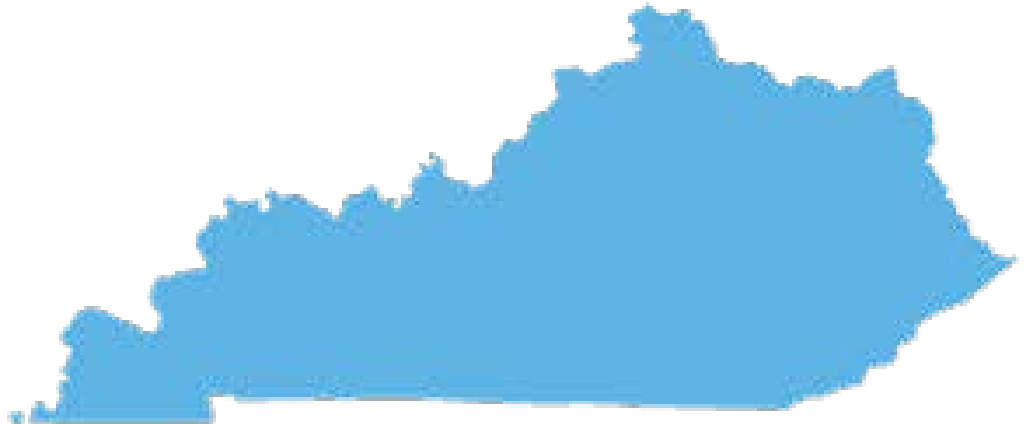


TEAM KENTUCKY



ITEM NO. 07-00464.00

This is your chance to
give detailed feedback on
the project area corridor
and talk to the project
team about potential
improvements.

US 27 NORTH
BROADWAY
COMPLETE STREET STUDY

WELCOME TO THE OPEN HOUSE

Tuesday, August 11, 2026

5:00 pm – 7:00 pm at

Dunbar Community Center Gym



STUDY OVERVIEW

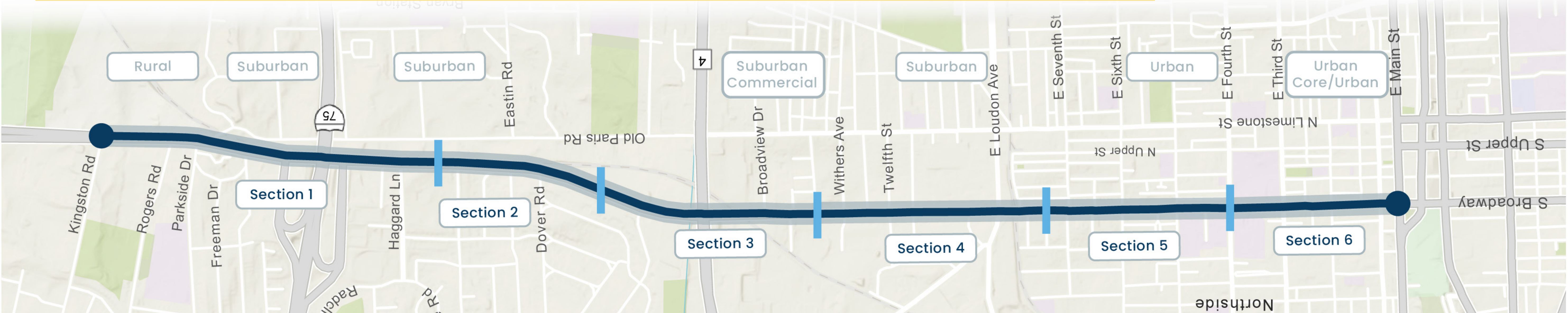
WHERE IS THIS STUDY & WHY IS IT NEEDED?

This study focuses on North Broadway (US 27) between Kingston Road and Main Street — a state-maintained corridor. The area is mostly residential and shifts from rural to downtown, with many pedestrians and transit users. Over the past five years, North Broadway has averaged one fatal and four serious injury crashes annually. About half of the fatal crashes and nearly a third of serious injuries involved pedestrians or bicyclists, who are more vulnerable due to limited protection. The goal is to improve safety and accessibility for everyone using a Complete Streets approach. The study includes identifying short- and long-term safety upgrades and adding infrastructure to support walking, biking, and public transit.



PARTICIPATE ONLINE

Fill out our public survey online by scanning the QR code or visiting:
www.engagekytc.com/us-27-complete-street-study



PAST STUDIES

LEXINGTON - FAYETTE SAFETY ACTION PLAN (2023)

KEY RESULTS:

In a 5-year period (2015-2019), the section of North Broadway between W 6th Street and Northland Drive saw 471 crashes. Of these crashes, 16 resulted in either serious injuries or fatalities.

North Broadway was ranked first of 30 corridors prioritized for safety improvements. New Circle Road was ranked as the second priority.

WHAT IS A COMPLETE STREET?

Complete streets are designed with the safety and comfort of everyone in mind — whether they're walking, biking, driving, or taking transit. The way a complete street looks and functions can change depending on the surrounding area, who is using the street, how they travel, and how the street fits into the overall transportation network.

How Can We Make North Broadway Safer?

Various design considerations / potential strategies will be considered to address the safety and function issues for all users along North Broadway.



Potential Pedestrian & Bike Design Considerations



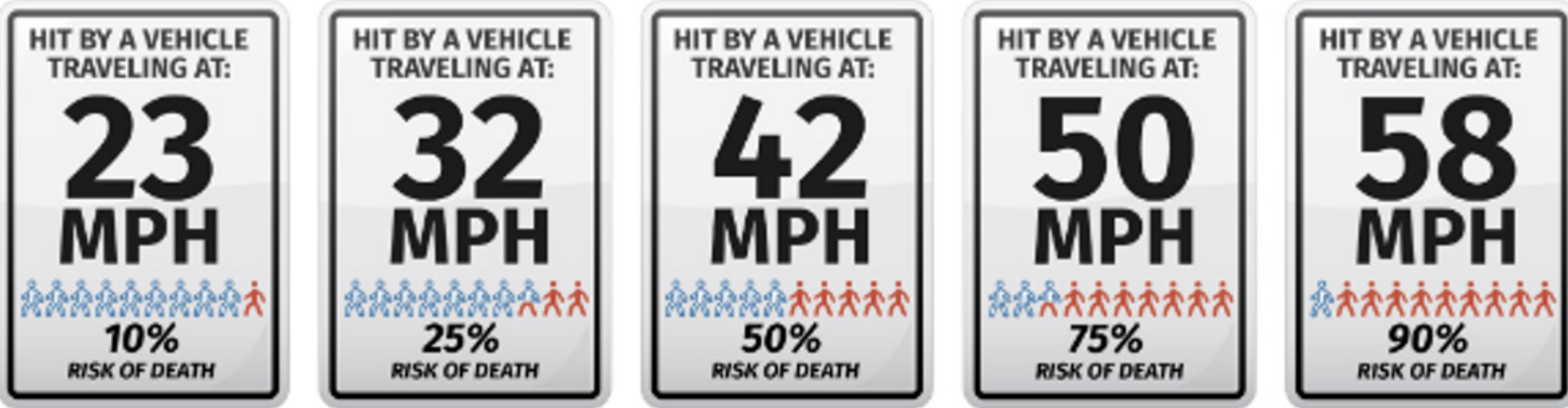
Potential Transit Design Considerations



Potential Vehicle Design Considerations

SPEED VS SAFETY

Speed and crash severity are directly related. The higher the speed, the increased probability of injury or fatality in both car and non-car users. The below graphic shows the risk of death for a pedestrian or bicyclist when hit by a vehicle at different speeds. Pedestrians and bicyclists have little defense in vehicular crashes that is why they are Vulnerable Road Users.



SOURCE: AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death

BENEFIT COST ANALYSIS (BCA)

A **Benefit Cost Analysis (BCA)** helps the United States Department of Transportation (USDOT) compare the expected benefits and costs of potential infrastructure projects. It estimates the benefits a project may provide and expresses many of them in dollar values to compare projects consistently across the country. The majority of the benefits do not result in direct savings but include overall societal benefits like fewer crashes, reduced travel time, improved health, and better conditions for people walking or biking.

For more information, see: <https://www.transportation.gov/mission/office-secretary/office-policy/transportation-policy/benefit-cost-analysis-guidance>.

SECTION 1

CONCEPT A

KINGSTON TO
HAGGARD

Rural and Suburban
Context

PUBLIC COMMENT
CONSIDERATIONS



16 of 18

Comments focused on vehicular **concerns**
such as congestion and
difficult or hazardous left-
turn movements



PUBLIC
COMMENT

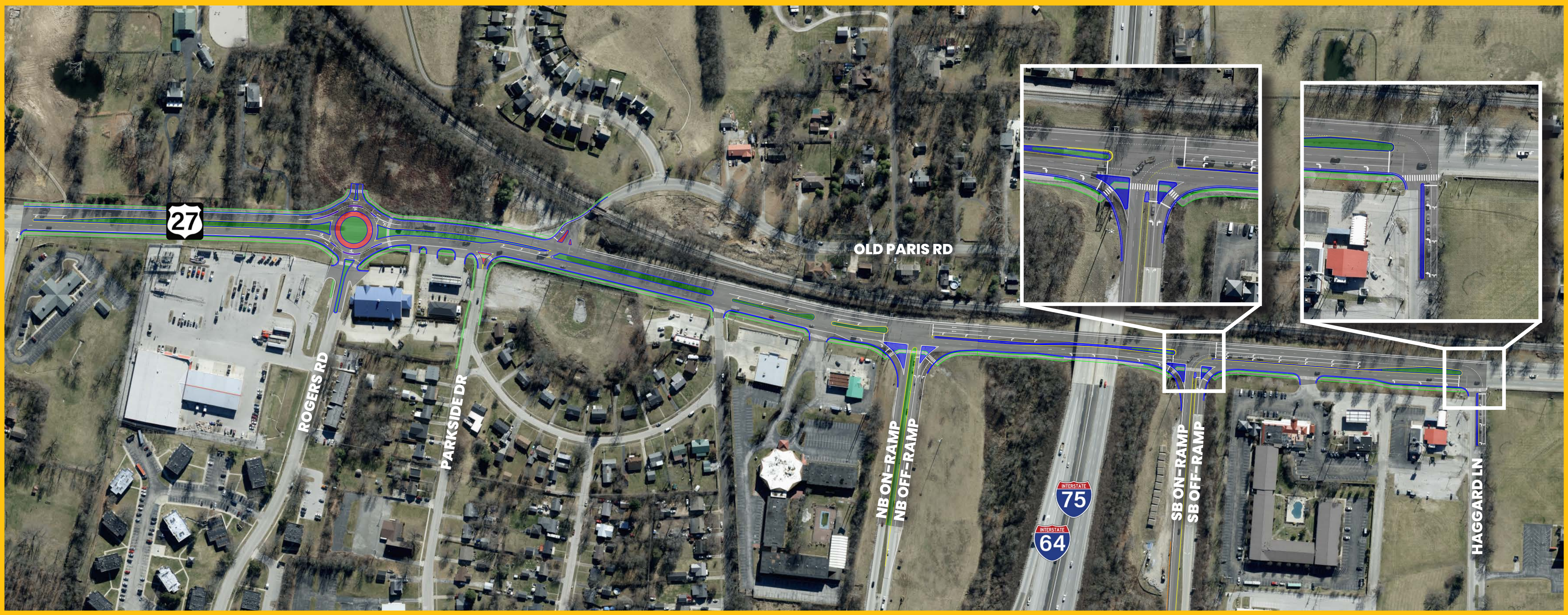
*"If there was a mutli use path
or protected bike lane, I would
bike to town from Joyland
neighborhood."*



Did you know?



