

Public Involvement Summary

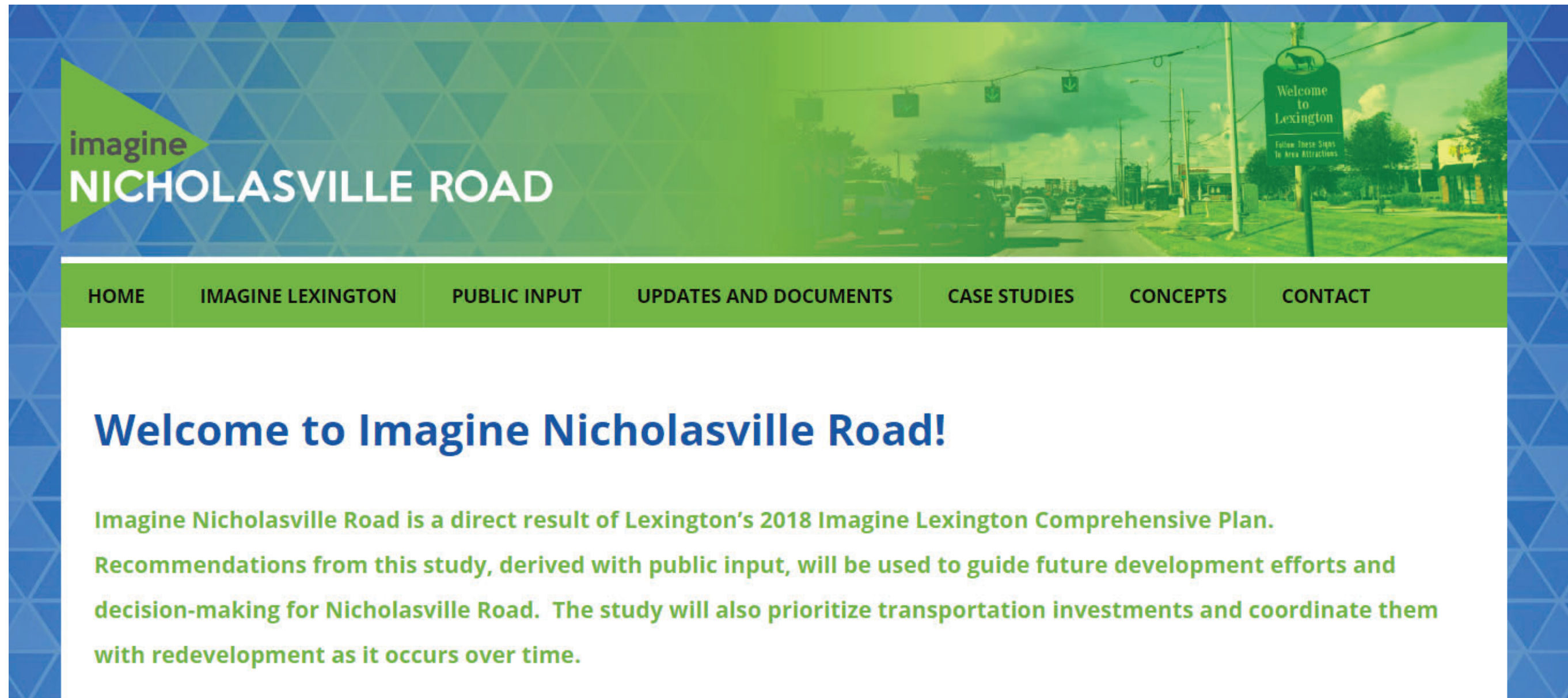
PUBLIC INPUT

Public and stakeholder input is a very important part of this study as feedback received will be used to shape the concepts to be explored and recommendations that will ultimately be made. This chapter highlights the public engagement efforts that were implemented as part of the US 27 Consolidated Land Use and Transportation Plan development effort. To foster transparency and clear communication with the public, the project team hosted a project website, sent out quarterly e-newsletters, held two public meetings, created a MetroQuest web-based survey and met with key stakeholders.

WEBSITE

Effective communication is crucial to a successful project. To keep the public informed on project updates and public meeting information, www.ImagineNicholasvilleRoad.com was created. In addition to information about the project purpose and schedule, the website includes information about the 2018 Comprehensive Plan, Imagine Lexington, and the role Imagine Nicholasville Road has within the overall plan, information on how to provide input, including links to surveys and the ability to opt in to the project e-newsletter updates, project documents and development concepts.

