

LEXINGTON-FAYETTE, KENTUCKY

SAFE STREETS FOR LEXINGTON

SAFETY UPGRADES AND EDUCATION PROGRAM



LEXINGTON - FAYETTE



SAFETY ACTION PLAN

U.S. Department of Transportation
FY23 Safe Streets and Roads for All Funding

July 10, 2023



KEY INFORMATION TABLE

Key Information Table	
Lead Applicant	Lexington – Fayette Urban County Government
Unique Entity Identifier (UEI)	VM1GLHWZXA96
Eligible Entity Type	Political subdivision of a State
Do you have additional applicants as part of a multijurisdictional group of eligible entities?	No
Total Jurisdiction Population	322,570 (2020 U.S. Census ACS)
Total Jurisdiction Census Tract(s)	21067000101, 21067000102, 21067000200, 21067000300, 21067000400, 21067000500, 21067000600, 21067000700, 21067000801, 21067000802, 21067000900, 21067001000, 21067001100, 21067001300, 21067001400, 21067001500, 21067001600, 21067001700, 21067001800, 21067001900, 21067002001, 21067002002, 21067002200, 21067002302, 21067002303, 21067002304, 21067002400, 21067002500, 21067002600, 21067002700, 21067002800, 21067002900, 21067003000, 21067003101, 21067003102, 21067003201, 21067003202, 21067003300, 21067003402, 21067003404, 21067003405, 21067003406, 21067003407, 21067003501, 21067003503, 21067003504, 21067003600, 21067003701, 21067003702, 21067003703, 21067003704, 21067003802, 21067003803, 21067003804, 21067003906, 21067003908, 21067003909, 21067003910, 21067003911, 21067003912, 21067003913, 21067003914, 21067003915, 21067003916, 21067003917, 21067003918, 21067004001, 21067004003, 21067004005, 21067004006, 21067004007, 21067004103,

FY23 SAFE STREETS AND ROADS FOR ALL FUNDING
SAFE STREETS FOR LEXINGTON
 SAFETY UPGRADES AND EDUCATION PROGRAM



	21067004104, 21067004105, 21067004106, 21067004107, 21067004204, 21067004205, 21067004207, 21067004208, 21067004209, 21067004210
Total Jurisdiction Count of Motor Vehicle-Involved Roadway Fatalities	168 (Persons Killed in Fatal Crashes - 2017-2021 FARS Data)
Total Jurisdiction Average Annual Fatality Rate (per 100,000 population)	10.42 (per 100,000 population)
Census Tract(s) of the project(s)	21067000101, 21067000102, 21067000200, 21067000300, 21067000400, 21067000500, 21067000600, 21067000700, 21067000801, 21067000802, 21067000900, 21067001000, 21067001100, 21067001300, 21067001400, 21067001500, 21067001600, 21067001700, 21067001800, 21067001900, 21067002001, 21067002002, 21067002200, 21067002302, 21067002303, 21067002304, 21067002400, 21067002500, 21067002600, 21067002700, 21067002800, 21067002900, 21067003000, 21067003101, 21067003102, 21067003201, 21067003202, 21067003300, 21067003402, 21067003404, 21067003405, 21067003406, 21067003407, 21067003501, 21067003503, 21067003504, 21067003600, 21067003701, 21067003702, 21067003703, 21067003704, 21067003802, 21067003803, 21067003804, 21067003906, 21067003908, 21067003909, 21067003910, 21067003911, 21067003912, 21067003913, 21067003914, 21067003915, 21067003916, 21067003917, 21067003918, 21067004001, 21067004003, 21067004005, 21067004006, 21067004007, 21067004103, 21067004104, 21067004105, 21067004106, 21067004107, 21067004204, 21067004205,

FY23 SAFE STREETS AND ROADS FOR ALL FUNDING
SAFE STREETS FOR LEXINGTON
 SAFETY UPGRADES AND EDUCATION PROGRAM



	21067004207, 21067004208, 21067004209, 21067004210
Specific project location(s)	<ul style="list-style-type: none"> Northeast New Circle Road Safety Project is in Lexington, KY on New Circle Road from Development Drive to Bryan Station Road. (38° 4'3.35"N; 84°28'22.40"W) The Safety Education Program and Vision Zero Coordinator applies to all of Fayette County, KY. (38° 2'45.60"N; 84°29'50.91"W)
Percent of Population in Underserved Communities in the project area Census Tract(s)	39%
Project Area Fatalities 2017-2021	168 (Persons Killed in Fatal Crashes - 2017-2021 FARS Data; Project Area is Fayette County)
Project Area Serious Injuries 2017-2021 OR Project Area Injuries Severity Unknown 2017-2021	534 (Persons Seriously Injured - 2017-2021 Kentucky State Police Data; Project Area is Fayette County)
Project Title	Safe Streets for Lexington
Project Goals	To reduce traffic fatalities and serious injuries in Lexington-Fayette County and in particular on the highest fatal and serious injury corridor identified in the Lexington Safety Action Plan by: 1) significantly improving the roadway and active transportation infrastructure on Northeast New Circle Road by implementing restricted crossing U-turns, increasing pedestrian crossing locations/improving existing pedestrian crossings, adding raised crossing islands, adding enhanced lighting, and building a 10-foot wide shared use path on both sides of the roadway; 2) implementing a county-wide safety education program; and 3) establishing a Vision Zero coordinator position.
Applicant roadway safety responsibility (select all that apply)	<input checked="" type="checkbox"/> Ownership and/or maintenance responsibilities over a roadway network <input checked="" type="checkbox"/> Safety responsibilities that affect roadways

