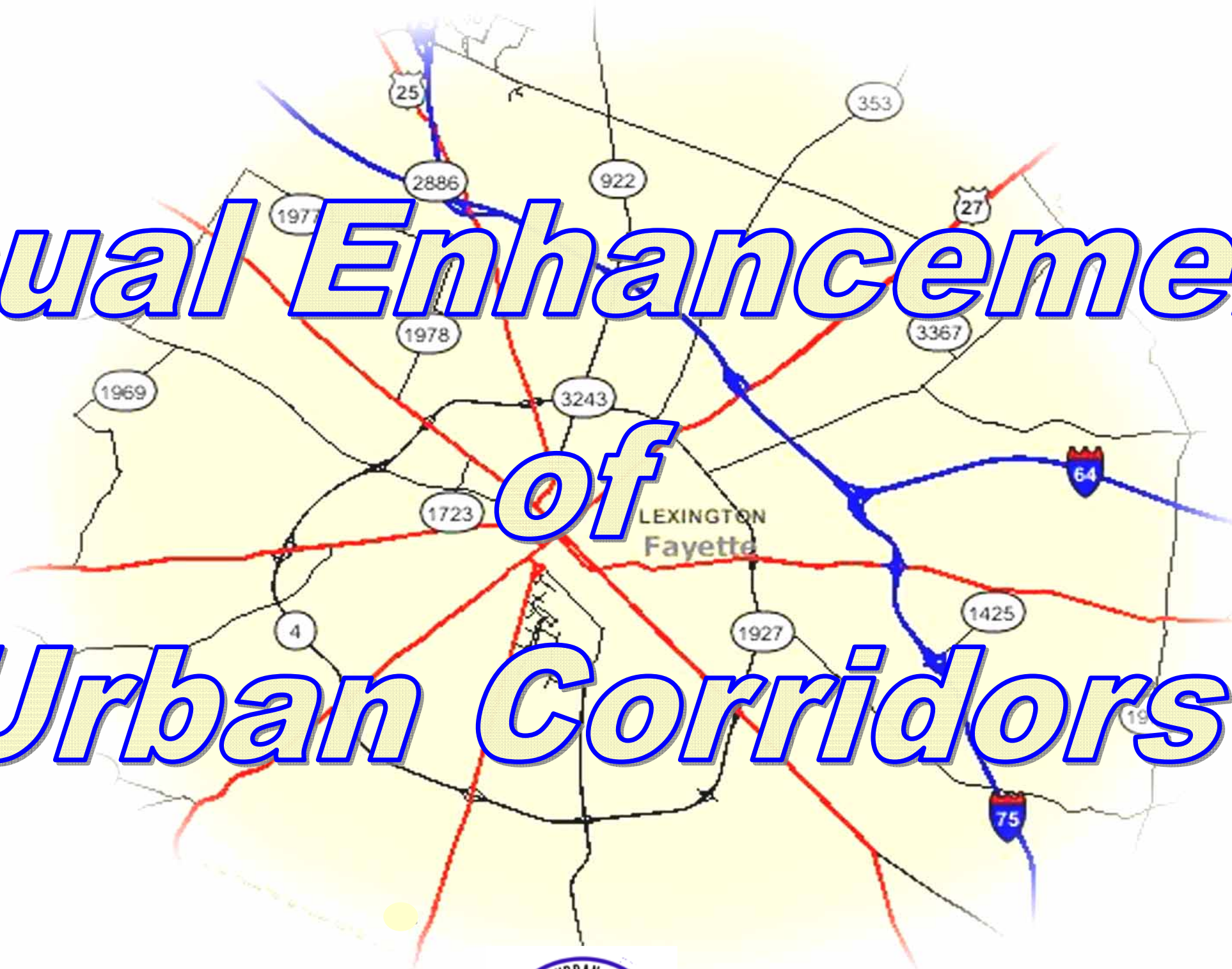


Visual Enhancement of Urban Corridors



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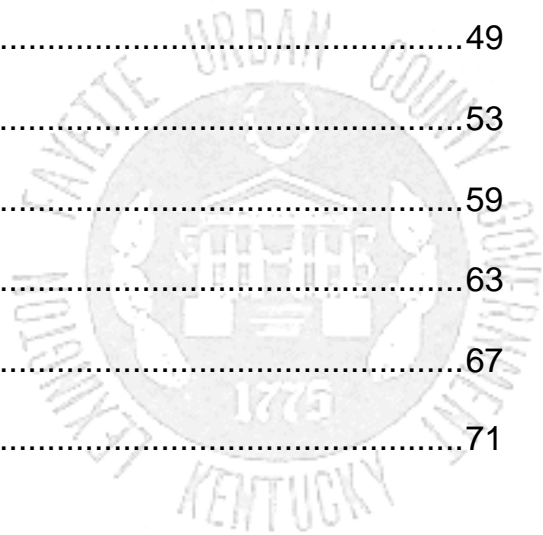
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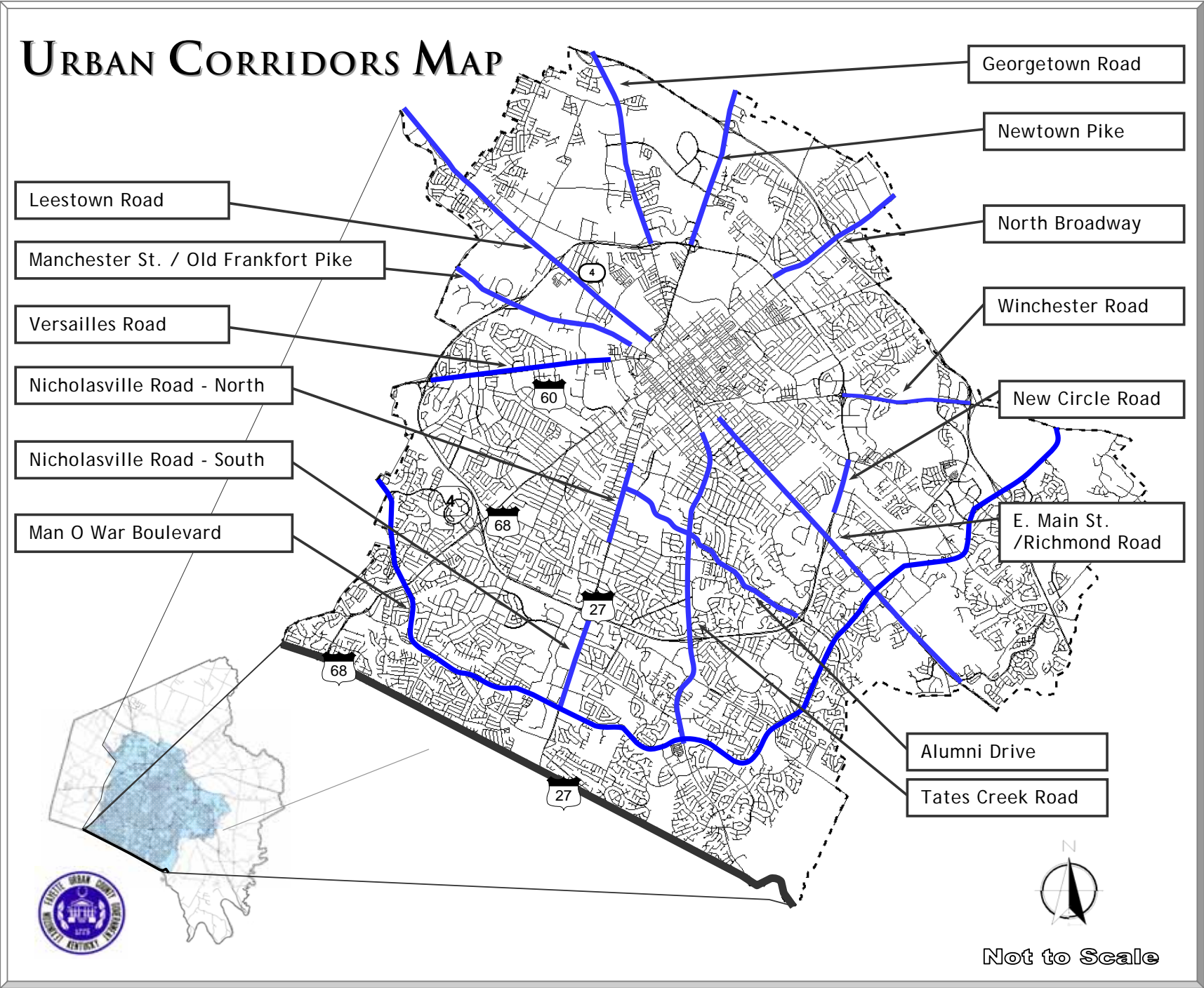
INTRODUCTION

The Lexington-Fayette Urban County Government's Division of Planning formed a staff team to assess the visual quality of Lexington's urban corridors, see Urban Corridors Map for locations. This plan for the visual enhancement of 14 urban corridors fulfills a task listed in the 2007 Comprehensive Plan Update Implementation element, and includes major urban corridors from outside of the downtown to the Urban Service Area Boundary; these urban corridors lead to and from many scenic rural corridor roadways where 23 are designated "Scenic Byways." Motorists, tour buses, and travelers enter the heart of the Bluegrass Region on these urban corridors so the scenic quality is of the utmost importance to the Urban County, revealing a landscape where citizens have pride in their community.

This study strives to build upon the existing positive aspects of corridors, and identifies where improvements could be made. A clean, well-managed corridor will take public and private groups and individuals working collaboratively to create a better landscape. It is anticipated that these urban corridors will be subject to infill and redevelopment activities over the coming years; therefore, preserving and creating quality landscapes will benefit citizens and visitors to the Bluegrass Region.

To kick off the effort, the urban corridors team met with the Corridors Commission's Chairman to inform them of the Division of Planning's corridor planning activities. Topics discussed included existing issues and concerns, and future review and input opportunities. Secondly, the team identified select urban corridors based upon the following criteria: traffic volume counts and road classifications; connectivity to the region, rural scenic corridors, tourism attractions; and recent streetscape designs and/or improvement projects (a recent corridor plan or study lessened the likelihood for selection).

Understanding the distinction between access, accessibility, and mobility is a critical aspect in planning sustainable and attractive urban corridors that fit into the existing and future land uses. Access refers to the ingress and egress from a site. Accessibility refers to the ability to reach desired goods, services, activities and destinations. According to the Federal Highway Administration, mobility refers to "the ability to move or be moved from place to place." Urban corridors have to provide for safe urban trips to work, shopping, schools, etc. and provide the mobility and safe access to adjacent/adjoining land uses that is functional and efficient for all transportation modes. When integrating transportation and land use



A total of 14 urban corridors have been identified, surveyed, and analyzed for areas of improved aesthetic and visual enhancement. Shown above are the corridors identified in blue.



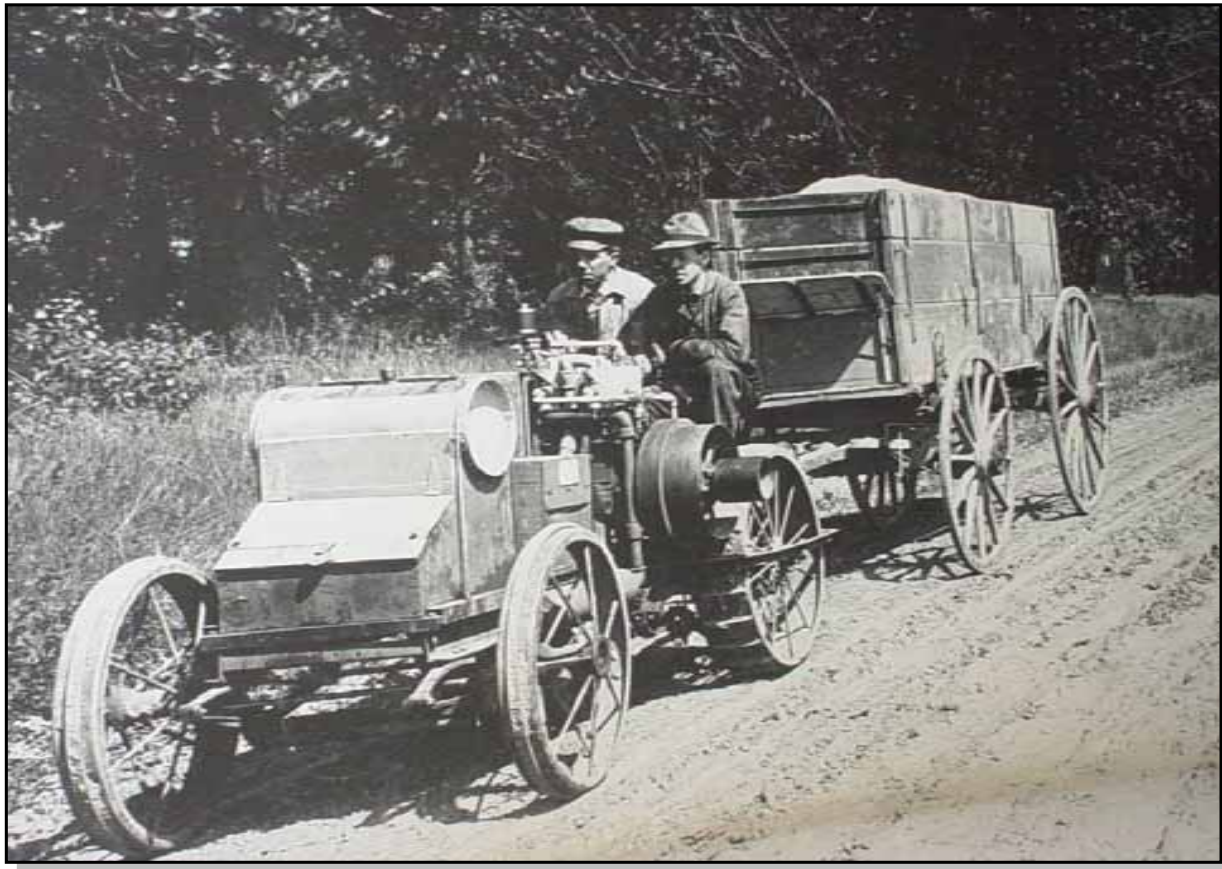


Figure 1. Motorized transportation in the early 20th century.

plans the process builds upon the past, discerns the present, and conceptualizes what future plans and ideas for the natural and built environment that will best sustain us all. The greatest challenge to the community and their decision-makers will be in making the difficult choices between what's good for the environment and how to plan and construct a sustainable future.

The "Visual Enhancement of Urban Corridors" is a collaborative effort to create and sustain scenic urban corridors, while providing a safe environment for all modes of travel (pedestrian, bicycle, vehicular and transit). These planning activities included: the inventory and review of existing plans and studies (see appendix for a list); field observations and assessments based on a list of characteristics shown below; review of the scheduled and unscheduled road, transit, and bike/ped improvement projects, and plans; photos of existing conditions; and census data for selected characteristics from a ½ mile area on both sides of each corridor studied. In the future, the LFUCG Division of Planning is planning to implement a "Complete Streets" program to provide a connected system of streets and travel ways designed and operated to enable safe access for all users. Complete Streets will be a set of guidelines to assess Lexington's street network and identify new typical right-of-way cross-sections to accommodate all users, and will ensure the mobility for both people and goods.

FIELD WORK

Field observations for this study included the following information:

General Character

• Visual Components

- ♦ Trees & Planting
- ♦ Signage & Gateways
- ♦ Public Art
- ♦ Stone Fences
- ♦ Buffering & Screening
- ♦ Fencing
- ♦ Lighting
- ♦ Street Furniture

• Environmental

- ♦ Cultural & Historical Resources
- ♦ Environmental Resource Protection

• Alternative Modes of Transportation

- ♦ Multimodal
- ♦ Pedestrian Facilities
- ♦ Pavement (Crosswalks, Patterned)

• Functional

- ♦ Access Management
- ♦ Utilities

• Other

- ♦ Problems/Issues
- ♦ Safety Hazards
- ♦ Impediments

New policies, plans, and regulations, supported by broad public support to enhance walkability and bicycling, will result in more widespread use of these travel modes. The Urban Corridors Visual Enhancement Plan offers "context sensitive" guidelines and proposes policy recommendations for some 38.5 miles of urban corridors. For the purpose of this study an urban corridor is defined as being inside Lexington's Urban Service Area Boundary. The selected urban corridors include important urban arterials and collectors within the Urban Service Area.

An interest in corridor planning has been around many years as past and present Comprehensive Plans have recognized historic turnpikes, planned transportation and land use corridors, and implemented specific corridor plans which have been reviewed as part of the inventory of existing documentation. Attractive gateways and roadways are important for tourism as well as economic development. In developing recommendations for Lexington's urban corridors, the following plans informed the planning process: the 2007 Comprehensive Plan; the 2030 MPO Long Range Transportation Plan; Small Area Plans; and the Lexington Area MPO's 2035 Metropolitan Transportation Plan, and the 2007 Bicycle and Pedestrian Master Plan.



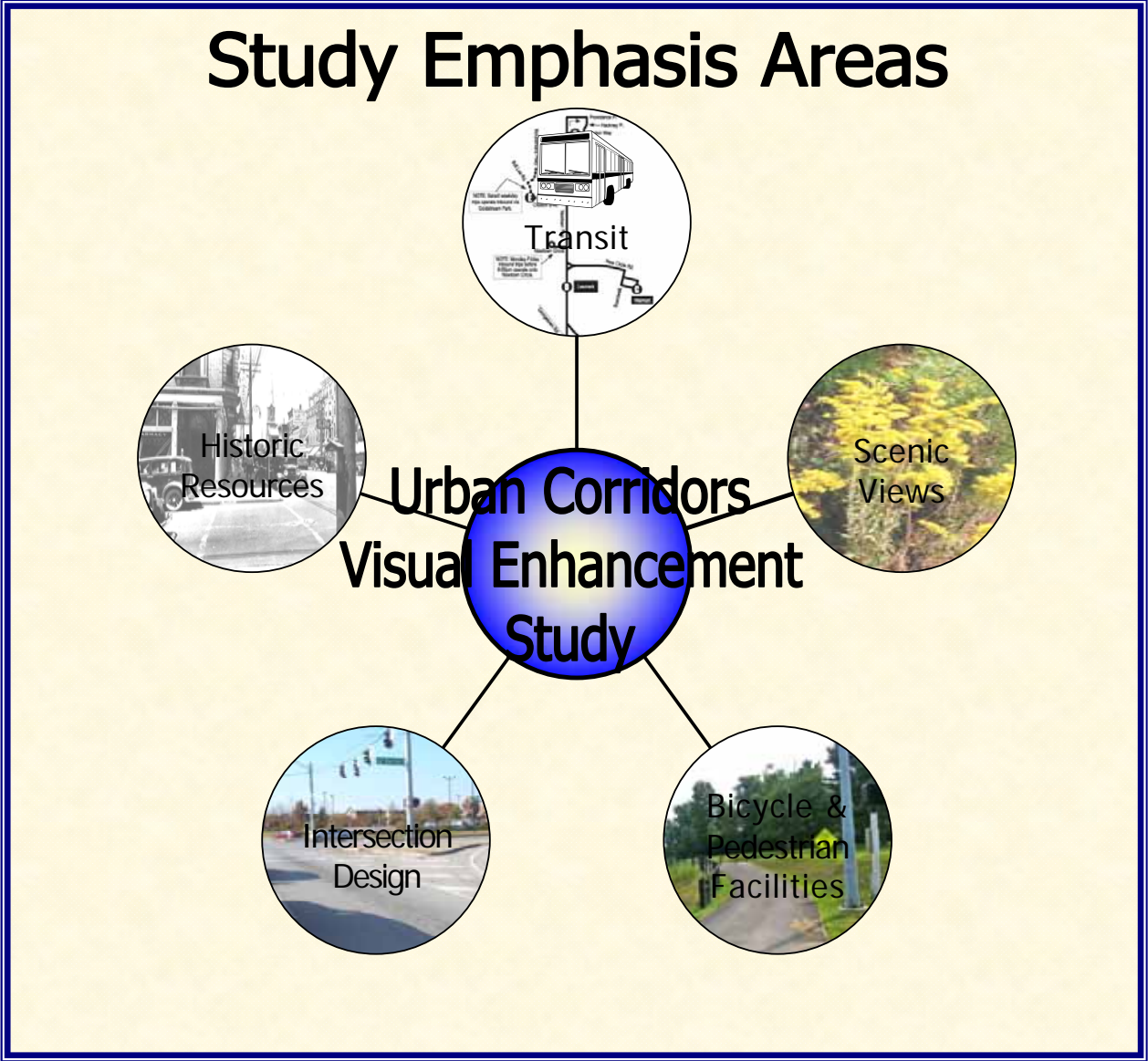
BACKGROUND

The "Urban Corridors Visual Enhancement Study" offers an example of how a sustainable community needs an environmentally-sensitive and comprehensive approach to corridor planning; this could provide substantial benefits for all stakeholders. In the future, the Urban County should promote planning for all corridors, considering travel needs across a variety of modes by developing specific ideas about how both urban corridors should look in twenty or fifty years. Lexington-Fayette Urban County Government can be better prepared to implement the best solutions for each corridor and their adjacent and adjoining land uses if corridor master plans are prepared and implemented.

SCOPE OF THE STUDY

This corridor visual enhancement study is a tool that addresses both functional transportation needs as well as aesthetic desires within selected urban corridors/corridor segments. This study can play an important role in the transportation and land use planning process. Ideally, corridor plans focus on multiple modes of transportation, including vehicles, transit, bicycles, and pedestrians. Historically, Lexington’s corridor plans have had varied scope. While some have been limited to the engineering feasibility of constructing or widening vehicular lanes within a corridor, others have been an extensive effort to identify all aspects of the subject corridor (e.g. Versailles Road Corridor Plan). This study focuses on visual enhancement, which not only includes aesthetic considerations but also the functional components, such as transit, intersection design, and bicycle and pedestrian facilities that create a framework for a corridor’s streetscape; and the inherent groundwork such as historic resources and scenic views. Plans are most effective when they address and create a comprehensive vision, rather than have a narrow focus on certain issues.

The visual appeal of a roadway is not entirely based upon what is constructed within the right-of-way; many of the elements that enhance the character of a corridor are within the adjacent private property. However, these elements are not within the scope of this study. Aesthetic components, such as landscape features, lighting, pedestrian amenities, and signage are considered herein and can be influenced through the local governing bodies of the Lexington-Fayette Urban County.





OVERARCHING RECOMMENDATIONS

In assessing the 14 individual corridors for the corridor study, it became abundantly clear that many, if not all, of the corridors had some similar aesthetic issues and needs. For instance, overhead utilities are visually unappealing, conflict with trees and shrubs, and obstruct viewsheds. Thus, 13 overarching recommendations are identified and expanded upon below that should be considered vital for each of the corridors within the study.

➤ **Move overhead utilities underground.**

Overhead utilities are a common sight along every corridor in Lexington-Fayette County, and as a result, the environment is at times overwhelmed by unsightly wires and accessories. Without a doubt, relocating overhead utilities would enhance the aesthetic quality of our corridors. The Urban County Council expressed this same sentiment in 2010 when they initiated and adopted a text amendment to the Land Subdivision Regulations to require all utility distribution lines or cables to be installed below ground for a new land subdivision.

Relocating utilities underground, while a costly endeavor, has many benefits to the community beyond the significantly improving the aesthetic quality of our corridors. Moving such facilities underground could reduce visual clutter of utility wires, make roadway widening and sidewalk improvements projects easier, reduce repair of utility lines and disruption of utility service due to external factors, improve reliability of service, improve safety and community health, and encourage economic investment and revitalization of corridors.

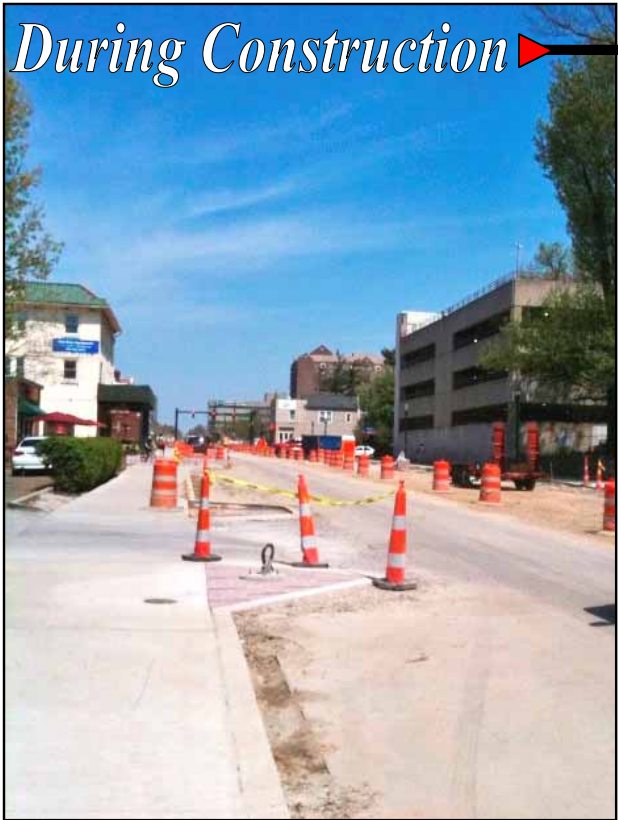


Figure 2. Limestone Streetscape project moved overhead utility lines underground.

➤ **Incorporate Context Sensitive Solutions that visually enhance the individual character of each corridor.**

The Federal Highway Administration (FHWA) encourages context sensitive solutions (CSS) for roadway improvements, as does the Kentucky Transportation Cabinet. This concept is defined as “a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.”



Figure 3. Limestone Streetscape completed.

be submitted to LexTran for consideration. Gaps in sidewalk connections to transit stops should be called out and identified for future connection improvements as resources become available to address these areas.