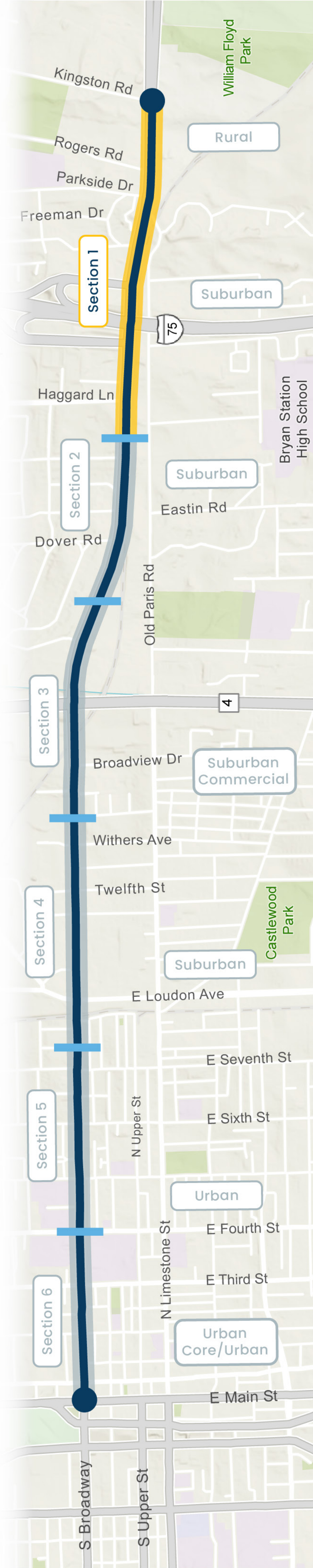
Paris Pike was one of
the first context specific
roadway designs in
Kentucky.



CONCEPT DESCRIPTION	CONCEPT CONSIDERATIONS	COST	BENEFIT
This concept eliminates left-turn conflicts at Rodgers Road and reduces left-turn conflicts at Old Paris Road. It also increases left-turn capacity to the southbound interstate ramp and provides pedestrian and bicycle connectivity throughout. This concept features: - Reconfigured approach lanes at Haggard Lane with increased left turn capacity reduces travel time between Old Paris Road and Haggard Lane - A roundabout at Rogers Road to slow speeds and transition drivers from a rural context to a suburban context - A shared use path throughout the section and sidewalk connection to Old Paris Road. - Provides pedestrian and bicycle refuge islands across interstate intersections, which also serve the additional purpose of reducing the opportunities for wrong-way drivers - Green medians to beautify corridor, limit access points, and reduce left turn conflicts	The proximity to Paris Pike makes this section susceptible to high speeds during off-peak periods while the interstate ramps create long traffic queues during peak periods. This concept focuses on providing a cost-effective option for these concerns. Additional considerations include: - Traffic queues currently extend from the interstate ramp through the Haggard intersection, restricting access into and out of the Marlboro/Radcliffe neighborhood - Avoids impact to railroad right-of-way	- Design: \$670,000 - Right of Way: \$1,040,000 - Utilities: \$200,000 - Construction: \$6,640,000 - TOTAL COST: \$8,550,000	- Crash Reduction: \$7,700,100 - Travel Time Savings: \$5,664,700 - Health & Amenity: \$4,642,700 - Reduced Maintenance: \$829,050 - TOTAL BENEFITS: \$18,836,550



Old Paris Road at US 27



SECTION 1

CONCEPT B

KINGSTON TO
HAGGARD

Suburban
Classification

PUBLIC COMMENT
CONSIDERATIONS



16 of 18

Comments focused on vehicular **concerns** such as congestion and difficult or hazardous left-turn movements

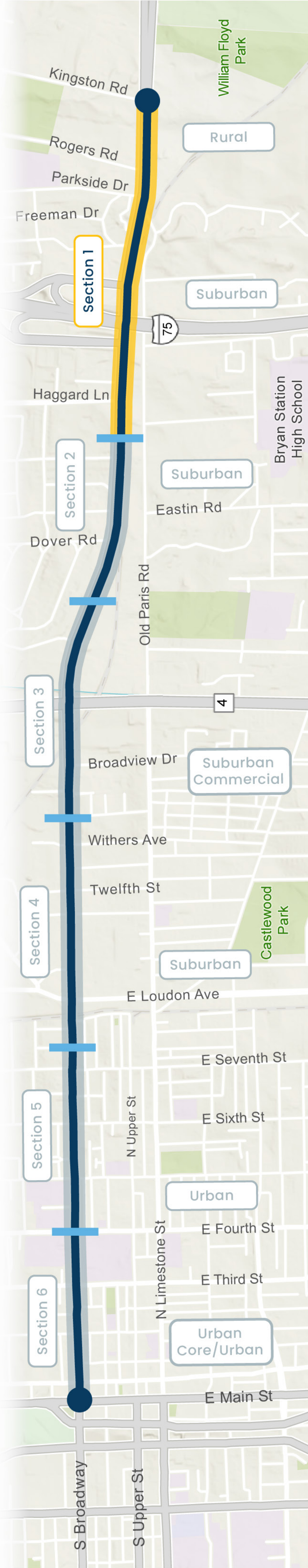


PUBLIC
COMMENT

“Too much traffic around 3 pm. North Broadway traffic wanting to go I-75S blocks the intersection at Haggard and other streets that exit Elkhorn park and blue ridge neighborhoods. No safe way out of the neighborhood to go north.”

Did you know?

The **Lexington Safety Action Plan** ranked the Haggard Lane intersection as the **27th priority intersection** in the Lexington-Fayette County area for safety improvements. This concept implements roundabouts that have fewer conflict points and provide continuous flow at slower speeds which result in fewer fatal or serious injury crashes.



CONCEPT DESCRIPTION

This concept nearly eliminates left-turn conflict points within the section, leaving only two left turn movements from US 27. Using a series of roundabouts creates more consistent operating expectations for users and further reduces the likelihood of wrong-way movements onto interstate ramps. This concept features:

- ▶ Roundabouts at both interstate intersections to improve traffic flow and further reduce potential for wrong way drivers on interstate
- ▶ A roundabout at Haggard Lane to improve neighborhood access, reduces travel time between Old Paris Road and Haggard Lane, and remove left turn conflicts
- ▶ A roundabout at Rogers Road to slow speeds and transition drivers from a rural context to a suburban context
- ▶ A shared use path throughout the section and sidewalk connection to Old Paris Road
- ▶ Green medians to beautify corridor, limit access points, and reduce left turn conflicts

CONCEPT CONSIDERATIONS

The proximity to Paris Pike makes this section susceptible to high speeds during off-peak periods while the interstate ramps create long traffic queues during peak periods. Additional considerations include:

- ▶ Roundabouts shifted to the west minimize railroad right-of-way impacts while providing more traffic calming adjacent to vulnerable road users.
- ▶ Roundabouts provide enhanced opportunities for beautification along the corridor.

COST

- ▶ **Design:**
\$1,090,000
- ▶ **Right of Way:**
\$2,250,000
- ▶ **Utilities:**
\$400,000
- ▶ **Construction:**
\$10,830,000
- ▶ **TOTAL COST:**
\$14,570,000

BENEFIT

- ▶ **Crash Reduction:**
\$8,506,400
- ▶ **Travel Time Savings:**
\$10,174,500
- ▶ **Health & Amenity:**
\$4,871,900
- ▶ **Reduced Maintenance:**
\$1,243,000
- ▶ **TOTAL BENEFITS:**
\$24,795,800

WRONG WAY COLLISIONS ON INTERSTATES
IN KYTC DISTRICT 7

	2016	2017	2018	2019	2021	2022	2023	2025	TOTAL
I-64	2	1				1		1	5
I-75	1	2	4	1	2		3		13
TOTAL	3	3	4	1	2	1	3	1	18

18

COLLISIONS

15

FATALITIES

6

SERIOUS INJURIES

4

NONSERIOUS INJURIES

SUMMARY

SECTION 2

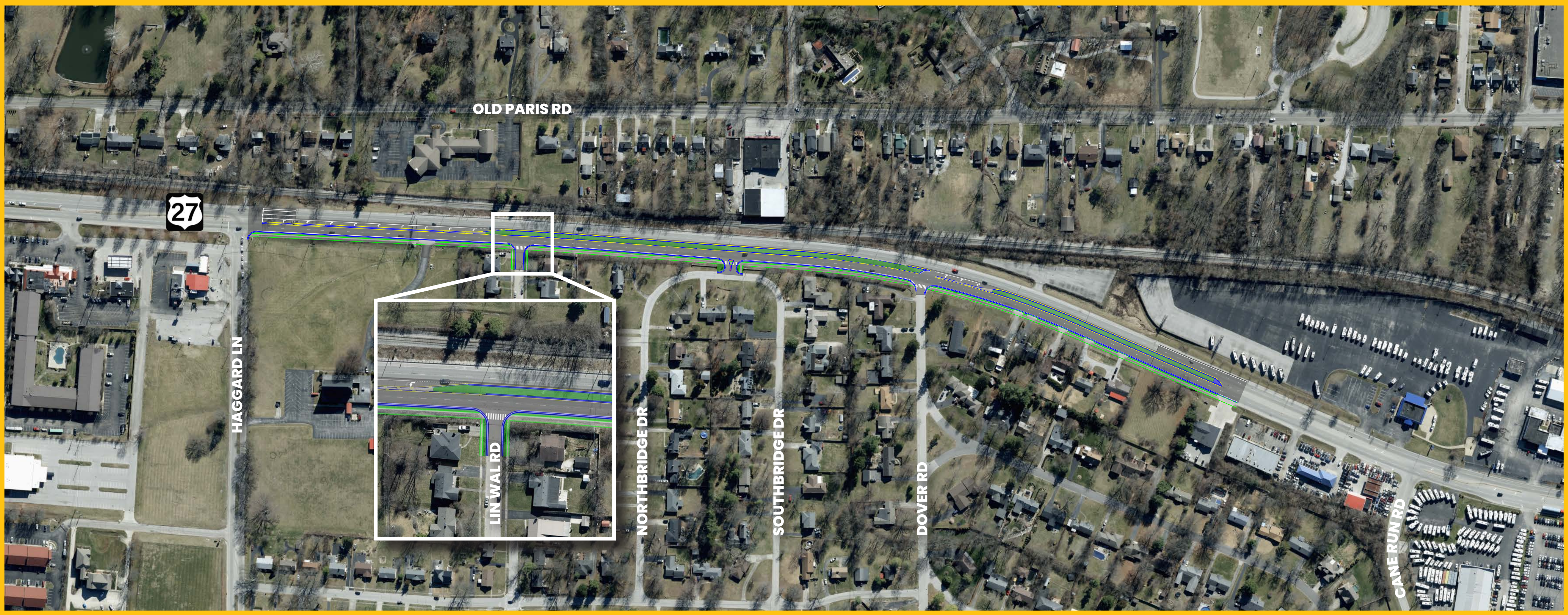
CONCEPT A

HAGGARD TO CAVE RUN

Suburban Classification

PUBLIC COMMENT CONSIDERATIONS

Public comments for this section included four responses, two of which focused on vulnerable road user concerns, specifically the absence of sidewalks and discomfort associated with existing bicycle conditions.



CONCEPT DESCRIPTION

This concept beautifies the corridor while also addressing existing access issues related to interstate traffic. It also provides a separated facility for bicycles and pedestrians along an otherwise vehicular-centric section. This concept features:

- Replacement of existing concrete medians with landscaped green medians
- Increased left-turn lane storage onto Hagard Drive
- Access control to limit left-turn conflicts that are more susceptible to fatal and serious injury crashes
- A shared-use path on west side of roadway that connects adjacent neighborhoods to planned and existing path facilities

CONCEPT CONSIDERATIONS

This concept reinforces the corridor identity established by the preceding Paris Pike corridor with the landscaped median treatment. Additional considerations include:

- Adding curb and gutter provides physical separation between vehicles and vulnerable road users and helps to reduce vehicle travel speeds.
- The landscaped medians allow for expanding the LFUCG Corridor Commission’s greening initiative.
- Converting roadside ditches to a curbed section requires additional drainage infrastructure.