FY23 SAFE STREETS AND ROADS FOR ALL FUNDING
SAFE STREETS FOR LEXINGTON
 SAFETY UPGRADES AND EDUCATION PROGRAM



	<input checked="" type="checkbox"/> Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction
Primary project purpose (select one)	<input checked="" type="checkbox"/> Infrastructure Projects and Strategies <input type="checkbox"/> Behavioral Project and Strategies <input type="checkbox"/> Operational or Technology Projects and Strategies
Roadway users that this project will significantly benefit (check all that apply)	<input checked="" type="checkbox"/> Pedestrians <input checked="" type="checkbox"/> Bicyclists <input checked="" type="checkbox"/> Micromobility Users (e.g., scooters, etc.) <input checked="" type="checkbox"/> Transit Users <input checked="" type="checkbox"/> Commercial Motor Vehicles <input checked="" type="checkbox"/> Motorists <input checked="" type="checkbox"/> Emergency Medical Services
Does this project include major construction, minor construction, or both?	<input checked="" type="checkbox"/> Major construction projects <input type="checkbox"/> Minor construction projects <input type="checkbox"/> Neither major nor minor constructions projects
Does your project include Demonstration Activities?	No
Would you consider accepting funding for only demonstration activities and/or supplemental planning?	Yes
Total Federal Funding Request	\$21,720,000
Total Local share/Match	20%
Total Project cost	\$27,150,000
Total Federal Funds Allocated to Underserved Communities	\$20,820,000 (96%)
Supplemental Planning Activities (A) Federal Funding Request	N/A
Supplemental Planning Activities (A) Total Project Costs	N/A

FY23 SAFE STREETS AND ROADS FOR ALL FUNDING
SAFE STREETS FOR LEXINGTON
 SAFETY UPGRADES AND EDUCATION PROGRAM



Planning, Design, and Development Activities for Projects/Strategies (B) Federal Funding Request	\$1,805,600
Planning, Design, and Development Activities for Projects/Strategies (B) Total Project Costs	\$2,257,000
Carrying Out Projects and Strategies (C) Federal Funding Request	\$19,914,400
Carrying Out Projects and Strategies (C) Total Project Costs	\$24,893,000
Existing Comprehensive Safety Action Plan (or equivalent)	Live Link: Lexington Safety Action Plan https://lexareampo.org/wp-content/uploads/2023/07/Lexington-Safety-Action-Plan-06302023.pdf



CONTENTS

Key Information Table	ES 1
Contents	i
List of Figures	ii
List of Appendices	ii
I. Overview	1
Request	1
New Circle Road Study & Corridor Needs	2
Safety Context	2
II. Project Location	4
III. Response to Selection Criteria	5
Selection Criterion #1: Safety Impact	5
Selection Criterion #2: Equity, Engagement, and Collaboration	8
Selection Criterion #3: Effective Practices and Strategies	9
Selection Criterion #4: Other DOT Strategic Goals	10
IV. Project Readiness	11



List of Figures

Figure 1: Restricted Crossing U-Turn (RCUT) Intersection.....	3
Figure 2: Project Location Map.....	4
Figure 3: Underserved Communities Map.....	5
Figure 4: Outreach Images	8
Figure 5: Design and Implementation Schedule.....	12

List of Appendices

Appendix A: [Letters of Funding Commitment](#)

Appendix B: [Letters of Support](#)

Appendix C: [Project Concept Plan and Cost Estimate](#)

Appendix D: [Lexington Fayette Safety Action Plan](#)

Appendix E: [Northeast New Circle Road Corridor Study](#)

Appendix F: [USDOT Equitable Transportation Community Explorer Maps](#)



I. OVERVIEW

The Northeast New Circle Road Corridor is located in Lexington, Kentucky (the [Horse Capital of the World](#)). This corridor was identified in the [Lexington Safety Action Plan](#) as having the highest number of fatal and serious injury crashes in the City; many of which involved pedestrians and bicyclists. The roadway needs to be improved to better serve what has become a densely developed commercial and mixed-use corridor. Northeast New Circle Road lacks the pedestrian and bicycle infrastructure needed to facilitate safe multimodal transportation.

The corridor is used by over 40,000 vehicles a day and provides access to tens of thousands of homes and hundreds of businesses ([Imagine New Circle](#)). The corridor needs to be connected in safe ways to protect vulnerable roadway users and promote cohesive community development. Many residents in the corridor are currently underserved and underrepresented, and need to be better connected to jobs, businesses, and healthcare. [FARS data from 2017-2021](#) shows that 168 people were killed in motor vehicle crashes in Lexington-Fayette County. The City's fatality rate is 10.42 (per 100,000 population). The Northeast New Circle Road Corridor has an estimated 27 fatal motor vehicle crashes in and around the corridor during that time frame (16% of the total). The corridor runs through multiple historically disadvantaged communities (HDCs), Areas of Persistent Poverty (APP), and Justice40 communities who would benefit from an improved roadway and the addition of safe active transportation elements.

Request

The Lexington-Fayette Urban County Government (LFUCG) is requesting Federal funding through the Safe Streets and Roads for All (SS4A) Implementation Grant Program to make infrastructure improvements and implement a county-wide transportation safety education campaign.