In areas where bus shelters are already in place, an ADA assessment should be made at each site considering wheel chair approaches from the shelter to the curb. Many shelters do not have a concrete pad facilitating the approach as a wheel chair attempts to board buses from a shelter.

Bus shelters are typically located near street lights when possible. Location of shelters should be considered within the context of land uses surrounding it concerning visibility from an aesthetic perspective as well as safety. An assessment of adequate visibility from surrounding land uses as well as lighting at each shelter should be done with recommendations for additional lighting where deemed necessary. Typically stronger lighting is used for street lights at intersections than on the between sections of roads. Shelters located in-between intersection lighting may be identified for stronger intersection strength lighting with the assistance of LFUCG Traffic Engineering.

➤ **Construct missing pedestrian facilities (sidewalks, shared-use paths, crosswalks) where current gaps exist.**

Along many of our urban corridors there are considerable gaps in pedestrian related infrastructure. Priority should be given to fill in the gaps between existing pedestrian facilities, thus

The urban corridors in Lexington-Fayette County would be well-served if all roadways were treated in this insightful manner to improve all aspects of the corridor. Paris Pike is an award-winning example of a context sensitive design approach and implementation project that preserved a scenic resource, enhanced the traffic safety, and improved the level of service of a rural corridor. This same approach can be applied to our urban corridors to enhance the visual landscape inside the Urban Service Area.

➤ **Initiate a study to assess transit stop/shelter locations, lighting, and safety.**

LexTran routes are equipped with stops at approximately every 0.2 miles by design. This approach has rendered stops in certain areas difficult to navigate and in some cases they are not ADA compliant. A comprehensive study of the juxtaposition of LexTran stops with regard to the patterns and amenities in the areas of interaction along the routes is needed. Upon completion of the assessment, recommendations for better placement can

Comment [rah1]: This comment is probably context of use. The “same level of detail” could be applied to an urban corridor project, but saying we can “use the same approach” as the Paris Pike project is not a defensible statement from our agency (Division of Planning or the Lex MPO cannot guarantee same exact approach due to the changes of the transportation planning process for roadway planning and development). Paris Pike was special rural project along a scenic and historical rural corridor, and KYTC District 7 informed the MPO that this project received exceptional treatment. Please rephrase the sentence to be more open. I can fully explain if you want the rest of the details.



creating a cohesive and safe pedestrian network. In addition, focus should be placed upon enhancing already heavily utilized pedestrian areas with additional public safety improvements such as crosswalks and brighter, clearer striping.

➤ **Conduct code enforcement sweeps.**

- Conditions of sidewalks
- Illegal/temporary signage
- Removal of dead plant material and brush
- Pruning of overgrowth
- Dilapidated structures
- Expansion of business uses into right-of-way

➤ **Reduce sign clutter.**

Temporary commercial signage along Lexington’s urban corridors commonly encroaches into the public rights-of-way. The growth of this type of signage can create visual clutter as well as public safety hazards for motorists and pedestrians. Additional enforcement initiatives to scale back signage to be located on private property and in compliance with the Zoning Ordinance should be explored.

➤ **Plan, design and construct gateway signage and public art.**

Currently, the community has blue horse wayfinding signs with “Welcome to Lexington” along ten of the 14 corridor/corridor segments in this study. Four of the corridor segments in this study have adequate gateway signage due to the blue horse “Welcome to Lexington” signs that have been erected as part of the wayfinding signage program. However, for six of these ten, an additional welcome sign may be needed at the Urban Service Area Boundary and/or at a point outside of New Circle Road. Four of the corridor segments in this study have no blue horse wayfinding signage.

- Georgetown Road has no wayfinding or gateway signage currently. For this study’s Georgetown Road segment, New Circle to I-75, a gateway sign welcoming people to Lexington needs to be installed at both the New Circle Road interchange and at the Georgetown Road overpass of I-75.
- Newtown Pike, Leestown Road, Old Frankfort Pike, North Broadway, Richmond Road, and Tates Creek Road need a “Welcome to Lexington” sign at the Urban Service Area boundary.
- Winchester Road needs a “Welcome to Lexington” sign at interchange with I-75.
- Man O’ War Boulevard, within the urban service area portion, and the New Circle Road segment need wayfinding signage.

Incorporating public art into a corridor streetscape can impact a community by creating a sense of place, celebrating historic and cultural elements, and being an attraction to visitors. Finding the funding for public art is a constraint for many cities; however, many cities now have ordinances that require certain types of development projects to



Figure 4. Art-in-Motion shelter unites functionality and aesthetics.

include the installation of artwork, or the payment of an art-fee in-lieu of installation of artwork. Some cities require it for all kinds of projects, both residential and non-residential. Austin, Texas and Portland, Oregon are moving towards a Density Bonus Program as an incentive to get public art into their communities. By providing community benefits, such as public art, they are allowed a higher maximum density, more units, more floors and/or up-zoning.

There are a multitude of alternative methods to finance public art other than based on development. Some cities receive their artwork through gifts, grants, and loans administered through an Arts Commission. Public art can also be incorporated as a context sensitive solution’ for transportation projects such as monuments or landscape features within a roundabout, or such as unique themed bus shelters, like the Art-in-Motion bus shelter on Euclid Avenue and at the corner of 3rd Street and Elm Tree Lane in Lexington.

➤ **Install watershed boundary signage.**

There are seven watersheds that intersect the Urban Service Area. Many of the corridors within the area currently have watershed boundary signs installed; however, additional signage should be placed along all major arterial roadways and corridors. These signs increase public awareness of our environment, particularly water quality, and will hopefully increase the community’s social responsibility to protect the environment.



Figure 5. Watershed signs promote clean water awareness.

➤ **Initiate a study to assess development setbacks (existing, infill and redevelopment, and new development).**

Building setbacks, off-street parking locations, and heights of buildings all affect the streetscape of each corridor by influencing the proportion, scale, and massing. A study needs to be conducted to:

- Inventory and examine the existing built environment (frontage) along all major urban corridors and the corridor right-of-way areas, to include the following:
 - figure/ground analysis;
 - existing zoning requirements;
 - historic structures, districts, and overlay zoning;
 - comprehensive land use categories, and small area plan recommendations; and
 - transportation improvements (funded, designed, and/or under construction)
- Consider the impact of the Complete Streets Manual, and any other pertinent plans or documents to determine appropriate scale and proportional setback recommendations
- Make setback recommendations for buildings and off-street parking for future development of any remaining vacant parcels, any parcels demolished in the future, and/or infill and redevelopment along the corridors
- Identify Zoning Ordinance and Land Subdivision Regulation text amendments that should be pursued to facilitate setbacks that will visually enhance corridors



➤ **Create a landscape ordinance for all major corridors.**

For the 14 corridors in this study, five currently have a landscape ordinance in place. All major urban corridors should have a landscape ordinance to ensure that plantings, trees, lighting, fencing, walls, berms, greenspaces, public art, and other enhancement elements are in character with the surrounding quality of each corridor while creating cohesiveness within the Urban Service Area. Complementing the rural portion of each corridor's landscape treatments and natural environment should be an important component of the choices made for each element and each corridor. The landscape ordinances should include elements or recommendations that would apply to all major urban corridors in Lexington while also having elements that are unique to that corridor or part of the community. The setback study mentioned above should be conducted in unison with the creation of landscape ordinances for the corridors.

➤ **Consideration of "Secure by Design" concepts.**

The "Secure by Design" concepts are an effort to promote design and site function that is safe, specifically taking into account public health through connectivity of public streets, crime prevention and neighborhood/community safety. The primary goal when considering access and movement issues is to create places that are both well connected and secure. Sidewalks help to provide surveillance by putting "eyes on the street." A balance of movement versus too many connections can create a safer landscape for citizens and slow criminal activity and circulation. Creating a well-conceived plan for future development should consider the security impacts of land uses, landscaping elements, lighting of streets and parking lots, appropriate fencing, streets and roads, sidewalks, paths and trails that serve all, eliminating areas potentially used for criminal activities.

➤ **Explore funding and integrate pedestrian and bike facilities in accordance with the 2007 Bicycle & Pedestrian Master Plan and the Complete Streets Manual.**

Explore local, regional, state and federal government funding sources as part of the MPO Transportation Planning Process, and uncover new joint public/private funding resources. FHWA and FTA Federal-aid Highway Program funding resources are widely used but limited, therefore good communication and coordination will be needed to fund the existing Bicycle and Pedestrian Master Plan to design and build the bicycle and pedestrian projects. The Complete Street Manual is still in development, and soon to be finished. This effort should be implemented through existing program funding and/or through alternative financing. The local government should make a recommendation in the Comprehensive Plan requesting the Lexington Area MPO study how programs are allocated by transportation funding programs.

➤ **Encourage cooperation between neighborhood associations and businesses to do corridor clean-up and enhancements.**

Planning can facilitate and/or connect neighborhood associations with business owners and other entities on a given corridor to promote consistent and cohesive efforts to enhance the visual characteristics that accentuate a unique identity. Once these connections are made, continual communication and collaboration should provide good representation for the subject corridor. A corridor with a comprehensive plan of action and good representation will be in a favorable position to leverage proper consultation and actions to improve the area. Models of success such as the Southland Association on Southland Drive illustrate the collective will of the local inhabitants and their effective ability to implement cohesive visions for the overall prosperity of their area. Perhaps

the Corridors Committee can reach out to establish contacts to these entities to draw in and leverage enhancements in a comprehensive approach. These entities may actually be able to bring more grant opportunities to the comprehensive plans in place with coordination.

➤ **Preserve historic structures along major corridors.**



Figure 6. The Henry Clay Estate, Ashland, is adjacent to Richmond Road. Several Neighborhood Historic Districts are located along Lexington's urban corridors.

Historic structures line many of the community's corridors and provide an aesthetic benefit to their respective surrounding neighborhoods. Several of the corridors have local historic districts and/or National Register designations for protection of these resources. These structures have been in place for more than 50 years and have helped define the character of the areas as they have changed over time. These areas define our cultural identity and provide educational opportunities within the community. In addition, local tourism can benefit by maintaining these structures. Henry Clay's Estate, Ashland, on Richmond Road is a prime example, with its significant trees, gardens and open space, of the visual enhancement possible when historic structures with their environs are preserved along our corridors.





Alumni Drive Corridor (Nicholasville Rd. to New Circle Rd.)

Overview

The Alumni Drive corridor begins at Nicholasville Road and extends to the southeast nearly to the Urban Service Area boundary. Between Nicholasville Road and Bates Creek Road, the corridor is within the boundaries of the University of Kentucky campus. This portion of the campus is primarily dedicated to athletics, including Commonwealth Stadium, soccer and softball fields; housing (Greg Page Apartments and Shawneetown), and the Arboretum. As the corridor crosses Bates Creek Road it transitions to mostly single-family residential uses, which backup to the roadway. The Curtilage House is located near the intersection of Bates Creek Road and Alumni Drive and is considered an historic amenity in the immediate area. Additionally, Reservoir #3 is located along the north side of Alumni Drive; it provides some greenspace and natural habitat along this portion of the corridor. The portion of the corridor between Bates Creek Road and New Circle Road has considerable right-of-way available for possible widening or inclusion of multi-modal amenities. Although Alumni Drive continues to the southeast, the focus of this study ends at New Circle Road, which has been established as an appropriate boundary between residential and business land use.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Alumni Drive Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's Urban Corridors.

Corridor Description: *Alumni Drive (CS-3016)*: from Nicholasville Road (US 27) to New Circle Road (KY 4) [MP 0.0 to MP 3.2] Total Length = 3.2 miles

Highways, Roadways & Streets

FY 2010 – FY 2013 Transportation Improvement Program (TIP) & 2035 Metropolitan Transportation Plan (MTP)

- The Alumni Drive right turn lane at Nicholasville Rd. project was completed April 2006.

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- UPL Project #40 – Alumni Drive: from Nicholasville Rd. to Chinoe Rd.: Widen to three (3) lanes, add Bike Lanes (BL)/Curb (C)/Gutter (G)/Sidewalk (SW), Roundabout @ University Drive. Cost Estimate: \$8.7 million.

Other Relevant Studies, Information, and/or Activities

- In the 2002 Congestion Management Study, Alumni Drive was ranked 3rd worst for Travel Rate Index (TRI). TRI is defined as the ratio of “Congested Drive Time” to “Uncongested Drive Time.” This index impacts the ability of traffic signal coordination and pedestrian crossing time.
- Alumni Drive was studied as part of the 2007 Community-Wide Congestion Management Study

Transit

A segment of the Alumni Drive corridor inside New Circle Road is served by LexTran Route 26. This route is oriented towards the peak hour work commute times. The bus operates Monday through Friday, 5:30 am

Transit (cont.)

until 9:00 am; and 2:05 pm until 6:34 pm. It circulates between the Downtown Transit Center, UK Medical Centers, Commonwealth Stadium, Henry Clay High School, and to apartment/condo developments on Lakeshore Drive. Also, the LexTran 2009 Comprehensive Operational Analyses (COA) recommends a peak hour express route on Alumni Drive that would run between the downtown transit center and Alumni Drive, east of Man o' War Boulevard. It would provide direct limited stop service along the corridor with hopes of establishing a park-and-ride facility somewhere near Buckhorn Drive. Mid-route stops are recommended to be located where Alumni Drive intersects Yellowstone, New Circle Road, Chinoe Drive, and at Commonwealth Stadium. Furthermore, the COA suggests that as an alternative to extra service in the area of the Alumni Drive corridor, a new demand response circulator service be implemented. There would be designated stops on Alumni Drive that would be served on a call-in basis.

Bicycle & Pedestrian

FY 2010 – FY 2013 TIP & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a “low priority” designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing and implementation of projects. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained, and constrained; and it recommended that project constraints also drive decision-making on funding (so a high priority “feasible” project might get priority over a high priority “moderately constrained” or “constrained” project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) recommends "High Priority" for pursuing funding for On-Road Bike/Ped projects from Nicholasville Road to Bates Creek Road, and Medium to Low priority from Bates Creek Road to New Circle Road. According to the BPMP, this entire segment of Alumni Drive is planned as an on-road greenway trail connection and there is an existing/funded bike facility from Bates Creek Road to Chinoe Road. The BPMP lists a pedestrian facility on Alumni Drive between University Drive and Nicholasville Road as being a "High Priority," "Feasible" project; a pedestrian facility on Alumni Drive between Chinoe Road and Bates Creek Road as a "Medium Priority," "Feasible" project; a bicycle facility from Bates Creek Road to University Drive as a "High Priority," "Moderately-Constrained" project, and a bike/ped facility on Alumni Drive from New Circle Road to Chinoe Road as a "Low Priority," "Moderately-Constrained" project.





Alumni Drive Corridor

Field Observation Summary, Nicholasville Road (US 27) to New Circle Road (KY 4)

| | | |
|---|--|---|
| General Character: Residential and Institutional uses. | | |
| V - VISUAL | | |
| V-1 | Trees & Planting | Existing trees and planting are good, but more would enhance the UK/Commonwealth Stadium/arboretum portion of the corridor. The section from Nicholasville Road to Bates Creek Road needs more plantings and trees. Street trees along arboretum are new, but not enough. |
| V-2 | Signage & Gateways | Better signage for entrance/gateway to UK's campus would be helpful and an attractive addition. An informational kiosk type sign sits at the NW corner of Alumni and University Drive, but not sure how effective kiosk is due to small lettering. Residential neighborhood entrance signs exist for some subdivisions. |
| V-3 | Public Art | No public art displayed. This corridor could use public art to enhance the corridor. Gateway to UK would be a possible location for an Art In Motion bus shelter. |
| V-4 | Stone Fences | None observed |
| V-5 | Buffering & Screening | Buffering and screening is present and works well along the residential sections. Residences screened with brick/stone walls, fence and landscaping. Potential to screen apartments and townhouses on Summershade. |
| V-6 | Fencing | Fencing is present from Bates Creek to New Circle Road. Some fences provide screening from roadway to rear yards. |
| V-7 | Lighting | Vehicular (not pedestrian) level lighting is on the north side of Alumni from Nicholasville Road to Bates Creek Road. Between Bates Creek and Chinoe, vehicular lighting is located on both sides of corridor. |
| V-8 | Street Furniture | No street furniture present |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | Curtilage House. UK Arboretum. John Clark house (Nat'l. register prop) near Bates Creek intersection. Seven Parks H-1 zoning near Nicholasville Road. |
| E-2 | Environmental Resource Protection | Floodplain intersects road between Summershade and Camino and near Edgewater Drive. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | Need improvements to bicycling at University Drive. Dedicated bike lanes are on-road for section between Bates Creek and Chinoe. No bike trails through campus, although the Arboretum has a popular walking trail. Transit serves the corridor, although no benches or shelters. |
| M-2 | Pedestrian Facilities | From MP 0.0 to 0.4 - lacking pedestrian facilities along Alumni Drive on Campus just south of the football stadium. Ped facilities start on the north side of Alumni at MP 0.4 continues to Bates Creek Road. Need improvements to pedestrian friendliness at University Drive. Sidewalks are intermittent. None exist through the campus portion, and exist on one-side of the corridor for portions of the rest of the corridor, but gaps exist too. No crosswalk facilities. |
| M-3 | Pavement (Crosswalks, Patterned) | Ped crosswalk at Alumni and University Drive needs to become a more ped friendly intersection. Crosswalks need to be delineated, and sidewalks should be incorporated into any future designs. In addition, the entrance/intersection of Alumni and the arboretum needs improving for ped access. No special markings. |
| F – FUNCTIONAL | | |
| F-1 | Access Management | On the UK Campus portion of Alumni Drive, all stop-controlled. A roundabout at Alumni and University Drive would enhance the functionality of the intersection. No access management components along this corridor. |
| F-2 | Utilities | Utilities are underground through the campus portion and continuing south but intermittent past Chinoe. |
| F-3 | Other | Unimproved section with poor shoulder through campus gives a poor appearance. |



Alumni Drive Corridor

Photos of Existing Corridor features and issues



Figure 7. Westbound view of the Alumni Drive Bridge over New Circle Road.



Figure 8. Damaged curb inlet and drain, and patches of grass needing trimmed.



Figure 9. Sign maintenance is necessary.



Figure 10. Bicyclist utilizes wide curb lane.

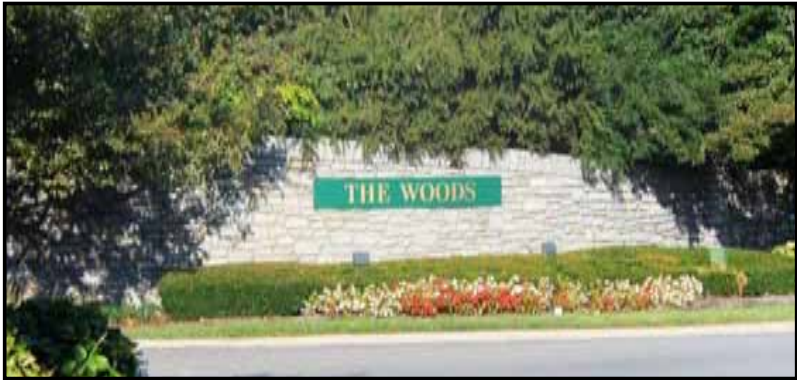


Figure 11. Natural stone gateway feature provides an attractive neighborhood entrance.



Alumni Drive Corridor

2000 Census Demographics (more recent data not accessible) (data used due to availability)

Of the 13,431 People (3,455/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--------------------------------------|---------------------------------------|--------------------------|--|-------------------|
| 118/sq. mile | 199/sq. mile | 89/sq. mile | 63/sq. mile | 481/sq. mile |
| Ranked # 6 | Ranked # 8 | Ranked # 8 | Ranked # 7 | Ranked # 5 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations need to be compatible for different segments of each corridor and within the appropriate context. Previous plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *Outer Alumni Drive Traffic Improvement Study* (1997), which covered this portion of the corridor from Taborlake Drive to Squires Road, involved the conversion of Perimeter Drive to right-in/right-out, and a new access drive into Perimeter Park.

The *North Nicholasville Road Small Area Plan*, which has been put on hold, included the intersections of Alumni Drive and Dantzler Drive with Nicholasville Road. The intersection of Dantzler Drive and Nicholasville Road is only about 90 feet south of the intersection of Alumni Drive and Nicholasville Road. Observations were made by Division of Planning staff early in the plan process concerning the possibility of realignment of Alumni Drive to make the two intersections into one. There is a large storm drainage area that leads to a culvert and pipe under Nicholasville Road that may need to be re-engineered to allow a realignment to occur. This storm drainage area was the location of a tragic accident that resulted in two deaths during a large rain event in the past. Coordination with University of Kentucky and KYTC would be required to accomplish such an alignment. Condensing these two intersections into one would reduce traffic conflicts, delay and make pedestrian crossings safer. Condensing the two intersections has been developed into a MPO Unscheduled Project Listing (UPL) project, but is ranked as a Low Priority project.

Recommendations

Short Range/Quick Fixes

- Crosswalk delineation/paint needs to be upgraded.
- Add wayfinding and gateway signage for UK near the intersection of Alumni Drive and Nicholasville Road.

Medium Range

- Buffer and screen the apartments and townhomes with landscaping and trees.
- Add more landscaping and trees from Nicholasville Road to Tates Creek Road near the Arboretum and Commonwealth Stadium.

Long Range

- Complete unscheduled projects (bicycle lane/curb/gutter/sidewalk) from Nicholasville Road to Chinoe Road.
- Consider realignment of Alumni Drive and Dantzler Drive intersections into one intersection.
- Upon redesign of Alumni Drive and University Drive intersection, if a roundabout is incorporated into the design, add public art as a central feature that represents the University and enhances community identity.
- Encourage pedestrian lighting and street furniture from Nicholasville Road to Tates Creek Road.



Georgetown Road Corridor (New Circle Rd. to I-75)

Overview

The Georgetown Street/Road (US 25) corridor begins at the intersection with Newtown Pike and continues north to the Scott County line, where it continues into downtown Georgetown. This roadway serves as a regional transportation connection. The portion of this corridor studied is located within the Urban Service Area, ending at I-75/I-64. This portion of the corridor has both a residential and commercial character. At the New Circle Road interchange, industrial and commercial support services exist, as well as the city's main US Post Office. It is situated on the east side of the corridor, accessible from Nandino Boulevard. Between New Circle Road and the interstate, the land adjacent to Georgetown Road has been developed into some single family residential neighborhoods, churches, some large industrial uses near the intersection of Citation Boulevard, and some business near Spurr Road. The Fayette County Public Schools also operate The Learning Center at Linlee, formerly Linlee Elementary School, at the southwest corner of the intersection of Spurr Road and Georgetown Road. A combination of residential and industrial uses exist north of Spurr Road, on the west side of the corridor, while the University of Kentucky owns Maine Chance Farm on the east side of the corridor.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Georgetown Road Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *Georgetown Road (US 25)*: from New Circle (KY 4) to I-75 [from MP 16.1 to MP 18.835] Total length = 2.735 mile

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP & 2035 Metropolitan Transportation Plan (MTP)

- Reconstruction and widening of Georgetown Road (US 25) from Spurr Road south of I-64/75 to 1,400 ft. south of Iron Works Pike is a carry-over project from the previous TIP; Length = 3.2 miles. Utilities phase was set for 2010, but has since been moved back without a definitive date; no future construction start date has been identified.

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- UPL Project #41 – Georgetown Road: Lima Drive to Nandino Blvd. – Access Management – Cost = \$0.15 million.

Other Relevant Studies and/or Activities

- In the 2002 Congestion Management Study, Georgetown Road was ranked 4th worst for Travel Rate Index = TRI.
- The 2007 Community-Wide Congestion Management Study identified Georgetown Road in the top "five" worst for AM TRI and PM TRI Peak Hours.
- The September 1992 Corridor Enhancement Study identifies Georgetown Road as one of the 18 historic turnpikes (Source: 2007 Comprehensive Plan)
- 2009 Central Sector Small Area Plan discusses the Georgetown Street Corridor; and recommends any new development "is integrated into the Georgetown neighborhood." Vehicular, pedestrian and visual

Highways, Roadways, & Streets (con't)

connections should be provided and protected." Several other references to Subarea Priorities are mentioned in the implementation table.

Transit

The Georgetown Road Corridor is served by LexTran Route 2 with a bus leaving the downtown transit center on weekdays every 30 minutes and every hour in the evening and on Saturdays and Sundays. This route serves the north side of Lexington using Georgetown Rd serving several local streets. It serves mostly residential areas including the Oakwood Estates area on the way to Citation Blvd before circulating back to the transit center. Some points of interest served by route 2 are Harrison Elementary School, Booker T. Washington Elementary School, Douglas Park, Community Action, US Post Office and the Salvation Army for Women. Interest has been expressed for regional express transit that would possibly affect this corridor if implemented.

