I can use Man o War to avoid Harrodsburg Road	9/19/2016 7:48 AM
55	The extra storage by the double diamond coming off new circle to go towards Beaumont	9/19/2016 7:17 AM
56	Wider road at New Circle and Harrodsburg Road	9/18/2016 5:17 PM
57	the double diamond cross-over has helped tremendously	9/18/2016 3:07 PM
58	You can choose where to live in Lexington	9/18/2016 1:46 PM
59	Double Crossover	9/18/2016 12:50 PM
60	The double diamond interchange at New Circle has been helpful	9/18/2016 9:32 AM
61	Green lights	9/18/2016 1:26 AM
62	Car	9/18/2016 12:04 AM
63	Doublediamond	9/17/2016 9:06 PM
64	Nothing honestly. Lexington has awful traffic all around and no major freeways to help out with this.	9/17/2016 8:37 PM
65	Many neighborhood roads allows options when main thorough fairs are busy	9/17/2016 7:36 PM
66	Yellow flashing turn arrow	9/17/2016 3:50 PM
67	Bike lanes	9/17/2016 1:44 PM
68	4-way stops where they are in place. More needed	9/17/2016 1:26 PM
69	The double diamond crossover	9/17/2016 11:57 AM



70	Getting up early to avoid traffic.	9/17/2016 11:19 AM
71	its ok	9/17/2016 8:13 AM
72	none	9/17/2016 1:07 AM
73	Access to new corcle; good traffic light timing	9/16/2016 10:12 PM
74	Roundabouts	9/16/2016 8:41 PM
75	I appreciate the Double Crossover Diamond as it has improved H'burg Rd traffic to some degree.	9/16/2016 7:17 PM
76	usually choices on how to get from one place to another; you don't have to get on Harrodsburg or New Circle if you don't want to	9/16/2016 6:00 PM
77	That we have one.	9/16/2016 4:29 PM
78	The double diamond has made a great improvement in the Harrodsburg/New Circle interchange.	9/16/2016 4:27 PM
79	The double diamond is alleviating morning congestion along Harrodsburg road	9/16/2016 4:09 PM
80	Trails	9/16/2016 4:08 PM
81	#5 Double diamond has eased congestion from accidents and forcing traffic from NCR to stop rather than yield helps traffic flow; #3 yield helps keep traffic moving	9/16/2016 3:42 PM
82	do like the flow of traffic on the double diamond crossover-is that the correct name??	9/16/2016 3:26 PM
83	Traffic flow.	9/16/2016 3:16 PM
84	Once in the Beaumont Circle area, it's easy to travel around the circle.	9/16/2016 3:02 PM
85	The double diamond crossover.	9/16/2016 2:52 PM
86	generally things seem to flow pretty smoothly.	9/16/2016 2:49 PM
87	The main roads are kept in pretty decent condition and are clean.	9/16/2016 2:25 PM
88	double diamond seems to be working pretty good	9/16/2016 2:07 PM
89	Don t use	9/16/2016 2:03 PM
90	nothing	9/16/2016 2:00 PM
91	Double-diamond crossover has been the best improvement	9/16/2016 1:55 PM
92	Bicycle facilities	9/16/2016 11:08 AM
93	that you are offering this survey to get opinions	9/16/2016 10:07 AM
94	Road surface well maintained, clear signage. Double-diamond has significantly improved traffic flow.	9/16/2016 10:05 AM
95	The double diamond has been effective for traffic flow.	9/16/2016 8:30 AM
96	nice paved roads	9/16/2016 8:26 AM
97	Bus service	9/16/2016 8:08 AM
98	Multiple access points in and out of area	9/15/2016 11:14 PM
99	double diamond	9/15/2016 10:35 PM
100	Like double diamond. Like bus service.	9/15/2016 9:15 PM
101	I think the double diamond crossover helped on Harrodsburg Rd. And I believe they have done a good job with the lights during peak times.	9/15/2016 8:47 PM
102	good maintenance	9/15/2016 7:55 PM
103	Lextran and diamond crossover	9/15/2016 7:05 PM
104	Recent double diamond modifications.	9/15/2016 6:28 PM
105	Road surfaces are good and traffic flow within the circle is good outside of rush hour.	9/15/2016 4:42 PM
106	Access to New Circle Road	9/15/2016 4:32 PM
107	None	9/15/2016 2:41 PM
108	Appreciate the new diamond pattern attempts.	9/15/2016 2:32 PM

109	Roads seem well designed, the double diamond seems to be working at the KY-4/US-68 interchange	9/15/2016 2:03 PM
110	The widening of Harrodsburg Rd area below Man o war has helped the traffic flow	9/15/2016 12:18 PM
111	double diamond	9/15/2016 11:37 AM
112	Double diamond intersection	9/15/2016 11:14 AM
113	Flow seems fairly smooth at most intersections	9/15/2016 11:03 AM
114	double diamond was a good investment	9/15/2016 10:57 AM
115	I think the double diamond really helps.	9/15/2016 10:45 AM
116	few traffic lights on new circle beltway and access to I-64 and I-75	9/15/2016 10:39 AM
117	Ability to transition between Harrodsburg RD and New Circle easily.	9/15/2016 10:31 AM
118	The roundabouts at New Circle	9/15/2016 10:18 AM
119	None	9/15/2016 10:11 AM
120	Diamond interchange	9/15/2016 10:05 AM
121	Diamond interchange at Ky4	9/15/2016 9:49 AM
122	Well timed lights	9/15/2016 9:41 AM
123	lights governed by auto presence	9/15/2016 9:33 AM
124	The on/off ramp from New Circle, traffic light #5. Miraculous.	9/15/2016 9:22 AM
125	speed bumps and stop signs in neighborhood to slow traffic on neighborhood streets like Snaffle, Ridgecane	9/15/2016 9:17 AM
126	Close to services.	9/15/2016 9:07 AM
127	The construction at Harrodsburg Road and New Circle	9/15/2016 8:54 AM
128	bike lanes, sidewalks	9/15/2016 8:54 AM
129	None- I have to plan non business travel at low traffic times which is not very often!	9/15/2016 8:35 AM
130	The ability to be in a walking self contained community	9/15/2016 8:28 AM
131	The Round About at Beaumont - if there is no stalled cars or accidents. If that happens - traffic comes to a halt.	9/15/2016 8:27 AM
132	Proximity to major roads	9/15/2016 8:25 AM
133	mass transit option (i.e., bus)	9/15/2016 7:33 AM
134	bus traffic	9/15/2016 1:11 AM
135	The double diamond interchange at Harrodsburg Rd and New Circle Rd helps eliminate problematic left turns, but its efficiency is considerably reduced by the prevention of a right turn on red. I understand that some drivers may have difficulty turning their head to the far left to assure the absence of oncoming traffic, but a better solution is needed.	9/15/2016 12:25 AM
136	Round a bouts	9/14/2016 10:49 PM
137	double crossover intersection at Harrodsburg and New Circle	9/14/2016 10:40 PM
138	the double diamond did help reduce back up from NC road	9/14/2016 10:30 PM
139	Double Diamond helped a great deal!	9/14/2016 10:12 PM
140	Good sidewalks	9/14/2016 10:06 PM
141	Plenty of roads for convenience	9/14/2016 10:01 PM
142	mostly flow has been improved by double diamond. some signals need adjusent.	9/14/2016 9:41 PM
143	NA	9/14/2016 9:32 PM
144	Double diamond most of the time	9/14/2016 9:32 PM
145	Consistency of traffic light intervals.	9/14/2016 9:15 PM
146	Walking sidewalks and trails	9/14/2016 8:29 PM
147	Roundabout	9/14/2016 8:23 PM

148	Figure 8	9/14/2016 8:02 PM
149	In most parts of town, I don't experience bad traffic.	9/14/2016 8:00 PM
150	Availability of public transportation, although I wish there were a bus stop near Keithshire.	9/14/2016 5:39 PM
151	The system works other than peak hours.	9/14/2016 5:32 PM
152	The improved New Circle Rd exchange (map #5)	9/14/2016 5:06 PM
153	The arterials (Harrodsburg Road and Man O' War Boulevard) work reasonably well, and the double diamond intersection with New Circle Road is a huge plus. Changing the timing of lights at either Beaumont Centre Parkway or For Harrods Drive could have a severe negative impact on the arterials which should be the first priority. The triple left turn lanes out of Beaumont Centre Parkway onto Harrodsburg Road and the addition of the traffic light on Beaumont Centre Parkway just prior to Liquor Barn also has been helpful. The existing choices to make changes at this point look mostly to be a zero sum game where someone benefits and someone is harmed. Those kinds of choices should be rejected.	9/14/2016 3:11 PM
154	IF stoplights change is succession, it works good.	9/14/2016 2:53 PM
155	Improved signal times; (some) bike lanes/ walking areas	9/14/2016 2:15 PM
156	Multiple turn lanes onto Harrodsburg Rd	9/14/2016 1:15 PM
157	Regulated turn signals	9/14/2016 11:06 AM
158	It's all a mess, no planning by the zoning board in the past, concerning future traffic problems.	9/14/2016 10:25 AM
159	I no longer have to go out at the main Beaumont entrance in the afternoons	9/14/2016 10:06 AM
160	The entire Beaumont area is awful	9/14/2016 10:03 AM
161	none	9/14/2016 10:00 AM
162	none	9/14/2016 9:55 AM
163	roads are kept in good shape	9/14/2016 9:40 AM
164	Double diamond helped a lot with traffic flow for most directions of traffic.	9/14/2016 9:34 AM
165	Nothing	9/14/2016 9:05 AM
166	I like that there is a back way out of Beaumont Circle and I don't have to go out the front to Harrodsburg Rd. if I don't want to.	9/14/2016 9:02 AM
167	None	9/14/2016 8:32 AM
168	In this area, none. It receives an F from me	9/14/2016 8:31 AM
169	I honestly cannot think of anything positive about the Beaumont Centre area transportation.	9/14/2016 8:26 AM
170	The new crossover setup at Harrodsburg and New Circle.	9/14/2016 8:24 AM
171	Wide roads	9/14/2016 8:23 AM
172	35mph on Beaumont circle needs to be added to other exits	9/14/2016 8:21 AM
173	Crossover does keep flow moving better than old intersection	9/14/2016 6:11 AM
174	Double diamond crossover	9/14/2016 2:38 AM
175	The design but to many stop lights back to back. Now there is a need for access roads.	9/13/2016 10:09 PM
176	I appreciate the out of the box thinking with the double diamond crossover.	9/13/2016 9:57 PM
177	I like that there is tons of stuff in the area and that it's relatively easy to get to.	9/13/2016 9:42 PM
178	The crossover seems to be working well.	9/13/2016 8:39 PM
179	None	9/13/2016 8:25 PM
180	to be honest, this area is a nightmare	9/13/2016 4:37 PM
181	Not much, Lexington traffic planning is poor at best.	9/13/2016 4:10 PM
182	double diamond intersection	9/13/2016 3:23 PM
183	i appreciate the mixed-use of the area, and the efforts to promote pedestrian and biking traffic within the area.	9/13/2016 2:47 PM

184	New patterns around new circle road have helped tremendously	9/13/2016 2:05 PM
185	Good faith efforts to resolve problems	9/13/2016 2:02 PM
186	The bike infrastructure that connects critical elements of this neighborhood.	9/13/2016 1:54 PM
187	None	9/13/2016 1:47 PM
188	The double diamond intersection has helped ease some of the traffic around new circle.	9/13/2016 1:39 PM
189	the backwards loop thing	9/13/2016 1:29 PM
190	Focus on high priority routes on peak hours, although the end result is not really efficient for the network.	9/13/2016 1:23 PM
191	3 ways in and out of Beaumont Circle. The diamond interchange has been extremely helpful.	9/13/2016 1:17 PM
192	the 2x diamond crossover is quite functional. the stop sign @ beaumont Circle and the entrance from h-burg is a great addition.	9/13/2016 1:16 PM
193	The reworking and improved design of the Harrodsburg Road here was a great improvement	9/13/2016 12:49 PM
194	Stop lights	9/13/2016 12:06 PM
195	Round about	9/13/2016 11:00 AM
196	Right turn lane on SB Harrodsburg	9/13/2016 10:50 AM
197	Diamond helped with traffic	9/13/2016 10:09 AM
198	Well maintained roads	9/13/2016 9:49 AM
199	Double crossover	9/13/2016 9:25 AM
200	business locations are visible or easily accessed	9/13/2016 9:15 AM
201	Double crossover	9/13/2016 8:45 AM
202	Measures are taken to build new roads that seem appropriate. However, once new roads are in use, a traffic study is needed to ensure traffic signal timing makes sense. At New Circle between Alexandria and Beaumont, the signals make little sense.	9/13/2016 8:33 AM
203	There are a lot of lanes and ways to get to Beaumont center	9/13/2016 7:43 AM
204	None	9/13/2016 6:31 AM
205	Crossover at New Circle Rd	9/13/2016 6:12 AM
206	Plenty of left turn lanes at #1	9/13/2016 5:14 AM
207	NA	9/13/2016 4:57 AM
208	Double diamond!	9/13/2016 3:05 AM
209	Double crossover diamond is the best!	9/13/2016 12:43 AM
210	usually flows well	9/13/2016 12:42 AM
211	Ability to turn on yellow arrows	9/13/2016 12:29 AM
212	??	9/12/2016 11:51 PM
213	The "new" loop at Hburg and NewCircle is great.	9/12/2016 11:42 PM
214	The roads are well paved.	9/12/2016 11:22 PM
215	Idea of the double crossover and new traffic patterns	9/12/2016 11:09 PM
216	Nothing really.	9/12/2016 11:08 PM
217	Wide roads	9/12/2016 11:04 PM
218	The circle. Back side (Man O War) is less congested.	9/12/2016 10:29 PM
219	Not much, need fewer people people in Lexington	9/12/2016 9:55 PM
220	The double diamond	9/12/2016 9:53 PM
221	Double Diamond	9/12/2016 9:53 PM
222	the diamond at Harrodsburg and New Circle	9/12/2016 9:49 PM



223	Timed lights during rush hour	9/12/2016 9:44 PM
224	The diamond crossover at New Circle is excellent.	9/12/2016 9:43 PM
225	None. It's a horrible design.	9/12/2016 9:30 PM
226	Double diamond	9/12/2016 9:26 PM
227	Double diamond	9/12/2016 9:25 PM
228	Many stops	9/12/2016 9:23 PM
229	Wide neighborhood streets	9/12/2016 9:22 PM
230	Double loop	9/12/2016 9:19 PM
231	Need to shut ball homes down for ruining the landscape and building homes on top of home or apartment complexes. They need to develop donamire farm and see how they like the crap housing!	9/12/2016 9:12 PM
232	Double Diamond	9/12/2016 8:41 PM
233	The new interface at New Circle and Harrodsburg Road has helped but the lights are not setup correctly during rush hours	9/12/2016 8:27 PM
234	Increased public transportation	9/12/2016 8:23 PM
235	timed signals	9/12/2016 8:19 PM
236	The additional stop and go traffic caused by the double diamond.	9/12/2016 8:16 PM
237	none	9/12/2016 7:48 PM
238	I feel the figure 8 flows well #5 on the map	9/12/2016 7:46 PM
239	synchronized traffic signals	9/12/2016 7:21 PM
240	How double crossover makes me appreciate more traditional interchanges.	9/12/2016 7:19 PM
241	Safety guards at schools	9/12/2016 6:40 PM
242	when I am traveling on Harrodsburg Rd. I am able to get through the intersection with New Circle quickly.	9/12/2016 6:33 PM
243	None of it.	9/12/2016 6:05 PM
244	Design	9/12/2016 6:04 PM
245	Road new circle improvement	9/12/2016 6:01 PM
246	Y	9/12/2016 5:56 PM
247	lots of turn phases on signals	9/12/2016 5:41 PM
248	Synchronize lights	9/12/2016 5:33 PM
249	The DCD at Harrodsburg & New Circle	9/12/2016 5:23 PM
250	not a whole lot	9/12/2016 5:11 PM
251	Nothing really - Beaumont was designed like a stronghold with too few exit points. As more and more commerce and residences have been built, traffic just gets worse. We were some of the first residents and it is ridiculous.	9/12/2016 5:04 PM
252	None	9/12/2016 5:03 PM
253	Basic roads, I guess.	9/12/2016 4:56 PM
254	Double Crossover Diamond Interchange	9/12/2016 4:56 PM
255	The new intersection for Harrodsburg & New Circle is pretty even with the hard time getting from Corporate center to west New Circle.	9/12/2016 4:44 PM
256	Good bike lanes	9/12/2016 4:37 PM
257	That beaumont centre dr is the only connector to Harrodsburg Road in the area and so much traffic HAS to travel through it to access hBurg. The neighborhood should've been designed with more cut-throughs.	9/12/2016 4:35 PM
258	Smooth roads	9/12/2016 3:59 PM
259	double diamond has helped tremendously	9/12/2016 3:46 PM

260	The new system in place at New Circle and Harrodsburg road has seem to help.	9/12/2016 3:39 PM
261	drivers, machanics, personal have a job.	9/12/2016 3:24 PM
262	3 left hand turn lanes to get out on Harrodsburg	9/12/2016 3:17 PM
263	Double diamond at H'sburg and ManofWar.	9/12/2016 3:07 PM
264	I don't	9/12/2016 3:06 PM
265	The figure 8 was a step in the right direction	9/12/2016 2:56 PM
266	Turn lanes & traffic signals	9/12/2016 2:53 PM
267	Double crossover has helped	9/12/2016 2:31 PM
268	widening of roads, modification of traffic signals, turning options at high volume	9/12/2016 2:30 PM
269	In Beaumont Centre? NONE	9/12/2016 2:06 PM
270	The double crossover diamond.	9/12/2016 2:00 PM
271	Bike lanes on circle yet no connections. Double diamond at new circle.	9/12/2016 1:44 PM
272	Multiple ways to get from A to B	9/12/2016 1:28 PM
273	Timing traffic signals	9/12/2016 1:16 PM
274	Cycling and pedestrian infrastructure	9/12/2016 1:10 PM
275	The roads are well maintained	9/12/2016 1:04 PM
276	changing light patterns at peak times	9/12/2016 12:54 PM
277	None	9/12/2016 12:33 PM
278	3 turn lanes from area 2 to area 1.	9/12/2016 12:32 PM
279	double helix at NC road	9/12/2016 12:29 PM
280	Stop signs at intersections. Bike lanes.	9/12/2016 12:17 PM
281	roundabouts help moving traffic tremendously	9/12/2016 11:40 AM
282	Diamond at Harrodsburg and New circle	9/12/2016 11:09 AM
283	Large roundabout	9/12/2016 11:01 AM
284	Multiple routes of exit from the Beaumont	9/12/2016 10:57 AM
285	Flashing yellow lights at turns	9/12/2016 10:56 AM
286	double diamond cross over	9/12/2016 10:56 AM
287	nothing	9/12/2016 10:55 AM
288	RANGE OF OPTIONS FOR EXITING BEAUMONT AREA AND AVOIDING THE NEW HARRODSBURG ROAD/NEW CIRCLE JUNCTION. WHO ON EARTH BELIEVED THAT WOULD BE A GOOD IDEA.	9/12/2016 10:44 AM
289	Wide lanes	9/12/2016 10:43 AM
290	None	9/12/2016 10:40 AM
291	None	9/12/2016 10:38 AM
292	roads are maintained	9/12/2016 10:38 AM
293	7, 6, and 3	9/12/2016 10:38 AM
294	There really isn't much to be pleased about in this area. I have worked in Beaumont for 12 years and the increased development has increased traffic, however the Double Diamond Crossover was the dumbest "solution" ever for trying to alleviate the traffic problems.	9/12/2016 10:35 AM
295	None	9/12/2016 10:32 AM
296	The double diamond	9/12/2016 10:31 AM
297	Knowing backroads in the area to avoid congestiom	9/12/2016 10:29 AM
298	I appreciate that they're not even worse than Beaumont is now.	9/12/2016 10:27 AM

299	None, traffic has forced me to take an new route through subdivisions.	9/12/2016 10:26 AM
300	N/A	9/12/2016 10:25 AM
301	Being able to cut through Harrods Hill at 11 and having the back way out of Beaumont Centre to avoid the traffic at the entrance to Beaumont Centre	9/12/2016 10:23 AM
302	N/A	9/12/2016 10:18 AM
303	Crossover has helped but traffic at Pasadena, Alexandria, and Harrodsburg and Beaumont center are awful	9/12/2016 10:17 AM
304	The double crossover at New Circle and Harrodsburg roads.	9/12/2016 10:17 AM
305	The inner Beaumont Circle loop is great for walking around.	9/12/2016 10:12 AM
306	The roads are in relatively good shape	9/12/2016 9:57 AM
307	back way in.	9/12/2016 9:54 AM
308	triple left leaving Beaumont, fly aways at Beaumont Circle, double-cross diamond.	9/12/2016 9:50 AM
309	Nothing	9/12/2016 9:49 AM
310	synchronize traffic signals	9/12/2016 9:48 AM
311	No Lights	9/12/2016 9:42 AM
312	new circle road interchange	9/12/2016 9:35 AM
313	The double diamond has helped	9/12/2016 9:31 AM
314	multiple ingress and egress access points	9/12/2016 9:16 AM
315	Stoplights are pretty well timed and high volumes of traffic on most major roads can keep moving effectively.	9/12/2016 9:13 AM
316	I like what the double diamond has done for getting people onto Harrodsburg.	9/12/2016 9:05 AM
317	Boulevard type roadways with limited turn access	9/12/2016 8:59 AM
318	Double diamond	9/12/2016 8:57 AM
319	Lextran	9/12/2016 8:22 AM
320	Double Diamond helped tremendously	9/12/2016 8:19 AM
321	Direct path between downtown and suburban areas	9/12/2016 8:04 AM
322	The double crossover I think really increased traffic flow through that intersection(s).	9/12/2016 7:33 AM
323	The double crossover diamond did help outbound Harrodsburg Road.	9/12/2016 7:30 AM
324	Large corridor access to downtown from all directions	9/12/2016 7:10 AM
325	glad to have a 3rd lane on new circle, but it's been 3 years....	9/12/2016 6:48 AM
326	Easy access to the outlying city during non peak hours. I.e. Anytime other than 6-8am and 4-6 pm.	9/12/2016 6:10 AM
327	Routing Beaumont circle as a one way, would help. I think.	9/12/2016 5:43 AM
328	The double diamond crossover	9/12/2016 2:56 AM
329	The Beaumont Circle	9/12/2016 2:29 AM
330	Crossover	9/12/2016 2:27 AM
331	The modified intersection at New Circle Road and Harrodsburg Road - it has helped traffic flow during rush hour.	9/12/2016 1:43 AM
332	Nothing	9/12/2016 12:08 AM
333	When I experience traffic light timed well.	9/11/2016 11:34 PM
334	The New Circle interchange - it looks weird but it actually works!	9/11/2016 11:10 PM
335	Na	9/11/2016 10:57 PM
336	Not a fan, need several direct routes to downtown from Beaumont.	9/11/2016 10:49 PM
337	The double diamond seems to have at least improved new circle of your in the right lane	9/11/2016 10:30 PM
338	cross over diamond	9/11/2016 10:30 PM

339	beaumont circle	9/11/2016 10:24 PM
340	None	9/11/2016 10:13 PM
341	Double diamond	9/11/2016 10:04 PM
342	Double diamond design	9/11/2016 9:58 PM
343	The one ramp to new circle from Harrodsburg flows well	9/11/2016 9:58 PM
344	Willingness to modify as needed	9/11/2016 9:56 PM
345	Bicycle infrastructure	9/11/2016 9:52 PM
346	The double diamond has helped	9/11/2016 9:52 PM
347	For most part flows better than before.	9/11/2016 9:50 PM
348	The existence of roads	9/11/2016 9:45 PM
349	Na	9/11/2016 9:29 PM
350	The access to various neighborhoods on the bus system.	9/11/2016 9:26 PM
351	The turn light is long in the morning traffic at Lyon dr and Harrisburg road. That helps move is out of the neighborhood quick	9/11/2016 9:23 PM
352	Double crossover is a tremendous help!	9/11/2016 9:09 PM
353	Wide well marked lanes. Signs. P	9/11/2016 8:53 PM
354	Visibility of connecting roads	9/11/2016 8:27 PM
355	Opening of Wellington Way off of Lyon Dr.	9/11/2016 8:25 PM
356	People follow common sense over traffic signals and police allow this.	9/11/2016 8:00 PM
357	The relatively easy access to New Circle Road	9/11/2016 7:54 PM
358	Multiple ways to get in and around	9/11/2016 7:47 PM
359	Figure 8	9/11/2016 7:42 PM
360	Na	9/11/2016 7:28 PM
361	None	9/11/2016 7:14 PM
362	System works well most of the time.	9/11/2016 7:08 PM
363	Well maintained	9/11/2016 6:27 PM
364	NA	9/11/2016 6:23 PM
365	None	9/11/2016 5:56 PM
366	Beaumont Centre Circle	9/11/2016 5:55 PM
367	The new double crossover pattern	9/11/2016 5:50 PM
368	Diamond creates better flow of traffic than it previously did.	9/11/2016 5:48 PM
369	?	9/11/2016 5:30 PM
370	None	9/11/2016 5:25 PM
371	Flashing yellow lights at some intersections	9/11/2016 5:14 PM
372	Double Crossover Diamond intersection	9/11/2016 5:03 PM
373	The desire to improve the situation.	9/11/2016 4:58 PM
374	Overall, the traffic flow in the area is good. The double diamond has been a great improvement.	9/11/2016 4:55 PM
375	Double diamond crossover	9/11/2016 4:48 PM
376	None	9/11/2016 4:43 PM
377	the wide roads and bike lanes	9/11/2016 4:27 PM
378	n/a	9/11/2016 4:26 PM



379	Blinking yellow left turn signals	9/11/2016 4:13 PM
380	The attemp	9/11/2016 3:44 PM
381	stay away during peak times	9/11/2016 3:36 PM
382	Improved flow on Harrodsburg Rd	9/11/2016 3:25 PM
383	The double crossover diamond! It is genius engineering.	9/11/2016 3:21 PM
384	I think the double diamond works well	9/11/2016 3:13 PM
385	Bike lanes and sidewalks	9/11/2016 3:01 PM
386	Off times are quick and easy to bavigate	9/11/2016 2:51 PM
387	Not applicable	9/11/2016 2:20 PM
388	None the thought put in to our roads where not very intelligent	9/11/2016 2:19 PM
389	Direct access to major outlets	9/11/2016 2:19 PM
390	The merge turns on and off the inner-Beaumont circle.	9/11/2016 2:18 PM
391	n/a	9/11/2016 2:08 PM
392	I hate the cut through traffic - drivers speed, drive recklessly and are distracted by phones .	9/11/2016 1:40 PM
393	Na	9/11/2016 1:33 PM
394	Strong system of secondary routes to help avoid high volume areas	9/11/2016 1:33 PM
395	Love the circle	9/11/2016 1:32 PM
396	Don't have to go all the way downtown for my work	9/11/2016 1:23 PM
397	Need a rail system	9/11/2016 1:22 PM
398	Flow of double diamond. There needs to be another lane to get onto new circle road going into town right after going under bridge	9/11/2016 1:02 PM
399	Double Diamond has increased flow in a positive way.	9/11/2016 12:53 PM
400	The double diamond on Hartodsborg Road	9/11/2016 12:47 PM
401	I like the crossover flow	9/11/2016 12:46 PM
402	roads at new circle exits	9/11/2016 12:40 PM
403	Slower speed zones	9/11/2016 12:24 PM
404	The crossover intersection at Beaumont	9/11/2016 12:07 PM
405	I like the new round about	9/11/2016 12:07 PM
406	Double diamond cross over - genius!	9/11/2016 11:59 AM
407	Nothing, it's absolutely terrible	9/11/2016 11:25 AM
408	Access to variety of businesses.	9/11/2016 11:05 AM
409	Double diamond crossover	9/11/2016 10:39 AM
410	Roads within Beaumont work pretty well	9/11/2016 10:31 AM
411	None	9/11/2016 10:28 AM
412	Nearly nothing, the Lexington traffic management service seems to b doing a horrible job at any spect of their job. Light timing being the main culprit to congestion	9/11/2016 10:25 AM
413	The stop lights on Harrodsburg road do not change too quickly	9/11/2016 10:09 AM
414	The new area on Harrodsburg road under new circle	9/11/2016 10:05 AM
415	Addition of existing bike lanes	9/11/2016 9:56 AM
416	N/A	9/11/2016 9:27 AM
417	bicycle lanes	9/11/2016 9:23 AM

418	Congestion on Harrodsburg road with the new housing apartments built	9/11/2016 9:11 AM
419	I actually like the double diamond crossing -- nice access to New Circle.	9/11/2016 8:53 AM
420	I don't have one	9/11/2016 8:51 AM
421	Double diamond	9/11/2016 8:34 AM
422	Double diamond crossover	9/11/2016 8:29 AM
423	Nothing	9/11/2016 8:26 AM
424	None, double diamond slows commute	9/11/2016 8:22 AM
425	Attempted coordination of traffic light patterns.	9/11/2016 8:12 AM
426	The improvement a few years ago with widening and the double diamond helped but can't relieve the problem of the congestion of Beaumont.	9/11/2016 8:08 AM
427	The problems are being evaluated.	9/11/2016 8:06 AM
428	I appreciate the multiple points of entry to the area.	9/11/2016 8:06 AM
429	I feel that the double diamond has greatly reduced accidents in the area. I do not notice a major time change.	9/11/2016 7:46 AM
430	The double diamond crossover which could be improved with dedicated left turn lanes.	9/11/2016 7:44 AM
431	The lights are synched at high traffic times	9/11/2016 7:12 AM
432	Double diamond	9/11/2016 7:12 AM
433	Seclusion from main roads quiet neighborhood	9/11/2016 5:59 AM
434	Extra lanes added at new circle / Beaumont area... it helped but congestion during rush hours is still very bad.	9/11/2016 5:36 AM
435	Nothing	9/11/2016 3:59 AM
436	3 left turn lanes onto Hamburg Rd from Beaumont	9/11/2016 3:06 AM
437	double diamond helped but issues still remain	9/11/2016 2:08 AM
438	How the road layout & design keeps traffic flowing.	9/11/2016 2:03 AM
439	Crossover expedites traffic very well.	9/11/2016 12:55 AM
440	I appreciate that it has many access points	9/10/2016 11:55 PM
441	the double diamond interchange @ NCR	9/10/2016 11:40 PM
442	have no idea what this means. Lextran??	9/10/2016 11:28 PM
443	The widening of New Circle Road from Versailles to Newtown Pike	9/10/2016 11:10 PM
444	Better on ramps to New Circle	9/10/2016 11:08 PM
445	Double diamond crossover	9/10/2016 11:04 PM
446	Everyone that is commonly in the area complains about the issues	9/10/2016 11:03 PM
447	Double diamond	9/10/2016 10:49 PM
448	None, really	9/10/2016 10:29 PM
449	The double diamond crossover	9/10/2016 10:20 PM
450	Double diamond works well, but needs to have more of a buffer in parts.	9/10/2016 10:15 PM
451	New Circle Rd is pretty good. The trolley system is good.	9/10/2016 9:57 PM
452	N/a	9/10/2016 9:50 PM
453	Proximity to what I need and not too crowded during non peak hours.	9/10/2016 9:25 PM
454	Car	9/10/2016 9:17 PM
455	The double diamond crossover helped relieve some backed up traffic	9/10/2016 9:17 PM
456	Double diamond	9/10/2016 9:15 PM
457	Traffic flow during non peak hours is excellent.	9/10/2016 9:08 PM