COST

- **Design:** \$340,000
- **Right of Way:** \$280,000
- **Utilities:** \$100,000
- **Construction:** \$3,340,000
- **TOTAL COST:** \$4,060,000

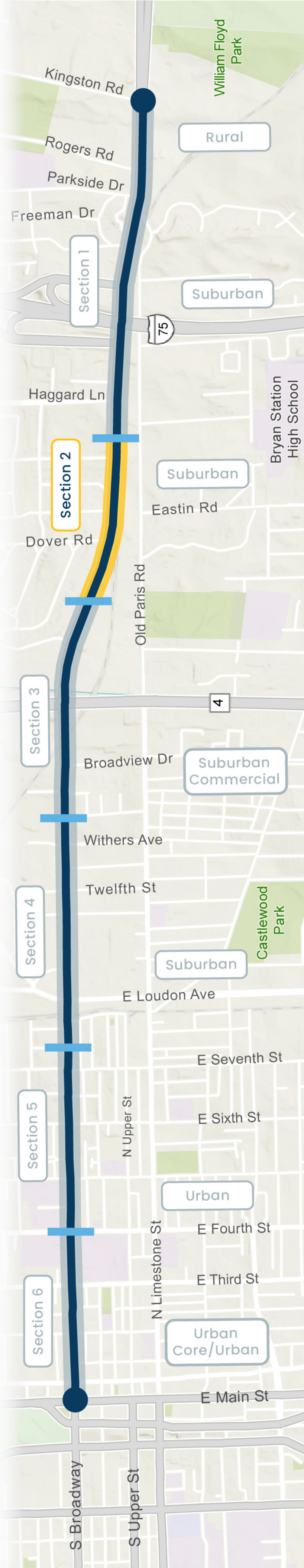
BENEFIT

- **Crash Reduction:** \$1,095,400
- **Travel Time Savings:** \$0
- **Health & Amenity:** \$4,691,200
- **Reduced Maintenance:** \$507,450
- **TOTAL BENEFITS:** \$6,294,050

Did you know?



The corridor commission recently implemented a small conversion from concrete median to green median



SECTION 3

CONCEPT A

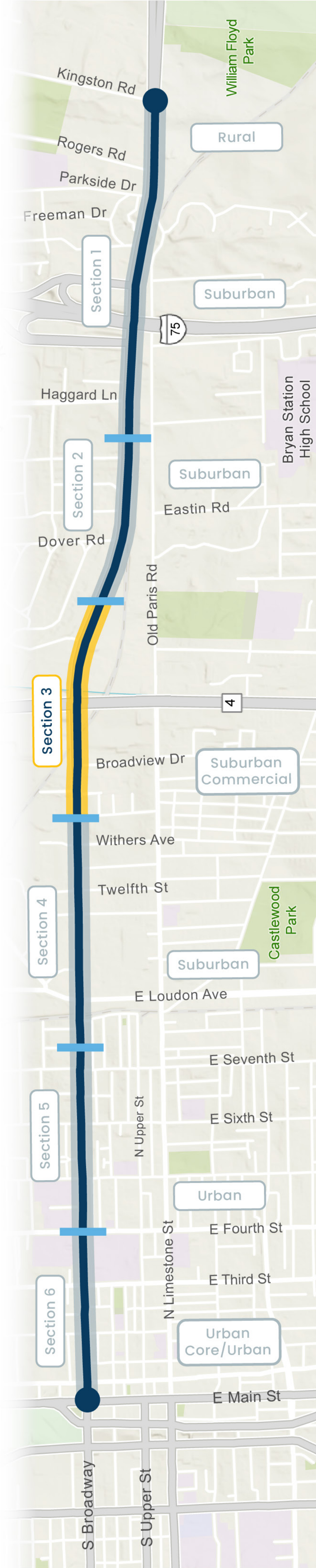
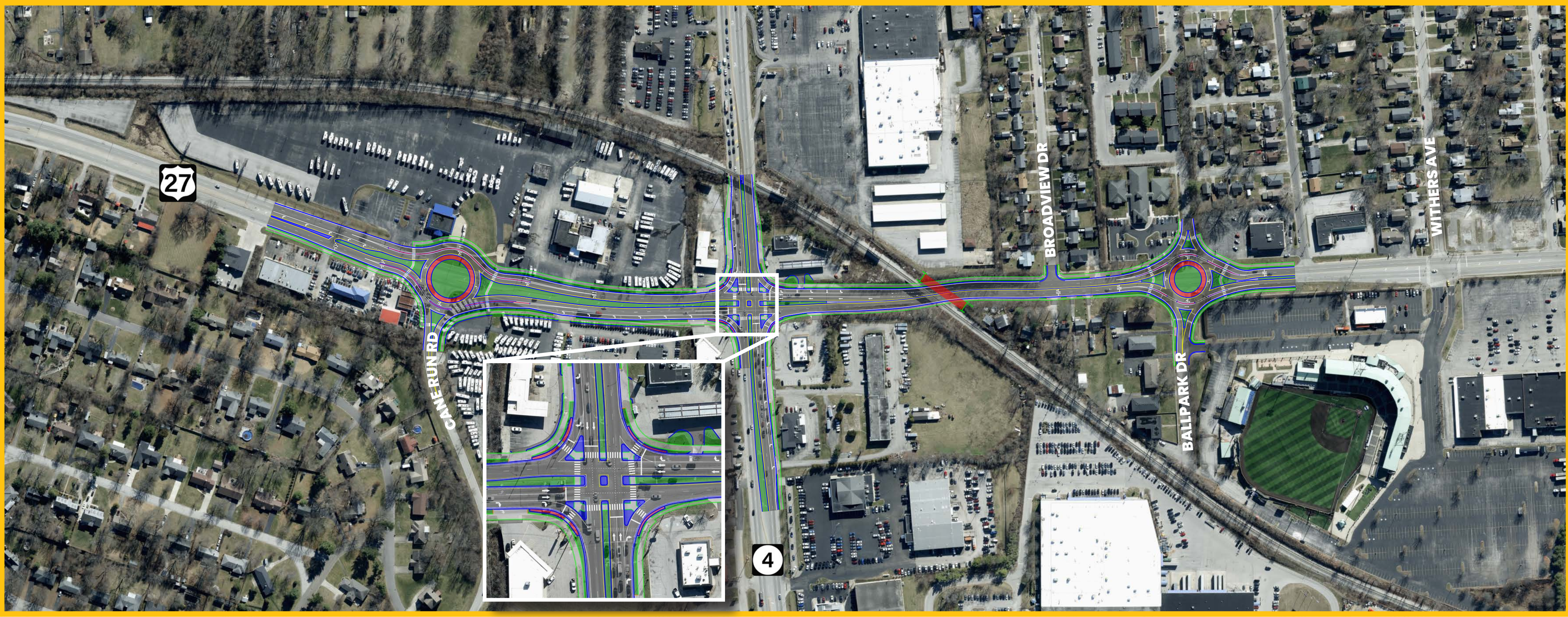
CANE RUN TO
BALLPARK

Suburban Commercial
Classification

PUBLIC COMMENT
CONSIDERATIONS

Public input characterized this location as one of the most problematic intersections in Lexington.

Additional comments noted the lack of pedestrian access beneath the railroad bridge.



CONCEPT DESCRIPTION

This concept implements an alternative intersection to address the need for both multimodal and vehicular access within this section. This concept includes:

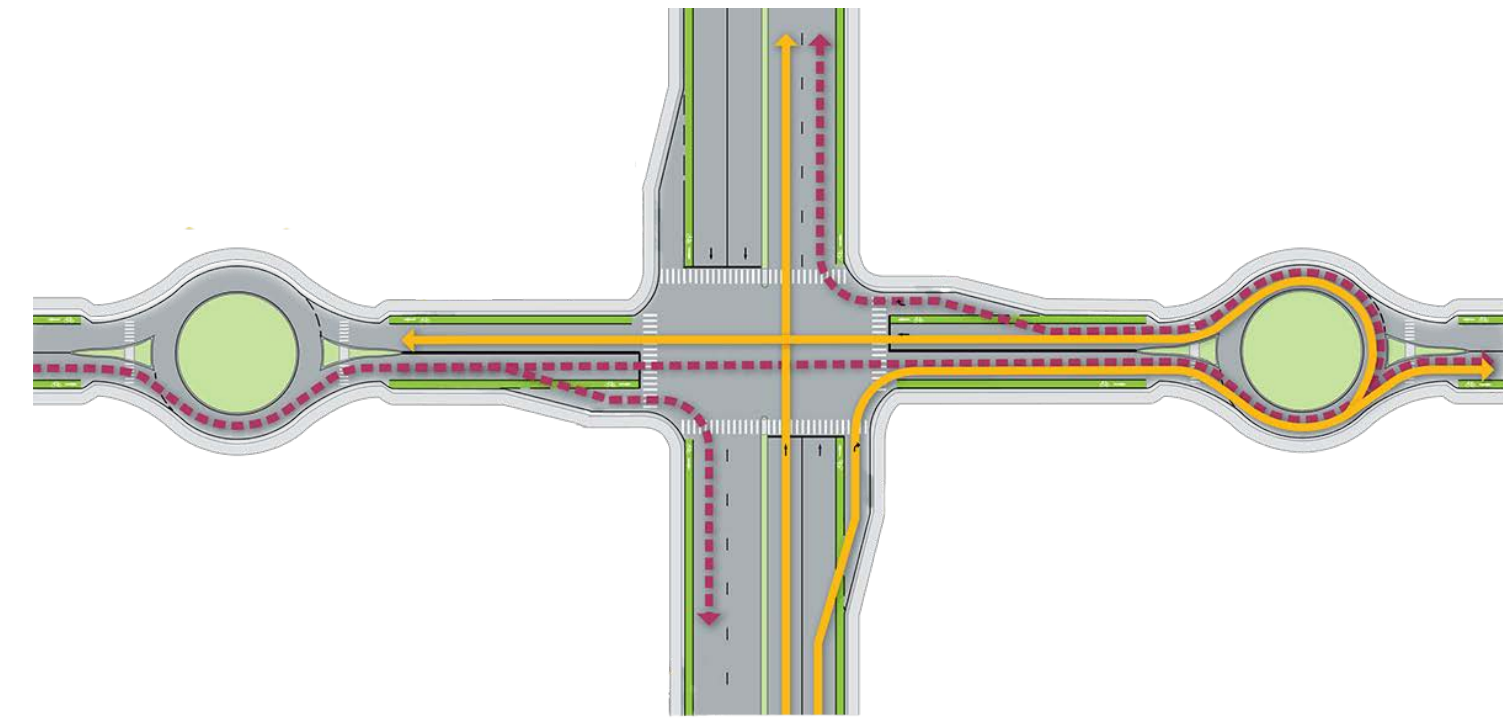
- › A bowtie intersection at New Circle Road, consisting of roundabouts at the Ballpark Drive and Cane Run Road intersections
- › Removal of all left-turn conflicts within the section
- › Reduction in signal phases, which increases green time while mitigating intersection delay
- › Connections to planned shared use paths on North Broadway and New Circle Road
- › Pedestrian refuge islands in New Circle Road intersection that shorten the length of pedestrian crossings

CONCEPT CONSIDERATIONS

This concept responds to substantial evening peak congestion along this section caused by high vehicular demand on New Circle Road. Other considerations include:

- › A high need for pedestrian and bicycle access is present along New Circle Road
- › Railroad alignment and bridges limit the feasibility of intersection reconfiguration options.