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PUBLIC MEETING #1

The first public meeting was held on March 4th, 2020 in the Community Room at Lexington Green located along the Nicholasville Road corridor. Approximately 150 people attended the meeting and it was covered by local media. The meeting started at 6 PM and a presentation from the project manager, Tim Reynolds, informed the public about the project. Following the presentation, activities were set up around the room for attendees to learn more about the project, provide input and voice their concerns to the project team. The meeting room map is shown below, with the stations labeled.

Issues and Opportunities Map

An aerial map of the project area was set up, with Nicholasville Road as the centerpiece and key buildings and side roads labeled appropriately. Since the project is over six miles long, the aerial was 30 feet long and took up five tables to spread meeting attendees out and pin point areas of concern, as well as strengths and opportunities. Each attendee at this station was given red dots for concern, yellow dots for opportunity and green dots for strengths. At the end of the night, dots filled the map and attendees even wrote in specific issues and ideas on how they imagined Nicholasville Road in the future.



Visual Preference Boards

Five visual preference boards were set up to identify public meeting attendees preferences with regards to Bus Rapid Transit (BRT), BRT amenities, corridor aesthetics, bicycle and pedestrian facilities, and types of development. Each board showed nine images of different examples from each category. Similar to the issues and opportunities map, attendees placed a blue dot on images they would like to see along the corridor and a red dot on images they disliked. The picture below shows an example of one of the boards.



Build A Development

The Build a Development station helped to educate attendees on the Transit Oriented Development portion of the project. Attendees were given small "puzzle pieces" of different colors and sizes to create hypothetical redevelopment scenarios of the Lexington Green property. The project team members at the station were available to answer questions and assist as people came up with different development scenarios and took note of negative and positive feedback on certain types of development.

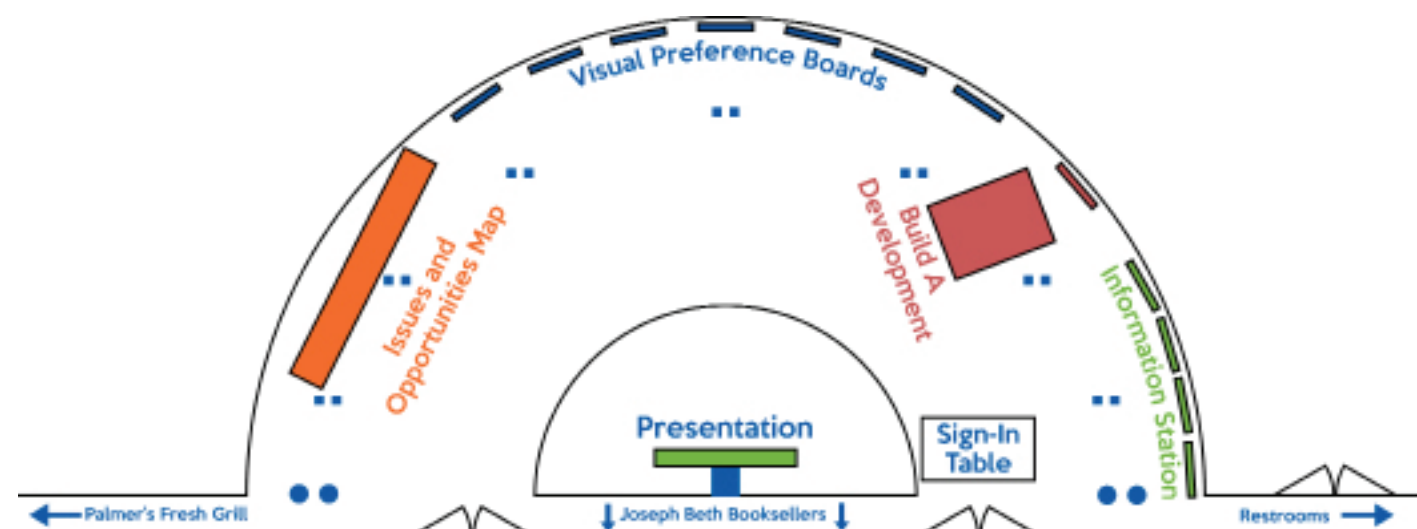


Information Station

The final station was informational and included four poster boards displaying existing conditions including safety, land use, bicycle and pedestrian facilities and traffic conditions. A project team member was available to discuss the maps and provide project information.