458	easy to bike and walk	9/10/2016 9:05 PM
459	Amount of lanes on Harrodsburg & crossover	9/10/2016 9:00 PM
460	The zig zag at new circle / Harrodsburg seemed to help	9/10/2016 8:54 PM
461	The double crossover at New Circle	9/10/2016 8:52 PM
462	N/a	9/10/2016 8:52 PM
463	Double diamond helped until increased traffic overwhelmed area again	9/10/2016 8:50 PM
464	Lack of signals	9/10/2016 8:49 PM
465	Double diamond is great	9/10/2016 8:35 PM
466	na	9/10/2016 8:34 PM
467	Crossover	9/10/2016 8:32 PM
468	Bus service between	9/10/2016 8:31 PM
469	Limited neighborhood access	9/10/2016 8:31 PM
470	Na	9/10/2016 8:27 PM
471	Don't use	9/10/2016 8:20 PM
472	Long lights and turning lanes	9/10/2016 8:13 PM
473	Traffic circles as opposed to four way stops	9/10/2016 8:09 PM
474	None of it. Double diamond is a joke & only one way in or out of Beaumont Centre is ridiculous. Driving through neighborhoods is NOT the answer!	9/10/2016 8:05 PM
475	Double diamond works	9/10/2016 8:03 PM
476	The different side road alternatives to Harrodsburg road	9/10/2016 8:01 PM
477	Double Diamond	9/10/2016 8:01 PM
478	The diamond has made it easier for getting on and off new circle road but that area is still horrendous all day!	9/10/2016 8:01 PM
479	Love the Double Diamond! It worked really well when it was first opened.	9/10/2016 7:56 PM
480	The cross-over intersection works, but the lights are too long!	9/10/2016 7:50 PM
481	Neighborhood roads with bike lanes and side walks. Keep the busses off of them.	9/10/2016 7:40 PM
482	I love the double crossover.	9/10/2016 7:39 PM
483	stop sign at Roswell/Beaumont Ctr. even though many motorists ignore etiquette. ManOWar and Beaumont Ctr light.	9/10/2016 7:19 PM
484	Diamond circle	9/10/2016 7:14 PM
485	It is a good system but traffic law enforcement is nonexistent.	9/10/2016 7:07 PM
486	Few pot holes	9/10/2016 7:00 PM
487	Not much	9/10/2016 6:54 PM
488	When there is no traffic, the roads are fine. I like the weird crossover thing on Harrodsberg. It seems to work well.	9/10/2016 6:54 PM
489	Increased speed limit on Harrodsburg and man O war	9/10/2016 6:54 PM
490	The intersection at New Circle and Harrodsburg Rd.	9/10/2016 6:49 PM
491	I don't use public transport	9/10/2016 6:48 PM
492	The circle	9/10/2016 6:34 PM
493	Timed lights keep traffic moving, center turn lanes, especially for emergency vehicles	9/10/2016 6:30 PM
494	We love the double diamond and the ease of using it.	9/10/2016 6:22 PM
495	The double diamond helped, just not enough.	9/10/2016 6:19 PM
496	Multiple lanes	9/10/2016 6:18 PM
497	None	9/10/2016 6:18 PM

498	Hmmm. Clays Mill Road traffic has improved significantly near the New Circle underpass between Stone Rd and Wellington since adding the lanes.	9/10/2016 6:15 PM
499	?	9/10/2016 6:07 PM
500	I can go the other ways out of the area instead of dealing with the traffics at Harrodsburg road. It is a nightmare and when I have to go that way.	9/10/2016 5:58 PM
501	little traffic on weekends.	9/10/2016 5:44 PM
502	N/a	9/10/2016 5:44 PM
503	3 lanes at new circle on Harrodsburg road	9/10/2016 5:40 PM
504	None of them.	9/10/2016 5:30 PM
505	The diamond intersection at 4-5 works well.	9/10/2016 5:29 PM
506	Double diamond has helped flow from Harrodsburg. Rd to New Circle but the Hburg Rd exit from New Circle backs up and clogs up New Circle Rd back to the Versailles Rd exit.	9/10/2016 5:28 PM
507	The better efficiency of the double diamond to move traffuc	9/10/2016 5:15 PM
508	I appreciate how red lights stay green longer going straight on Harrodsburg Rd	9/10/2016 5:14 PM
509	Dedicated bike lanes, flashing yellow for left turns	9/10/2016 5:06 PM
510	The "weave;" bus service, such as it is--could be more convenient.	9/10/2016 5:02 PM
511	Double diamond crossover	9/10/2016 5:00 PM
512	Back roads	9/10/2016 4:46 PM
513	Double diamond	9/10/2016 4:40 PM
514	The double diamond helped briefly	9/10/2016 4:23 PM
515	There is none.	9/10/2016 3:51 PM
516	At this point, the Harrodsburg Road corridor leaves little to appreciate. Switch back helped but the problem extends beyond that.	9/10/2016 3:33 PM
517	Just drive.	9/10/2016 3:13 PM
518	Access through this area to Manowar from Harrodsburg Rd is good.	9/10/2016 3:11 PM
519	The flow on Harrodsburg Road double diamond	9/10/2016 3:00 PM
520	Double diamond crossovee	9/10/2016 2:59 PM
521	The speed of moving the traffic through the double diamond.	9/10/2016 2:36 PM
522	The diamond	9/10/2016 2:13 PM
523	Crossing round about at Circle 4 and Harrodsburg	9/10/2016 1:57 PM
524	Plenty of ways to access man-o-war from back of area.	9/10/2016 1:54 PM
525	Love most parts about the double diamond.	9/10/2016 1:46 PM
526	I can't think of any.	9/10/2016 1:19 PM
527	Many access roads to other major and minor roads to navigate lexigton	9/10/2016 1:07 PM
528	Left turn on yellow	9/10/2016 12:55 PM
529	Switchback relieved congestion greatly.	9/10/2016 12:51 PM
530	Three left turn lanes in Beaumont	9/10/2016 12:48 PM
531	N/A	9/10/2016 12:38 PM
532	The right hand ramp onto Beaumont Circle and the width of the Circle.	9/10/2016 12:09 PM
533	Recently increased number of lanes	9/10/2016 12:06 PM
534	3 left turn lanes	9/10/2016 11:54 AM
535	The ability to avoid main roads when traveling locally.	9/10/2016 11:30 AM



536	The double-diamond crossover right before New Circle helped a lot.	9/10/2016 11:08 AM
537	Wide lanes	9/10/2016 11:07 AM
538	Double diamond	9/10/2016 10:48 AM
539	I like the convenience of Beaumont Circle and during most times of the day, it is not congested	9/10/2016 10:48 AM
540	None of it	9/10/2016 10:47 AM
541	Nothing, it's a pain to drive over there. Unless it's a Sunday night at 8:00.	9/10/2016 10:39 AM
542	Roads to be well maintained and smooth.	9/10/2016 10:27 AM
543	The double diamond crossover has helped tremendously	9/10/2016 10:26 AM
544	Addition of flashing caution sign for the ability to turn w/o use of turn signal	9/10/2016 10:20 AM
545	The Double Diamond at Harrodsburg Rd and New Circle has improved traffic flow along Harrodsburg Rd and the New Circle exit ramps tremendously.	9/10/2016 10:19 AM
546	Three lanes at new circle	9/10/2016 10:18 AM
547	During non-peak times, quick access to YMCA, grocery, and main roads.	9/10/2016 10:16 AM
548	Connectivity to shopping and businesses	9/10/2016 10:14 AM
549	Double diamond.	9/10/2016 10:13 AM
550	Nothing	9/10/2016 10:10 AM
551	Traffic cams	9/10/2016 10:09 AM
552	The crossover worked very well. The reduced congestion didn't last long but is still better and safer	9/10/2016 10:08 AM
553	Double Diamond	9/10/2016 9:59 AM
554	I think the double diamond has made the traffic better to a degree - it just seems that there are now more people using Harrodsburg Road compared to 5 years ago.	9/10/2016 9:59 AM
555	I try to avoid area 1 and 2 so happy there are back ways out of the circle	9/10/2016 9:55 AM
556	#5. Double diamond	9/10/2016 9:47 AM
557	None. If I was still a single guy, I would live somewhere else.	9/10/2016 9:37 AM
558	Closeness of amenities, banks, groceries, gyms, etc	9/10/2016 9:35 AM
559	The double diamond works once you get to it	9/10/2016 9:32 AM
560	Can move a great volume of vehicles.	9/10/2016 9:28 AM
561	Crossover road system at the New Circle intersection	9/10/2016 9:26 AM
562	Double Diamond, road surface conditions are good & well kept	9/10/2016 9:25 AM
563	Having signs that advise one speed and idiots go way to fast or 15 under the limit	9/10/2016 9:17 AM
564	Multiple lanes to enter Harrodsburg Road from Beaumont Ctr	9/10/2016 8:57 AM
565	Access to MOW	9/10/2016 8:48 AM
566	Nothing it's terrible	9/10/2016 8:48 AM
567	Multiple lanes	9/10/2016 8:43 AM
568	Double diamond crossover	9/10/2016 8:39 AM
569	Nothing stands out to be appreciated.	9/10/2016 8:27 AM
570	Traffic lights are generally effective	9/10/2016 8:17 AM
571	Harrodsburg Rd and exit to Beaumont	9/10/2016 8:15 AM
572	Cross over	9/10/2016 8:05 AM
573	Back entrances and exits	9/10/2016 7:57 AM
574	Bike lanes, roads in good condition, when lights are traffic sensitive	9/10/2016 7:44 AM

575	bike lanes, sidewalks	9/10/2016 7:43 AM
576	Not much. Trying to use the existing pedestrian access is a joke. There aren't even sidewalks to the bus stops along Harrodsburg Rd.	9/10/2016 7:43 AM
577	Bike lanes and even better paths	9/10/2016 7:37 AM
578	Double Diamond	9/10/2016 7:06 AM
579	Alternatives to so many cars on the road, and proven methods of moving traffic more efficiently (like the crossover at New Circle and new roundabouts on Alymni)	9/10/2016 7:04 AM
580	widening of Hattiesburg rd	9/10/2016 5:24 AM
581	Buses	9/10/2016 3:10 AM
582	Crossover has helped.	9/10/2016 2:16 AM
583	I always cut through fort harrod and I like the turn light is blinking so I am able to get through all the traffic quickly	9/10/2016 1:54 AM
584	Roads have been widened	9/10/2016 1:35 AM
585	Improvement to Harrodsburg Rd and New Circle intersection	9/10/2016 12:58 AM
586	Getting on and off new circle	9/10/2016 12:33 AM
587	The double diamond helped, but isn't enough.	9/10/2016 12:29 AM
588	The double crossover on Harrodsburg, however everything else is much worse	9/10/2016 12:20 AM
589	The figure 8 @ Harrodsburg Rd & New Circle Rd	9/10/2016 12:13 AM
590	Double diamond crossovwr	9/10/2016 12:12 AM
591	I appreciate the traffic flow being adjusted during peak traffic times by the light modifications	9/10/2016 12:08 AM
592	The double diamond works great for new circle access	9/10/2016 12:03 AM
593	I appreciate the bike/pedestrian lanes along the double diamond.	9/10/2016 12:01 AM
594	Double diamond cross over once you are in it	9/9/2016 11:47 PM
595	Generally sufficient and aesthetically appealing.	9/9/2016 11:25 PM
596	Back up at peak hours going out of lexington on harrodsburg rd	9/9/2016 11:15 PM
597	I think that crossover Diamond works well	9/9/2016 11:10 PM
598	Sidewalks/walking paths	9/9/2016 10:57 PM
599	The diamond has made a huge improvement in flow	9/9/2016 10:53 PM
600	Double diamond crossover	9/9/2016 10:53 PM
601	the double crossover on harrodsburg road	9/9/2016 10:51 PM
602	Wide lanes, turn lanes	9/9/2016 10:48 PM
603	Good during non rush hours	9/9/2016 10:48 PM
604	Love the DCD and new bike lanes.	9/9/2016 10:47 PM
605	Roads are mostly in good repair.	9/9/2016 10:47 PM
606	Diamond interchange	9/9/2016 10:37 PM
607	nice pavement	9/9/2016 10:35 PM
608	Loop at 3 and road 6 as alternative entrance and exit to this area	9/9/2016 10:35 PM
609	The fact you can move through Beaumont center circle pretty fast	9/9/2016 10:30 PM
610	The double diamond intersection.	9/9/2016 10:21 PM
611	The diamond	9/9/2016 10:20 PM
612	Beaumont circle and the merging spots at stop signs instead of making everyone go to the stop sign.	9/9/2016 10:18 PM
613	Speed limits	9/9/2016 10:17 PM

614	I like the double diamond but it is not in sync with the light at Harrodsburg and beaumont	9/9/2016 10:12 PM
615	Double diamond improved traffic flow.	9/9/2016 10:09 PM
616	Double Diamond	9/9/2016 10:04 PM
617	Room in the middle of the road to turn left onto major road	9/9/2016 9:57 PM
618	None	9/9/2016 9:56 PM
619	None	9/9/2016 9:54 PM
620	Lyon Drive gives easy access to Man O War	9/9/2016 9:53 PM
621	None	9/9/2016 9:53 PM
622	Road surface	9/9/2016 9:50 PM
623	NONE - the issue lies in planning approvals without regard to realistic traffic impacts	9/9/2016 9:47 PM
624	The double diamond. Love it. It helped a lot	9/9/2016 9:45 PM
625	Double diamond reduces accidents but does not help traffic move through more quickly	9/9/2016 9:45 PM
626	N/a	9/9/2016 9:44 PM
627	turn on blinking yellow light at some intersections	9/9/2016 9:42 PM
628	Double diamond	9/9/2016 9:40 PM
629	Double diamond has helped a lot	9/9/2016 9:39 PM
630	Double Diamond	9/9/2016 9:34 PM
631	Availability to non-drivers	9/9/2016 9:34 PM
632	None. It's horrible!	9/9/2016 9:30 PM
633	Lex tran	9/9/2016 9:30 PM
634	None	9/9/2016 9:29 PM
635	Double crossover	9/9/2016 9:28 PM
636	Back exit to Beaumont onto Man-O-War so you can actually leave the area during peak times.	9/9/2016 9:26 PM
637	I have no positive input for the traffic issues throughout Lexington	9/9/2016 9:24 PM
638	None	9/9/2016 9:23 PM
639	Pedestrian and biking areas away from the road	9/9/2016 9:22 PM
640	7,8,9, 10 and 12	9/9/2016 9:22 PM
641	Double diamond turn benefits	9/9/2016 9:12 PM
642	Availability of public transportation to reduce traffic volume.	9/9/2016 9:12 PM
643	None	9/9/2016 9:12 PM
644	Double diamond greatly improved movement thru interchange	9/9/2016 9:11 PM
645	The double diamond road transformation	9/9/2016 9:08 PM
646	Being on it at other than school or business hours	9/9/2016 9:06 PM
647	The double diamond has helped tremendously but the light timing is still an issue.	9/9/2016 9:06 PM
648	I usually walk to avoid any traffic.	9/9/2016 9:05 PM
649	I do love the double crossover.	9/9/2016 9:01 PM
650	The fact i can use neighborhood rds but lights are not in sync	9/9/2016 9:00 PM
651	The double crossover helped, but not enough	9/9/2016 8:58 PM
652	I am totally able to avoid the specified area by traveling Clays Mill Rd into Jessamine County for commuting. Traffic in the double diamond area is exasperated by people blocking the intersection, so I just avoid it. The bike lanes are great in the Beaumont area.	9/9/2016 8:51 PM

653	Efforts to keep speed limits in neighborhoods	9/9/2016 8:50 PM
654	I don't use public transportation	9/9/2016 8:45 PM
655	The ability to control traffic flow more adaptively with the double diamond.	9/9/2016 8:44 PM
656	Double Diamond Crossover	9/9/2016 8:43 PM
657	Double diamond	9/9/2016 8:32 PM
658	Being able to avoid Beaumont via MOW and Versailles Road	9/9/2016 8:32 PM
659	Crosswalk signals	9/9/2016 8:31 PM
660	Clear signals and signage.	9/9/2016 8:24 PM
661	The double diamond - until there is an emergency vehicle trying to get through.	9/9/2016 8:23 PM
662	Improved (not perfect) movement with the double-8 diamond intersection.	9/9/2016 8:22 PM
663	Double diamond is great	9/9/2016 8:18 PM
664	Double Diamond has vastly improved commute times to/from downtown during rush hour periods.	9/9/2016 8:16 PM
665	Bike lanes & paths	9/9/2016 8:15 PM
666	That the main roads were widened.	9/9/2016 8:13 PM
667	Beaumont circle flows nicely.	9/9/2016 8:11 PM
668	Contained neighborhood	9/9/2016 8:06 PM
669	N/A	9/9/2016 8:03 PM
670	Efficiency	9/9/2016 8:02 PM
671	None	9/9/2016 7:59 PM
672	????	9/9/2016 7:55 PM
673	The double diamond	9/9/2016 7:53 PM
674	Double diamond has helped some but traffic getting out of Beaumont center onto Harrodsburg Rd at rush hour is impossible	9/9/2016 7:51 PM
675	Roads are in good shape	9/9/2016 7:35 PM
676	construction of double cross over diamond (#5) has helped a little with the flow of traffic	9/9/2016 7:33 PM
677	I like the double diamond concept.	9/9/2016 7:33 PM
678	None	9/9/2016 7:30 PM
679	Good condition	9/9/2016 7:30 PM
680	It's a beautiful community but currently the traffic problem is a MAJOR issue.	9/9/2016 7:30 PM
681	On ramps and off ramps to/from Nee Circle were significantly improved with Double Diamond.	9/9/2016 7:28 PM
682	New double diamond	9/9/2016 7:15 PM
683	None. Traffic management at Lexington is non existent.	9/9/2016 6:55 PM
684	Sidewalks	9/9/2016 6:47 PM
685	I like the 4 way stop on Beaumont Centre Circle.	9/9/2016 6:40 PM
686	Ease of entering Beaumont	9/9/2016 6:37 PM
687	At most times of day, a high volume of traffic gets through efficiently.	9/9/2016 6:34 PM
688	The double crossover does make access to new circle better.	9/9/2016 6:30 PM
689	Double diamond	9/9/2016 6:30 PM
690	None	9/9/2016 6:21 PM
691	Roundabout at Harrodsburg and new circle	9/9/2016 6:15 PM
692	the double diamond-I think it works pretty well though there is room for improvement	9/9/2016 6:07 PM

693	Four way stops	9/9/2016 6:05 PM
694	I like the double diamond, most of the time.	9/9/2016 5:56 PM
695	Beaumont Centre Circle assists with traffic.	9/9/2016 5:52 PM
696	None	9/9/2016 5:49 PM
697	The double diamond	9/9/2016 5:44 PM
698	The double crossover/diamond really improved traffic flow.	9/9/2016 5:42 PM
699	N/a	9/9/2016 5:36 PM
700	double diamond exchange	9/9/2016 5:33 PM
701	Ease of getting onto new circle road with the addition of the double diamond	9/9/2016 5:32 PM
702	The double diamond	9/9/2016 5:31 PM
703	Convenient business access.	9/9/2016 5:26 PM
704	Double diamond crossover is very effective at moving the traffic though that particular area.	9/9/2016 5:26 PM
705	Recent slowed neighborhood traffic speed; increased bike lanes	9/9/2016 5:23 PM
706	The double diamond	9/9/2016 5:16 PM
707	New double diamond has helped	9/9/2016 5:16 PM
708	Wide streets	9/9/2016 5:13 PM
709	Sequencing/timing of traffic lights	9/9/2016 5:11 PM
710	Many ways in and out	9/9/2016 5:00 PM
711	I like the double diamond, I think that helps with safety	9/9/2016 4:59 PM
712	Harrodsburg Rd & New Circle Rd intersection	9/9/2016 4:45 PM
713	Sidewalks, pedestrian and transit access	9/9/2016 4:38 PM
714	Double Diamond seems to have improved traffic on Harrodsburg Road	9/9/2016 4:36 PM
715	The double cross over	9/9/2016 4:33 PM
716	Speed limit	9/9/2016 4:31 PM
717	5	9/9/2016 4:29 PM
718	I think the double diamond was a huge improvement in traffic flow and safety.	9/9/2016 4:28 PM
719	This nieghborhood was not built with traffic flow in mind.	9/9/2016 4:28 PM
720	The new double cross over has helped a lot, and in most areas, the traffic lights are well coordinated.	9/9/2016 4:26 PM
721	Speed of traffic flow	9/9/2016 4:20 PM
722	Walkways and Bike Paths	9/9/2016 4:03 PM
723	The double diamond has improved Harrodsburg traffic at New Circle immeasurably, and traffic flow from Pasadena out onto Harrodsburg is also much, much better with the two turn lanes.	9/9/2016 3:55 PM
724	Sidewalks in Beaumont	9/9/2016 3:52 PM
725	Double diamond has made area safer	9/9/2016 3:52 PM
726	Double cross over	9/9/2016 3:48 PM
727	Test	9/8/2016 5:15 PM



**Q6 What aspect of the existing transportation system concerns you the most (Define what or where are your specific pain points. Use red numbers on the displayed map for assistance if needed).**

Answered: 990 Skipped: 341

**Q6 What aspect of the existing transportation system concerns you the most (Define what or where are your specific pain points. Use red numbers on the displayed map for assistance if needed).**

Answered: 990 Skipped: 341

#	Responses	Date
1	1, 2, 5 are horrible traffic areas during 4-6pm times and in the mornings. It can take over 20 minutes to just get through lights at 1 and 2 areas.	9/22/2016 4:42 PM
2	Need a turning land onto Cave Hill from Harrodsburg Road, and Cave Hill should be improved along the length of Kerr Bros. Funeral Home.	9/22/2016 4:31 PM
3	Areas 1 and 2 seem to be exceptionally congested on a regular basis and there is more being build in the Beaumont Circle area. it is the "easiest" access to Harrodsburg Road and creates major issues at most times during the day. Additionally, Beaumont Circle itself (maybe #3 on the map?) is nearly wide enough for two lanes and would assist with traffic in the circle.	9/22/2016 1:23 PM
4	exiting Beaumont onto Harrodsburg Road at the main entrance is terrible and can take 30 minutes just to get through 2 stop lights	9/22/2016 1:11 PM
5	Leaving the area between 4 - 5:30	9/22/2016 12:46 PM
6	turning L off point 11 to get to point 9 is difficult and gets WAY backed up (even though the road was widened people don't use the right and left lanes on point 11 they aren't marked and might help	9/22/2016 12:29 PM
7	2 and 3	9/22/2016 12:04 PM
8	9,1,2	9/22/2016 11:52 AM
9	Red Dots 1 & 2 are the worst for congestion!! You can never get through this area in under 15 minutes. The lights do not give enough time. This is the worse spot for incoming and out going traffic at peak times 5pm and 7:30-8 am	9/22/2016 11:51 AM
10	At red marker 1, the signal doesn't remain green long enough for those leaving Beaumont Circle	9/22/2016 11:48 AM
11	Trying to enter and leave beaumont area is terrible! #2 area cars should have a "turn light" or something to prevent cars from blocking trying to access straight to Harrodsburg road.	9/22/2016 11:33 AM
12	Need additional off ramp from New Circle to Beaumont Circle to relieve pressure on Harrodsburg Rd during peak travel time	9/22/2016 3:42 AM
13	Pain point 8: during evening rush hour, crossing straight while on man o war, the light is too short. I sit through that light 4 times before continuing on my way. Pain point 1: frustrated drivers block intersection and are stuck in intersection when the light turns red, prohibiting the people from corporate drive from leaving. Pain point 1: very difficult to leave beaumont. Sit through the light changes multiple rotations Pain point 4: try turning right onto harrodsburg from alexandria in the morning Pain Point 5: try turning left onto harrodsburg from pasadena in the morning Pain point 11 and 9: my preferred way home now after leaving work on corporate dr, after picking up kids from ymca. I feel sorry for the people who live in this neighborhood Pain point 6 and 7: exit here works well, but then you hit pain point 8 and that is frustrating. I work on corporate drive, kids are in YMCA after school, I live off clays mill road	9/21/2016 11:29 PM
14	Adding new housing developments south of Man-O-War will increase congestion on Pain Points 4, 5, 1, 9, 10, 8, and 12	9/21/2016 9:51 PM
15	Turning left onto Beaumont from Harrodsburg is a nightmare at high volume times. Also leaving the library and other businesses close to Harrodsburg is near impossible, as traffic going towards Harrodsburg from Beaumont often blocks the intersection and there is no right turn on red. I have had to sit there several cycles where the only clear time to go would be a right turn on red, which is, alas, illegal there. 1&2 are the worst pain points, and 8 is also a bad intersection, slow to get through even at lower volume times.	9/21/2016 9:22 PM
16	peak hour congestion @ 1, 4, 5 & similar problems when schools let out	9/21/2016 5:22 PM
17	4 - Continued growth in Fayette and Jessamine Counties along Harrodsburg Road is going to continue to increase traffic. 8 and 10 Inability turn left during highest traffic times is annoying.	9/21/2016 3:11 PM

18	1-Beaumont Center traffic exiting onto Harrodsburg. Continuing to add businesses without regard to traffic impact.	9/21/2016 3:10 PM
19	2, area 2 is a nightmare of turn lanes, stoplights, and mysteriously no right on red.	9/21/2016 2:38 PM
20	congestion almost any time of the day; yield/merge lane coming off the Beaumont Circle onto the main entrance/exit at Beaumont Centre - #3 red dot	9/21/2016 2:15 PM
21	limited entrance and exit roads for a high volume of traffic	9/21/2016 2:07 PM
22	7 is always congested in the mornings. 3 is very congested in the afternoons around 5pm and its hard to make a left off of governors lane without cutting someone off. A light would help. 2 is always a mess between 4:30pm and 6pm.	9/21/2016 1:46 PM
23	1. The long delay at the stoplight coming out of Palomar 2. The long delay at the stoplight turning off Man O' War onto Harrodsburg Rd 3. That NO ONE obeys the speed limits during school times in front of Dunbar High School	9/21/2016 12:29 PM
24	1, 4, and 12 always seem congested.	9/21/2016 12:28 PM
25	Area 2 is an absolute nightmare from 4:30 - 6:00 weekdays. Something needs to change here!	9/21/2016 11:10 AM
26	1 & 2 on the map plus the 4-way stop intersection at Fieldstone & Beaumont Centre Circle	9/21/2016 11:03 AM
27	#1 and #2 are dangerous, poorly timed, and cause significant back up and frustration in morning and afternoon/evening	9/21/2016 10:41 AM
28	1 and 2 areas are horrible traffic jams during peak hours	9/21/2016 10:40 AM
29	On demand traffic light at #12. We can wait and wait for signal to let cars on Lyon to go when there is NO traffic on Man o' War. It needs to be more responsive.	9/21/2016 10:11 AM
30	Areas 1, 2, and 5 especially in the afternoon rush hour times.	9/21/2016 10:11 AM
31	Double Diamond has really impeded the traffic flow, it needs stacking lanes for left hand turns onto new circle road	9/21/2016 10:10 AM
32	Speeding in residential areas. More visible reminders of 25 MPhil speed limit	9/21/2016 10:05 AM
33	Congestion at 8 is causing palomar cutthrough traffic which causes more congestion at 12 (out of palomar). I don't think lengthening left turn light on inbound harrodsburg at manowar will help much because traffic backs up past the turn lane entrance. Also if at 12 leaving palomar the straight and left turn lanes were separated there could be much volume handled for same light duration.	9/21/2016 9:49 AM
34	The design of the entrance of Harrodsburg Road and Beaumont Centre (#'s 1 and 2) is a total cluster. It's a terrible design! It's only going to get worse because of all of the development that continues on Beaumont Centre Circle. Something also needs to be done at Beaumont Centre Circle and Snaffle.	9/21/2016 8:35 AM
35	Too many cars on the road during peak work times. 4 and 5	9/21/2016 8:13 AM
36	Lyon drive back up and need nontheu access sign for your vehicles and during community off of Harrodsburg Rd	9/21/2016 8:01 AM
37	1, 5, 4, 2	9/21/2016 6:37 AM
38	8, 10 & 12	9/20/2016 10:50 PM
39	#4 through 10: This area will be increasingly more congested with the addition of all the new apartments on Harrodsburg Rd, just south of #4-10, with that traffic entering/exiting and traveling on Harrodsburg Rd.	9/20/2016 10:08 PM
40	areas 1, 2, and 3 - trying to exit out of the Beaumont Center during peak drive times, backs onto the circle stops flow of traffic	9/20/2016 9:21 PM
41	It is hard to get on Harrodsburg Road from Polamar Blvd, especially in the morning hours.	9/20/2016 8:45 PM
42	The intersection of Hartidsburh Ed and man o war	9/20/2016 8:41 PM
43	1 and 2 are the most difficult areas during morning( 7-9 am) noon and leaving school/work (3-7pm)	9/20/2016 8:27 PM
44	#4 - traffic is always backed up at Pasadena and Alexandria	9/20/2016 8:15 PM
45	1 - the turn onto Harrodsburg Road, especially between 5 and 6:30 PM on weekdays is terrible.	9/20/2016 7:52 PM
46	If they are allowed to build a massive 135-field sports complex between Versailles, New Circle and Parkers Mill Rd, the traffic congestion will be unmanageable and even dangerous in these areas!!	9/20/2016 6:54 PM
47	1, 2 and 4 are the frustrating points on the map.	9/20/2016 6:46 PM
48	Traffic in 1, 4 & 5 area is terrible more often than not. Does zoning work independently of traffic engineering?	9/20/2016 6:43 PM

49	Points 1 and 2 are extremely congested. Basically drivers ignore red lights which causes traffic to jam the entire corridor from Harrodsburg Road to Beaumont Circle.	9/20/2016 6:30 PM
50	1 and 2 are among the worst intersections in Lexington at all times; I have never used that intersection unless I am turning into Beaumont Center from having just left New Circle, which never happens for me (I live outside the Man o'War loop). I have personally never experienced many issues elsewhere, although the corridor between 3 and 7 with the single stop sign at 6 always feels extremely awkward to drive (I would actually suggest more stop signs if possible along that road, as the single sign at 6 feels much more like a flow impediment for me, though I also am never on that road during peak traffic times)	9/20/2016 5:26 PM
51	Areas 1 & 2 are problematic all day every day, and nearly impossible to navigate during morning & evening rush hours.	9/20/2016 4:47 PM
52	1,2,5 are regularly backed up and not moving. People run red lights to get thru the intersection.	9/20/2016 4:19 PM
53	gridlock at intersection of H'burg Rd and Beaum Cnt Ln #1 - at 5pm ...can't get out of B'mont as stoplights in double diamond don't keep traffic moving to let traffic out of B'mont.	9/20/2016 3:56 PM
54	Too much residential building when schools are already at max capacity. There are far too many bottle-neck areas trying to get onto or across new circle and Harrodsburg. There needs to be other access/exit points created while maintaining the integrity of the neighborhood atmosphere. I live/work less than a mile a part and I no longer have time to go home for lunch because of traffic. I'm ecstatic that attention is being given to this area.	9/20/2016 3:23 PM
55	While at times the traffic in this area (especially at 1 and 2) is quite bad, the building of the proposed sports complex at Cardinal Run Park North will make it much worse. 3,000 daily visitors are expected from Friday - Sunday for seven months each year. The closest hotels for the visitors are in Beaumont Center (especially is traffic is directed to MOW, which is the current plan), and many of the closest restaurants are in Palomar and Beaumont Center. While this may be good for the economy, it will surely make traffic in this study area exponentially worse.	9/20/2016 9:19 AM
56	Numbers 3, 6 and especially 11. There is absolutely too much speeding in these areas trying to get to the Beaumont Area. The speed limit is 25 and most drivers are doing between 30-60 in these areas. Snaffle is the worst and most dangerous for joggers, cyclists, and even walkers and mom's walking their babies with strollers. As soon as a driver turns off of Ft. Harrods or Beaumont Circle onto Snaffle, they are already up to 30-40 mph. There was a study done about a year or so ago that indicated that people were not going over the speed limit. Sad thing is they relied on "technology" for the answer instead of allowing a team to sit out here and OBSERVE how fast people are really going! So, they painted white lines and placed some laughable "25 mph" signs on the light poles, which did nothing to stop the speeding. They slowed down for a while, but now it is back to everyone driving like they are going to a fire. It would be nice if something could be done about the speeding before someone gets injured or killed. The city said they couldn't put speed humps in because "it is a connector" road, however I have seen the speed humps on the other end of Snaffle that allegedly the homeowners paid to have put in. I have also seen the permanently placed smaller speed flashing signs in Andover and Waterford area. So why since Snaffle is so heavily traveled can't these speed flashing signs be put on Snaffle? Or perhaps a couple of 4 way stop signs, one at Parasol and Snaffle and one at Weber Court and Snaffle, this would go a long way in slowing traffic down, plus raise money for the city for running stop signs. Or how about putting on the street, "speed limit 25 mph." I recently saw this in Nashville where they had the speed limit posted in big letters and numbers on the street about every .3 of a mile on heavily traveled neighborhood streets.	9/20/2016 8:28 AM
57	Beaumont Traffic Light at Harrodsburg Rd	9/20/2016 8:25 AM
58	Turning into Beaumont and turning out onto Harrodsburg Rd is usually more than one traffic light.	9/20/2016 7:48 AM
59	Future: The possibility of the expansion of the Cardinal Run Park North into a massive 135 Youth Sports Complex will add a significant influx of traffic and further impede congestion at points 1, 2, 3, 6 and 7. Furthermore, with the advancement of GPS, it's logical to think that out-of-town families will navigate the neighborhood roads from hotels in Beaumont over to eat in Palomar creating more traffic at points 11 and beyond as well as 1, 9, 10, 8 and 12. Finally, although not numbered, the intersection at Parkers Mill Rd at MOW should be included in the traffic study because IF a Sports Complex were to come to fruition, both Beaumont and Palomar will be the key locations for consequentially more traffic and congestion.	9/19/2016 10:32 PM
60	Locations 2 & 9 become very congested at the rush hour @ 5pm. With the increase in the number of businesses in Beaumont Centre the traffic will continue to become a problem at peak travel times	9/19/2016 7:41 PM
61	Adding more problems to already existing problem areas. And ruining the scenic roads.	9/19/2016 7:03 PM
62	Traffic signals are not long enough to get through Beaumont centre and Harrodsburg road and ft Harrod drive and Harrodsburg (no more than three cars)	9/19/2016 6:11 PM
63	Area 9, Fort Harrods Drive to Harrodsburg Road is completely bottlenecked for 1&1/2 hours in the morning around 8 and in the evening from 4:30-6:30. Most of it is cut through and not neighborhood traffic	9/19/2016 5:22 PM
64	Road design flow ill equipped for population growth.	9/19/2016 5:08 PM