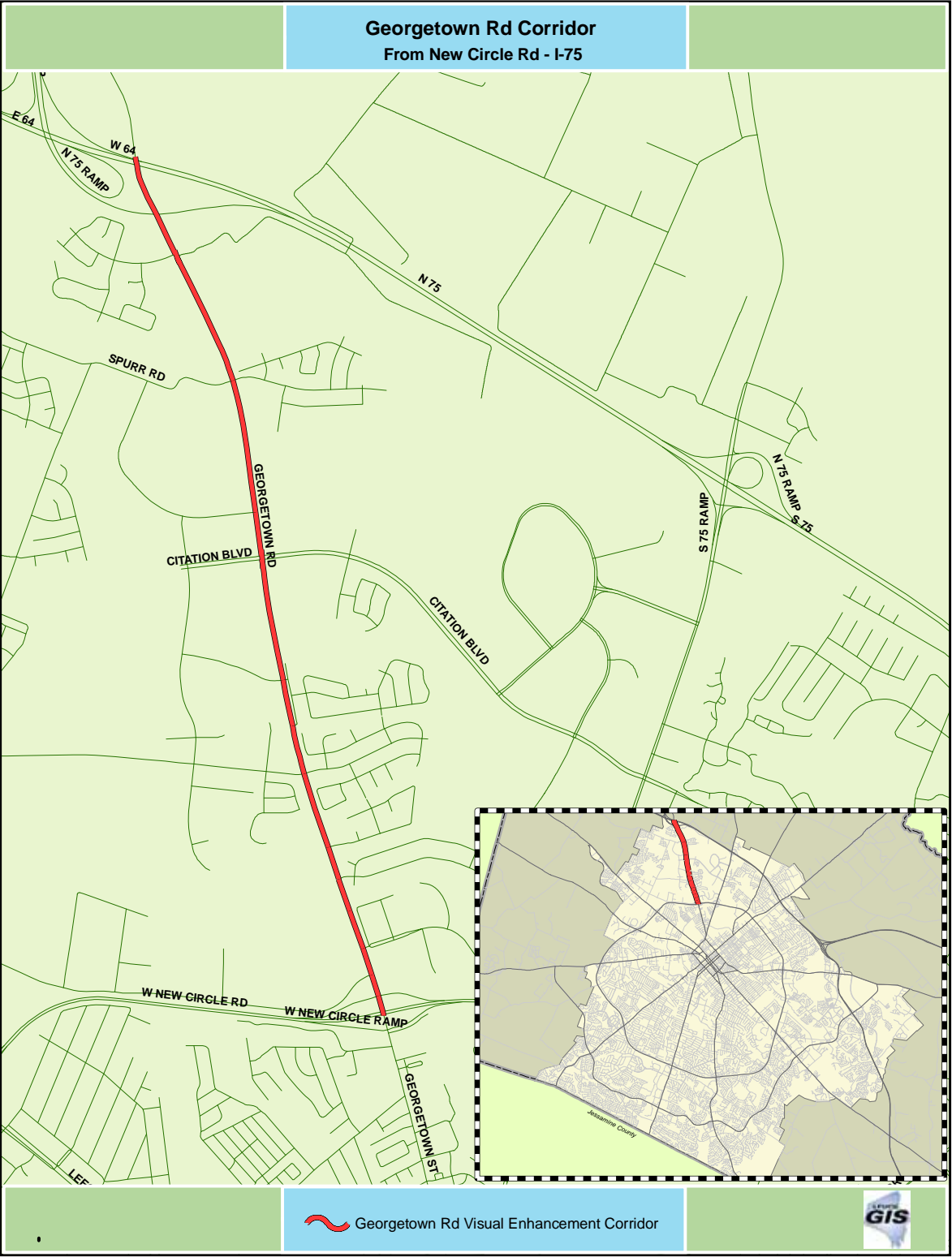
Bicycle & Pedestrian

FY 2010 – FY 2013 TIP & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 MTP (Figure 6.10) recommends "Low to Medium Priority" for pursuing funding for On-Road Bike/Ped projects from New Circle Rd. to Spurr Rd. The BPMP indicates an on road greenway trail connection from Spurr Road to Citation Boulevard and an existing/funded trail which intersects Georgetown Road at Citation Boulevard. The BPMP lists a bike/ped facility on Georgetown Road between Newtown Pike and New Circle as a "Feasible," "High Priority" project. It also lists a ped facility on Georgetown Road between Oakwood Drive and Spurr Road as a "Moderately Constrained," "Medium Priority" project and a bike/ped facility on Georgetown Road between New Circle and Oakwood Drive as a "Constrained," "Low Priority" project.





Georgetown Road Corridor

Field Observation Summary, New Circle Road (KY 4) to I-75

General Character: Mostly commercial and industrial corridor, with some residential subdivisions. Post Office and Webasto have major presence, as well as UK's Maine Chance Farm at I-75. Designated as a State and Federal Truck Network.

V – VISUAL

| | | |
|-----|----------------------------------|--|
| V-1 | Trees & Planting | Existing trees and plantings are good, but more would enhance the corridor. Numerous areas of rough brush; lack of trees in median along service road. |
| V-2 | Signage & Gateways | Modest subdivision entrance signage. Needs gateway signage. Illegal signs in ROW; large real estate sign near Spurr. |
| V-3 | Public Art | None displayed. This corridor could be greatly enhanced with public art. |
| V-4 | Stone Fences | None noticed |
| V-5 | Buffering & Screening | Buffering and screening present and works well along the new commercial and church uses, and residential sections. Truck lot needs screening. |
| V-6 | Fencing | Segment of white fence; Stumbo Farm has white fence gate. Horse fences along Coldstream and Kearney Hills subdivisions. |
| V-7 | Lighting | Roadway lighting exists on both sides of Georgetown Road. |
| V-8 | Street Furniture | No street furniture present. |

E - ENVIRONMENTAL

| | | |
|-----|--|---|
| E-1 | Cultural & Historical Resources | Historic marker signs; Historical markers on the east side of roadway near Citation Blvd. for home of Man o' War. |
| E-2 | Environmental Resource Protection | Royal Springs Wellhead Protection Plan boundary area |

M - ALTERNATIVE MODES OF TRANSPORTATION

| | | |
|-----|---|---|
| M-1 | Multimodal | No dedicated bike lanes present. New Legacy Trail will assist in serving bike needs in area. Served by Lextran transit route but no shelters or benches present at bus stops. |
| M-2 | Pedestrian Facilities | Pedestrian treatments near the major interchange with New Circle Road serve the east side of Georgetown Road from New Circle Road to Oakwood Drive but sidewalks lacking/need improvement on west side. Some areas lacking sidewalk (rural roadway cross-section) |
| M-3 | Pavement (Crosswalks, Patterned) | Crosswalks have pedestrian treatments, striping, etc. at major intersections but smaller street intersections could use improvements. |

F - FUNCTIONAL

| | | |
|-----|--------------------------|---|
| F-1 | Access Management | Frontage road along west side of road, north of Mercer Rd., Highlands subdivision has a parallel service road as well to serve residences, church and commercial. |
| F-2 | Utilities | Overhead utilities along the roadway |
| F-3 | Other | Has room for trail in right-of-way or setbacks |



Georgetown Road Corridor

Photos of Existing Corridor features and issues



Figure 12. Georgetown Road has a wide cross-section, but is lacking sidewalks at several locations.



Figure 13. A tree needing removal.



Figure 14. A LexTran Bus provides multimodal access to manufacturing employment areas.

Georgetown Road Corridor

2000 Census Demographics (more recent data not accessible)

Of the 6,957 people (1,443/sq.mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|---|-----------------------------|--|----------------------|
| 121/sq. mile | 325/sq. mile | 203/sq. mile | 60/sq. mile | 381/sq. mile |
| Ranked # 5 | Ranked # 4 | Ranked # 2 | Ranked # 8 | Ranked # 8 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations need to be compatible for different segments of each corridor and within the appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *Central Sector Small Area Plan* (CSSAP), adopted in 2009 by the Planning Commission, and the *Royal Springs Wellhead Protection Area Plan* (RSWPA), both cover portions of the Georgetown St./Rd. Corridor. Sub Area A of the CSSAP included Georgetown Street inside of New Circle Road, and recommended improving/adding pedestrian paths, transit shelters, and pedestrian crossings to improve the pedestrian connectivity between the Georgetown neighborhoods and the surrounding area, especially to Douglass Park. The CSSAP also recommended street trees, lighting and sidewalk widening to reflect a gateway design into Lexington. The RSWPA boundary covers 80% of this corridor. The RSWPA aquifer feeds ground water into the water source for Scott County. Storm water treatment and runoff management recommendations for this corridor should protect/improve water quality.

Review of Existing Landscape Ordinance

In 1989, the Urban County Council enacted a landscape ordinance for the Georgetown Road area between New Circle Road and the Fayette County line. The ordinance states that any new structure or expansion of an existing structure by 25% of its floor area will require additional landscaping, which varies based on the underlying zoning. No building permits can be issued unless the additional landscaping details are provided with the permit application.

For industrial zones, the ordinance calls for a 20-foot wide landscape buffer adjacent to Georgetown Road. Within that buffer yard, there is to be a specifically dimensioned earthen berm that is planted with two alternating rows of evergreen trees.

For residential or business zones, the ordinance simply requires meeting the existing street tree ordinance that governs all development.



Pictures of Existing Landscape Ordinance Results on New Development



Figure 15. Church development included landscaping along corridor (shrubs and trees).



Figure 16. Flowering shrubs enhance the corridor's right-of-way.

Georgetown Road Corridor

Recommendations

Short Range/Quick Fixes

- Remove areas of rough brush along corridor.
- Repaint or paint new crosswalk markings at smaller intersections.

Medium Range

- Encourage public art just south of Sandersville Road.
- Consider an amendment to landscape ordinance/partnering with KYTC: Addition of median trees in the grass medians along service road.
- Add a "Welcome to Lexington Urban Service Area" sign at the USA boundary on the west side of Georgetown Rd. for travelers going south on Georgetown Rd. In addition, add a "Welcome to Lexington Rural Service Area" sign at the RSA boundary on the east side of Georgetown Rd. for travelers going north.
- Add signage regarding entering and leaving the Royal Springs Wellhead Protection Area, if not already installed.

Long Range

- Consider an amendment to the landscape ordinance to add fencing type and color that match/complement existing fencing.
- Add sidewalks (or shared use paths where appropriate) where pedestrian facilities are missing, including pedestrian connections to transit stops. In areas with a rural roadway cross-section, consider a shared-use trail.



Leestown Road Corridor (Buchanan St. to Bracktown)

Overview

The Leestown Road/West Main Street (US 421) corridor begins just north of downtown and is characterized by a mixture of land uses. It continues northwest to the Scott County boundary; however, this study's evaluation concentrates on the portion of the corridor within the Urban Service Area, between Buchanan Street and Bracktown, a rural settlement at the edge of the USA. Closest to downtown, the corridor is two-lanes, constrained by existing industrial uses along the Norfolk Southern Railroad line and the Calvary Cemetery on the west side on the corridor, and by the Lexington Cemetery on the east side of the corridor. North of the Norfolk Southern railroad overpass to New Circle Road, the corridor is bordered primarily by commercial and industrial land use, including the Meadowthorpe Shopping Center, Meadowthorpe Manor Center, Townley Centre, and many other individual businesses and office buildings. Within this portion of the corridor, two residential neighborhoods also exist – Meadowthorpe and Melrose/Oakpark. To the north of New Circle Road, the corridor remains commercial and institutional, with Leestown Middle School, BCTC Leestown Campus and the Veterans Administration Medical Center on the west side of the roadway, and Coca-Cola and Integrity Staffing on the east side of the roadway. The Veterans Administration property and Coca-Cola both offer aesthetically pleasing façades to the corridor with prominent architecture and open space, which creates some interest for each use. Beyond the commercial uses, the more recent subdivisions of Westwind, McConnell's Trace and Masterson Station have been commingled with the rural subdivision of Leesway Drive and the Bracktown rural settlement. The Masterson Station regional park is located along the northeast side of the corridor and holds many community-wide events, such as the Bluegrass Fair, as well as regular sporting events throughout the year.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Leestown Road Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's Urban Corridors.

Corridor Description: *Leestown Road (US 421)*: from Buchanan St. (MP 0.225) to end of Bracktown - Urban Services Boundary (MP 5.0) Total Length = 4.7 mile

Highways, Roadways & Streets

FY 2010 – FY 2013 TIP & 2035 Metropolitan Transportation Plan (MTP)

- Leestown Road (US 421): project to widen Leestown Road to four (4) lanes from the existing 4-lane to Masterson Station Park. The 1.6 mile project construction phase is to FY 2012 (Project ID# 7-223.02).
- Citation Boulevard Phase IIB: a "new route" will be constructed from Mercer Road to Leestown Road. Construction phase is projected for FY 2014/2015.

Highways, Roadways & Streets (cont.)

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- UPL #38 Leestown Road: from Forbes Road to Burke Road – access management – \$0.30 (\$mil.).

Other Relevant Studies and/or Activities

- Not applicable.

Transit

The Leestown Road (US 421) Corridor is served by LexTran Route 12 and Route 20. Route 12 runs from the downtown transit center every 30 minutes on weekdays and every hour in the evenings as well as Saturdays and Sundays. The bus navigates the northwest part of Lexington via Virginia Avenue, Red Mile Road, Forbes Road, Leestown Road, and Mercer Road. This route serves the UK campus, VA Medical Center, BCTC Campus, Meadowthorpe neighborhood and shopping center, Red Mile Race Track, and a number of employers on Mercer Road. Route 20 intersects the Leestown corridor briefly and operates between the Downtown Transit Center and the Masterson Station subdivision every hour on weekdays from 6am to 6pm. After bisecting the corridor it serves Manchester Road, Old Frankfort Pike, Trailwood Lane and Sandersville Road. Art-in-Motion is working with LexTran to build an art bus shelter on Leestown Road at Townley Center Drive with the assistance of several neighborhood associations in the surrounding areas.

Bicycle & Pedestrian

FY 2010 – FY 2013 TIP & 2035 Metropolitan Transportation Plan (MTP & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) recommends "High Priority" for pursuing funding for On-Road Bike/Ped projects from S. Forbes Road to Greendale Road and "Low Priority" from S. Forbes Road to Buchanan Street. The BPMP indicates that Leestown Road is an on road greenway trail connection and is intersected by an existing/funded trail at Alexandria Drive. The BPMP lists: a bike facility project on Leestown Road between Forbes Road and Thompson Road as a "Feasible," "Low Priority" project, a ped facility project on Leestown Road between Greendale Road and Forbes Road as a "Moderately Constrained," "High Priority" project, and a "Constrained," "Low Priority" bike facility project on Leestown Road between Price Road and Buchanan Street.





Leestown Road Corridor

Field Observation Summary, Buchanan Street to end of Bracktown

General Character: Historic from Buchanan Street to Forbes Road. Retail strip-style with highway service type businesses with Forbes Road running west on Leestown Road. Low density residential with community-sized retail in the Boiling Springs Drive area. From New Circle Road to the urban service area boundary, a mix of industrial, institutional, new single family residential, and historic residential. Freight trucks and single-unit vehicles utilize this truck network route.

| | | |
|---|-----------------------------------|--|
| V - VISUAL | | |
| V-1 | Trees & Planting | No street trees. Needs landscape screening of parking lots. Some brush areas. The corridor has trees inside and outside of the street and roadway right-of-way. |
| V-2 | Signage & Gateways | An attractive gateway sign as you're entering the Lexington area would be a good feature. |
| V-3 | Public Art | This corridor could use public art. |
| V-4 | Stone Fences | Stone fences exist along sections of the roadway. See detailed data. Some segments of stone walls. |
| V-5 | Buffering & Screening | Buffering and screening is present and works well along the residential sections. Needs screening of parking lots. |
| V-6 | Fencing | Some stone wall with wrought iron along top, some wrought iron fences, some black horse plank fence. |
| V-7 | Lighting | Roadway lighting. |
| V-8 | Street Furniture | None observed. |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | Alexandria Drive to Bracktown is part of the Bluegrass Driving tour. From Buchanan Street to Price Road is the Lexington Cemetery with the Civil War Era National Cemetery. Bracktown is a historic rural settlement and has a small area plan. Preservation of stone fences is desirable. |
| E-2 | Environmental Resource Protection | None observed. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | LexTran bus route from S. Forbes Road to W. Hampton Street. There is insufficient right-of-way to accommodate existing bus stops (see overarching recommendations, pg. 7). Bike lane painted on road starting at New Circle Road ramp and running to S. Forbes Road. |
| M-2 | Pedestrian Facilities | Lack of sidewalks on one side. Pedestrian treatments may need improvement. See Bike/Ped Planner's sidewalk inventory. |
| M-3 | Pavement (Crosswalks, Patterned) | No issues observed. |
| F – FUNCTIONAL | | |
| F-1 | Access Management | Overall access management along the corridor could use improving in some areas along the corridor, particularly across from Meadowthorpe Shopping Center. The properties east and west of the bridge overpass are constrained by the pre-existing street patterns. In addition, capacity at the Forbes Road/Leestown Road intersection exceeds capacity at AM and PM peak hours. |
| F-2 | Utilities | Overhead utilities exist along roadway. |

Leestown Road Corridor

Photos of Existing Corridor features and issues



Figure 17. Leestown Road – southeast view of office and retail land uses.



Figure 18. LexTran Bus Stop and future “Art-in-Motion” shelter location (pending).



Figure 19. Existing features along Leestown Road include historic stone fences; above-ground utilities; and utilities marked with orange pin flags.



Leestown Road Corridor

2000 Census Demographics (more recent data not accessible)

Of the 7,125 people (1,551/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--------------------------------------|---------------------------------------|--------------------------|--|-------------------|
| 51/sq. mile | 145/sq. mile | 70/sq. mile | 24/sq. mile | 194/sq. mile |
| Ranked # 12 | Ranked # 11 | Ranked # 10 | Ranked # 11 | Ranked # 12 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

None.

Review of Existing Landscape Ordinance

None.

Pictures of Existing Landscape Ordinance Results on New Development

Not applicable.

Recommendations

Short Range/Quick Fixes

- Add interpretive signage and/or historical markers at the Lexington Cemetery, Calvary Cemetery, and Bracktown in a visible place.

Medium Range

- Add street trees.
- Add trees and shrubs on I-1 zoned side of the corridor.
- Need vehicular use area screening along parking lots, especially the older Meadowthorpe shopping center.
- Add a “Welcome to Lexington Urban Service Area” sign at the USA boundary on the west side of Leestown Rd. for travelers going southeast on Leestown Rd. In addition, add a “Welcome to Lexington Rural Service Area” sign at the RSA boundary on the east side of Leestown Rd. for travelers going northwest.
- Add public art at the Town Branch trail crossing, the Leestown Middle School, and/or the VA Hospital Leestown Road campus.

Long Range

- Establish an express transit route to downtown.



Man o’ War Boulevard Corridor (within Urban Service Area)

Overview

The Man o’ War Boulevard corridor is unique among the 14 corridors considered in this study in two ways: (1) it is maintained by the local government, while all other major corridors are maintained by the state; and (2) it is the longest corridor at over 16 miles. The corridor begins at Versailles Road, but the study area begins at the Urban Service Area boundary on the west side of the community near its intersection with Beaumont Centre Lane. The Man o’ War Boulevard corridor is characterized by controlled access (by local ordinance) and a mixture of land uses that have frontage along the length of the corridor. A majority of residential uses do not face the corridor; however, commercial areas such as Palomar Shopping Center, Bates Creek Shopping Center, Parkhills Shopping Center, the Sand Lake development, Brighton Shopping Center, and the Hamburg development do face the arterial corridor. Non-commercial uses in the corridor include churches, multi-family residential buildings, townhomes, single-family residences and Paul Laurence Dunbar High School. A majority of property along the corridor has developed since the roadway was constructed, although a few parcels remain available for development.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Man o’ War Boulevard Corridor. This information is from the Lexington Area Metropolitan Planning Organization’s (MPO) transportation and transit plans, and LexTran’s plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington’s urban corridors.

Corridor Description: *Man o’ War Boulevard* (CS 4524/KY 1425): from Urban Service Area boundary to Winchester Road (US 60) Total length = 16.629 mile (locally-maintained minor arterial)

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- 2035 MTP 12F Man o’ War Blvd. from I-75 to Alumni Dr. – Widen to six (6) lanes, add Bike Lane or Shared Use Path, improve transit service – Cost = \$29.83 (\$Mil.).
- 2035 MTP – 10F Man o’ War Blvd. various Low Build projects – see Congestion Management Study – Cost = \$1.87 (\$Mil.).
- 2035 MTP – 14F Man o’ War Blvd. from Versailles Rd. to Winchester Rd. – construct refuge/breakdown areas where feasible = Cost = \$1.53 (\$Mil.).

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- 2035 MTP/2010 UPL 26 – Man o’ War from Armstrong Mill to Bates Creek Rd. – Widen to 6 lanes, add BL or SUP, improve transit service – Cost = \$11.10 (\$mil.)
- 2035 MTP/2010 UPL 28 – Man o’ War from Bates Creek Rd. Nicholasville Rd. – Widen to 6 lanes, add BL or SUP, improve transit service – Cost = \$14.80 (\$mil.)
- 2035 MTP/2010 UPL 30 – Man o’ War from Alumni Dr. to Armstrong Mill – Widen to 6 lanes, add BL or SUP, improve transit service – Cost = \$10.60 (\$mil.)
- 2035 MTP/2010 UPL 34 – Man o’ War from I-75 to Winchester Rd. – Widen to 4 lanes, add Bike Lane (BL) or Shared Use Path (SUP), Curb(C)/Gutter(G)/Sidewalk(S) – Cost = \$7.50 (\$mil.)
- 2035 MTP/2010 UPL 52 – Man o’ War at Crosby Drive – Construct roundabout – Cost = \$0.85 (\$mil.)
- 2035 MTP/2010 UPL 54 – Man o’ War at Armstrong Mill – Construct roundabout – Cost = \$0.85 (\$mil.)
- 2035 MTP/2010 UPL 52 – Man o’ War at Rapid Run – Construct roundabout – Cost = \$0.85 (\$mil.)

Transit

The Man o’ War corridor is crossed by many LexTran bus routes serving arterial routes beginning at the Downtown Transit Center. System wide connections are made at the Transit Center transporting commuters to employment in many of the commercial centers found on and around the Man o’ War Boulevard corridor. Currently the routes radiating from the downtown core are Routes 1, 3, 5, 10, 11, 13, 21, and 23. These routes serve all the main arterials that are connected to Man o’ War. Route 18 is the Center Parkway Connector which runs on an hourly schedule Monday thru Saturday. It provides cross town transfer connections to 4 other routes that serve the Man o’ War Corridor from downtown.

LexTran will look to provide more cross town service within the next 5 years. Particular attention should be paid to bus stops along the Man o’ War corridor in planning for the least disruption of normal traffic flow. Man o’ War is positioned with several potential areas for Park and Ride facilities which should be explored especially when new development or redevelopment occurs.

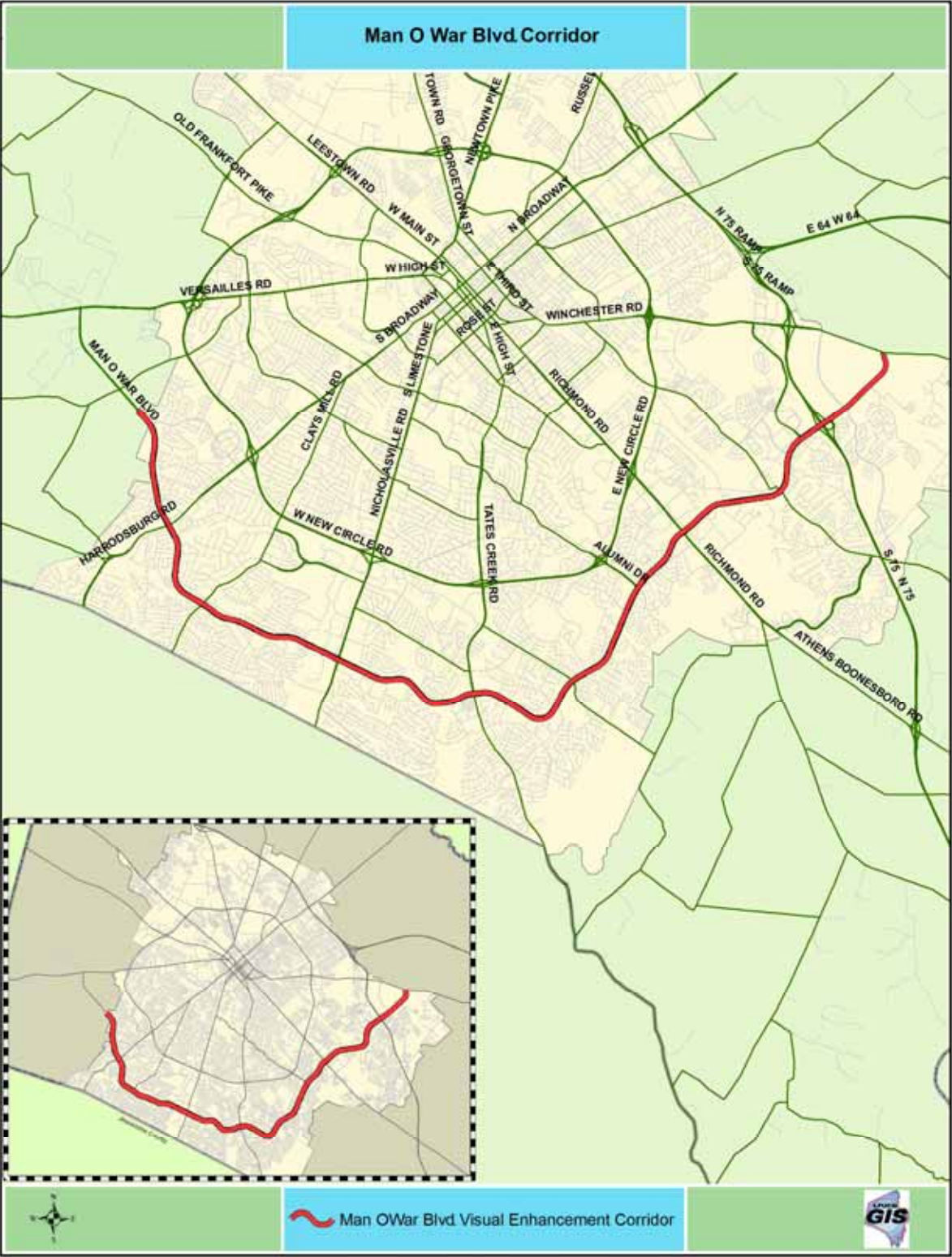
Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment’s bike/ped improvement is given a “low priority” designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan, Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority “feasible” project might get priority over a high priority “moderately constrained” or “constrained” project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows that Man o’ War Boulevard is designated for a "MPO Programmed Project w/Bike/Ped Facility (long term)". The 2035 Metropolitan Transportation Plan recommends adding a bike lane or a shared use path from I-75 to Alumni Drive with estimated completion to be 2015. The BPMP indicates that Man o’ War Boulevard is an on road greenway trail connection and is intersected between Clearwater Way and Saron Drive by an existing/funded greenway trail. The BPMP also lists a "Moderately Constrained," "Low Priority" bike/ped facility project for Man o’ War Boulevard between Winchester Road and Blackford Parkway, a "Constrained," "Low Priority" bike/ped facility project between Blackford Parkway and Sir Barton Way, and a "Constrained," "High Priority" bike facility project for Man o’ War Boulevard from Sir Barton Way to Versailles Road.





