



imagine
NEW CIRCLE
NORTH NEW CIRCLE ROAD

WELCOME

Imagine North New Circle Road Public Meeting

DID YOU ATTEND THE NOVEMBER 6TH PUBLIC MEETING?

YES

Thank you for attending the first meeting.

Tonight, you can view the updated traffic and safety analysis. You can also provide additional input on Alternate Concept 2, the community's preferred concept from the first public meeting.

- 1. Please sign in at the welcome table** so we know you were here.
- 2. Visit each station at your own pace.** Our team members are here to answer your questions and help you provide input.

NO

Thank you for coming out tonight. You can view highlights from the first meeting and provide your input on the design concept that attendees from the first meeting preferred. You can also learn more about the project and how it will impact safety and traffic on New Circle Road.

- 1. Please sign in at the welcome table** so we know you were here.
- 2. Visit each station at your own pace.** Our team members are here to answer your questions and help you provide input.

Thank you for attending and sharing your input!

LEXINGTON - FAYETTE



SAFETY ACTION PLAN

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¡Escanee para obtener
más información!

ImagineNorthNewCircle.com



Lexington Area
Metropolitan Planning Organization



LEXINGTON



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design group





ABOUT THE PROJECT

North New Circle Road is being redesigned to improve safety for all.

What is planned for Northeast New Circle Road?

Northeast New Circle Road is being improved to create a safer travel experience along one of Lexington’s most important roads. This project will span **1.8 miles**, providing safety enhancements from Bryan Station Road to Development Drive. The safety improvements are planned to include shared use paths, pedestrian crossing enhancements, and four “Restricted Crossing U-Turn Intersections (RCUTs). While less common than traditional four-way intersections, RCUTs have been **proven to prevent crashes** and signalized RCUTs offer an effective and **safe way for pedestrians to cross wide arterial streets** like New Circle Road.

What neighborhoods will be affected by this project?

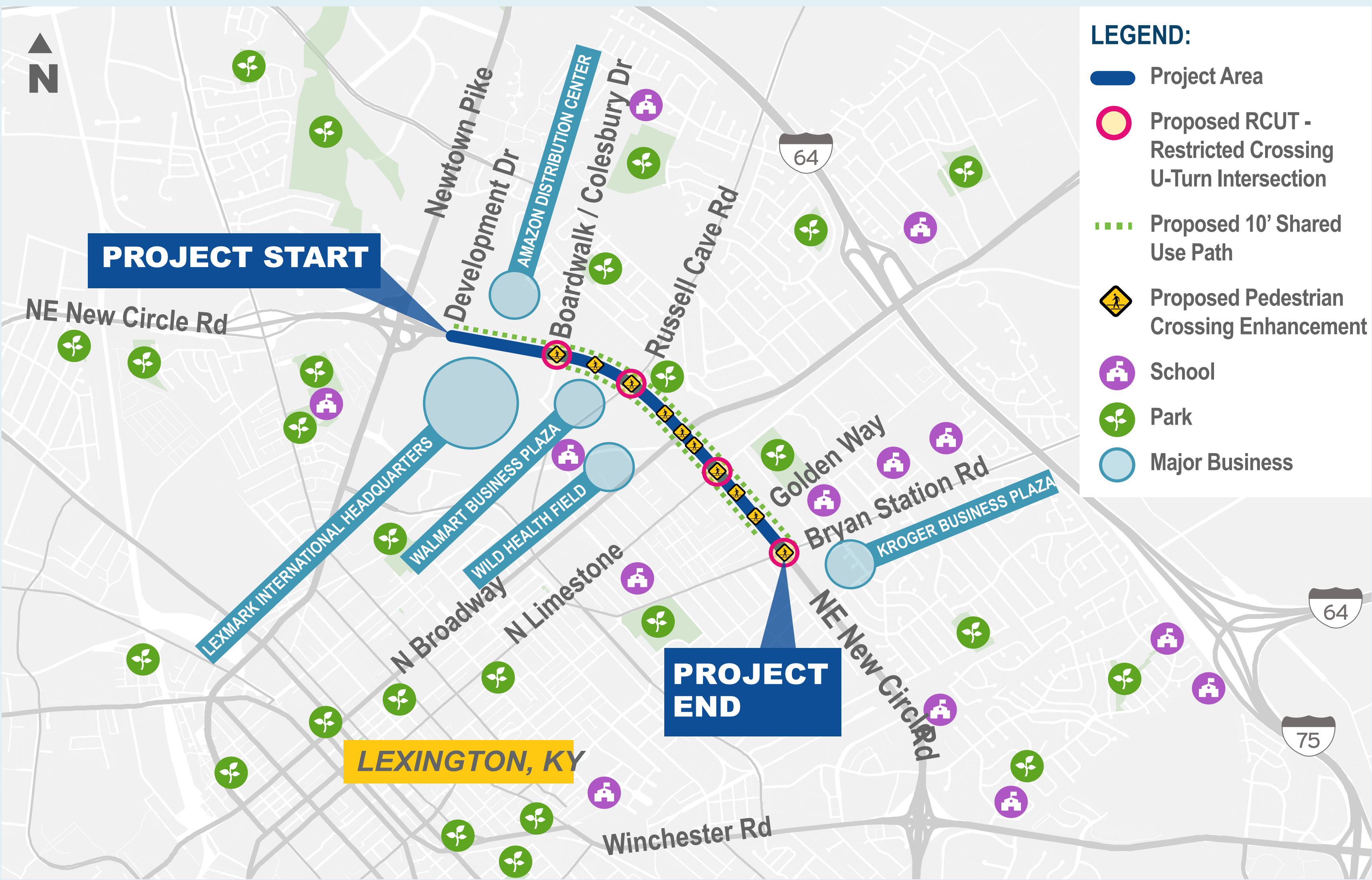
This project has been strategically located to **create safer travel conditions** for various neighborhoods along Northeast New Circle Road. This includes Castlewood, Bryan Station, Elkhorn Park, Green Acres, Hollow Creek, and Breckenridge.

How is this project being funded?

This project is was awarded a federal grant from the US Department of Transportation’s Safe Streets and Roads for All program. With this grant, a significant portion of the \$35 million investment in New Circle Road is covered by federal funds.

How can I provide input and stay up-to-date on this project?

You can learn more about the project, and sign up for updates on the project website at **ImagineNorthNewCircle.com**. The project website can be viewed in multiple languages through the dropdown menu at the top right of the webpage. Please enter the URL into a web browser or scan the QR code to visit the website.



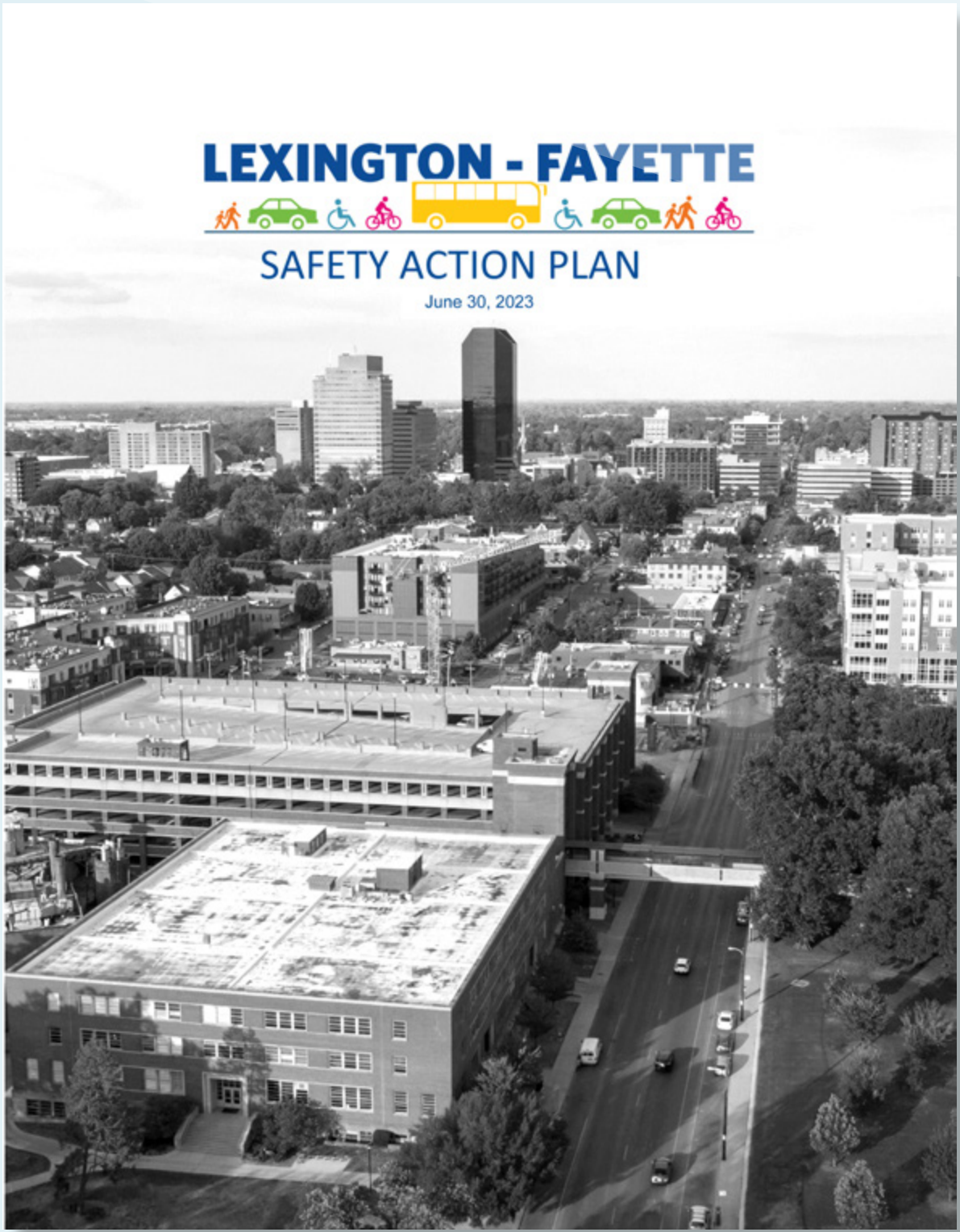


PAST STUDIES ON NEW CIRCLE ROAD

HIGHLIGHTS:

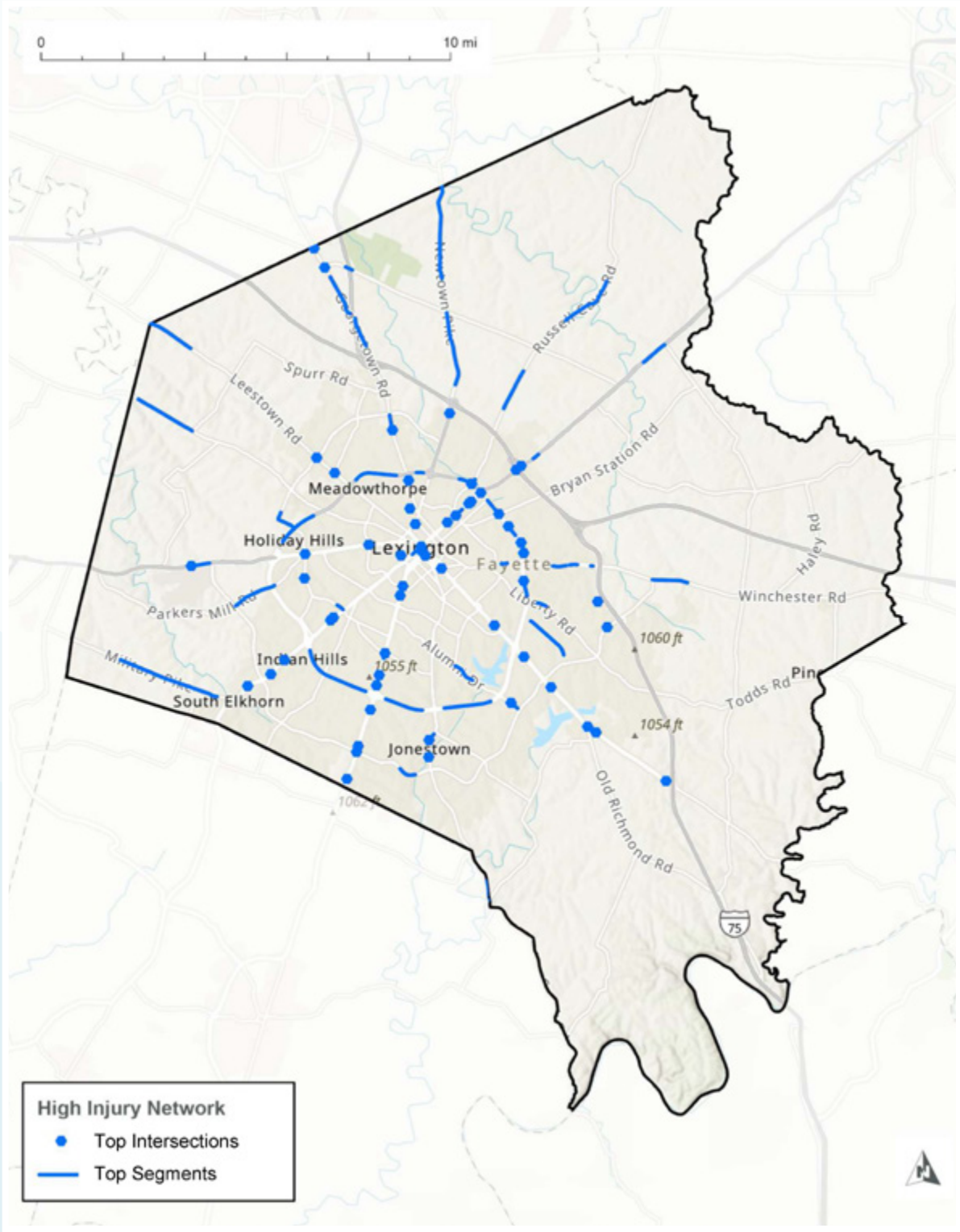
The New Circle Road corridor is the highest severe injury corridor and one of the highest pedestrian crash corridors within the Lexington-Fayette area.

Past studies and plans have identified New Circle Road as a high-risk corridor for all road users, but especially for pedestrians and cyclists. Between 2015 and 2021, over 40% of all pedestrian crashes in the corridor resulted in a fatality or serious injury to the pedestrian.



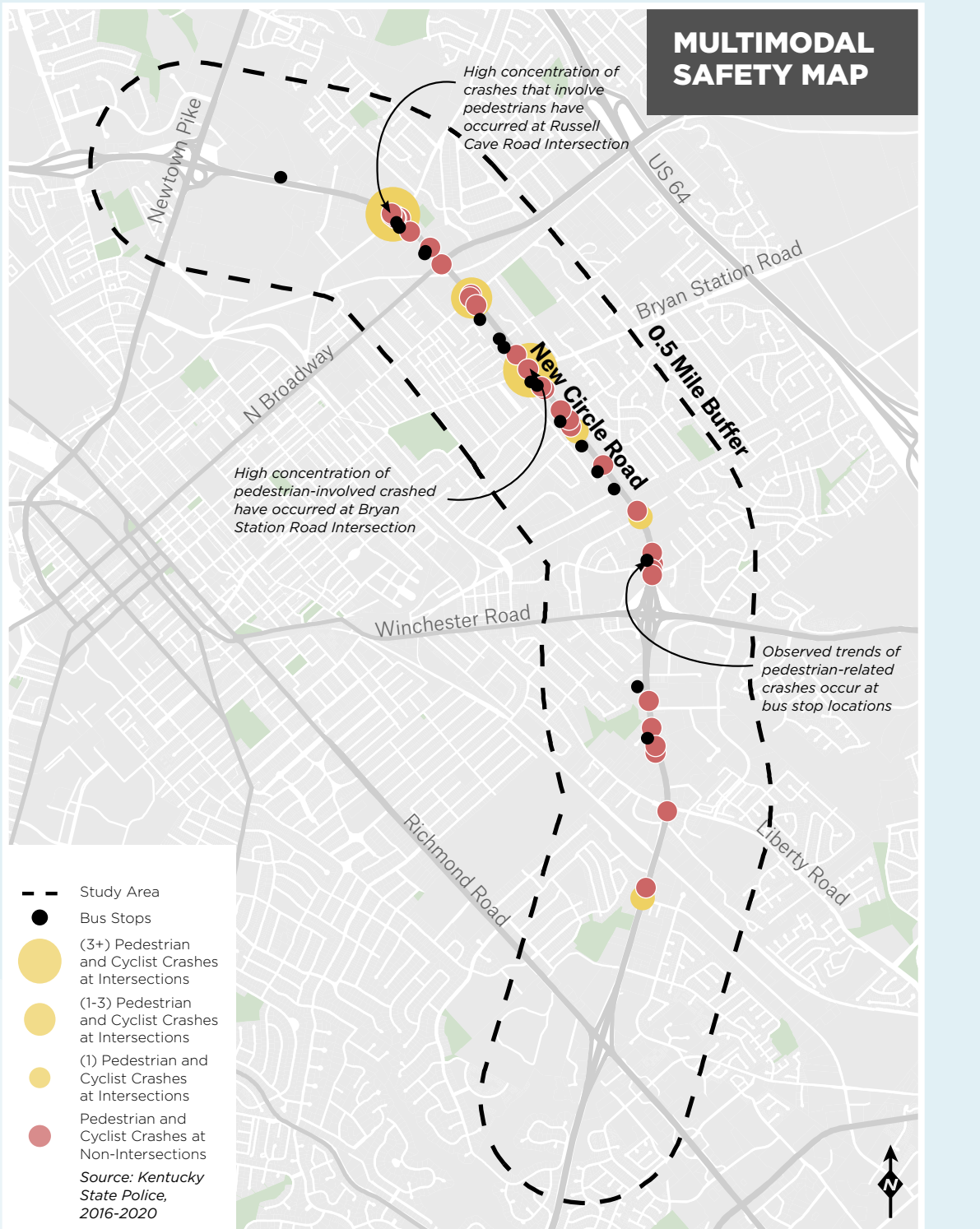
SAFETY ACTION PLAN (2023) KEY RESULTS:

- In a 5-year period (2015-2019), the section of New Circle Road between Boardwalk and Winchester Road saw 1,837 crashes. Of these crashes, 39 resulted in either serious injuries or fatalities - the highest rate of all Lexington corridors.
- Northeast New Circle Road was ranked second of 30 corridors prioritized for safety improvements. North Broadway was ranked as the first priority.



IMAGINE NEW CIRCLE (2023) From Newtown Pike to Richmond Road KEY RESULTS:

- There is less than one mile of sidewalk along the 5.5-mile corridor.
- Between 2016 and 2020, 12% of all vehicular crashes involved a pedestrian (36 crashes) or cyclist (9 crashes).
- The Broadway intersection has the most vehicular crashes at an intersection.