65	Congestion at #1 and #2 is terrible at certain times and is getting worse as more businesses are added to the circle. It's very hard to exit the neighborhood at 1 or 9 during rush hours (am and pm); also, turning from Alexandria to Harrodsburg Rd at 5 is sometimes impossible due to back ups.	9/19/2016 5:02 PM
66	Wait times which can take several light cycles at #1 and #2 on the above map during evening rush hour. Also cars inbound on Harrodsburg Rd blocking the intersection to turn left from Beaumont Center Parkway onto Harrodsburg Rd at #1 further compound the delays.	9/19/2016 3:32 PM
67	Beaumont to Harrodsburg rd	9/19/2016 3:26 PM
68	The recently planed expansion of Cardinal Run Park North into a Youth Sports Complex will significantly increase the traffic in and around the mapped area. The traffic along the Harrodsburg Road (points 1, 2, 4, 5, 8, 9, 10) will likely sustain major congestion. Although not indicated in the map, the intersection of Parkers Mill and Man O' War will also suffer negative impact if the expansion were to move forward.	9/19/2016 3:00 PM
69	time spent waiting at signals at 1, 2, 4, 5, and 9.	9/19/2016 2:37 PM
70	1,2,5	9/19/2016 1:52 PM
71	Future: The possibility of the expansion of the Cardinal Run Park North into a massive 135 Youth Sports Complex will add a significant influx of traffic and further impede congestion at points 1, 2, 3, 6 and 7. Furthermore, with the advancement of GPS, it's logical to think that out-of-town families will navigate the neighborhood roads from hotels in Beaumont over to eat in Palomar creating more traffic at points 11 and beyond as well as 1, 9, 10, 8 and 12. Finally, although not numbered, the intersection at Parkers Mill Rd at MOW should be included in the traffic study because IF a Sports Complex were to come to fruition, both Beaumont and Palomar will be the key locations for consequentially more traffic and congestion.	9/19/2016 1:38 PM
72	Current: The morning commute at #2 is extremely long -- normally 2-3 light signals to get to New Circle Rd. Future: The possibility of the expansion of the Cardinal Run Park North into a massive 135 Youth Sports Complex will add a significant influx of traffic and further impede congestion at points 1, 2, 3, 6 and 7. Furthermore, with the advancement of GPS, its logical to think that out-of-town families will navigate the neighborhood roads from hotels in Beaumont over to eat in Palomar creating more traffic at points 1, 9, 10, 8 and 12. Finally, although not numbered, the intersection at Parkers Mill Rd at MOW should be included in the traffic study because IF a Sports Complex were to come to fruition, both Beaumont and Palomar will be the key locations for significantly more traffic and congestion.	9/19/2016 11:35 AM
73	Snaffle Road between Beaumont Centre and Fort Harrods Drive carries too much traffic volume at peak hours. A specific pain point is that increasing the timing of the traffic light at Fort Harrods Drive and Harrodsburg Road to ease congestion in Beaumont would shift more traffic onto Snaffle which is already congested. Widening Fort Harrods Drive would have the same unacceptable negative impact and would require taking down the front entrance to the Harrods Hill neighborhood. Changing the light timing at Beaumont Centre and Harrodsburg Road would make a mess out of Harrodsburg Road, and that should be a priority from a traffic engineering perspective. Dumping traffic through a neighborhood to solve a significant design error in Beaumont Centre is a completely unacceptable solution. Widening or adding roads would be a long-term solution that eventually will be necessary.	9/19/2016 11:16 AM
74	Too many traffic lights and none are in sync	9/19/2016 8:40 AM
75	The traffic signal at #2 should never have been installed - an utter waste of federal grant funds. That cross-road should have been left with stop signs so as to discourage traffic from entering that intersection. Very poor "design"	9/19/2016 8:13 AM
76	Harrodsburg road is getting oppressively slow between Brannon Crossing and Down town especially from Man O War to just inside New Circle	9/19/2016 7:48 AM
77	At peak traffic from work in surrounding offices, the intersection at area 2 breaks down. Traffic turning in the intersection is far greater than through when going parallel to Harrodsburg, and the intersection itself is constantly blocked by the long queue to turn left onto Harrodsburg Rd towards New Circle.	9/19/2016 7:17 AM
78	1) would like the traffic signals times to improve flow into town on Harrodsburg Road 2) During off peak traffic times would love to have flashing yellow and red lights at lower volume intersections.	9/18/2016 5:17 PM
79	#1 & 2: turn lanes back up a signif. distance, causing frustration; # 10: inbound Harr.Rd. at Wellington Way: the L turn lane into Palomar Center backs up signif.; need L turn signal with adequate turning time allowed.	9/18/2016 3:07 PM
80	Poor driver behavior	9/18/2016 1:46 PM
81	Traffic on Harrodsburg has increased dramatically over the last few years. It seems a lot has moved from Nicholasville Road to Harrodsburg Rd. Flow through intersections, particularly 1, 5 and 4 is very bad at rush hour. In the evenings traffic flowing out of town frequently backs up a long way towards town,	9/18/2016 1:33 PM
82	1 & 2 are impossible at certain times of the day 4 traffic often backs up and people block the intersection going away from town.	9/18/2016 12:50 PM
83	Congestion at 1 2 and 9 during rush hour	9/18/2016 12:45 PM



84	1 is the greatest headache. Evening rush hour of NB Harrodsburg road traffic effectively blocks turning traffic from Beaumont Centre Pkwy.	9/18/2016 9:32 AM
85	2 diamond crossing intersection- "the biggest mistake ever "	9/18/2016 12:04 AM
86	Speed on Harrodsburg Rd from Beaumont Center in Man of War is too high. Light cycle is too short across Harrodsburg Rd from Ft Harrods.	9/17/2016 9:06 PM
87	All of it, especially 1-7 for me personally.	9/17/2016 8:37 PM
88	Area 1 and 2 have been greatly impacted by double diamond. Too many lights in short area and disrespect of motorists when adhering to traffic signals. Possible solution to reroute traffic on other side of bank/tire store for right turn traffic. Also corporate drive exit could be moved closer to arrowhead drive.	9/17/2016 7:36 PM
89	1,2,8,12. So much traffic waiting on green lights.	9/17/2016 3:50 PM
90	Speeding, not coming to a full stop at stop signs, failure to yield - especially coming off Beaumont Circle as you head toward Harrodsburg Rd.	9/17/2016 1:44 PM
91	Speed on neighborhood streets. Running stops.	9/17/2016 1:26 PM
92	A ramp access to new circle road east would reduce congestion at 5pm.	9/17/2016 12:17 PM
93	The #1 and 2 area signals and people running and blocking the intersection. Also consider one way on/entrances from the Beaumont circle, corporate center road areas onto new circle. Removing this volume of traffic from the area and intersection. One real problem is that people live out of the city but work in the city. Not sure how to fix this but thought I would mention it. Good luck.	9/17/2016 11:57 AM
94	Traffic light timing is awful, all over this city. The lights turn red as you approach each intersection. Other cities time their lights so that if you're going the speed limit, the lights stay green for you.	9/17/2016 11:19 AM
95	2,1 are extremely congested during the day and nearly impassable at rush hour. I work near #11 and I try to use Snaffle but speeders make this a bit dangerous. I have never seen the speed limit enforced there. With construction continuing in this area, I only foresee things getting worse.	9/17/2016 9:11 AM
96	1,4,5	9/17/2016 1:07 AM
97	1,2,5,4!!!!	9/16/2016 10:27 PM
98	6-long lines at stop on roswell headed toward Manowar prevents those wanting to turn into Roswell from being able without undue delay. 2-Timing of traffic lights inevitably leads to cars in the middle of the intersection after their red light and opposing traffic goes no where. Its a mess all the time!!	9/16/2016 10:12 PM
99	Entering Beaumont from Harrodsburg (turning left), especially if you need to be in the right-hand-lane. The left turn signal is too short and then the next light turns red! Answer -- roundabouts.	9/16/2016 8:41 PM
100	#4 From 7:20ish until 8am @ #4 is a mess because cars turning right off Alexandria heading S block all 3 S bound lanes forcing cars turning left from the east side to block cars headed N on H'burg. Not nearly enough cars get thru the light turning left heading S on H'burg because of this. Right turn on red from W Alexandria should be prevented to help alleviate this. Or maybe a readjustment of the timing of lights @ #4 & #5 @ this time of day although I believe this same issue is a problem during the afternoon commute. Most of this corridor needs longer turn lanes, possibly a new one @ Cave Hill Ln.	9/16/2016 7:17 PM
101	Harrodsburg Road	9/16/2016 6:13 PM
102	1 and 2 are the most heavily trafficked points in the grid. They back up terribly and I hate being there in the late afternoon, early evening.	9/16/2016 6:00 PM
103	1 and 2 on the map would be my 1 and 2 trouble spots. Traffic frequently backs up from 1 into and through 2 with drivers blocking lanes. Also those turning onto Beaumont Centre Blvd at 2 to go SE to Harrodsburg Rd often have to cross lanes with those coming from the opposite direction in order to get to the appropriate turn lanes onto Harrodsburg.	9/16/2016 4:27 PM
104	the double diamond at #5 has alleviated issues for the Beaumont area but has pushed after work traffic jams down further on Harrodsburg Road at #8 and #10, where there are only 2 lanes and new multi family developments under construction.	9/16/2016 4:09 PM
105	The main entrance & exit in Beaumont - need more ingress & egress options to redirect traffic. Most people don't know that there are other outlets.	9/16/2016 4:08 PM
106	Traffic at points #1 and #2 concern me the most, especially between 8:00 - 10:00 a.m. and 3:00 - 6:00 p.m. The congestion at those times is very bad.	9/16/2016 4:02 PM
107	Improve traffic signals	9/16/2016 3:45 PM

108	Pain points 9 and 11 are very concerning to regular neighborhood walkers, esp. Early morning w/commuters from s. Harrodsburg road going down to Snaffle to Beaumont and afternoon commuters in reverse; do not adhere to 25 mph nor yield to pedestrians trying to cross Ft. Harrods and Snaffle thru the neighborhood. Also, commuters from Palomar on Lyon to Ft. Harrods, ditto the same, speeding, not yielding or making complete stops at 4-ways. Better police patrol for speeding, signs for yield to pedestrians, which include school children and speed humps on Snaffle and Lyon between above, stated areas.	9/16/2016 3:43 PM
109	#12 I live in Palomar and the light getting out of the neighborhood in the morning is terrible! If cars don't cross at just the right interval it turns red. It's hard to be neighborly with the cross traffic at Peppertree when any delay stops traffic. The light cycles every 3 minutes so more frequency in the morning would be helpful. #6 The stop sign at Roswell is always backed up in the morning and occasionally during evening rush hour. Any additional exit points from neighborhoods might help. #8 This area is always backed up in all directions morning and evening rush hour and Keeneland meets make it much worse. #1 There is always a backup during morning and evening rush hour.	9/16/2016 3:42 PM
110	At peak traffic times ( am and pm) I see problems getting onto H'burg Rd from side streets between T'land Mall and MOW. Lights only allow a few cars to turn onto H'burg so drivers run red light and block intersections preventing the next cycle of traffic to proceed. Also, drivers on H'burg block intersections preventing cars from turning right on red when there is an opportunity to go ahead and turn. Would be helpful if Beaumont had a second entrance/exit onto H'burg Rd, would ease the congestion at the entrance to Beaumont center.	9/16/2016 3:26 PM
111	2. Poorly senqrenized and very conjested. 1. Turn signals not long enough during peak traffic.	9/16/2016 3:16 PM
112	The signal at Beaumont (#1) is EXTREMELY short when traveling north on Harrodsburg Rd, turning left into Beamont. Barely 3 cars get through before it changes to yellow and then people just run it to get through. Same with the light when traveling towards Harrodsburg Rd on Man O War (#8) in either direction. The cars just line Man O War and only a few get through each cycle. Another issue is the flashing yellow turn arrows at many of these intersections, during rush hour. They are extremely stressful and potentially fatal. People are in a rush, with short patience levels, and they take risks that aren't necessary when turning left across major roads like Harrodsburg. OR they honk at other drivers even if the other driver doesn't feel comfortable turning left on the yellow flashing arrow during rush hour because of obstructed views. These lights would be better using the traditional green/yellow/red with no flashing during the rush hour period.	9/16/2016 3:02 PM
113	Areas 1 and 2 are problem areas and need attention.	9/16/2016 2:52 PM
114	1,3: The fly-aways at #3 and at Beaumont Centre Circle and Parkway are dangerous and the traffic build-up at Beaumont Center Parkway and Harrodsburg Road at rush hour. The ability to see as i merge at the flyaways is limited and the people behind are mot prepared to stop if i need to.	9/16/2016 2:49 PM
115	Speeding and lack of enforcement along Harrodsburg Rd. and Man O'War Blvd.	9/16/2016 2:38 PM
116	area 4 and 5 The side roads Alexandria and Pasadena You can't get out doing rush hour because the time on the lights ( 3 mins into the city and 30 seconds out and back up of the traffic.	9/16/2016 2:37 PM
117	It would appear the first thing that may help is to change the light cycle so that the leading lights turn green before the following lights. So often I am at a light that turns green only to be at a stand still because the lights ahead are still red. This is especially true at areas 4-8 on the map.	9/16/2016 2:25 PM
118	Accessing Harrodsburg Road from Pasadena in peak periods.	9/16/2016 2:14 PM
119	1 and 9	9/16/2016 2:07 PM
120	At points 1 and 2 congestion is very high	9/16/2016 2:05 PM
121	Something--anything--with the Dunbar traffic. During school hours, a traffic light is desperately needed at MOW and Cave Hill. The light at Harrodsburg Road and Ft. Harrod is in dire need of revamping. It is slow, slow, SLOW to turn and isn't aligned with the other lights along Harrodsburg Road. It's very slow to change and traffic backs up horribly on Ft. Harrod especially during rush hour.	9/16/2016 2:04 PM
122	Entrance and exit to Beaumont is insane. The city needs to stop developers from creating these poor designs to start with. The back-up on H-burg Road in the evening rush hour is crazy.	9/16/2016 2:00 PM
123	No free trolley service	9/16/2016 1:55 PM
124	speeding in Harrods Hill Neighborhood-11 drivers not stopping for pedestrians-11	9/16/2016 1:29 PM
125	Prolonging the light timing at Ft. Harrods and Harrodsburg Rd. is not a solution. This will only serve to draw more traffic along the Snaffle Rd. Corridor, which is already a problem spot. This is a 25MPH road where we routinely see drivers using this as a cut-through at excessive rates of speed. Yes -- drivers will use this route at 40-50MPH! If you lengthen the aforementioned light, this will only exacerbate what is already a serious and dangerous problem area. Drawing more traffic to the Ft. Harrods/Harrodsburg Rd. intersection is not an effective or efficient solution.	9/16/2016 11:38 AM

126	The increase in the number of businesses inside Beaumont circle has led to more traffic congestion at the end of the business day. It is very difficult to exit Harrods Hill neighborhood from either our main entrance (#9) or at exits 1 and 2	9/16/2016 10:50 AM
127	1, 8	9/16/2016 10:07 AM
128	At points 1,2, and 11 STRICTLY enforce lane blockages at morning and afternoon commute times. At points 9 and 12 the traffic signals allow too few vehicles to access Ft Harrods and Man O' War.	9/16/2016 10:05 AM
129	#9, this is a residential neighborhood and people use it as if it is a regular road with high speeds to match.	9/16/2016 8:30 AM
130	Bicycle safety and child safety - cars travelling too fast through neighborhoods and unaware of cycling laws/safety.	9/16/2016 8:26 AM
131	Ft Harrods and Harrodsburg rd	9/16/2016 8:08 AM
132	No police coverage for speeding through neighborhoods of those avoiding main artery traffic. Speed bumps DO NOT work. Police cars do.	9/15/2016 11:14 PM
133	8,9,10 - people from the side roads that pull out onto Harrodsburg Road into oncoming traffic causing everyone to slow down quickly. 1,2 - Traffic from this area that turns onto Harrodsburg road often blocks the intersection making it impossible to turn if you are in a turning lane.	9/15/2016 10:35 PM
134	Traffic is backed up from 9 to 1 in the morning and from 9 to 8 in the evening. Also traffic is backed up north of 4 in the evening.	9/15/2016 9:15 PM
135	9. Ft Harrods Dr. Heavy traffic, excessive speed, not stopping at stop signs.	9/15/2016 9:14 PM
136	Lex tran speeding thru the neighborhood along with everyone else	9/15/2016 8:57 PM
137	Getting out of the Beaumont 1 and 2	9/15/2016 8:47 PM
138	long turning time at Wellington and Harrodsburg Rd. and at Harrodsburg/Man O War	9/15/2016 7:55 PM
139	9, Ft harrod and Snaffle needs a 4 way stop. School buses have stops there and cars travel way too fast endangering students. Stop may deter	9/15/2016 5:46 PM
140	Non-access during congested times.	9/15/2016 5:28 PM
141	Usually trying to turn across Harrodsburg Road. I go down Harrodsburg Road a lot from outside of man o war, and every turning light going across Harrodsburg road is VERY short, and the wait for it to turn green again is pretty long. I also notice the traffic in Beaumont Centre is bad at high traffic times. Also, I always hit the red light at man o war and harrodsburg road. Going down or across harrodsburg road can be challenging.	9/15/2016 5:23 PM
142	Traffic light number ten is extremely too short in time to cross over Harrodsburg road	9/15/2016 4:43 PM
143	Exiting the circle to Harrodsburg Road between 4-6 pm is ridiculous, particularly the back-up that occurs at junctions 2,1, 5 & 9, in that order.	9/15/2016 4:42 PM
144	The double diamond crossover confuses most drivers, resulting in slow downs, and accidents.	9/15/2016 4:32 PM
145	Harrodsburg road 4-80	9/15/2016 2:41 PM
146	Zones 1, 2 9 are pretty bad at rush hours, especially in afternoon rush. Zone 9 has major back up 430 to 6 pm. The light lengths are very short. Not as bad entering these zone but feel captive trying to exit at the evening times.	9/15/2016 2:32 PM
147	Traffic light timing and turn access at lights #1 & #2 seems poor.	9/15/2016 2:03 PM
148	need speed humps on curve on Gondola Drive. Cut thru to park and now to Beaumont Circle. Numerous children live on the curve and cars are parked on sides of road. Very dangerous. Have asked neighbors and they agree. Did not have anyone say they did not favor.	9/15/2016 1:55 PM
149	Areas 11 and 9 are the most painful for my family's daily activities. Areas 1, 2, and 3 are inconvenient.	9/15/2016 12:41 PM
150	Morning traffic 8-9 am and evening traffic flow 5-6 pm	9/15/2016 12:18 PM
151	Ability to exit area from 1 and 8 has been hampered by the lack of roads to handle the amount of development completed.	9/15/2016 11:37 AM
152	1,2,3,90	9/15/2016 11:14 AM
153	Number 4,5, 1, 2, 8 and 10 concerns me most. The most pain points are 4,5, 1and 2.	9/15/2016 11:05 AM
154	Sitting through 3-4 traffic lights without motion increases agitation and encourage illegal traffic moves. This happens at the light at Pasadena just north of New Circle on Harrodsburg road. Traffic also backs up on Beaumont Circle leading to Harrodsburg road.	9/15/2016 11:03 AM

155	2 is a huge problem. It is so unbearable in the evenings that it causes me to go out the back way to the dangerous Parkers Mill. Parkers Mill needs to be upgraded and widened before it will be widely used. It is a natural outlet for people going north and would shift more traffic in that direction. A connection of Roswell to Parkers Mill would be really effective or something else from Beaumont Circle to Parkers Mill. Would entrance ramps onto New Circle from Parkers Mill be useful? (not exit ramps) 4 seems to be a significant driver in the inability to move smoothly into the double diamond in the evenings.	9/15/2016 10:57 AM
156	#9 is a problem. The light only stays green long enough for about 2-3 cars to cross Harrodsburg Rd and that is a big problem around 4:30 pm or 7:30 am. The timing for #1 and #2 doesn't seem to be right. Things back up a long way there and it takes a long time to get through if you are leaving Beaumont between 3 and 6 pm. I also think there are too many apartments and townhouses being put into the area. That will only make the congestion worse.	9/15/2016 10:45 AM
157	traffic light at 1 needs to be evaluated for response time and duration	9/15/2016 10:39 AM
158	Area 1 gets backed up in rush hour and the signals are not sequenced well, so people tend to block the intersection. Everyone is trying to get onto New Circle RD and needs to be in the inside lane. Around area 11. Snaffle on to Beaumont Center is always a problem in the late afternoon. Trying to get the kids to the YMCA by turning left there is a problem.	9/15/2016 10:31 AM
159	Traffic backing up at 2 and 1.	9/15/2016 10:18 AM
160	1, 2, and 5. Terrible!	9/15/2016 10:11 AM
161	Backup on Ft. Harrods Drive and Harrodsburg Rd at light during high traffic times (to and from work used as cut through). It gets backed up past snaffle road blocking that intersection. Turning left onto Beaumont Circle from Snaffle gets backed up. Areas #1 and #2 get backed up during heavy traffic times as well.	9/15/2016 10:05 AM
162	Ever increasing residential and work population in a confined area around Beaumont Circle. More population increase south of Ft Harrods Drive and Harrodsburg Road at and along Man-O-War Blvd east of Harrodsburg Rd. As a result more and more traffic dumps onto Harrodsburg Rd especially during rush hour in morning and evening. Congestion is only going to become worse on the whole south side at Point 8 of Lexington in the months and years ahead with growing population and business expansion. Point 10 on Ft Harrods Dr is always backed up on Ft Harrods Dr when turning or crossing Harrodsburg Rd during evening rush hour. It is especially difficult trying to cross Harrodsburg Rd at this time because of the short light. Only 2 or 3 cars can cross safely before the light changes.	9/15/2016 9:49 AM
163	Running red lights	9/15/2016 9:41 AM
164	1 and 2 at peak times.	9/15/2016 9:33 AM
165	#2 and 1. Coming from Beaumont Circle, sitting at red light 2, watching those turning left in front of me going toward library, while 1 is a green light with no one going through. Then, of course, when 2 is finally green, light 1 turns red after very few cars, leaving a line that backs up, leaving many to sit through another red light at 2. During peak hours I have sat through 3 light cycles to get onto Harrodsburg Rd.	9/15/2016 9:22 AM
166	2 and 9 are the main areas for egress during rush hours and busy hours. These are NOT sufficient to release all the traffic that builds up at those times. I end up going WAY out of my way (example going all the way to 10 or 7 to get out of neighborhood.	9/15/2016 9:17 AM
167	Biggest issue: Traffic light engineering that stymies movement.	9/15/2016 9:07 AM
168	Traffic entering Harrodsburg Road in mornings and evenings	9/15/2016 8:54 AM
169	Speeding on Snaffle Dr, speeding and wrong turns onto Nevius Dr. (creating confused drivers who in turn speed faster back to their correct route), backup on Ft. Harrods attempting to turn onto Man O' War, speeding around Beaumont Center Dr., speeding and reckless driving around Rosa Parks during school dropoff.	9/15/2016 8:54 AM
170	Crossing FT Harrods Drive using Snaffle Road is dangerous and is often blocked by traffic during peak hours. A 4 way stop might help the flow and create a more safe option.	9/15/2016 8:35 AM
171	The fact that the traffic during peak weekday hours is non stop and as a pedestrian you cannot walk across the Beaumont circle. The traffic has minimal breaks to leave the contained neighborhood to get out to the grocery store or to the YMCA. The lights at Ft. Harrods back up traffic for 2-4 light sets to leave in the evening. The traffic sign at Snaffle and Ft. Harrods needs to be the huge stop sign because traffic leaving the work area at Beaumont circle wants to ignore it. I try to never use the Beaumont Circle light because it is usually too long of a wait and backs up for too many cycles..	9/15/2016 8:28 AM
172	Getting out of the Beaumont Centre area in the morning and afternoon is getting ridiculous. If you get out onto Harrodsburg Rd, the traffic is stopped almost immediately. Lights!	9/15/2016 8:27 AM
173	Speed control in neighborhoods (harrods hill road)	9/15/2016 8:25 AM
174	1, 2, 8	9/15/2016 7:33 AM

175	1	9/15/2016 1:11 AM
176	The section between Beaumont Circle and Harrodsburg Rd (#1 and #2) is poorly designed. It funnels too much traffic into one spot. Congestion is assured by the close proximity of two traffic lights and a stop sign. Harrodsburg Rd from New Circle Rd outward is another bottleneck, which obviously compounds the problem near Beaumont Circle. Another lane for Harrodsburg Rd would be a remedy, but you would likely need another lane on New Circle Rd to accommodate this additional traffic volume smoothly.	9/15/2016 12:25 AM
177	Reducing speed on neighborhood roads is a critical problem. The area is becoming increasingly unsafe for children and peds/bikers.	9/14/2016 10:53 PM
178	Only few access points intersect major roadways.	9/14/2016 10:49 PM
179	4, 1, 2, 5	9/14/2016 10:47 PM
180	Traffic from all directions at location #5 running light after it changes blocking intersection constantly.	9/14/2016 10:42 PM
181	My biggest issue is getting onto Harrodsburg road from Ft. Harrods during high volume times at intersection #9 entering from the west. There needs to be three lanes instead of two, one to turn left, one to go straight, and one to turn right. It takes too many cycles of the light to get through this area and traffic is way backed up on Ft. Harrods Drive.	9/14/2016 10:40 PM
182	The light at 9. is a particular problem for our family. Traffic backs up well into our neighborhood and it causes a huge delay getting in and out. The light only stays green about 5 seconds. People constantly run it and there are often accidents. The fact that both lanes turn left out of HH is a problem as well. Only the left lane should turn left. A right turn lane would help alleviate back up as well.	9/14/2016 10:30 PM
183	1, 2 & 9	9/14/2016 10:12 PM
184	New building and businesses in Beaumont Circle will make the intersection of Beaumont Center Lane and Harrodsburg Rd. unusable for much of the day.	9/14/2016 10:11 PM
185	Bad backups exiting out of Harrods Hill onto Harrodsburg Rd. at afternoon rush hours (9). Also bad backups in the morning to turn left out of Beaumont Centre onto Harrodsburg (1 and 2).	9/14/2016 10:06 PM
186	1, 2, 9 are most congested,.	9/14/2016 10:03 PM
187	Ft Harrod and man o war needs a light. Ft Harrod and Harrisburg rd congested. I think it's snaffle and Beaumont circle near Y. Difficult to turn left.	9/14/2016 10:01 PM
188	Trying to leave the neighborhood anywhere from 3:00 to 6:00 PM. And coming into the neighborhood from 4:30 to 5:30 PM	9/14/2016 9:59 PM
189	NA	9/14/2016 9:32 PM
190	More congestion than Harrodsburg rd can handle	9/14/2016 9:32 PM
191	Areas 1 and 2 in Beaumont Centre have serious problems and frankly are the result, in my opinion, of poor planning and design	9/14/2016 9:29 PM
192	Cars speeding down the outbound lane of Harrodsburg Rd. that merges back into 2 lanes, just past the entrance to Beaumont Center Drive. I see cars doing 65 mph just to pass 2-3 cars. It creates dangerous congestion at the merge-point of the lane.	9/14/2016 9:15 PM
193	The light from Fort Harrods to Harrodsburg Road is consistently backed up. If I don't hit it right, I know I'll likely be late.	9/14/2016 8:53 PM
194	Spots 1&2	9/14/2016 8:29 PM
195	Speeding, not yielding to pedestrians and high density cut thru commuters from Harrodsburg road thru Harrods Hill in sections 9 and 11 during early morning and late afternoon.	9/14/2016 8:23 PM
196	1,2,8,9,10	9/14/2016 8:20 PM
197	#9. Widen with a right turn Lane only going towards manowar	9/14/2016 8:02 PM
198	The Beaumont lights/intersections (#1 and #2) are a disaster. Perhaps folks need to be better informed about using Man O War as a way to get out of Beaumont (instead of Harrodsburg Road)	9/14/2016 8:00 PM
199	3. The Beaumont Circle area is absolutely awful in the mornings and afternoons as people are getting off work.	9/14/2016 5:39 PM
200	Beaumont Centre entrance at Harrodsburg Road. Major issues at Fieldstone and Beaumont Centre Land on both sides. Drivers block all lane to get in the one they prefer plus they run the light to queue to move. 1 and 2.	9/14/2016 5:32 PM