Public Survey #1

A web-based public survey via MetroQuest occurred in March of 2020. The survey consisted of five sections that included an online map that allowed respondents to pin areas of concern or opportunity, as well as a variety of questions ranging from how the respondents use the corridor, to what barriers they face to walking, biking and using transit, what types of amenities would encourage them to use these modes, what types of development they would like to see and their ultimate vision for the corridor. Over 5,000 people took time to prioritize, comment and make their voice heard to show how they imagine Nicholasville Road. A graphical summary of the responses received from the survey are shown on the following pages.



RESPONDENTS

HOW PEOPLE ARE USING NICHOLASVILLE ROAD



TRANSPORTATION MODES

*How People
Use the Corri-
dor Today*

68%



Car

4%



Transit

8%



Bike

19%



Walk

0%



Wheelchair or Other

*How People
Want to Use
the Corridor*

46%

16%

16%

22%

1%

LOCATIONS

All Survey Responses



Concerns



Opportunities



TOP 15 ISSUES USERS WOULD DESCRIBE NICHOLASVILLE ROAD AS...

INEFFICIENT

*  - DENOTES 100 VOTES



[illegible]

1. No Room to Move	6. People Don't Follow the Law	11. Signal Timing Issues
2. Area is Unsafe	7. Too Many Access Points	12. Not Enough Parking
3. Improve Left Turn Issues	8. Confusing	13. Poorly Planned
4. Lack of Flow	9. UK Ingress/Egress	14. Crossing too Many Lanes
5. Bottlenecking	10. Peak Hour Traffic	15. This is a Nightmare

VISION

MAKING NICHOLASVILLE ROAD A SAFE, EFFICIENT PLACE PEOPLE WANT TO BE.

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TOP 15 "VISIONS" FOR NICHOLASVILLE ROAD

FREE FLOWING
SAFE
SMOOTH
EASY
EFFICIENT
BETTER
UNCONGESTED
FRIENDLY
FAST
QUICK
BEAUTIFUL
WALKABLE
ACCESSIBLE
GREENER
BIKEABLE