Man o’ War Boulevard Corridor

Field Observation Summary, Urban Service Area boundary to Winchester Road

| | | |
|---|--|--|
| General Character High traffic volume collector with a mixture of land uses where residential mostly abuts and commercial uses have high visibility. | | |
| V – VISUAL | | |
| V-1 | Trees & Planting | Variety of tree plantings, shrubs, and fenceline vegetation between sidewalk and development along the road. Grass strip between sidewalks and curb of Man o’ War Blvd is narrow. Grass median separates two-way traffic from the USA boundary near Versailles Road to I-75 interchange, some portions concrete or narrowing at intersections and turn lanes. No trees or shrubs in the grass medians from west USA boundary line to Helmsdale Place. From Helmsdale Pl. to I-75 interchange trees do exist in grass median. Dead tree at Pimlico Parkway needs to be removed. Street trees near Saron Drive need to be pruned and/or removed. |
| V-2 | Signage & Gateways | An attractive gateway sign as you're entering the Lexington area would be a good feature. Nice neighborhood entrance signs at Lyon Drive and Palomar Drive. Cluttering of real estate signs at Winthrop Drive. North Elkhorn Watershed sign near Todds Road. |
| V-3 | Public Art | No public art observed. |
| V-4 | Stone Fences | None observed. |
| V-5 | Buffering & Screening | Backyards of residential properties not attractive since too much clutter. Garden Center at Nicholasville Road intersection needs screening. |
| V-6 | Fencing | Varied. No consistency. All segments of Man o’ War had several different types of fencing on each side. Black horse plank, white horse plank, wire mesh, chain link, and several types of wooden privacy fences were observed. |
| V-7 | Lighting | Highway type, vehicular level lighting. |
| E – ENVIRONMENTAL | | |
| E-1 | Cultural & Historic Resources | None observed. |
| E-2 | Environmental Resource Protection | Preserve views of: Cave Creek, Stonewall Estates tributary, Elkhorn Creek, floodplain lot at 1300 Higbee Mill Road, greenspace and retention ponds with fountains at Clearwater Way, West Hickman Creek, Reservoir Tributary, floodplain near Rio Dosa Drive, and greenway and creek near Blackford Parkway. Preserve trees: along floodplain near Clays Mill Road, in floodplain near Alumni Drive, and along right-of-way in floodplain near Rio Dosa Drive to buffer retention pond. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | Lextran stop signs observed mostly on the inner side of Man o’ War Boulevard. Some stops problematic having no sidewalk connection. One stop had a bench and one stop had a garbage can. Some stops only had a small sign attached to a utility pole. There are few transit stops along the corridor with the existing ones being located at Mt. McKinley, Palumbo, and Mapleleaf Drives. |
| M-2 | Pedestrian Facilities | Sidewalk only on one side from west USA boundary line to Beaumont Centre Lane. Sidewalks on both sides from Beaumont Centre Lane to Pleasant Ridge Drive/Sir Barton Way. No sidewalks from Pleasant Ridge Drive/Sir Barton Way to Winchester Road. |
| M-3 | Pavement (Crosswalks, Patterned) | Crosswalks missing at these intersections: Dunbar High School entrance, Ft. Harrod/Cave Hill Lane, Mt. McKinley Way, Helmsdale Place, Polo Club Boulevard (one side), and Lyon Drive. Crosswalks need repainting: Clays Mill Road, Tates Creek Road, Alumni Drive, Rio Dosa Drive, and Pink Pigeon Parkway. |
| F – FUNCTIONAL | | |
| F-1 | Access Management | Aprons to nowhere (access built to a stub with guardrail): near Gladman Way, and across from Dunbar High School entrance. |
| F-2 | Utilities | Overhead utilities mostly on the inner side of Man o’ War Boulevard with a few areas on both sides or only on outer side of the corridor. Some overhead utilities crossing over the right-of-way. Sagging wires at intersection of Man o’ War and Nicholasville Road. Crooked utility pole near Grassy Creek Road. |

Man o' War Boulevard Corridor

Photos of Existing Corridor Features and Issues



Figure 20. Ensure sidewalks are connected along corridor.



Figure 21. Wayfinding aids travelers.



Figure 22. Reduce sign clutter.



Figure 23 Recommended semi-annual corridor maintenance to clean medians and repaint pavement markings.

Man o' War Boulevard Corridor

2000 Census Demographics (more recent data not accessible)

Of the 49,472 People (3,984/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|---|-----------------------------|--|----------------------|
| 66/sq. mi. | 145/sq. mi. | 41/sq. mi. | 31/sq. mi. | 213/sq. mi. |
| Ranked # 10 | Ranked # 11 | Ranked # 11 | Ranked # 10 | Ranked # 11 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

None

Review of Existing Landscape Ordinance

In 1991 the Urban County Council enacted a landscape ordinance for the portion of Man o' War Boulevard that extends from Richmond Road to Interstate 75. The ordinance stated that any new structure or expansion of an existing structure by 25% of its floor area will require additional landscaping to include horse farm style fencing, landscape buffers, large canopy shade trees, berms, and proper irrigation systems. The ordinance assigns the maintenance responsibilities of the buffer yards to the property owners along the corridor. Additionally, the ordinance encouraged property owners along Man o' War Boulevard that are not included in the ordinance to participate in the consistent landscaping of the corridor, as well as directing the Department of Public Works to facilitate encroachment agreements necessary to implement the plan.

Pictures of Existing Landscape Ordinance Results on New Development



Figure 24. Trees beautify corridor.

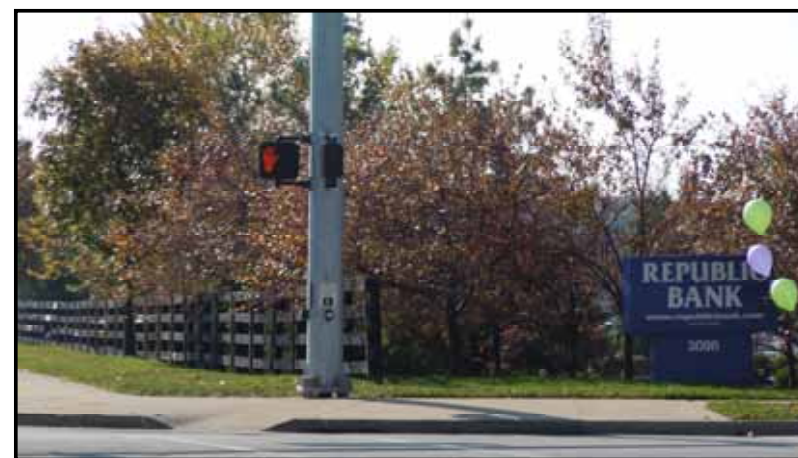


Figure 25. New development included sidewalks, pedestrian signals, plank fencing, and attractive plantings and shrubs.



Man o’ War Boulevard Corridor

Recommendations

Short Term/Quick Fixes

- Remove invasive species shrubs and trees in the right-of-way that detract from the corridor.
- Replace missing crosswalk paint.
- Remove dead tree near Pimlico Parkway and any other locales.
- Prune street trees near Saron Drive.

Medium Term

- Add trees and shrubs between the sidewalks and properties along and abutting Man o’ War Boulevard to screen mix of fencing and backyard clutter.
- Add trees and shrubs in grass medians where width allows, and where they will not obstruct traffic flow.
- Add a “Welcome to Lexington Urban Service Area” sign at both ends of the corridor.
- Promote neighborhood level Reforest the Bluegrass tree plantings in floodplain areas lacking trees along Man o’ War Boulevard.
- Extend the Man o’ War Boulevard landscape ordinance to include the entire length of Man o’ War Boulevard within the Urban Service Area.

Long Term

- Construct sidewalks along Man o’ War Boulevard to connect Polo Club Boulevard to the Hamburg Farm development.
- Remove the unused concrete apron near Gladman Way.
- Initiate a study to determine appropriate locations for roundabouts.



Manchester Street/Old Frankfort Pike Corridor (Driscoll St. to Alexandria Drive)

Overview

The Manchester Street/Old Frankfort Pike (KY 1681) corridor is primarily bordered by commercial, industrial and institutional land uses between Driscoll Street and Alexandria Drive to northwest. Alexandria Drive also serves as the Urban Service Area boundary at this location. The Distillery District, an historic area along Manchester Street that was home to the Pepper Distillery and the Old Tarr Distillery, is experiencing reinvestment and the adaptive reuse of the two distillery buildings. This district is partially within the corridor study area. Significant uses along the corridor include the Vulcan Materials Company central quarry, the ATS Asphalt Plant, the Lexington Humane Society, and numerous other automobile storage or repair facilities, landscaping and building related industries. Numerous government facilities are located along the corridor including the Recycling Center; the Division of Fire and Emergency Services training center; the McConnell Springs Nature Park; the Division of Parks and Recreation's north base maintenance facility; offices and vehicle storage for the Division of Streets, Roads and Forestry; the Division of Police Roll Call and Training Center (West Sector); and the Fayette County Detention Center. A large area along the east side of Old Frankfort Pike, south of New Circle Road, remains undeveloped because it is a former land fill that has been capped. The Town Branch Creek is located in close proximity to the corridor and crossed by Manchester Street near the Pepper Distillery. A special flood hazard area and recreational trail are both associated with the creek.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation/transit plan projects that could potentially impact the Manchester St/Old Frankfort Pike (KY 1681) Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *Manchester Street/Old Frankfort Pike (KY 1681)*: from Driscoll Street (MP 7.289) to Alexandria Drive (MP 4.593) Total length = 2.696 mile

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- Highway Safety Improvement Project (HSIP) Project Completed – The construction of a “roundabout” intersection at Old Frankfort Pike and Alexandria Drive was completed in 2011.

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- None

Other Relevant Studies, Information, and/or Activities

- None.

Transit

The Manchester Street/Old Frankfort Pike Corridor is served by LexTran Route 20. This route circulates every 60 minutes on weekdays from 5:44 am to 6:10 pm. This route spans the entire length of this segment of corridor study and goes onto serve the McConnell's Trace and Masterson Station residential area. While this route has had relatively low ridership, it is expected to pick up with the development of Manchester Street Distillery District. LexTran should coordinate with new development to best serve the corridor as it's planned. Future trolley stops should be considered as development progresses.

Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a “low priority” designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained, and the Plan recommended that project constraints also drive decision-making on funding (so a high priority “feasible” project might get priority over a high priority “moderately constrained” or “constrained” project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows that Manchester Street/Old Frankfort Pike is "Medium Priority" to "Low Priority" for pursuing funding for On-road Bike/Ped projects. According to the BPMP, the portion of Manchester Street from S. Forbes Road to Driscoll Street and the portion of Old Frankfort Road from New Circle Road to Alexandria Drive are both part of a planned off road greenway trail which is noted as a constrained project in the BPMP for these two segments. However, a portion of this planned off road greenway trail which runs parallel to Old Frankfort from S. Forbes Road to New Circle Road, but a further distance away from the roadway of Old Frankfort Pike, is noted as a feasible off road greenway trail project in the BPMP. Also, in the BPMP projects listing, there is a "Moderately Constrained," "Medium Priority" bike/ped facility noted for Manchester Street between Driscoll Street and Forbes Road, and also a "Moderately Constrained," "Low Priority" bike/ped facility project noted for Old Frankfort Pike between Forbes Road and Alexandria Drive.





Manchester Street/Old Frankfort Pike Corridor

Field Observation Summary, Driscoll Street to Alexandria Drive

| | | |
|--|--|---|
| General Character The eastern end of this corridor at Manchester is undergoing redevelopment with the implementation of the Newtown Pike Extension being constructed. Roundabout at Alexandria Drive to New Circle Rd.: Rural Industrial, New Circle Rd. into downtown: Industrial. | | |
| V - VISUAL | | |
| V-1 | Trees & Planting | Roundabout to New Circle: large trees along ROW, some tree plantings. New Circle Road and into DT: no street trees, brush, need to enhance view of Town Branch. |
| V-2 | Signage & Gateways | An attractive gateway sign as you're entering the Lexington area would be a good feature. New Circle Road and into DT: Distillery District historic marker sign. |
| V-3 | Public Art | No public art near corridor. New Circle Road and in to DT: Graffiti on side of building. |
| V-4 | Stone Fences | New Circle Road and into DT: one stone fence. |
| V-5 | Buffering & Screening | Needs better screening. |
| V-6 | Fencing | Roundabout to New Circle Road: horse fence. New Circle Road and into DT: section of tall unsightly chain link fence. |
| V-7 | Lighting | None observed. |
| V-8 | Street Furniture | None observed. |
| E – ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | New Circle Road and into DT: Distillery District historic marker sign. |
| E-2 | Environmental Resource Protection | Town Branch creek runs parallel to the road. Its floodplain intersects the road at Miles Point Way and covers the road from S. Forbes Road to the railroad overpass. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | LexTran serves this corridor with a route that runs from Jefferson Street to Alexandria Drive. Coordination with LexTran is necessary as development occurs. |
| M-2 | Pedestrian Facilities | No sidewalks. Coordination with LexTran is necessary as development occurs. |
| M-3 | Pavement (Crosswalks, Patterned) | None observed. |
| F - FUNCTIONAL | | |
| F-1 | Access Management | None observed. Needed as corridor changes. |
| F-2 | Utilities | Overhead utilities. New Circle Road and into DT: large utility poles very close together - looks like they could be consolidated to fewer. Utilities exist along roadway. |
| F-3 | Other | New Circle Road and into DT: intrusive black/block wall, railroad, guard rails. |

Manchester Street/Old Frankfort Pike Corridor

Photos of Existing Corridor features and issues



Figure 26. New businesses bring life back into the neighborhood.



Figure 27. The Railroad Bridge and Town Branch provides entry into the historic Distillery District.



Figure 28. Manchester Street utility poles and street signs near sidewalks create pedestrian obstacles.

Manchester Street/Old Frankfort Pike Corridor

2000 Census Demographics (more recent data not accessible)

Of the 1,513 People (470/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--------------------------------------|---------------------------------------|--------------------------|--|-------------------|
| 37/sq. mile | 88/sq. mile | 36sq. /mile | 1/sq. mile | 60/sq. mile |
| Ranked # 13 | Ranked # 12 | Ranked # 12 | Ranked # 13 | Ranked#13 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *Lexington Distillery District Tax Increment Financing (TIF) Development Area & Plan* (2008) covers Manchester Street from Cox Street west to where Manchester Street bends slightly, about 950' east of the intersection of S. Forbes Road and Manchester Street. It comprises many improvements that will greatly enhance this corridor:

- placing utilities underground and adding decorative street lighting
- addition of 10' sidewalks along both sides of the street, pedestrian bridge over Town Branch Creek, steps connecting to trails, greenways (including the Town Branch Greenway), and greenway trails
- addition of five plazas (including the Water Tower Plaza, Old Tarr Plaza, and the Distillery Plaza), three parks (Gateway Park, Sculpture Art Park, and a neighborhood park), and multiple greenspaces
- addition of public art at the Sculpture Art Park, Art in Motion bus shelters, and various other locations of public art
- addition of streetscape landscaping and a reflecting pool
- Stress and emphasize the importance and integration of all modes of transportation.

Review of Existing Landscape Ordinance

In 1989 the Urban County Council enacted a landscape ordinance for the Old Frankfort Pike area between New Circle Road and the Urban Service Area boundary, the goal of which was to create a gradual transition from urban to rural development. The ordinance declared Old Frankfort Pike a scenic corridor of Fayette County, worthy of enhancement and protection. The ordinance also stated that any new structure or expansion of an existing structure by 25% of its floor area will require additional landscaping, which varies based on the underlying zoning. No building permits can be issued unless the additional landscaping details are provided with the permit application. The most extensive buffering was required in the Industrial zones, requiring earthen berms and evergreen plantings as screening to the corridor.



Pictures of Existing Landscape Ordinance Results on New Development



Figure 29. Looking westbound towards the Division of Police West Roll Call Center; wide right-of-way cross-section includes stone fencing.

Manchester Street/Old Frankfort Pike Corridor

Recommendations

Short Range/Quick Fixes

- Add wayfinding signage near McConnell Springs entrance.
- Add pedestrian crosswalks in Distillery District for added safety.
- Remove weeds, brush and trash.

Medium Range

- Add street trees and landscaping to complement the trees and landscaping planned in the Distillery District.
- Add Town Branch signage for greenway trail.
- Add a "Welcome to Lexington Urban Service Area" sign at the USA boundary on the south side of Old Frankfort Pike for travelers going east on Old Frankfort Pike. In addition, add a "Welcome to Lexington Rural Service Area" sign at the RSA boundary on the north side of Old Frankfort Pike for travelers going northwest. Consider locating sign inside the roundabout.
- Add trees and landscape screening of government properties (i.e. recycling center)

Long Range

- Add pedestrian level lighting.



New Circle Road Corridor (Woodhill Dr. to Liberty Rd.)

Overview

New Circle Road (KY 4) is the wheel in Lexington's wheel and spoke system of roadways. It surrounds a significant portion of the urban community and provides a necessary connection between all of the major arterials in Lexington. A significant portion of this corridor is a limited access expressway; however, approximately five miles of the corridor was designed as a major arterial commercial corridor with direct access from adjoining properties. A majority of the commercial corridor has been recently improved to manage uncontrolled access and limit turning conflicts. Less than a mile, between Woodhill Drive and Liberty Road, is being reviewed by this study. This portion of the New Circle Road corridor is entirely commercial. Prominent commercial land uses include the Woodhill Shopping Center, Liberty Jeep/Dodge, Quantrell Cadillac/Volvo/Subaru and the Creative Drive Business Center at Liberty Road, which include a station of the US Post Office. This portion of the corridor has limited access from adjacent businesses. A portion of Idle Hour Park also adjoins the west side of the corridor, although this portion of the park is primarily a creek bed for the Idle Hour Tributary and is overgrown with mature trees and shrubs.

Urban Corridors and Existing & Future Transportation/Transit Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the New Circle Road Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: New Circle Road (KY 4): from Liberty Road (MP 13.669) to Woodhill Drive (MP 14.508) Total Length = 0.839 miles

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- 2035 MTP Project to be completed by 2035 – Project 24F – KY 4 New Circle Rd.: from Liberty Rd. to Richmond Rd: Widen to 6 lanes, add Bike Lanes (BL)/Sidewalks (SW), improve transit service – Cost = \$57.72 (\$Mil.).
- 2035 MTP Project to be completed by 2035 – Project 25F – KY 4 New Circle Rd.: from Woodhill Rd. to Nicholasville Rd. Widen to 6 lanes – Cost = \$87.16 (\$Mil.).

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- None.

Other Relevant Studies, Information, and/or Activities

- None.

Transit

This segment of New Circle Road (KY 4) corridor is connected at the north end by route 9 and 10, and at the south end by route 1.

Transit (cont.)

Route 9 leaves the Downtown Transit Center every 30 minutes on weekdays and every 60 minutes in the evenings, on Saturdays and Sundays. It serves the east side of Lexington navigating a number of side streets making its way to Eastland Shopping Center and then circulating around New Circle Road making a loop with Liberty Road back to Winchester Road and eventually the transit center downtown.

LexTran Route 10 runs similar hours as route 9 with 30 minute headways on weekdays from the transit center and every 60 minutes in the evenings and on Saturdays and Sundays. It travels Winchester Road then turns on Liberty Road where it turns off and deviates to Fortune Drive and then accessing Winchester Road further to the east on its way to Hamburg. The LexTran Comprehensive Operational Analysis (COA) revealed that a good deal of ridership is using this route for employment in Hamburg, Fortune Drive and Executive Drive. This route reaches residential in the Polo Club area before turning around. It merely bisects New Circle Rd in the study area but is worth mentioning as it serves and draws ridership to and from the area.

Route 1 also bisects the study area as the bus comes off the New Circle Ramp from Richmond Road and turns immediately onto Woodhill Drive. It connects downtown and UK to the employment and residential areas of Woodhill and Palumbo Drive. It does turn around at Man o' War Boulevard in the South East via Darby Creek.

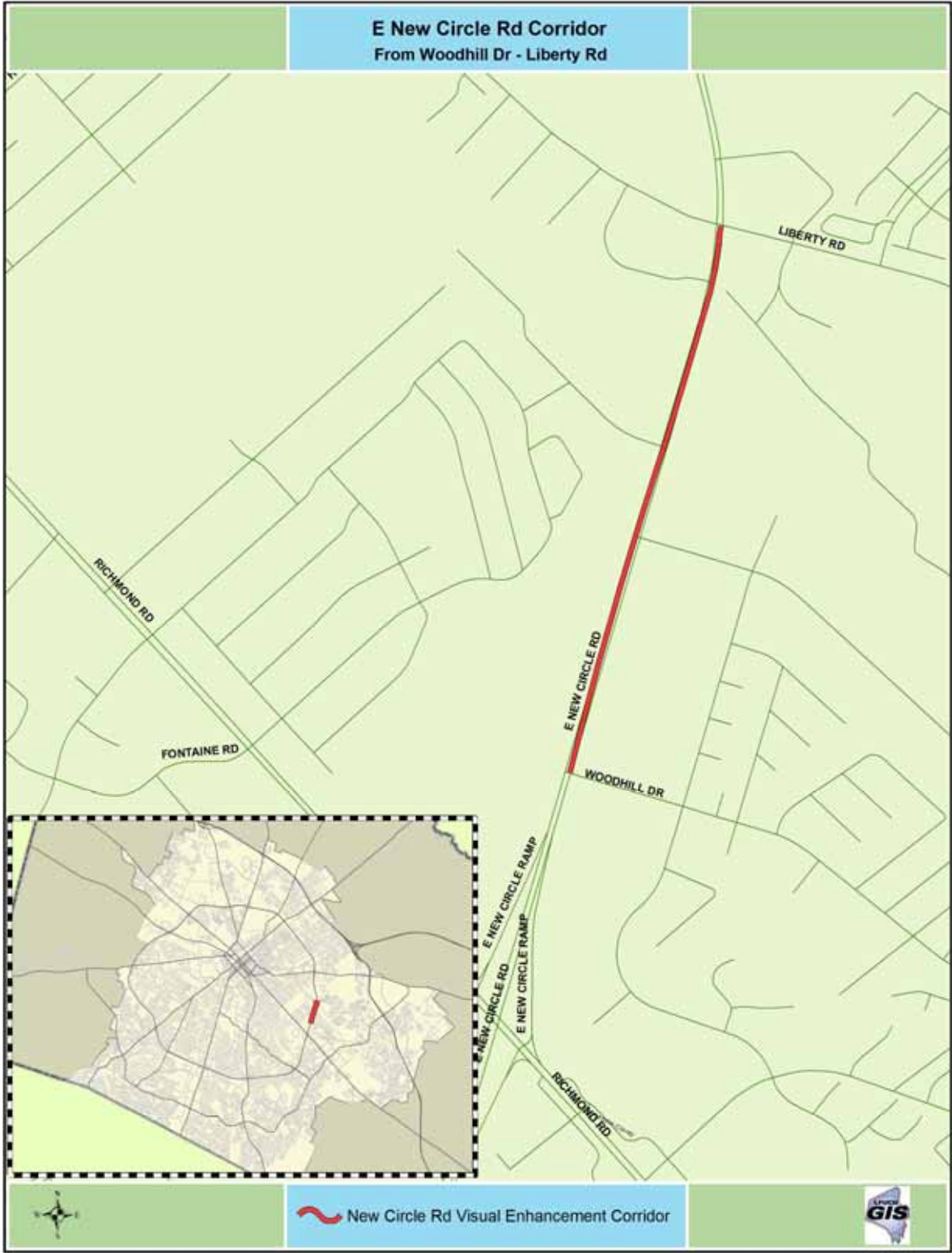
Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows that this segment of New Circle Rd. is an "MPO Programmed Project w/Bike/Ped Facility (long-term)." The 2035 Metropolitan Transportation Plan recommends adding a bike lane and a sidewalk from Richmond Road to Liberty Road with estimated completion to be 2035. The BPMP indicates that this segment of New Circle Road is intersected by a planned off road greenway trail planned in the railroad right-of-way intersecting New Circle Road between Wilderness Road and Young Drive but that this off road greenway trail project is a constrained project in the areas adjacent to New Circle Road. The BPMP also lists a "Constrained," "Medium Priority" pedestrian facility project for New Circle Road from Woodhill Drive to Winchester Road.