201	#1 & #2. This is a mess at rush hour, cars block the 4-way light intersection by Speedway first. Drivers run red lights here daily, and turn right on red from the library road even when signs say no right on red permitted. Then drivers exiting Beaumont Center pull out onto Hburg on the Left turn light trying to go toward New Circle, even if there's nowhere to go, blocking the through drivers when the thru light changes. The light cycle was altered recently and has made it even worse. We do feel it affects business decisions, since one restaurant right at this intersection has been abandoned for years. Only two major routes out of Beaumont Center is insufficient & has made the residential routes out very dangerous. Reduced speed limits in the neighborhoods & more bike access won't help, because these drivers aren't obeying traffic laws or yielding to pedestrians or cyclists as it is! We live across Hburg Rd near the firehouse and have been here almost 20 years.	9/14/2016 5:06 PM
202	Points 1, 2 and 5 are horrible and the lights are all off so traffic get backed up onto Beaumont Circle.	9/14/2016 4:22 PM
203	1. The original traffic study for Beaumont Centre predicted the problems we have today and the LFUCG chose to ignore it. 2. Cut through traffic from Beaumont Centre between around 4:15 and 6:15 on Snaffle Road is increasing and becoming more of a problem. Allowing more traffic to get onto Harrodsburg Road from Ft. Harrods Drive would increase the problem. Stop signs could prevent me from getting out of my driveway. Volume is a greater problem than speed and is increasing. 3. The Beaumont Centre Parkway exit to Harrodsburg Road has extensive congestion between 5:00 and 6:00, more or less—I avoid it. 4. Outbound traffic doesn't seem to use Man O' War Boulevard but probably should use it. 5. To reiterate, volume and road capacity to handle it and cut through traffic are the problems, not speeding. 6. The problems are largely time limited around close of business in Beaumont Centre. 7. Building Roads (where?) does not seem to be a viable solution nor does a re-design—it's already built, and vacant land to make improvements is not available. Increased bicycling or walking would have little or no impact. 8. I would opt for partial solutions that do not harm traffic flow on the arterials and do not benefit one area (Beaumont Centre Parkway and Harrodsburg Road between 5:00 and 6:00 at the expense of others. Beaumont Centre is largely built out. Harrodsburg Road, especially in Jessamine County, is not. The study needs to address long-term needs, not just short-term. 9. This study would be a threat if traffic problems accelerated in surrounding neighborhoods and on the arterials to clear out the Beaumont Centre exit for one hour five days a week.	9/14/2016 3:11 PM
204	#12 on MAP.... we sit and sit and sit at stoplights on Lyon Dr BOTH directions even where there is NO TRAFFIC on Man-o-War...it's FRUSTRATING..	9/14/2016 2:53 PM
205	@12 - the traffic exiting Palomar Hills at Lyon and Man o War needs better flow. Perhaps an additional lane for let turn and straight traffic would get more flow per light cycle.	9/14/2016 2:39 PM
206	1,8,9, 12 - get congested at peak times; crossing on foot/ bike is dangerous; there are not completed sidewalks b/w 8&10	9/14/2016 2:15 PM
207	Double Diamond has caused noticeable 1, 5, 6	9/14/2016 1:15 PM
208	The entire Harrodsburg Road corridor from the Jessamine County line through the double-diamond	9/14/2016 11:06 AM
209	1 & 2	9/14/2016 10:25 AM
210	If nothing is done to improve this area now, as it continues to grow it will only get worse	9/14/2016 10:06 AM
211	Areas 1-5 are ridiculous both in the morning and afternoon - there are far too many people working in Beaumont already and they just keep building more - something needs to be done	9/14/2016 10:03 AM
212	better options for getting out of Beaumont between 3-6 pm M-F	9/14/2016 10:00 AM
213	3, 8, 9, 10, 11, 12	9/14/2016 9:55 AM
214	Leaving out of Beaumont Circle on to Harrodsburg Road. It has taken up to 20 minutes to get thru the 2 lights.	9/14/2016 9:50 AM
215	1,2,3,6,7,11 is a mess	9/14/2016 9:40 AM
216	Gaining access to Harrodsburg Rd (right or left) from Alexandria (4) is always terrible. The light cycle is already short, and combined with the people leaving downtown filling up their intersection when the light is red, this turn is terrible. That turn is easiest when you are taking all rights to go northbound on New Circle road, but the worst if you need to go southbound and have to cross all the lanes of traffic. Beaumont Circle's left turn onto Harrodsburg Road (1) can also be a pain. It should be illegal for a main intersection to be built so closely to other intersections. I can't think of a single occurrence of this I've seen in the state that works out well. The left turn from Man O' War onto Harrodsburg Road (8) is time-consuming sometimes but typically during rush hour and not more than I would expect.	9/14/2016 9:34 AM
217	Area 6 is a nightmare....it takes up to 30 minutes just to get out of Beaumont	9/14/2016 9:05 AM
218	Congestion at the main entrance to Beaumont Center and on Harrodsburg in front of Beaumont Center (areas 1 and 2 on the map) is ridiculous from 4pm-6pm Monday through Friday.	9/14/2016 9:02 AM

219	Points 1, 2, and 5 are major concerns for the growth of Beaumont Center. While the double-diamond intersection helped alleviate many problems, the economic growth has led to rising issues. For example (weekday mornings): Turning left off the West exit ramp, drivers are so far backed up at Point 1 that it makes exiting New Circle Road impossible at Point 5. I can drive from the other end of Lexington in 5 minutes, then spend 10 minutes at the lights of Point 5, 2, and 1. The key to helping this intersection is extending the lights to make sure outbound traffic doesn't get caught at the Point 5 light, creating a backup for those exiting off New Circle Road. Another solution is turning the two right lanes into right-turn-only lanes at Beaumont/Harrodsburg. As it exists now, drivers use the thru lane as a way to dangerously speed past traffic before the lane ends or to merge into the turn lane at the light. Because business in Beaumont is expanding, we're adding new traffic to an already congested area with few points of entry/exit. Anyone that works in Beaumont will tell you that if you don't leave at precisely 5:00 then you might as well work until 5:30, because the intersection at point 2 turns into a parking lot. Point 1's light is too short to clear the congestion created at Point 2. This leads to drivers blocking the intersection for cross traffic and the inability for emergency vehicles to maneuver through. The curious aspect of this intersection is that at lunch, Point 2's green light is significantly longer than the 5pm rush.	9/14/2016 8:58 AM
220	1 and 2 are huge bottlenecks and add a large amount to my commute.	9/14/2016 8:43 AM
221	Getting out of Beaumont from 3:00 pm on any given day of the work week. Turning left on new circle rd towards new circle is a nightmare!	9/14/2016 8:32 AM
222	Getting into Beaumont centre in the mornings to work by 8 am from my house off Harrodsburg Rd and Springhurst... Going through the double diamond crossover, making one or none of the lights and then fighting traffic from Pasadena and New Circle roads is very frustrating. Like I said, I live less than what should be a 3-5 minute drive to work in Beaumont Centre and it takes me from 15-45 minutes depending on if I plan hard to get to work on time. I will leave at different times in the mornings and it seems that the earlier that I leave to get to work on time or early, the longer it actually takes me to get to work. Secondly, leaving work is a challenge. I want to turn left out of Beaumont onto Harrodsburg Rd and there is problems between 4:30-6:30pm. Now I am trying to weave in between the cars that want to get onto New Circle, when I am trying to get to my home down off Harrodsburg Rd. It is, again, a 15-45 minute gamble. I sometimes try to go do some grocery shopping after work at 5 then go home after, but it isn't always a possibility with a family, since I am a single mother, my responsibilities are to work full time at home and at my job. Please do something, bridge to Alexandria/Pasadena or get me around the double diamond. I do not travel on New Circle Rd, rarely to never. Thanks, these areas are 1,2,4 & 5	9/14/2016 8:31 AM
223	Number 2 point where cars sit in the middle of the road during light exchange	9/14/2016 8:26 AM
224	The worst pain points are numbers 1,2,4,5. It is extremely difficult leaving the Beaumont Centre circle area during rush hour. In fact, it's probably the worst area I have experienced in all of Lexington. Totally surprised city engineers did such a terrible job with the logistics knowing what the final build out and quantity of cars in and out would look like.	9/14/2016 8:26 AM
225	Without any doubt it is exiting Beaumont at red number 2 at the end of the workday, say between 5pm and 6pm.	9/14/2016 8:24 AM
226	high volume and complete congestion at rush hour.	9/14/2016 8:23 AM
227	No enough ways to get to major roads	9/14/2016 8:21 AM
228	#2 intersection is blocked by straight traffic which impedes cross traffics flow during even a slight surge of traffic. If you are on north side of fieldstone and need to take a right on Harrodsburg, you are unable to get to right lane of bcc because of people blocking intersection. To not stop all traffic behind me I have actually had to turn left on Harrodsburg and turn around after I get past new circle. Now I've learned to not even try and go around the block In Beaumont to access the right turning lane during afternoons. That whole area is jammed during peak periods and with more businesses and homes going in, it needs to be reviewed again	9/14/2016 6:11 AM
229	Map points 1,2,9,11. In general getting into and out of Beaumont center.	9/14/2016 2:38 AM
230	1,2,4,8,10 are the worst points by far.	9/13/2016 10:09 PM
231	Red numbers 1, 5, and 4 often get backed up. I have been on Alexandria making a right turn onto Harrodsburg and have been unable to do so for several lights as people making left hand turns are extended into the cross section of the intersection.	9/13/2016 9:57 PM
232	The increased traffic is a concern, especially since it's such a high pedestrian area. People are not yielding to the cross walk lights and not paying attention :(	9/13/2016 9:42 PM
233	The light between the 4 way stop and Harrodsburg Rd. The traffic does not flow	9/13/2016 9:30 PM
234	Egress from neighborhood at 5pm st 1,2,9 Backup onto new circle road for exiting traffic at 5pm at 5	9/13/2016 9:22 PM
235	Intersection at #2 gets blocked and backed up between 4:00 and 5:00 pm. Can take up to 10 minutes to get out of the circle and onto Harrodsburg Rd. Traffic on circle has increased significantly since more business have moved into area.	9/13/2016 8:46 PM

236	1. The amount of traffic going through that light is always heavy and the timing of the lights seems to cause frustration.	9/13/2016 8:39 PM
237	Leaving Beaumont center to go on Harridsburg rd, takes about 20 minutes at the light . Basically waste time .	9/13/2016 8:25 PM
238	4,5,1,9,10,8,2,12 poorly timed signals, cycles of lights, length of signals. if on a side street, sitting for two or more minutes, then have "too quick of a light" to either get across, or very few cars make it through. Traffic management is non-existent.	9/13/2016 4:37 PM
239	The double diamond solved nothing. We traded waiting to make left turns onto NC to now waiting to turn right off it. Many evenings the exit at Harrodsburg gets so full that traffic backs up onto NC creating a real danger of getting rear ended. People leaving Beaumont & turning toward downtown on Harrodsburg still run the red light in droves blocking people wanting to go straight out HR or turn into Perimeter Center. People heading outbound on HR also run the red light at the NC exit onto HR so when the exit light turns green there's no where to go & the exiting people lose a good part of their light waiting for the inter section to clear. The NC widening has made things worse during pm rush hour on the outer loop. Adding a 3rd lane for such a short distance only creates a traffic jam when the 3rd lane ends at Versailles Road. During construction when it was occasionally 1 but most times 2 lanes the traffic flowed with no issues most of the time. Since the 3rd lane was completed there's a major slow down every evening that never occurred before, starting just before the Versailles exit & sometimes continuing to the ballparks just before HR. Many times the traffic comes to a dead stop around the Versailles overpass. It's also created yet another spot where the priviledged few zoom up the right hand lane like they have no clue it's ending & then dive in front of someone who's been there for a mile or more & then slam on their brakes.	9/13/2016 4:10 PM
240	2--traffic is backed up in Beaumont heading toward Harrodsburg Rd. Takes several lights before one can exit the shopping Center.	9/13/2016 3:23 PM
241	The landscaping throughout the area, particularly on Beaumont Centre (BC) Lane and near Kroger, makes turning dangerous for drivers and pedestrians, alike. Additionally, the 4-way stop at Roswell (pt 6) is insufficient at peak traffic times (i.e., AM school drop-off) and is typically run by residents in the Roswell Dr. neighborhood, without regard to pedestrians. The light at Man o'War (pt 7) is inefficient b/c it cycles through to allow traffic at the dunbar stadium, regardless of if traffic is actually there. At BC Ln and BC Circle intersection (pt 3), there should some facilities to allow safer pedestrian traffic to the park from the neighborhoods outside the circle, especially during city events at the park. The exit to Harrodsburg Rd (pt 1) has serious light timing issues that back traffic up and block the intersection at Pt 2. However, this light timing is likely governed by the cross-over interchange at new circle. A more proactive solution would be to remove cross-traffic from fieldstone way at point 2 and route local access traffic for fieldstone way businesses from BC Circle or another access point on Harrodsburg rd. I only see the traffic issues at points 1 and 2 increasing when a new 200-person office opens in the circle next month and additional businesses are developed.	9/13/2016 2:47 PM
242	Beaumont Center Drive at Harrodsburg Rd. Too many cars and growing	9/13/2016 2:15 PM
243	Turning left from beaumont (2) onto Harrodburg road, the timing of the lights with the cross over leaves vehicles stuck in the intersection. Then those coming from Corporate drive can't move.	9/13/2016 2:13 PM
244	Location #2 on map	9/13/2016 2:11 PM
245	In front of Beaumont circle on Harrodsburg Rd between 4-7pm	9/13/2016 2:05 PM
246	Poor traffic control/cycles inconsistent at major intersections.	9/13/2016 2:02 PM
247	Constant blockage of bike lanes between 3 and 5 during school hours. Running of red lights at any junction.	9/13/2016 1:54 PM
248	The light turning left off of 1 onto 2 onlys lets maybe 2 or 3 cars go each time. Traffic backs up. Also the light at 2 and 1 are not inline. Light stays green much longer on Harrodsburg rd and goes to quick on Beaumont Centre. This causes major back up. Need to keep them as same length during busy times.	9/13/2016 1:40 PM
249	1 and 2: Very difficult to get out of Beaumont during rush hour. It is common to have to wait four light changes at 1. 2 is not timed with 1 and prevents people from moving forward. The left turn light at 8, from Man o war going East to north on Harrodsburg, You have to wait a LONG time for the turn arrow. Also, number 8 going straight west on Man O War is very short, and doesn't let many cars through. It is common for that area to be backed up 4 light changes or more during rush hour.	9/13/2016 1:39 PM
250	Loop thing has been a benefit for main roads during rush hours, but side roads are worse. Alexandria/Pasadena is bad. Ft. Harrods on the Beaumont side is horrible at rush hour, as is Corporate or Beaumont..the portion on the shopping center side.	9/13/2016 1:29 PM
251	1,2,4,5,8,9,10	9/13/2016 1:23 PM
252	Only real problem is around 1 and 2. They are a nightmare during congested times. People are constantly blocking the intersection at 2. This backs up the traffic of those coming from Beaumont Centre Circle. Especially for those of us that are taking a right onto Harrodsburg Rd at 1.	9/13/2016 1:17 PM

253	#4 The turn from Pasadena onto Harrodsburg road is a mess in the morning with drivers ignoring lights and blocking the intersection. #11&3 signage is poor and easily missed.	9/13/2016 1:16 PM
254	Not enough time to make it through Beaumont center light when tuning on harrodsburg rd. Huge backup whe only a couple of cars can make it through the light. It's the same situation at fort harrod drive when trying to make it through that intersection as well. Actually this problem is all over lexington! South Ashland at high street is ridiculous!! Traffic engineering is failing us and causing horrific backups!	9/13/2016 12:56 PM
255	This intersection works fine at the moment, some neighborhood streets in this area are too narrow. In the future this road will become congested as Beaumont businesses continue to be built. Harrodsburg Rd. is basically a wall most of the day, and during rush hour the traffic at the main entrance to Beaumont Center next to Next to New Circle Road is intolerable and should be avoided at if at all possible.	9/13/2016 12:49 PM
256	Evening rush hour trying to get from Beaumont Circle to north harrodsburg road to new circle road. Traffic signals don't seem coordinated.	9/13/2016 12:48 PM
257	1,5,4,8,9,10	9/13/2016 12:39 PM
258	Traffic outbound from Beaumont to the circle is a mess. Harrodsburg should be widened from Lane Allen all the way to Ft Harrods Dr, because it wouldn't be enough to just do it between the circle and Fort Harrods.	9/13/2016 12:17 PM
259	The congestion which will only get worse with time.	9/13/2016 12:06 PM
260	People blocking the intersection at corporate drive at high traffic times.	9/13/2016 12:02 PM
261	Speeding in neighborhoods.	9/13/2016 11:49 AM
262	the traffic lights at 1 and 2 ARE NEVER COORDINATED. this causes traffic to back up significantly.	9/13/2016 11:45 AM
263	Between 4 & 5 Between 1 & 9 Between 10 & 8 Between 8 & 12	9/13/2016 11:00 AM
264	Right turn lane from Beaumont Center Pkwy	9/13/2016 10:50 AM
265	Afternoon traffic after double diamond the congestion is thick heading towards nicholasville. Cannot turn onto arrowhead when heading south bound. Wellington needs to be paved. Bad pot holes and heavy trucks cause road to cave.	9/13/2016 10:09 AM
266	Unabated speeding in 25mph zones	9/13/2016 9:49 AM
267	8-4, travel time during weekdays. Shouldn't take 20 minutes to drive 3 miles	9/13/2016 9:35 AM
268	1, 2, 6	9/13/2016 9:27 AM
269	Beaumont circle to Harrodsburg 2-1	9/13/2016 9:25 AM
270	3 and 6 areas	9/13/2016 9:15 AM
271	Areas 1 and 2 are horrible in the afternoons especially. Access onto Beaumont Centre Circle (toward Harrodsburg) near the Liquor Barn/former Applebees is a nightmare. Dangerous left turns.Feel sorry for residents on Snaffle Rd. So much traffic through there trying to avoid the main entrance to Beaumont off of Harrodsburg.	9/13/2016 9:13 AM
272	4, 1, and 2 are the worst areas with the most traffic stuck behind red lights and too much time with green lights and no traffic. Signals need to be setup to have green lights from Beaumont through Lane Allen at peak times for 3-5 minute stretches. This would eliminate the buildup at areas 1 and 2 in the afternoons. Most people leaving Beaumont are turning left to head in town at end of day.	9/13/2016 8:33 AM
273	I can run from point 3 to point 5 faster than I can drive it after work.	9/13/2016 8:25 AM
274	Between 3-5pm the area is completely backed up and people will stop in the middle of busy intersections to make sure they make it across, while blocking others from having a chance to go. Also those intersections along Harrodsburg are completely backed up for over a mile and edge forward very slowly during these times.	9/13/2016 7:43 AM
275	1, 2, 5	9/13/2016 7:11 AM
276	1 and 2 you sit there forever.	9/13/2016 6:31 AM
277	Crossing straight from 2 to 1 across Harrodsburg Rd.	9/13/2016 6:12 AM
278	Congestion at 5pm at spots 1,2,9,11	9/13/2016 5:14 AM
279	Turning out of Palomar	9/13/2016 3:20 AM
280	# 1! Horrible intersection still.	9/13/2016 3:05 AM
281	#8 area light functions could be improved	9/13/2016 12:43 AM

282	Congestion in the afternoon rush hours	9/13/2016 12:42 AM
283	1,2,4, and 5 are the worst areas.	9/13/2016 12:29 AM
284	There are a few intersections that are completely impassable at high-volume times: Pasadena/Alexandria onto Harrodsburg, harrodsburg into Beaumont centre...	9/12/2016 11:59 PM
285	Area 1	9/12/2016 11:51 PM
286	Traffic in and out of Beaumont off of Hburg road in busy hours.	9/12/2016 11:42 PM
287	1 and 2 are terrible. I've lived in many different cities and I have never seen a bottle-neck design this bad. Getting onto Harrodsburg road from Beaumont is horrible. I will not go to that area during rush hours.	9/12/2016 11:22 PM
288	Section 2 is so bad I avoid businesses in this area.	9/12/2016 11:10 PM
289	Extra lanes in double crossover are not long enough. Extend additional lanes thru double crossover to make traffic flow	9/12/2016 11:09 PM
290	Tons of traffic jams around double diamond and getting out of Beaumont during rush hour.	9/12/2016 11:08 PM
291	Stoplights at points 1 and 2 become congested in high traffic times	9/12/2016 11:04 PM
292	Congestion at 1, 2, and 5 during afternoon rush hour alters my plans as to which direction I go home.	9/12/2016 10:49 PM
293	Area 1 and 2 is terrible to maneuver at peaked times. Cars are backed up blocking the intersection of Harrodsburg Rd	9/12/2016 10:29 PM
294	Traffic lights are not in sync.	9/12/2016 10:00 PM
295	8, 10, 9, 1, 5, 4..... Heading into town in the morning is HORRIBLE. It takes 50 minutes door to door to get from military pike to the Cooper division veterans hospital. There shouldn't be anymore development permitted along this corridor. I avoid Harrodsburg road if at all possible because it is backed up all the way to from circle 4 to Firebrook entrance. Either lights need to better timed or bike paths with a curb separating cyclist from traffic all the way from town out to the county line. There are many who would cycle in to work, but I am too frightened due to no buffer between cars and cyclist.	9/12/2016 9:55 PM
296	Harrodsburg road needs to be elevated with no lights for direct access to downtown and flyovers to New Circle. Access roads with Texas style loops for turn arounds are needed underneath.	9/12/2016 9:53 PM
297	Intersections of 1 and 2 are terrible. The light at 8 does not hold on MOW for a long enough time.	9/12/2016 9:53 PM
298	#8. Takes forever to get through either way.	9/12/2016 9:49 PM
299	The area coming off of Beaumont Circle and heading out towards Harrodsburg Road gets extremely congested during rush hour.	9/12/2016 9:44 PM
300	Man o War between Gladman and Harrodsburg	9/12/2016 9:40 PM
301	Long waits on Beaumont Center turning onto Harrodsburg Rd- easily 3 light cycles	9/12/2016 9:37 PM
302	Uncontrolled spawn with no consideration for infrastructure necessary to move traffic. Zero safe pedestrian walkways along this route. Crossing signals for pedestrians which don't always work when the weather gets cold. And that ridiculous horrible double diamond which takes 20 minutes to get through. I work on corporate drive and would give anything to be able to quit to avoid this area.	9/12/2016 9:30 PM
303	Drivers leaving Beaumont on to Harrodsburg road	9/12/2016 9:26 PM
304	Harrodsburg Road from 715am to 830am	9/12/2016 9:25 PM
305	Not frequent bus stops	9/12/2016 9:23 PM
306	#2 is the worst designed traffic flow in the history of mankind. The Pope couldn't fix it.	9/12/2016 9:22 PM
307	Too much traffic entering Harrodsburg rd from Beaumont area	9/12/2016 9:19 PM
308	not to let Harrodsburg Rd become like nicholasville rd. Figure 8	9/12/2016 9:12 PM
309	1 - getting in and out during peak driving times	9/12/2016 8:41 PM
310	4 and 5 need traffic signal adjustments	9/12/2016 8:27 PM
311	Waiting a long time for the traffic signal to. Change and the backup off traffic in the Beaumont corridor.	9/12/2016 8:23 PM
312	motorists trying to gain access to New Circle road in the double Diamond cross over often block traffic and it over flows onto side streets. Difficult to change lanes will in the crossover if you get into the wrong lane. Not enough time to check blind spots safely	9/12/2016 8:19 PM



313	1245 are the worst due to the inefficient double diamond.	9/12/2016 8:16 PM
314	11- drive too fast on this road. Need to keep this for neighborhood traffic not a cut through for non-neighborhood folks	9/12/2016 7:55 PM
315	between 4 and 5-double diamond.Worst mistake ever made in designing it.	9/12/2016 7:48 PM
316	Areas 4 and 1 and on to man of war are always bumper to bumper from 4pm to 6pm; also the area #9 is very dangerous making a left hand turn onto fort harrods drive during a yellow flashing light! Traffic is moving very fast 55mph. There have been many accidents there.	9/12/2016 7:46 PM
317	L turn light onto beaumont circle lane at harrodsburg-too short; people who drive well under the speed limit when traffic is running smoothly	9/12/2016 7:21 PM
318	The inability to pass New Circle Road on Harrodsburg Road without stopping.	9/12/2016 7:19 PM
319	3, 1, 2 and 5	9/12/2016 7:12 PM
320	When I am coming home from work on the outer loop, traffic comes to a standstill waiting for cars to go through the light onto Harrodsburg. If I have to go from New Circle to Beaumont at 5-6pm, it can be tricky to get over into the right turn lane. Cars crossing traffic to turn into Arrowhead are a hazard in the morning and afternoon rush. At intersection # 9, I try to turn R onto Harrodsburg and get into the centermost lane so I can get onto New Circle. Traffic is often backed up there, could the center lane be a staight and R turn lane?	9/12/2016 6:33 PM
321	Beaumont circle and Harrodsburg is intolerable	9/12/2016 6:19 PM
322	They keep building in Beaumont but there is already traffic issues! Want to keep those businesses thriving.	9/12/2016 6:12 PM
323	Alexandria dr. Intersection is THE number one cause of congestion and backups.	9/12/2016 6:05 PM
324	5	9/12/2016 6:04 PM
325	Main Street and connecting streets	9/12/2016 6:01 PM
326	2	9/12/2016 5:58 PM
327	lack of ROW/access management. multiple points need to be closed/changed esp at main signal for beaumont and dw/access road to the east. That signal is fundamentally too close to the exit. That location is set, but the access road on the east and several driveways are problems. Also perhaps consider an exit only slip lane from new circle into the beaumont area? fieldstone signal is also WAY too close to the main beaumont signal and frequently gets blocked by those getting frustrated. Would love to see a red light camera installed there to stop the intersection-blockers or close it completely. That main intersection is my biggest problem-including just east and west of it. there is just not enough queuing space between signals. These spacings would have never been allowed in a place that had adopted ANY form of ROW/access management including a heavily R area like Texas. The state may not have a ROW/access management reg but it's time Lex adopts one. Let's start preventing problems instead of shoe-horning solutions.	9/12/2016 5:41 PM
328	At intersection one, very difficult to cross Harrodsburg from Corporate Dr to Beaumont at peak times due inbound Harrodsburg traffic blocking intersection during the Corporate Dr. green light.	9/12/2016 5:23 PM
329	The worst area is between red number 4 and 1	9/12/2016 5:23 PM
330	areas 9, 1 and 2 in that order. trying to get on harrodsburg rd, trying to get through beaumont center intersection and getting out of beaumont center onto harrodsburg rd.	9/12/2016 5:11 PM
331	Areas 1 &2 are intolerable in the 4pm - 6 pm time frame when there is a huge bottleneck of people trying to get out onto Harrodsburg rd. Problematic in morning rush hr as well. Area 6,7,12 have school zones that are too often ignored by motorists. Dangerous speeders roll thru these area when kids are present, and there are many vehicle near misses at the turn from Beaumont circle road into Jekyll, due to heavy congestion at school drop off time in the morning and multiple points of conversion for traffic.	9/12/2016 5:08 PM
332	Traffic getting in and out of Beaumont Centre during morning and afternoon rush hour. Driving inbound to the city in the morning.	9/12/2016 5:04 PM
333	Traffic back up at lunch and between 4 & 6 pm at 1, 2, 5, 7. There are way to many buildings on the Beaumont circle and surrounding area with no thought whatsoever on how the traffic can get on and off.	9/12/2016 5:03 PM
334	Areas 1 and 2. I have customers who regularly complain about the time to on Beaumont Center Lane from Harrodsburg Rd. and vice-versa. They also complain about turning left onto Fieldstone. Often the traffic is backed up and blocks the turn even when the light is green. I know I lose business because of the traffic.	9/12/2016 4:56 PM
335	1 & 2 are really backed up during rush hour.	9/12/2016 4:56 PM
336	1 - Exiting out Corporate Center to go west on New Circle is difficult. Many times I can not get into the lane. 2 - Terrible congestion that leads to backup. Because of the backup, people run red lights a great deal when trying to get on Harrodsburg road. You can watch the light turn red then watch 2 or 3 cars *enter* the intersection.	9/12/2016 4:44 PM

337	6, 3 and 2	9/12/2016 4:38 PM
338	1 & 2 there seem to be a major breakdown starting about 3 or 4 pm here. I guess volume increases but the lights cycle can't handle it. No one should have to wait 20 minutes to get to Harrodsburg from beaumont center.	9/12/2016 4:37 PM
339	The people blocking intersections is excessive. It just causes everyone else to run the light and leads to a vicious cycle.	9/12/2016 4:35 PM
340	Congestion	9/12/2016 3:59 PM
341	I work on Corporate drive and need to turn left on Harrodsburg road to go home (#1 on the map). The left green arrow does not stay green long enough, significantly backing up traffic on corporate drive at 5:00 (when everyone is going home). I often have to wait through several light cycles to get out. I also find #2 to be a dangerous intersection for people trying to turn out of the side streets back towards Harrodsburg road.	9/12/2016 3:50 PM
342	#9 in the morning rush hour needs a longer green light for the Fort Harrods traffic - sometimes not able to turn onto Harrodsburg road even though light is green due to backup.	9/12/2016 3:46 PM
343	During morning rush hour on Harrodsburg from Man O War, all the way to downtown, one has to leave a lot of extra time in order to reach a destination.	9/12/2016 3:39 PM
344	There should be a bridge, maybe for bikes/walking over New Circle at Georgian way. Stop the building on the circle until it could bring in more money than goes out.	9/12/2016 3:24 PM
345	#5 the RIDICULOUS intersection at New Circle makes everything take longer because it only allows half the amount of throughput! I CAN'T leave my neighborhood between 5 and 5:45 pm unless you go out to Man O'War. It is quicker to go around on Parkers Mill Rd to go north on Harrodsburg Rd. The traffic on the unsafe Parkers Mill Rd has doubled since that #5 intersection was changed. Beaumont people and friends we have that live by Mary Queen try to avoid it whenever possible.	9/12/2016 3:17 PM
346	Points 1,2,5, & 8 are the most troubling areas we've noticed at higher traffic times. Esp the turning lane at 5 to go W on New Circle.	9/12/2016 3:07 PM
347	1 & 2	9/12/2016 3:06 PM
348	At Red sign #1 & 2 the traffic lights are not synced up well with the flow of cars. Furthermore, if we had another way on to New Circle it would be a big help. We could also use a round-a-bout on Beaumont Center Circle to keep the flow of traffic moving.	9/12/2016 2:56 PM
349	4, 1, 2, 8, 10	9/12/2016 2:53 PM
350	Areas 1, 2, and 3 are often a pain point and seem to lead to frustrated, unsafe driving (example: drivers running lights, blocking intersections, etc.).	9/12/2016 2:40 PM
351	Area 1 and 2 are usually congested and always around 8 and 5. Direct access to new circle would be ideal.	9/12/2016 2:38 PM
352	Area 1 is bad, need another entrance to new circle road	9/12/2016 2:31 PM
353	Leaving Beaumont to Harrodsburg Road (1 & 2)	9/12/2016 2:30 PM
354	Traffic backs up excessively on Harrodsburg from Man o' War past New Circle every day, morning and evening. My 5.6 mile commute takes 45 minutes per day. The traffic lights need to be modified during high peak times and the widening of heavily traveled roads (Clays Mills, Beaumont Center) would be very helpful. I am very unhappy with Lexington traffic so much that I try to avoid going anywhere until after 7 pm after rush hour traffic has died down.	9/12/2016 2:30 PM
355	There isn't a number on the map for it. Closes number would be 2. When traffic from Beaumont Centre Circle is merging right on to Beaumont Centre Pkwy, they DO NOT yield (even though a yield sign is there) to the traffic merging from the left off of Beaumont Centre Circle onto Beaumont Centre Pkwy! I have reported this before.	9/12/2016 2:06 PM
356	Backups through mu,tittle changes of the traffic signal, from Beaumont Center Parkway onto Harrodsburg (especially making a left turn).	9/12/2016 2:00 PM
357	Trying to leave the Centre at 5 pm. It takes forever.	9/12/2016 1:58 PM
358	Intersection 1. Too much traffic, both bypass and beaumont center. Explore promoting residents and regular users to use exit #7 for new circle and inbound traffic. Add signs that direct new users traveling the inner loop or inbound to exit 7 and to versailles road. Bike accessibility. Add access to bike path for inbound riders on lakecrest circle at texas roadhouse. Rework intersections 9, 10, 8, 12 to have bike lines marked at the intersections. Intersection 2. Cross traffic needs order. Either one side first then the other or turn lanes then through lanes.	9/12/2016 1:44 PM
359	Beaumont Centre Dr. onto Harrodsburg Rd.	9/12/2016 1:30 PM
360	Limited access to Harrodsburg Rd, with excessive time needed to leave at peak traffic periods	9/12/2016 1:28 PM