SAFETY BY DESIGN

OVERVIEW



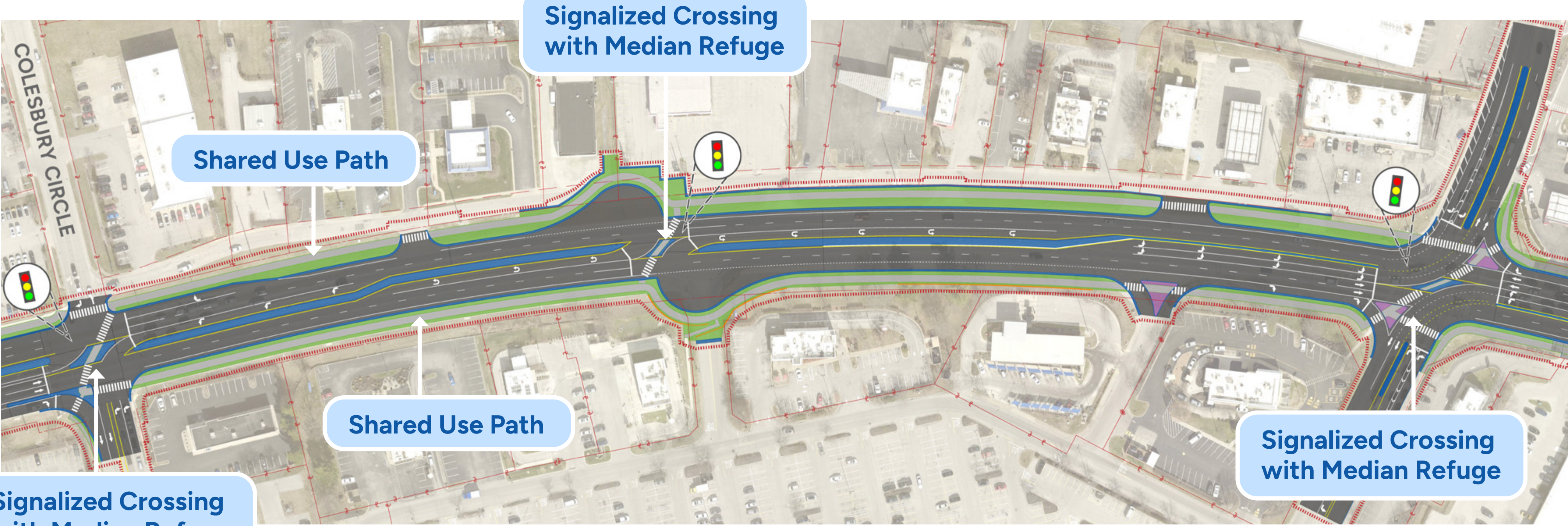
SAFE SYSTEMS APPROACH

Improving traffic safety on North New Circle Road requires a multi-pronged approach.

While strategies for reducing the number and severity of crashes include individual safety choices and post-crash care, Imagine North New Circle Road is focused on the **design and speed-control factors** that will make crashes less likely to occur in the first place. When crashes do occur, these strategies will help make them less severe.

Learn more about the Safe System Approach at www.transportation.gov/safe-system-approach

PEDESTRIAN AND CYCLIST IMPROVEMENTS



EXISTING

Existing signalized crossing spacing ranges from 1,000 feet to 2,400 feet between crossings. Currently, there are five pedestrian crossings in the study area.

PROPOSED

Proposed signalized crossing spacing will range from 800 feet to 1,000 feet between crossings. This will result in nine pedestrian crossings in the study area.



SAFETY BY DESIGN WITH RCUT INTERSECTIONS

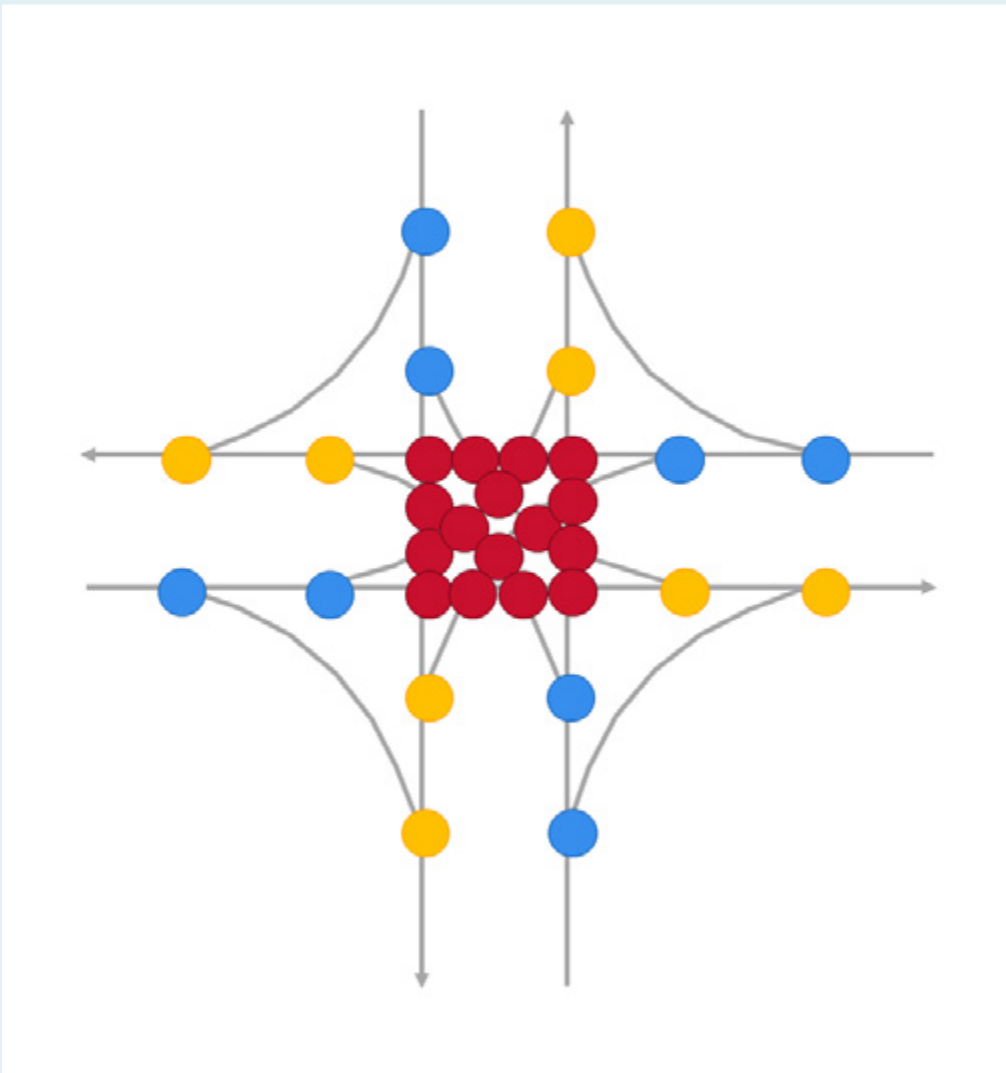
What is a Restricted Crossing U-Turn Intersection (RCUT)?

Restricted Crossing U-Turn Intersections, or RCUTs, are intersections designed to **reduce potential conflict points** where vehicles or pedestrians may become involved in a crash. To do so, they eliminate unprotected left turns by directing vehicles to designated right turn and u-turn lanes.

While less common than traditional four-way intersections, RCUTs have been **proven to prevent crashes** and signalized RCUTs offer an effective and **safe way for pedestrians to cross wide arterial streets**.

