

AN ANALYSIS OF THE ECONOMIC EFFECT OF A “ROAD DIET” IN ELIZABETHTOWN AND GEORGETOWN, KENTUCKY

MARCH 2014

This report was produced at the request of the Ron Scott, City Manager for Danville, Kentucky, under the supervision of Dr. Benjamin Knoll, Ph.D. It was researched and conducted by Centre College students enrolled in the POL 210 “Introduction to American Politics” course during the Spring 2014 semester as part of a “service-learning” assignment. All conclusions are the responsibility of the students in the course as well as the instructor and do not necessarily reflect the view of Centre College as a whole or its administrators. Please direct any questions to benjamin.knoll@centre.edu.

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Executive Summary

This policy analysis reports the results of a study of both Elizabethtown and Georgetown related to the effects of a Road Diet system implemented in each community in 2012. The study took into account various economic indicators such as unemployment rates and tax revenues. This study also gathered information from business owners/managers whose businesses are located adjacent to streets where a Road Diet was put into place in 2012. This input was gathered via a telephone survey covering the owners' perceptions on the effects of the Road Diet in the community on his or her own business.

The key findings of this study are:

1. There is little evidence that the Road Diet had a detrimental effect on businesses in terms of their customer volume, revenue, and livelihood.
2. After the Road Diet was implemented, business owners perceived their customers to have safe access to the business front and reported little difficulties in truck deliveries to their stores and little difficulty in customer parking and access.
3. The Road Diet did not seem to affect either unemployment rates or tax revenues in either community.
4. The Road Diet seemed to negatively affect the two communities studied in terms of a perceived increase in traffic on the part of business owners.
5. Overall, business owners think that the Road Diet had a negative impact on the community as a whole, but for reasons other than its economic consequences.

Introduction

The purpose of this paper is to analyze the effects of a “Road Diet,” which has been recommended to the City of Danville by the Kentucky Transportation Cabinet (KYTC), on Elizabethtown, KY and Georgetown, KY in order to determine whether a Road Diet would be a beneficial option for the Danville community. Generally-speaking, a “Road Diet” is understood to mean a restriping of the lanes in a road to decrease the number of lanes. Road Diet supporters argue that this will result in slower traffic and thus an improvement in the pedestrian and vehicular safety environment.¹ Opponents cite concerns about an increase in traffic congestion and a decrease in economic productivity for businesses located adjacent to the roadways affected by the Road Diet.

This study has collected economic indicators for each community that include both unemployment rates and tax revenues on a citywide and statewide basis. Additionally, this study analyzed responses to telephone surveys of businesses in both Elizabethtown and Georgetown. (A full copy of the telephone survey script is included in Appendix A and a full reporting of survey responses is included in Appendix B.)

What is a ‘Road Diet’? Why is this necessary?

According to KYTC, the purpose of the roadway diet is to simplify traffic patterns in downtowns that do not need high capacity roadways. Safety is a high concern for Danville and prior studies on Road Diets indicate that they increase vehicle and

¹ <http://transportation.ky.gov/Congestion-Toolbox/Pages/Road-Diets.aspx>

pedestrian safety indicators.² By increasing the safety for pedestrians and vehicles in downtown Danville, the Road Diet aims to improve overall community safety and quality of life for residents.

Why Georgetown and Elizabethtown?

We evaluated Georgetown and Elizabethtown at the request of Danville City Manager Ron Scott and City Engineer Earl Coffey. They explained that both Georgetown and Elizabethtown were recommended to them by KYTC due to the fact that both communities had recently implemented Road Diets (both in 2012) and had similar traffic movements, downtown size, similar business access on main roads, etc. to Danville. City Engineer Coffey explained that the goal was to select communities for comparison whose citizens would have asked similar questions that Danville had been receiving based on their environment and economic conditions.

Analysis of Business Owners' Views of Road Diet

City of Danville officials provided us a list of businesses to contact in both Elizabethtown and Georgetown. This list represented a comprehensive selection of businesses located directly on the roadways that were restriped in the “Road Diet” design in 2012 (all business names and contact information is listed in Appendix B).