- The infrastructure portion of the request is to **improve New Circle Road** from Development Drive to Bryan Station Road. The project will significantly improve the safety performance of the roadway and will upgrade the active transportation infrastructure. Elements include installing signalized restricted crossing U-turn intersections (RCUT), increasing pedestrian crossings, improving existing pedestrian crossings, replacing the shoulder with curb and gutter, adding raised crossing islands and enhanced lighting, and building a 10-foot wide shared use path on both sides of the roadway from Boardwalk to Golden Way, with segments extending on the north side to the Legacy Trail (west) and Bryan Station Road (east). As a state-maintained route, the improvements will be made in cooperation with the Kentucky Transportation Cabinet (KYTC), which supports the application.
- The **Multimodal Safety Education & Outreach** request includes a robust multi-year Multimodal Safety Education & Outreach campaign and a **Vision Zero Coordinator** position to facilitate the education campaign and advance Vision Zero in the county. Safety education will be focused on the entire LFUCG community, with particular attention paid to disadvantaged communities. Education principles will focus on the Safe System Approach and National Roadway Safety Strategy guidelines.

Appendices A and B provide agency commitment letters/resolutions and support letters.



New Circle Road Study & Corridor Needs

The LFUCG Division of Planning prepared the [Imagine New Circle Study \(Appendix E\)](#) to develop improvement concepts to address the needs in this critical corridor. LFUCG identified multiple community needs for the corridor in the [Imagine Lexington 2018 Comprehensive Plan](#) and the [Lexington Safety Action Plan](#), including a signalized RCUT intersection corridor with major pedestrian safety upgrades; a safety education and outreach program focused on speeding and yielding the right-of-way; and funding of a Vision Zero Coordinator position to facilitate the education program and advance the Vision Zero program across the county.

Safety Context

The Northeast New Circle Road Corridor has the most fatal and serious injury crashes of any corridor defined in the [Lexington Safety Action Plan](#). Additionally, over 40% of these crashes were pedestrian or bicycle crashes. The corridor also ranked highest in the equivalent property damage only (EPDO) crash ranking conducted for the study, which assigns weighted values to all crash types. **These rankings indicate that there is no more important section of road for safety investment in Lexington than Northeast New Circle Road.**

Northeast New Circle Road is a heavily traveled, signalized, four-lane principal arterial with long spacing between signalized intersections and crosswalks. There are numerous access points and driveways to existing frontage roads. The intersections are large and not all legs currently have crosswalks. Many road sections have shoulders that function as deceleration lanes and the vast majority of the corridor does not have sidewalks, resulting in pedestrians using those very same shoulders. The land use context includes a mixture of uses including retail commercial development, residential, schools, parks, and employment centers. The land-uses generate considerable pedestrian activity. The corridor is also a major transit route in the City.

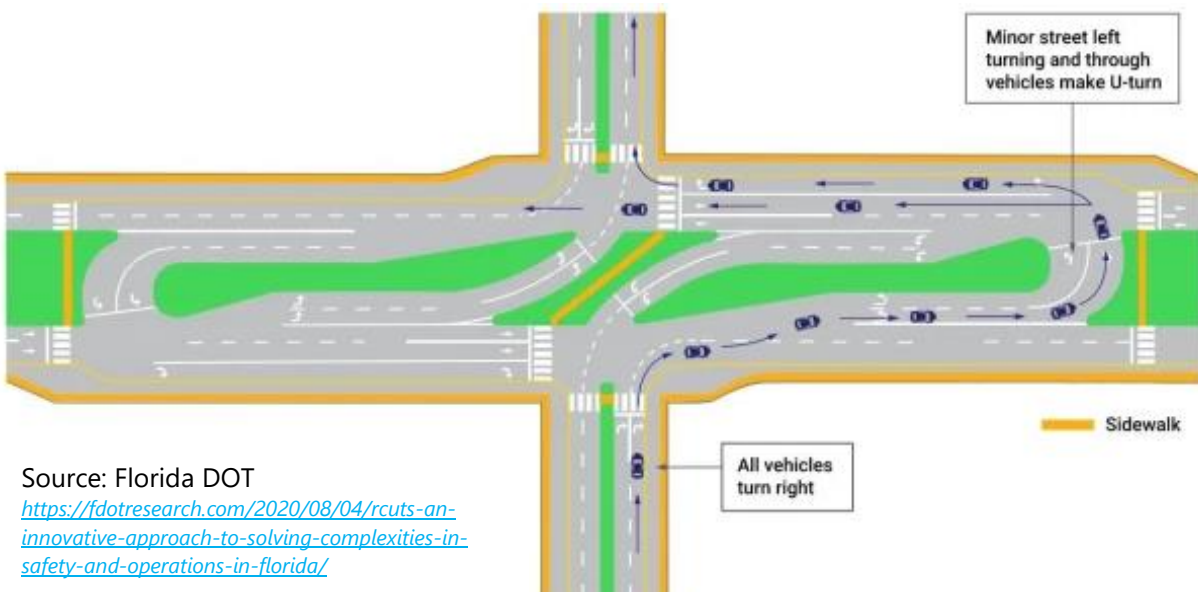
The county-wide safety context for Lexington is that it has experienced an increase in severe crashes over the last few years, but is trying to reverse this trend and move toward zero fatalities by 2050. This goal is documented in the [Lexington Safety Action Plan](#). The City has a close working partnership with KYTC and the Highway Safety Improvement Program, but there is a need for more funding to implement safety education and Vision Zero activities across the City. Lexington is Kentucky's second largest city and is home to the University of Kentucky. **The potential to improve safety is great, but more funding is needed to accomplish the vision.**

If USDOT provides SS4A funding, LFUCG will:

- 1) Install signalized RCUTs (See **Figure 1**). RCUT designs substantially decrease severe crashes including pedestrian crashes. This intersection/access point design uses simple two phase signals, with shorter cycle lengths. It is a proven safety countermeasure.
- 2) Install signalized pedestrian crossings with the RCUTs (doubling the number of crossings).
- 3) Improve existing signalized crossings, including upgrading signage and lighting.
- 4) Introduce speed calming and speed countermeasures, including lane and visual narrowing of the corridor and possible changes to the posted speed limit to further protect pedestrians and bicyclists.