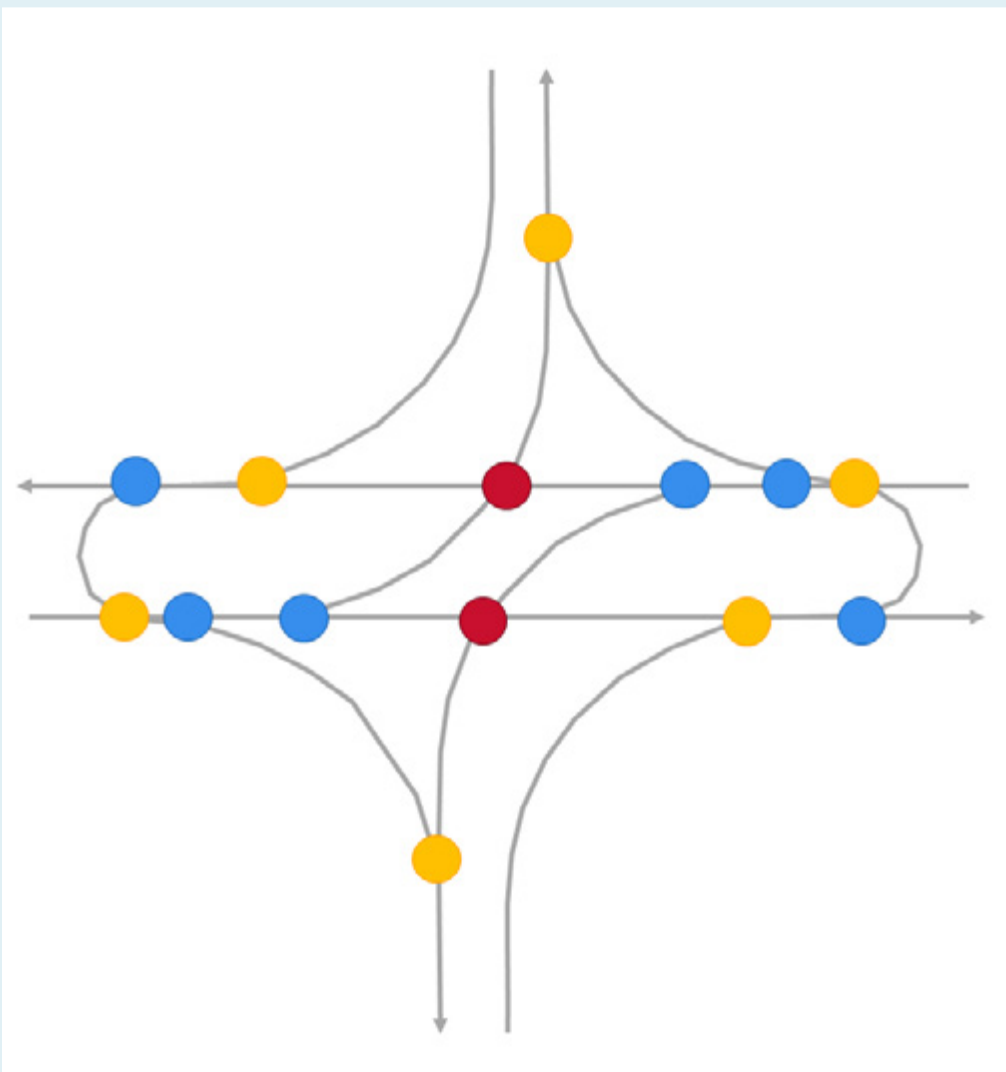
VEHICLE CONFLICT POINTS

FOUR-WAY INTERSECTION



Crossing Conflicts	16
Merging Conflicts	8
Diverging Conflicts	8
Total	32

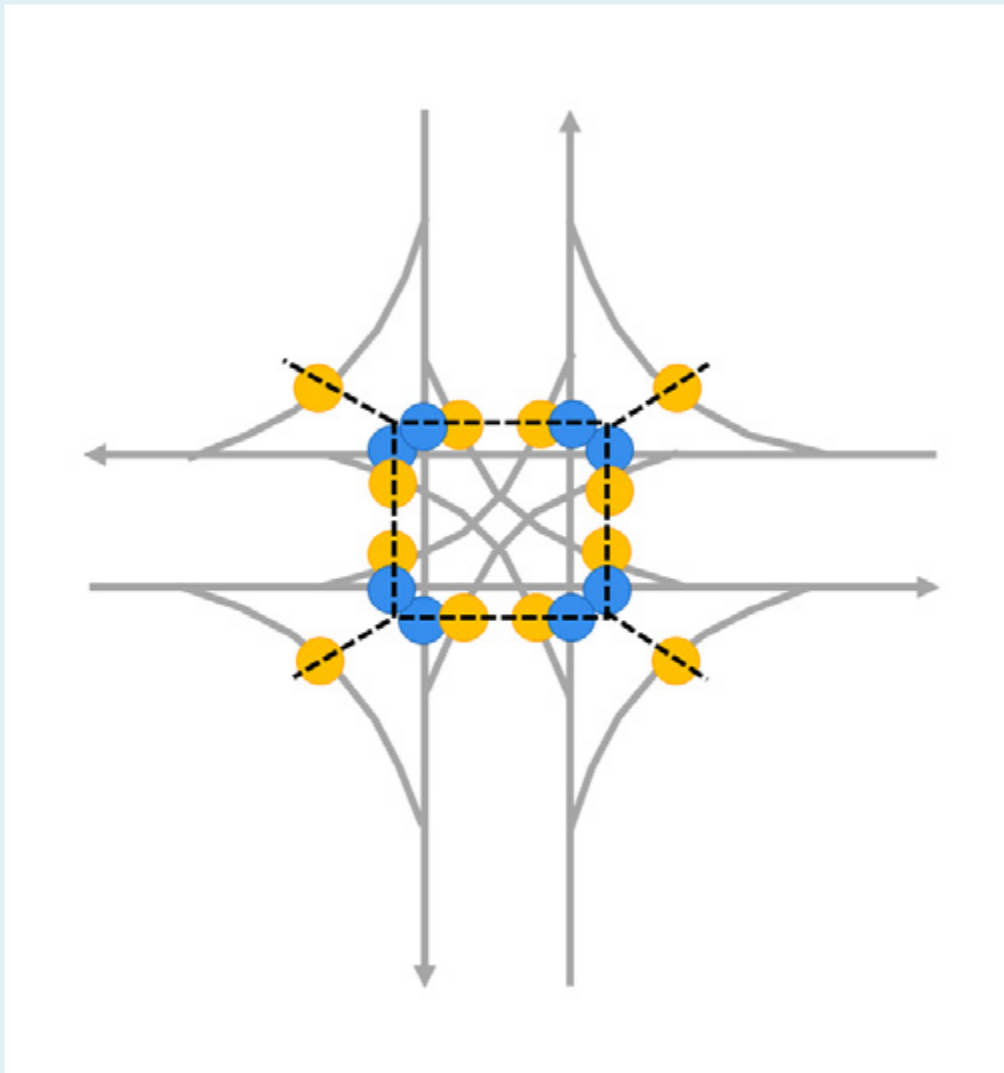
RCUT INTERSECTION



Crossing Conflicts	2
Merging Conflicts	6
Diverging Conflicts	6
Total	14

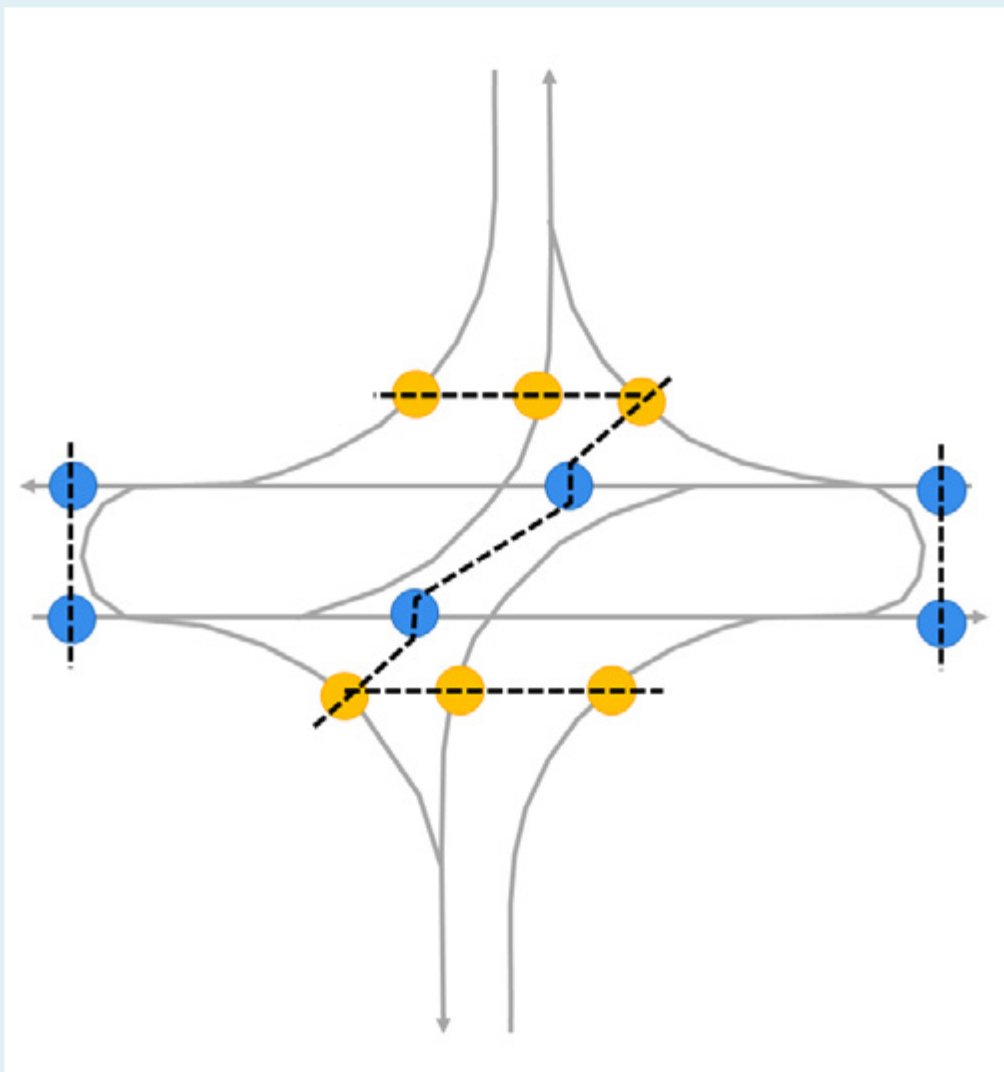