NAVIGATING A BOWTIE CANE RUN ROAD TO BALLPARK DRIVE



COST

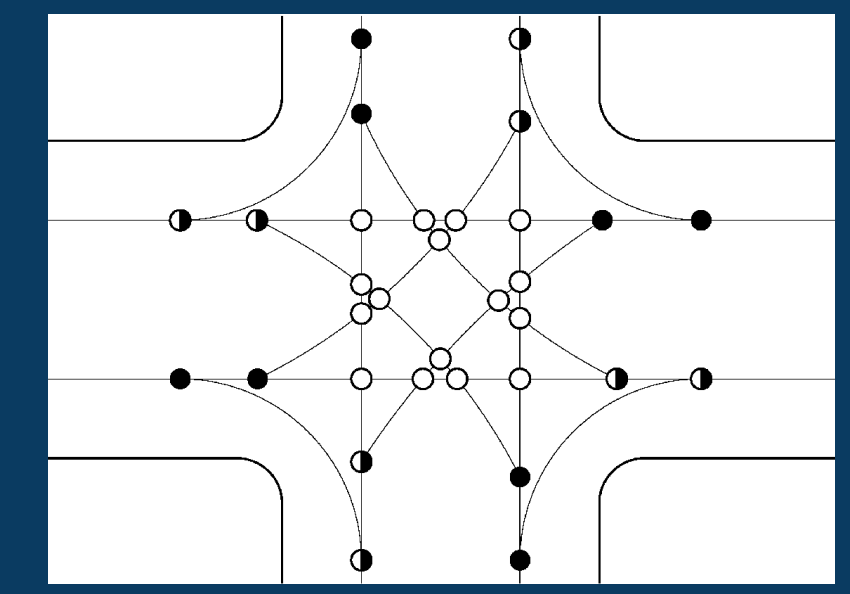
- › **Design:**
\$850,000
- › **Right of Way:**
\$3,840,000
- › **Utilities:**
\$300,000
- › **Construction:**
\$8,410,000
- › **TOTAL COST:**
\$13,400,000

BENEFIT

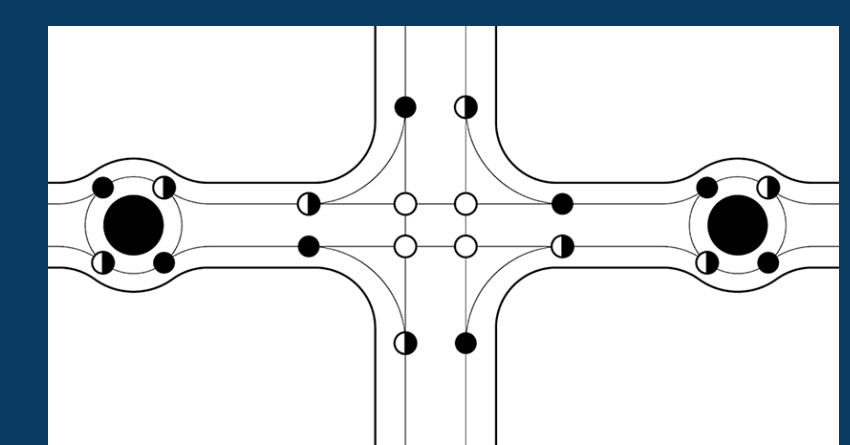
- › **Crash Reduction:**
\$5,768,100
- › **Travel Time Savings:**
\$23,128,400
- › **Health & Amenity:**
\$4,917,000
- › **Reduced Maintenance:**
\$421,400
- › **TOTAL BENEFITS:**
\$34,234,900

Did you know?

Conventional Intersection:
Conflict Points



Bowtie: Conflict Points



Images: Virginia Dept. of Transportation

Bowtie intersections reduce crossing conflict points from 16 to 4.

This intersection has been identified in the bottleneck study

SECTION 3

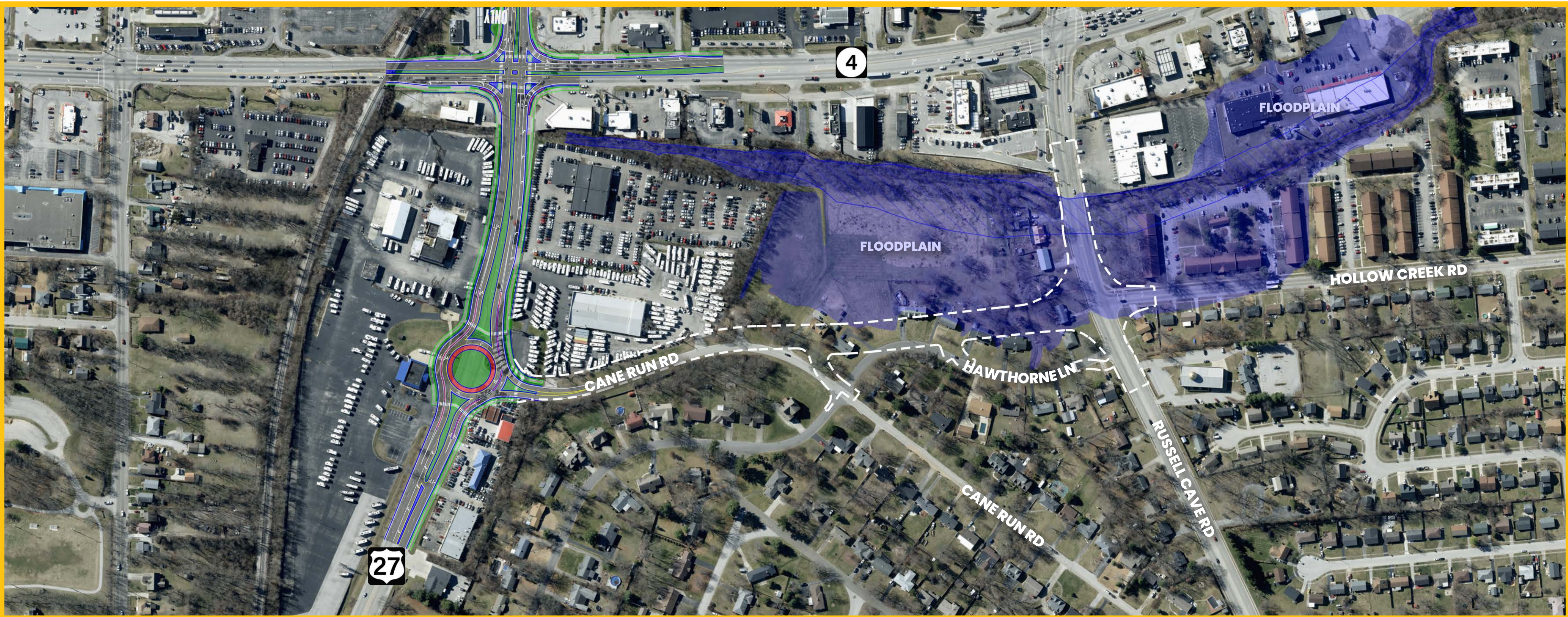
CONCEPT A+

CANE RUN TO RUSSELL CAVE

Suburban
Classification

PUBLIC COMMENT
CONSIDERATIONS

The Russell Cave Road and New Circle Road area has generated substantial public comment during project meetings and through online engagement. Especially between New Circle Road and Hollow Creek Road.



CONCEPT DESCRIPTION

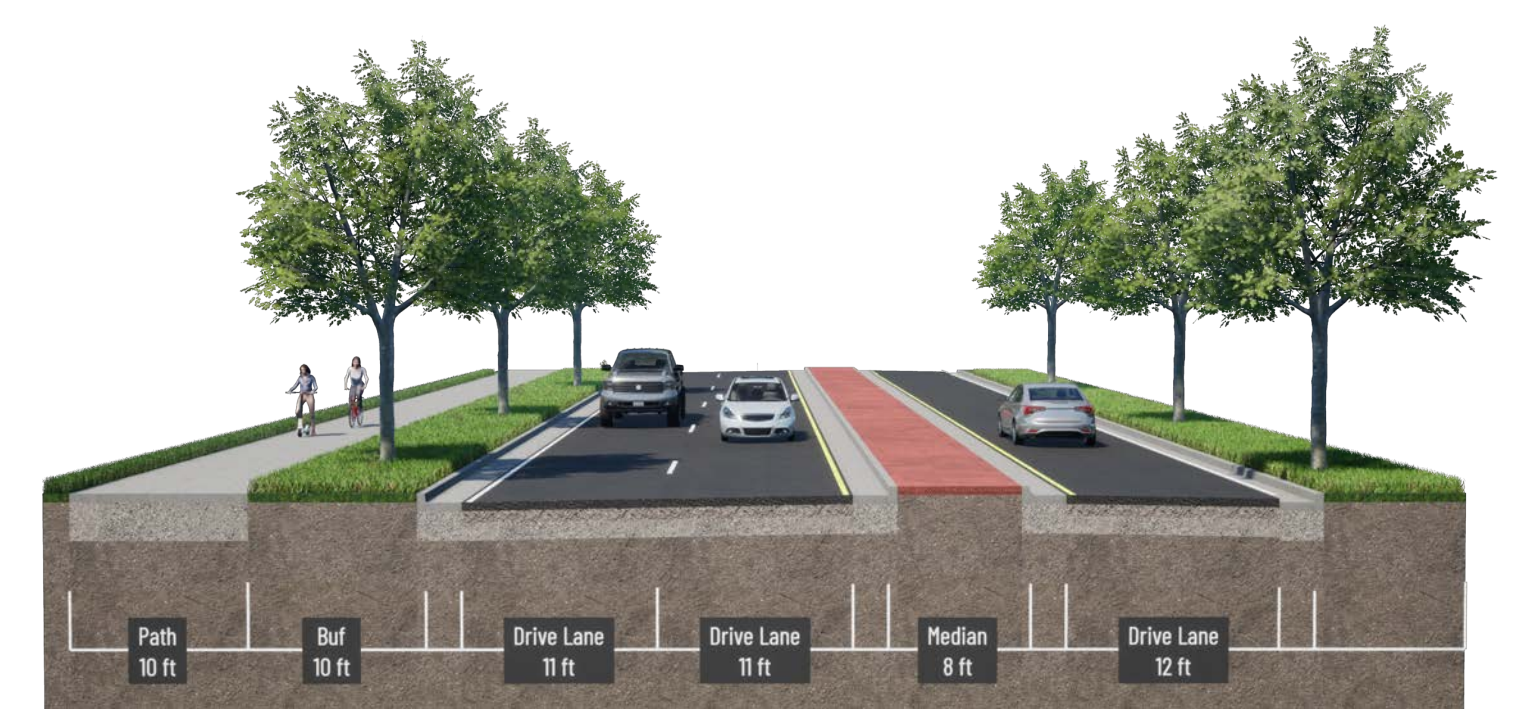
This concept works in conjunction with Section 3 Concept A to decrease congestion and further improve traffic flow at the US 27 and New Circle Road intersection. This concept features:

- › A roundabout at the intersection of Russell Cave Road and the Hollow Creek Road extension
- › Decreased congestion and improved traffic flow at US 27 and New Circle Road intersection
- › Eliminates the left turn movements between Hollow Creek and New Circle Road
- › Direct neighborhood access to Russell Cave Road and across New Circle Road
- › Improved neighborhood access to Elkhorn Park through a shared-use path connection
- › Potential for future multimodal improvements along Russell Cave Road by converting to a three-lane section at the roundabout

CONCEPT CONSIDERATIONS

This concept requires full acquisition and relocation of 9 to 11 houses. This removal could allow for expansion of the park and flood retention area. Additional considerations include:

- › Increased coordination is needed with the New Circle Road SS4A project
- › Improved traffic for the entire transportation network and context
- › This concept aims to minimize environmental impacts on Elkhorn Park and floodplain



COST

- › **Design:**
\$770,000
- › **Right of Way:**
\$5,050,000
- › **Utilities:**
\$600,000
- › **Construction:**
\$7,660,000
- › **TOTAL COST:**
\$14,080,000

BENEFIT

- › **Crash Reduction:**
\$6,872,000
- › **Travel Time Savings:**
\$1,120,800*
- › **Health & Amenity:**
\$5,852,400
- › **Reduced Maintenance:**
\$409,400
- › **TOTAL BENEFITS:**
\$14,254,600**

*Additional advanced traffic analysis required to confirm travel time savings benefit.