² See “Evaluation of Lane Reduction “Road Diet” Measures and Their Effects on Crashes and Injuries” available at: <http://transportation.ky.gov/Congestion-Toolbox/Documents/Road%20Diet%20Safety%20Study.pdf>.

Of the 53 businesses listed to interview, only 15 businesses chose to respond to our request to take the telephone survey (a 28% response rate)³; the amount of businesses contributing to the results of the survey must be taken into account while reviewing the analysis provided. This study will combine the telephone survey results from both Elizabethtown and Georgetown due to similar economic indicators, similar survey results, and low survey response. Overall, according to the responses gathered by the telephone survey, the implementation of a Road Diet in Elizabethtown and Georgetown was perceived to have affected the community in a negative manner, but not due to its effect on local businesses and the community economy which seem to have been largely unaffected by the Road Diet.

Business Quality

It is interesting to note the difference between how businesses *thought* that the Road Diet would affect their business and how the change has *actually* affected business. This can be studied through the comparison of questions 1 and 8 from the telephone survey. Question 8 addresses what sort of effect (positive, negative, or none) business owners thought the Road Diet would have on their own business before it was implemented. Going into the implementation of the Road Diet, the majority of respondents perceived that there would be either a negative effect (40%) or there would be no effect either way (46.7%). When comparing these results to question 1, which

³ While a 28% response rate is certainly not ideal, it is higher than the average response rate most polling firms experience with telephone surveys on social and political matters (around 10%-15%).

asked how the Road Diet has affected business, the results lean more towards the change having no effect (60%) and a negative view of the Road Diet lessened (26.7%).

	Perceptions of effect of Road Diet on respondent's business		
	Positive	Negative	None/Neutral
Perceptions of effect on business: before implementation	13.3%	40%	46.7%
Perceptions of effect on business: after implementation	13.3%	26.7%	60%

Perception of Truck Deliveries

Business owners/managers were nearly unanimous that the Road Diet did not affect the ability of trucks to make deliveries to their businesses one way or another. 93% of respondents indicated that making deliveries was neither more nor less difficult than before the Road Diet was implemented. One respondent even said that it made the environment more convenient for truck deliveries.

Customer Access, Parking, and Visits

One important concern about the potential effect of a Road Diet in a community is customer access to Main Street businesses that are directly adjacent to the roads that are restriped. In this survey about 14% of business owners indicated that customer access to their businesses had *improved* as a result of the Road Diet, another 14% reported that customer access was now more difficult, and the remaining 82% reported that the Road Diet had not changed customer access one way or another.

Similarly, 21% of business owners reported that parking was now more difficult for customers as a result of the Road Diet while 14% reported that parking was actually more *convenient* for customers. The remaining 65% reported that customer parking was not affected either way.

Business owners/managers were also asked if they believed that their overall number of customers had been affected by the Road Diet in their communities. Here, 20% believed that customer volume had *increased* as a result of the Road Diet, while the remaining 80% believed that customer volume had not been affected.

In sum, the results of this survey seem to indicate that there is little worry that a Road Diet will negatively affect either customer access or customer visits to businesses located adjacent to restriped roadways.

Customer Safety

In terms of safe access to businesses after the implementation of the Road Diet, the response is a resounding “yes.” Among the responses to Question 4, two-thirds (67%) of business owners expressed that their customers perceived business access as being safe. The other one-third reported a “neutral” response while no business owner reported access to their business as unsafe as a result of the Road Diet. While this is a positive response, it should be noted that these are the perceptions of the business owners and not the customers themselves.

Perception of Traffic

In the comments portion of the survey, many respondents conveyed a general view that the system generated more traffic in their towns. One respondent strongly advised that Danville maintain the current road plan and claimed the Road Diet was the “worst thing that happened to the community.” Another reiterated the same message, reporting that people often ignore turning lane rules. Thus, it seems that business owners perceive a negative effect in terms of an increase of traffic in their communities, but not in terms of their business productivity or customer volume.