PEDESTRIAN CONFLICT POINTS

FOUR-WAY INTERSECTION



Through Conflicts	8
Turning Conflicts	12
Total	20

RCUT INTERSECTION



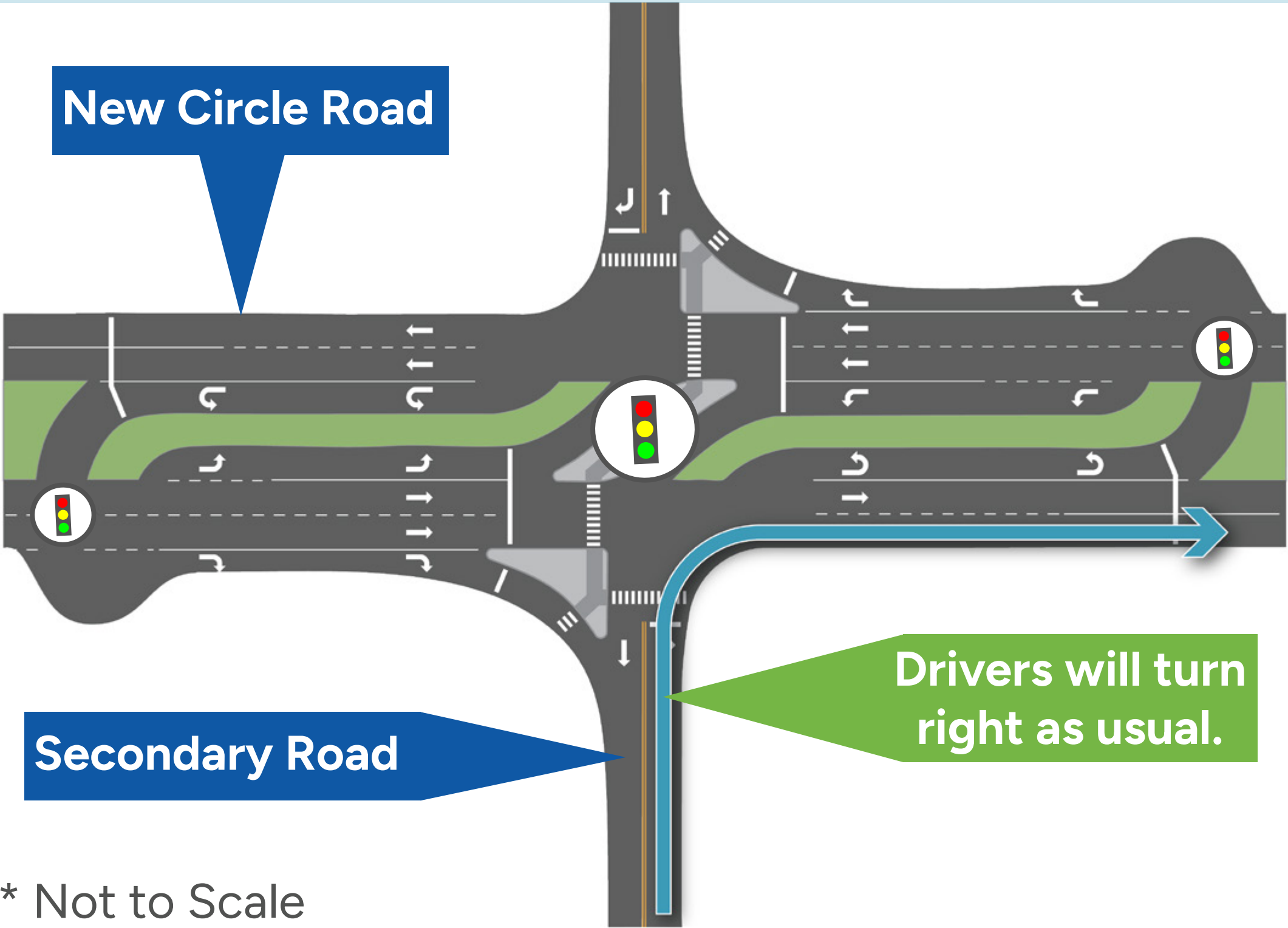
Through Conflicts	6
Turning Conflicts	6
Total	12



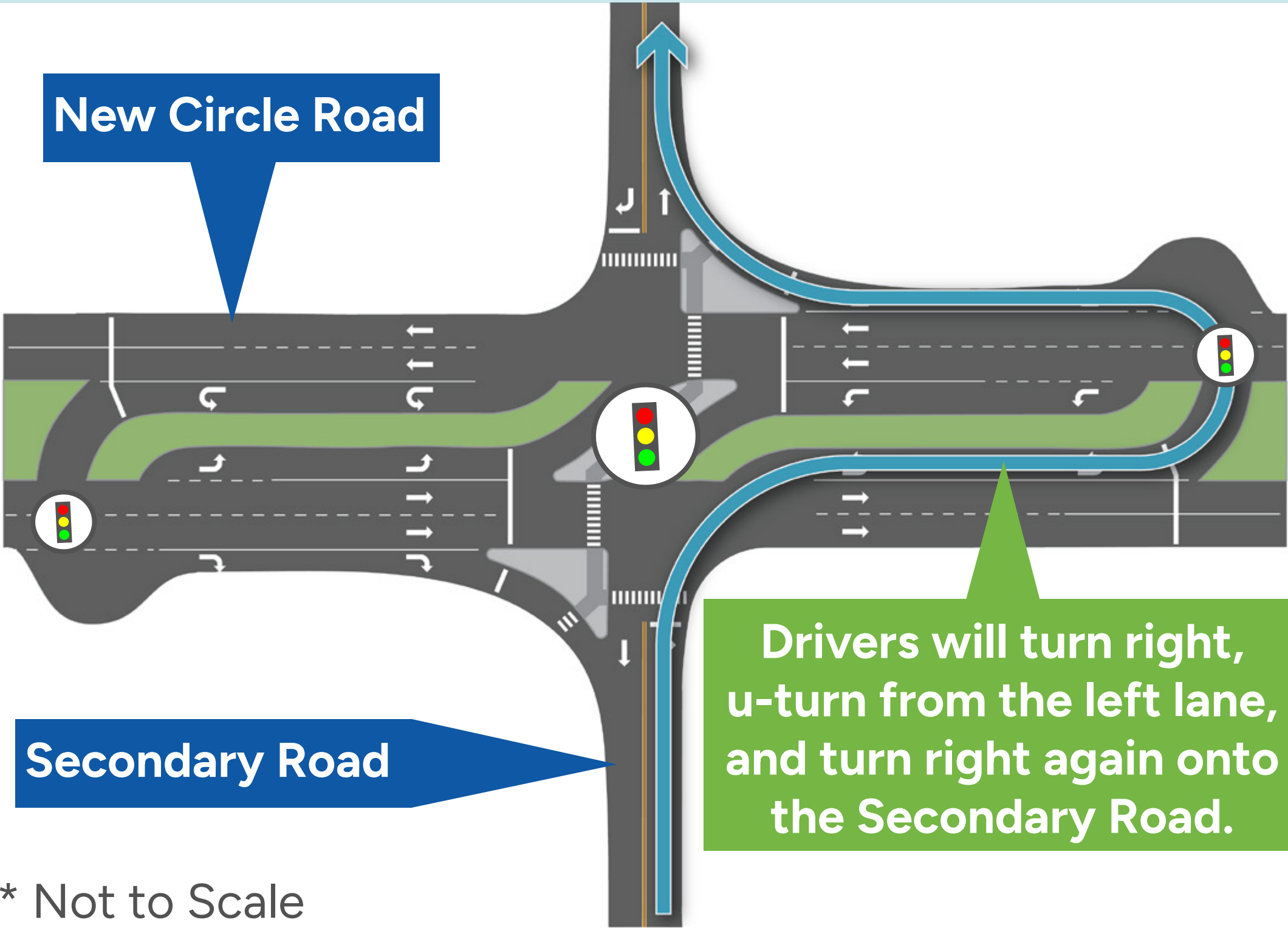
HOW DO RCUTs WORK? AND HOW DO YOU USE THEM?

How do I use a Restricted Crossing U-Turn Intersection (RCUT)?