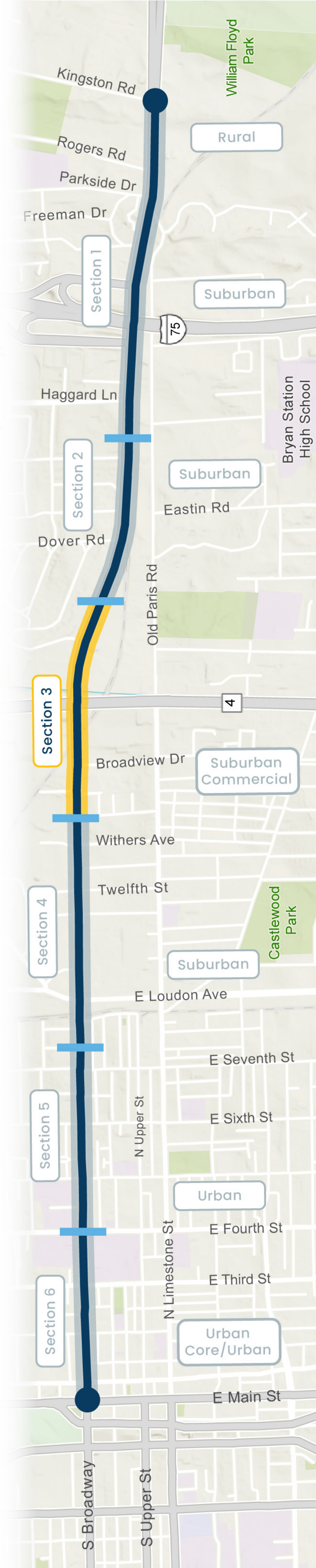
**Potential flood reduction benefits not considered in total benefit.

Did you know?

The 45-square-mile Cane Run watershed begins in central Fayette County and flows north into Scott County where it meets up with North Elkhorn Creek. The watershed has many karst features such as sinkholes, springs and caves.

The US 27 Project is within the recharge area of the Royal Spring karst basin, which serves as the water supply for Georgetown.

Source: Lexingtonky.gov



SECTION 4

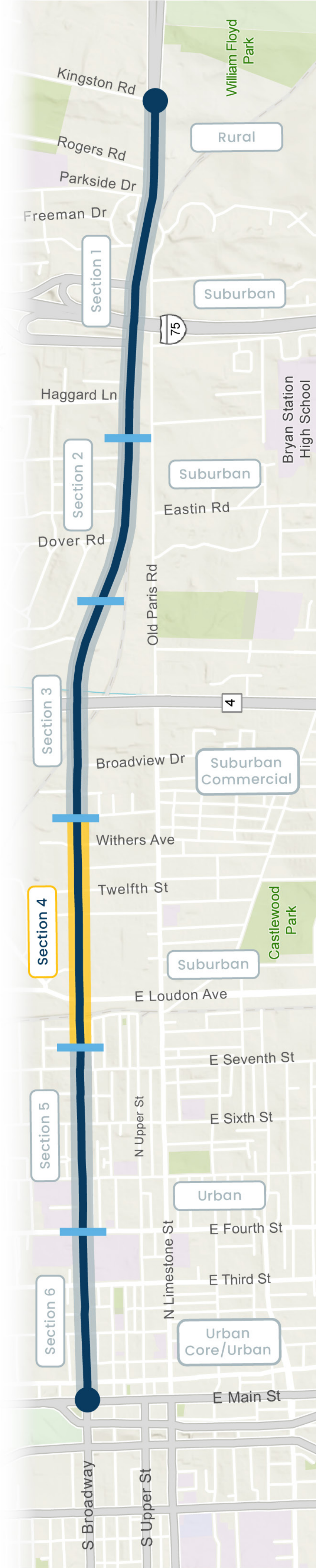
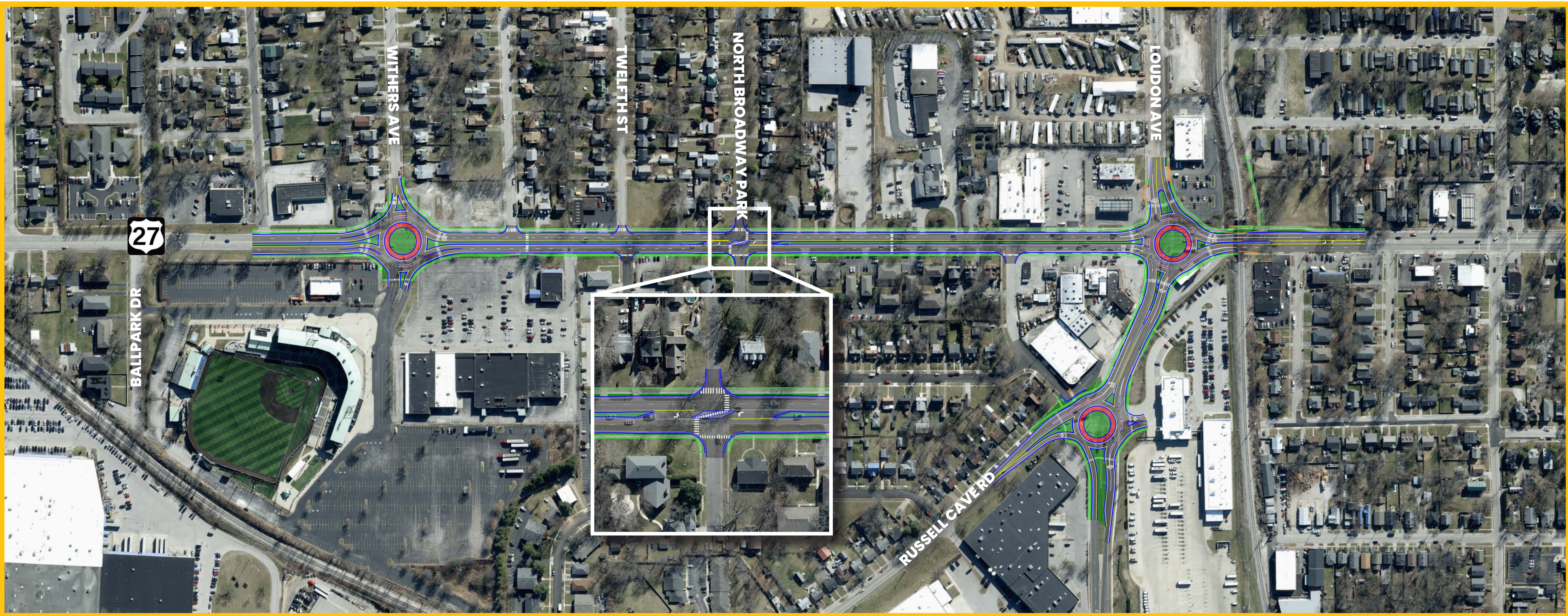
CONCEPT A

BALLPARK TO MORRISON

Suburban
Classification

PUBLIC COMMENT
CONSIDERATIONS

KYTC HSIP is investigating
this section for safety
improvement concepts.



CONCEPT DESCRIPTION

This section experiences heightened pedestrian activity, with many pedestrians crossing North Broadway midblock even though there are no marked crossings. For this reason, this concept focuses on pedestrian access while maintaining vehicular mobility throughout the section. This concept features:

- Midblock pedestrian crossings at bus stop locations
- A shared-use path and sidewalks throughout the section
- Roundabouts at Withers Avenue, Loudon Avenue, and Russell Cave Road, which keep traffic moving at a slower consistent speed while providing shorter pedestrian crossings across intersections
- Removal of all traffic signals within the section, resulting in continuous traffic movement
- Landscaped medians that beautify the corridor and reduce left-turn conflicts that are more susceptible to fatal and serious injury crashes

CONCEPT CONSIDERATIONS

This section has the highest concentration of vulnerable road user crashes within the North Broadway corridor. Additionally, KYTC’s Highway Safety Improvement Program (HSIP) has identified this section as a safety concern and is investigating a safety improvements in a more immediate time frame. This concept aims to complement the HSIP improvements to reduce these crashes. Additional considerations include:

- Additional evaluation of event-related traffic conditions associated with Legends Field is needed during design phase.

COST

- **Design:**
\$890,000
- **Right of Way:**
\$5,230,000
- **Utilities:**
\$500,000
- **Construction:**
\$8,890,000
- **TOTAL COST:**
\$15,510,000

BENEFIT

- **Crash Reduction:**
\$25,334,800
- **Travel Time Savings:**
\$1,034,100
- **Health & Amenity:**
\$6,397,000
- **Reduced Maintenance:**
\$1,043,850
- **TOTAL BENEFITS:**
\$33,809,750

Did you know?

Mid-block crossings are located between intersections. Pedestrians, bicyclists, and/or other micromobility users at mid-block can be accommodated safely and comfortably. Mid-block and other uncontrolled crossings should be sufficiently spaced between signalized crossings such that pedestrians, bicyclists, and/or other micromobility users have safe, convenient crossings to access residences, transit, and other destinations.

Source: KYTC Complete Street Manual



Between Loudon Ave and North Broadway Park

SECTION 4

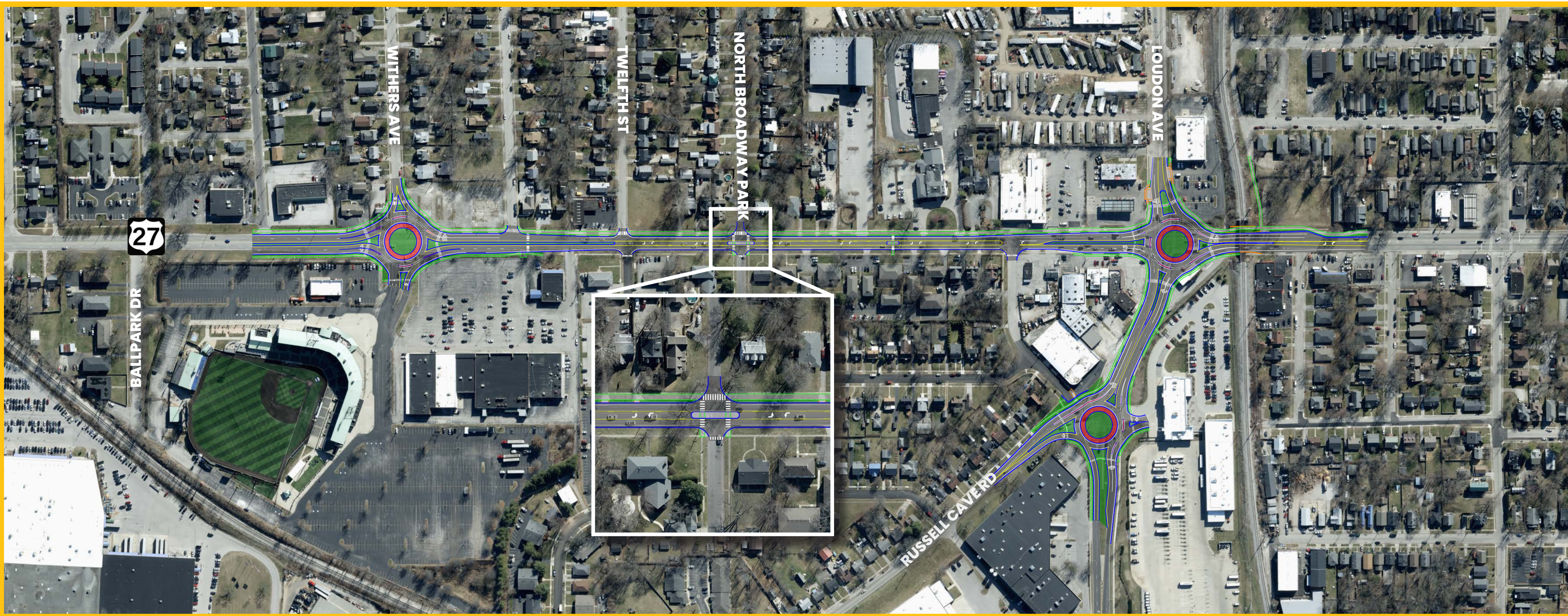
CONCEPT B

BALLPARK TO MORRISON

Suburban Classification

PUBLIC COMMENT CONSIDERATIONS

"I cross North Broadway between Kenyon Road and Broadway Park to go to church. I would prefer if there was a traffic signal to cross."