New Circle Road Corridor

Field Observations Summary: Liberty Road to Woodhill Drive

| | | |
|---|--|--|
| General Character The land uses along this short strip of New Circle Road are commercial and light industrial. | | |
| V - VISUAL | | |
| V-1 | Trees & Planting | Needs street trees. Nice area of landscaping at entrance to shopping center. Opportunities for landscaping or trees in grass medians. |
| V-2 | Signage & Gateways | None observed. |
| V-3 | Public Art | Horse sculptures and stone fence at entrance to shopping center. |
| V-4 | Stone Fences | None observed. |
| V-5 | Buffering & Screening | Non-existent. Car lots need more screening; many parking lots need screening. |
| V-6 | Fencing | None observed. |
| V-7 | Lighting | Highway type vehicular scale lights. |
| V-8 | Street Furniture | None observed. |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | None observed. |
| E-2 | Environmental Resource Protection | View to Idle Hour Park could be opened up by removing brush and pruning tree limbs. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | Needs bike lane/trail/facility. LexTran routes cover intersection at Woodhill and from Creative to Liberty and beyond. |
| M-2 | Pedestrian Facilities | Sidewalks missing. |
| M-3 | Pavement (Crosswalks, Patterned) | None observed. |
| F - FUNCTIONAL | | |
| F-1 | Access Management | There are numerous access points to properties along this section. The corridor is not pedestrian and bicycle friendly and overall connectivity suffers along this corridor. |
| F-2 | Utilities | Overhead utilities exist along roadway. |
| F-3 | Other | Roadway widening is constrained under the railroad bridge. |



New Circle Road Corridor

Photos of Existing Corridor features and issues



Figure 30. Woodhill Shopping Center's entrance has an attractive sculpture adjacent to the corridor.



Figure 31. No sidewalks along New Circle Rd.



Figure 32 CSX Railroad overpass constrains widening along this section of the corridor.



New Circle Road Corridor

2000 Census Demographics (more recent data not accessible)

Of the 4,397 People (2,949/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|---|-----------------------------|--|----------------------|
| 124/sq. mi. | 446/sq. mi. | 164/sq. mi. | 185/sq. mi. | 506/sq. mi. |
| Ranked # 4 | Ranked # 1 | Ranked # 4 | Ranked # 2 | Ranked # 4 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The Division of Planning's 1992 *Corridor Enhancement Study* pointed out that the New Circle Road Corridor "should serve as a constant reminder of what can happen when community awareness is limited," and "how roadways should not look and function." Since the early 1990s there have been many functional improvements as traffic growth has pushed this corridor to capacity. Left turn lanes and channelization have helped the traffic flow.

Review of Existing Landscape Ordinance

None.

Pictures of Existing Landscape Ordinance Results on New Development

Not applicable.

Recommendations

Short Range/Quick Fixes

- Add pedestrian (pedestrians present) warning signs at transition areas between expressway and urban arterial functions.
- Enforce ordinance restrictions prohibiting parking vehicles on grass in right-of-way.

Medium Range

- Maintenance to repaint markings and turn lanes.

Long Range

- Repair or reconstruct sidewalks in poor conditions. Improve sidewalk network connectivity upon redevelopment.



Newtown Pike Corridor (New Circle Rd. to Stanton Way)

Overview

The Newtown Pike (KY 922) corridor begins at Main Street and continues past I-75/I-64 into Scott County to the north. This corridor is currently being extended toward the University of Kentucky campus as Oliver Lewis Way, west of Main Street. The Newtown Pike corridor, between New Circle Road (KY 4) and Stanton Way, is primarily commercial in character. Lexmark, a major employer in the community, is headquartered on Newtown Pike. Additionally, Coldstream Research Park and the Nandino Industrial Park are major employment centers that are located along the corridor. The Eastern State Hospital is relocating to Coldstream Park, and Bluegrass Community Technical College (BCTC) is currently redeveloping their site. Residential development along this portion of the corridor is limited to the Griffin Gate subdivision adjacent to the Marriott Resort hotel and golf course and the Newtown Spring neighborhood, currently being developed, just south of Citation Boulevard. North of I-75/I-64, Stanton Way is a commercial area primarily dedicated to the interstate traveling public, with hotels, restaurants and gasoline and convenient stores.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Newtown Pike (KY 922) Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *Newtown Pike (KY 922)*: from New Circle Road (MP 1.023) to Stanton Way (MP 3.075) Total length = 2.052 miles

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- FY 2010–FY 2013 – Newtown Pike KY-922 & New Circle Rd. interchange reconstruction
- FY 2010–FY 2013 – Newtown Pike KY-922 (New Circle Rd. to I-75) minor widening

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- None

Other Relevant Studies and/or Activities

- None

Transit

The Newtown Pike Corridor is served by LexTran Route 4. This route leaves the transit center every 30 minutes during the weekdays and every 60 minutes in the evenings, Saturdays and Sundays. Route 4 covers all of Newtown Pike within the urban area. It covers a number of employment areas along the Newtown corridor including the Health Department, Eastern State Hospital, Lexmark, and a number of hotels. There is a slight route deviation to the retail shopping plaza on New Circle Road north on all outbound trips. Select inbound trips operate in Cold Stream Park offering transit to some employment in that area. A park and ride location is proposed for this area as it develops. Due to the connection to I-64 and I-75, the corridor shows a high potential for a park and ride to be established for future regional transit efforts.

Bicycle & Pedestrian

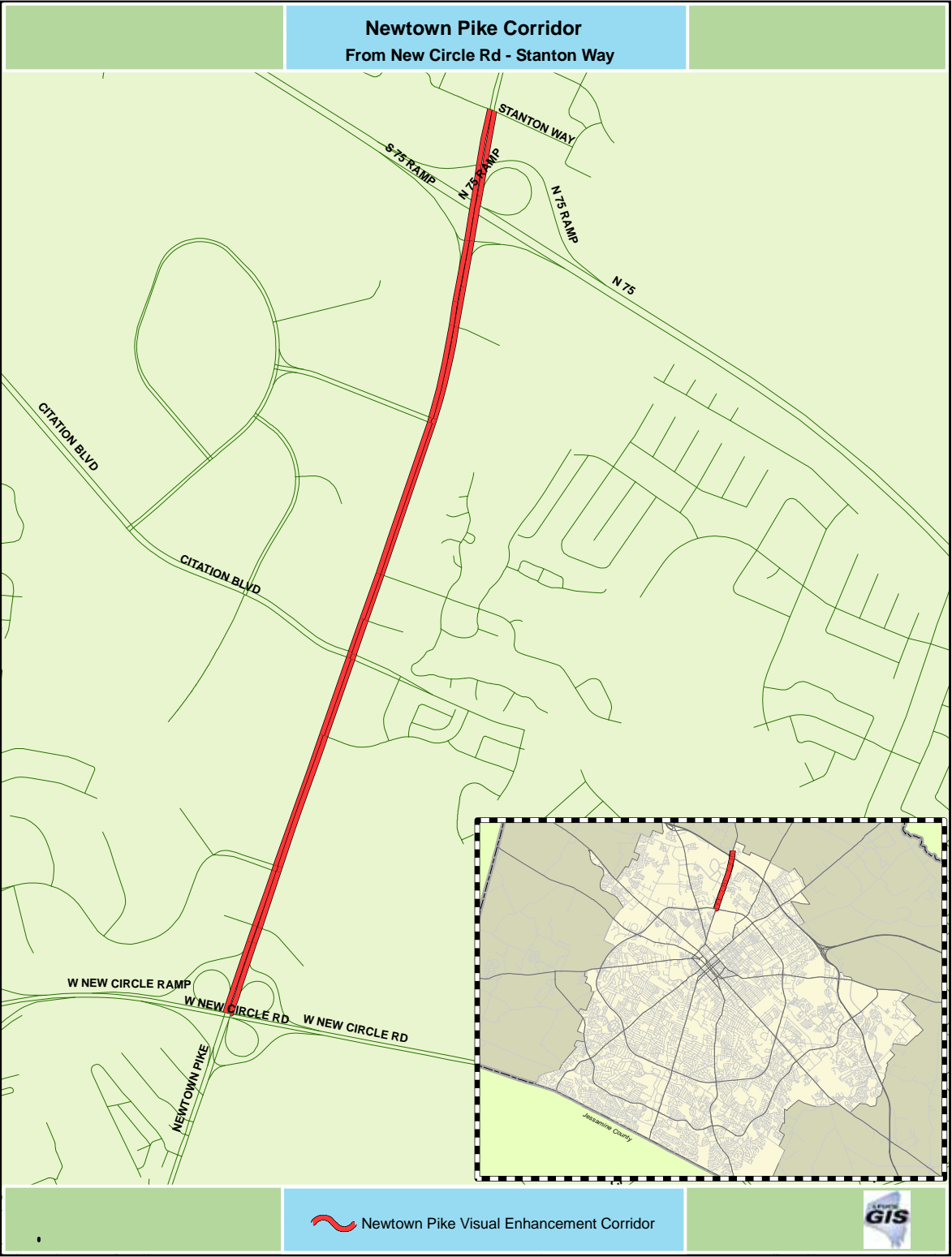
FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

- *Phase 1A: Maine Chance* – Length=4.3 mi (includes Spindletop Hall Spur and The Access Road;
- *Phase 1B: Coldstream* – Length=2.1 mi (includes connection to existing trail)

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows that this segment of Newtown Pike is an "MPO Programmed Project w/Bike/Ped Facility (long-term)." The 2035 Metropolitan Transportation Plan recommends adding a bike lane and a sidewalk from New Circle Road to I-75 with estimated completion to be 2030. According to the BPMP, this segment of Newtown Pike is intersected by an existing/funded on-road greenway trail along Citation Boulevard (Legacy Trail) and by a "Feasible" to "Moderately Constrained" off-road greenway trail on a priority trail corridor, intersecting Newtown Pike between Nandino Boulevard and Newtown Springs Drive. The BPMP also lists a "Constrained," "High Priority" bike/ped facility project for Newtown Pike between New Circle and I-75.





Newtown Pike Corridor

Field Observations Summary: Newtown Pike from New Circle Road to Stanton Way

| | | |
|--|--|---|
| General Character Office Research Park. State and federal designated truck network route. | | |
| V - VISUAL | | |
| V-1 | Trees & Planting | Many trees inside and outside of the street right-of-way. Mature pin oaks along Griffin Gate. Nice landscaping at Coldstream. Some brush in areas. |
| V-2 | Signage & Gateways | A gateway sign/welcome to Lexington would be good feature to add. Nice gateway signage for Coldstream entrances. Warehouse sale sign obtrusive. |
| V-3 | Public Art | No public art |
| V-4 | Stone Fences | Stone fence from Coldstream to Nandino Blvd.. |
| V-5 | Buffering & Screening | Buffering and screening seem to be adequate. |
| V-6 | Fencing | On east side: Black horse plank fence for a short span then changes to white plank fence down to I-75. |
| V-7 | Lighting | Highway type lighting |
| V-8 | Street Furniture | None observed. |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | None observed. |
| E-2 | Environmental Resource Protection | Royal Springs Wellhead Protection Plan boundary area |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | Route #4 Newtown serves this corridor. There may be a future opportunity to locate an AIM shelter near North Park Shopping Center; to include a potential location for park and ride. |
| M-2 | Pedestrian Facilities | Mostly no sidewalks |
| M-3 | Pavement (Crosswalks, Patterned) | Crosswalks need to become more visible. |
| F - FUNCTIONAL | | |
| F-1 | Access Management | Access to properties along the corridor is greatest during the AM and PM Peak Hour. |
| F-2 | Utilities | Overhead utilities exist along roadway. |
| F-3 | Other | I-75 and Newtown Pike interchange landscaping needs regular maintenance. State has design plans from New Circle to I-75 for minor widening. |



Newtown Pike Corridor

Photos of Existing Corridor features and issues



Figure 33. Trees and white-plank fencing along the corridor provides a good transition from urban-to-rural and rural-to-urban areas.



Figure 35. Griffin Gate Marriot Resort has an attractive entrance.



Figure 34. Newtown Pike Corridor's grass medians and trees beautify corridor.



Figure 36. Historic stone fences are part of our urban and rural landscape.



Newtown Pike Corridor

2000 Census Demographics (more recent data not accessible)

Of the 610 People (396/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|---|-----------------------------|--|----------------------|
| 13/mile | 35/mile | 19/mile | 18/mile | 41/mile |
| Ranked # 14 | Ranked # 13 | Ranked # 13 | Ranked # 12 | Ranked#14 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context, therefore, plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *Newtown Pike Corridor Extension Plan*, adopted 2002, covers the existing portion of Newtown Pike from 3rd Street to Main Street, and the new extension that connects to Bolivar Street at S Broadway. This plan recommended “linear streetscapes” with:

- street trees, sidewalks, curb and gutter, decorative paving in crosswalks,
- streetscapes visually related to gateways and key intersections,
- landscaping at key intersections serving as gateway identifiers,
- provide for multi-modal transportation
- install public art at gateways and small public plazas
- provide lighting in scale with surroundings
- include furniture
- 30’ setback from back of sidewalk to face of building

The *Central Sector Small Area Plan* (CSSAP), adopted 2009, which covers from 2nd Street to New Circle Road, recommended working with the KYTC to enhance streetscapes with trees and for median improvements. The CSSAP also recommended applying the Newtown Pike (NTP) Corridor Extension Plan recommendations along with the following recommendations:

- Intersection of NTP and New Circle Rd. – add landscaping upon future improvements or development, and wayfinding signage, gateway treatment, and decorative lighting to enhance the streetscape.
- Add pedestrian crossings to maintain connections to the adjacent neighborhoods.
- Widen sidewalks
- Add transit shelters

Previous Plan or Study Recommendations (cont.)

The *Royal Springs Wellhead Protection Area Plan* (RSWPA) covers this entire segment of Newtown Pike. The Royal Springs aquifer feeds ground water into the municipal source for the City of Georgetown and portions of Scott County. Stormwater treatment and runoff management recommendations for this corridor should protect/improve water quality.

Visual enhancement of the portion of Newtown Pike from New Circle to Stanton Way should be compatible with or continue the principles and recommendations of the Newtown Pike Corridor Plan and the Central Sector Small Area Plan. Incorporating common features or combinations of features where appropriate from the Newtown Pike Corridor and Central Sector Small Area Plan segment, such as tree species or planting patterns, could add to the gateway effect of the entire Newtown Pike Corridor.

Review of Existing Landscape Ordinance

In 1985, the Urban County Council enacted a landscape ordinance for the Newtown Pike area between West Main Street and the Urban Service Area boundary. The ordinance states that any new structure or expansion of an existing structure by 25% of its floor area will require additional landscaping. No building permits can be issued unless the additional landscaping details are provided with the permit application.

The ordinance requires large canopy shade trees to be planted every 50 feet along the right-of-way. For properties between New Circle Road and the USA boundary, there is to be a 20 foot landscape buffer adjacent to Newtown Pike. Properties in that area have additional landscaping requirements to be contained within that buffer area. Horse farm fencing as well as ornamental tree and shrub plantings are required. Additionally, the Newtown Pike Landscape ordinance calls for the maintenance of these areas to be the responsibility of the landowners.

Examples of new development required to be in compliance with the landscape ordinances are shown on the following page.



Newtown Pike Corridor

Pictures of Existing Landscape Ordinance Results on New Development



Figure 37. Attractive new fencing and trees along the corridor.



Figure 38. The Legacy Trail crossing Newtown Pike at Citation Blvd.



Figure 39. Newtown Pike Corridor looking southbound along historic stone fencing.

Recommendations

Short Range/Quick Fixes:

- Removal of brush and trash near creek.
- Wayfinding signage is being erected at these locations:
 - Slightly south of I-75 interchange on the west side of Newtown Pike for travelers going south on Newtown Pike.
 - Slightly north of New Circle intersection on the east side of Newtown Pike for travelers going north on Newtown Pike.

Medium Range

- Encourage public art where appropriate and feasible.
- Consider amending the landscape ordinance to one color for the horse plank fence instead of a choice between black and white.
- Add signage regarding entering and leaving the Royal Springs Wellhead Protection Area, if not existing.
- Add a “Welcome to Lexington Urban Service Area” sign at the USA boundary on the northwest side of Stanton Way for travelers going south on Newtown Pike. In addition, add a “Welcome to Lexington Rural Service Area” sign at the RSA boundary on the east side of Newtown Pike for travelers going northwest.

Long Range

- Add sidewalks and/or shared use paths where appropriate, and pedestrian connections to transit stops.





Nicholasville Road Corridor (Cooper Dr. to Southland Dr.)

Overview

The Nicholasville Road (US 27) corridor provides a direct connection between downtown and Nicholasville/Jessamine County to the south. This corridor is a primary commuter route with an average of 45,000 vehicles traveling the portion of the corridor between Waller Avenue/Cooper Drive and Southland Drive/Jesselin Drive. Variable Lanes are utilized to provide capacity for traffic on this major arterial. This portion of the corridor is both residential, with the Seven Parks local historic district, and non-residential. Major non-residential land uses include Central Baptist Hospital, the University of Kentucky campus, and professional offices to serve the hospital.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Nicholasville Road (US 27) Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *Nicholasville Road (US 27)*: from Southland Drive (MP 3.531) to Cooper Drive (MP 4.674) Total length = 1.143 miles

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- No specific TIP project for this roadway section.
- 2035 MTP – 1F US 27 Nicholasville Road – Southland Drive to New Circle Road – AM, operational & multimodal improvement \$0.63 (\$mil.) for this roadway section. Estimated completion date 2015.
- 2035 MTP – 13F US 27 Nicholasville Rd. – Cooper Drive to Southland Drive to New Circle Road – AM, operational & multimodal improvement \$0.63 (\$mil.) for this roadway section. Estimated completion date 2015.

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- 2035 MTP/2010 UPL – 1F Nicholasville Road (US 27) – Southland Drive to New Circle Road – AM, operational & multimodal improvement \$0.63 (\$mil.) for this roadway section. Estimated completion date 2015.
- 2035 MTP/2010 UPL – 13F Nicholasville Road (US 27) – Cooper Dr. to Southland Drive to New Circle Road – AM, operational & multimodal improvement \$0.63 (\$mil.) for this roadway section. Estimated completion date 2015.

Other Relevant Studies, Information, and/or Activities

- The second highest collision arterial is Nicholasville Road (US 27). There were 2,053 collisions in four years on Nicholasville Road.
- The 2007 Community-Wide Congestion Management Study identified Nicholasville Road. in Fayette County in the top “10” for AM Travel Rate Index (ranked 8th) and PM Travel Rate Index (ranked 12th) Peak Hours.

Transit

This section of the Nicholasville Road corridor is served by three LexTran routes. Route 16, route 5 and express route 23 all travel this area of just over a mile. Route 16 provides service every 30 minutes on weekdays while operating between the Downtown Transit Center and a branch of the Bluegrass Community and Technical College (BCTC) on Regency Drive. After leaving BCTC on Regency, it provides service for Southland Drive and Rosemont Garden as it navigates its way to BCTC on Cooper Drive at Commonwealth Stadium and then downtown from there. Route 5 is one of the highest ridership routes for LexTran with service every 30 minutes on weekdays and every 60 minutes during evenings and on Saturdays and Sundays. It serves the University of Kentucky campus, University Medical Center, Central Baptist Hospital, Fayette Mall, Lexington Green and a number of other shopping centers along Nicholasville Road. Transit encounters some of the worst traffic congestion along or within the Nicholasville Road corridor. LFUCG utilizes a variable lane use system during the peak hours to help move the higher directional traffic volumes in this area. However, traffic is slowed significantly traveling in the non-peak direction. As this is one of the most productive routes in the system, LexTran has long range plans to improve weekday frequencies to every 15 minutes.

Express route 23 operates between the transit center and the park and ride lot located at the Wal-Mart Supercenter on the corner of Nicholasville Road and Man o' War Boulevard. It runs every 60 minutes on weekdays from 6:30 am to 8am and from 4:30 pm to 6 pm. The route provides commuter express service to and from Central Baptist Hospital, University Medical Center/Kentucky Clinic, and Downtown Lexington. As development occurs south of Man o' War on this corridor, service is planned to be extended to meet future demands. Long range plans call for establishment of regional transit to serve Jessamine County via this corridor.

Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a “low priority” designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan, Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority “feasible” project might get priority over a high priority “moderately constrained” or “constrained” project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows that this segment of Nicholasville Road is designated as an "MPO Programmed Project w/Bike/Ped Facility (long term)." The BPMP lists a bike/ped facility on Nicholasville Road from Alumni Drive to Southland Drive as a "Constrained," "Medium Priority" project.





Nicholasville Road Corridor (Cooper Dr. to Southland Dr.)

Field Observations Summary: Nicholasville Road from Cooper Drive to Southland Drive

| | | |
|---|--|--|
| General Character From Southland Drive to Cooper Drive is an attractive corridor with residential, retail, professional office and institutional land uses. Street trees are present and look attractive from Southland Drive to Cooper Drive. Hospitals, minimal commercial (residential looking), mostly single family or multi-family residential | | |
| V – VISUAL | | |
| V-1 | Trees & Planting | Narrow utility strip is too small for street trees. Propose new landscape areas near stadium. Vehicular use area screening missing for many commercial uses (older medical uses). |
| V-2 | Signage & Gateways | Existing commercial signage is appropriate for mostly residential corridor (low height, not overbearing). |
| V-3 | Public Art | No public art displayed. |
| V-4 | Stone Fences | None observed. |
| V-5 | Buffering & Screening | Nonexistent |
| V-6 | Fencing | Some picket fences in front yards, large serpentine brick wall on west side of corridor is out of character (between Arcadia Park and Barberry Lane). Central Baptist also has brick walls, but they seem appropriate for the institutional use and scale of hospital. |
| V-7 | Lighting | Vehicular level lighting. |
| V-8 | Street Furniture | None observed. |
| E – ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | Historic neighborhoods not identified very well. No entrance signs like newer neighborhoods. |
| E-2 | Environmental Resource Protection | None observed. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | Nice, large transit stop incorporated into Central Baptist Hospital, no other benches or shelters noted. No bike lanes present. |
| M-2 | Pedestrian Facilities | Sidewalks are consistently available on both sides, but poor quality in places. |
| M-3 | Pavement (Crosswalks, Patterned) | Crosswalks are not striped well. No special detail. |
| F – FUNCTIONAL | | |
| F-1 | Access Management | Short frontage road south of Central Baptist Hospital (privately owned), lack of appropriate access management in most other places - open access without driveways being delineated. |
| F-2 | Utilities | Utilities exist along roadway. |
| F-3 | Other | Geese at pond. |



Nicholasville Road Corridor (Cooper Dr. to Southland Dr.)

Photos of Existing Corridor features and issues



Figure 40. Transit shelter near Alumni Drive



Figure 41. Sidewalks provide good access to housing and to campus.



Figure 42. Queues backing up from the US 27 & Southland Drive intersection.

Nicholasville Road Corridor (Cooper Dr. to Southland Dr.)

2000 Census Demographics (more recent data not accessible)

Of the 8,064 People (3,951/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|---|-----------------------------|---|----------------------|
| 212/sq. mile | 402/sq. mile | 245/sq. mile | 110/sq. mile | 817/sq. mile |
| Ranked # 1 | Ranked # 3 | Ranked # 1 | Ranked # 3 | Ranked # 1 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *South Nicholasville Road Small Area Plan* (2009) covered US 27/Nicholasville Road from E. Tiverton Way to the Jessamine County line. It recommended:

- “Complete Streets” Design. The addition of new collector roads through undeveloped areas upon development.
- Welcome to Lexington sign and gateway greenspace near the county line on the east side of Nicholasville Rd. and a landscaped gateway greenspace on the west side across from the welcome sign area. Corridor landscape enhancement.
- Greenways and bike/ped trails throughout with trail tunnels under road and rail with connections to adjacent neighborhoods and within the small area plan. One tunnel goes under Nicholasville Road near Waveland Museum Ln.
- Putting utilities underground.
- Adding public art and water features.
- Dedicated bus lane on US 27 Nicholasville Rd. Public transit routes within the adjacent areas. Mixed use village style land use recommendations that are transit oriented, and bike/ped friendly. Common usable open space/greenspace to buffer Waveland. Set aside additional 45 ' right-of-way for Nicholasville Rd. for widening, bus lane, and corridor enhancements such as lighting, trees, sidewalks, bike lanes, etc.

The *Nicholasville Road Corridor Landscape Master Plan Review* (2010) covered Nicholasville Road (US 27) from Southland Dr. to New Circle Rd. It recommended doing a detailed access management study to see how to increase safety and efficiency of the corridor. It also recommended to:



Previous Plan or Study Recommendations (cont.)

- Create a landscape easement to address the lack of public right-of-way, and the cost of installation and maintenance of landscaping. The city would gain access to valuable real estate through the landscape easement while the property owners would receive an investment in their property through the installation and maintenance of street trees. Have transition regulations for non-conforming to conforming. Easement should be 4' off the outside edge of the sidewalk. Planting street trees and pruning existing trees to provide visual access. Add architectural plantings.
- Creating an overlay for sign ordinance regulation. Reducing the variety of signs. The variety of zoning has resulted in a wider variety of signs. Locating signs at eye level of drivers and pedestrians. Consolidating signage for shopping centers, strip malls, or any professional or retail area. Signs should be no greater than 8' in height and no wider than 16'. Additional sign ordinance recommendations.
- Providing consistent and safe pedestrian access - 6' wide sidewalks, crosswalks, signals,
- Adding architectural elements i.e. sculpture, lighting, and walls.
- Providing bus shelters/benches.
- Creating corridor overlay or ordinance.

Review of Existing Landscape Ordinance

None.

Pictures of Existing Landscape Ordinance Results on New Development

Not applicable.

Priorities and Recommendations

Short Term/Quick Fixes

- Fix bent and misaligned street signs, replace faded signs, and install new signs on utility poles.
- Repaint crosswalks at signalized intersections where missing or faded.
- Install safety/pedestrian alert signs where needed.

Medium Term

- Add public art at Central Baptist.
- Add wayfinding and gateway sign for UK near intersection of Alumni Drive and Nicholasville Road.

Long Term

- Consider realignment of the Alumni Drive and Dantzler Avenue intersections into one intersection.