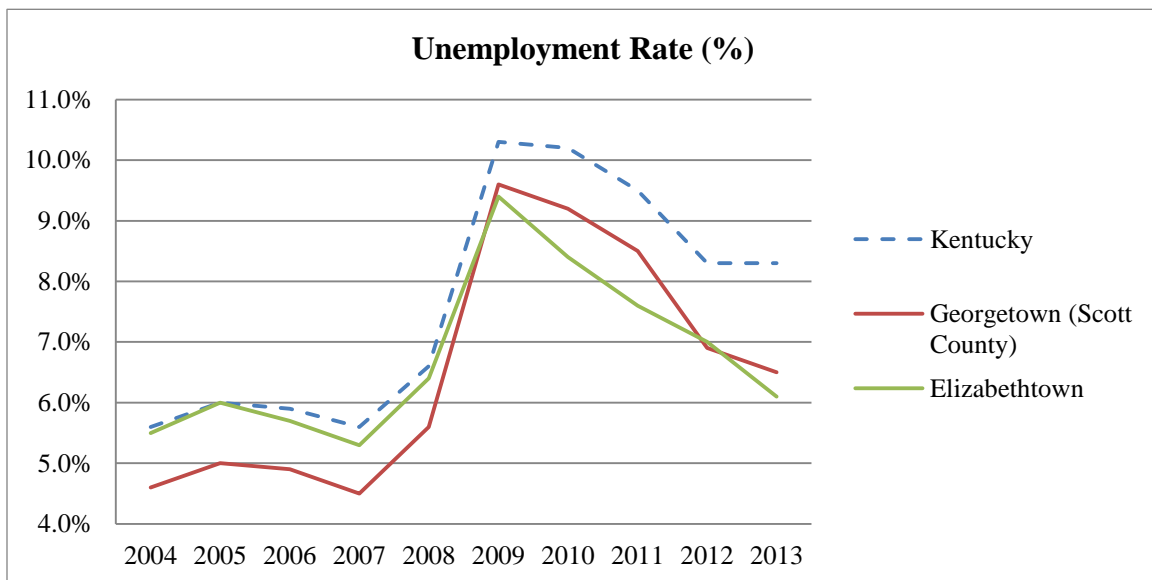
Analysis of Economic Indicators

While many business owners in each town we surveyed said they feared the Road Diet would have a negative impact, the objective data does not seem back up these claims. These results show that negative economic activity in either community can be attributed primarily to the recession (which hit primarily in 2008-2009) and not the Road Diet (which occurred in 2012 in both communities). There is no evidence that the Road Diet in each city had a major economic impact on either community in terms of unemployment rates and payroll tax revenues. In fact, the unemployment rate in both communities has been below the state average for the last several years.

As we saw in the previous section, many people in Elizabethtown and Georgetown also said they have seen little to no effect on their businesses as a result of the Road Diet. The recession obviously had a significant impact on both economies, but both economic communities appear to be rebounding quite well. This suggests that the Road Diet has not had a negative effect (in the aggregate) in either community and further suggests that it would not hurt business activity in Danville.

Unemployment

In all, there is little evidence that the Road Diet has made a significant impact on the economy of the two communities surveyed. In fact, both Elizabethtown and Georgetown have relatively similar unemployment rates today compared to unemployment rates before the Road Diet. This suggests that the Road Diets that occurred in both Georgetown and Elizabethtown in 2012 have not had a large impact on the economic community in either city. Instead, the statistics show that both communities are on a path to returning to the unemployment rates they had before the recession. As of 2013, they are close to the unemployment they had ten years ago. In 2004, Elizabethtown's unemployment rate was 5.5% compared to 6.1% in 2013. Also, the unemployment rate in Georgetown was 4.6% percent in 2004 and was reported at 6.5% in 2013, but has declined since its high unemployment rate of 9.6% in 2009. Scott County created more jobs in 2013, 425, than in 2004 when 304 jobs were produced.