CONCEPT DESCRIPTION

This concept features several of the same elements as Concept A but limits the amount of right-of-way acquisition required. It also leaves the existing northwest sidewalk in place, reducing cost while still increasing pedestrian access. This concept features:

- Midblock pedestrian crossings at the same locations as in Concept A
- Pedestrian refuge crossing islands allow pedestrians to cross one lane at a time
- A shared use path throughout the section
- Roundabouts at Withers Avenue, Loudon Avenue, and Russell Cave Road, similar to Concept A
- Reduction from four lanes to three, with two through lanes and a two-way left turn lane

CONCEPT CONSIDERATIONS

This concept aims to provide a more cost-effective option to address the high concentration of vulnerable road user crashes. Additional considerations include:

- The narrower roadway reduces the amount of right-of-way acquisition required and reduces the crossing distance for pedestrians
- This concept matches the three lanes HSIP typical section
- Traffic capacity aligned with anticipated growth

COST

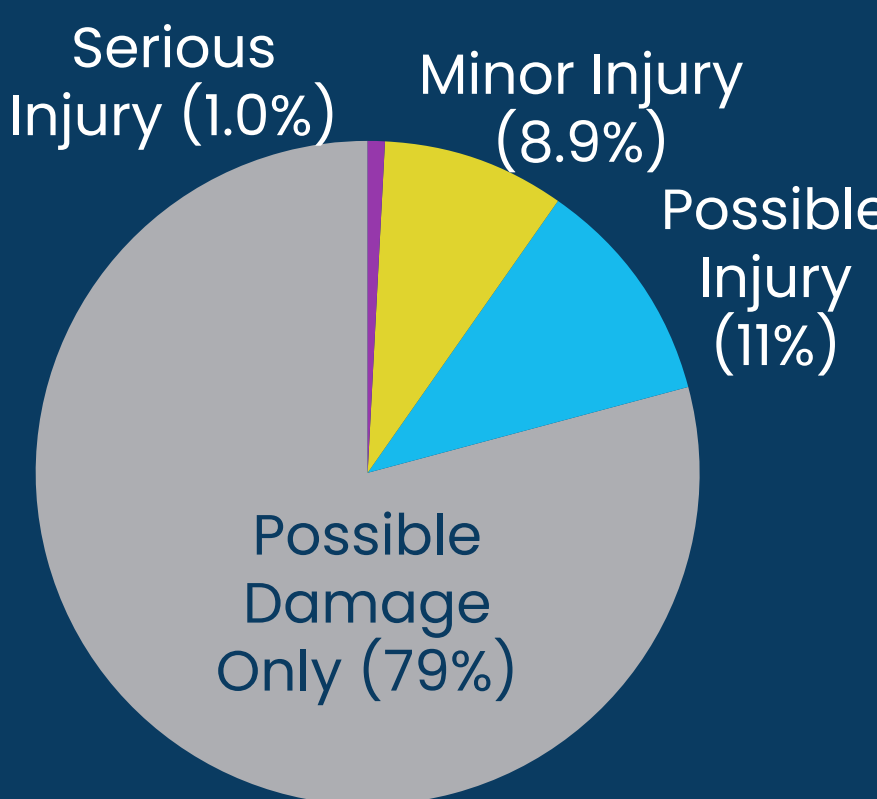
- Design: \$720,000
- Right of Way: \$4,270,000
- Utilities: \$400,000
- Construction: \$7,130,000
- TOTAL COST: \$12,520,000

BENEFIT

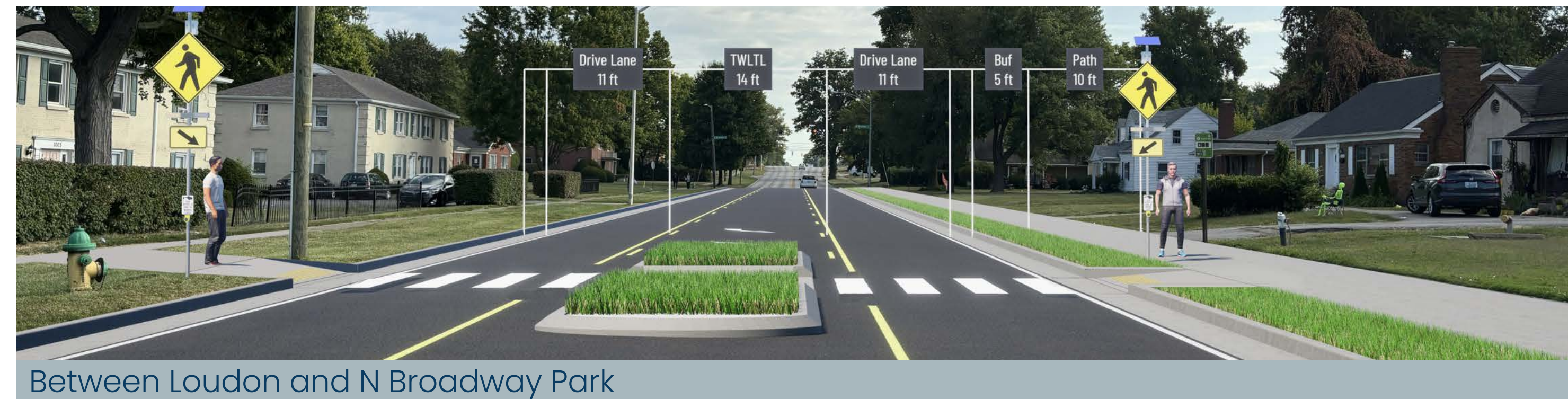
- Crash Reduction: \$23,185,900
- Travel Time Savings: \$1,034,100
- Health & Amenity: \$6,397,000
- Reduced Maintenance: \$1,043,850
- TOTAL BENEFITS: \$31,660,850

Did you know?

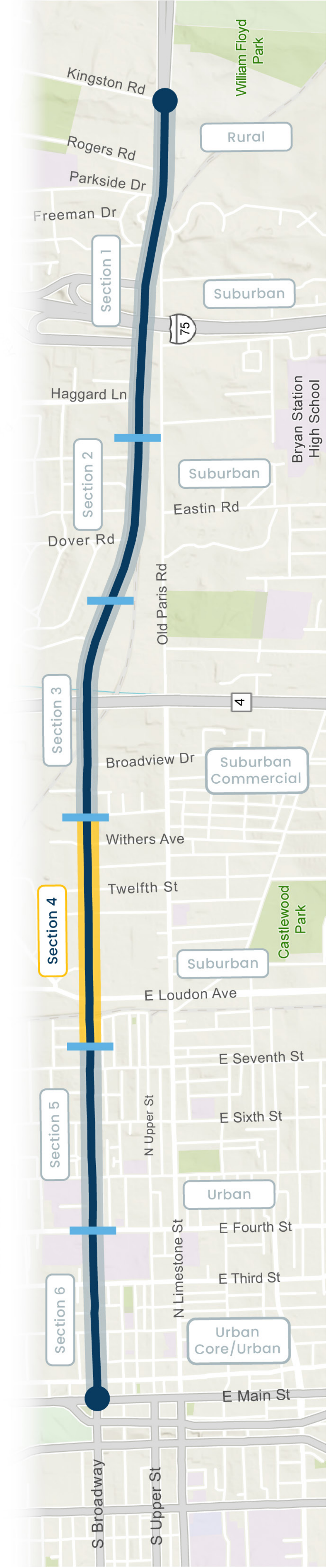
Crashes by severity for Section 4



From Jan 2020 to Dec 2024, there have been 4 fatal and 9 serious injury crashes. 21 crashes with vulnerable road users.



Between Loudon and N Broadway Park



SECTION 5

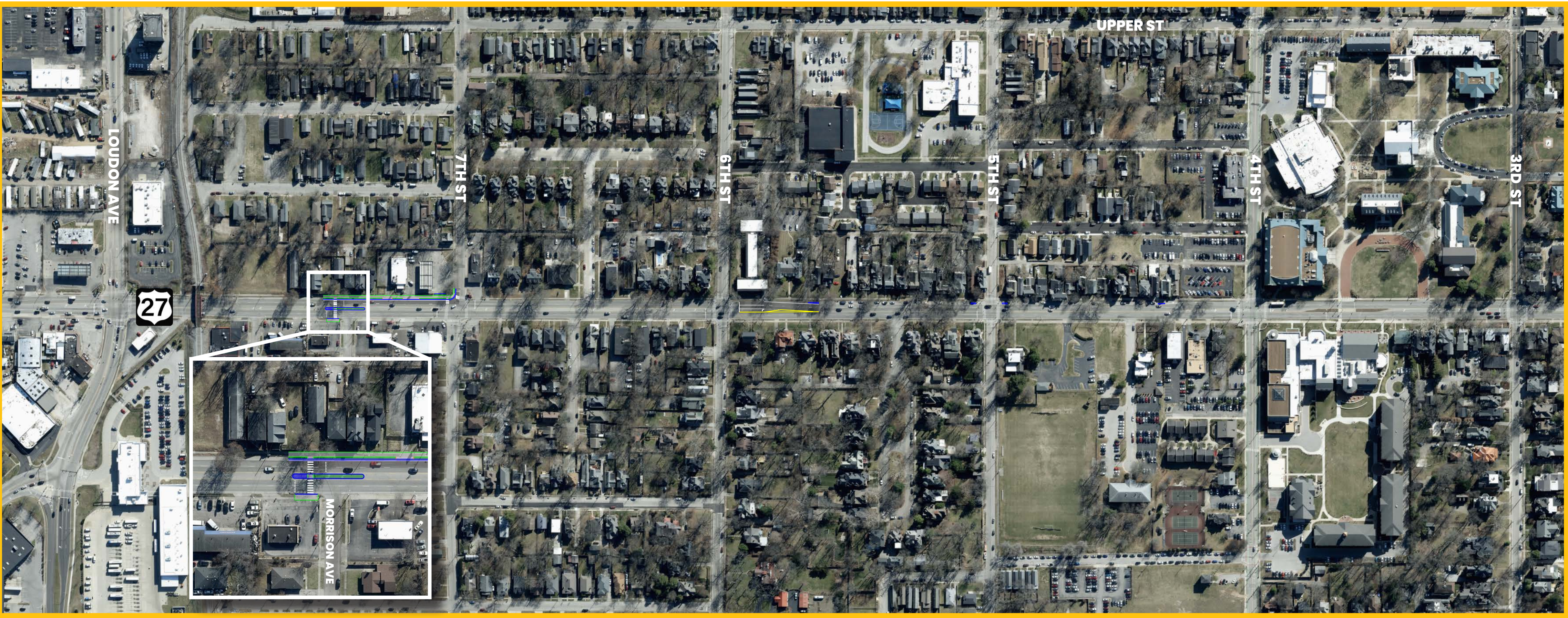
CONCEPT A

MORRISON TO 4TH STREET

Urban Classification

PUBLIC COMMENT CONSIDERATIONS

"This intersection desperately needs a left turn signal from downtown. The popularity of West Sixth Brewery, restaurants and now FoodChain's Green Grocery + constant stream of traffic moving south on Broadway has significantly increased traffic and red lights are run consistently to move from Broadway to 6th St."