Nicholasville Road Corridor (New Circle Rd. to Tiverton Way)

Overview

The Nicholasville Road (US 27) corridor provides a direct connection between downtown and Nicholasville/Jessamine County to the south. This corridor is a primary commuter route with an average of 53,000 vehicles traveling the portion of the corridor between New Circle Road and Tiverton Way. At New Circle Road and Nicholasville Road, 2008 vehicle counts indicated 90,000 vehicles per day. A variable lane use system is utilized to mitigate traffic congestion on this major arterial. This portion of the corridor is slightly more than a mile in length and is primarily developed with commercial land use. Three major shopping centers – Fayette Mall, Lexington Green and Southpark Shopping Center – as well as several small strip style centers line Nicholasville Road, which contributes significantly to the traffic in this area. The west side of the corridor is commercial in nature. The single-family Lochness/Brigadoon neighborhood borders the corridor to the east, between East Reynolds Road and Wilson Downing Road. Between Wilson Downing Road and East Tiverton Way on the east side of the corridor, there is one large apartment complex and Central Baptist Church.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Nicholasville Road (US 27) Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *Nicholasville Road (US 27)*: from New Circle Road (MP 2.422) to Tiverton Way (MP 1.239) Total length = 1.183 miles.

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- No project information in TIP
- 2035 MTP mapping shows this roadway section as congested and is LOS "F" for AM and PM Peak Hour Levels of Service

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- No project information in UPL

Other Relevant Studies, Information, and/or Activities

- The second highest collision roadway of those corridors considered herein is US-27 (Nicholasville Road); 2,053 collisions over a four year period.

Transit

This part of the Nicholasville Road Corridor is served by LexTran Route 5 as well as an express route 23. Route 5 is one of the highest ridership routes for LexTran with service every 30 minutes on weekdays and every 60 minutes during evenings and on Saturdays and Sundays. It serves the University of Kentucky campus, University Medical Center, Central Baptist Hospital, Fayette Mall, Lexington Green and a number of other shopping centers along Nicholasville Rd. Transit providers encounter some of the worst traffic congestion on this corridor. LFUCG utilizes a reversible lane system during the peak hours to help move

Transit (cont.)

the higher directional traffic volumes in this area. However, traffic is slowed significantly traveling against the peak flow. As this is one of the most productive routes in the system, LexTran has long range plans to improve weekday headway frequencies to every 15 minutes.

Express Route 23 operates between the transit center and the park and ride lot located at the Wal-Mart Supercenter on the corner of Nicholasville Road and Man o' War Boulevard. It runs every 60 minutes on weekdays from 6:30 am to 8 am and from 4:30pm to 6pm. The route provides commuter express service to and from Central Baptist Hospital, University Medical Center/Kentucky Clinic, and to downtown Lexington. As future development occurs south of Man o' War, service will be extended to accommodate increased ridership. Metropolitan Transportation Plans call for establishment of regional transit to serve Jessamine County via this corridor.

Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained; and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows that this segment of Nicholasville Rd. is designated as an "MPO Programmed Project w/Bike/Ped Facility (long term)." The BPMP indicated that this segment of Nicholasville Road is intersected by an existing/funded on-road greenway trail connection at W. Reynolds Road, and that it was intersected by two other on-road greenway trail connections, one at E. Reynolds Road and one at Man o' War Boulevard. The BPMP lists a "Constrained," "High Priority" bike/ped facility project for Nicholasville Road from New Circle to Man o' War Boulevard.





Nicholasville Road Corridor (New Circle Rd. to E. Tiverton Way)

Field Observations Summary: Nicholasville Rd. (New Circle Rd. to E. Tiverton Way)

General Character Retail on west side, mostly residential on east side. The corridor along this section is one of the busiest in the urban county. The roadway has a wide cross-section in this area, and high traffic volumes, both contributing to a constrained pedestrian environment. There are many commercial activities along this corridor with large regional retail centers. To accommodate the high traffic volumes, roadway widening has occurred, but without a high quality landscaping plan, which has contributed to the poor visual character of this busy urban corridor.

V – VISUAL

| | | |
|-----|-----------------------|--|
| V-1 | Trees & Planting | No street trees; brush; no landscaping in front of church at Wilson Downing. Some areas could use some nice landscaping. |
| V-2 | Signage & Gateways | None observed. |
| V-3 | Public Art | No public art near corridor. |
| V-4 | Stone Fences | None observed. |
| V-5 | Buffering & Screening | None observed. |
| V-6 | Fencing | None observed. |
| V-7 | Lighting | Vehicular type highway lighting. |
| V-8 | Street Furniture | None observed. |

E – ENVIRONMENTAL

| | | |
|-----|-----------------------------------|----------------|
| E-1 | Cultural & Historical Resources | None observed. |
| E-2 | Environmental Resource Protection | None observed. |

M - ALTERNATIVE MODES OF TRANSPORTATION

| | | |
|-----|----------------------------------|---|
| M-1 | Multimodal | LexTran routes cover this entire corridor segment. Bus shelter on east side slightly north of Canary Drive. |
| M-2 | Pedestrian Facilities | Sidewalks present on both sides with only a narrow grass strip or no strip separating walkers from traffic lanes. Sidewalks end on east side at bus shelter between Canary Drive and New Circle interchange. Sidewalks end on west side at Lexington Green Drive. |
| M-3 | Pavement (Crosswalks, Patterned) | No visible crosswalk painted to cross Lexington Green Drive on west side of Nicholasville Road. No visible crosswalks across all Fayette Mall entrances. |

F – FUNCTIONAL

| | | |
|-----|-------------------|---|
| F-1 | Access Management | None observed. |
| F-2 | Utilities | Overhead utility lines. Traffic arms instead of hanging lights from New Circle to Wilson Downing look nice. |
| F-3 | Other | South of Tiverton - black horse plank fence at intersection with Man o' War. |



Nicholasville Road Corridor (New Circle Rd. to Tiverton Way)

Photos of Existing Corridor features and issues



Figure 43. No striping at mall entrance.



Figure 44. Utility poles and illegal signs clutter the right-of-way.



Figure 45 North view towards New Circle Rd. interchange.



Figure 46. Bus shelter near Southpark.



Nicholasville Road Corridor (New Circle Rd. to Tiverton Way)

2000 Census Demographics (more recent data not accessible)

Of the 4,331 People (2,388/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|--|-----------------------------|--|----------------------|
| 104/sq. mile | 184/sq. mile | 120/sq. mile | 7/sq. mile | 385/sq. mile |
| Ranked # 8 | Ranked # 10 | Ranked # 6 | Ranked # 5 | Ranked # 7 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *South Nicholasville Road Small Area Plan* (2009) covered Nicholasville Road (US 27) from Tiverton Way to the Jessamine County line. It recommended:

- “Complete Streets” Design. The addition of new collector roads through undeveloped areas upon development.
- Welcome to Lexington sign and gateway greenspace near the county line on the east side of Nicholasville Rd. and a landscaped gateway greenspace on the west side across from the welcome sign area. Corridor landscape enhancement.
- Greenways and bike/ped trails throughout with trail tunnels under road and rail with connections to adjacent neighborhoods and within the small area plan. One tunnel goes under Nicholasville Road near Waveland Museum Ln.
- Putting utilities underground.
- Adding public art and water features.
- Dedicated bus lane on Nicholasville Rd. Public transit routes within the adjacent areas. Mixed use village style land use recommendations that are transit oriented, and bike/ped friendly. Common usable open space/greenspace to buffer Waveland. Set aside additional 45 ' right-of-way for Nicholasville Rd. for widening, bus lanes, and corridor enhancements such as lighting, trees, sidewalks, bike lanes, etc.

The *Nicholasville Road Corridor, Landscape Master Plan Review* (2010) covered Nicholasville Road (US 27) from Southland Drive to New Circle Road. It recommended doing a detailed access management study to see how to increase safety and efficiency of the corridor. It also recommended:

- Creating a landscape easement to address the lack of public right-of-way and the cost of installation and maintenance - the city would gain access to valuable real estate through the landscape easement while the property owners would receive an investment in their property through the

Previous Plan or Study Recommendations (cont.)

- installation and maintenance of street trees. Have transition regulations for non-conforming to conforming. Easement should be 4' off the outside edge of the sidewalk. Planting street trees and pruning existing trees to provide visual access. Architectural plantings should be added.
- Creating an overlay for sign ordinance regulations. Reducing the variety of signs. The variety of zoning has resulted in a wider variety of signs. Locating signs at eye level of drivers and pedestrians. Consolidating signage for shopping centers, strip malls, or any professional or retail area. Signs should be no greater than 8' in height and no wider than 16'. Additional sign ordinance recommendations.
 - Providing consistent and safe pedestrian access - 6' wide sidewalks, crosswalks, signals,
 - Adding architectural elements i.e.) sculptures, lighting, and walls.
 - Providing bus shelters/benches.
 - Creating corridor overlay or ordinance.

Review of Existing Landscape Ordinance

None.

Pictures of Existing Landscape Ordinance Results on New Development

Not applicable.

Recommendations

Short Range/Quick Fixes

- Repaint/paint crosswalks where missing at signalized intersections.

Medium Range

- Add some landscaping and trees between Lexington Green Circle and Reynolds Road and between Canary Drive and Reynolds Road.
- Add landscaping to the New Circle Road interchange.

Long Range

- Consider visual enhancements for future transit and bus rapid transit applications, including shelters, street furniture, lighting, etc.
- Expand the width of existing sidewalks.



North Broadway Corridor (New Circle Rd. to Swigert Ave.)

Overview

North Broadway (US 68 & US 27) extends from downtown to Interstates 64/75, where it becomes Paris Pike, which is an award-winning corridor in its own right. The portion of the North Broadway/Paris Pike corridor that is the focus of this study is located outside of New Circle Road to Swigert Avenue at the Urban Service Area boundary. Between New Circle Road and the Interstate, the corridor is primarily commercial, but other land uses include a church with significant open space surrounding it, Fire Station #8, and the Elkhorn Park residential neighborhood, all on the northwest side of the corridor. The R.J. Corman Railroad line that parallels North Broadway limits development on the southeast side of the corridor in this area. Around the interstate interchange, interstate-oriented businesses are common, including motels/hotels, restaurants, and gas stations. To the north of Circle Drive, the corridor becomes much more residential in character and transitions to a divided highway and rural scenic corridor to Paris. The Lexington Country Club is also located along this portion of the corridor and is an excellent transitional use between the Rural-Urban Service Areas; it offers significant open space, and respects the visual beauty of the corridor.

Urban Corridors and Existing & Future Transportation/Transit Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the North Broadway Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, protect and enhance plans for Lexington's Urban Corridors.

Corridor Description: *North Broadway (US 27)*: from New Circle Road (MP 8.450) to I-75 (MP 10.565)
Total length 2.115 miles

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- No specific TIP project
- No specific 2035 MTP

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- UPL #41 US 27 North Broadway at I-75 exit ramp and frontage extend right-turn lane on I-75 and access management at frontage road – \$0.13 (\$mil.).

Other Relevant Studies, Information, and/or Activities

- From 2005 to 2008, Broadway (South and North), with 1,278 collisions, is the fifth highest in collisions of those corridors considered herein.
- The 2007 Community-Wide Congestion Management Study identified North Broadway in the top “10” for AM TRI (ranked 2nd) and PM TRI (ranked 9) Peak Hours. TRI is defined as the ratio of “Congested Drive Time” to “Uncongested Drive Time.” This index impacts the ability of traffic signal coordination and pedestrian crossing time.

Transit

The North Broadway corridor is served by LexTran Route 6 originating from the transit center every 30 minutes on weekdays and every hour in the evenings and on Saturdays and Sundays. It serves the northern part of Lexington via North Broadway and Russell Cave Road. There is a significant amount of concentrated ridership observed on North Broadway north of Loudon where there is a mix of commercial and residential according to the most recent COA. Improving headway and facilities for this area is recommended.

Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)& Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a “low priority” designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority “feasible” project might get priority over a high priority “moderately constrained” or “constrained” project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) recommends "Medium Priority" for pursuing funding for On-Road Bike/Ped projects. According to the BPMP, this segment of N. Broadway has an off road greenway trail planned between New Circle Road and Parkside Drive and it is noted as a constrained project in the BPMP. The BPMP also lists a bike/ped facility project for N. Broadway which is a "Moderately Constrained," "Medium Priority" project between New Circle and Kingston Road.





North Broadway Corridor

Field Observations Summary: North Broadway from New Circle to Swigert Avenue

| | | |
|---|--|---|
| General Character This section of N. Broadway is a National Highway System (NHS) arterial. From New Circle Road to I-75 it is characterized by highway commercial, retail, and personal service land uses. A railroad is located on the eastern side of the roadway and could limit expansion into the east side right-of-way from Dover Rd. to north of the interstate at Parkside Drive. The corridor section just north of I-75/I-64 has highway commercial businesses. The remaining corridor is the transition point into the more rural scenic area with large lot residential parcels, a retirement home, a church, and the Lexington Country Club. | | |
| V - VISUAL | | |
| V-1 | Trees & Planting | I-75 to New Circle: some good street trees; some brush along ROW; intersection at New Circle needs more landscaping. I-75 to Swigert: grass medians; trees in grass medians need pruning and some brush removal at I-75 interchange, and along guard rails. |
| V-2 | Signage & Gateways | An attractive gateway sign as you're entering the Lexington area would be a good feature. I-75 to Swigert: unusual brick gate in middle of median. |
| V-3 | Public Art | No public art near corridor. |
| V-4 | Stone Fences | None observed. |
| V-5 | Buffering & Screening | Buffering and screening seem adequate except for: (between I-75 and Swigert) substation needs screening and need buffering/landscaping in front of businesses and their parking lots. (between I-75 and New Circle) RV trailer lot needs more buffering/screening. |
| V-6 | Fencing | I-75 to Swigert: white horse plank fence. |
| V-7 | Lighting | I-75 to Swigert: highway type vehicular lights. |
| V-8 | Street Furniture | None observed. |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | This corridor is part of the Bluegrass Driving Tour. |
| E-2 | Environmental Resource Protection | Royal Springs Wellhead Protection Plan boundary area covers from New Circle to Lin Wal Road. Floodplain exists on the east side of the New Circle intersection. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | I-75 to New Circle: has painted bike lane. LexTran routes serve the intersection of New Circle and N. Broadway, and N. Broadway from Haggard Lane to Rogers Road. |
| M-2 | Pedestrian Facilities | No sidewalks. |
| M-3 | Pavement (Crosswalks, Patterned) | None observed. |
| F - FUNCTIONAL | | |
| F-1 | Access Management | I-75 to New Circle: some sections of service road. Connectivity to the arterial is limited to five streets and median cuts allowing access to gasoline station, a multi-bay car wash, and other land uses along the corridor. Access is generally well-located throughout the corridor. |
| F-2 | Utilities | Overhead utilities exist along roadway. |
| F-3 | Other | I-75 to Swigert: lots of unattractive metal guard rails. I-75 to New Circle: railroad. |



North Broadway Corridor

Photos of Existing Corridor features and issues



Figure 47. North Broadway – Southwest view looking towards New Circle Road (KY 4). Please note northbound sidewalk ends at this location.



Figure 48. North Broadway (US 27) is one of the four major arterials bringing travelers from I-75 to Lexington. This section north of New Circle Road is a designated truck network highway.



Figure 49. No sidewalks exist on either side of the roadway along North Broadway near Southridge Drive.

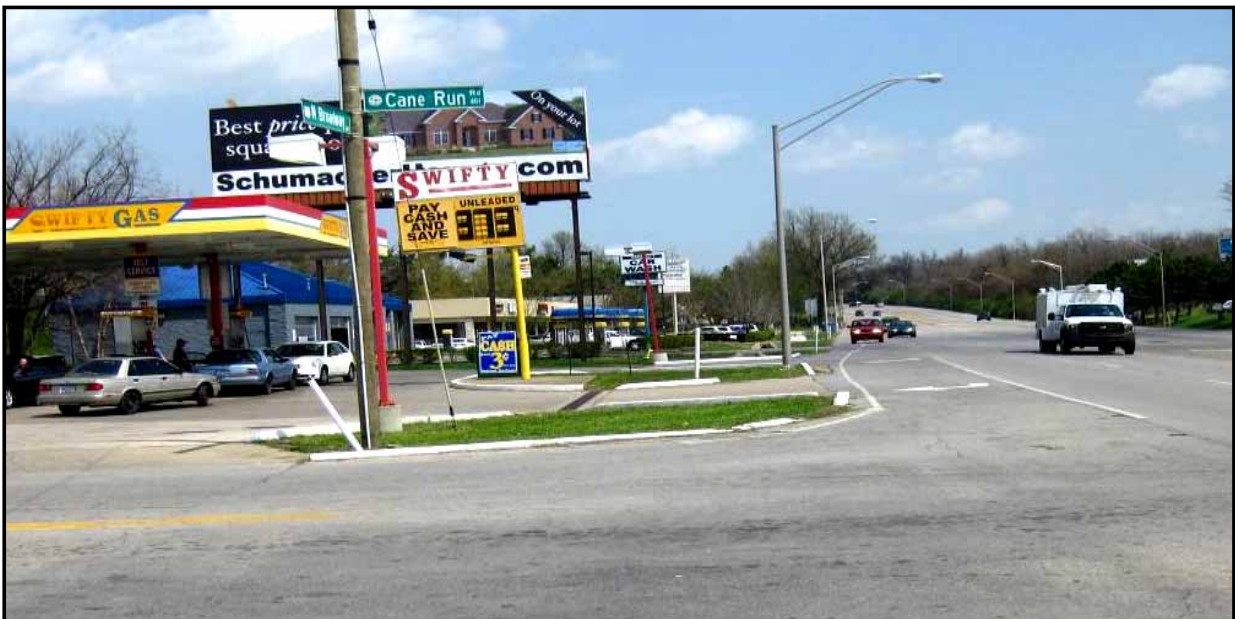


Figure 50. Land uses located north of the North Broadway and Cane Run Road intersection serve autos, but do not have safe pedestrian access.



North Broadway Corridor

2000 Census Demographics (more recent data not accessible)

Of the 5,131 People (2,640/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|---|--|-----------------------------|---|----------------------|
| 88/sq. mile | 262/sq. mile | 90/sq. mile | 36/sq. mile | 335/sq. mile |
| Ranked # 9 | Ranked # 7 | Ranked # 7 | Ranked # 9 | Ranked # 9 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/.or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *Central Sector Small Area Plan* (2009) included the portion of North Broadway from Loudon Avenue to Broadview. It recommended “Complete Street” design elements, including parking, landscaping, bike lanes, lighting, and sidewalks, and it also included the following recommendations:

- Trees and plantings: Trees and landscaping in bump outs in between on-street parking for traffic calming.
- Multi-modal: Add share the road bike signage. Investigate the possibility of providing a transit circulator route using small buses through the areas of Central Sector with the lowest percentage of car ownership. These would connect to the main bus routes.
- Pedestrian access: Throughout, provide sidewalks or repair sidewalks to enhance physical and perceived connectivity. Provide safe pedestrian passages. Make crosswalks prominent.

The *Royal Springs Wellhead Protection Area Plan* (RSWPA) covers this corridor from Lin Wal Road to W. 6th Street. The Royal Springs aquifer feeds ground water into the municipal source for the City of Georgetown and a portion of Scott County. Storm water treatment and runoff management recommendations for this corridor should protect/improve water quality.

Review of Existing Landscape Ordinance

None.

Pictures of Existing Landscape Ordinance Results on New Development

Not Applicable.



Recommendations

Short Range/Quick Fixes

- Between I-75 and Swigert Avenue, trees in grass medians need pruning.
- Increase regular maintenance along corridor.
- Paint appropriate pavement markings where needed, especially at pedestrian crossings.
- Integrate a wide curb lane/bike lane.

Medium Range

- Landscape ordinance for new development between I-75 and Swigert Avenue.
- Add historic sign about historic rural area/Paris Pike.
- Enhance historic wall and/or gate in middle of median between I-75 and Swigert Avenue.
- Add a double-sided sign with one side stating “Welcome to Lexington Urban Service Area” and the other side stating “Welcome to Lexington Rural Service Area” at the USA boundary within the median near Swigert Avenue.

Long Range

- Add buffering and screening of the electrical substation, existing businesses and parking lots, and the recreational vehicle (RV) trailer sales lot.
- Intersection at North Broadway & New Circle Road needs more landscaping and appropriate lighting.

East Main Street/Richmond Road Corridor (Bell Ct. to the Urban Service Area Boundary)

Overview

The East Main Street/Richmond Road corridor (US 25 & US 421) is characterized by a mixture of uses. The portion between Bell Court (at the edge of downtown) and Shriner's Hospital for Children is predominantly residential with historic homes fronting on the corridor. Henry Clay's Ashland Estate is located along the corridor. It is a tourist attraction and hosts local cultural events throughout the year. The grounds are an attractive addition to the corridor, as is the Idle Hour Country Club between the Fairways and Idle Hour neighborhoods on the east side of the roadway, and the Shriner's Hospital. Collectively these three uses provide a significant amount of urban greenspace along the corridor. The portion of this corridor between Shriner's Hospital and New Circle Road (KY 4) transitions from residential to commercial land uses, including the Lexington Mall property (future site of Southland Christian Church), the Kentucky American Water Company headquarters, and numerous neighborhood businesses and restaurants. Pedestrian traffic is especially high in this portion of the corridor, where sidewalks are not available. Reservoir #2 also provides additional open space and natural habitat along this portion of the corridor. The corridor continues to become more intensely developed with a wide variety of commercial uses between New Circle Road and Squires Road/Yorkshire Boulevard, just south of Saint Joseph East Hospital. This portion of the corridor has access management in place in the form of a service road, which helps control and manages traffic. Further south of Squires Road/Yorkshire Boulevard, the corridor's character is again residential. Some older homes front onto Richmond Road, with many more residential units of varying types set back from the roadway corridor. Jacobson Park and Reservoir, and the Lakeside Golf Course are major attractions within this eastern portion of the corridor.

Urban Corridors and Existing & Future Transportation/Transit Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *E. Main Street/Richmond Road (US 25)*: from Bell Ct. (MP 13.165) to KY 418 near Urban Services Boundary (USA) boundary (MP 8.140) Total length = 5.025 miles.

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- Richmond Road (US 25) – Multiuse Path between Eagle Creek Dr. and Jacobson Park = Cost \$0.72 (\$Mil.)

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- UPL #42 – Richmond Road (US 25) – Widening Project from Idle Hour Country Club Drive to New Circle Road (KY 4) = Cost = \$16.08 (\$Mil.)
- UPL #59 – Richmond Road (US 25) – Realign the intersections of Squires Road and Yorkshire Boulevard = Cost \$3.10 (\$Mil.)
- UPL #85 – Richmond Road (US 25) – Roadway reconstruction project from Man o' War Boulevard to KY 418 = Cost \$3.10 (\$Mil.)

Highways, Roadways & Streets (cont.)

Other Relevant Studies and/or Activities

- Richmond Road (US 25/421) – New Circle Road to Man o' War Boulevard section was evaluated in the 2007 Community-wide Congestion Management Study and was ranked 3rd for PM Peak Hour congestion.

Transit

The corridor is served by Lextran Route 11 as well as Route 1 which only navigates this corridor briefly. Route 11 operates from the Downtown Transit Center every 30 minutes on weekdays and every 60 minutes in the evenings as well as Saturdays and Sundays. Most of the ridership on this route is generated from commercial development near the New Circle Road area and the number of shopping centers along Richmond Road as it makes its way to St. Joseph East Hospital in an area of professional office developments. Also, the route connects the Idle Hour residential area with downtown as well as the retail shopping to the south.

Route 1 operates from the Downtown Transit Center every 30 minutes on weekdays and every 60 minutes during evenings and on Saturdays and Sundays. It serves the southeast part of Lexington via Euclid Avenue and Fontaine Road where it then rides Richmond Road for a short segment to New Circle Road. The bus then takes a quick right into Woodhill Drive going to Man o' War for a turnaround back through Palumbo and Codell Drive to retrace the loop back to the Transit Center. This route connects Downtown, UK and many employment centers in the Woodhill and Palumbo areas.