- 5) Construct corridor entrance features to reduce vehicle speeds and make drivers more aware of active transportation users, the new intersection designs, and the upgraded corridor environment. LFUCG will also implement landscaping and lighting upgrades.
- 6) Construct 10' wide shared use paths along both sides of roadway for most of the corridor, connecting to an existing trail in the west and a shopping center in the east.
- 7) Conduct a robust and ongoing Safe Streets Campaign which will strategically target audiences and systemic behaviors identified as contributing to severe crashes.
- 8) Hire a full-time Vision Zero Coordinator with the authority and expertise to coordinate a comprehensive, systems-level approach to eliminating traffic fatalities and serious injuries.



Source: Florida DOT
<https://fdotresearch.com/2020/08/04/rcuts-an-innovative-approach-to-solving-complexities-in-safety-and-operations-in-florida/>

Figure 1: Restricted Crossing U-Turn (RCUT) Intersection

Jurisdiction

The LFUCG jurisdiction is the merged City of Lexington and Fayette County in Kentucky. The New Circle Road infrastructure project location starts at Development Drive (east of Newton Pike) and ends at Bryan Station Road in the northeast area of Lexington. The segment is located in or surrounded by **HDC, APP, and Justice40 Communities**. The project is a priority of LFUCG because of the **many traffic fatalities** occurring in these **underserved communities** and due to the **lack of safe multimodal transportation options** in the area. New Circle Road is also one of the busiest corridors in the City, so improvements will benefit many other residents. New Circle Road is owned and maintained by KYTC, but the project will be funded through LFUCG. LFUCG and KYTC have agreed to work together to deliver the project on time and on budget.

The Multimodal Safety Education & Outreach campaign and Vision Zero Coordinator position will operate across the entirety of LFUCG. For the purposes of this application, the Project Jurisdiction is all of Fayette County. The programs will be funded and administered through the LFUCG.



II. PROJECT LOCATION

The proposed infrastructure project is located along 1.8 miles of New Circle Road in the northeast portion of Lexington, KY. It is a diverse corridor with large businesses and attractors including Lexmark’s international headquarters, Amazon, Wild Health Baseball Stadium, and shopping districts adjacent to Walmart and Kroger. This section of New Circle Road consists of commercial properties, residential areas, parks, and schools on either side that are physically separated by the corridor. The design is motor-vehicle focused and the corridor is not very walkable. There are four bus routes that use portions of the corridor, but at many stops there is not a good way to safely cross the street.

This section of New Circle Road transitions to a grade separated freeway at the west end. This affects speeds and is part of the reason for the proposal of a gateway feature. New Circle also transitions to a grade separated freeway a few miles to the southeast. The Project Map, **Figure 2**, shows the proposed project location and primary elements including the shared use paths, enhanced pedestrian crossings, and RCUT intersection locations.

The Multimodal Safety Education & Outreach Campaign and Vision Zero Coordinator position will operate across the entirety of LFUCG (i.e., all of Fayette County).