It should be noted that these figures represent *overall* aggregate indicators in both Scott County (Georgetown) and Hardin County (Elizabethtown). Thus, it is *possible* that job losses occurred within the businesses directly adjacent to the Road Diet roads while jobs were being created in other parts of the each county. The micro-level data required to objectively evaluate that possibility, however, is unfortunately not available. It should be noted, however, that the telephone surveys revealed little evidence from the business owners that they had to downsize or lay off workers as a result of the Road Diet. *On the contrary, more than four out of five business owners indicated that their business productivity and revenues were more or less unaffected by the Road Diet.*

Payroll Tax Revenue

The payroll tax revenues of both communities have improved by a significant amount comparing before and after the Road Diet implementations in both communities. To compare, the tax revenue for Elizabethtown in 2011 was \$841,013.48 and in 2013 it had increased to \$958,314.15.⁴ Georgetown's tax revenues were \$7,753.39 in 2011 and totaled \$9,364.42 in 2013.⁵ This improvement from 2011 to 2013 is very likely a result of the continued economic growth as Kentucky (and the United States as a whole) continue to climb out of the economic recession of 2008-2009.

In summary, tax revenues *increased* in both communities from 2011 to 2013, suggesting that the economic health of both these communities does not seem to be heavily damaged by the Road Diet implementation of 2012.

⁴ Source: Elizabethtown Chamber of Commerce.

⁵ Source: Georgetown Payroll Commission.

Conclusion

This paper analyzed telephone survey responses and economic indicators from both Elizabethtown and Georgetown in order to examine the effects of the Road Diet on the businesses in these communities. Responses from business owners indicate that the Road Diet has had little to no perceived effect of businesses, but it had negative effects on the community in terms of an increase in traffic congestion. After the Road Diet was implemented, however, business owners perceived their customers to have safe access to their businesses as well as convenient parking access. Economic indicators, when analyzed, suggest that the Road Diet did not detrimentally affect either unemployment rates or tax revenues in either community.

The “bottom line” results from this study are that the Road Diet did not seem to harm businesses in either Elizabethtown or Georgetown, but the businesses owners personally did not like the change regardless of the effect on their businesses, largely to a perceived increase in traffic. Indeed, about 60% of business owners who completed the survey reported the Road Diet as either slightly or very negative in terms of its effect on the overall community (and about 20% seeing a positive effect on the community and another 20% seeing no effect on the community). That being said, we should repeat that the health and vitality of businesses in these communities did not seem affected one way or the other by the Road Diet implementation. Thus, if the City of Danville decides to recommend a Road Diet to KYTC, local businesses and the economy may not be strongly affected, citizen and pedestrian safety may improve, but business owners (and possibly other citizens as well) may nonetheless be unhappy with the results.

**APPENDIX A: SURVEY SCRIPT FOR BUSINESS OWNERS/MANAGERS –
ELIZABETHTOWN AND GEORGETOWN**

Hello! Could I please speak to the business owner or business manager in charge?

Hello! My name is _____ and I'm a student at Centre College in Danville, Kentucky. Our class is participating in a project to assess the opinions of business owners and business managers in some of the surrounding communities here in Kentucky. We'd like to know if you'd be willing to help us by answering a few questions about your business -- it should only take a few minutes. Is right now a good time?

IF YES - Great!

IF NO - No problem. When would be a good time to call back? (SCHEDULE A CALL-BACK TIME – get the specific name of the owner/manager in charge if needed)

***IF ASKED OR IF RESPONDENT IS HESITANT** - this is for a political science class project at Centre College. We're partnering with the City of Danville to do an analysis of the effect of the recent "Road Diet" in your community a few years ago – when [Dixie Highway / Broadway St. and Main Street] was restriped to change the number of car lanes. Your participation is very important and valued.*

***IF ASKED** - We're doing this project because Danville is considering restriping their Main Street like your community did a few years ago and we're trying to find out the effects it has had on other communities.*

We'd like to ask you a few questions about the recent "Road Diet" change in your community. When we say "Road Diet" we're referring to the time when [Dixie Highway 31 West / Dixie Highway / Broadway St. and Main Street] was restriped to change the number of driving lanes and to add bike lanes. Do you remember when that happened a few years back? [YES/NO]

IF YES - Great. Let's get started. This should only take a few minutes.

IF NO – A few years ago the driving lanes on [Dixie Highway 31 West / Broadway St. and Main St.] were restriped and bike lanes were added. We'd like to know your impressions of how that affected your business. Would you be able to answer a few quick questions about that? Great.