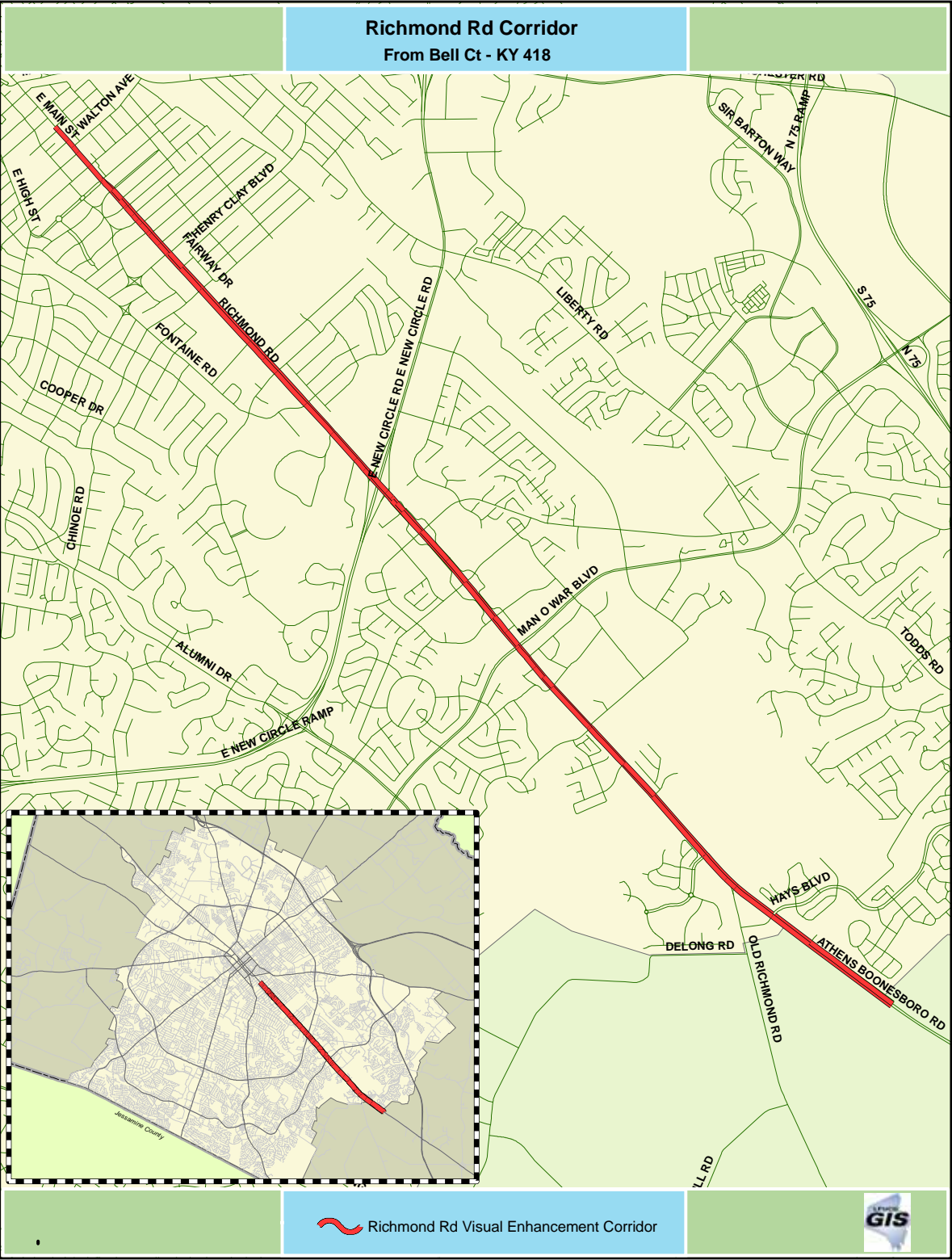
Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP) Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows an existing bike facility from N. Hanover to Shriners Lane, and from New Circle Road to Sand Lake Drive. The 2035 Metropolitan Transportation Plan also shows (Figure 6.10) that pursuing funding for On-road Bike/Ped projects from Shriners Lane to New Circle Road is of "Medium Priority." It also includes that the segment from Eagle Creek Drive to Jacobson Park is funded in the short term for a Bike/Ped facility. And, the BPMP lists pedestrian facilities for Richmond Road from Shriners Lane to New Circle Road, as a "Medium Priority," "Constrained Project". A multiuse path project between Eagle Creek Drive and Jacobson Park has committed program funding for FY 2010 through FY 2013, which is currently on hold due to right-of-way acquisition process. As indicated by the BPMP, Richmond Road is intersected by three on-road greenway trail connections: Hays Boulevard, Man o' War Boulevard, and Chinoe Road. Two off-road moderately constrained greenway trail projects are planned which intersect Richmond Road near Coys Lane and north of Hays Boulevard. An off-road greenway trail was indicated as feasible from Jacobson Park to the urban service area boundary.





East Main Street/Richmond Road Corridor

Field Observation Summary: Bell Court to Urban Services Area (USA) Boundary

| | | |
|--|--|---|
| General Character Mixed Use corridor – neighborhood commercial between Bell Court and Ashland Avenue, residential between Ashland Avenue and Shriner's Hospital; commercial between Shriner's Hospital/Idle Hour and Jacobson Park, residential from Jacobson Park to USA boundary. | | |
| V – VISUAL | | |
| V-1 | Trees & Planting | Bell Court to New Circle Rd.: Less landscaping between Bell Court and Ashland Avenue due to urban streetscape. Median trees between Hanover and Shriner's make this entrance to downtown a community asset. Some brush at guardrails. New Circle Rd. to 418: No arterial street trees, view of Jacobson Park beautiful while its entrance is in poor condition. St. Joseph East is well landscaped. Some scrub trees along west side between Man o' War and USA boundary that look poor. Additional median trees outside of Man o' War Boulevard would complement the character inside New Circle Road. |
| V-2 | Signage & Gateways | Bell Court to New Circle Rd.: Street signs are crooked. Needs welcome to Lexington signs placed. Cluttered signage in commercial area between Idle Hour and Man o' War Boulevard. Obtrusive real estate sign. Needs gateway/welcome sign. Street level signage/directional signage missing or lacking, |
| V-3 | Public Art | No public art displayed. Good potential with redevelopment at Lexington Mall. |
| V-4 | Stone Fences | New Circle Rd. to 418: Some sections of stone walls. |
| V-5 | Buffering & Screening | Hyundai/Glenn car lot needs screening/buffering. Vehicular use area screening between Idle Hour and Man o' War is inconsistent. Shrubs along creek near Idle Hour Center are in need of clean up, as is the area in front of Lexington Mall. |
| V-6 | Fencing | New retaining wall with veneer has nice appearance at multiple locales. New Circle Rd. to Clay Avenue: Brick wall. New Circle Rd. to 418: Some black horse fence, guard rails. |
| V-7 | Lighting | Vehicular level lighting. No pedestrian level lighting. |
| V-8 | Street Furniture | None observed |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | Bell Court H-1, Ashland Park National Register District, Mansfield National Register Property, Ashland, Henry Clay Estate |
| E-2 | Environmental Resource Protection | Jacobson Park, multiple reservoirs |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal Pedestrian Facilities | Painted bike lanes, transit stops with at least one bench present. Transit serves this corridor, but no shelters exist. The Lakeside Golf Course now has a Park and Ride facility and one is being considered at Lexington Mall. Painted bike lanes along roadway outside New Circle Road past Man o' War, but not to USA boundary. |
| M-2 | Pavement (Crosswalks, Patterned) | New Circle Rd. to Bell Court: a portion has sidewalks both sides and a portion only one side. New Circle Rd. interchange: on one side. New Circle Rd. to 418: no sidewalks. |
| M-3 | Pavement (Crosswalks, Patterned) | In general, crosswalks are not well-marked. At Walton Avenue, adjacent to Fayette County Public Schools Central Office, they are hatched. |
| F - FUNCTIONAL | | |
| F-1 | Access Management | Service road in commercial area between New Circle and Man o' War functions well. Raised median and limited left turns are recent improvements. |
| F-2 | Utilities | Obtrusive overhead utilities on both sides of roadway. |
| F-3 | Other | Library gate should be removed. Can't see golf course. Brush & litter at New Circle Rd. inter. Unsightly guardrails near Man o' War Boulevard. |



East Main Street/Richmond Road Corridor

Photos of Existing Corridor features and issues



Figure 51. View from Victory Avenue; utility and pedestrian conflicts.



Figure 52. View of roadway with median trees and arterial screening.



Figure 53. View looking towards a busy intersection at Ashland Avenue where pedestrian waits for “walk” signal.



Figure 54. Inbound view looking towards Chinoe Road; Idle Hour Country Club on right.



East Main Street/Richmond Road Corridor

2000 Census Demographics (more recent data not accessible)

Of the 22,129 People (3,674/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|---|-----------------------------|--|----------------------|
| 113/sq. mi. | 307/sq. mi. | 203/sq. mi. | 80/sq. mi. | 419/sq. mi. |
| Ranked # 7 | Ranked # 6 | Ranked # 2 | Ranked # 4 | Ranked # 6 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *Old Richmond Road Corridor Study* (2000) covers from where Old Richmond Road branches off of Richmond Road, near the entrance to Jacobson Park, and south the to KY River/Madison County line. It recommended:

- Restoration of:
 - Native trees, plants, wildflowers and grasses, including re-establishing burr oak trees and savanna woodlands.
 - a log house
 - missing stone fences
- Protection of:
 - stone fencing and historic structures with an H-1 overlay
 - scenic view sheds
 - steep slopes and KY River palisades
 - travertine waterfall deposits
 - provide historic markers
 - create a corridor overlay zone
- Elimination or reduction of eye sores, light and noise pollution:
 - remove or lower lights at I-75 exits
 - install noise, visual and light buffers for I-75
 - utilize wooden guardrails
 - bury or consolidate utility lines
 - encourage black plank fencing
- Addition of a system of bike paths and lanes that connect to the urban bikeway.

Previous Plan or Study Recommendations (cont.)

The *Richmond Road Landscape Development Study* (1983) covered the area from the Shriners Hospital to Jacobson Park. Ordinance 213-83 was passed as a result of this study. This study made a wide range of recommendations, not just plantings/trees. This study recommended such things as bike lanes off street, stone walls and wetlands for storm runoff, in addition to landscape screening, street trees, trees under utilities, landscaping in vehicle use areas (VUAs), and species to use for street trees and landscaping. With the amount of time that has passed since 1983, when much of the land along it wasn't developed yet, it wasn't used for eliminating Richmond Road from being on our list of corridors to inventory and assess. All of the study's recommendations for bike trails, etc. are obsolete since those properties and service roads are developed/constructed and in place and Kentucky Transportation Cabinet (KYTC) has put bike lanes on the road instead. It is evident in observing some of the street trees and landscaping that the ordinance that resulted from this study had an effect on development over the years.

Tree species and planting species should be carefully considered along the urban portion of Richmond Road considering Article 18 of the Zoning Ordinance and the Richmond Road Landscape Ordinance, as well as existing trees and their species along the rural portion of Old Richmond Road, to create continuity and progression.

Review of Existing Landscape Ordinance

In 1983, the Urban County Council enacted a landscape ordinance for the Richmond Road area between Idle Hour Country Club and Jacobson Park. The ordinance states that any new structure or expansion of an existing structure by 25% of its floor area will require additional landscaping, which varies based on the underlying zoning. No building permits can be issued unless the additional landscaping details are provided with the permit application. Further, the ordinance makes it clear that there will be no acceptance of additional service road right-of-way within the areas denoted within the plan to be landscape area.

The Richmond Road Landscape Ordinance, rather than laying out the requirements in the body of the ordinance, adopted the Richmond Road Schematic Landscape Plan which lays out the particular requirements in a given area. Each segment of the plan lays out the location and types of trees and plantings to be provided. The ordinance provides a lengthy list of acceptable trees of varying sizes and shrubs. The plan denotes bicycle trails, fencing, walls and screening easement locations for the entirety of the corridor.

Examples of new development, required to be in compliance with the landscape ordinances, are shown on the following page.



East Main Street/Richmond Road Corridor

Pictures of Existing Landscape Ordinance Results on New Development



Figure 55. New Burger King, looking NW towards New Circle Road.



Figure 56. New Wendy's, looking NW towards Mt. Tabor Road.



Recommendations

Short Range/Quick Fixes

- Replace or repair crooked street signs from Bell Court to New Circle Road.
- Add way-finding signage: Way-finding signage recently added/to be erected within the year at these locations:
 - Slightly south of New Circle intersection on the west side of Richmond Road for travelers going south on Richmond Road.
 - Slightly north of New Circle intersection on the east side of Richmond Road for travelers going north on Richmond Road.
 - At the intersection of Bassett Avenue on the east side of Richmond Road.
 - On the west side of Richmond Road near Ashland Estate
 - On the east side of Richmond Road near Bell Court.
- Need public art:
 - Redevelopment of Lexington Mall will include a water feature and landscaping at the entrance.
 - Art in Motion transit shelter planned in front of Fayette County Schools Central Office.
- Selective pruning of brush in ROW and/or landscaping to allow view into Idle Hour Country Club's golf course.
- Repaint or paint crosswalks.
- Remove gate at old access near the Eagle Creek branch of the Lexington Public Library.

Medium Range

- Amendment to landscape ordinance/partnering with KYTC: Addition of median trees in the grass medians from New Circle interchanges to the USA boundary to complement the character of Richmond Road inside New Circle Road.
- Add a double-sided sign with one side stating "Welcome to Lexington Urban Service Area" and the other side stating "Welcome to Lexington Rural Service Area" at the USA boundary within the median just south of Hays Boulevard.

Long Range

- Add sidewalks (or shared use paths) to connect where pedestrian facilities are missing (segment from Holiday Road to New Circle has sidewalk on one side or missing on both sides, and segment from New Circle interchange to USA boundary has no sidewalks).



Tates Creek Road Corridor (Clay Ave. to Man o' War Boulevard)

Overview

The Bates Creek Road (KY 1974) corridor, from Clay Avenue to Man o' War Boulevard, is primarily residential in character with a few pockets of commercial development along the 4½ miles of the corridor located within the study area. These pockets or nodes are located in the Chevy Chase area; between Lansdowne Drive and New Circle Road (KY 4) (Lansdowne Shoppes and professional offices on both sides of the roadway); between Redding Road and Laredo Drive on the west side of the roadway; and south of Wilson Downing Road to Man o' War Boulevard (Bates Creek Centre). The corridor also has multiple apartment complexes as well as several large churches adjacent to the roadway. Between Clay Avenue and Montclair Drive, the corridor is mostly a three-lane cross section, with one travel lane in each direction and a center turn lane. South of Montclair Drive, the corridor transitions to a four-lane boulevard with a tree-lined median and turn lanes as necessary.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation plan projects that could potentially impact the Bates Creek Road Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *Bates Creek Rd. (KY 1974):* from Clay Ave. (MP 12.315) to Man O' War Blvd. (MP 7.797) Total length = 4.518

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- 2035 MTP/2010 UPL – 17F KY 1974 Bates Creek Road at New Circle – Construct new interchange (Diverging Diamond Interchange) \$0.85 (\$Mil.). No estimated completion date.
- Bates Creek Road Sidewalk Project 2012: from Montclair Drive to New Circle Road – Construct 2 miles of sidewalks = \$1.1 (\$Mil.)

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- UPL #23 – Bates Creek Road (KY 1974): from Malabu Drive to Armstrong Mill – Widen to 6 lanes, add BL/C/G/SW = Cost = \$14.60 (\$Mil.)
- UPL #39 – Bates Creek Road (KY 1974): from Armstrong Mill to Man o' War Blvd. – Widen to 6 lanes, add BL/C/G/SW = Cost = \$12.21 (\$Mil.)
- UPL #45 – Bates Creek Road (KY 1974): from Redding Road to Man o' War Blvd. – Construct median = Cost = \$0.50 (\$Mil.)
- UPL #63 – Bates Creek Road (KY 1974): at Fontaine Road – Reconstruct intersection = Cost = \$6.00 (\$Mil.)

Other Relevant Studies, Information, and/or Activities

- 2005 to 2008 collision data reports Bates Creek Road is seventh highest in collisions with 738.
- The 2007 Community-Wide Congestion Management Study identified Bates Creek Road in top "10" for AM TRI (ranked 6th) and PM TRI (ranked 5th) Peak Hours (TRI-Travel Rate Index).

Transit

The Bates Creek Road corridor is served by LexTran Route 3 leaving the Downtown Transit Center every 30 minutes on weekdays and Saturdays. Evenings are 60 minute intervals Monday through Saturday and all day Sunday. This route connects downtown with South Lexington via Bates Creek Road. It makes connections with route 18 which is a cross-town route to the Hamburg area. Route 3 also makes connection with several other routes at Wal-Mart on Nicholasville Road before circulating back to the Downtown Transit Center. Art in Motion has been approached with proposals for art bus shelters on this corridor at Alumni and Bates Creek Road as well as other areas along the corridor as the programmed CMAQ sidewalk project is implemented.

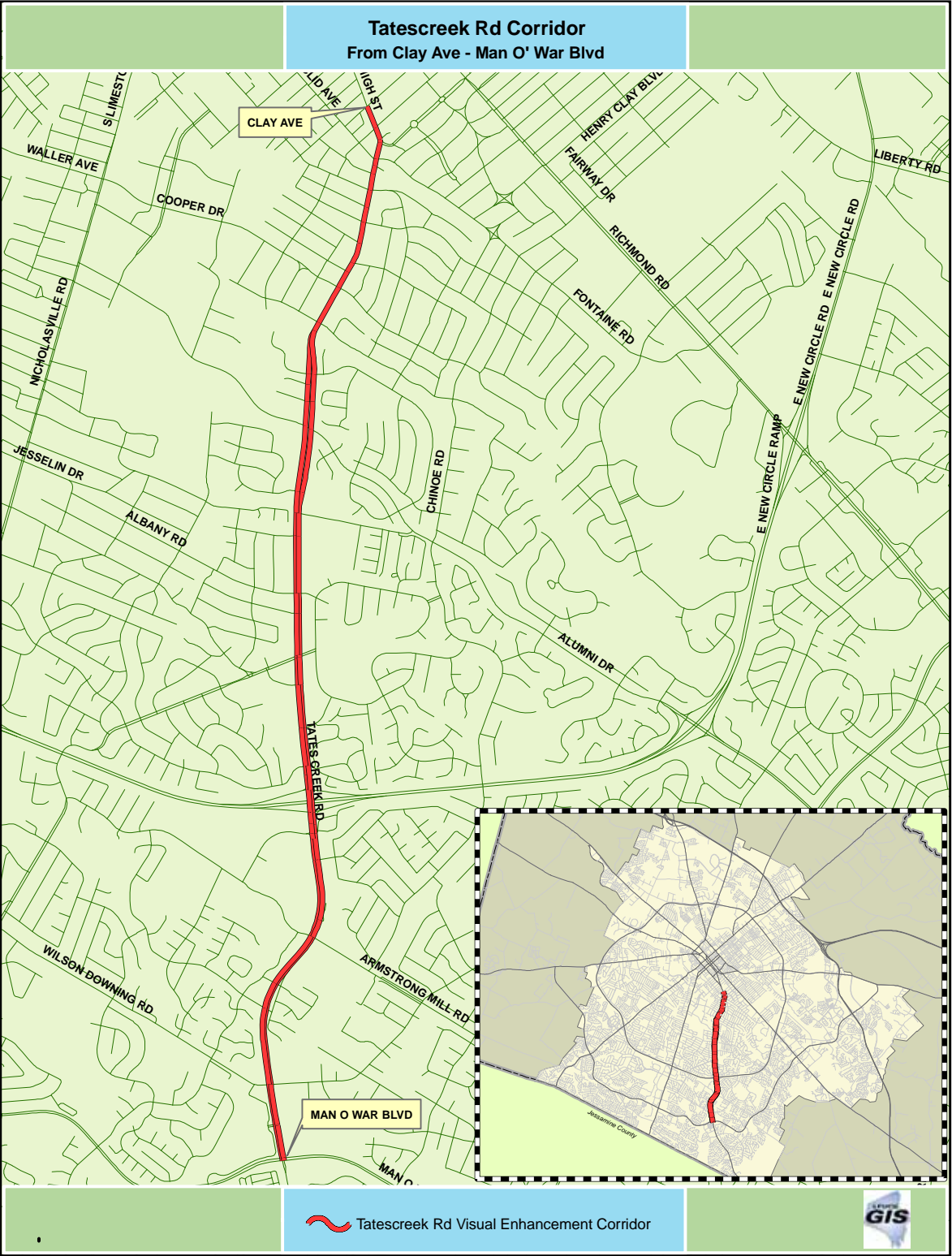
Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of the needs city-wide and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan (BPMP), Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 Metropolitan Transportation Plan (Figure 6.10) shows that from Euclid Avenue to Man o' War Boulevard is of "High Priority" for pursuing funding for On-Road Bike/Ped projects. The BPMP indicated that this segment of Bates Creek Road is intersected by a moderately constrained off-road greenway trail project that crosses Bates Creek Road between Laredo Drive and Man o' War Boulevard. Man o' War Boulevard and Laredo Drive are both on-road greenway trail connections that intersect this segment of Bates Creek Road. Alumni Drive and Euclid Avenue are existing/funded on-road greenway trail connections that intersect with Bates Creek Road. The BPMP lists: a bike/ped facility as a "Feasible," "High Priority" project on Bates Creek Road between New Circle and Man o' War Boulevard, a bike/ped facility on Bates Creek Road between Montclair Drive and New Circle and a bike facility between Fontaine Road and Montclair Drive as "Moderately Constrained," "High Priority" projects.





Tates Creek Road Corridor

Field Observation Summary, Clay Avenue to Man o' War Boulevard

| General Character | | |
|---|-----------------------------------|---|
| Village style development shifting to residential suburbs with neighborhood retail. | | |
| V - VISUAL | | |
| V-1 | Trees & Planting | Sunset to Montclair: no street trees. From beginning of median to New Circle: nice landscaped median, some brush in newly landscaped median, need maintenance in median, New Circle interchange needs scraggly trees pruned and brush removed. New Circle to Man o' War: No street trees or missing street trees. Grass medians could use some trees. Trees around Kroger need maintenance. |
| V-2 | Signage & Gateways | An attractive gateway sign as you're entering the Lexington area would be a good feature. Village of Tates Creek sign and gateway entrance at Man of War interchange look nice. |
| V-3 | Public Art | The only public art observed is at the Ashland intersection. |
| V-4 | Stone Fences | None observed. |
| V-5 | Buffering & Screening | None observed. |
| V-6 | Fencing | Black horse plank fence at Man o' War interchange. |
| V-7 | Lighting | Roadway lighting. |
| V-8 | Street Furniture | None observed. |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | There are three national register districts along the northern portion of this corridor (Woodlands, Ashland Park, Hollywood Terrace) and near Alumni Dr. are two national register properties. A local historic district is located on South Ashland and Central Avenue. |
| E-2 | Environmental Resource Protection | Floodplain intersects Tates Creek Road in three locations. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | LexTran route covers from Clay Ave. to Armstrong Mill Rd. Painted bike lane from New Circle interchange to Man o' War. |
| M-2 | Pedestrian Facilities | Crosswalks painted from Ashland to Sunset, sidewalks existing but needing repair from Sunset to Montclair, no sidewalks and spotty segments of sidewalks from Montclair to New Circle interchange, sidewalk through New Circle interchange but not ideal, no sidewalks from Kirklevington to Man o' War. |
| M-3 | Pavement (Crosswalks, Patterned) | Crosswalks painted from Ashland to Sunset. |
| F - FUNCTIONAL | | |
| F-1 | Access Management | Access management controlled through access control by permit. |
| F-2 | Utilities | Overhead utilities exist along roadway from Ashland to Montclair. |
| F-3 | Other | Parking meters from Ashland to Sunset. |



Tates Creek Road Corridor

Photos of Existing Corridor features and issues



Figure 57. Transit shelter near Dove Run Road



Figure 59. Well-landscaped with trees, but no sidewalks



Figure 58. No curb ramps or sidewalks.

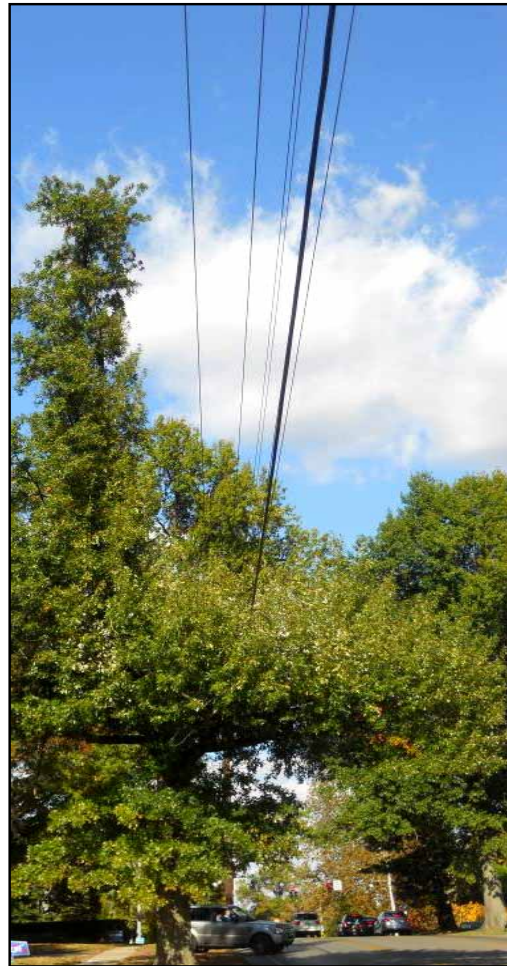


Figure 60. Trees needing maintenance



Tates Creek Road Corridor

2000 Census Demographics (more recent data not accessible)

Of the 29,320 People (5,467/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--------------------------------------|---------------------------------------|--------------------------|--|-------------------|
| 154/sq. mile | 315/sq. mile | 142/sq. mile | 68/sq. mile | 676/sq. mile |
| Ranked # 3 | Ranked # 5 | Ranked # 5 | Ranked # 6 | Ranked # 2 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

A feasibility study was completed by Palmer Engineering in December of 2010 named “Chevy Chase Intersection Traffic Safety & Streetscape Redesign” for the Chevy Chase intersection at Euclid Avenue/High Street/Tates Creek Road/Fontaine Avenue. The goal of the redesign effort was to create a more pedestrian friendly village and to improve the aesthetics in the area, while incorporating medians with “safe places” for pedestrians along with bike facilities in the intersection. The purpose of the study was to propose alternatives and recommendations to “...improve vehicular, pedestrian, and bicycle mobility while enhancing safety and providing an aesthetically pleasing environment.”

Existing conditions in this intersection included long delays and queues during AM/PM peak hours, crosswalks with long crossing times, and no bicycle facilities. Bicycle facilities are along Euclid Avenue and adjacent to the study area.

Several design alternatives were offered in the study with “Option B” being the one recommended after a series of stakeholder and public input meetings resulted in it being the most preferred streetscape. “Option B” involved:

- flowing bands of pavers in the sidewalk
- decorative paving to increase visibility for safety of pedestrians and to signify the importance of the area
- stormwater planters or rain gardens between pedestrians and traffic
- permeable pavers for most of the on-street parking
- plaza spaces
- plantings beneath street trees
- pedestrian scale wayfinding signs
- public art sculptures
- custom site furnishings: benches, trash receptacles
- pedestrian scale street lights

Review of Existing Landscape Ordinance

None.

Tates Creek Road Corridor

Pictures of Existing Landscape Ordinance Results on New Development



Figure 61. Near Montclair, an attractive streetscape with large trees shades pedestrians and corridor.