361	gotta get better timed traffic lights. racing from red light to the next gets people infuriated and ramps up the likelihood off dangerous and illegal driving behavior.	9/12/2016 1:25 PM
362	Parkers Mill road from man o war to Versailles Rd	9/12/2016 1:16 PM
363	1,2	9/12/2016 1:10 PM
364	Everything is too car-centric, including this very survey.	9/12/2016 1:10 PM
365	I would like to see protected bicycle lanes.	9/12/2016 12:33 PM
366	Short turn time from in-bound Harrodsburg road in to Beaumont (Area 1). Lights allow 3 cars to turn left before turning red again which causes many more cars to run the red out of frustration.	9/12/2016 12:32 PM
367	congestion at points #1 and #2	9/12/2016 12:29 PM
368	Areas 1, 2,5 traffic jam at rush hours.	9/12/2016 12:17 PM
369	Short turn light, people running lights and no tickets or cops around.	9/12/2016 12:10 PM
370	The light at area 9 short cycles in the morning impeding crossing Harrodsburg Rd. Adding to this problem are drivers that crowd the intersection trying to "make the light" which prevents the next round of drivers to cross the intersection. The double diamond was supposed to help during peak traffic times but it seems the synchronization of the lights is off. Similarly, areas 1 & 2 are treacherous at rush hour. Drivers can barely turn out of Beaumont Centre onto Harrodsburg Road because the light at the Double Diamond is red. I think an intense traffic study needs to be completed throughout the Harrodsburg Road area from Palomar through the double diamond at both morning and evening rush hours.	9/12/2016 11:46 AM
371	The current system would work better if drivers were more conscientious of lights turning (i.e. getting stuck in the intersection after the light turns, which then blocks the new oncoming traffic). This is particularly bad at points 1 & 2. Increased lanes for traffic merging onto New Circle (both directions) may help, as they tend to be the longer lines that block the intersection at Beaumont Centre and Harrodsburg Road (even blocking the lanes not intending to merge onto New Circle).	9/12/2016 11:16 AM
372	Section 2 on the map. It only takes me 20 minutes to get from my house at Tates Creek and Man'O'War to my office in the morning on Monarch (around 8:30 a.m., cutting through the neighborhood to avoid congestion turning into the main Beaumont entrance), but leaving work at the end of the day it can take me 20-30 minutes just to get out of the Beaumont area. The lights in section 1&2 are inadequately timed and aren't synced efficiently. I think there need to be more ways to get in and out of the Beaumont area.	9/12/2016 11:14 AM
373	Traffic back-up at light on Harrodsburg Rd and Beaumont (1). Certain times of the day the traffic backs up onto Beaumont Circle and it can take four light changes to get through that intersection. These back up seeing two of her around 330 and between 515 and six. It also occurs in the morning commute. I think the problem is made worse by cars on Harrodsburg road in the left lane to get on New Circle and blocking the intersection at Beaumont.	9/12/2016 11:09 AM
374	The backup at Beaumont at points 1 and 2. In my opinion, the city needs to consider shutting down the cross-street a 2 and creating a new road at point 11, through the library parking lot, to access those stores. Additional access already exists for the other businesses/hotels in Beaumont on the right hand side, as you enter the circle.	9/12/2016 11:01 AM
375	Areas marked as 1 & 2 being completely clogged at 4:30 - 5:30 PM. It has taken me 30 minutes to moved less than 100 yards.	9/12/2016 10:57 AM
376	The increase in bike lanes in areas where biking should not be a priority	9/12/2016 10:56 AM
377	It concerns me that the traffic in Beaumont is already unbearable during rush hour and there are so many more business buildings being built that is only going to magnify the situation. I love living and working in this area but the Beaumont business population is out of control. We have way too many cars cutting through and speeding through the Rosa Parks and Dunbar school zones as well.	9/12/2016 10:55 AM
378	Congestion at 1,2,4 & 5 during peak times, especially traveling in the direction of 2 to 1 to 5 to 4.	9/12/2016 10:50 AM
379	NEW INTERCHANGE IS THE PROBLEM, IT DOES NOT WORK IN THIS LOCATION BECAUSE OF THE LOCATION OF BEAUMONT AND PASSENDENA ROADS. SEEMED TO BE A SOMETHING THEY WANTED TO USE REGARDLESS OF SUITABILITY. TRAFFIC TIMINGS SEEMS TO HAVE BIASED NEW JUNCTION TO MAKE SURE IT WORKS AT THE COST OF THE ADJACENT ROADS. WASN'T TRAFFIC AND THE IMPACT TO THE ADJACENT ROADS CONSIDERED AT THE TIME OF THE NEW JUNCTION? DON'T TRY AND PREDICT HOW DRIVERS WILL DRIVE....THEY HAVE TO BE SEEN TO BE BELIEVED. NO ONE LEAVES THE TRAFFIC LIGHTS AREA CLEAR BECAUSE OF THE TIME THEY HAVE TO WAIT IF THEY MISS THE GREEN LIGHT.	9/12/2016 10:44 AM
380	1 and 2 locations located on the map are dense during peak traffic times and therefore drivers are running lights and blocking intersections. This increases the safety risk at these locations.	9/12/2016 10:43 AM

381	The free for all at the Harrodsburg Rd/Beaumont Centre Pkwy Intersection (Points 1 and 2). People block intersections at most congested intersections as well.	9/12/2016 10:40 AM
382	Traffic very backed up at intersections 1,2&8.	9/12/2016 10:38 AM
383	Getting out of Beaumont circle onto Harrodsburg Rd. Lights are not coordinated, traffic piles up.	9/12/2016 10:38 AM
384	2,1,9,10,8	9/12/2016 10:38 AM
385	Number 5 is a concern because the city and state spent so much money on the Double Diamond Crossover they are not going to remove it. Even though it might cost some money in Right of Way purchases, the city/state should look at connecting Georgian Way to Beaumont. Which if anyone looked at, that was probably the original intent of the long term road plan.	9/12/2016 10:35 AM
386	The worst time is evening rush hour. Trying to turn left onto Beaumont Center and then right onto Harrodsburg. I cut through S&S go around block and hope some nice person lets me merge.	9/12/2016 10:32 AM
387	Entering and exiting Beaumont Center from Harrodsburg Rd @ lights 1 and 2	9/12/2016 10:31 AM
388	Too many people, not enough roads. Poor city engineering with regard to housing planning	9/12/2016 10:29 AM
389	Beaumont is a great design idea but it simply doesn't have adequate egress points at rush hour. I wouldn't locate a business here due to the delay getting out of the development.	9/12/2016 10:27 AM
390	I'm forced to go out the back way 3 to 7. There is a school which cause issues with the high traffic volume.	9/12/2016 10:26 AM
391	Number 1 on map. It can take as long as 25 minutes to get from Wall Street to New Circle Rd. due to the timing of the light at #1.	9/12/2016 10:25 AM
392	Points 1 and 2 are nightmares to deal with during the heavy traffic times.	9/12/2016 10:23 AM
393	Shorting light time exiting Beaumont circle at or around 5pm. Backs traffic up in the center and can take 15-20 minutes to exit the center.	9/12/2016 10:21 AM
394	On the map, areas 1 & 2 greatly affect my daily commute. Getting out of Beaumont Center at 5:00 PM is extremely frustrating. The intersection of Beaumont Centre Pkwy and Fieldstone is probably my greatest concern. The signal timing of Beaumont/Harrodsburg causes traffic to backup into the Fieldstone intersection, and just messes with traffic from all directions.	9/12/2016 10:18 AM
395	1,2,4	9/12/2016 10:17 AM
396	Traffic backups and the amount of time it takes to enter or leave Beaumont Center at traffic lights 1 and 2.	9/12/2016 10:17 AM
397	#1 and #2 are always jammed at peak traffic times. People do not respect the signal lights because they aren't timed right which causes further traffic jams. It should not take 3 or 4 light cycles to get out of Beaumont Circle onto Harrodsburg Road.	9/12/2016 10:12 AM
398	It is almost impossible to leave Beaumont onto Harrodsburg Rd around 5pm without significant delays and gridlock.	9/12/2016 10:08 AM
399	Most traffic during rush hour is due to folks living outside of the Palomar/Beaumont areas trying to get to work. I would do the following: -widen New Circle to 3 lanes and wall the traffic light portion. Make an interchange at Liberty and N Broadway. Every 1/2 mile or so have a turnabout where someone heading north can reverse and go south. It works in other states. -There needs to be a 4 lane spur with no traffic lights connecting downtown Lexington to I75/64 and then south to the new planned link from Jessamine County to I75. I would expand that link west to at least Harrodsburg Rd if not to I64 near Frankfort. Using this spur would take a tremendous amount of traffic off the surface streets. Traffic light timing is non-existent in Lexington. When sitting at a red light with other lights visible, you often see 3 green lights and 2 red. Why-that doesn't promote traffic flow. Quite a bit of traffic is coming to this area due to folks taking the "back" way from Fayette Mall. A cloverleaf interchange is needed at Nich/New Circle to keep traffic moving instead of sitting through 3-4 light changes to make a left. Maybe on/off ramps at Clays Mill from New Circle would help also. I would time the lights at Pasadena and at the entrance to Beaumont Centre to match the Double Diamond lights. If one is red, it's going to back up traffic through the diamond, defeating the purpose of improving traffic flow.	9/12/2016 9:57 AM
400	1,2,5,and 9	9/12/2016 9:57 AM
401	lights not synchronized	9/12/2016 9:54 AM
402	2	9/12/2016 9:52 AM
403	Bring Georgian Way over New Circle, remove a few houses and connect near Rosa Parks. Complete Roswell Drive to Parkers Mill.	9/12/2016 9:50 AM

404	1 & 2. Egress from Beaumont Centre to Harrodsburg Rd, especially from 4:00pm to 6:30pm. The further development of the open space in Beaumont Centre will magnify this problem. Right now there are 2.5 paths of egress, #1 and #7, #7 is not viable if you wish to get on New Circle. An alternative to get to New Circle is 11 to 9 which I'm sure is not liked by the residents of that area. There must be an improvement for egress to get to New Circle.	9/12/2016 9:50 AM
405	#1 and #2 need to be in sync more.Takes to long just to get through the lights.	9/12/2016 9:49 AM
406	#1 and #2 can take 3-4 cycles of traffic light during rush hour to get access to HWY 68	9/12/2016 9:48 AM
407	The Beaumont intersection at rush hour in the p.m. is a disaster. The people on Beaumont don;t wait their turn and block the intersection, affecting people on Corporate Drive.	9/12/2016 9:47 AM
408	1 an 2	9/12/2016 9:47 AM
409	outbound harrodsburg rd at passadena	9/12/2016 9:35 AM
410	1,2,4,5 Light cycles.	9/12/2016 9:31 AM
411	1 and 5.	9/12/2016 9:31 AM
412	Need help at 1, 2, 5 & 4.	9/12/2016 9:30 AM
413	Long backups on Harrodsburg Road	9/12/2016 9:29 AM
414	Only one exit to access New Circle effectively	9/12/2016 9:26 AM
415	2 and 1	9/12/2016 9:16 AM
416	Number 2 - it takes at least 3 stop lights to get out of Beaumont Center.	9/12/2016 9:13 AM
417	The worst part of my day is trying to get out at point #2. Turning left out of Lakecrest Circle onto Beaumont Center is trying at times. I have sat for 5 cycles of the light because people block the intersection and the lights are not timed well.	9/12/2016 9:05 AM
418	Timing of signals delaying traffic beyond the holding capacity of intersections. #1 #2 & #5 Wide spacing of cars that leave gaps in traffic stacking while they text. #1 Drivers that block intersections #1 #2 & at intersection with Bmt. Cntr. Cir.	9/12/2016 8:59 AM
419	1,2,3	9/12/2016 8:57 AM
420	4....trying to turn right onto Harrodsburg Rd is ridiculous....even with a green arrow you sometimes have to wait through multiple cycles of the light	9/12/2016 8:57 AM
421	Dunbar High School drop off and pick up times - very dangerous	9/12/2016 8:25 AM
422	Lextran not serving the area very well	9/12/2016 8:22 AM
423	#1 and 2 need more access to Harrodsburg rd	9/12/2016 8:19 AM
424	2, 1, 5 & 4 need better traffic signal synchronizing during peak hours. letting more cars flow would on all sides would help. 5 causes backups in 2 & 1 consistently. The double diamond system was supposed to help that flow and unfortunately it did not.	9/12/2016 8:12 AM
425	2,4	9/12/2016 8:11 AM
426	Too many traffic lights impede the flow. The lights on either side of the double diamond are poorly coordinated (although probably the best that can be done, given the arrangement.). Add a cloverleaf at New Circle to eliminate the lights.	9/12/2016 8:04 AM
427	1 is still a huge problem for the left most lane going inbound (towards downtown). It is like people still don't know that the right two lanes are the ones that continue straight through and that the left most lane is for those turning onto New Circle or Alexandria only? Not sure how they don't know this still.	9/12/2016 7:33 AM
428	4and 5. If you have to turn on Harrodsburg road from Alexandria, you better find an alternate route. People who try to turn on Harrodsburg then get on New circle won't turn into the left lane on Harrodsburg. They wait to get into the left lane and block traffic and hold up those that can get in the right lane. It's a mess everyday.	9/12/2016 7:30 AM
429	10,9,1 are very congested during AM rush hour.	9/12/2016 7:10 AM
430	Beaumont and the south side are only growing, yet our street and roadways are not adapting to the volume the new construction and commerce will bring	9/12/2016 6:48 AM
431	Area 4, coming off Alexandria Drive terrible from 330-630 bc of the backup on Harrodsburg.	9/12/2016 6:41 AM



432	Speeding is a major problem on Allegheny Way. Cars go excess of 50mph. Beaumont Center and Harrodsburg Rd is a major traffic headache. I always leave 20 mins before I need to be somewhere just to offset the time spend trying to leave the neighborhood.	9/12/2016 6:10 AM
433	4. Nearly every time I am at this intersection it is blocked with traffic. I NEVER can turn onto Harrodsburg Road and get in the far left lane to turn left onto New Circle.	9/12/2016 5:54 AM
434	2	9/12/2016 5:43 AM
435	Congestion exiting beaumont centre onto Harrodsburg rd. (Areas 1 and 2) And the outrageously short green light turning off Pasadena (from clays mill) left onto Harrodsburg road. (Area 4) It allows 3 cars max per light cycle, which causes red light running and frustration.	9/12/2016 2:56 AM
436	1 and 2 are the absolute worst. The entrance to Beaumont is narrow, the light cycles (turning into Beaumont) aren't long enough.	9/12/2016 2:29 AM
437	Right lane of Crossover into Braumont & the 3 lanes exiting out of Beaumont onto Harridsburg Rd, lastly the merge into the traffic circle between the Krogers shopping area & the YMCA	9/12/2016 2:27 AM
438	#9 Wait time to access Hddsb. Rd. when turning left from Ft. Harrods Dr. (towards town) - caused by long light, regardless time of day. It's distressing to watch the commuters from other counties (not just Fayette) whiz by, then block the intersection because they do not want to get stuck at the light. The result is waiting through another 1-2 cycle of lights. Once access to Hddsb. Rd. is attained, you can bet the 'main intersection' light at Beaumont (#1) turns red (right before Ft. Harrods Dr. traffic reaches it). It is also frustrating to sit at the light (#9) while mainline traffic is stopped at Beaumont and (I'm guessing) Man-O-War...so no traffic and no green light to access Hddsb. Rd. (this holds true during rush hour AND non-peak times). New Circle Road ramp is 1.3 miles from my driveway. The stop light to exit my neighborhood, coupled with the additional stop at Beaumont light (#1), should not double my commute by adding 8-14 minutes. The other primary concern is evening rush hour traffic gets bogged down turning right (towards Beaumont) off the exit ramp. Maybe a 3rd right-turn lane should be added to the ramp. Thank you for reviewing the traffic patterns in this area and for accepting input from the impacted population.	9/12/2016 1:43 AM
439	4, 5, 2, 1.	9/12/2016 12:33 AM
440	Only one access to Beaumont	9/12/2016 12:08 AM
441	Large amount of traffic at rush hour times, especially around Beaumont red #1, & 9, and also Arrowhead Dr. Access road @ Arrowhead Dr. & Harrodsburg Rd. creates confusion & much cogestion.	9/11/2016 11:50 PM
442	From red numbers 4-9 on Harrodsburg rd, traffic is unbearable during high traffic times (mornings and 2-7pm)	9/11/2016 11:41 PM
443	Harrodsburg Rd and Lappin signal not long enough as well as turning into Beaumont	9/11/2016 11:36 PM
444	The traffic on Lyon between Cave Hill & Fort Harrodsburg Rd. speeds so faster that when crossing the road I almost got hit. The cars & public transportation speed up & there is a slight incline that makes it difficult to see a car before it it upon a pedestrian. A child or elderly person doesn't has a chance at the speeds the vehicles travel. Please consider helping with this situation..speed bumps..strict enforcement.	9/11/2016 11:34 PM
445	3	9/11/2016 11:24 PM
446	#2 is ridiculous - that road should not have been built with access to the main entrance to Beaumont - it clogs things up significantly. Also a bit around #4 and north on Harrodsburg (I know that's not in the survey) - the most congestion I see is between Springhill and New Circle because of the backups from New Circle and Beaumont. All of this is really at peak times though - afternoons 3:30-6 are the worst!	9/11/2016 11:10 PM
447	1 & 2 at rush hour are horrific. We need a traffic cop at the Beaumont intersection to prevent the epidemic of cars blocking the intersection.	9/11/2016 11:05 PM
448	Cars blocking intersection & turning right on red when clearly this is not allowed--no police ticketing for this	9/11/2016 11:03 PM
449	Harrodsburg road is like a racing strip- people seriously speed up and down it at like 60+mph. The traffic is either at a standstill from the backup or people are driving way too fast.	9/11/2016 10:55 PM
450	6	9/11/2016 10:49 PM
451	Exiting Beaumont Center (2 and 1) at rush hour... the traffic gets backed up into the circle, and cars sneak out into the intersection and block traffic through light cycles. It can take 15+ mins just to get out off the circle and onto Harrodsburg Rd at times.	9/11/2016 10:45 PM
452	Harrodsburg rd is terrible	9/11/2016 10:44 PM
453	On weekday morning it backs up from Man O War to New Circle. Also I feel like I'm the only one that realizes that's a 55. Everyone else seems to think its 45 and drags traffic down.	9/11/2016 10:30 PM

454	2 getting out onto Harrodsburg rd	9/11/2016 10:30 PM
455	The X intersection at new circle is nice amd safe but it just backs up traffic very badly at the other twonintersections on either side	9/11/2016 10:24 PM
456	The continued growth on Beaumont circle and how that will continue to add to the traffic congestion and safety issues for people who live, work and shop in that area. The circle can't manage that kind of traffic as it is designed now!!!! Also the study area should include the Alexandria and Pasadena lights and on down to Turflnd area. The double diamond may have helped New Circle road exit/entrance but it created quite a cunundrum for anyone trying to get out of the Garden Springs or Pasadena neighborhoods.	9/11/2016 10:23 PM
457	Diamond traffic light at Alexandria and Harrodsburg is not synced for turning onto Harrodsburg Road from Alexandria	9/11/2016 10:19 PM
458	Beaumont is becoming a mini Hamburg. It cannot handle the influx of businesses in the circle. Traffic is a HUGE problem during the entire day but 7-9 in the morning and 4-7 in the afternoon is a nightmare!	9/11/2016 10:13 PM
459	Traffic signals can be out of sync at peak times	9/11/2016 10:04 PM
460	The intersection at Beaumont and Harrodsbrug Rd needs to be redefined. The two lights are too close together and poorly timed.	9/11/2016 9:58 PM
461	10-9-1 traffic does not flow	9/11/2016 9:58 PM
462	In the mornings and afternoons (4-6), Hburg Rd is a mess. And they keep building more homes. We need a serious long term plan.	9/11/2016 9:56 PM
463	The Fort Harrods Drive and Harrodsburg Road intersection. For example, there is red light running, traffic backs up into the intersection, and backs up down to Beaumont Centre in the afternoon.	9/11/2016 9:52 PM
464	Leaving Beaumont onto Harrodsburg	9/11/2016 9:50 PM
465	From 4 to 8 is absolute hell at nearly any time of day. It makes you question your sanity in staying in Lexington. 3 miles = 30 minutes? I can literally run faster, if only I smelled better upon arrival. Also, from two to one---- WHO'S IDEA WAS THIS? and how does it get so horribly backed up in like, a breath?	9/11/2016 9:45 PM
466	Pinch points at the few roads that cross new circle, proximity of Beaumont exit lights to lights at new circle intersection	9/11/2016 9:36 PM
467	There back up is atrocious. It makes 3 mile drives 45 minutes	9/11/2016 9:29 PM
468	1&2 is the worst area	9/11/2016 9:28 PM
469	Need bike lanes & sidewalks on Harrodsburg Rd	9/11/2016 9:28 PM
470	Harrodsburg Road at circles 1, 5, and 4 is almost unmoving during rush hours. I've noticed this is due, in part, to a lack of coordination of traffic signals causing massive traffic backup. The traffic light at circle 8 is also problematic, due to the very quick changes.	9/11/2016 9:26 PM
471	During 5:00 traffic it's unsafe turning left out from palomar Blvd onto Harrodsburg rd.	9/11/2016 9:23 PM
472	Driving from nicholasville, 8-4 is bumper to bumper in the morning. Once everything is completely on Nicholasville road (mall area) the traffic will be much much worse!	9/11/2016 9:09 PM
473	Beaumont light	9/11/2016 9:05 PM
474	Number one and number two stop lights are not coordinated and synchronized. They are too close together, often way too congested The fact that this is the sole exit for most workers and business customers in this area is very poor !!! Horrible. And of major concern is access to Harrodsburg Road from this general section of Beaumont and Beaumont Center, Circle	9/11/2016 8:53 PM
475	Traffic disregarding signals.	9/11/2016 8:27 PM
476	Harrodsburg Rd and Ft. Harrod No. 9 & 10 congested at peak times. Please do not add turns at certain times. I traveled that route every day for 16 years and the turn or merge lanes causes a lot accidents befor the double diamond. The volume of accidents have reduced drastically since diamond	9/11/2016 8:25 PM
477	The whole area is confusing. Mix that with the strange fact there is a high immigrant population in this area as well as outside area sick and elderly patients seeking ongoing medical treatment, you have a recipe for a disaster.	9/11/2016 8:00 PM
478	I am alarmed at the rate that traffic in the area has increased and the rate at which it takes to navigate.	9/11/2016 7:54 PM
479	Constant traffic and people breaking traffic rules. I.e. If the lane is ending on Harrodsburg don't speed up the right lane to cut people off. Don't block the intersections to get through the light (which in turn causes people going another way blockage in getting where they are going).	9/11/2016 7:47 PM
480	Lex tran buses getting in the flow of traffic	9/11/2016 7:42 PM

481	High volume of traffuc, signals not always adequately synchronized	9/11/2016 7:28 PM
482	Near red number 1, the light at Beaumont Centre an Harrodsburg Rd, 4p-5p when offices in Beaumont end work day congestion is bad	9/11/2016 7:25 PM
483	Delay time in getting home.	9/11/2016 7:14 PM
484	Morning traffic backed up on Harrodsburg Road. The signal at Fort Harrods Drive and Harrodsburg Road does not allow enough time for cars to exit the subdivision.	9/11/2016 7:08 PM
485	Getting out of Beaumont at 1 and 2 is very difficult around 5-6:00	9/11/2016 7:02 PM
486	Harrodsburg Rd	9/11/2016 6:55 PM
487	1, 2, 4, 5 are absurd at rush hour	9/11/2016 6:53 PM
488	Adding the crazy x thing at Harrodsburg and Be Circle added a minimum of 20 minutes to my commute. Can't turn right from Alexandria in a timely fashion. Can't turn left from Pasadena either.	9/11/2016 6:46 PM
489	Stop light at 1 last so much longer than the stop light at 2 that there are often dangerous congestion issues where cars are in the middle of the intersection and unsure how to proceed for other directions.	9/11/2016 6:33 PM
490	2... Impossible area from 4-6pm 4... Congestion worse at peak times after double d installed	9/11/2016 6:27 PM
491	4,5,2,8 traffic congestion.	9/11/2016 6:23 PM
492	2- too much new development with no new access or points of egress	9/11/2016 6:03 PM
493	#1 and 2 way too congested most of the time.	9/11/2016 5:58 PM
494	Poor flow out of Beaumont. Lack of signal time out of Beaumont.	9/11/2016 5:56 PM
495	Trying to get out of Beaumont Centre at Harrodsburg & New Circle. It gets ridiculously jammed up at times.	9/11/2016 5:55 PM
496	1, 2, and 4 bother me the most. Traffic builds up on Alexandria Dr. and it can take up to 15-20 minutes to get to New Circle.	9/11/2016 5:48 PM
497	Everyday, from the roundabout at New Circle to Man O War traveling on Harrodsburg Road in rush hour is bumper to bumper. Takes at least 15 minutes to get to Man O War once editing New Circle. If you cut through Rabbit Run, then when you take Gladman to Man O War, that intersection is offen blocked by traffic.	9/11/2016 5:30 PM
498	Turning left from beaumont to harrodsburg	9/11/2016 5:25 PM
499	# 5 on map is a JOKE. Half duplex traffic flow is way worse than the full duplex traffic in the past before the change.	9/11/2016 5:15 PM
500	Difficulty get in and out of Beaumont Center	9/11/2016 5:14 PM
501	I work near point 2 (Fieldstone Way). Getting into and especially OUT of Beaumont Centre anytime from 8:30 am to 6:30 pm can be a major challenge & is outright impossible at times.	9/11/2016 5:03 PM
502	1,2,3,4--2should have lead to 3, traffic light at 4 coming from Pasadena/Alexandria is too short , traffic along Harrodsburg at a standstill at rush hour leaving town. Widen Clays Mill to relieve some of the traffic on Harrodsburg Rd. at all times.	9/11/2016 4:58 PM
503	Area 2 is the worst!! I do everything I can to avoid leaving home through that area between 4:30 & 5:30...it just takes too long to get out of the neighborhood at that time.	9/11/2016 4:55 PM
504	Getting in and out of the Beaumont center area at rush hours is very difficult. Areas 1&2 are the worst.	9/11/2016 4:53 PM
505	8-4	9/11/2016 4:48 PM
506	Getting on to the circle in Beaumont and Harrodsburg road. Lights are to long and not set to the flow of traffic.	9/11/2016 4:43 PM
507	getting from 2 to 1; from between the times of 3:30-6 is a nightmare... you can sit thru 2 green lights and never move. 9 turning from Harrodsburg rd onto Fort Harrods is always backed up. From Harrodsburg Rd, making a left at the light at 1 is very short.	9/11/2016 4:27 PM
508	9 and 11 Getting out of Harrods Hill for a 6 p.m. class is impossible - have to leave around 5:00 to get out of the neighborhood! and then I arrive early and have to wait for class to start - could have done something productive at home if I could leave at 5:30 p.m.	9/11/2016 4:26 PM
509	8,10, 9, 1,5,4	9/11/2016 4:24 PM
510	9 11 2 1	9/11/2016 4:15 PM
511	Too short left turn into Beaumont	9/11/2016 4:13 PM

512	None of the lights are timed. You will literally hit every single red light.	9/11/2016 4:10 PM
513	None to very little mass transit	9/11/2016 3:44 PM
514	2 and 10 are the only places I see major back-ups so I use 12 and 7 to avoid the worst traffic when possible	9/11/2016 3:36 PM
515	Less than three cars legally getting thru cross street traffic signals. This is most upsetting at Ft Harrods and Harrodsburg Rd.	9/11/2016 3:26 PM
516	afternoon peaks around #2 & 1. Improving flow here would lessen flow on secondary streets.	9/11/2016 3:25 PM
517	Turning left onto Beaumont Circle from Snaffle Road. Traffic needs to stop via I light or stop signs on Beaumont Circle so that traffic can turn left off of Snaffle. With the daycare and the Y traffic coming down toward Harrodsburg Road, it is a difficult turn onto the circle. A second major area of concern is going outbound on Harrodsburg Road where there is a three lane section Beyond the entrance to Beaumont, you have three lanes merging into two before getting to the Ft. Harrods intersection. There are frequent accidents there.	9/11/2016 3:21 PM
518	The speeding at 10 from civilian and govt vehicles.	9/11/2016 3:20 PM
519	Getting in and out of Beaumont is terrible. Something has to be done to fix it. Traffic lights could be longer on all of Harrodsburg especially turning onto man o war near Palomar.	9/11/2016 3:13 PM
520	Traffic on Beaumont Centre Lane at Harrodsburg Road. People running the 4-way stop at Roswell and Beaumont Centre Lane. Traffic from Alexandria at Harrodsburg Road ALL the way to Nicholasville, KY.	9/11/2016 3:01 PM
521	I try to never leave my house between 3-630 due to congestion	9/11/2016 2:51 PM
522	Traffic at #1 and #2 at morning and evening rush hours.	9/11/2016 2:48 PM
523	Intersections 8,9, and 10 are incredibly congested and backed up during the morning commute	9/11/2016 2:20 PM
524	12, the light needs to be adjusted according to the amount of traffic. I used to wait 3 mins to turn left on to man o war. Now I just run the red light.	9/11/2016 2:19 PM
525	Points 1 and 5 constitute over half of my evening commute, but only about 1/10 of the driving distance.	9/11/2016 2:19 PM
526	1,2,3 It's gridlock everyday at these three points morning and evening.	9/11/2016 2:18 PM
527	Points 1 and 2 become so congested during the evening commute that it can take over 20 minutes just to exit Beaumont Centre. The morning back up at Point 12 during the school year is problematic. Traffic backs up far into the Palomar neighborhood.	9/11/2016 2:08 PM
528	During peak times only 5 to 6 cars can get across the road at Alexandria and Pasadena. The light does not hold long enough.	9/11/2016 1:49 PM
529	The congestion at 4 is unreal and needs to be addressed via modified light cycles. While there are peak congestion times, it remains a problem for longer periods of the day that most other interactions.	9/11/2016 1:43 PM
530	Malone Drive	9/11/2016 1:40 PM
531	68 from man o war through the double diamond intersection is so busy and backs up. Also at night, when raining the lines on 68 through the double diamond are not easy to see	9/11/2016 1:38 PM
532	Na	9/11/2016 1:33 PM
533	Excessive speed on neighborhood streets. Also #8 is extremely backed up during the evening rush hour for drivers on MOW waiting to cross Hburg.	9/11/2016 1:33 PM
534	1, 2,5,4. Basically trying to leave Beaumont	9/11/2016 1:32 PM
535	So few ways into Beaumont and the more businesses the more traffic. Neighborhoods don't want cutting through but you could wait forever to get out of Beaumont	9/11/2016 1:23 PM
536	1 is a pain	9/11/2016 1:22 PM
537	The light at Beaumont center is not long enough at high volume traffic times, turning with left or right into Harrodsburg. At Palomar center it is very difficult to turn left by Panera and ppl block traffic.	9/11/2016 1:02 PM
538	Traffic flow between 1-5-4 causes long delays during morning commute.	9/11/2016 12:53 PM
539	Harrodsburg Road is the only major road in and out of this area. That needs to change.	9/11/2016 12:47 PM
540	Areas 1,2,9 are all ways I use to access Harrodsburg to new circle. The light cycles are way off especially at liquor barn area	9/11/2016 12:46 PM