1. Generally speaking, would you say that the Road Diet has been very good, somewhat good, somewhat bad, very bad for your business, or has it had no effect?
 1. Very good
 2. Somewhat good
 3. Somewhat bad
 4. Very bad
 5. No effect

2. Generally speaking, would you say that your overall volume of business has gone up a lot, gone up a little, gone down a little, or gone down a lot as a result of the Road Diet, or has it had no effect?
 1. Gone up a lot
 2. Gone up a little
 3. Gone down a little
 4. Gone down a lot
 5. No effect

3. Would you say that the overall number of customers to your business has gone up a lot, gone up a little, gone down a little, or gone down a lot as a result of the Road Diet, or has it had no effect?
 1. Gone up a lot
 2. Gone up a little
 3. Gone down a little
 4. Gone down a lot
 5. No effect

4. Generally speaking, would you say that your customers perceive that access to your business is safe? (IF ASKED, EXPLAIN THAT THIS INCLUDES PARKING, WALKING ON THE SIDEWALKS TO APPROACH THE BUSINESS, ETC.) – *enter the number closest to their answer:*
 1. Yes
 2. No
 3. Neutral

5. In your opinion, is customer access to your business better or worse off as a result of the Road Diet, or has it had no effect?
 1. Better off
 2. Worse off
 3. No effect

6. In your opinion, did the Road Diet make it more or less difficult for customers to park their cars to access your business, or did it have no effect?
 1. More difficult
 2. Less difficult
 3. No effect

7. In your opinion, did the Road Diet make it more or less convenient for truck deliveries to be made to your business, or has it had no effect?
 1. More convenient
 2. Less convenient
 3. No effect

8. Regardless of its effect, before the Road Diet happened did you think that it would have a positive or negative effect on your business, or did you think that it wouldn't affect your business one way or the other?
 1. Positive effect
 2. Negative effect
 3. No effect either way

9. Generally speaking, do you think that the Road Diet has had a very positive, slightly positive, slightly negative, or very negative effect on your community as a whole, or has it not made a difference either way?
 1. Very positive
 2. Slightly positive
 3. Slightly negative
 4. Very negative
 5. No difference

10. Going forward from here, do you think that the Road Diet is going to affect your business one way or another, either to help a lot, help a little, hurt a little, or hurt a lot? Or do you think that it will have no effect?
 1. Help a lot
 2. Help a little
 3. Hurt a little
 4. Hurt a lot
 5. No effect

Thank you very much. We have just a few more questions about your business. We're almost done!

1. About how long has your business been located at its present location? (*JUST RECORD THE NUMBER OF YEARS*)

2. Do delivery trucks have rear access to your business or are deliveries made from the street (or other)?
 1. Rear access
 2. Made from the street
 3. Other (write in their answer if they say “other”)

3. From what you can observe, where do your customers usually park? 1) on the road/street in front of your business, 2) in off-street car lots, 3) local parking garages, etc., 4) other?
 1. On the road/street in front of your business
 2. In off-street car lots
 3. Local parking garages
 4. Other (write in their answer if they say “other”)

4. What type of parking is available for your business? For example, do you have 10 minute parking, 20 minute parking, etc.? (*WRITE WHATEVER ANSWER THEY GIVE ON THE SPREADSHEET*)
 5. [IF PARKING IS AVAILABLE] Is the parking enforced?

6. Do you have any other comments or input about how you think the Road Diet has affected your business? (*WRITE WHATEVER ANSWER THEY GIVE ON THE SPREADSHEET*)

Thank you very much for your time! We appreciate your assistance with this project.