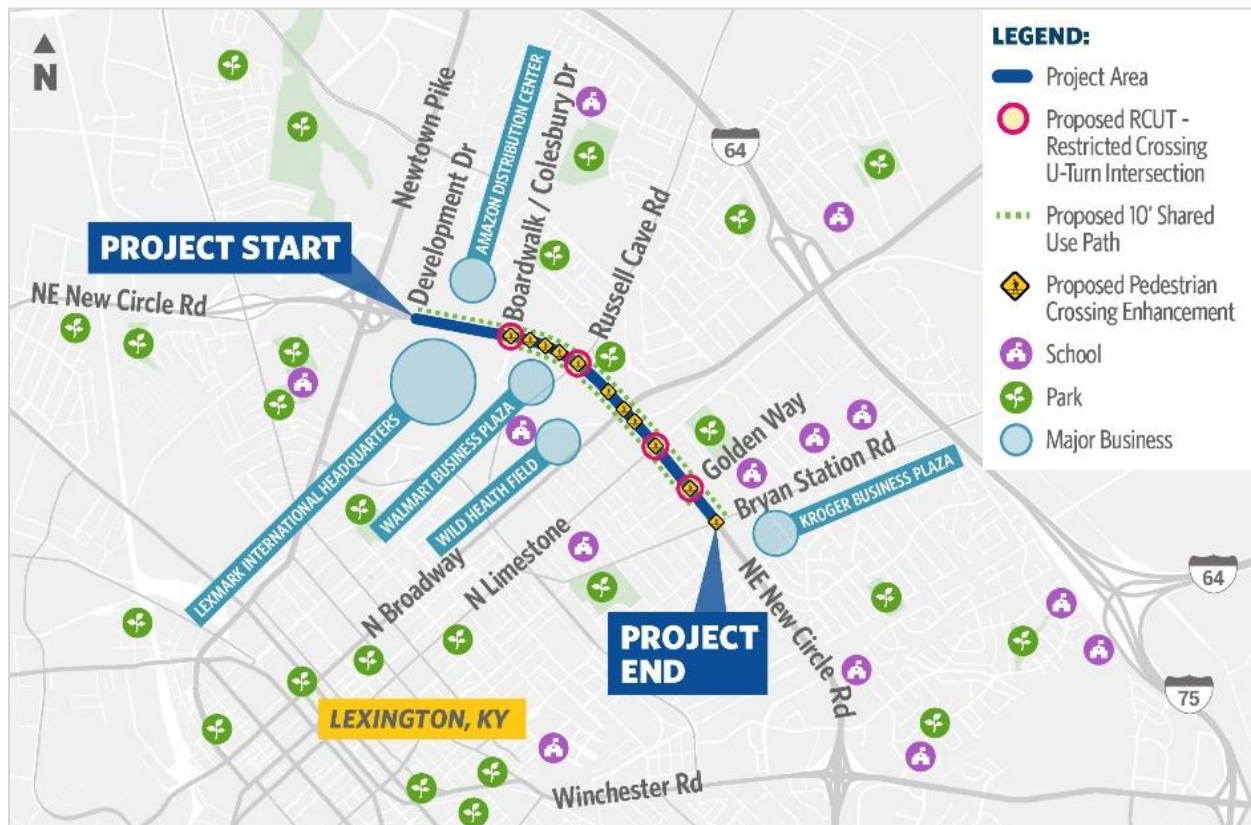


Figure 2: Project Location Map



Figure 3 shows the underserved and disadvantaged communities within LFUCG region and the HDC and APP census tracts adjacent to the infrastructure project location, as well as throughout Fayette County. **The project is entirely located within HDC census tracts and nearly entirely within APP census tracts.** According to the [US Census Bureau](#), the median household income in the region is \$60,942 (13% below the national average), and 55% of residents have a high school education level or less.

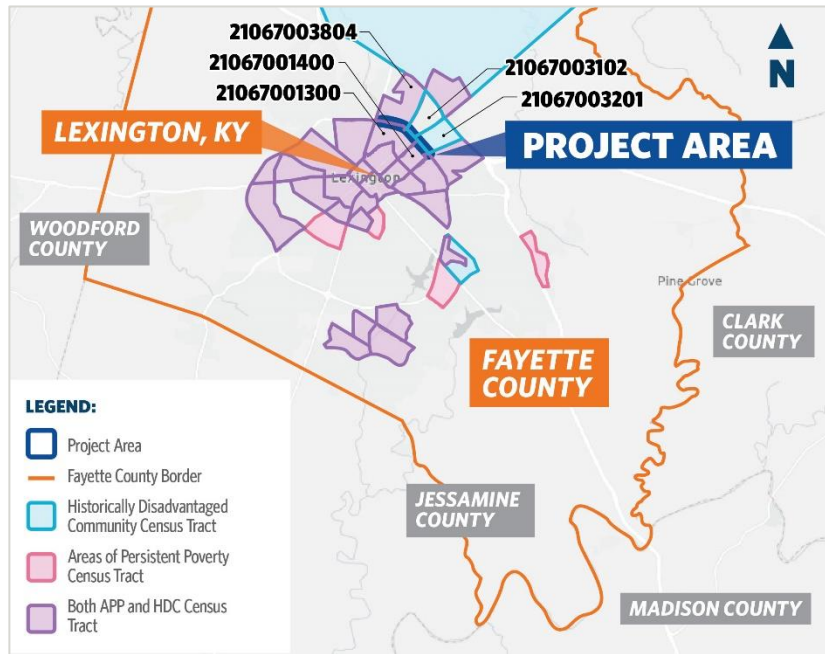


Figure 3: Underserved Communities Map

III. RESPONSE TO SELECTION CRITERIA

Selection Criterion #1: Safety Impact

The [Lexington Safety Action Plan](#) identified New Circle Road as the corridor with the highest number of fatal and serious injury crashes in the City. It was also the highest ranked with regard to the total societal cost of crashes using the EPDO method. Given the high traffic volume in the corridor it did have a lower crash rate than some other corridors, but even with this adjustment it was ranked second overall and was **identified by the safety committee and agency stakeholders as the most critical corridor for safety investment.**

Similarly, the [Lexington Safety Action Plan](#) called for more investment in safety education and the Vision Zero program, and there was agreement by agency stakeholders on this need as well. In particular, there are underserved portions of the community that are bearing a disproportionate share of the current safety problems (see next section). These areas would be focus areas for educational programming and outreach.

Addressing these needs is a top priority for LFUCG. **The community unanimously adopted a Complete Streets Policy and the City is actively working to implement that policy and put in place complete streets projects across the City starting with where they are needed most.** This is in line with other City policies, plans, and programs that have been developing over the last decade. The time is right for Lexington to move forward. The sections below document the Safety Needs, Improvement Impacts, and Implementation Costs.



Northeast New Circle Road

Safety Challenge

The New Circle Road corridor is the highest severe injury corridor and one of the highest pedestrian crash corridors within the Lexington-Fayette area. The proposed project area of New Circle Road has experienced 2,282 crashes in the previous seven-year period (2015-2021); of which, there were 36 severe crashes (9 fatal and 27 serious injury) or over 5 per year. Of the severe crashes, 16 (44%) were pedestrian and bicycle crashes, for over 2 per year. Over 40% of all pedestrian crashes in the corridor resulted in a fatality or serious injury to the pedestrian.