CONCEPT DESCRIPTION

This concept incorporates traffic calming measures and an improved pedestrian crossing without impacting vehicular capacity. It also provides a path connection that addresses an important gap in the bicycle network between Loudon Avenue and downtown Lexington. This concept features:

- A midblock crossing with a refuge island near Morrison Avenue intersection and bus stop
- A shared-use path connection from Loudon Avenue to 7th Street
- Increased turn lane storage and improved lane alignment at the 6th Street intersection
- Small concrete islands that provide traffic calming and prevent parking in locations that would restrict intersection sight distance

CONCEPT CONSIDERATIONS

This concept responds to pedestrian needs within the section without impacting vehicular mobility. It also provides a bicycle connection where needed, while recognizing that other planned bike improvements on parallel routes provide bike connectivity throughout the area. Additional considerations include:

- Maintaining vehicular capacity for peak traffic hours encourages higher speeds during the other 20 hours of the day
- The Seventh Street shared-use path connection allows bicyclists to use lower volume parallel routes that are planned to be improved

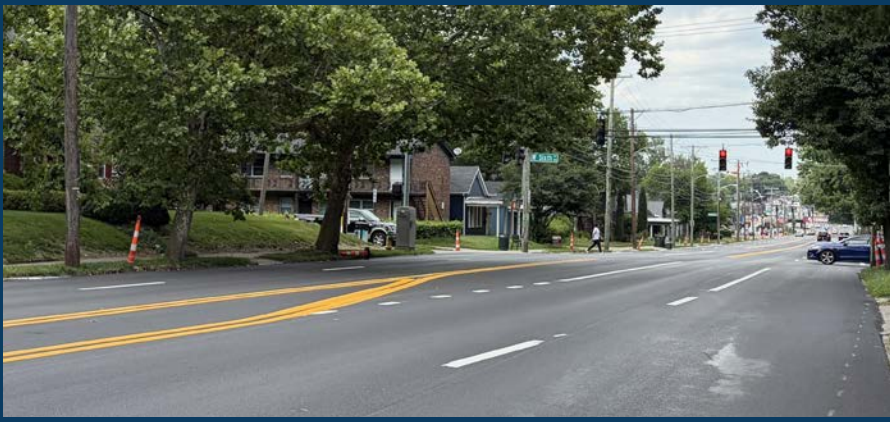
COST

- **Design:** \$60,000
- **Right of Way:** \$50,000
- **Utilities:** \$10,000
- **Construction:** \$600,000
- **TOTAL COST:** \$720,000

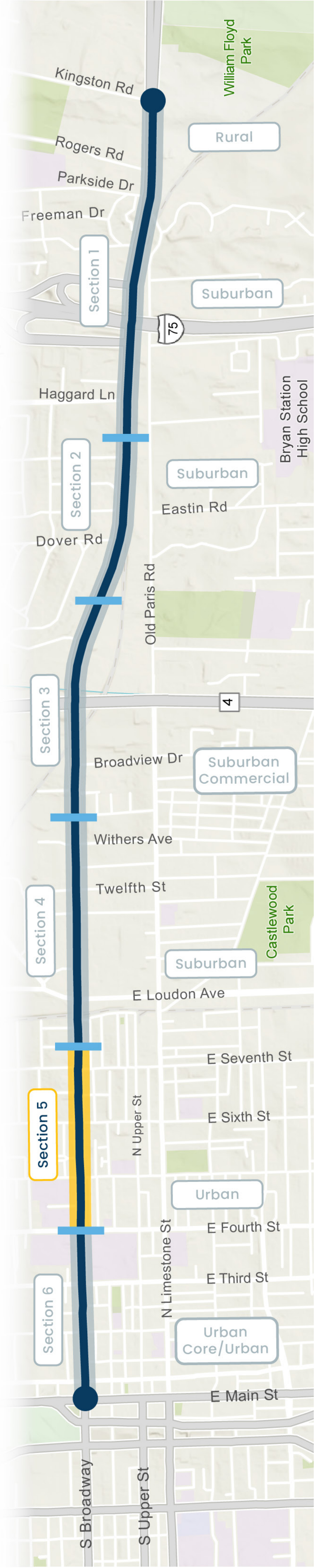
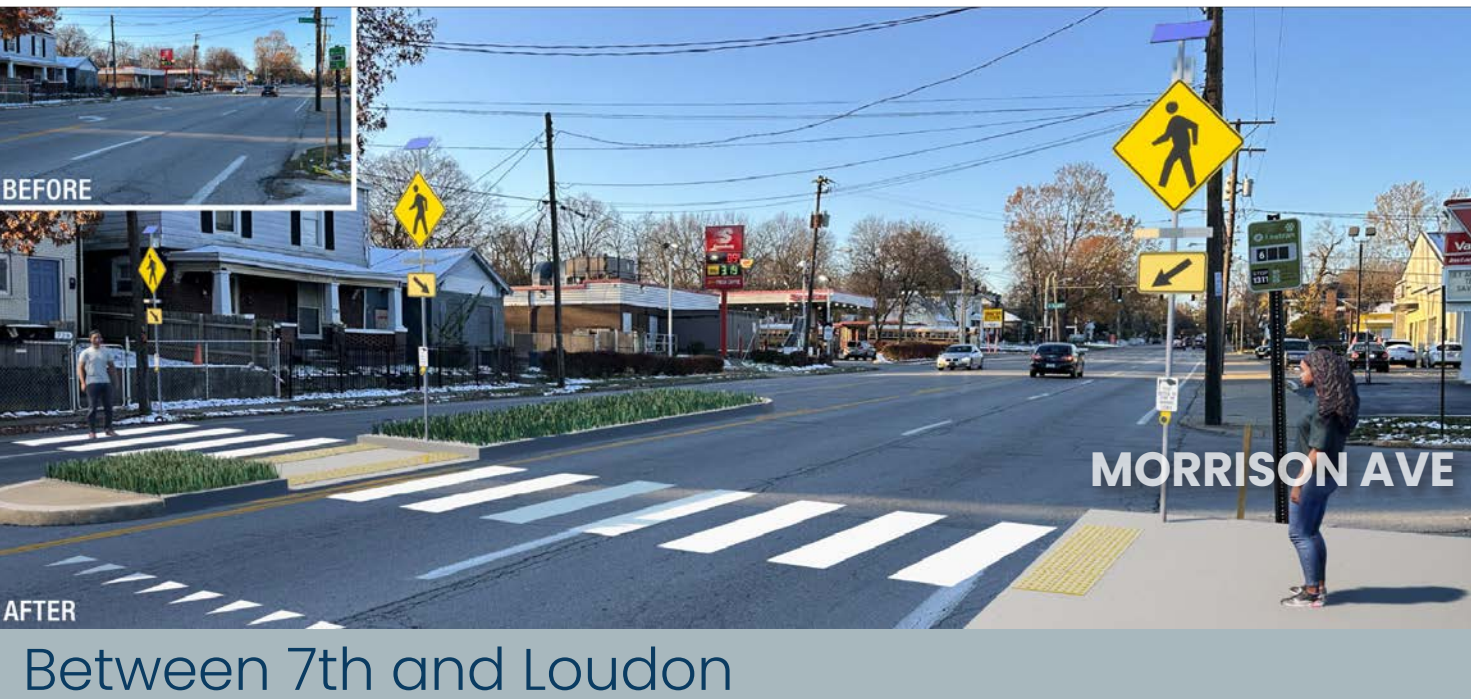
BENEFIT

- **Crash Reduction:** \$2,580,800
- **Travel Time Savings:** \$0
- **Health & Amenity:** \$443,100
- **Reduced Maintenance:** \$441,150
- **TOTAL BENEFITS:** \$3,465,050

Did you know?



KYTC already incorporated recommendations for lengthening the lane shift and turn lane as part of an ongoing resurfacing project.



SECTION 5

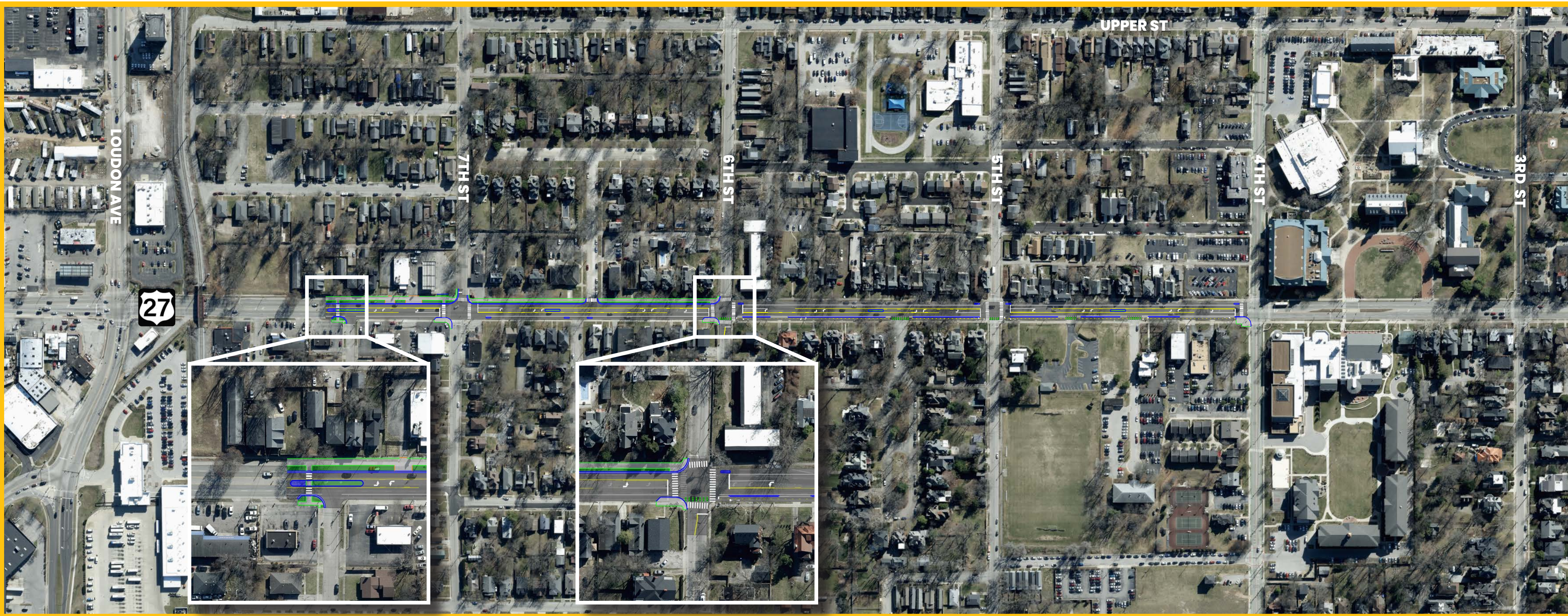
CONCEPT B

MORRISON TO 4TH STREET

Urban Classification

PUBLIC COMMENT CONSIDERATIONS

"Very difficult to bike here -- no safe way to be on the road and pedestrians block the sidewalk. Protected bike lane please!"



CONCEPT DESCRIPTION

This concept reconfigures the roadway to provide a consistent two-way left turn lane through a three lane typical section. It also includes traffic calming measures to reduce vehicular speed and improve pedestrian experience. This concept features:

- Two through lanes and a two-way left turn lane
- Two-way protected bike lane from Fourth Street to Sixth Street
- Midblock crossing and pedestrian refuge island from Concept A is enhanced by reducing the number of lanes for pedestrians to cross
- Concrete islands for traffic calming
- Three blocks of on-street parking along the east side

CONCEPT CONSIDERATIONS

This concept prioritizes multimodal access while recognizing that it may cause congestion during peak periods. Many drivers that currently travel through this section may choose alternative routes. Additional considerations include:

- Newtown Pike Corridor capacity improvements provide a more desirable route for north/south vehicular traffic through downtown.
- The street grid system provides alternative routes for vehicular traffic during peak periods.
- Lextran buses will temporarily block the only through lane when stopping at transit stops.