APPENDIX B – COMPLETE SURVEY RESPONSES

Business address	Business phone number	Who did you talk to? (Owner, business manager, title, name, etc.)	Generally speaking, would you say that the Road Diet has been very good, somewhat good, somewhat bad, very bad for your business, or has it had no effect?	gone up a little, gone down a little, or gone down a lot as a result of the Road Diet, or has it had no effect?	Would you say that the overall number of customers to your business has gone up a lot, gone up a little, gone down a little, or gone down a lot as a result of the Road Diet, or has it had no effect?	Generally speaking, would you say that your customers perceive that access to your business is safe? (IF ASKED, EXPLAIN THAT THIS INCLUDES PARKING, WALKING ON THE SIDEWALKS TO APPROACH THE BUSINESS, ETC.)	In your opinion, is customer access to your business better or worse off as a result of the Road Diet, or has it had no effect?	In your opinion, did the Road Diet make it more or less difficult for customers to park their cars to access your business, or did it have no effect?	In your opinion, did the Road Diet make it more or less convenient for truck deliveries to be made to your business, or has it had no effect?	Regardless of its effect, before the Road Diet happened did you think that it would have a positive or negative effect on your business, or did you think that it wouldn't affect your business one way or the other?	Generally speaking, do you think that the Road Diet has had a very positive, slightly positive, slightly negative, or very negative effect on your community as a whole, or has it not made a difference either way?	Going forward from here, do you think that the Road Diet is going to affect your business one way or another, either to help a lot, help a little, hurt a little, or hurt a lot? Or do you think that it will have no effect?	About how long has your business been located at its present location? (JUST RECORD THE NUMBER OF YEARS)	Do delivery trucks have rear access to your business or are deliveries made from the street (or other)?	From what you can observe, where do your customers usually park? 1) on the road/street in front of your business, 2) in off-street car lots, 3) local parking garages, etc., 4) other?	What type of parking is available for your business? For example, do you have 10 minute parking, 20 minute parking, etc.? (WRITE WHATEVER ANSWER THEY GIVE ON THE SPREADSHEET)	[IF PARKING IS AVAILABLE] Is the parking enforced?	Do you have any other comments or input about how you think the Road Diet has affected your business? (WRITE WHATEVER ANSWER THEY GIVE ON THE SPREADSHEET)
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ELIZABETHTOWN BUSINESSES

Hardin County History Museum	201 W Dixie Ave Elizabeth town KY 42701	270-763-8339	employee	No effect	No effect	No effect	Neutral	No effect	No effect	No effect	No effect	No effect	10 years	Other	4; parknglot	unlimited	no	no
Kelly Turner Counseling	240 Dixie Hwy Ave Ste 4 Elizabeth town Ky, 42701	270-491-0204	Kelly Turner (owner)	No effect	No effect	No effect	Yes	No effect	No effect	No effect	Slightly positive	No effect	2	Other; no deliveries	4; Parking lot	Unlimited	No comment	She didn't know where the road change had even happened.
Central Bank	100 W. Main St. Georgetown, Ky	(502) 570-2265	Manager	Some what bad	No effect	No effect	Yes	Worse off	More convenient	No effect	Negative effect	Slightly negative	Hurt a little	13 years	Rear access	4. Central Bank Parking lot	Free, unrestricted	No

Skytower Communications E'town Inc	233 W Dixie Ave Elizabeth town, KY 42701	(270) 737-8000	Manager (Hollie Sexton)	No effect	No effect	No effect	Yes	Better off	No effect	No effect	Positive effect	Very positive	Help a lot, aesthetics are important, so it helps the morale and safety of the community	11	Rear access & Made from street	4, side & back parking	free parking, station has own lot		
Georgetown Printing, INC.	163 E Main St.,	502-863-1320	Manager/ Owner	No effect	No effect	No effect		No effect			Negative effect	Slightly negative							
Nick Pearl Attorney at Law	104 W Dixie Ave Elizabeth town, KY 42701	(270) 737-0000	Nick Pearl (Owner)	No effect	No effect	No effect	Yes	No effect	No effect	No effect	No effect	Slightly negative	No effect	3 years at present location; 4-5 years before that in Elizabethtown	Other; he does not receive deliveries	4; Parking lot next to business	Unlimited	No comment	He does not agree with the decision, but it has not negatively affected his business
The Tacky Palette	114 W Dixie Ave Elizabeth town, KY 42701	(270) 982-2787	Owner	Some what good	Went up a lot	Gone up a little	Yes	Better off	Less convenient	No effect	Positive effect	No effect	Help a little	October of last year	Rear access and made from the street	Off-street lots	Unlimited	Not really	I think it is a good thing; it slows traffic and helps bring in more traffic flow/customers for my business
Historic State Theatre	209 W Dixie Ave Elizabeth town KY 42701	270-234-8258	owner	No effect	Went up a little	Gone up a little	Yes	No effect	More convenient	No effect	No effect	Slightly negative	No effect	13/14 years	Made from street	4; parking lot	unlimited	no	believes it has had a negative impact, has caused a lot of traffic back up
Unique Gifts & More, LLC	149 E Main Street Georgetown Ky	502-570-9866	owner	No effect	No effect	No effect	Yes	No effect	No effect	No effect	No effect	Slightly positive	No effect	11 years	Rear access	Off-street lots	unlimited	no comment	believes it has increased the safety for bicyclists in the town, has had no negative effects