There are few sidewalks so pedestrians must use the shoulders, which are sometimes used as deceleration lanes by drivers. There are few safe crossing locations and they are spaced from about ¼ mile to nearly ½ a mile apart. There are many intersections and driveways on both sides of the road and the median is narrow. From the driver's perspective the road is wide and can be traveled quickly, though the signals and congestion do slow speeds. One last point is that Northeast New Circle Road is a unique piece of the transportation network in Lexington. It is a relatively short signalized portion of what is otherwise a grade-separated freeway loop circling the City core. This non-limited access portion of the loop has significant commercial and residential development directly adjacent to the roadway. The current road design of this portion of the loop is not well aligned with the land-use and multimodal context of the area. This presents several excellent opportunities to improve the safety performance of the roadway.

Safety Impact Assessment (Project Benefits)

The innovative New Circle Road improvements were specifically selected to address the pedestrian safety needs and high severity crashes on this high volume corridor. RCUTs have been proven to reduce crashes and signalized RCUTs offer an effective and safe way for pedestrians to cross a wide arterial. The project is on the high injury network as defined by the [Safety Action Plan](#), see **Appendix D**. Crash Modification Factors (CMFs) have been listed for those that have well documented research and appropriate star values in the clearinghouse.

- 1) Signalized RCUTs (CMF = 0.80 for intersection crashes; [CMF ID: 10382](#))
- 2) New signalized pedestrian crossings with the RCUTs (CMF = 0.80; [CMF ID: 10382](#))
- 3) Upgraded signage and lighting at existing crossings (*none applied, benefits likely*)
- 4) Speed calming & speed countermeasures (feedback signs; CMF = 0.95; [CMF ID: 6885](#))
- 5) Corridor entrance features (*none applied, benefits likely*)
- 6) Shared use paths for length of corridor (*none applied, benefits likely*)
- 7) Implement landscaping and lighting upgrades (*none applied, benefits likely*)

It is expected that there will be approximately 124 severe crashes in the corridor over the next 20 years, with 88 occurring at intersections. The implementation of the RCUT improvements alone is expected to reduce the intersection crashes by 20%, preventing 18 severe crashes (4 fatal and 14 serious injury crashes). Considering other crash types, the RCUTs would prevent over 760 crashes over 20 years (120 fatal, injury, or possible injury crashes). The undiscounted societal benefit of this crash reduction is nearly \$70 million over 20 years (2021 dollars). If the other improvements listed above are included, the crash reduction and societal benefit could increase substantially.



Countermeasure Implementation

LFUCG has prepared a detailed conceptual plan for the corridor as well as a major quantities cost estimate (**Appendix C**). This level of work provides confidence that the project is feasible and that the cost estimate is sufficient to carry out the project as planned. The cost estimate is \$24.9 million (in year of expenditure dollars) including design, right-of-way, utilities, construction, and inspection services. The benefit-cost analysis (BCA) for the project used the standard 7% discount rate and determined that a very conservative BCA ratio for the project was 1.25. This only counted the RCUT crash reduction and did not take credit for any of the other project elements. If other project elements were included, it is expected that the BCA ratio could be as high as 1.75 or even higher.

Lexington-Fayette Safety Education Program and Vision Zero Coordinator

Safety Challenge

Severe crashes in Lexington decreased from 2015 to 2019, but they have increased in the last few years, indicating that much more work needs to be done to achieve the Vision Zero goal. An examination of fatal crashes alone shows no major up or down trends over the last seven years, with an average of about 25 per year. In addition to this increase, there is a disproportionate impact on disadvantaged and underserved communities in the city with as high as 40% more severe crashes happening in these communities on a per person basis. These needs are well documented in the [Safety Action Plan](#) and require county-wide action to address them.

Safety Impact Assessment

The proposed Safety Education Program and Vision Zero Coordinator will directly address this county-wide challenge. The coordinator will execute all elements of the Safety Action Plan through a collaborative process with the public and stakeholders. This will help focus activities, including the Education Program, on the communities with the most need; taking into account the Equity Analysis and High Injury Network. Example activities that will have a major safety impact include: implementing “rapid-response” Vision Zero installations using low-cost proven countermeasures; integrating Safe System Approach concepts into capital projects; and developing community partnerships to coordinate a robust public awareness and safety outreach campaign (see below).

The Safe Streets Campaign will strategically target audiences and systemic behaviors that the Safety Action Plan identified as contributing to fatal and serious injuries. Examples include, driver inattention, excessive speeding, intoxication, red light running and drivers striking pedestrians while turning. Messaging will target safe and defensive walking and bicycling practices. Emphasis will be placed on reaching underserved and under-reached populations. The campaign will include a statistically valid pre and post survey to assess the effectiveness. Outreach methods will include paid advertising, social media, and community-based safety events and activities. Outreach methods will be adjusted according to public response and effectiveness as indicated by short-term assessment tools.



Countermeasure Implementation

LFUCG has the institutional framework to implement these programs and fill a new Vision Zero position. This implementation effort will build on current programs and initiatives, but will allow them to achieve substantially greater safety impacts. The cost of the safety education campaign is expected to be \$1,750,000 over five years (\$350,000 annually). The Vision Zero coordinator position is expected to be \$500,000 over five years (\$100,000 annually). The return on this investment was estimated based on a conservative assumption of a nominal 1% change over the five years of the program, which results in a benefit-cost ratio of 4.8 (using 7% discounting).