Recommendations

Short Range/Quick Fixes

- New Circle interchange area needs scraggly trees pruned and brush removed. Trees around shopping center at Man o' War Boulevard intersection need maintenance.

Medium Range

- Add a gateway or welcome sign at the Man o' War Boulevard intersection.
- Add National Register District signs for National Register Districts along the corridor.

Long Range

- None.



Versailles Road Corridor (Angliana Ave. to New Circle Rd.)

Overview

The Versailles Road (US 60) corridor, between Angliana Avenue and New Circle Road (KY 4), is a major commuter route between downtown Lexington and Versailles, Woodford County, and other areas to the west. In addition, the corridor links the Blue Grass Airport and Keeneland to downtown. This corridor has an average of 25,000 vehicles per day traveling the portion of the corridor between Angliana Avenue and Red Mile Road/South Forbes Road. At New Circle Road and Versailles Road, 2008 vehicle counts indicated 28,500 vehicles per day. The corridor experiences a great deal of pedestrian traffic and LexTran ridership. Versailles Road is characterized primarily by commercial and industrial land uses between Angliana Avenue and Red Mile Road/South Forbes Road. The portion of the Versailles Road corridor between Red Mile Road/South Forbes Road and Alexandria Drive is a mixture of single-family residences, apartment complexes, churches, neighborhood businesses, institutional and social service land uses. The Cardinal Hill Rehabilitation Hospital is also a major employer in the corridor. Further to the west, from Alexandria Drive to Parker's Mill Road, the corridor is primarily commercial. The portion of the corridor west of Parker's Mill Road and the Wolf Run Creek is residential to the New Circle Road intersection.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation/transit plan projects that could potentially impact the Versailles Road (US 60) Corridor. This information is from the Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The transportation planning process provides public and private input, and the opportunity to comment on, correct, prevent, protect and enhance plans for Lexington's urban corridors.

Corridor Description: *Versailles Road (US 60)*: from Angliana Ave. (MP 7.400) to New Circle Rd. (MP 4.679) Total length 2.721 miles

Highways, Roadways, & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

- 2035 MTP/2010 UPL – 16F US 60 Versailles Rd. – New Circle Rd. (KY 4) to Red Mile Rd. (CS-4702) – AM, operational & multimodal improvement \$1.97 (\$mil.) for this roadway section.

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- UPL Project #73 – Versailles Rd. (US 60) from the Woodford County Line to New Circle Rd. (KY 4) – widen to 6 lanes – Cost = \$33.50 mil.

Other Relevant Studies, Information, and/or Activities

- The 2007 Comprehensive Plan, page 29, noted the Versailles Road Corridor Study as one of the three rural corridor studies performed in 2000. This study was reviewed and analyzed as part of our review of existing information.
- In 2007, the Versailles Road Corridor was awarded a TE grant for \$240K.
- Keeneland Racetrack, constructed in 1936, is listed on the National Register of Historic Places. This renowned horse racing venue is a "high traffic generator" during their spring and fall meets. Traffic control and shuttle services assist in handling the many spectators.
- The 2007 Community-Wide Congestion Management Study ranked the Versailles Road Corridor as 11th for AM TRI and 15th for PM TRI Peak Hours (TRI-Travel Rate Index).
- MPO began "Versailles Road Multimodal Enhancement Design Alternatives Study" in April 2012.

Highways, Roadway & Streets (cont.)

- In 2012, the Urban County Council earmarked \$150K for a Versailles Road engineering study.

Transit

Versailles Road is served by 4 different routes at various sections of the corridor. Route 21 (Airport-Keeneland), Route 8 (Versailles Road), Route 12 which bisects the corridor at the intersection of Forbes/Red Mile (Leestown Road) and Route 15 (Red Mile Road). This corridor is utilized by a large minority population as determined by census and traffic analysis zone studies. The highest weekend ridership from a single route, Route 8 serves the Versailles Road corridor and provides connection from downtown to Wellington Way and Nicholasville Road at the furthest extent. During the week it ranks second in ridership. Most of the ridership is concentrated in the residential areas in the vicinity of this route connecting residents to employment and shopping opportunities. LexTran is considering 15 minute headways to replace the 30 minute headways in its long range plans.

Route 15 operates from 6:50 AM to 2:20 PM at 25 minute frequency all year. The route operates again from 3:00 PM to 6:15 PM with the same frequency when the University of Kentucky (UK) is in session. This route provides direct service between the UK campus and many apartment complexes on Red Mile Road and Angliana Avenue with relatively high ridership.

Route 12 travels from the downtown transit center to the northwest part of Lexington via the UK campus, and Red Mile Road crossing Versailles Road over to Forbes Road and then Leestown Road. Route 12 runs on a 30 minute frequency until late evening when it moves to 60 minute frequency. It connects UK, the VA Medical Center and a number of employers along Mercer Road

Route 21 (Airport-Keeneland) operates the length of the corridor connecting downtown with the airport and Keeneland running on an hourly frequency from 6:00 AM to 6:00 PM on weekdays only. If regional transit efforts come to fruition someday, Versailles Road would be a conduit to Versailles in Woodford County. Inquiries have been made to the feasibility of this type of service and are part of long range efforts.

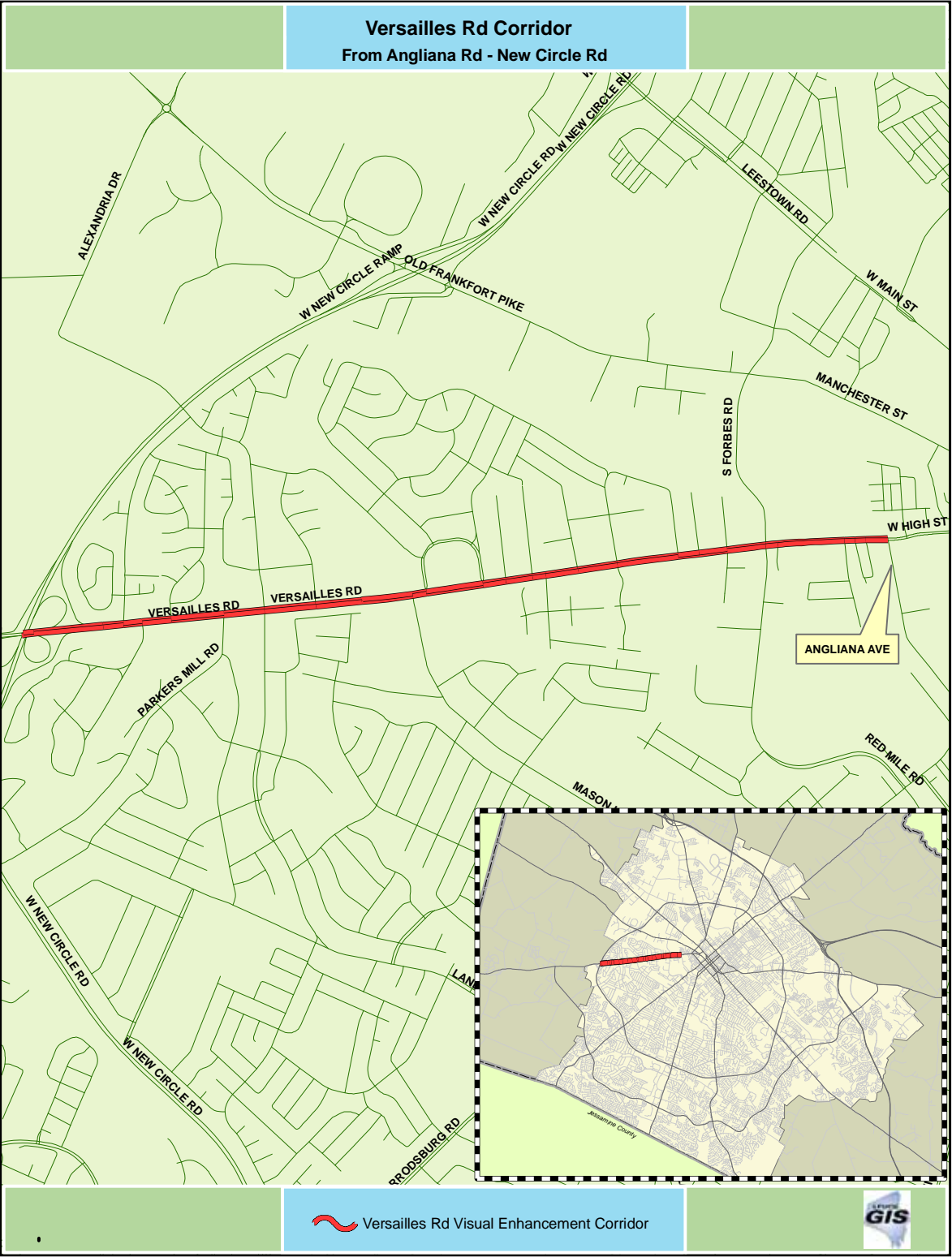
Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP) & Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of city-wide needs and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan, Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 MTP (Figure 6.10) recommends "Medium Priority" to "Low Priority" for all of this segment of Versailles Rd (Angliana to New Circle Rd.) except for between Mason Headley Road and Alexandria Drive which has an existing Bike/Ped Facility. The BPMP lists a bike facility on Versailles Road between Alexandria Drive and New Circle as a "Feasible," "Low Priority" project, a bike facility between Mason Headley Road and Oxford Circle as a "Feasible," "Low Priority" project, a bike/ped facility between Oxford Circle and Forbes Road as a "Constrained," "Medium Priority" project, and a bike facility project on Versailles Road between Forbes Road and Angliana Avenue that is "Constrained" and of "Low Priority."





Versailles Road Corridor

Field Observation Summary: Angliana Avenue to New Circle Road

| | | |
|--|--|--|
| General Character The corridor is characterized by many land use types; to include public/semi-public, residential, commercial, and industrial. | | |
| V - VISUAL | | |
| V-1 | Trees & Planting | Nice flowers in median near New Circle interchange but needs weeding. No street trees. Needs better screening of parking lots. |
| V-2 | Signage & Gateways | An attractive gateway sign as you're entering the Lexington area would be a good feature. |
| V-3 | Public Art | An Art-in-Motion bus stop exists along the corridor in front of the LFUCG Versailles Road Campus |
| V-4 | Stone Fences | None observed. |
| V-5 | Buffering & Screening | Needs better screening of parking lots. |
| V-6 | Fencing | Unattractive fence along storage and car repair lots. |
| V-7 | Lighting | Street lights blocked by mature trees near Homestead Nursing Home. |
| V-8 | Street Furniture | None observed. |
| E - ENVIRONMENTAL | | |
| E-1 | Cultural & Historical Resources | Part of the Bluegrass Driving Tour. Cemetery near Oxford Circle. |
| E-2 | Environmental Resource Protection | Floodplain goes under the road in three locations along this corridor. |
| M - ALTERNATIVE MODES OF TRANSPORTATION | | |
| M-1 | Multimodal | LexTran route covers the entire length of this corridor. Bus shelter being installed in near future at the Preakness Apartments near Oxford Circle Road. |
| M-2 | Pedestrian Facilities | Sidewalks need repair. Sidewalks adjacent to curb of road - not comfortable distance from traffic. |
| M-3 | Pavement (Crosswalks, Patterned) | None observed. |
| F - FUNCTIONAL | | |
| F-1 | Access Management | Improved access management practices would limit access points westbound near Alexandria Drive and improve safety. |
| F-2 | Utilities | Overhead utilities exist along roadway. Telephone poles right next to road edge. |
| F-3 | Other | None observed. |

Versailles Road Corridor

Photos of Existing Corridor features and issues



Figure 62. Young cyclist rides near Versailles Road. Curbs and sidewalks need repaired along the corridor.



Figure 63. Large trees along the corridor shade this busy corridor.



Figure 64. The north side of Versailles Road, which lies adjacent to a cemetery, is buffered by trees and shrubs.



Versailles Road Corridor

2000 Census Demographics (more recent data not accessible)

Of the 12,987 People (4,395/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|---|--|-----------------------------|---|----------------------|
| 169/sq. mile | 445/sq. mile | 201/sq. mile | 286/sq. mile | 521/sq. mile |
| Ranked # 2 | Ranked # 2 | Ranked # 3 | Ranked # 1 | Ranked # 3 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

To ensure that appropriate cohesiveness of the visual experience is maintained between the urban portion and the rural portion of Versailles Road, the 2001 Lexington-Versailles Corridor Study (LVCS) recommendations should be considered. The LVCS covers Versailles Road from New Circle Road to the Fayette/Woodford County line. Among the recommendations in the LVCS are corridor street trees, sidewalks, some on-road and some off-road bike paths, protection of historic features, increase speed enforcement, retain character, and minimize lighting. Corridor street trees should therefore be of a habit and/or species similar to those used on both the urban and rural portions of Versailles Road. Connectivity and continuation of sidewalks and bike paths from the urban section to the rural section, at the New Circle Road intersection, are important.

The 2009 Red Mile Development Plan proposes adding between 150 and 250 market rate housing units, plus commercial and office uses to the area south of the corridor. Upon development, traffic of all types will increase at the intersection of Versailles Road and Red Mile Road. A greenway is proposed along Red Mile Road with a bike/ped facility. Connectivity of the planned bike/ped facilities along Red Mile Road to Versailles Road will be an important consideration for further recommendations and will add to the existing need for improved pedestrian, bike, and transit accessibility along Versailles Road.

Review of Existing Landscape Ordinance

None.

Pictures of Existing Landscape Ordinance Results on New Development

Not applicable.

Recommendations

Short Range/Quick Fixes

- Increase coordination with KYTC District 7 for improved maintenance.
- Trim trees and overgrowth/brush.
- Address sight triangle concerns through code enforcement, (i.e. removal of mulch piles at Thornton’s gas station).
- Repair sidewalks in poor condition.

Medium Range

- Screen chain link fence and barbed wire with an ornamental vine.
- Promote neighborhood identity with neighborhood entrance signs.
- Add a “Welcome to Lexington Urban Service Area” sign near the New Circle Road interchange on the south side of Versailles Road, and a “Welcome to Lexington Rural Service Area” on the north side of Versailles Road.

Long Range

- Areas along corridor with broken curbs and inadequate pedestrian facilities should be prioritized through existing Metropolitan Planning Organization (MPO) Transportation Planning process.
- Initiate a scoping study to improve pedestrian and bicycle facilities, safety, buffering, access, and connectivity.



Winchester Road Corridor (New Circle Road to I-75)

Overview

The Winchester Road (US 60) corridor between New Circle Road (KY 4) and the Interstate corridor is capped on either end by commercial development with recent single-family residential subdivisions located between these two areas. Both the Tuscany subdivision (Hamburg Farm) on the south side of the corridor and the Patchen Wilkes subdivision (Patchen Wilkes Farm) on the north are only a fraction complete at this time. The historic residential structures still remain, and a greater variety of housing types are planned or being considered in this area, including townhouses, duplexes, elderly housing, assisted living and a nursing home. Additionally, a portion of the Patchen Wilkes property is planned for a commercial/residential mixed-use area. The commercial development along this portion of the corridor is comprised of three areas: (1) the Fortune Business Park at Fortune Drive, (2) the Executive Drive Office Park and interstate business area, and (3) the Hamburg Place development east of Sir Barton Way.

Urban Corridors and Existing & Future Transportation Plans and Projects

The following information identifies existing and future transportation and transit plan projects that could potentially impact the Winchester Road corridor. This information was extracted from the latest Lexington Area Metropolitan Planning Organization's (MPO) transportation and transit plans, and LexTran's plan documents. The MPO transportation planning process provides an opportunity to participate and to provide input on proposed transportation programs, projects, and other related activities to improve and enhance Lexington's urban corridors. A recent project implemented adaptive signal control systems along the corridor.

Corridor Description: Winchester Road (US 60): from New Circle Road - KY 4 (MP 10.165) to I-75 (MP 12.135) Total length = 1.97 mile

Highways, Roadways & Streets

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)

Winchester Road US-60 Scoping Study to reconstruct/widen Winchester Road from I-75 to the Fayette/Clark County (FY 2010 – FY 2012 KENTUCKY TRANSPORTATION CABINET SIX YEAR HIGHWAY PLAN, Page 30.

Unscheduled Projects Listing (2035 MTP Revised UPL Listing)

- Winchester Road US 60 (Midland Avenue to New Circle Road)
- 2035 MTP/2010 UPL# 29 – US 60 Winchester Road from Midland Avenue to New Circle Road (KY 4) – AM, operational & multimodal improvement \$0.77 (\$mil.) for this roadway section.
- 2035 MTP/2010 UPL# 46 – US 60 Winchester Road at 7th and Liberty Road – realign intersection – Cost = \$0.60 (\$mil.).

Other Relevant Studies, Information, and/or Activities

- Between 2005 and 2008, US 60 (Winchester and Versailles Road) was the fourth highest in collisions with 1,523.
- The 2007 Community-Wide Congestion Management Study identified Winchester Road in the top "10" for AM TRI (ranked 10th) and PM TRI (ranked 10th) Peak Hours. TRI is defined as the ratio of "Congested Drive Time" to "Uncongested Drive Time." This index impacts the ability of traffic signal coordination and pedestrian crossing time.

Highways, Roadway & Streets (cont.)

- US 60 Scoping Study Project for the reconstruction and widening of US 60 (Winchester Road) to a four-lane roadway facility. Project funded by the State Program (SP) Funding Program.
- The *Central Sector Small Area Plan* included Winchester Road and made recommendations for complete streets, traffic and transit.
- The *1996 Expansion Area Master Plan* identified Winchester Road as a Rural Scenic Road, east of the Interstate corridor to Walnut Grove Lane.

Transit

LexTran Route 10 runs with 30 minute headways on weekdays from the transit center and every 60 minutes in the evenings and on Saturdays and Sundays. It travels Winchester Road inside New Circle Rd outside of the study area until Liberty Drive where it turns off and deviates to Fortune Drive and then accessing Winchester Road east of New Circle Rd intersection on its way to Hamburg. The LexTran COA revealed that a good deal of ridership is using this route for employment in Hamburg, Fortune Drive and Executive Drive. This route reaches residential in the Polo Club area before turning around.

Bicycle & Pedestrian

FY 2010 – FY 2013 TIP Program & 2035 Metropolitan Transportation Plan (MTP)& Bicycle and Pedestrian Master Plan (2007)

Bike/ped accommodations are important for all corridors. If a particular corridor/corridor segment's bike/ped improvement is given a "low priority" designation, that does not imply that the facilities are not needed; rather they are prioritized within the larger context of city-wide needs and our limited resources. High priority, Medium priority, and Low priority only refer to timing. In the 2007 Bicycle & Pedestrian Master Plan, Bike/Ped projects were labeled as feasible, moderately constrained and constrained and it recommended that project constraints also drive decision-making on funding (so a high priority "feasible" project might get priority over a high priority "moderately constrained" or "constrained" project).

The 2035 MTP (Figure 6.10) recommends "Low Priority" for pursuing funding for On-Road Bike/Ped projects on Winchester Road from New Circle Road to I-75. The BPMP indicates that this segment of Winchester Road is intersected by two on-road greenway trail connections, at Eastland Parkway and at Sir Barton Way. Winchester Road from Eastland Parkway to Sir Barton Way/Executive Drive is an on-road greenway trail connection. The BPMP lists a "Constrained," "Low Priority" pedestrian facility project for Winchester Road from Helm Street to Man o' War Boulevard.



Winchester Road Corridor

Photos of Existing Corridor Features and Issues



Figure 65. A bicyclist rides the wide shoulder on Winchester Rd.



Figure 66. Winchester Road, between Eastland Parkway and Fortune Drive, lacks sidewalks.

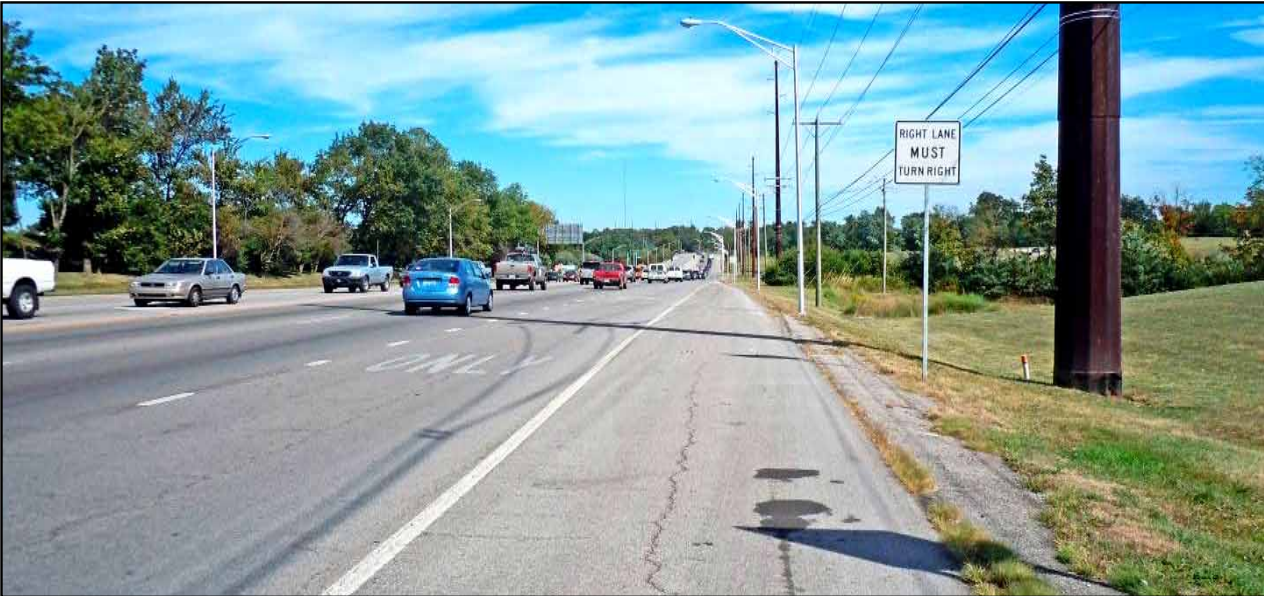


Figure 67. PM Peak Hour traffic backing up along scenic Winchester Road.



Winchester Road Corridor

2000 Census Demographics (more recent data not accessible)

Population characteristics of the 3,474 people (1,394/sq. mi.) within a ½ mile buffer of this corridor segment:

| Persons 16 & up sensory disabilities | Persons 16 & up physical disabilities | Households w/ no vehicle | Persons 5 & up speak English not at all/not well | Persons 65 and up |
|--|---|-----------------------------|--|----------------------|
| 54/sq. mile | 190/sq. mile | 77/sq. mile | 31/sq. mile | 238/sq. mile |
| Ranked # 11 | Ranked # 9 | Ranked # 9 | Ranked # 10 | Ranked # 10 |

(Rankings based on comparison with other corridors in this study only.)

Previous Plan or Study Recommendations

The recommendations for different segments of each corridor need to be compatible and within appropriate context. Plans and studies for adjacent corridor segments and/or historical plans/studies for the subject corridor were reviewed. Pertinent information from those documents was included in this section to provide clarity in the purpose, context, and cohesiveness of the recommendations for the corridor segment being studied.

The *East End Small Area Plan* (2009) includes the portion of Winchester Road from Midland Avenue to 7th Street. It recommends following the Complete Streets Manual and making major streetscape improvements such as putting utilities underground, adding wider sidewalks separated from the road by a planting strip with street trees, adding a grass median between the east and west bound lanes of traffic with small ornamental trees, adding pedestrian lighting, adding a bike lane to Winchester Road, and adding landscaping and a mural/public art along the brick wall of the Smucker’s Peanut Butter plant. Other recommendations include updating and/or replacing transportation safety signs, and creating a gateway intersection at Winchester Road and 7th Street.

The *Central Sector Small Area Plan* (2009) included the portion of Winchester Road from Walton Avenue to New Circle Road. The small area plan recommends a gateway treatment, pedestrian awareness signs for safety, and way-finding signage to guide people to Castlewood and Douglas Parks; and to Transylvania University. In addition, the plan recommends a gateway treatment and signage reflecting the Central Sector community identity at the intersection of Winchester Road and New Circle Road. Providing safe, signalized and timed pedestrian crosswalks with median resting points, special paving or patterned pavement at crosswalks, and pedestrian bridges (where warranted) were also part of the recommendations to improve pedestrian safety and provide pedestrian connections. Multimodal recommendations include increasing visibility and function of bus shelters/stops, and provide on- and off- road paths for cyclists.

Review of Existing Landscape Ordinance

None.

Pictures of Existing Landscape Ordinance Results on New Development

Not applicable.

Recommendations

Short Range/Quick Fixes

- Code enforcement sweep along corridor greatly needed.
- Ensure real estate signs are complying with ordinance.
- Add wayfinding signage for interstate traffic entering the community.
- Repainting of pavement markings and striping

Medium Range

- Work with code enforcement and property owners to pick up/clean up.
- Add a bike/pedestrian shared use path along the corridor, with a connection to the bike/ped shared path along Sir Barton Way.
- Arterial screening and landscaping along Winchester Road to houses that have rear yards adjacent to the corridor.
- Add trees and landscaping at the New Circle Road interchange.

Long Range

- Explore transit and other multimodal opportunities along corridor to serve residential areas and cyclists.



CONCLUSION

In assessing the 14 individual urban corridors for the Visual Enhancement of Urban Corridors Study, 14 common needs were identified that would apply to all of the corridors, that were identified on page 9 as “Overarching Recommendations.” Additionally, each corridor had its own unique qualities and constraints that led to individual recommendations for visual enhancements. The next steps will be to ensure that this Study becomes a useful tool for all that are interested. Some users of the Study may want to integrate some or all of these ideas to enhance a concept, improve on an existing design, develop a specific project, and/or cultivate funding priorities. These recommendations would be most useful if incorporated into comprehensive planning policy, small area plans, review of land development applications, and appropriate regulations.