*  - DENOTES 100 VOTES



TRANSPORTATION OPPORTUNITIES



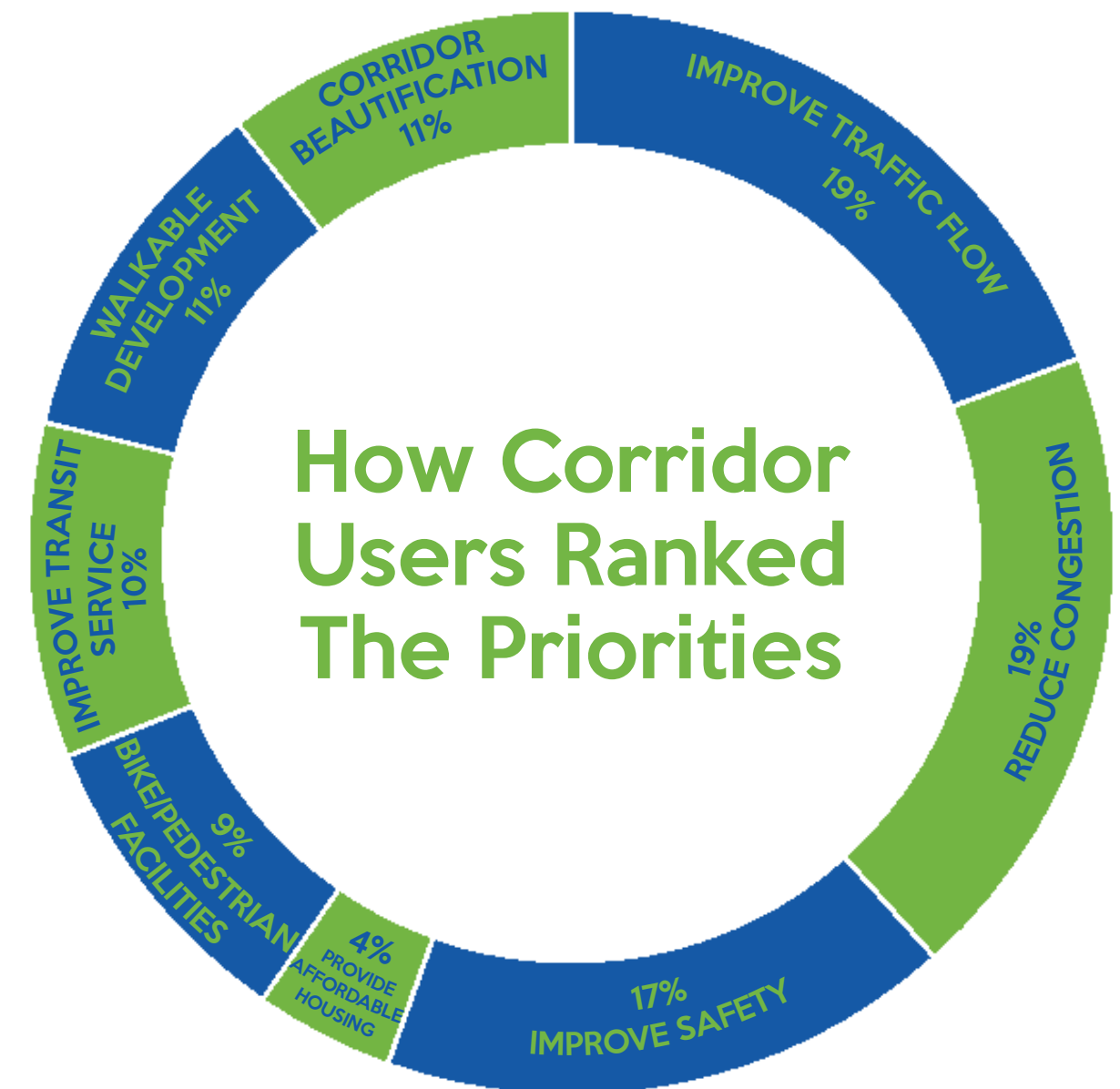
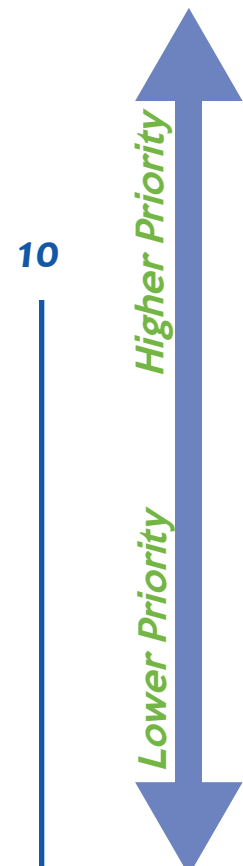
TRANSIT OPPORTUNITIES