Selection Criterion #2: Equity, Engagement, and Collaboration

The proposed New Circle Road project is entirely within Historically Disadvantaged Community (HDC) Census Tracts. It is also mainly within Areas of Persistent Poverty (APP), and Justice40 Communities as illustrated by **Figure 3** and the [USDOT Equitable Transportation Community Explorer](#) tool data map in **Appendix F**. Given the complete streets nature of the project, these communities will be ensured of receiving an equitable safety investment. This objective is in line with LFUCG's goals and policies.



Figure 4: Outreach Images

LFUCG conducted extensive engagement in the corridor as part of the [New Circle Road Study](#). This included reaching out within the disadvantaged community areas to a variety of public and private stakeholders. The input is summarized in the final report and images are provided in **Figure 4**. Outreach events and efforts included:

- Neighborhood Meeting (4/30/22) and Business Canvassing (5/24/22)
- Neighborhood Canvassing – distributed 1,000 bilingual door hangers (6/1/22)
- Neighborhood Meeting (6/8/22)
- Public Input Survey – 1,223 responses (May to August, 2022)
- Business Canvassing (4/10/23) and Public Input Survey – 471 responses (3/27 – 5/8/23)
- Formal Plan Adoption Public Hearing (6/8/23)

The county-wide safety education program will also provide equitable investment in the safety needs of underserved communities in Lexington. Under half of the county is designated as disadvantaged, but those communities will be important outreach areas as they have a disproportionate number of the severe crashes. According to the [Safety Action Plan](#), underserved communities in Lexington experience 41% more severe crashes per 100 people than the county overall. This is a cause for immediate action. The projects in this application are designed to directly address that issue.

The soon to be approved 2045 Imagine Lexington Comprehensive Plan included broad public, non-profit, business, and agency input, including countywide safety input. There was a 36



person advisory group, a weeklong event involving up to 5,000 people (with 2,500 survey responses), as well as several other targeted outreach efforts. The feedback was in line with the actions proposed in this application and is documented in the [Public Input Report](#).

Selection Criterion #3: Effective Practices and Strategies

LFUCG has in place a number of policies, plans, practices, and programs that promote effective and systemic safety improvements. **The proposed implementation projects in this application are a direct result of those policies, plans, practices, and programs.**

Complete Streets Policy – LFUCG unanimously adopted a Complete Streets Policy on December 6, 2022 with a vision *“for people of all ages and abilities to have a diversity of safe, convenient, affordable and reliable transportation options.”* The stated intent is to *“provide an equitable, balanced, safe and efficient transportation system...”* With regard to implementation, *“LFUCG shall, to the greatest extent practical, design and operate roadways that provide safety for all users, with the goal of reducing or eliminating serious and fatal injuries of both vehicle occupants and non-motorized users.”* It goes on to say, *“Complete Street design principles shall be incorporated, as appropriate, into all publicly and privately funded project.”* The policy outlines over 20 design references that should be conformed to. Regarding project prioritization, it states that improving safety for all modes, particularly vulnerable roadway users should be taken into consideration. **This new policy is part of why Lexington is requesting funding for the New Circle Road safety upgrades and the county-wide education program. The initiatives are directly aligned with the policy goals and implementation.**

New Circle Road Planning – LFUCG was aware of the needs in the New Circle Road Corridor, but there was no assessment or plan to address them. The [Imagine New Circle Study](#) examined the land use and built environment and clearly documented the safety and mobility needs through both analysis and extensive public input. For example, it showed that only 9% of the corridor had sidewalks and that there were numerous pedestrian crashes. It also examined development potential and recommended design guidelines, including such ideas as *Create an Environmentally Sustainable and Inviting Public Realm*. **The plan proposed safety upgrades to Northeast New Circle Road that align with the Safe System Approach and the Complete Streets; matching recommendations from the [Lexington Safety Action Plan](#).** It calls for improved multimodal safety, effective physical upgrades, the use of technology and innovation, and speed management techniques.

Lexington Safety Action Plan and Vision Zero Commitment – LFUCG is committed to Vision Zero and developed a Safety Action Plan that follows the Safe System Approach, recommending both systemic/proactive and historic/reactive safety projects. The Plan includes a clear commitment to working toward zero deaths by 2050 (Section 1 of the Plan). It also addresses Safer People, Safer Roads, and Safer Speeds. During the Plan development the topics of Safer Vehicles and Post-Crash Care were considered, examined, and discussed as well. The



proposed projects in this grant application come from that policy and planning framework – they involve the deployment of highly effective countermeasures and strategies that are supported by best-practice research as well as the local data and stakeholders.

2018 and 2023 Imagine Lexington Comprehensive Plans – LFUCG has clearly stated its policies in the current plan and the soon to be adopted plan. Objectives statements proposed for the 2023 plan include, “Support the Complete Streets concept, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit, and other vehicles.”; “Improve traffic operation strategies, traffic calming, and safety.”; and “Incorporate schools, libraries, parks, greenways, and other community-focused educational and recreational facilities into neighborhoods in order to maximize safe routes for all pedestrians and bicyclists.” **The projects in this application align with these and many other goals and objectives in those plans.**

Safe Streets Campaign, Safety City, & Neighborhood Traffic Management Program – LFUCG has many active programs and initiatives that are intended to improve safety across the entire City. For example, the Safe Streets Campaign is an education and outreach initiative to make Lexington’s roadways safer for all users – motorists, cyclists, and pedestrians. The campaign uses videos, social media, in-person events, yard signs, printed materials, and other approaches to educate and motivate people regarding traffic safety for all users. **LFUCG would like to build on this and the other programs to advance Vision Zero to create an even more effective and equitable county-wide education program.**

Selection Criterion #4: Other DOT Strategic Goals

Climate and Sustainability

The New Circle Road upgrades will make significant improvements to non-auto travel modes, making them more practical and competitive; lowering total and average per trip emissions.