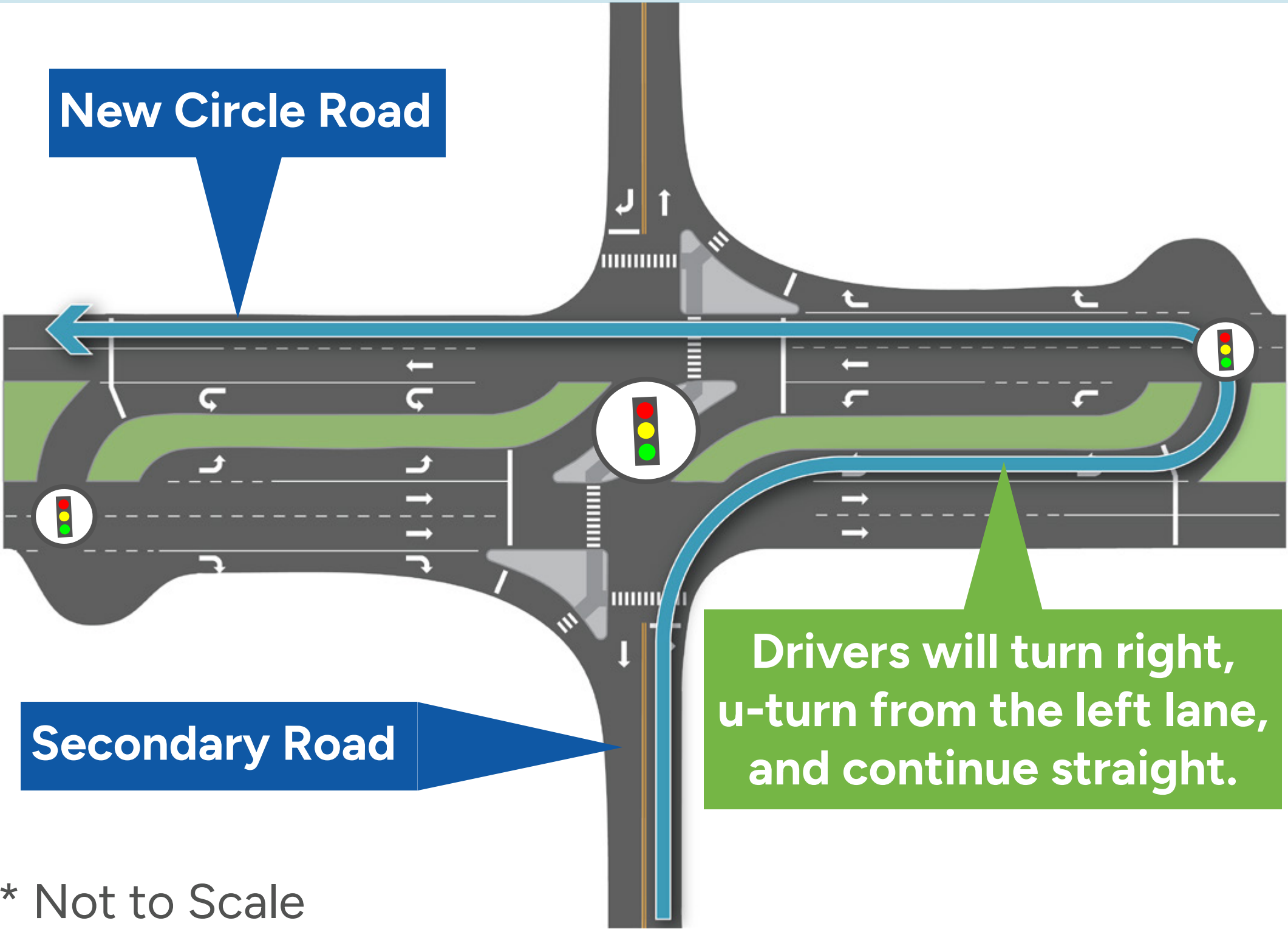
1. Turning Right from Secondary Road



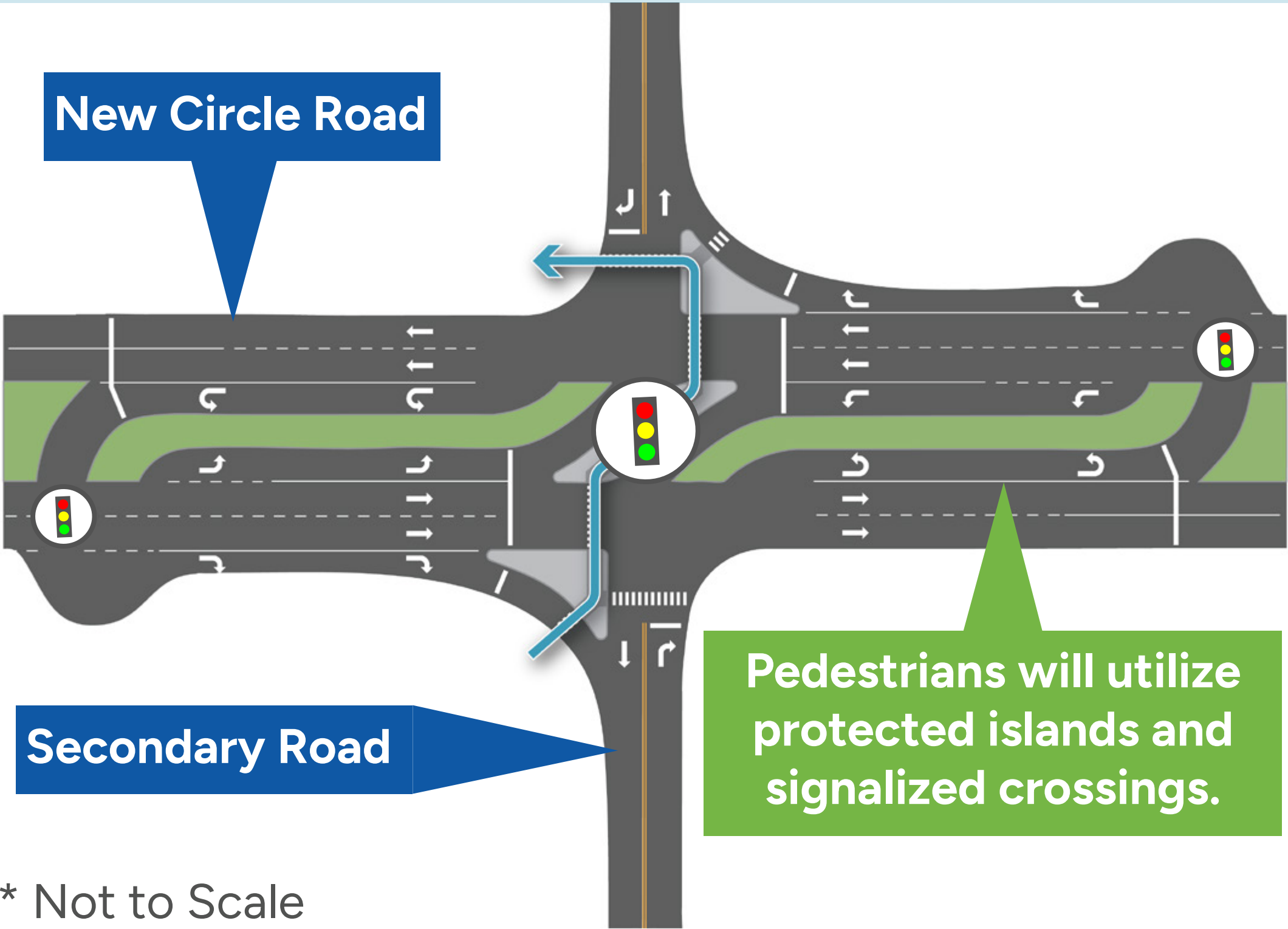
2. Continuing Straight on Secondary Road



3. Turning Left from Secondary Road



4. Crossing New Circle Road on Foot





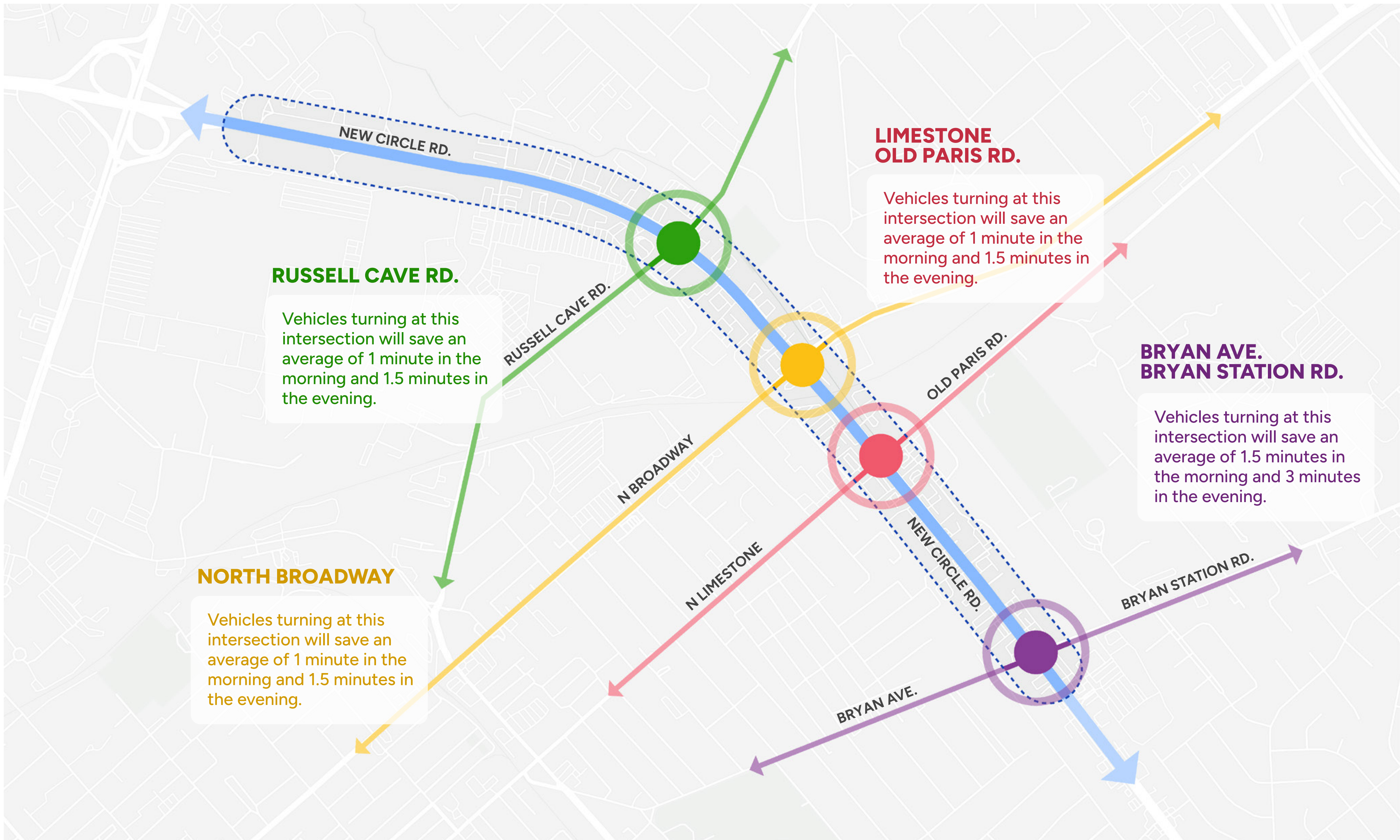
RCUT TIME SAVINGS ON NEW CIRCLE ROAD

TIME SAVINGS

On average, people traveling on New Circle Road will **save 2 minutes in the morning and 3.5 minutes in the evening** with the proposed RCUT intersections.