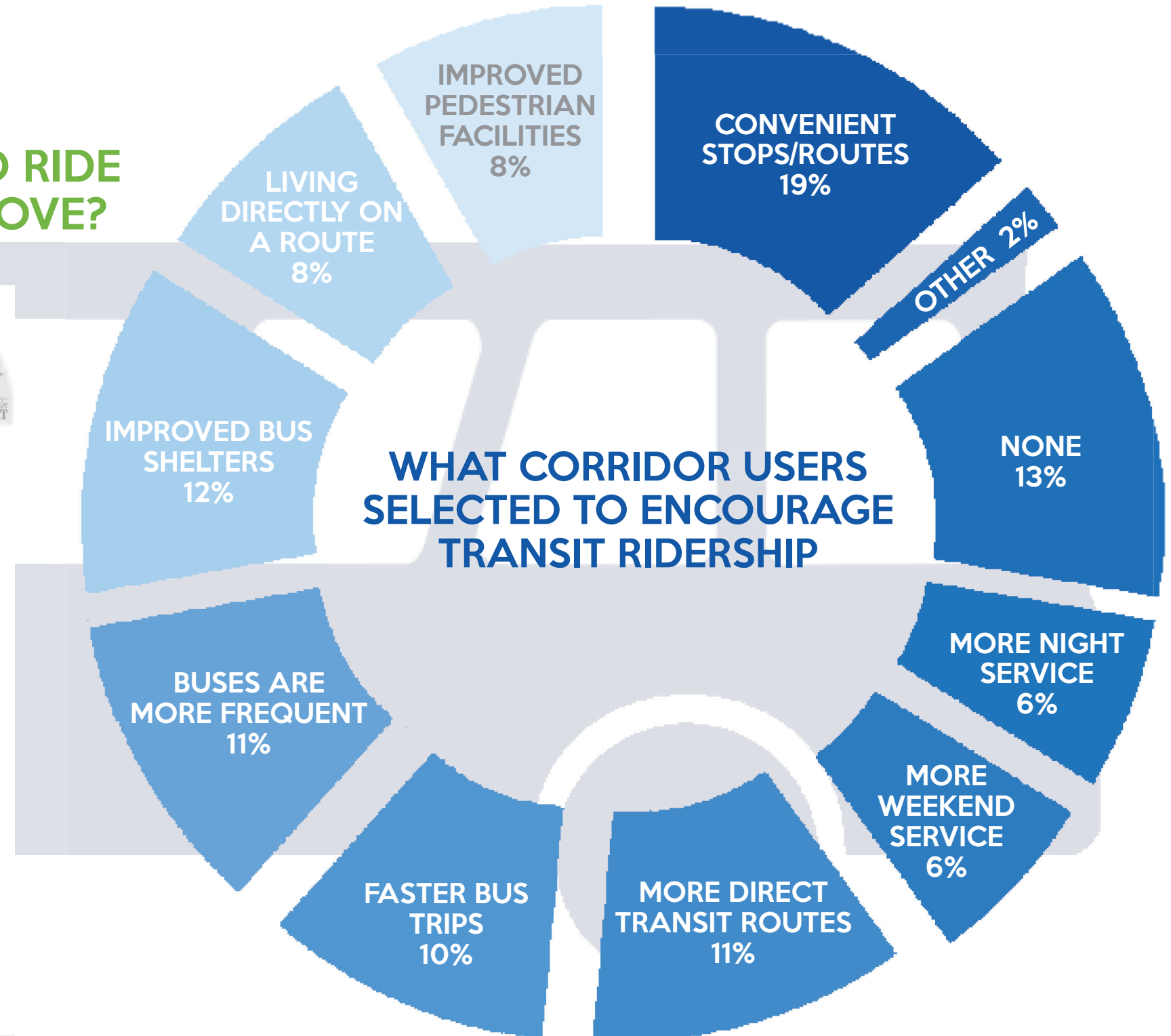
PRIORITIES

AVERAGE CORRIDOR PRIORITY RANKING:

PRIORITY	AVG RANK
IMPROVE TRAFFIC FLOW	1.91
REDUCE CONGESTION	2.08
IMPROVE SAFETY	2.95
PROVIDE AFFORDABLE HOUSING	3.57
BIKE/PEDESTRIAN FACILITIES	3.63
IMPROVE TRANSIT	3.72
WALKABLE DEVELOPMENT	3.82
CORRIDOR BEAUTIFICATION	3.89

