

\*This study includes collisions involving automobiles, buses, bicycles and pedestrians

## Area of Interest 1: Newtown Pike and 4<sup>th</sup>



Low visibility and poor signage combined with an atypical 4 way intersection may be a contributing factor to the high collision rates at this intersection.



AADT – 25,431  
ADBR – 8,696

## Area of Interest 2 : Broadway and Loudon



The lack of minor roadways around the intersection leads to heavy congestion when entering the area's many local establishments. Low visibility and high traffic volume remain an issue in this area.



AADT – 16,149  
ADBR – 4,195

## Area of Interest 3: New Circle



The large amount of u-turn intersections is likely a major cause of collisions on this road segment. This area of new circle is also one of the highest areas of traffic in the Lexington area.



AADT – 41,698  
ADBR - 7425

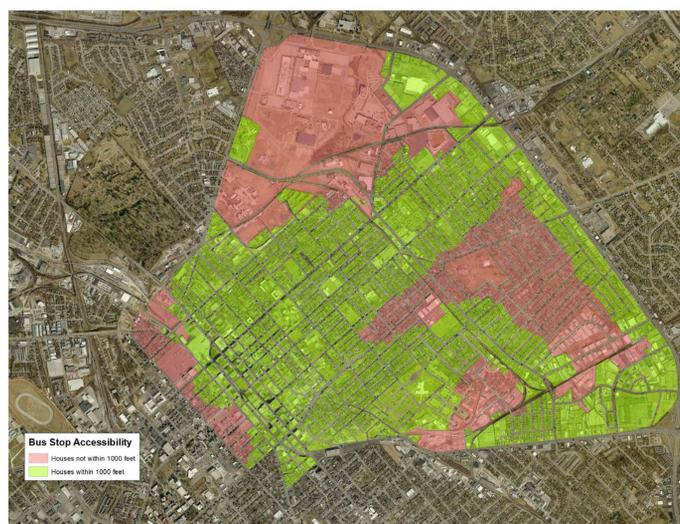
These graphics display accessibility to transportation in the area such as bicycle lanes, bus stops and bus routes.

AADT = Average Annual Daily Traffic

ADBR = Average Daily Bus Ridership

Questions of access, connectivity, ease of use, amenities and conditions of infrastructure, as well as risk and safety are interweaved with questions around the role of public transportation and the prevalence (and necessity) of personal automobiles. Our first analysis covered issues of infrastructure in regards to safety in the North East corridor. From our first graphic, we were able to pinpoint the areas with the greatest risks for collisions. Our findings concluded that these 3 areas were the most heavily affected by issues of high traffic volumes combined with poor accessibility to the ease of alternative transportation (non automobile.) This lack of accessibility led to high collision rates involving injuries.

## Accessibility



Based on our findings in the first study areas, we delved further into issues of accessibility, primarily those dealing with proximity to bus stops, and the availability of dedicated bicycle lanes. We found that a large portion of residents in the North East corridor do not live within a 10 minute walk of a bus stop. In addition, we found that a majority of bike paths in the area are located along paths classified as high traffic roads (Class 3 & 4.)