COST

- Design: \$320,000
- Right of Way: \$100,000
- Utilities: \$200,000
- Construction: \$3,130,000
- TOTAL COST: \$3,750,000

BENEFIT

- Crash Reduction: \$7,424,700
- Travel Time Savings: (-\$7,363,100)*
- Health & Amenity: \$4,436,000
- Reduced Maintenance: \$441,150
- TOTAL BENEFITS: \$4,938,750

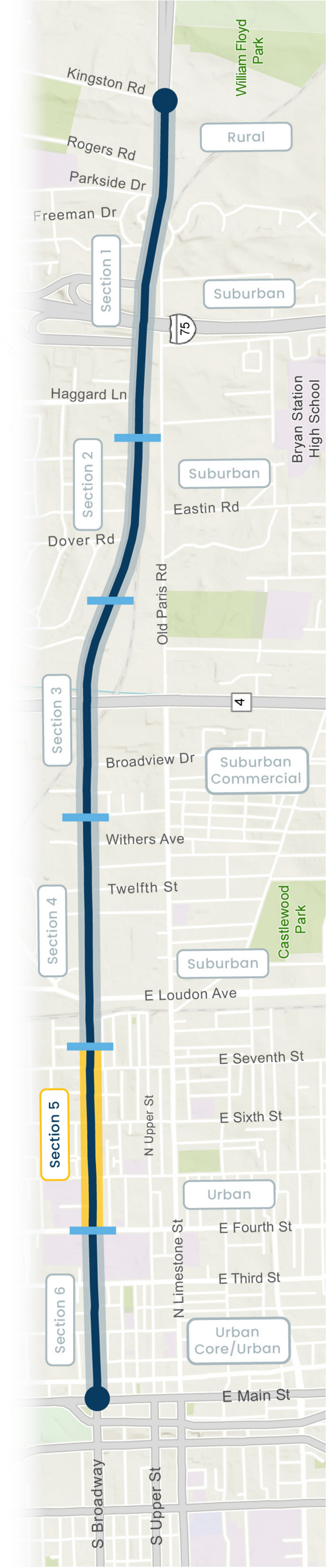
*Additional advanced traffic analysis required to evaluate anticipated traffic diversions.

Did you know?

The two way bike path and on street parking not only provide safe access for bikers and pedestrians, but also improves safety for vehicles by increasing space between the travel lane and fixed objects such as trees and utility poles.



Between 7th and Loudon



SECTION 6

CONCEPT A

4TH STREET TO MAIN STREET (US 25)

Urban Classification

PUBLIC COMMENT CONSIDERATIONS

5 of 70 Comments focused on section 6

BICYCLE COMMENT

"Traffic is not friendly to bikers. I frequently get honked at and end up going on the sidewalk for safety."

"The further north I bike from downtown on Broadway the less friendly and more dangerous biking becomes. This is the point where I start to feel so uncomfortable that I stop biking north on this road."

Did you know?

NACTO recommends all medians at intersections should have a "nose" which extends past the crosswalk. The nose protects people waiting on the median and slows turning drivers.

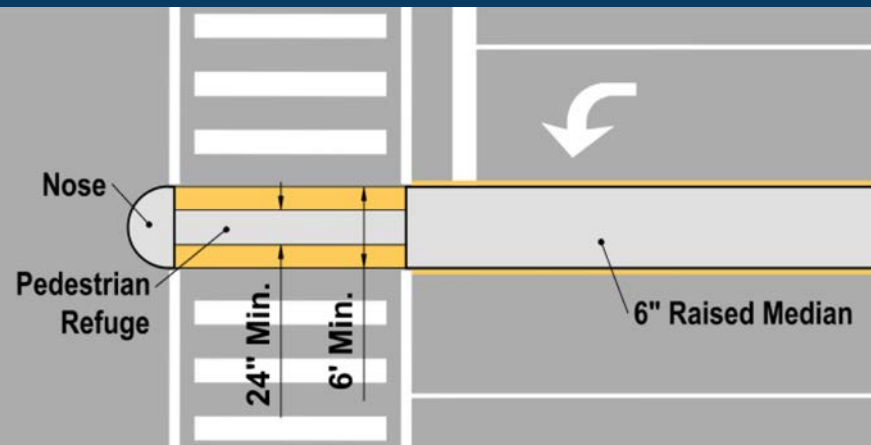


Image: City of Columbus, OH



CONCEPT DESCRIPTION

Similar to Section 5 Concept A, this concept incorporates traffic calming measures and improved pedestrian crossings without impacting vehicular capacity. It also adds greenery to the section by adding periodic landscaped medians. This concept features:

- › Median refuge islands to protect pedestrian crossings
- › Curb extensions across Short and 2nd Street to reduce pedestrian crossing length
- › Traffic calming through concrete islands

CONCEPT CONSIDERATIONS

The historic district buildings along this section extend to the sidewalk, limiting the ability to improve facilities for all transportation modes without significant environmental impact. This concept incorporates traffic calming to improve pedestrian experience while maintaining existing vehicular capacity. Additional considerations include:

- › The small storm sewer and limited drainage inlets along this section are unable to handle heavy rains that have previously caused building flooding at the Short Street intersection.
- › Existing trees provide shade and physical separation between pedestrians and vehicles.



Short Street Intersection

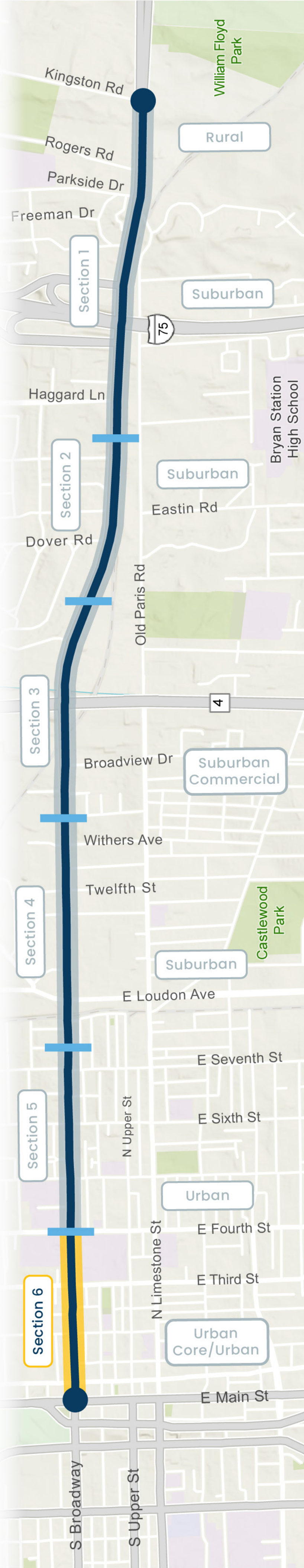
COST

- › **Design:** \$200,000
- › **Right of Way:** \$50,000
- › **Utilities:** \$300,000
- › **Construction:** \$1,930,000
- › **TOTAL COST:** \$2,480,000

BENEFIT

- › **Crash Reduction:** \$608,200
- › **Travel Time Savings:** \$0
- › **Health & Amenity:** \$654,700
- › **Reduced Maintenance:** \$406,300
- › **TOTAL BENEFITS:** \$1,669,750*

*Storm sewer collection and conveyance benefits for property flooding not included in total.



SECTION 6

CONCEPT B

US 25 (MAIN STREET)
TO W 4TH STREET

Urban Classification

PUBLIC COMMENT
CONSIDERATIONS



5 of 70
Comments focused
on section 6



BICYCLE
COMMENT

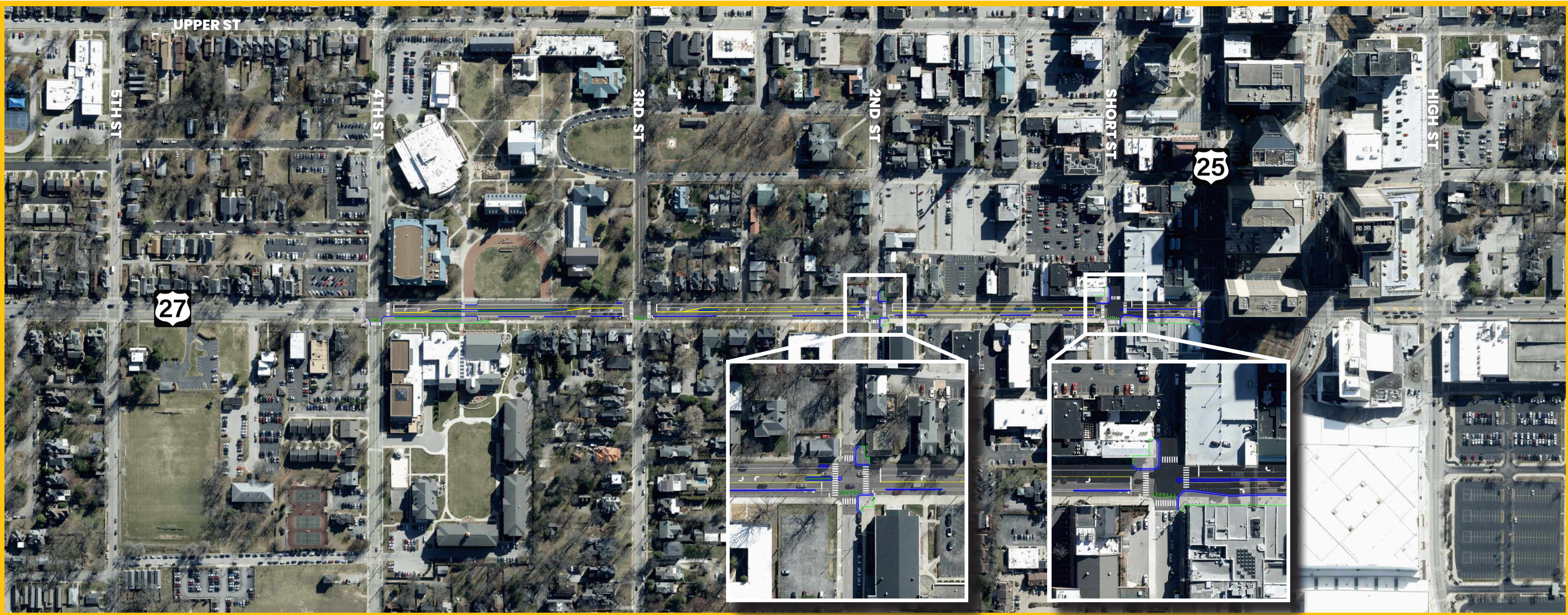
“Traffic is *not* friendly to bikers. I frequently get honked at and end up going on the sidewalk for safety.”

“The further north I bike from downtown on Broadway the *less* friendly and *more* dangerous biking becomes. This is the point where I start to feel so uncomfortable that I stop biking north on this road.”

Did you know?

In 2000, the lanes on Euclid Avenue were reconfigured to remove a car lane in each direction. Since implementation car traffic counts have decreased by 30%.

When a car lane is added to a road, a phenomenon called induced demand can occur, causing traffic volumes to increase on the road. Inversely, traffic dispersion occurs when space is re-allocated away from cars, as people change their transportation behavior when presented with transportation options.



CONCEPT DESCRIPTION

This concept continues the three lane reconfigured typical section from Section 5 Concept B. The concept features:

- Two through lanes and a two-way left turn lane
- Two-way protected bike lane from Short Street to the midblock crossing near 4th Street
- Curb extensions at Transylvania University midblock crossing to reduce the number of lanes pedestrians must cross
- Concrete islands and median refuge islands from Concept A
- Streetscape enhancements from Main Street to Second Street
- On-street parking along the east side



Between 2nd and 3rd Street

CONCEPT CONSIDERATIONS

The urban core context of this section provides ample destination opportunities for multimodal users, so this concept prioritizes both bicycle and pedestrian connectivity. The lane reduction this concept requires may cause congestion during the peak period. Additional considerations include:

- In this concept, the northbound through lane ends as a right turn only lane at Short Street. Further evaluation of traffic queues is recommended at the Main Street and Vine Street intersections.
- A southbound right turn lane added at Main Street to mitigate traffic impacts. This also provides opportunities to remove conflicts between right turning vehicular traffic and bicycle and pedestrians crossing to Triangle Park.
- Additional construction for streetscape enhancements provides opportunities to improve the drainage collection and conveyance to Second Street while minimizing impact to the existing trees.
- Lextran buses will temporarily block the only through lane when stopping at transit stops.

COST

- Design: \$580,000
- Right of Way: \$100,000
- Utilities: \$800,000
- Construction: \$5,800,000
- TOTAL COST: \$7,280,000

BENEFIT

- Crash Reduction: \$1,633,500
- Travel Time Savings: (-\$3,665,100)*
- Health & Amenity: \$7,146,900
- Reduced Maintenance: \$406,300
- TOTAL BENEFITS: \$5,521,600**

*Additional advanced traffic analysis required to evaluate anticipated traffic diversions.

**Storm sewer collection and conveyance benefits for property flooding not included in total.