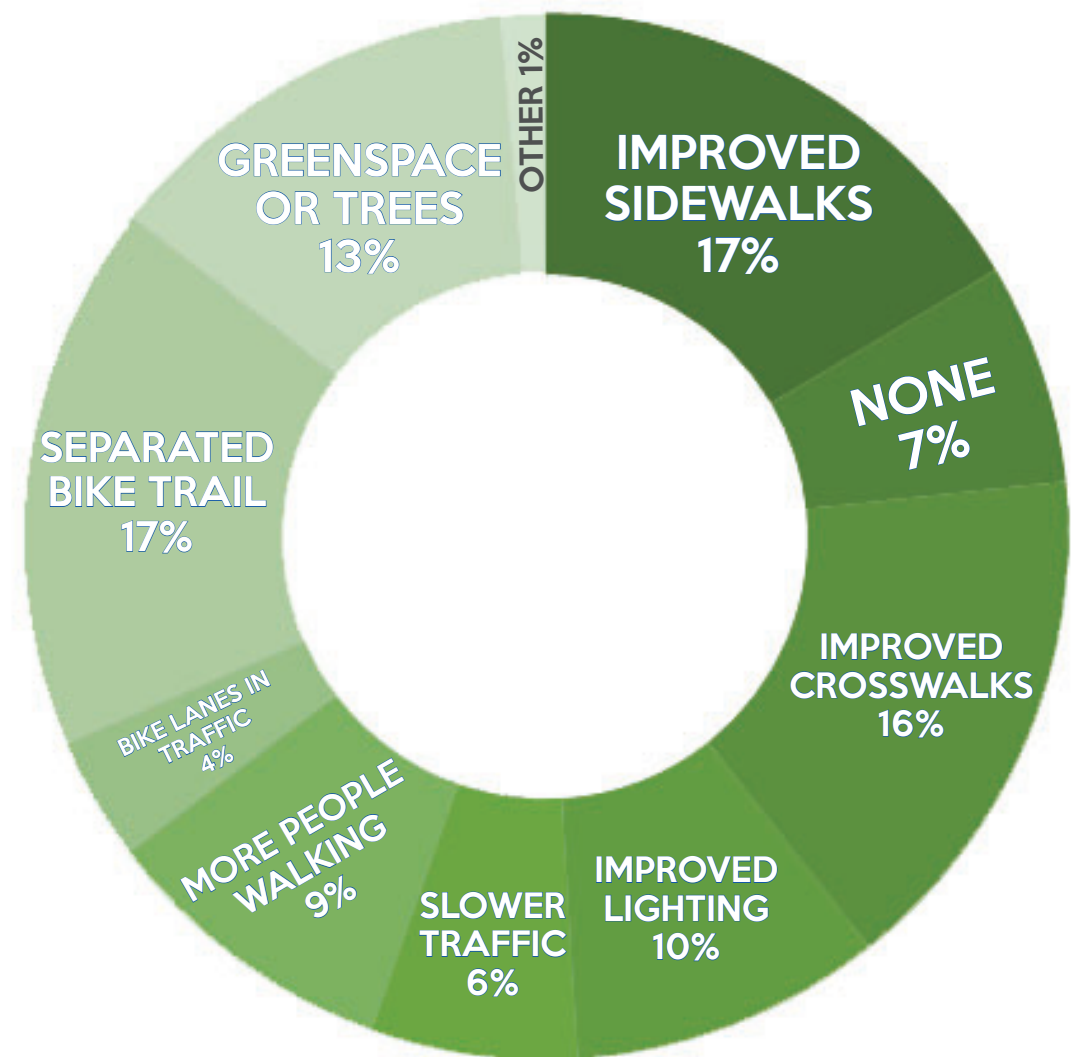


WHAT WOULD ENCOURAGE YOU TO RIDE TRANSIT? WHAT WOULD YOU IMPROVE?



BICYCLES & PEDESTRIANS

What Nicholasville Road users selected to encourage more walking/biking.



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WALKING DEVELOPMENT

Are pedestrian bridges an option?

Better lighting would get me out!

Clean up all the poles and wires with underground lines.

More trees and greenery would help.

Nicholasville Road is already too busy.

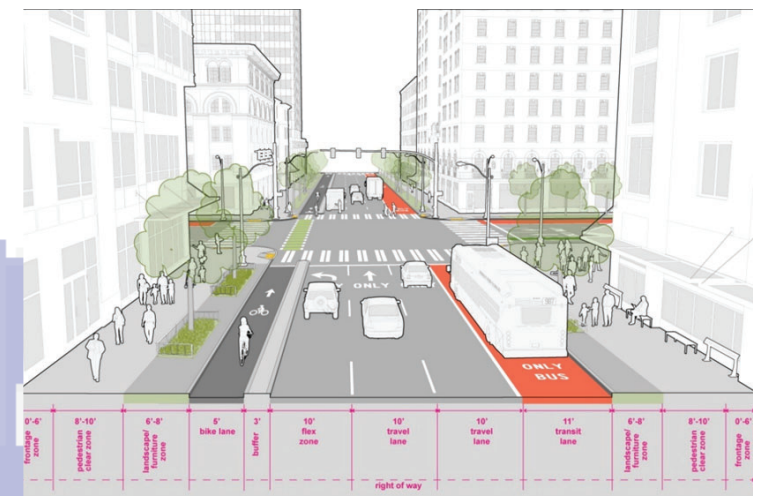
Non-vehicular connectivity between retail areas!