The project will provide needed pedestrian, bicycle, and micromobility infrastructure along and across the corridor. The changes will make walking and bicycling safe and practical options for people that live, work, and shop along the corridor. It will also connect them to the trail system.

For current and potential future transit riders, the changes will make a major difference. Bus stops will be upgraded and there will be safe places to cross the street near each stop. Today, there is no safe way to get across the street at several stops, without walking 1,500 feet or more to and from a traffic signal. This leads to adults, sometimes with children, crossing this busy four-lane arterial midblock. Upgrading the transit stops and accessibility will make it more safe and effective for current riders and offers the potential to attract new riders.

The project is in line with Lexington’s land-use planning which calls for more infill and higher density development. The city has a goal of having basic services within a safe 15 to 20 minute walk from home. These changes support that walkable vision; which will lead to lower emissions per trip and per person. They also support additional growth within the urban services district which is in line with growth management and transit oriented development policies and goals.



Economic Competitiveness

The proposed New Circle Road infrastructure project is located entirely within an underserved community and it is designed to improve the overall economic environment of the corridor. The project will substantially upgrade the look, feel, and function of the roadway. It will convert the rural typical section to a more appropriate urban section with curb and gutter. It will provide missing active transportation elements including trails, sidewalks, and signalized crosswalks. It will enhance the safety of the community by adding pedestrian scale lighting and streetscape features. It will also work to maintain the capability of the corridor to manage freight movements. All of these elements combined will help attract and retain businesses in the area. Community residents that want to work, shop, go to school, and enjoy entertainment/recreation options close to where they live will be given that opportunity. Major employers in the area like Lexmark and Amazon will be able to attract and retain employees when the area that they work in is attractive and has numerous options for housing, shopping, restaurants, and recreation.

Workforce

A project of this magnitude will require hundreds of skilled construction jobs and trades to complete. Ancillary to the project are the materials suppliers, delivery personnel, equipment manufacturers, commercial drivers, engineers, project managers, and project administrators. The LFUCG is committed to allowing everyone a free and fair choice to join a union. The new Vision Zero Coordinator position will be a new job created through this project with a competitive salary and the opportunity for advancement within LFUCG.

LFUCG's WORK-Lexington runs a workforce training/retraining partnership with several local agencies. This grant funded program is in its 5th year and it offers local residents free opportunities to receive training and licensure in fields such as HVAC, plumbing, electric, commercial driving, forklift operations, and an advanced operator certificate program.

It is the policy of the LFUCG to uphold and ensure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities. LFUCG will commit to developing and sustaining a work environment that supports diversity, equity and inclusion and that nurtures all employees and volunteers through its hiring, and the development of ordinances, policies and procedures. All divisions of LFUCG are committed to equity within our workforce and the entire community.

IV. PROJECT READINESS

LFUCG staff are very familiar with the USDOT grant agreement and administration process. LFUCG was awarded and successfully completed the Town Branch Commons Trail TIGER grant project. This project subsequently won a 2022 Environmental Excellence Award from FHWA. The trail is a 1.5-mile transformative path through downtown. LFUCG also routinely administers other federally funded projects including CMAQ, TAP and STBG funded projects.

FY23 SAFE STREETS AND ROADS FOR ALL FUNDING
SAFE STREETS FOR LEXINGTON
 SAFETY UPGRADES AND EDUCATION PROGRAM



Schedule Commitment: LFUCG will be ready to execute and complete the full scope of work in this application within five years of grant agreement execution. See the schedule in **Figure 5**. In addition to the planning study, LFUCG completed a conceptual design and cost for the project.

NEPA/Environmental Reviews: The projects will minimize impacts on the environment allowing LFUCG to apply for a NEPA categorical exclusion. Nearly all construction will occur within right-of-way in a previously disturbed corridor. The NEPA process will occur in an expedited manner in conjunction with the design. Prior projects requiring NEPA clearance in this portion of the New Circle Road corridor have received approval in a timely manner.

Utility Relocations: Utility relocations will be part of the project, but they will be minimized by taking care regarding the location of the shared use paths. The conversion of the shoulder to a curb and gutter section will also help keep the template narrow, limiting utility relocation work.

Right-of-Way Acquisition: The project will require very little new right-of-way (ROW). The current ROW is quite wide through much of the corridor with 120 to 130 feet in many locations. The RCUT design includes the use of loons to facilitate U-turns. A few of those locations could require small ROW additions, but those will be limited in number and size and could be sliver takings. It is not expected that any residents or businesses would be relocated with the project.

Figure 5: Design and Implementation Schedule

Task Name	2023		2024				2025				2026				2027				2028				2029		
			QUARTERS				QUARTERS				QUARTERS				QUARTERS				QUARTERS						
	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	
Submit SS4A Grant App.																									
Award & Grant Agreement																									
Design																									
NEPA Process																									
ROW Acquisition																									
Utility Relocation																									
Contract Letting																									
Construction:																									
Lexmark to Boardwalk																									
Boardwalk to Russell Cave																									
Russell Cave to Broadway																									
Broadway to Limestone																									
Limestone to Golden Way																									
Golden to Bryan Station																									
Construction Complete																									
Final Report to USDOT																									