ESTIMATED INTERSECTION TIME-SAVINGS



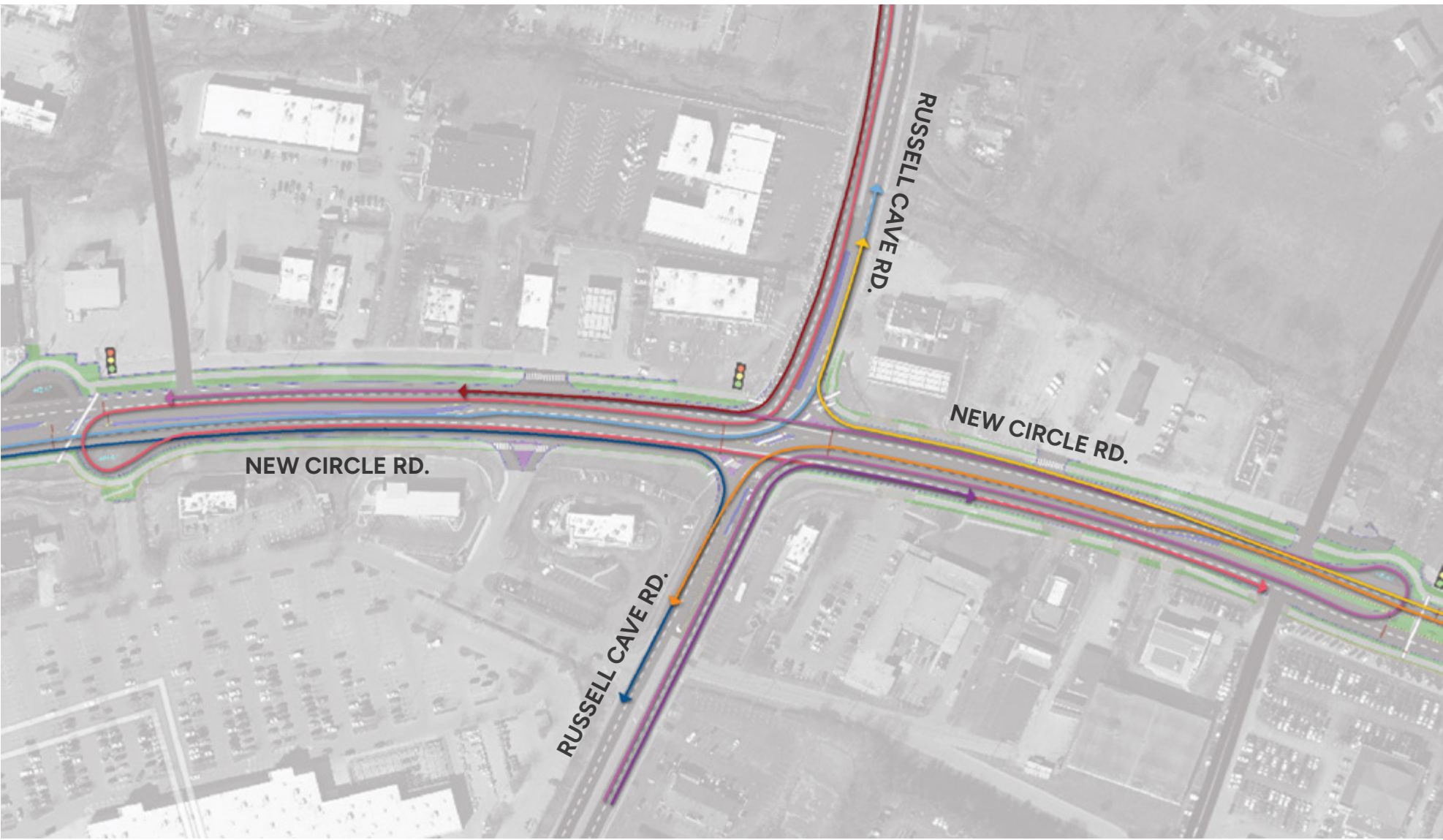


RCUT DETAILS ON NEW CIRCLE ROAD

ESTIMATED TRAVEL TIMES

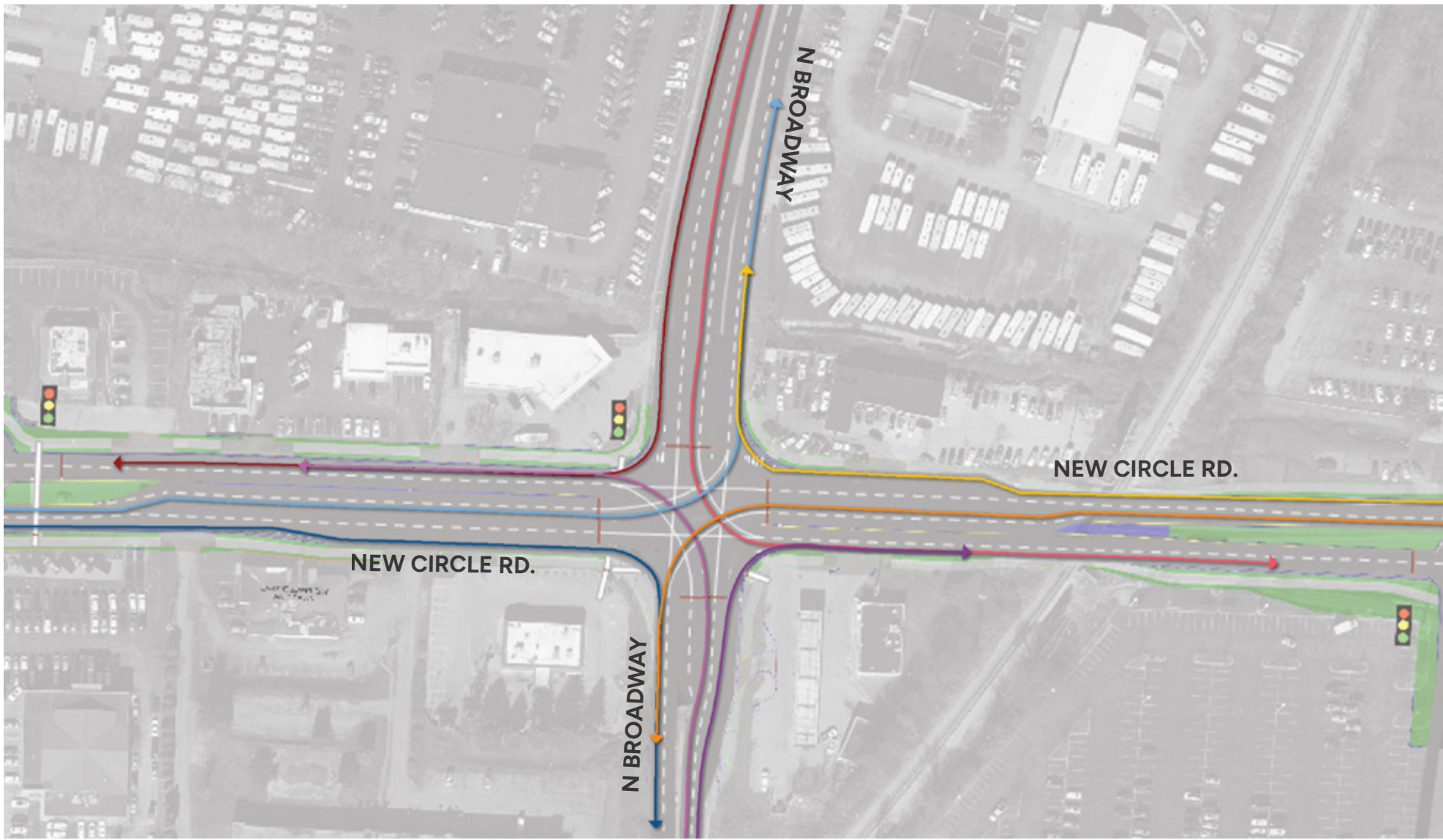
The below diagrams demonstrate how travel times are expected to change for routes turning onto or off of New Circle Road at four major intersections.

RUSSELL CAVE RD & NEW CIRCLE ROAD



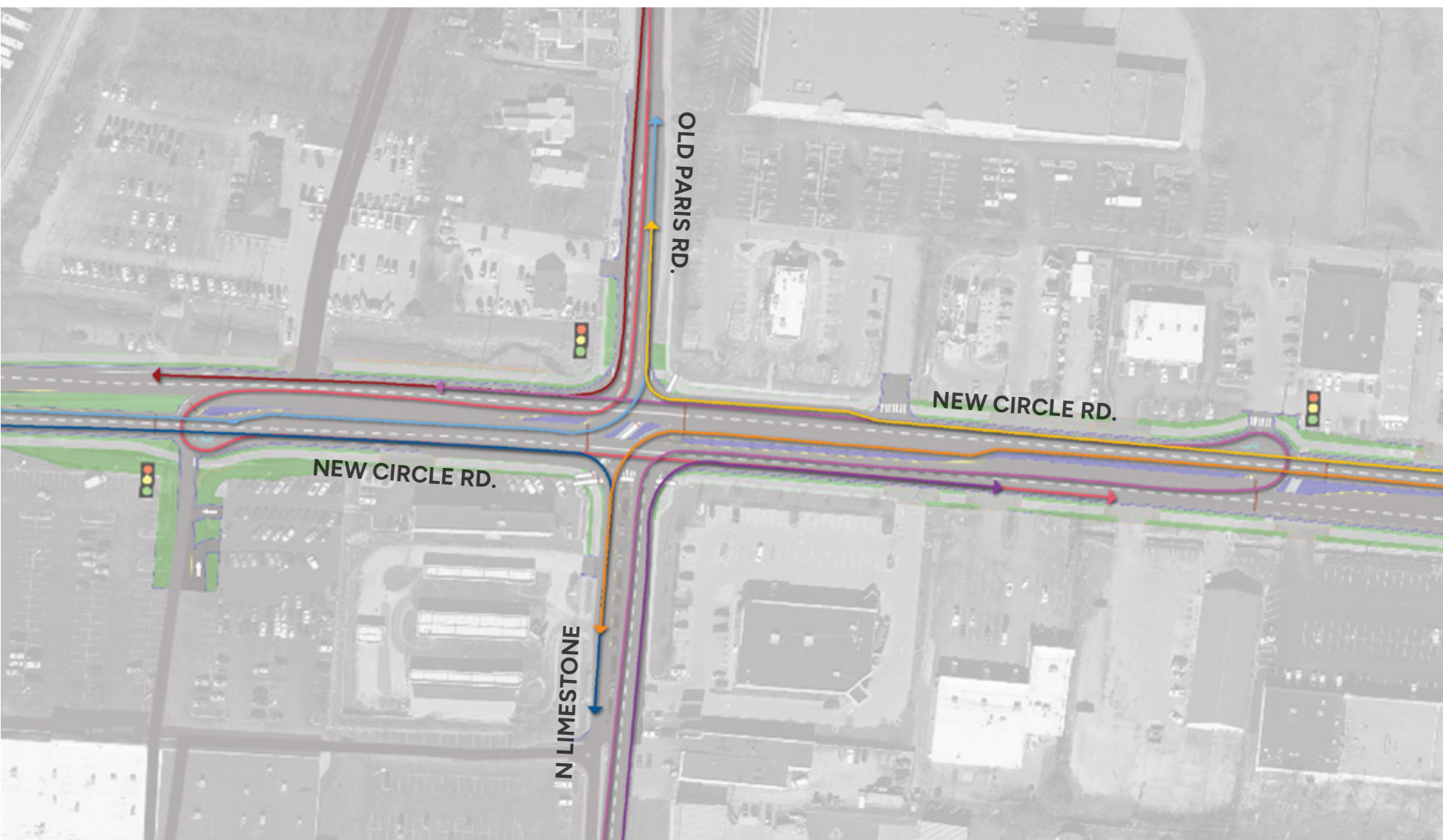
TURNING ROUTE	+/- TRAVEL TIME (MIN)	
	A.M.	P.M.
RUSSELL CAVE RD SOUTHBOUND TO NEW CIRCLE RD WESTBOUND	-1.0	+1.5
RUSSELL CAVE RD SOUTHBOUND TO NEW CIRCLE RD EASTBOUND	-1.0	-1.5
NEW CIRCLE RD EASTBOUND TO RUSSELL CAVE RD NORTHBOUND	+1.0	+1.0
NEW CIRCLE RD EASTBOUND TO RUSSELL CAVE RD SOUTHBOUND	+0.5	No Change
RUSSELL CAVE RD NORTHBOUND TO NEW CIRCLE RD EASTBOUND	+0.5	+0.5
RUSSELL CAVE RD NORTHBOUND TO NEW CIRCLE RD WESTBOUND	-0.5	+2.5
NEW CIRCLE RD WESTBOUND TO RUSSELL CAVE RD SOUTHBOUND	+6.0	+4.0
NEW CIRCLE RD WESTBOUND TO RUSSELL CAVE RD NORTHBOUND	+3.0	+3.5