541	Number 1 on the map. Turning into Beaumont center from new circle is always bottlenecked no matter what time of day.	9/11/2016 12:40 PM
542	There is no incentive to not use a car. The congestion problem will only be increased by induced demand unless we make car traveling cost closer to actual expected cost.	9/11/2016 12:24 PM
543	Everything between Beaumont and Palomar, as well as inside Beaumont Center	9/11/2016 12:07 PM
544	The amount of traffic coming out of Beaumont center is to much for Harrodsburg rd and to merge onto new circle rd	9/11/2016 12:07 PM
545	During high volumes it can take 2 or three lights to get from side roads onto main arteries.	9/11/2016 11:59 AM
546	1 and 2	9/11/2016 11:52 AM
547	Getting thought the lights at 1 & 2 and on to Harrodsburg Rd is a nightmare. The traffic on Harrodsburg Rd backs up and causes few people to get through the light.	9/11/2016 11:32 AM
548	Areas 1, 2, and 5--the lights are not set up to ease traffic congestion. During rush hour, the lights for the lanes leaving Beaumont and turning onto Harrodsburg Rd don't last long enough so cars get stuck in the middle of area #2 and then the cars turning out of Snaffle Road can't go anywhere. Additionally, it's scary to turn left out of Snaffle Lane in area #2 because you can't see if any cars are in the straight lane. You essentially have to hold your breath when turning and hope no one hits you. It's a very dangerous intersection and I'm surprised there aren't more accidents, especially when you're trying to switch lanes at the big intersection heading towards area #2 and #3. Also, the lights for the turning lanes in areas #12 and #7 are too long. Also, the area where cars are trying to turn out of Beaumont Farms apartments and on to Beaumont Centre Lane is terrible because cars exit at the very back of the Kroger area, which is about 10 feet from the apartment complex entrance. The rest of the intersections are ok but it truly is a miserable drive at rush hour. I hope the Lexington City Officials know that they should have addressed this problem a long time ago and that any improvements they do now will involve redirecting cars around the construction and make congestion even worse. The construction workers should try to work on the weekends and at night after 7 p.m. Until that area is improved, I want the city officials, traffic control/design managers, and the Commonwealth to know that their inaction will be the cause of any deaths or major accidents in the area.	9/11/2016 11:25 AM
549	Double diamond crossover traffic is intolerable.	9/11/2016 11:05 AM
550	Fieldstone traffic light is poorly coordinated with Beaumont/Harrodsburg Rd light. Seems to be actuated by cross traffic without regard to Beaumont Centre Parkway traffic or the Harrodsburg Rd light. Can unnecessarily add additional cycle to Beaumont Centre traffic. Should add turning signs on Beaumont Centre Parkway suggesting which lane for New Circle east, west, and downtown. People get in wrong lanes at times.	9/11/2016 10:31 AM
551	Rush hour is terrible	9/11/2016 10:28 AM
552	Lack of light timing, even though there are high and low traffics times the legal chew will sequentially stop all cars on man o war, Harrodsburg, Tate's creek, new circle, etc. there is no rhyme or reason, I have complained numerous times about lights changing for cross traffic when non exists and for turn lanes active when no cars are in lanes yet nothing changes. The 311 staff simply state they will pass the message along then do nothing with it.	9/11/2016 10:25 AM
553	The congestion and danger of the double diamond specifically points 1, 5, and 4	9/11/2016 10:09 AM
554	Areas 1,2,4 and 5 are terrible traffic flow. The congestion during peak travel needs to be remedied. Also, all lights need sponsors for low traffic periods.	9/11/2016 10:08 AM
555	2,1,8. I'm that order of priority	9/11/2016 10:05 AM
556	Congestion at point 8 creates cut-through traffic on neighborhood streets and a a danger to our children.	9/11/2016 9:56 AM
557	1. We need speed bumps to slow traffic in the neighborhoods!	9/11/2016 9:55 AM
558	Areas 1 & 2 are the biggest problem for me from about 3 pm to 6 pm. Don't know if this can be helped with all of the office space that is here. That is the time slots that people are leaving work and are impatient to get home. Also I have seen quite a few stop sign runners at area 6. Dangerous for us pedestrians. Does not need a traffic light but maybe better notice of stop ahead.	9/11/2016 9:43 AM
559	areas 12, 2 and 1. Always congested in mornings and evenings.	9/11/2016 9:27 AM
560	the build up during peak hours at Beaumont Centre Dr @ Harrodsburg Rd	9/11/2016 9:23 AM
561	1,2,7 it would serve the traffic better if they were sensed instead of timed. A lot of wasted time at lights when waiting for green lights yet no cars are present in the cross traffic. Lights at 1 & 2 don't facilitate traffic flow because they are not well synced to clear traffic. One light is green but the other is red so not many cars can clear.	9/11/2016 9:14 AM
562	5,1,9,10,8 and military pike	9/11/2016 9:11 AM



563	Two areas 1. exiting from Beaumont Center onto Harridsburg Rd. Backup to turn left toward the city is awful many times a day. 2. Access from Alexandria onto double-diamond. Especially bad when you want/need to get into far lane to get to New Circle access	9/11/2016 8:53 AM
564	2!!!! Backs up blocking access	9/11/2016 8:51 AM
565	Trying to get in or out of Beaumont via Harrodsburg road.	9/11/2016 8:40 AM
566	left turn from Pasadena to Harrodsburg	9/11/2016 8:34 AM
567	Area 2, definitely. It is impossible to get out of the Beaumont shopping area onto Harrodsburg Road in a timely manner from mid-afternoon through about 7:00 pm.	9/11/2016 8:29 AM
568	Harrodsburg rd can not handle volume of traffic especially trying to access at most traffic signals prime time especially Beaumont area and fort Harrods dr	9/11/2016 8:26 AM
569	Double diamond slows traffic getting on westbound New Circle. Turning out of Beaumont into town backs up. Worst times are at rush hour but happen throughout the day.	9/11/2016 8:22 AM
570	Exiting Beaumont onto Harrodsburg at 5 on weekdays - more offices being built, it keeps getting worse, thousands of workers.	9/11/2016 8:14 AM
571	Area 4,5 and further down harrodsburg road toward downtown is a mess from 330 until after 6 every day.	9/11/2016 8:12 AM
572	Area 1 and 2 cause the traffic on Harrodsburg Rd in the morning. There should be different access to New Circle and Harrodsburg for Beaumont. It appears to have been very poorly planned to me.	9/11/2016 8:08 AM
573	There is no trip switch at traffic light at #7. To turn left from Beaumont Centre onto Man of War can take a long time when there is no traffic on Man of War.	9/11/2016 8:06 AM
574	Number 1 on the map. The left turn light cycle is incredibly short at peak times.	9/11/2016 8:06 AM
575	All of the numbers on Harrodsburg Rd. Especially 4,5, and 1. I worry about all of the new apartment development near Higbee Mill compounding the problem.	9/11/2016 7:55 AM
576	#9 - need right turn lane as traffic backs up due to the right lane being both a turn and straight lane. #1 - the left turn into Beaumont from in bound Harrodsburg rd is often very short in the evening only allowing 5-6 cars to turn.	9/11/2016 7:46 AM
577	The intersection of Harrodsburg Road and Fieldstone.	9/11/2016 7:44 AM
578	Beaumont circle numbers 2 and 1. Dangerous intersection when trying to turn left onto 2. (Extra from the library. People block the intersection, run red lights, ignore right away rules, very difficult to turn left onto Harrodsburg Rd.	9/11/2016 7:42 AM
579	Traffic signal and congestion	9/11/2016 7:25 AM
580	Point 2 on the map gets terribly backed up. Thankfully there are other ways to get in and out of that area, and I nearly always change my route.	9/11/2016 7:12 AM
581	Wait on left turn signals at 8, 2	9/11/2016 7:12 AM
582	Leaving the circle into beaumont lane is major congestion with traffic lights at great wait times	9/11/2016 5:59 AM
583	Signs that restrict turning right on red even when no traffic is coming. I can see this useful perhaps from 7 am to 7 pm weekdays but there are many other hours where it just slows things down.	9/11/2016 5:36 AM
584	1-only one way out	9/11/2016 3:59 AM
585	Points 4 and 5 concern me the most. Access to new circle is hard. The north side of that intersection is to close to Alexandria and makes it difficult to navigate during the work week. The timing on the lights needs some work. A	9/11/2016 3:41 AM
586	The horrendous traffic backup of people leaving work from Beaumont #1&2. Luckily, I'm going INTO Beaumont then. Need longer light to cross Harrodsbg Rd INTO Beaumont; lucky if 2 cars get to cross	9/11/2016 3:06 AM
587	Trying to access Harrodsburg Rd at end of work traffic jams up at 1 & 2. Can take 3 light changes to get through light 2.	9/11/2016 2:08 AM
588	People blocking intersections around 1,4,5, are a real problem in rush hour traffic. TV stations need to do public service spots on "rules of the road" to refresh drivers' memory as those rules seem to be long forgotten!	9/11/2016 12:55 AM
589	It has taken me as much as 35 minutes to travel from point 3 to point 4. Unacceptable.	9/10/2016 11:55 PM
590	The bicycle lane addition impact in the 1000 yards of Wellington coming from Clays Mill @ intersection 10. Evening peak traffic is a free-for-all between Intersection 10 and the intersection of Wellington & Westmeath.	9/10/2016 11:40 PM
591	1,2,3	9/10/2016 11:28 PM

592	Areas 9 and 1 on Harrodsburg Rd. are horribly backed up during my commute at 7 AM.	9/10/2016 11:10 PM
593	10-9-1-5-4	9/10/2016 11:08 PM
594	Getting onto Harrodsburg Road from Beaumont and from Harrods Hill	9/10/2016 11:04 PM
595	2 and 1 are heavy traffic areas in the afternoon around 5. It takes about 20 mins to get out sometimes longer.	9/10/2016 11:03 PM
596	1 too much traffic going out from beaumont	9/10/2016 11:02 PM
597	Traffic points 2 and 1 are very crowded and not well coordinated during various times throughout the day.	9/10/2016 10:32 PM
598	2 because you have people turning from Fieldstone and they will run you over if you have the right of way, or you see the light to Harrodsburg Road change and you are sitting at the light trying to cross Fieldstone. I have been about in 5 accidents in just this year. HORRIBLE design. 4 & 5 too!	9/10/2016 10:32 PM
599	There should be a direct access from Beaumont to New Circle Road without having to get onto Harrodsburg Road.	9/10/2016 10:29 PM
600	Double diamond at Harrodsburg and Beaumont center	9/10/2016 10:23 PM
601	Congestion at points 1,2,4,5. Turning left from Beaumont Centre to Harrodsburg Rd is bad. Traffic backs up too much in both directions on Harrodsburg Rd at Beaumont Centre. Even with the double diamond, traffic turning left onto New Circle going north backs up way too far.	9/10/2016 10:20 PM
602	In the mornings turning left at 4 from Pasadena to Harrisburg Rd can be a major pain. The turn light is short and the intersection is filled by those turning right coming from the other direction on Pasadena. This leaves no room for those turning left when we finally get arrows.	9/10/2016 10:15 PM
603	1/4/5 are so unpleasant during peak times that I avoid as possible. However this is my nearest access to KY-4 from home.	9/10/2016 9:57 PM
604	The light situation at Beaumont and Harrodsburg is a disaster and affects the quality of life for thousands of people. That problem has to have a negative effect on economic growth in the community.	9/10/2016 9:34 PM
605	Morning and evening gridlock during rush hour from Beaumont Center Circle to Harrodsburg Road	9/10/2016 9:25 PM
606	Accessing/turning on Harrodsburg Rd from cross streets during am and pm commute. Not able to turn from Pasadena on to Harrodsburg because traffic is backed up at double diamond and blocking intersections.	9/10/2016 9:25 PM
607	People will be injured by the high number of vehicles running red lights and just about all of the intersections listed. Camera ticketing would help reduce risk.	9/10/2016 9:23 PM
608	On and off ramp at Harrodsburg and new circle roads. Large number of cars going off and merging on the new circle causing traffic stoppages on new circle road	9/10/2016 9:17 PM
609	5, 4 most congested	9/10/2016 9:15 PM
610	Zone 5. During peak traffic times, the merge onto New Circle backs up. Specifically the left lane from New Circle to Beaumont center backs up significantly. This prevents traffic from being able to turn left out of Beaumont and also stops traffic on Harrodsburg traveling toward new circle.	9/10/2016 9:08 PM
611	morning and afternoon traffic on #2 making the left hand turn on to Harrodsburg is awful and takes way too long.	9/10/2016 9:05 PM
612	Turning left from Beaumont center onto Harrodsburg rd.	9/10/2016 9:02 PM
613	Our pain points are trying to leave the Beaumont area at peak times & traveling in stop & go traffic on Harrodsburg Rd at peak times	9/10/2016 9:00 PM
614	#4 the light at Palomar gets backed up in the evenings. There needs to be another direct exit out of the Harrodsburg circle turning toward Man o war that doesn't weave through the neighborhood. Or	9/10/2016 8:54 PM
615	It is difficult to get out of Beaumont	9/10/2016 8:52 PM
616	Harrodsburg road between new circle and man-o-war should be 6 lanes.	9/10/2016 8:52 PM
617	Turn lane backups at 4	9/10/2016 8:50 PM
618	Time to get onto Harrodsburg Road from #2	9/10/2016 8:49 PM
619	1&2 are horrendous. Trying to turn left on to Harrodsburg road is a disaster and can take more than 30 minutes of standstill traffic.	9/10/2016 8:44 PM
620	2 is a pain point only at high traffic times... This light cycle is too short when trying to leave Beaumont and get on to Harrodsburg road. Traffic is backed up on the circle.	9/10/2016 8:37 PM
621	Traffic exiting Beaumont onto Harrodsburg is awful in the afternoon	9/10/2016 8:35 PM

622	1, 2, 3 are always congested. Cars go through red lights and block intersections. Traffic lights are very short into Beaumont Circle. One lane onto New Circle (#5) is not enough. Way too congested area overall.	9/10/2016 8:34 PM
623	New circle to man o war	9/10/2016 8:32 PM
624	12	9/10/2016 8:32 PM
625	Between 1 and 3	9/10/2016 8:31 PM
626	Neighborhood cut throughs -- The biggest traffic problem facing this area. Neighborhood speeding	9/10/2016 8:31 PM
627	1, 9, 5	9/10/2016 8:28 PM
628	Na	9/10/2016 8:27 PM
629	Section 1, 2 and 7 are worst.	9/10/2016 8:20 PM
630	1,2 ,3	9/10/2016 8:13 PM
631	Long wait at lights. Seems traffic flow is inconsistent. Sometimes you can sit for 5-6 minutes waiting for light to change.	9/10/2016 8:12 PM
632	1,2,8	9/10/2016 8:11 PM
633	2 and 1. Getting out of Beaumont during rush hour is a nightmare. The traffic signals need to be worked on. They don't seem to be in sync to help the traffic flow.	9/10/2016 8:10 PM
634	The number of people who turn on yellow or even red lights that then become stranded in the middle of an interchange and therefore block other lanes. 1,2,4,5	9/10/2016 8:09 PM
635	4 - Long delays to make a right turn from Alexandria to Harridsburg during rush hour. Also difficult to make a left turn onto Beaumont Centre from Snaffle during rush hour. Speeding through Harrods Hill neighborhood. Vehicles do not always stop at the 4 way stops on Fort Harrods Drive.	9/10/2016 8:09 PM
636	1, 2, 3, 9, 5, 8	9/10/2016 8:05 PM
637	Rush hour traffic is exponentially worse than non rush hour traffic. There are too many lights and zero service roads to get turning traffic out of the way.	9/10/2016 8:03 PM
638	Improve timing sync of 12 and figure out a better way for 1 to function at rush hour	9/10/2016 8:01 PM
639	Huge backups inbound between pain points 8 and 4, with a major issue at Arrowhead due to right turn movements onto Harrodsburg by vehicles that ignore right of way.	9/10/2016 8:01 PM
640	Getting out of Beaumont in the afternoons is a NIGHTMARE!	9/10/2016 8:01 PM
641	Long waits and bottlenecks at high traffic times at points 1, 2, 3.	9/10/2016 7:58 PM
642	1, 2 and getting on the circle from the side roads in Beaumont.	9/10/2016 7:58 PM
643	From 8 all the way to 4...All of the chaos that was permitted to grow around the Nicholasville Road/MOW corridor has forced traffic coming from Nicholasville to migrate over to Harridsburg Road. My commute time doubled since FCPS started back into school. Also, Point #4 is a hot, hot mess! Buses cannot get onto Harrodsburg Road, and regular vehicles cannot turn onto Harrodsburg Road because the cars coming up Hburg pull into the intersection, blocking traffic.	9/10/2016 7:56 PM
644	Points #1 and #2 get very congested at evening rush hour. Making a left turn at #2 is always harrowing.	9/10/2016 7:53 PM
645	Area's 1 & 2 are ridiculously jammed most of the day. Too many cars going in and out of the Beaumont area at this juncture. Perhaps another access area would be possible near by?	9/10/2016 7:50 PM
646	Big empty buses blowing through the neighborhood adding to noise pollution and traffic. Snaffle turning left onto Beaumont circle can be difficult in morning 7-8pm and afternoon 5ish pm. That is due to people speeding on circle.	9/10/2016 7:40 PM
647	My biggest concern is the morning drive time congestion in areas 1, 8, 9, and 10.	9/10/2016 7:39 PM
648	#1 and #2. As someone who works in Beaumont, it takes entirely too long to get out of Beaumont between 4-6 pm. Cars consistently block all lanes making the traffic with the green light not be able to pass, thus they then block the lanes during red lights.	9/10/2016 7:36 PM
649	Location 9: no designated right turn lane. Backs up traffic significantly. Location 6: motorists speed through here and also through Jekyll/Beaumont Ctr (right at the school!) 4 way stop doesn't always make motorists follow traffic rules. Location 2: motorists travelling southwest commonly don't see or ignore the red light as they look ahead to the Harrodsburg light. motorists turning from strip malls turn despite red light & clog intersection. The lane merging from Beaumont Circle is dangerous, as too many cars are trying to merge and change lanes there.	9/10/2016 7:19 PM

650	Getting in and out of Beaumont efficiently.	9/10/2016 7:14 PM
651	1,2,9,8,10 travel everyday for work. Timing of lights is terrible. Work on corporate Dr. Trying to turn left off corporate during rush hour is awful. Light isn't long enough for the amount of traffic.	9/10/2016 7:14 PM
652	1,2	9/10/2016 7:07 PM
653	1 and 2	9/10/2016 7:03 PM
654	8 thru 1	9/10/2016 7:02 PM
655	12	9/10/2016 7:00 PM
656	Difficult to get out of the neighborhood anywhere without sitting in traffic for extended periods during "rush hour"	9/10/2016 6:54 PM
657	2 and 1 are horrible. The lights are not timed well, drivers sit in the intersection blocking traffic, the turn lanes are not marked at intersection 2 and I've had my vehicle totaled by a driver who ran a red light there. The only solution seems to be to avoid that area at high traffic times ( morning and evening on weekdays). The drivers on Beaumont Center Lane don't pay attention to cross walks, even when lights are flashing for pedestrians. There is no 'end of school zone' sign to signify where the reduced speed section ends at the school. I've never seen police on that road monitoring drivers at school drop off times.	9/10/2016 6:54 PM
658	Area 5 has high probability of crashes at peak times. Often people trying to merge onto new circle from Harrodsburg road either cannot merge onto the ramp safely or are not paying proper attention.	9/10/2016 6:54 PM
659	Traffic lights are slow and often do not flow or seem to have any pattern to them and cause traffic jams.	9/10/2016 6:54 PM
660	Roads inside the Beaumont Circle area. As business increases these "residential" type roads will be overwhelmed and dangerous.	9/10/2016 6:49 PM
661	4 and 5	9/10/2016 6:48 PM
662	1 and 2 are not effective.	9/10/2016 6:34 PM
663	#4 is the worst during rush hour traffic!! Only a few cars get to turn with signal with long waits in between each signal. People block intersections all the time. #5 is extremely irritating because people get in wrong lane then stop dead to wait to get over in desired lane...mostly to get onto new circle road. ugh!! Almost been hit numerous times due to this.	9/10/2016 6:30 PM
664	intersection 2 if coming off of harrodsburg and needing to turn left or coming from the liquor barn and going left from that signal toward harrodsburg.	9/10/2016 6:22 PM
665	The traffic congestion in the morning between military pike and the double diamond is absolutely unbearable.	9/10/2016 6:19 PM
666	At 1, slow far left lane going onto New Circle Rd	9/10/2016 6:18 PM
667	Getting out of Beaumont! Traffic is blocked from Beaumont Centre Circle through diamond area.	9/10/2016 6:18 PM
668	Widen Harrodsburg Rd (8-10-9-1-5-4)	9/10/2016 6:18 PM
669	The intersection at Pasadena and Harrodsburg is usually congested. It is intolerable at "rush hours" and very congested at other times during the day too. There are just way too many businesses and people living in Beaumont Center for the number of entrances into the neighborhood and Center. I still go over there, but I have started going to a different library, post office, and a different Kroger when I can based soley on the traffic, even though these are the closest to me.	9/10/2016 6:15 PM
670	Beaumont center and fieldstone.	9/10/2016 6:07 PM
671	1 and 2 is the areas for the most concern traffic is backed up most of the time to the circle. 3 has had a lot of wrecks, people going to fast.	9/10/2016 5:58 PM
672	Rush hour at #2 and #1. Slow moving, blocked intersection for over an hour. Poor design for current load, need another Harrodsburg Rd exit. There is a reason the applebees building has been empty for years...horrible traffic at 5pm.	9/10/2016 5:44 PM
673	Between 1-9 in the AM. Arrowhead road is a major problem. As well as the light timing between double diamond and man o war. It's terrible.	9/10/2016 5:44 PM
674	8,10,9,1,5	9/10/2016 5:40 PM
675	The round about is really crazy,even at 6:30 AM and 3:30 PM	9/10/2016 5:36 PM
676	2and3. It takes sometimes 30 min just to turn onto Harrodsburg Road from Beaumont t	9/10/2016 5:30 PM
677	Intersection 2 is so congested that I always cut through the neighborhood to avoid it.	9/10/2016 5:29 PM
678	1, 4, and 5	9/10/2016 5:28 PM

679	Exiting Beaumont area at 5 -- too much congestion, disregard for traffic lights lead to more congestion. New offices will be moving in & there's still open lots for additional development.	9/10/2016 5:23 PM
680	Points 1 & 2 are impossible. 10, 8, 9 4 are all bad.	9/10/2016 5:21 PM
681	Slow traffic between 8-5 (Man O War to double diamond) during rush hour every day.	9/10/2016 5:18 PM
682	1,2,4,5,and 10. During peak traffic times, it is such a pain to drive in this area - which I have to do everyday. Traffic signals seem to be off, drivers cram intersections and create bottlenecks for the next light cycle. It is always stop and go	9/10/2016 5:15 PM
683	12,8,10,9,1,& 5 are most often congested very difficult to get from one place to another in the area.	9/10/2016 5:14 PM
684	At #1 & #2, there is often a huge backup to exit Beaumont Center. It can take several light changes to turn from Fieldstone onto Beaumont Center and then onto Harrodsburg. Re #7 below, it depends on future development: more residences or more businesses will bring more traffic.	9/10/2016 5:02 PM
685	Access to Kroger with multiple access roads from northeast is crazy.	9/10/2016 5:00 PM
686	Getting out of Beaumont Centre (area 1&2) is ridiculous. Traffic lights are not in sync, and prohibit good flow.	9/10/2016 4:55 PM
687	Beaumont Center traffic is insane, as is backup in MOW coming from Versailles to the light at Harrodsburg in the evening.	9/10/2016 4:53 PM
688	#1&2 get so backed up at high traffic times it takes forever to get out of Beaumont center. Also so many people speed and cut through 11 it seems unsafe for a neighborhood	9/10/2016 4:47 PM
689	Harrodsburg road from new circle to man o war is awful. There are so many choke points on Harrodsburg road at this point I take back roads to get everywhere. I live off Harrodsburg and work in Beaumont.	9/10/2016 4:46 PM
690	Getting through the lights at 1 & 2. It takes several cycles to get through and is dangerous. The light at 2 really messes with the congestion and ability to get out of the shopping center.	9/10/2016 4:42 PM
691	Turn off of Harrodsburg Road onto Arrowhead	9/10/2016 4:40 PM
692	The worst is leaving Beaumont to get onto Harrodsburg road. When school is in session we start to see back ups on new circle road when exiting new circle coming from nicholasville road and when merging into New Circle towards Nicholasville road making it unsafe. I have worked in Beaumont for the past 6.5 years and the double diamond does appear to have reduced traffic accidents, but seems to have given noticeable priority to traffic moving towards downtown in the morning and Harrodsburg road in general when exiting Beaumont from 5-6:30 pm.	9/10/2016 4:32 PM
693	65 minute commute many dayes from 7:30-downtown am, 5:30pm 12 getting out of Palomar has become a ridiculous problem 4 the road narrows after circle 4 and causes problems	9/10/2016 4:23 PM
694	Traffic congestion on Harrisburg road and the entrance to Beaumont circle area	9/10/2016 4:21 PM
695	In my morning commute, it takes multiple cycled of the lights at #4, in order for me to get onto New Circle. I would love to shop more in the Beaumont area but I have to travel up Harrodsburg from Mason Headley or circle out Parkers Mill. Harrodsburg traffic is awful during peak times and Parkers Mill is an awful narrow road with cars driving too fast. So, I shop on Alexandria which doesn't really offer the class of shopping I would prefer.	9/10/2016 4:13 PM
696	#9 light way too short on Ft Harrod Drive Turning from Snaffle to Ft Harrod Drive towards Harrodsburg Road is frustrating in the afternoon.	9/10/2016 4:06 PM
697	Getting out of Beaumont circle is a pain. You get locked in two traffic lights for 20 minutes during heavy traffic, and everyone is switching lanes becaue they dont know which lane leads to where and several end shortly down the road.	9/10/2016 3:51 PM
698	Harrodsburg Road suffers where it crosses NC Road, much like the other main roads do. I believe making more access points to NC Road plus adding more lanes at NC Road would help.	9/10/2016 3:33 PM
699	Getting in and out of the circle via 1 and 2 are very difficult in morning rush and worse in the evening rush. Everyone leaving the circle has to primary use 2 and it's so terribly backed up. Too many drivers, not enough space.	9/10/2016 3:17 PM
700	No bus in my neighborhood. Celia off Beach Hill	9/10/2016 3:13 PM
701	Leaving Beaumont from point 2 and turning left onto Harrodsburg is absolutely terrible and seems to be due to the stacking of traffic attempting to turn left onto New Circle. Traffic leaving Corporate Center, turning right is held up by vehicles wanting to eventually get into the left turn onto New Circle Rd. Leaving Alexandria Dr at point 4 and turning right onto Harrodsburg Rd is very bad. Traffic backs up on Alexandria for a long time.	9/10/2016 3:11 PM
702	Area 1 and 2 seem to have the most issues.	9/10/2016 3:00 PM
703	Light at Beaumont Center and Harrodsburg Rd	9/10/2016 2:59 PM



704	I attempt to enter Harrodsburg Road from Arrowhead.....what a cluster.... There needs to be a light or something there so we can get out. There are no less than 20 cars and there is no way to get out.	9/10/2016 2:36 PM
705	Getting out of beaumont to Harrodsburg rd	9/10/2016 2:13 PM
706	At point 4 heavy congestion impedes access to harrodsburg road towards Beaumont center. At morning and afternoon hours it takes multiple lights to move through to harrodsburg and cars are left in the middle of the intersection. Ultimately thus affects my access and use of businesses in Beaumont center. Leaving Beaumont center at point 2 is also extremely stressful.	9/10/2016 2:10 PM
707	12 and 1	9/10/2016 2:00 PM
708	2 & 7- getting out of Beaumont onto h-burg road in the afternoon is a special hell.	9/10/2016 1:54 PM
709	Turning right onto Harrodsburg Road from Alexandria (points 4&5) is a nightmare. The turning lane on H'burg Rd is often backed up such tha anyone turning right wanting to get in the left hand lane onto New Circle has to wait through several cycles.	9/10/2016 1:46 PM
710	Backed up traffic. Fast light on Ft. Harrod Drive	9/10/2016 1:31 PM
711	The merge lane outbound Harrodsburg road ant Beaumont center is dangerous. Almost daily I see people speed past cars well after this lane ends.	9/10/2016 1:23 PM
712	Getting in & out of the area inside of Beaumont Centre Circle is hectic and confusing. There doesn't seem to enough room to maneuver. More buildings crowding in all the time.	9/10/2016 1:19 PM
713	Speed limit on Fort Harrods and Wellington way. Beaumont center intersections congestion throughout the day	9/10/2016 1:07 PM
714	Morning signal issues	9/10/2016 12:55 PM
715	1,2,4 are the biggest areas of concern. In the morning and afternoon 1 and 2 are consistently backed up. Cycling the turn light longer may help. 4 is backed up and I don't see any clearing as most traffic is trying to get through the switchback. In the afternoon this point backs up all the way to spring ridge.	9/10/2016 12:51 PM
716	Intersection 9, would like a designated right turn lane, or remove the left turn option from the right lane. People are not courteous enough to use it correctly	9/10/2016 12:48 PM
717	Lights 1 and 2 are the worst congestion point in the history of the world. The spacing of the lights, the sync of the lights... it just doesn't work during high traffic periods.	9/10/2016 12:38 PM
718	#1 and 2 are horribly designed and engineered. I worked on Monarch and live downtown--getting onto Harrodsburg Road took as long as getting from New Circle to my home near the Living Arts & Science Center. There should be ramps to and from New Circle from Beaumont Circle.	9/10/2016 12:09 PM
719	Points 1,4,5,8,9,10 frequently experience congestion to the extent that it takes several light cycles to travel from one controlled intersection to the next. This results in vehicles traveling the neighborhood roads in order to go around. Point 2 is congested even outside of the typical traffic times due to the quantity of vehicles turning left and the lack of alternate routes	9/10/2016 12:06 PM
720	Allowing continued high density development	9/10/2016 11:57 AM
721	Coming from library to Pasadena, is a nightmare of waiting as you are caught at every light to stop.	9/10/2016 11:54 AM
722	#12	9/10/2016 11:30 AM
723	It is darn near impossible to get out of Beaumont Circle back to Harrodsburg Road between 4-6 PM on weekdays.	9/10/2016 11:08 AM
724	Too many stop lights	9/10/2016 11:07 AM
725	Traffic coming from downtown from 3pm to 7pm especially around Harrodsburg Rd. At Alexandria.	9/10/2016 10:59 AM
726	Please consider parking garage. Instead of spreading out parking, move it up! Encourage more pedestrian and bicycling endeavors in this area. Look at other pedestrians friendly cities (Indy has made some incredible changes in areas combining business and suburb-residential living).	9/10/2016 10:58 AM
727	4 minute light at intersection 7 is particularly vexing when waiting to turn left on to Man-o-war before 7 am when there is little traffic.	9/10/2016 10:54 AM
728	Area 1 & 2. I try to avoid it completely from 4-6 pm.	9/10/2016 10:48 AM
729	Rush hour from 5pm to 6:30pm must be avoided from Beaumont Center Lane to Man o' war because the traffic is too thick, you have to wait a very long time to get onto man o' war.	9/10/2016 10:48 AM
730	Reduce the stoplight times at 5. Long cycles cause congestion at 1, 2, and 4.	9/10/2016 10:47 AM