Hardin Billing Service LLC	226 W Dixie Ave Elizabeth town, KY 42701	(270) -735-9953	Owner (Bob Jenkins)	No effect	No effect	N/A not a retail shop, customers do not come to store regularly	N/A but he personally does not see it as safe	No effect	No effect	No effect	No effect	Very negative	No effect	18 years	both front and rear access	Off-street lots	unlimited parking in parking lot in front of store	no comment	He believes the Road Diet was "the WORST move the community ever made." He strongly advocates that we not implement the system here. He says people ignore the turning lane rules and continue to try to turn while in the driving lanes. Specifically used the word "fiasco" when describing the Road Diet. Says between the hours of 3-6 p.m. there is a always traffic jam on the road.
Bailey's Masonry	240 W Dixie Ave Ste 200	270-765-0969	Employee ; REFUSED																
Going Places, INC.	215 E Main St	502-863-9831	Manager/ Owner NO RESPONSE																
Estate Sales Etc.	136 W Dixie Ave	270-401-9832	Manager/ Owner; REFUSED																
The Massage & Wellness Center LLC	240 W Dixie Ave Ste 5 Elizabeth town, KY 42701	(270) 505-4318	owner; REFUSED																

DJ's Antiques	124 W. Dixie Ave Elizabeth town KY 42701	(270) 723- 7734	Owner, REFUSE D																
Smart Choice Designs	240 W Dixie Ave Ste 4 Elizabeth town, KY	270- 696- 0569	REFUSE D																
Dixon Antwood Trowbridge Funeral Home	234 W Dixie Ave Elizabeth town, KY 42701	(270) 765- 2204	REFUSE D																
Baumgardner & Associates	236 W Dixie Ave, Elizabeth town, KY 42701	(270) 765- 6072	REFUSE D																
Lewis Auction Company	228 W Dixie Ave Elizabeth town, KY 42701	270- 735- 9953	REFUSE D																
Burris Insurance Agency	PO Box 845 Elizabeth town, KY	270- 765- 7774	NO RESPON SE																
Wilson and Buir Bank	250 W Dixie Ave	(270) 769- 5099	REFUSE D																
Chamber of Commerce	111 W Dixie Ave Elizabeth town KY 42701	270- 765- 4334	NO RESPON SE																
The Law Office of Cynthia T Griffin LLC	240 W Dixie Ave Ste 4 Elizabeth town, KY 42701	(270) 769- 4618	NO RESPON SE																
James Land DMD	227 E Main Street Georgetown, KY 40324	(502) 863- 9590	NO RESPON SE																
Jane B. Clay DMD	115 N Court Street	(502) 863- 1307	NO RESPON SE																