BROADWAY & NEW CIRCLE ROAD



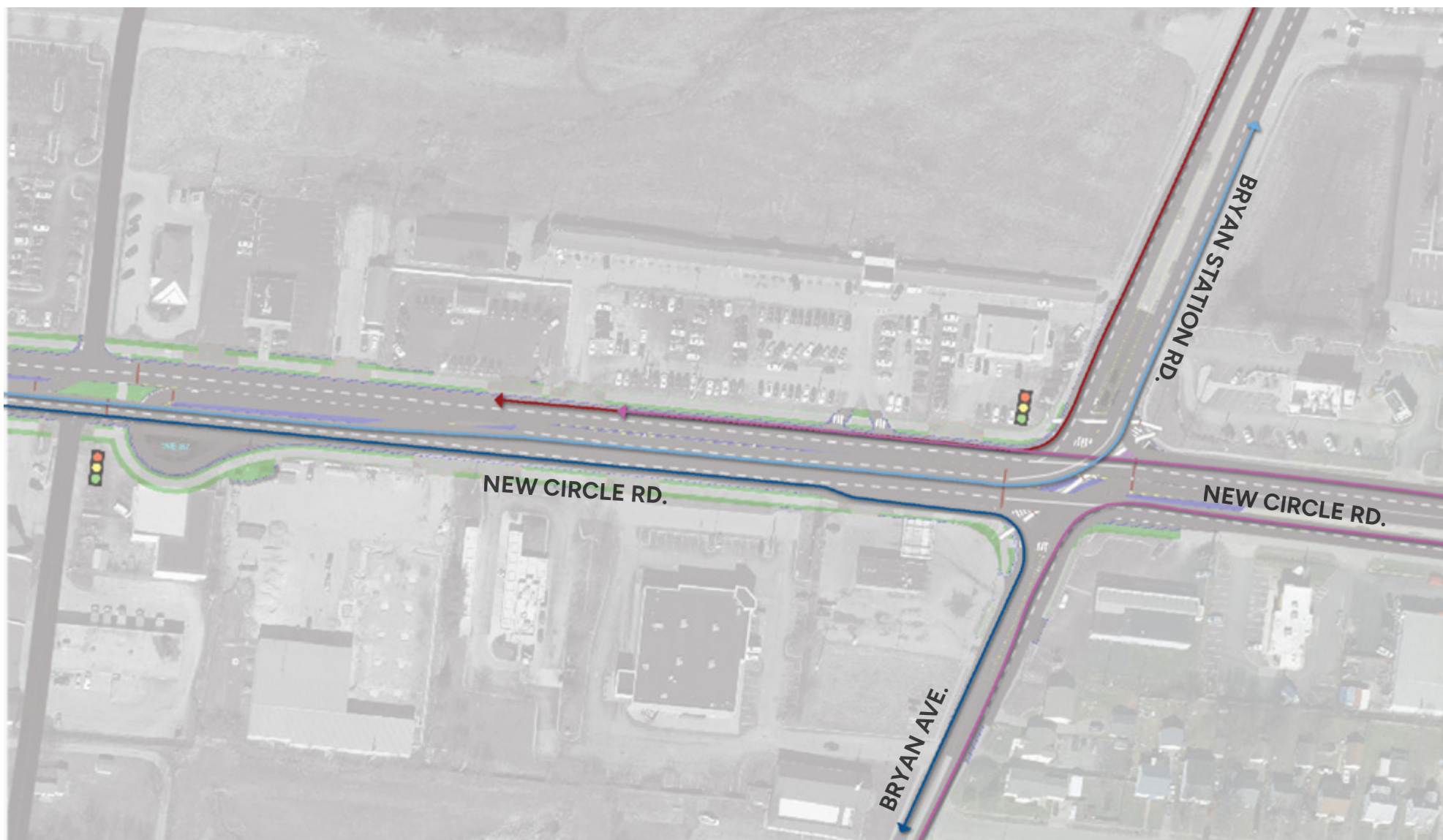
TURNING ROUTE	+/- TRAVEL TIME (MIN)	
	A.M.	P.M.
BROADWAY SOUTHBOUND TO NEW CIRCLE RD WESTBOUND	+0.5	+4.0
BROADWAY SOUTHBOUND TO NEW CIRCLE RD EASTBOUND	+0.5	-1.5
NEW CIRCLE RD EASTBOUND TO BROADWAY NORTHBOUND	-1.0	+0.5
NEW CIRCLE RD EASTBOUND TO BROADWAY SOUTHBOUND	+0.5	+1.0
BROADWAY NORTHBOUND TO NEW CIRCLE RD EASTBOUND	+0.5	-0.5
BROADWAY NORTHBOUND TO NEW CIRCLE RD WESTBOUND	+2.5	+4.0
NEW CIRCLE RD WESTBOUND TO BROADWAY SOUTHBOUND	+3.0	+2.0
NEW CIRCLE RD WESTBOUND TO BROADWAY NORTHBOUND	+2.5	+2.0

LIMESTONE / OLD PARIS RD & NEW CIRCLE ROAD



TURNING ROUTE	+/- TRAVEL TIME (MIN)	
	A.M.	P.M.
OLD PARIS RD SOUTHBOUND TO NEW CIRCLE RD WESTBOUND	+1.0	+4.5
OLD PARIS RD SOUTHBOUND TO NEW CIRCLE RD EASTBOUND	-0.5	-0.5
NEW CIRCLE RD EASTBOUND TO OLD PARIS RD NORTHBOUND	+1.0	+1.0
NEW CIRCLE RD EASTBOUND TO LIMESTONE SOUTHBOUND	+0.5	+0.5
LIMESTONE NORTHBOUND TO NEW CIRCLE RD EASTBOUND	-0.5	-0.5
LIMESTONE NORTHBOUND TO NEW CIRCLE RD WESTBOUND	-1.0	+2.5
NEW CIRCLE RD WESTBOUND TO LIMESTONE SOUTHBOUND	+5.5	+4.0
NEW CIRCLE RD WESTBOUND TO OLD PARIS RD NORTHBOUND	+2.0	+1.0

BRYAN AVE / BRYAN STATION RD & NEW CIRCLE ROAD



TURNING ROUTE	+/- TRAVEL TIME (MIN)	
	A.M.	P.M.
BRYAN STATION RD SOUTHBOUND TO NEW CIRCLE RD WESTBOUND	+2.0	+4.5
NEW CIRCLE RD EASTBOUND TO BRYAN STATION RD NORTHBOUND	+2.0	+1.0
NEW CIRCLE RD EASTBOUND TO BRYAN STATION RD SOUTHBOUND	+0.5	+1.0
BRYAN AVE NORTHBOUND TO NEW CIRCLE RD WESTBOUND	+2.0	+4.5



INPUT HIGHLIGHTS

PUBLIC MEETING #1

ABOUT THE PUBLIC MEETING

On November 6th, 2025, the Kentucky Transportation Cabinet hosted a public meeting for the Imagine North New Circle project. Meeting attendees were presented with two alternate preliminary designs, giving community members an opportunity to provide direct input on these designs and learn more about the overall project. In total, 80 people attended this meeting, many of whom offered their feedback on the draft concepts.



WHAT WE HEARD AT THE MEETING

Attendees preferred the proposed design that was presented in Alternate 2. This concept included curving lanes that help control speeding vehicles while also creating room for larger medians. Included below is a summary of how attendees voted between Alternate 1 and Alternate 2.

Summary: Alternate Design Concepts

	Alternate Concept 1	Alternate Concept 2
Boardwalk to Russell Cave	2 VOTES: Smaller Median & Straight Lanes	21 VOTES: Larger Median (25+ feet) & Curving Lanes
Limestone to Bryan Station	3 VOTES: Smaller Median & Straight Lanes	19 VOTES: Larger Median (25+ feet) & Curving Lanes
Pedestrian Islands	4 VOTES: Pedestrian Islands are Mountable by Trucks	16 VOTES: Pedestrian Islands are Not Mountable by Trucks

“Would like to see reflective barriers on median to make safer for pedestrians.”

“Remove all turnarounds.”

“Problem! Fewer lanes than existing.”

“I support the 11ft lanes!”

“Add ramps and overpasses.”

“Please add a RCUT between Bryan Ave and Meadow Lane. Please consider wider medians.”

“You can’t put 3 additional lanes into 2 without creating more traffic congestion.”

“Pedestrian crossing could be located where majority of people cross between Limestone and Bryan Avenue (move closer to intersection).”