731	I work in the area. Trying to get out adds a minimum of 20 minutes to my commute home.	9/10/2016 10:39 AM
732	1,2,4,5	9/10/2016 10:38 AM
733	2	9/10/2016 10:31 AM
734	Rush hour traffic at the 1&2 is unacceptable. This double diamond has only served to make this problem worse.	9/10/2016 10:29 AM
735	Heavily congested almost all of the time.#s-8,10,9,1	9/10/2016 10:27 AM
736	Amount of vehicles in this area	9/10/2016 10:26 AM
737	1,2 - are the most in need of improvement - 4,5 are next in need of change.	9/10/2016 10:24 AM
738	1,4,5,9,8 constant congestion from 430-6pm	9/10/2016 10:20 AM
739	Trying to turn left from Beaumont Centre onto Harrodsburg Rd around 5:00 usually takes a minimum of 3 light cycles. Turning left from Ft. Harrods Drive onto Harrodsburg Rd at that time is not much better...the light does not last long enough.	9/10/2016 10:19 AM
740	Need to extend the three lanes to man o war. Congested every night and morning in the two lane between man o war and Beaumont. To ease congestion should stay there all the way out.	9/10/2016 10:18 AM
741	1 & 2 is a mess during rush hour... by far! The timing of the lights and the merging from the side roads creates major tension. I have learned to stay away, but some can't.	9/10/2016 10:16 AM
742	Stop light issues.....timing off...	9/10/2016 10:15 AM
743	2	9/10/2016 10:14 AM
744	At point #5. At rush hour traffic backs up from New Circle (at Harrodsburg Road all the way back to Mason Headley (St. Joe Hospital); and from New Circle all the way back to Palomar Center	9/10/2016 10:09 AM
745	Points 1 & 2 are my biggest pain points.	9/10/2016 10:08 AM
746	1,2 and 8 are horrible during busy times.	9/10/2016 10:07 AM
747	The areas 1 and 2 are extremely congested at rush hour. It seems like the traffic does not move through and onto Harrodsburg Rd quickly enough.	9/10/2016 10:06 AM
748	The lack of routes crossing over or under New Circle Road between Nicholasville Rd and Versailles Rd.	9/10/2016 9:59 AM
749	Point number 4 is always a terrible spot for me. You get through New Circle fine but then you come to Pasadena + everything halts - in which it seems like no one moves while lights are green. Sometimes during the evening commute it will take 20 minutes to get from Pasadena to the first intersection of New Circle.	9/10/2016 9:59 AM
750	1 and 2 are awful at the end of a work day. Too many cars in a small area with the lights not working to help traffic flow. You sit thru green lights with no place to go.	9/10/2016 9:55 AM
751	Cannot get out of Beaumont Circle. Needs its own on ramp to New Circle.	9/10/2016 9:48 AM
752	#5...adjust light sequence. One turns green but the next one remains red backing up traffic.	9/10/2016 9:47 AM
753	Number two going into number one is the worst bottleneck in the entire city.	9/10/2016 9:45 AM
754	The entire Harrodsburg Road corridor is frustrating. I am not sure how much money was paid to elected officials to approve the Beaumont area. Large density of people, few access points. Poor planning.	9/10/2016 9:37 AM
755	Traffic light 9 coming from Rabbit Run to Harrods Hill is not green for a sufficient amount of time. At times its 5 seconds long with 7-8 cars waiting. Cars either run the light or wait another 5-7 minutes for the next light. Yes, I've timed it on numerous occasions. Stop sign at 4 is also a nightmare. Difficult to turn left at this light. Too many people use Ft Harrods Dr as a cut through to avoid MOW. Makes difficult conditions getting out the neighborhood for residents of Harrods Hill.	9/10/2016 9:35 AM
756	Snaffle and Beaumont Ctr Circle #7 Beaumont Ctr pkwy and Jekyll, especially when school is starting and ending #1 #2	9/10/2016 9:32 AM
757	Traffic lights onto Harrodsburg not timed long enough to allow Beaumont traffic to exit the neighborhood. Problem is light #2.	9/10/2016 9:28 AM
758	Points 1 and 2 are especially problematic, affecting activities after work to the point of missing appointments. It should not take an hour to travel anywhere is Lexington.	9/10/2016 9:26 AM
759	1,2,3,11	9/10/2016 9:25 AM
760	1,2,4,5	9/10/2016 9:19 AM

761	Roads are terrible. Who ever designed it is an idiot. Getting to Hamburg SC is horrible. Nicholasville road is worse, with Christmas coming up I hope the city lets E Reynolds road go first on traffic and W Reynolds road second. Tates creek is a nightmare more often then not.	9/10/2016 9:17 AM
762	The traffic leaving Beaumont Circle is highly congested and with new senior housing being built in the circle will only make it worse.	9/10/2016 9:15 AM
763	Poor forward thinking in road layout at 1 & 2. Terrible congestion and confusing intersection leads to bad/dangerous driving and cars blocking intersections	9/10/2016 9:13 AM
764	Leaving Beaumont in the morning for work and exiting in the evening for those that work in Beaumont. I live in the Enclave and can't even get out onto Beaumont Center Lane due to traffic. A 30 second travel becomes 5 or 6 minutes. Also, #1 & #2 areas are terribly congested. The double diamond backs up and Snaffle to Fort Harrod has become a major access to enter and leave which effects the neighborhood and the light at Fort Harrod cycles slowly	9/10/2016 8:57 AM
765	Bmont center between #6 and #3 should be 25mph all the time, too much happening there, elem school, multiple crosswalks people cutting through. Lots of traffic is now cutting through from #1 to #7 both ways to shorten delays caused by the double diamond, the double diamond is a nightmare, it creates bad traffic flow throughout the entire at almost all times of day, a traditional intersection would be better for traffic flow	9/10/2016 8:48 AM
766	1,2,3	9/10/2016 8:48 AM
767	The lights leading out to Harrodsburg road are almost always an issue. Also turning left when leaving the road from the library is quite dangerous due to a lack of space.	9/10/2016 8:43 AM
768	The blocking of intersections at points 1 & 2. Traffic coming out of Beaumont onto inbound H-burg and back up blocking traffic outbound H-burg	9/10/2016 8:43 AM
769	poorly timed lights at Ft. Harrods Drive and Harrodsburg Road	9/10/2016 8:39 AM
770	Beaumont Centre drive to Harrodsburg road during rush hour.	9/10/2016 8:37 AM
771	#1 the light isn't long enough to get people through. In heavy travelIntimes, one can sit through three lights before finally getting through.	9/10/2016 8:33 AM
772	Area one and two are the biggest problems.	9/10/2016 8:31 AM
773	8,2 and 1 are congested mostly at busy times like 7:30am and 5-6 pm it takes a like time to get through traffic light at 8 Harrodsburg and man o war (8)	9/10/2016 8:31 AM
774	The congestion at area # 1	9/10/2016 8:31 AM
775	Area 9, 2, & 1. There is back up in area 9 at rush hour. Area 2 is always a nightmare but more so at rush hour. And area 1 can get tricky turning into Beaumont. Also Areas 10, 8, & 12 can get backed up at times.	9/10/2016 8:27 AM
776	Point 11, Snaffle has become a high speed cut through route for motorist to avoid other pain points. It's a neighborhood street with multiple bus stops. Speed limit is 25, but cars usually travel at 40 or higher. I have great trouble turning left off Snaffle onto Beaumont Circle, and even worse going from Beaumont Circle onto Harrodsburg. I live on Nevius and I feel trapped in my own neighborhood due to traffic congestion.	9/10/2016 8:24 AM
777	Getting in and out of Beaumont	9/10/2016 8:21 AM
778	Numbers 1 and 2 on the map	9/10/2016 8:17 AM
779	1 and 2 too much congestion to difficult to exit Beaumont	9/10/2016 8:15 AM
780	Getting out of Beaumont at points 1 & 2, though it is much better now compared to 5 years ago, after the double diamond was implemented. Also, answers in #3 are hard to compare together. You can't really compare pedestrian traffic in the neighborhood effects with pedestrian traffic on Harrodsburg Road, they're two different scales to compare.	9/10/2016 8:13 AM
781	Blocked intersections	9/10/2016 8:05 AM
782	Pedestrians and biking safety	9/10/2016 7:55 AM
783	Harrodsburg road is incredibly congested during work commutes. Beaumont takes a long time to get out of onto Harrodsburg rd	9/10/2016 7:50 AM
784	9,1,5,4 at rush hours	9/10/2016 7:47 AM
785	Traffic light cycles way too long at all major intersections. Exiting Beaumont at #2 and #1, takes several traffic cycles and traffic builds up all the way back to the circle, and I cannot shop in this area between 4-6 out of fear of being stuck for too long. New figure 8 at new circle (#5) is fine but traffic cycle is so long it doesn't flow at all	9/10/2016 7:44 AM
786	Turn-lane light signals are too short at 4	9/10/2016 7:43 AM

787	Access to the library (11) is limited by the pain of exiting through points 1 & 2. Driving straight through 8, 10, 9, 1, 5, 4 has been helped (somewhat) by the double diamond, but trying to get in has been severely slowed down in the process.	9/10/2016 7:43 AM
788	On that map... The Pasadena/Alexandria intersection	9/10/2016 7:37 AM
789	Area 1 and 2	9/10/2016 7:23 AM
790	Access to Rosa Parks is terrible, needs a better ingress and egress system that does not allow turning against traffic which is what us causing all the congestion	9/10/2016 7:21 AM
791	Gaining access to Harrodsburg Rd inbound in the a.m. and outbound in the p.m.	9/10/2016 7:06 AM
792	2 is awful. Constant gridlock at this light during heavy traffic hours.	9/10/2016 7:04 AM
793	Left turn onto Harrodsburg road at Pasadena- gets bogged down at high volume times and only a few cars can go through per light	9/10/2016 7:00 AM
794	Short turn times. Can't turn right when straight/right turn lane is the same lane and someone is going straight. People running the red lights.	9/10/2016 6:56 AM
795	1, 2, 3.	9/10/2016 6:19 AM
796	Getting out of areas 1 and 2.	9/10/2016 5:33 AM
797	1,2,4,5,7,8,9,10,11	9/10/2016 5:24 AM
798	Lexington needs to improve public transit. Give people better opinions then it may get used more by others than those who have no other choice. Myself I can not drive and live the Boston rd area . We hadmore opinions in the area in morning rush and afternoon people may use public transportation .	9/10/2016 3:10 AM
799	The ability to exit Beaumont Centre in the 5:00 PM traffic. The current model is not working, and will only get worse as new businesses are added to the Centre.	9/10/2016 2:23 AM
800	1, 2 and 5 -- getting out of Beaumont and onto NC after work is a nightmare. It's slow, backs up and causes a lot of frustrated drivers. People are trying to get home from work, to pick up kids and it takes usually 10-12 minutes just to get out of Beaumont Center. As BC continues to be developed, the congestion will only get worse. Something must be done.	9/10/2016 2:16 AM
801	It is too hard to get out of the shopping center at Beaumont. Points 2 and 1 always have major conjuction. Points 9 and 1 or so bad you spend tons of time waiting there no matter what time and I usually have to cut through the neighborhood.	9/10/2016 1:54 AM
802	Double diamond crossover impedes flow. Lights are not synchronized.	9/10/2016 1:35 AM
803	Lights, timing, design of areas 1 and 2. Terrible layout and planning.	9/10/2016 1:09 AM
804	Leaving Harrods Hills on to Harrodsburg Rd at peak traffic times is awful. Shortest light ever!	9/10/2016 12:58 AM
805	1 & 2	9/10/2016 12:40 AM
806	Congestion when approaching double diamond during peak travel times	9/10/2016 12:33 AM
807	1,2, and 4.	9/10/2016 12:29 AM
808	2,10	9/10/2016 12:22 AM
809	Beaumont Centre during morning and evening rush hour as well as Wellington way and arrowhead during all hours but especially rush hours. Fort Harrods drive leaving Harrods hills neighborhood during rush hour	9/10/2016 12:20 AM
810	After 4 pm, getting out of Beaumont is complete gridlock	9/10/2016 12:12 AM
811	The congestion that occurs at 8 and 12 is ridiculous. It's even bad at 9am when most of the other traffic around town has calmed down. It can't keep up and filter through the amount of traffic on manowar.	9/10/2016 12:08 AM
812	1, 2, 3, 4, 5, 8, 11. At 4, 5 And 1. Traffic is congested to the point of people not being able to move thru the lights when they are green. Roads are blocked in the intersections thru several light changes. Heaven forbid an ambulance or emergency vehicle try to get thru at those times.	9/10/2016 12:08 AM
813	Turning left from pasadena to Harrodsburg is extremely difficult at peak times. The light at Beaumont and fieldstone needs to be fixed.	9/10/2016 12:03 AM
814	Severe traffic congestion northbound during morning rush (9, 1, 5) hour and southbound during evening rush hour in area (8, 10, 9, 5, 4, 1). Also evening rush hour severe traffic congestion exit ramp from east bound New Circle turning onto southbound Harrodsburg.	9/10/2016 12:01 AM

815	From point 8 to 1, often takes longer than travel time from City of Nicholasville to point 8. Traveling to Lexington from south extremely congested.	9/9/2016 11:48 PM
816	We live near area 4, and it gets very congested at peak travel times. The same is true for Beaumont center- it is almost impossible to get out of the library area because of the confusion on who can turn left towards Harrodsburg first at the light	9/9/2016 11:47 PM
817	1 and 2 are the worst areas. Traffic is congested often. During high traffic hours cars constantly block the intersections. You can sit in Beaumont center to turn left onto Harrodsburg for 5-6 clicks of the light.	9/9/2016 11:42 PM
818	1 and 2	9/9/2016 11:41 PM
819	During rush hour, numbers 4 and 1 get very congested. Specifically, turning right from Alexandria onto harrodsburg is difficult. Also, turning left from Beaumont center onto harrodsburg road is difficult.	9/9/2016 11:25 PM
820	5, 1, 9	9/9/2016 11:15 PM
821	Lights in area 4,5 do not seem to be timed very well for traffic flow, especially during morning rush hours. It is very difficult for cars turning onto Harrodsburg road outbound from Pasadena/Alexandria.	9/9/2016 11:13 PM
822	1)The intersection of Beaumont Centre Lane and Jekyll (the intersection to the right of #6). This is the main intersection in front of Rosa Parks Elementary. There NEEDS to be a 4-way stop OR a light! People pull out in front if othersand it is Extremely dangerous EVERY morning trying to turn in any direction at this intersection. There have been many wrecks, people speed, and with kids in every car and kids walking to school, this should be the top priority. 2)#1 and #2 please SYNC the lights so the traffic flows!	9/9/2016 10:57 PM
823	Intersections 8,9 and 10 are very dangerous. People run red a lot. Especially at 9	9/9/2016 10:53 PM
824	1,2,8	9/9/2016 10:53 PM
825	Congestion occurs the most at location 1. The red light pattern causes too much backup.	9/9/2016 10:51 PM
826	1 4 5 11	9/9/2016 10:48 PM
827	The light at New Circle (number 5) should change together during off peak times to save people time. The delayed change between the two lights leads to empty time in the intersections when it's not busy.	9/9/2016 10:47 PM
828	Do not add a sports complex - or any other business that will be a large draw for crowds. The traffic is horrible already. Those of us that live in these neighborhoods are already tired of people cutting through to get to their destination- at incredible speeds. Even if no one will do anything about the existing problems, PLEASE don't add to them by building the sports complex.	9/9/2016 10:47 PM
829	1,2,7,9	9/9/2016 10:41 PM
830	Parkers Mill road is too narrow, turning left on to Beaumont Centre Pkwy during school start is close is very difficult, Ft. Harrods used as cut through by too many people at high rates of speed	9/9/2016 10:37 PM
831	1,2,and 11	9/9/2016 10:37 PM
832	too many cars in congested areas and waiting at stop lights so long it slows down commute times.	9/9/2016 10:35 PM
833	Turning left onto Harrodsburg Road from #1. Cars blocking the intersection at #2 causing one to sit through multiple green lights onto Harrodsburg Road. Also the left turn signal after turning right onto 1 from Harrodsburg Road. Have also sat through multiple lights here. Often keeps me from wanting to shop in this area.	9/9/2016 10:35 PM
834	The double diamond that was built backs everything up.	9/9/2016 10:30 PM
835	Frequent backups along Harrodsburg Road between 9 and 5, with especially dangerous conditions around the intersection labeled 1. Drivers frustrated with long delays exhibit dangerous behaviors in this area.	9/9/2016 10:30 PM
836	1-12	9/9/2016 10:28 PM
837	9 congested most of the day. Have sat for 2 light cycles or more just to cross Harrodsburg. It's not neighborhood congestion a its the runoff of Beaumont centers business community trying to find a quicker way to get on too Harrodsburg then the Beaumont center drive exit. The whole Beaumont center is poorly designed and now over crowded with residential and commercial properties. The traffic flow has become increasingly worst and will continue.	9/9/2016 10:24 PM
838	There should be another access road from Harrodsburg Rd. directly to Lakecrest (just past 5) without having to travel into Beaumont through Beaumont Ctr. Pkwy.	9/9/2016 10:21 PM
839	Going towards Beaumont around rush hour is a pain. It always makes me late for work. Especially when traffic is backed up and lights don't stay green long enough.	9/9/2016 10:20 PM
840	Points 1 and 2 back up super quickly during any type of business hour. Getting trapped at light 2 and can't got to light 1, dealing with Harrodsburg Rd traffic in and out.	9/9/2016 10:18 PM

841	Areas 1 & 2 are so frequently backed up	9/9/2016 10:13 PM
842	The turn signal at Harrodsburg and Beaumont center	9/9/2016 10:12 PM
843	The timing of the lights through the double diamond is horrible. If you hit a red light getting off of new circle, and still have to go through the diamond, you by default end up hitting two red lights. Also the fact that you can't turn right on red coming off new circle which is ridiculous.	9/9/2016 10:09 PM
844	FT. harrod's Drive and Harrodsburg Road. Traffic light is too short for access to Harrodsburg Road. Long waits to turn onto and off Harrodsburg road. I don't Even use the entrance to Beaumont by Speedway because of the high business traffic from the Beaumont circle development.	9/9/2016 10:09 PM
845	Traffic light control 1, 5, 4	9/9/2016 10:04 PM
846	Rush hour traffic on Harrodsburg Rd from Man o War to New Circle. It is worst from 730am to 830am, and 5pm to 6pm.	9/9/2016 9:58 PM
847	Traffic in areas 1, 2, and 5 during the morning and afternoon commute is kf greatest concern. I actively avoid Beaumont Center due to the congestion in the northbound exit onto Harrodsburg Road.	9/9/2016 9:57 PM
848	It takes 30 minutes during rush hour to get from point 2 to point 1	9/9/2016 9:57 PM
849	Area 1 gets too backed up in the evening. There needs to be a direct access point from Beaumont Circle onto New Circle.	9/9/2016 9:56 PM
850	Points 1 & 5 are the worst. Drivers do not always stay in their lanes in the double diamond cross over, especially with poor visibility (i.e. rain or snowy conditions). Merging can be hazardous.	9/9/2016 9:54 PM
851	1 and 7 are only access points. Inability to get out of the neighborhood. Waits of over 10 minutes are common. To much traffic and speed on Beaumont center lane. The 4 way stop at 6 is to wide and dangerous for pedestrians. This 6 needs traffic calming( i.e. Reduce to one lane each way)	9/9/2016 9:54 PM
852	Number 6 because of major back ups caused during rush hour when turning on to Harrodsburg Rd.	9/9/2016 9:53 PM
853	Points 1 and 2 are ridiculously congested. Takes multiple cycles of the light to obtain access to inbound Harrodsburg Rd/New Circle from 4pm-7pm.	9/9/2016 9:53 PM
854	Double diamond.	9/9/2016 9:50 PM
855	The entire Harrodsburg Road corridor is horrible. the double diamond had no effect on reducing traffic congestion. And there is more planning that has been approved on Harrodsburg road and Man-o-War (apartments, townhomes) that will only make matters worse.	9/9/2016 9:47 PM
856	The traffic signals at Beaumont Centre are not coordinated at all. Also, a lot Of people don't know how the lanes turn. Paint on the roads to show at a minimum would help.	9/9/2016 9:45 PM
857	Traffic coming out of Beaumont onto Harrodsburg does not flow and people get stuck in intersection	9/9/2016 9:45 PM
858	Traffic flow at 10	9/9/2016 9:44 PM
859	9 and 10 coming from Wellington way and turning right onto Harrodsburg you sit through multiple cycles and other cars completely block intersection. (Worse at Fort Harrods coming from stonewall side)	9/9/2016 9:43 PM
860	Bike paths are dangerous, The turning lights do not allow enough traffic to turn off sife roads onto Harrodsburg Road, especially at number 10.	9/9/2016 9:42 PM
861	Between the hours of 4pm and 5:30pm the increased population of the circle due to rapid business expansion has created a backup at the intersection #1 waiting on the extended light at Harrodsburg Rd allowing traffic to clear from toward downtown. The resulting backup is compounded by traffic blocking intersection #2 from crossing vehicles, further backing vehicles up onto Beaumont Circle itself. Such backups incentivize traffic to move toward intersection 9 backing up access to Harrodsburg beyond the turning point from Snaffle. In normal traffic exiting the Beaumont area during this time of day can take anywhere from 10-15 minutes. If nothing is done, further business development will only compound the above mentioned issues.	9/9/2016 9:42 PM
862	Lane Allen to man o war is worst	9/9/2016 9:39 PM
863	1&2 are just crazy at rish hour. No way to move in that area.	9/9/2016 9:34 PM
864	1,2,4,5,9	9/9/2016 9:32 PM
865	The traffic from in front of Beaumont circle to new circle coming and going.	9/9/2016 9:32 PM
866	There is too much traffic on Harrodsburg Road and Man-O-War for two lanes. It's really simple...add a third lane on each way of both roads.	9/9/2016 9:30 PM



867	1,2,3,9,11	9/9/2016 9:30 PM
868	1 and 2 on the map need most help.	9/9/2016 9:29 PM
869	Very hard to get out of Fieldstone onto Beaumont Center Drive. The most dangerous area is Lane Allen and Harrodsburg Rd.	9/9/2016 9:28 PM
870	Traffic congestion on the Harrodsburg Road access/exit point. It is getting worse even during non-peak and weekend times. Something has to be worked out.	9/9/2016 9:26 PM
871	The entirety of Harrodsburg Rd to South Broadway is excruciating to drive especially during events and Peak times.	9/9/2016 9:24 PM
872	Entering and exiting Beaumont Center	9/9/2016 9:23 PM
873	1 and 2. Due to high traffic at end of work day this junction is backed up with many people blocking up the intersection at 2.	9/9/2016 9:22 PM
874	1,2,4,and 5. 2 is the worst getting out of even during less busy hours.	9/9/2016 9:22 PM
875	Turning inbound from 9 and 10 is almost impossible at peak times.	9/9/2016 9:17 PM
876	high traffic volume in mornings and 4pm to 7pm in evenings	9/9/2016 9:17 PM
877	1 and 2 - getting out of Beaumont in the morning and afternoons is very burdensome. As a resident, watching the increased number of businesses moving into Beaumont without infrastructure improvement is troubling.	9/9/2016 9:14 PM
878	Red lights from ancillary roads are very delayed	9/9/2016 9:12 PM
879	Accessing onto and off Harrodsburg Rd	9/9/2016 9:12 PM
880	I believe that the area is fine. The most common cause of concern for me is when drivers continue moving through lights once it turns red.	9/9/2016 9:12 PM
881	2....OMG please come to Beaumont Speedway area and leave there any M-F from 445pm - 545 and you will know! We need a bridge out of Braumont onto NEW Circle	9/9/2016 9:12 PM
882	HUGE bottleneck between Liquor Barn and Harrodsburg Rd. Trying to get out of Beaumont Center onto Harrodsburg Rd. Turning left in area 2 from Lakecrest onto Beaumont center Dr trying to turn left again onto Harrodsburg Rd then right on New Circle is awful! Always backed up regardless of time if day. The added right turn lane out of Corporate Center onto Harrodsburg Rd. has improved traffic. Especially since I then turn right again onto New Circle.	9/9/2016 9:11 PM
883	Exiting Beaumont onto Harrodsburg Road especially at peak houy	9/9/2016 9:08 PM
884	1,9,10,2 especially #9. A 12 second green light coming off of Fort Harrods in either direction is notl long enough. Frustrates the hell out of me. Other 3 are choke point during heavy traffic hours. Should have built an off ramp on the outer loop of New Circle directly into Beaumont Center without having to exit at Harrodsburg. What is the measure on the 1st question 0-100 what?	9/9/2016 9:06 PM
885	The bottle neck into and out of Beaumont circle and exiting Pasadena to southbound Harrodsburg Road.	9/9/2016 9:06 PM
886	As more an more businesses and residential areas are being built within the Beaumont Circle with only access at 1 and 3, the congestion is only going to multiply. More access points are going to be necessary to handle the flow of vehicles.	9/9/2016 9:05 PM
887	The traffic light at area 2 and 1 getting onto Harrodsburg Road. During high traffic times one can have a 10 minute wait through several light changes.	9/9/2016 9:03 PM
888	Area 1 and 2 are the worst. Offensive driving is a must in this area!	9/9/2016 9:01 PM
889	Getting across from stonewall neighborhood to beaumont.	9/9/2016 9:00 PM
890	Harrodsburg Road and Pasedena/Alexandria is a nightmare!! You can sit through three cycles of the light and no one can turn right from Alexandria onto Harrodsburg Road.	9/9/2016 8:58 PM
891	Impossible to get out of Beaumont Centre at rush hour.	9/9/2016 8:52 PM
892	As stated above, rush hour traffic in the Pasadena/Harrodsburg intersection and double diamond is difficult, but made worse by people blocking the intersection. Maneuvering through the intersections at Harrodsburg and Beaumont Center Pkwy and Fieldstone can be difficult and very confusing if trying to make a left turn. The area has a lot of places that I'd typically just walk between, but it is so un-pedestrian friendly around the Fieldstone Way intersection, there's no way I'd chance it. Cars come from all directions and cross multiple lanes trying to get where they want to go.	9/9/2016 8:51 PM
893	1,2,&7 are always congested during high volume times	9/9/2016 8:50 PM

894	The Beaumont double traffic signal trying to get out of Beaumont Circle is the worst area that I have ever driven in. Terrible design & outright dangerous. Drivers turning left coming from Speedway gas station side totally ignore road rules & act like they have right of way and block that intersection. That intersection should be blocked off and a back entrance created for the S & S Tire & library area. Also, the people across the street coming from Corporate Center have too long of a light cycle. There are usually just a couple cars on that side & over a 100 cars backed up getting out of Beaumont Circle.	9/9/2016 8:45 PM
895	2	9/9/2016 8:44 PM
896	Trying to get out of Beaumont Centre or Harrods Hill during rush hour.	9/9/2016 8:43 PM
897	Congestion near pain points 1 & 2. Difficult to turn.	9/9/2016 8:41 PM
898	Getting from Beaumont circle drive to Harrodsburg Roast. That changes my pattern of shopping, using the YMCA and library, etc...	9/9/2016 8:32 PM
899	I avoid Beaumont Centre at all costs during high volume times - much easier, say, to access New Circle via Versailles Road	9/9/2016 8:32 PM
900	People running stop sign at 6 and red lights at 1 and 2. Need more police presence to protect kids and pedestrians.	9/9/2016 8:31 PM
901	Area 1 and 2 on the map are very bad 2-3 hours around commute times. I avoid travelling at those times. Area 6 is dangerous with speeding vehicles around the school and running the stop sign. More enforcement would help.	9/9/2016 8:24 PM
902	The inability of emergency vehicles to get through a crowded double diamond.	9/9/2016 8:23 PM
903	Left turns into Beaumont from Harrodsburg. Traffic crunch for cars moving over to turn into Beaumont or onto New Circle at rush hour. More development in areas toward and into Jessamine along Harrodsburg = more cars = more congestion to come in areas like Palomar and Beaumont. Light at Palomar almost useless for more than 1-2 cars turning left because of backups.	9/9/2016 8:22 PM
904	People try to avoid highly congested roads and end up using neighborhoods as their cut through and they speed on neighborhood roads such as Lyon Drive. It's awful - we have people fly by our homes going 45 mph in a 25 mph zone. They don't care about anyone except themselves	9/9/2016 8:18 PM
905	#1 and #2 are biggest concerns, takes forever to get out to Harrodsburg rd from 430-6	9/9/2016 8:17 PM
906	6 - traffic light needed 9 - more frequent light times on Ft. Harrods 1-2 - more lanes needed to accommodate traffic	9/9/2016 8:16 PM
907	Traffic lights at areas 1, 2, 4, 5	9/9/2016 8:15 PM
908	Rigorously enforce traffic laws. Speeding & redlight running are OUT OF CONTROL. The worst for everything is Intersection #1. But I love the double diamond crossover, I wish they were at more New Circle Rd interchanges.	9/9/2016 8:15 PM
909	The overall congestion.	9/9/2016 8:13 PM
910	New large employers in this area has increased traffic. With more large employers, it will be getting worse.	9/9/2016 8:11 PM
911	Turning from Beaumont centre onto Harrodsburg. Safety of turn at man o war/harrods hill across from Dunbar High School.	9/9/2016 8:06 PM
912	People turning left onto inbound Harrodsburg Road (from point 1 on the map), and then immediately trying to change lanes to access the outer loop of New Circle. People should get in the proper lane before they make the left turn there, and lane changing through that area should be illegal and strictly enforced. The LFUCG could also generate a lot of revenue by ticketing drivers in that area who fail to use their turn signals.	9/9/2016 8:03 PM
913	Bike/Pedestrian awareness and access	9/9/2016 8:02 PM
914	Intersection of Alexandria and Harrodsburg is impossible to get out of in mornings when leaving Alexandria to turn right on Harrodsburg.	9/9/2016 7:59 PM
915	Heavy congestion on roads not designed for the amount of traffic	9/9/2016 7:59 PM
916	Harrodsburg Road is a disaster. It is as bad, if not worse than, Nicholasville Road. Coming out of Beaumont (2) onto Harrodsburg Rd. (1) in the mornings is awful. The lights are not in sync and you can often sit still through a green light because the next light is red the entire length of the green light. It's awful.	9/9/2016 7:55 PM
917	The failure of drivers to : Follow the laws Not text Help other drivers	9/9/2016 7:53 PM
918	Areas 1 & 2 need most attention, followed by 5,4 and 8. Light at 7, 8 & 12 should be adjusted to real time traffic needs.	9/9/2016 7:51 PM
919	1, 2	9/9/2016 7:42 PM
920	1 and 12 left turn do not allow cars to clear turning lane at peak times	9/9/2016 7:35 PM

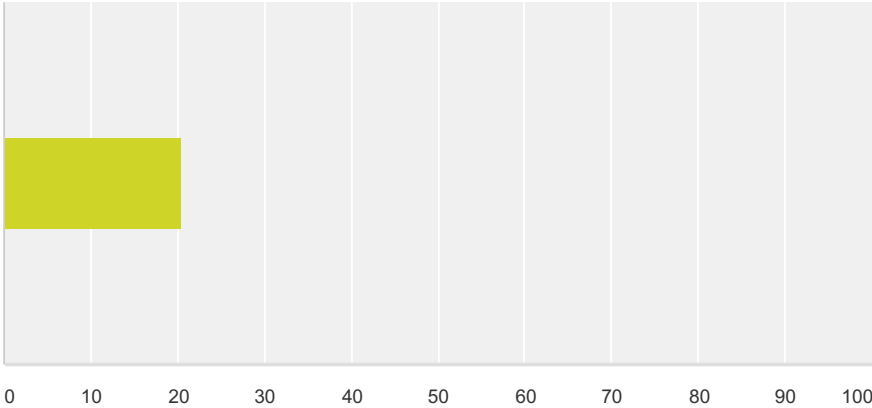
921	Intersection 2 (lakecrest) needs to be modified so that they can turn onto lakecrest but must exit in a different area (come out on beaumont centre circle to enter traffic flow). 4-6pm traffic in this area is a disaster	9/9/2016 7:33 PM
922	It will only get worse with increased construction in Nicholasville.	9/9/2016 7:33 PM
923	The intersection at point 1 is always blocked by people turning when red or going out into the intersection even though there's no room. This impedes anyone from going and causes more red lights to be run. Traffic cameras and tickets should be given out routinely	9/9/2016 7:30 PM
924	8, 12, 1	9/9/2016 7:30 PM
925	The traffic lights as you leave Beaumont seem shorter during heavy traffic times. At noon, 30 cars could go through on one cycle, but at 5pm, they are shorter in duration. Step 1 is ABSOLUTELY to increase the duration of the Beaumont green cycle.	9/9/2016 7:30 PM
926	Point 2 is an unsafe bottleneck. Cars can't avoid blocking the intersection when turning into Beaumont Centre. Same issue with point 4 as intersection gets blocked easily.	9/9/2016 7:28 PM
927	1, 2 & 3	9/9/2016 7:24 PM
928	Lack of stop light or traffic circle at point 6; very dangerous. Intersection 2 is extremely poorly designed and also very dangerous.	9/9/2016 7:15 PM
929	1 and 2	9/9/2016 7:15 PM
930	Why cant LFUCG talk with bigger, more developed cities and find out what they do?	9/9/2016 6:55 PM
931	My pain points are 4 and 5, every morning. Each cycle, people are stuck out in the intersection after their lights turn red.	9/9/2016 6:48 PM
932	Turn from Beaumont to Harrodsburg left	9/9/2016 6:47 PM
933	When you are traveling along Harrodsburg Rd (pins 1,4,5 especially) that travel times can double or triple at high congestion times if you are going against the flow.	9/9/2016 6:46 PM
934	#1 and #2 are some of the worst intersections in Lexington. On the outer loop of Beaumont Centre Circle, where you turn right & merge onto Beaumont Centre Pkwy, hardly anyone actually merges. If you are turning left or going straight onto Beaumont Centre Pkwy from the 4 way stop, the drivers "merging" practically run you over. They act like THEY have the right of way. I have had many close calls there.	9/9/2016 6:40 PM
935	Horror of trying to exit onto Harrodsburg Rd from 4-6 pm Weekdays	9/9/2016 6:37 PM
936	Stop light at Beaumont creates a backlog	9/9/2016 6:34 PM
937	Areas 4,5, 2, & 1 are problematic & quite congested at rush hour during the week.	9/9/2016 6:34 PM
938	It is difficult to get onto Harrodsburg Rd during rush times because people already on Harrodsburg often clog up the intersection even when lights have changed.	9/9/2016 6:30 PM
939	Harrodsburg Rd. from MOW to New Circle. Not just rush hours.	9/9/2016 6:30 PM
940	Double diamond only caused more congestion.	9/9/2016 6:27 PM
941	The traffic lights suck. Some will go while others are still red and causes traffic back up. This is in all areas.	9/9/2016 6:21 PM
942	Exiting Beaumont center onto Harrodsburg Rd. Very backed up and congested.	9/9/2016 6:15 PM
943	7: this is the entrance to the high school. Traffic is extremely difficult here and students are often late for school. 8-4: this stretch of road is very congested every day.	9/9/2016 6:07 PM
944	9)light changes too fast to cross Harrodsburg Rd. 1&2) at rush hour traffic times this area is terrible. Backs up, people run red lights, block lanes	9/9/2016 6:06 PM
945	During afternoon rush (3pm on) the double diamond becomes such a choke point. Easier access for cars turning into Beaumont, more lanes headed out H'burg rather than cutting down immediately at Beaumont might help?	9/9/2016 5:56 PM
946	The time it takes to get through areas 2, 1 and 5 is ridiculous. In order to avoid the long wait for the left turn light at area 1 (and the fact that only about 4 cars can get through the the turn signal at a time), I will drive through neighborhood area 9. This adds a lot more traffic into small neighborhoods that should not exist. I will also choose to visit other places of business not located in this area due to the traffic nightmare.	9/9/2016 5:54 PM
947	4 way stop at Roswell and Beaumont Centre Lane is a potential death trap. I, as well as my driving age child, have almost been T- boned here due to drivers NOT stopping at the 4 way stop. Others fly through after tapping their brakes but not stopping entirely. Pedestrians have almost been hit at this intersection. This is worse than speeding in my opinion. Someone is going to be hurt badly or killed if control is not established here.	9/9/2016 5:52 PM