What kind of streetscaping can be done?

Improve the ability to cross Nicholasville Road.

Can we get wider sidewalks from beginning to end?

Connect walking and biking trails to retail districts.

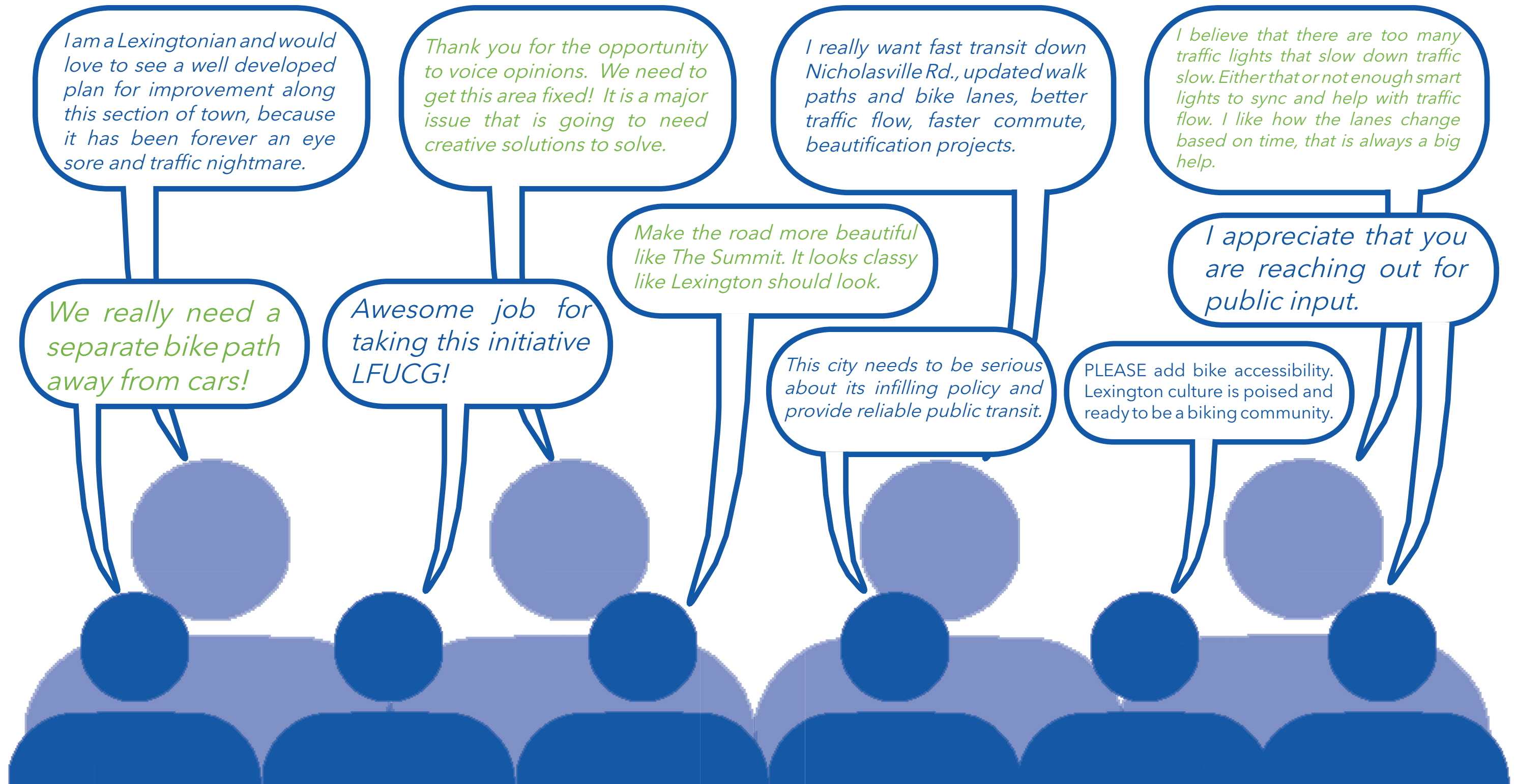


AMENITIES

Types of Amenities Wanted for Nicholasville Road By Percent

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STAKEHOLDER ENGAGEMENT

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