	Georgeto wn, KY 40324																	
Walker Industries Inc.	245 W. Dixie Ave #2 Elizabeth town, KY	(270) 765- 4006	NO RESPON SE															
Back Home Inc.	251 W. Dixie Ave Elizabeth town KY	(270) 769- 2800	NO RESPON SE															
Esesntial Medical Associates	112 N Main Stree Elizabeth town KY	(270) 877- 2695	NO RESPON SE															
Quick and Coleman Attorneys	128 W. Dixie Ave Elizabeth town, KY 42701	(270) 765- 4112	NO RESPON SE															
Crossroads Baptist Curch	PO Box 2601 Elizabeth town, KY 42702	(270) 401- 9737	NO RESPON SE															Left multiple messages, no one ever answered or called back
The Cecilian Bank Operations Center	227 W Dixie Ave Elizabeth town, KY 42701		NO RESPON SE															
The Denture Center	238 W Dixie Ave, Elizabeth town, KY 42701	(270) 765- 4162	NO RESPON SE															
KY Utilities	242 W Dixie Ave	800 981 0600	NO RESPON SE															
Visual Image Hair Salon	218 W Dixie Ave	270 769 5722	NO RESPON SE															
Burris Insurance Agency	240 W. Dixie Ave Ste 1	(270) 765- 7774	NO RESPON SE															
Roger Rigney Attorney	40 Public Square	(270) 769- 3246	NO RESPON SE															
Smart Choice Designs	240 W Dixie Ave Ste 4	(270) 696- 0569	NO RESPON SE															

GEORGETOWN BUSINESSES

Gretchen's Enterprises	136 W Main Street	502-863-2538	Co-Owner once, not for long	Some what bad										Since 1981 (through own research)					No real comments or concerns. Did not answer all the questions directly, some answers are inferred.
United Bank	200 E Main Street	502-863-2393	Debby	Very bad	No effect	No effect	Yes	No effect	No effect	No effect	No effect	Very negative	No effect	40 years	Rear access	Road in front of business	Street parking		Strongly advises Danville to keep current road plan. Believes Road Diet has greatly increased traffic and was the worst thing that has happened to the community.
Hair Decision & Tanning Salon	137 E Main Street	502-867-9998	Employee answered and told me to call back at later time. Then, no response	Some what bad	No effect	No effect	Neutral							11 years (through own research)					told me they would call back at a later time; No response & I left a message
HNH Financial Services	158 E Main Street	502-863-0801	Financial Advisor	Some what good	Went up a lot	Gone up a lot	Neutral	No effect	Less convenient	More convenient	Negative effect	Slightly negative	Help a little	Over 40 years		Road in front of business	Street	No	None
Whitaker Bank, Inc.	101 E Main Street	502-863-0111	Joe Arnold (Exec Vice President)	Some what bad	No effect	No effect	Neutral	Worse off	More convenient	No effect	Negative effect	Slightly negative	Hurt a little	Over 50 years	Made from business parking lot	Off-street lots	Unlimited parking for customers	Not really	The Road Diet increased traffic in the downtown area, and has made it harder to drive throughout downtown. Traffic flow is

																			at its worst during school drop off and pickup
Pawnco Management LLC	130 N Broadway	502-868-9667	Seth - Manager	Some what bad	No effect	No effect	Yes	No effect	No effect	No effect	Negative effect	No effect - waste of money	No effect	4 years under current	Rear	Few spots in front as well as a parking lot in the back, shared with the dentition center	Street parking and lot in the back. Unlimited	No	
Lewis & Cravern Jewelers	136 E. Main Street	502-863-2129	Sherry Lewis (Owner)	No effect	No effect	No effect	Yes	No effect	No effect	No effect	Negative effect	Slightly negative	No effect	53		Some street parking	Street Parking	Yes	"It didn't effect my business at all, the only change is that it "takes longer to get to my mothers house"
Subway	100 E Main Street	502-867-0900	NO RESPONSE																
Lock & Key Cafe	201 E Main Street	502-370-4661	NO RESPONSE																
Between Friends	124 E Main Street	(502) 868-5446	NO RESPONSE																
Hockensmith Photographes	146 E Main Street	502-863-2299	NO RESPONSE																
Steel Curtain Enterprises (Galvins)	135 E Main Street	502-863-1909	NO RESPONSE																
Suff Furniture Co, Inc.	228 E Main Street	502-863-1422	NO RESPONSE																
Welch and Company CPAs	102 E Main Street	(502) 863-9359	NO RESPONSE																

Fava's of Georgetown	159 E Main Street	502-863-4383	NO RESPON SE															
Georgetown Antique Mall	124 W Main Street	502-836-1275	NO RESPON SE															