948	The congestion between 3 and 6 can be bad, where old field and the apartments are across Beaumont center lane from each other.	9/9/2016 5:51 PM
949	It takes an average of 15 to 20 minutes to reach Harridsburg rd	9/9/2016 5:49 PM
950	#2 is miserable. I will not shop in the shopping center during most business hours	9/9/2016 5:44 PM
951	Ineffective traffic signals	9/9/2016 5:36 PM
952	Lights at 1 & 2, lots of delays and back ups	9/9/2016 5:33 PM
953	Number 9 and 2 and 11 are what we use to go to work. The traffic lights basically only lets 2 or 3 cars out onto Harrodsburg Road from Fort Harrods Dr so many cars myself included have taken 2 and 1 to get onto Harrodsburg Rd because that traffic light lets more cars out.	9/9/2016 5:32 PM
954	Sheer numbers and lack of police presence	9/9/2016 5:31 PM
955	4, 5, 1 and 2. Only 25% of the cars get to move toward Beaumont Center. Cars turn on Red. Cars squeeze in and block the intersections. People get mad at each other.	9/9/2016 5:26 PM
956	4,5; it's take me 30 minutes to get from the pasadena light to new circle	9/9/2016 5:23 PM
957	2,1, and 5. Lights are mistimed and need upgrading away from timers. People block the box at 2 and 1 causing backups to become jams. Integrate the lights at 2, 1, and 5 together so that high traffic times are handled together as a system of lights instead of individual messes. Ease the turns headed towards KY 4 as to allow quicker exiting. Consider adding turn lanes to KY 4 ramps and consider making the DCD into a SPUI.	9/9/2016 5:16 PM
958	The bikers. They do not obey traffic laws as they apply to them. They should be licensed and required to take safety classes to use our road system. Afterall, they are considered a vegicle.	9/9/2016 5:13 PM
959	Unclear lanes and procedures for bicycling in the area	9/9/2016 5:11 PM
960	Parkers mill road is dangerous and needs to be widened.	9/9/2016 5:07 PM
961	1 & 2 - always a traffic jam; 9 - light too short if you are on Ft. Harrods.	9/9/2016 5:00 PM
962	I think the lights at 9 and 1 can be better synchronized. This is usually where things back up. For those leaving Beaumont Center Circle onto Harrodsburg at light 1, it backs up a lot, but of course that would mean those on Harrodsburg have a longer wait.	9/9/2016 4:59 PM
963	#1 and #2 are terrible several times a day.	9/9/2016 4:59 PM
964	New double diamo d intersection	9/9/2016 4:52 PM
965	Timing of lights, especially exiting Beaumont onto Harrodsburg.	9/9/2016 4:45 PM
966	Beaumont Center Parkway and that light on Harrodsburg Road	9/9/2016 4:45 PM
967	No where to move over for emergency vehicles.	9/9/2016 4:41 PM
968	signals trying to get out of beaumont at rush hour	9/9/2016 4:40 PM
969	Increased amount of residential development, increased cars on the road with one main entrance/exit	9/9/2016 4:38 PM
970	1, 2, 11 - It's fairly miserable trying to get in to and out of Beaumont circle during morning and afternoon rush hours.	9/9/2016 4:36 PM
971	Areas 2, 1, 4 and 5 are of most concern for me. traffic hang ups in these areas cause me significant delay every day at 9am and 4-7pm	9/9/2016 4:34 PM
972	1, 2, 4, 7, 8, 10, 12.	9/9/2016 4:34 PM
973	1 and 2 is a clusterfuck	9/9/2016 4:33 PM
974	10: lack of right turn lane going out Hburg Rd.	9/9/2016 4:31 PM
975	1,2,8,10,12, 9	9/9/2016 4:29 PM
976	Sections 1 and 2 are bar far the worst. The lights do not time out well for traffic movement at rush hour. I work in the circle and arrive and leave through 3, 6 and 7. I avoid 1 and 2 at all costs during rush hour. Area 8 could use another turn lane for traffic coming south(from 12) and turn west. Beaumont Circle continues to have more office buildings erected. traffic will only increase. Plus theirs a new retirement home. There needs to be a direct access road to Circle 4 on the east side of Beaumont Circle.	9/9/2016 4:28 PM

977	Look at this road pattern. It's built for houses not cars. Builders and contractors wanted to max the lots, not the traffic flow. Unless you know the neighborhood, it is NOT easy to navigate. The road area in the 1 and 2 zones are real "zoos", and at high traffic periods are real challenge to drive. Will Lexington ever learn? I was born and raised in Lexington. I lived on Harrodsburg Road for 15 years. I have driven delivery trucks in Lexington. I watched five farms turn into "subdivisions" along Harrodsburg Rd.	9/9/2016 4:28 PM
978	The Beaumont area probably could use more access points. The current set of access points clearly results in bottlenecks at fairly well defined times. The lights between Lane Allen and the Beaumont Centre entrance on Harrodsburg Road are impossible.	9/9/2016 4:26 PM
979	9, 1 and 5 7:30 - 8:00 am	9/9/2016 4:22 PM
980	Narrow major highways	9/9/2016 4:20 PM
981	Puts 4 and 5 are the biggest headache for us. In both the morning and afternoon rush hour it can take several cycles of the traffic light to get onto Harrodsburg Rd from Alexandria Dr. This means that we have to leave our house about 20-30 minutes earlier at those times than we would during non-peak times. The double crossover has seemingly done little if anything to help this. Additionally, New Circle Rd needs to be widened to 6 lanes all around south Lexington as was recently done between Versailles and Leestown roads. We were recently in a serious traffic collision that resulted in the total loss of our car due in part to the fact that the road was so congested that there was no room to maneuver to avoid a collision.	9/9/2016 4:18 PM
982	#1-In the afternoon headed back to town (think 5:00 rush) I ALWAYS have to sit through 2-3 cycles of this light. #4 and #5- In the mornings on my way to Nicholasville, I can't come this way, as I am ALWAYS late for work if I do. Instead I choose Nicholasville Road.	9/9/2016 4:18 PM
983	Lights at double crossover are a cluster at rush hour.	9/9/2016 4:17 PM
984	4 - Blocked intersections - Pasadena and Alexandria Pasadena left turns onto southbound Harrodsburg Road traffic that is stopped at light. No right turns should be allowed on red from Alexandria onto Harrodsburg Road South. Blocks entire intersection. Where on this survey can I write my suggestion? Ok, here! I turn onto east New Circle every morning on my way to work. It would help to have a new right turn only lane so traffic doesn't back up as much into the Pasadena/Alexandria intersection.	9/9/2016 4:16 PM
985	1,2,9	9/9/2016 4:06 PM
986	Lights between location 2 and 1 do not seem well synchronized to expedite traffic departure from the circle onto Harrodsburg.	9/9/2016 4:03 PM
987	At peak times, traffic on Beaumont Centre Ln out towards Harrodsburg is an absolute nightmare. You will sit through multiple lights without moving, the intersection (2) is always blocked, and people drive aggressively because of their frustration. I live in the Southland area and will choose to shop along the Nicholasville corridor at certain times just to avoid this traffic. It is really not good planning to have a neighborhood this big, with this many homes, businesses, and community resources in it, with only two major ways in and out. I would not consider purchasing a home in Beaumont because of that.	9/9/2016 3:55 PM
988	1,2,4,5	9/9/2016 3:52 PM
989	Intersection of Fieldstone and Beaumont center drive is poorly signalled and dangerous. No separate left turn light.	9/9/2016 3:52 PM
990	The timing of lights during busy timea	9/9/2016 3:48 PM

Q7 To what degree do you believe traffic congestion in the defined area will be a problem in the next 10 years?

Answered: 1,281 Skipped: 50

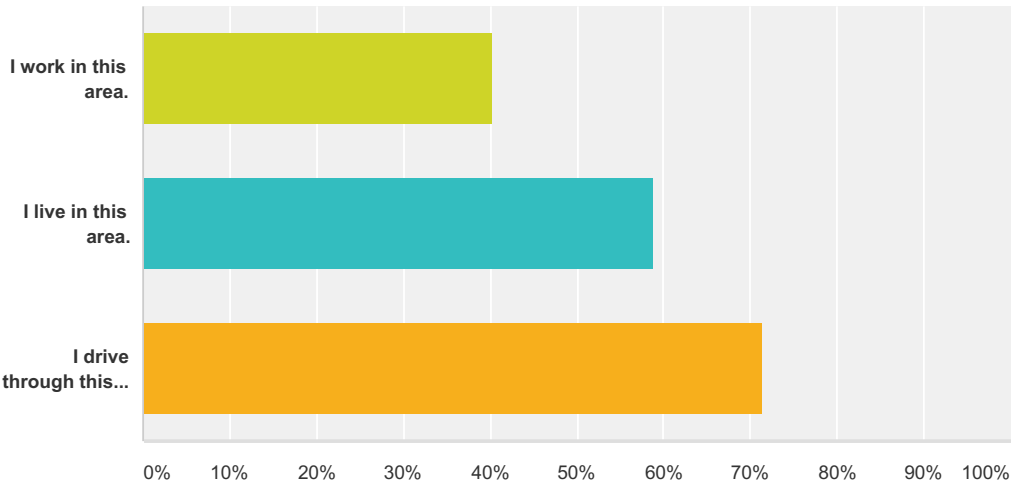


Answer Choices	Average Number	Total Number	Responses
	21	26,341	1,281
Total Respondents: 1,281			



Q8 Please choose each category that relates to you (may choose more than one).

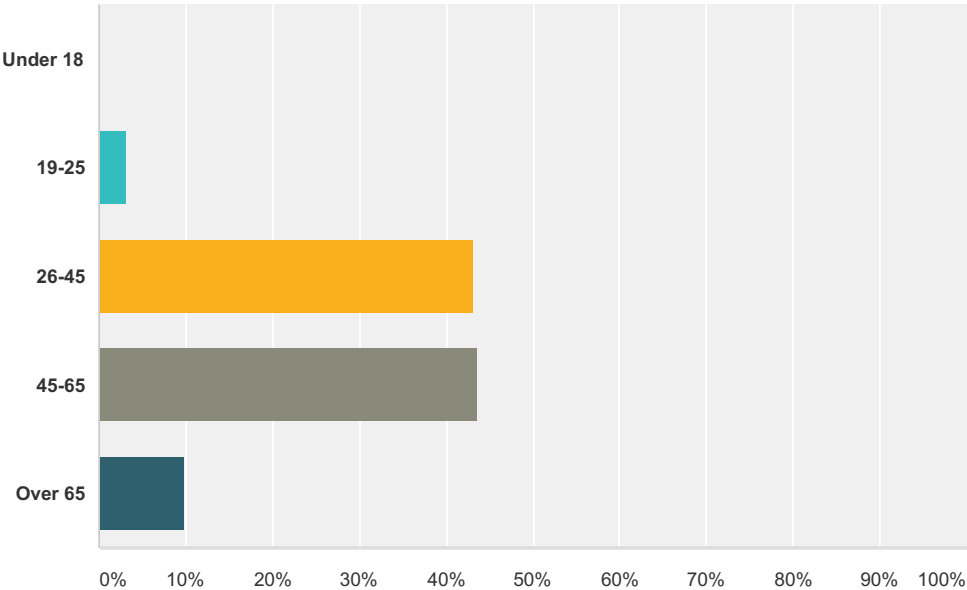
Answered: 1,325 Skipped: 6



Answer Choices	Responses	
I work in this area.	40.30%	534
I live in this area.	58.94%	781
I drive through this area for goods, services, school, etc.	71.32%	945
Total Respondents: 1,325		

Q9 Please choose your age:

Answered: 1,323 Skipped: 8



Answer Choices	Responses
Under 18	0.15%2
19-25	3.10%41
26-45	43.24%572
45-65	43.61%577
Over 65	9.90%131
Total	1,323

**Appendix C.**

**Community Meeting to Obtain Input  
on Proposed Solutions**

## Group 1

## Group 3

### David Filiatreau

Division of Traffic Engineering  
City of Lexington  
101 E. Vine Street, Lexington KY 40507  
(859) 258-3492

### Amanda Mays Bledsoe

10th District Councilmember  
200 E Main, Lexington KY 40507  
(859) 258-3224  
abledsoe@lexingtonky.gov

# Beaumont Centre Traffic Study

## Public Input on Proposed Solutions

19<sup>th</sup> April 2017

## Creative Lodging Solutions

### Agenda

- |                                   |   |
|-----------------------------------|---|
| 1. Introductions                  | Councilmember Bledsoe                           |
| 2. Review of What We Have Done    | David Filiatreau, Traffic Engineering           |
| 3. Review of Where We Are         | David Filiatreau, Traffic Engineering           |
| 4. What We Have Committed To Do   | Councilmember Bledsoe                           |
| 5. Car Related Proposals          | David Filiatreau, Traffic Engineering           |
| 6. Buses, Bikes, People Proposals | David Filiatreau, Traffic Engineering           |
| 7. Breakout Sessions              | Explained by David Filiatreau and Jamie Rodgers |
| 8. Future of Traffic              | David Filiatreau, Traffic Engineering           |
| 9. Communication and Timeline     | Councilmember Bledsoe                           |

### STUDY OVERVIEW **Welcome - Amanda – 10 Minutes**

- recognize at Large Councilmember Stinnet and Vice Mayor Kay who help fund this study
- recognize state reps and federal reps
- recognize Commander Pape, Over Traffic
- *Thank Creative Lodging Solutions CEO Mike Tetterton, CFO Marsha Couch for letting us use the facility. Creative Lodging solutions saw companies were too overwhelmed with researching their own hotel rooms, keeping up with complex invoices, and negotiating rates to devote time to their business. Enter Creative Lodging Solutions – the answer to business travel hassle and wasted time.*

Lexington sought professional consulting services to conduct a traffic study to determine comprehensive traffic mitigation for Beaumont-Palomar-Harrodsburg Road-corridor. A map of the defined area is outlined in the attachments.

### TRAFFIC STUDY GOALS

1. Develop a snapshot of the transportation system (cars, pedestrians, bicycles, buses)
2. Assess the effectiveness of transportation system

## Group 1

## Group 3

3. Develop a prioritized list of short-term and long-term solutions
4. Integrate community involvement and education in the process

### **Part I: Data Collection and Assessment (What We Have Done - David – 10 Minutes)**

*Activities: September 2016-February 2017*

- Identified project partners, roles and responsibilities, developed workplan
- Conducted a simple 10 question survey-monkey survey for those who live, work, or drive in the area. Received 1,300 responses and 900 written comments
- Conducted residential community meeting (September 26 , 2016)
- Conducted commercial community meeting (September 28 , 2016)
- Bledsoe's Office & Traffic Engineering & Stantec identified trends:
  - increased development growth
  - lack of police enforcement
  - limited connectivity
  - geometric barriers
  - people, buses, and bikes safety & mobility
  - parking spread out
- Conducted in person field studies (Stantec)
- Reviewed data including identification of high crash areas and crash types, traffic counts, queue times, signal timing, turning movements, travel speed times, development plans, comprehensive plan & land use, bike master plan, pedestrian counts, and other relevant data (Stantec)
- Reviewed location of sidewalks, bike lanes, shared use paths, bus stops (Stantec)
- Reviewed location of planned future development and land use change (Stantec)

### **Part II: Develop Recommended Solutions (Review of where we are- David – 10 Minutes)**

*Activities: February 2017-May 2017*

- Let's lay out some basic understandings of what we can and can't do. District 7's number one priority is not to have back up on state roads. Roads that are carrying hundreds of thousands of people a day. Because of that we have to minimize any back-up on New Circle and Harrodsburg road, as a tweak in those that lead to a back up lead to significant crash fatalities and impact traffic around the entire county. For example a back-up on New Circle – Harrodsburg Road can lead to back-up on New Circle – Nicholasville. There is a ripple effect of each tweak we make.
- The Double Diamond sits very close to four major intersections/ commercial districts which is no longer recommended.
- People WANT to use Beaumont Centre outbound, very few people on the survey had a willingness to use the back exit or Ft. Harrods and Harrodsburg Road.
- Lexington is Growing!
- Traffic Enforcement by Police is challenging due to resources and safety. There was a substantial request for enforcement of blocking.

## Group 1

## Group 3

- Continued stakeholder meetings with Stantec, Lexington Division of Traffic Engineering, District 7 Kentucky Transportation Cabinet, Lexington Area MPO, Chief Development Officer –Mayor's Office, Councilmember Bledsoe's Office, property owners, neighborhood representatives.
- The preliminary recommendations were completed in late February for request in the next City of Lexington budget cycle (several items were not funded in 2018 Mayor's Proposed Budget).
- *Based on recommendations moving forward today on: (What we have committed to do– Amanda- 10 Minutes)*
  - *Bus stop at Corporate Drive (privately fundraised from Corporate Center Owners Association and First Southern National Bank) (M22)*
  - *Funded engineering design on a shared use trail connecting the Beaumont YMCA to Harrods Hill Park and the surrounding neighborhoods. (M28)*
  - *Signal optimization (retiming) (T11)*
  - *Overhead directional signage for Beaumont Centre outbound*
  - *Two pedestrian crossings in Beaumont Centre*
  - *Updated paving markings and striping (T1 & T2)*
  - *Lexington MPO recommended Parkers Mill expansion between Man o' Way and New Circle in the six year plan to Kentucky Transportation Cabinet*
  - *{AMB: This means I have done everything in my tool belt to advocate for this expansion. It is up to your State decisions makers Senator Lee and Representative Kerr and Kay (split Parkers Mill) which streets to adopt on these six year plan. The last plan had the expansion in 2026-2031 so it has been moved up. }*
  - *Examining existing walking trails and potential extensions*
- **(Solutions– David- 5 Minutes)**
  - *Solutions are broken up into two categories those for the car and those for buses, bikes, people. We call this in TE lingo multi-modal. Go over the TYPES of solutions on each legend in general.)*
- **(Break-Out – Jamie & David - 25 Minutes)**
  - *See below- Jamie directions*
  - *You will continue to see these boards for the next two weeks at Library, YMCA, Coffee Shop, restaurants. We are trying these moving input boards to meet people where they are and for those most affected to lead the input with their guest (OnTheTable style).*
- *Future of Traffic : David – 5 minutes*



## Group 1

## Group 3

- Bring everyone back together. This input will be used to give back to Stantec. We really wanted to see if there were any non-starters or high demand for one specific solution.
- Connected vehicles, driverless vehicles, and ride sharing have the potential to profoundly reshape cities and traffic in ways we are just beginning to understand and are coming quicker than projected
- Projected to only need 20% of driverless cars on the road to significantly impact congestion
- Governments should be hesitant to invest on long-term high-cost systems until impact is known (Bloomberg Philanthropies)
- *Gather input on proposed solutions : (Communication and Timeline- Amanda 10 Minutes)* reinforce best use of the local dollar and limited funding and change in traffic long-term. May come in 10-20 years, but we bond and pay for roads over 30 years. This all changed when our major Car dealers moved up the timeline and Ford announced it will have mass production of autonomous car by 2021-23.
  - Community meeting (April 19 , 2017)
  - Commercial community meeting (TBA)
  - Rolling feedback boards in Beaumont Centre and Palomar district

### Part III: Stantec's Final Report (Amanda)

*Estimated: Summer 2017*

- Summary of the report will be available on Councilmember Bledsoe, Traffic Engineering, and Lexington MPO websites

### Part IV: Project Installation (Amanda)

*Activities: April 2017-on going as funding becomes available*

- The prioritized list of solutions may be completed as funding becomes available by the State or Local transportation offices

### Part V: Evaluation (Amanda- I believe in continuous improvement and try something quickly, learn lessons and finding any efficiency with dollars,)

*Estimated: Fall 2017- on going*

- Conduct qualitative research on perceived effectiveness of the Beaumont Traffic Study recommendations and process
- Present recommendations and process lessons to the Urban-County Council's Committee on Environment Quality & related journals
- The Division of Traffic Engineering and Councilmember Bledsoe will continue to identify potential funding partners and seek grants from the private and public sector

## Community Involvement & Communication

## Group 1

## Group 3

The Divisions of Traffic Engineering and Councilmember Bledsoe's office was responsible for direct community feedback and communication. Gathering insight and telling the results is an important step in assessing the areas as well as crafting expectations and perception of the effectiveness of the study as well as encouraging a change in behavior.

*Thank-you so much for coming Summary of the report will be available on Councilmember Bledsoe, Traffic Engineering, and Lexington MPO websites. Please turn in your Feedback form as you leave.*

# Beaumont Centre Traffic Study Breakout Session

Public Input on Proposed Solutions  
19<sup>th</sup> April 2017

## Directions for Public Input (**Jamie will direct**)

1. Spend five minutes looking at the proposed options for 1) Cars and 2) Buses, Bikes and People.
  - a. Make sure to note the cost and effectiveness of each proposed solution.
2. When directed, find the number on the top of your paper and go to that group in the room.
3. Spend some time looking the assigned map, making notes on your feedback form and asking questions to the representative.
4. When directed, go to the second number on the top of your paper.
5. Spend some time looking the assigned map, making notes on your feedback form and asking questions to the representative

## Budget Live!

6. You will have certain number of stickers. These stickers represent your tax dollars. This activity is designed to be interactive, giving you a chance gain a better understanding of the city budget and the tough decision your public officials have to make on how to best allocate resources.
7. When directed, please place stickers on the proposals you would most like to see. You should base this on your personal decision and may consider any criteria: effectiveness, efficiency, neighborhood characteristics, feasibility, etc.
  - a. Stickers are to be used on both Cars (T1-T23) and People (M1-M33).
  - b. For high cost solutions you must use two stickers.

Group 1

Group 3

- c. Please note Police Traffic Enforcement (ticketing) is an option as well and is worth two stickers.
- d. There are 57 items. You may use all your stickers on one proposal or split on multiple proposals. This activity is meant to measure the severity of preferences. If you REALLY want one of these items, you should vote with more than one sticker.
- e. You should have a red sticker (s). These are your VETO stickers. Place these stickers on items that you consider nonstarters.

# Beaumont Centre Traffic Study Breakout Session- Feedback Form

Public Input on Proposed Solutions  
19<sup>th</sup> April 2017

**Please hand in as you leave**

**1) Cars: What is your initial feedback of the recommendations?**

- \_\_\_\_\_
- \_\_\_\_\_

**2) Bikes, Buses, People: What is your initial feedback of the recommendations?**

- \_\_\_\_\_
- \_\_\_\_\_

**3) Other: Is there anything that is missing or you were surprised by?**

- \_\_\_\_\_
- \_\_\_\_\_

**4) Which topics or aspects of the workshop did you find most interesting or useful?**

- \_\_\_\_\_

Group 1

Group 3

- 

5) How do you think the public input could have been made more effective?

- 
- 

6) What is your overall assessment of the event? (1 = insufficient - 5 = excellent)

1

2

3

4

5

See Back

7) Knowledge and information gained from participation at this event? (Circle)

Met your expectations

Yes

No

Somehow

Will be useful/applicable in my work

Definitely

Mostly

Somehow

Not at all

8) Please comment on the organization of the event (from 1 = insufficient to 5= excellent)

1

2

3

4

5

9) What do you consider yourself? (Circle all that apply)

Resident

Work in the Area

Drive in the area

Own a business in the area

Further comments or suggestions

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## Summary of Feedback on Proposed Solutions, April 19, 2017

Response #	Cars: What was your initial Feedback	Buses, Bikes, people : What was your initial Feedback	Did anything surprise you/ other comments	Type
1		Happy for proposed shared lanes	Opening up M30 to complete the loope like before	Resident
2	Lots of options, not enough explanation of the options	Options will be cheap, but wont solve the problem. Crosswalks for Peds will help		Resident
3	Would love roundabouts	People who benefit most from pedestrain solutions were not present		Resident
4	Some great ideas	Keep people safety a high priority	Would like roundabouts	Resident
5	Good options	Needs to address speeding & redlight timing at Ft. Harrods and Harrodsburg Road	Too much data for time allowed	Resident
6	Expansion of roads are a short term fix, additional road in and out would be most useful	Tunnels sound interesting but expensive for limited users	Like voting for projects, maps are helpful . Expand lextran to South Elkhorn	Resident
7	Improve signal timing at Beaumont and Harrodsburg will help al lot.	I wish the bus went to south elkorn. I agree more bike and walking paths will make people drive less.	Nice interactive piece	Drive in the area
8	Please ensure Ft. harrods sigal coming from rabbit Run is leantened.		Good to force people to prioritize with stickers/ dollars	Resident
9	Lots of great low cost options, go!	Love the bus stop & bike paths and trails. Get traffic fixed First.	Why no turn from fieldstomne way, off hours this is frustrating. Love the late night timing chanfge at Harrodsburg & Fort harrods. No proposed improvement for Snaffle. Circle never stops, dangerous to tun left onto circle	Resident & Work in the area
10	I believe T-13 would alleviate traffic if built.	M-28 is thr right thing to do.	It-19 looks more significant as a benefit than noted.	Drive in the area
11	I strongly like T-12, T-13, and T-2 and Don't Block the Box			Resident
12	Cars are most important, bikes are not important, Peds are just walking not going to a destination.	Don't make bikes the goal- Cars are the goal	Bike lane on B.CC is probably used once a day, but the lane keeps us from aprking in front of our houses.	Resident
13	Need more detail	less effort on this aspect	Poor turnout	Resident
14	Good solutions proposed	More sidewalks into town would help	Didn't know it was feasible to tunnel under New Circle. Let people think for themselves don't tell them the cost.	Resident
15	Seems Efficient	It seems like a large emphasis was on bikers and don't think it is worth it.	It would be nice to know how long each would take to implement. I like how info was displayed and it was concise. Spend more time to answer questions from constiutents	Resident
16	Very few resonable recommendations. High cost are necessary	Good options	New access to Harrodsburg Road needed.	Resident
17	T11 & T16 need to be done.	M31 would be great. Pedestrain signal is great.	T13 seams unrealistic on private property.	Resident
18			Too much info to digest. Good presentationfor public. Parkers Mill extension does not take new development into consideration.	Resident
19	Channelized turns should be removed	helpful	Like tunnel	Drive in the area
20	The turn about would slow down traffic. T16 may be a problem at certain hours.			Resident
21	Do not waste money on low benefit	Need to ensure safety for community	Want more engineers to talk to	Drive in the area
22	keep cars and pedestrain separate as much as possible.	Need to make it business friendly to bikes and walkers. Don't inconvenience us to make unsafe pattern at benefit of cars.	Missing: widen harrodsburg Road South of Beaumomt Center. Use existings merge land to expand. Make sure to look at long term, so we don't have to do this again	Resident
23		I see traffic related top cars not bikes	Wouldn't it be a good idea to remove light at fieldstone and close intersection?	Resident
24		More rapid transit.	Right turn signal lights to decrease "Stop turn right on red"	Resident
25		Didn't realize there were ped issues		Resident
26	good analysis and ideas	Although expensive I belive M31 can be a game changer towards encouraging a more connect community	Trails need more access to water fountains	Work in the area
27	T2 seems highly beneficial, don't block the box is unnesesary.	Bus may not be convientient. Need crosswalks		Resident
28	Signal timing needs to be fixed, need smaller medians	more bike lanes		Resident
29	keep channelized turns, no new stop signs on Beaumont Circle		Nice Bus Shelter	Resident
30	leave T17 alone, make M31 for cars	Bike lanes are a waste. Add new Circle ramp	drop T5 & T10 to stop signs, they hinder free flow. I like T13	Resident
31	If T3 is done, needs a stop sign. Snaffle needs a Stop sign at Parasol & Snaffle!!	too much emphasis in bikes and not enough on slowing down speeders? Is there a bike club traina for the olympics?	Surprised by the proposal for bike lanes	Resident
32			If roundabouts are planned need heavy education.	Resident
33		T13 is infeasible		Resident
34	expaniding Rosewll is not feasible without expaning Parkers Mill.	Like improving access to MoonDance, YMCA, Kroger	No real suggestion to improve flow from Liquor Barn onto Beaumont Center in afternoon. Surprised no proposal to remive fieldstone intersection. . Like all the options given and that we could see cost	Resident & Work in the area
35	As good as can be expected. Entrance/Exit to beaumont is still hard to swallow but you did your best.	Don't travel much due to crazy set-up. Surprised you cut through a farm. Like the tunnell idea.	Please, please, please jhold developers accountatble for their problems. Haymaker cxreated a nightmare. Ball homes does the same thing. Too much info to process in one night. I like knowing cost of projects	Drive in the area
36		Encouraged by the focus on ped/bus.	Lextran no longer stops at Arby's but stop is not Panera. Outdated map.	LexTran Staff
37	Doesn't add new ways for traffic to move in the area.	This can be delayed until the car issue is addressed.	Add a ramp to New circle from Parkers Mill. I wanted to see traffic study models/ flow.	Resident
38	Speed enforcement is a must on Snaffle. Glad to see options.	Shared lanes havent worked in other towns. Someone from lextran should have been here.	Want to focus on Fieldstone light.	Resident & Own a business
39	Pleased with the acriety	Don't think people really use that much	Don't live in Beaumont but effected by the traffic on Harrodsburg Road.	Drive in the area
40	T15 is already in use. T18 concerned about.	M17 crosswalks good idea. Buses need to be more frequent. Need data on bikes to see if people really use taem.	Light at ft Harrods and MOW? Now used much for lack of a light. More analysis overall is needed.	Resident
41	We do not need 4-way stops, keep traffic moving	Like expansion of sharred use trail, like the tunnel, would be excellent for Highschool sctudents safety getting to school	Too many options to slow & stop traffic. Focus on the car.	Resident & Work in area
42		Would a sky bridge be cheaper than a tunnel. Need a YMCA path.	Minimal effort mentioned on how hard it is to turn left onto Harrodsburg if you start out on old Fieldstone during rush or lucn. Impossible to get over three lanes and block traffic. WantHarrodsburg road widened. Also add "michgan lefts" in medians bewtenn NC & MOW to allow for u turns	Work in the area.
43	Well thought out, I was suprised by how many solutions.			resident

# Sticker Voting Results

