



Environmental Quality and Public Works Committee Meeting
February 24, 2015
Summary and Motions

Chair Farmer called the meeting to order at 1:08 p.m. Committee Members Brown, Evans, Farmer, Ford, Kay, Lane, Moloney, Mossotti, and Stinnett were in attendance. Council Members Akers, Bledsoe, and Scutchfield were also in attendance.

Farmer thanked Albert Miller and the Division of Streets & Roads for their hard work and responsiveness during the previous week's historic storms.

1. Approval of Committee Summary

A motion was made by Mossotti to Approve the January 20, 2015 Environmental Quality and Public Works Committee Summary, seconded by Evans. The motion passed without dissent.

Farmer made a request for reconsideration of an item previously before the Committee. Farmer referenced a memo to remove South Ashland Avenue from the current proposal for No-Through Trucks in the Columbia Heights Neighborhood, and stated he would like to remove South Ashland from the proposal. Moloney requested clarification about the proposal.

Gibbs stated his desired to leave South Ashland in the proposal. He stated there is an easement behind some of the buildings where trucks can exit and turn around, including Ashland Terrace. Gibbs stated he has received a request from the Ashland Terrace Retirement Home supportive of the proposed signage on South Ashland Street. Gibbs also stated that Sunset has been closed to through trucks for some time and would like for the request to remain unchanged.

2. Committee Structure & Organization

There was no discussion on this item.

3. Woodland Avenue Pedestrian Enhancements

Roger Mulvaney from the Division of Traffic Engineering gave an overview of the proposed Woodland Avenue Pedestrian Enhancements. Mary Vosevitch, Vice President of Facilities at the University of Kentucky, also made comments on the issue.

Brown stated his desire for Euclid Avenue to be connected to Limestone. Roger Mulvaney stated UK is building a connector street that will create a bypass around the eastern part of campus.

Farmer inquired about the lack of reference to speed tables in the proposed Resolution, including funding of the improvements and if they will receive snow removal services. Mulvaney referenced language in the proposal regarding the speed limit, and stated “traffic calming devices” does refer to speed tables; he stated UK will fund the installation of the speed tables, and that Streets and Roads have had no problems with snow removal on speed tables. Mulvaney stated he believes this road is cleared by the City. Farmer inquired about the devices on Huguelet Dr, to which Mulvaney stated these are traffic calming devices, not speed tables, and as such are not able to receive snow removal.

Gibbs stated he is strongly supportive of all three aspects of the plan. Mossotti stated the need for greater clarification about the difference between speed humps and speed tables, for both Council and the public. David Holmes stated that speed tables cost considerably more than speed humps, and that streets with speed humps will not receive snow removal and cleaning services. Mossotti asked if Council should create a policy stating that that speed humps no longer be used. Holmes stated this is something the Council could consider.

Ford requested an explanation of the benefit of a multi-way stop at the intersection. Mulvaney stated the intent is to control pedestrian traffic around current construction and traffic. Ford inquired if this would add to the congestion of the area. Mulvaney stated there will be three stop signs, but eventually only two; the signs will read “all-way”.

In response to a question from Moloney, Mulvaney stated Cooperstown Drive is currently being utilized for construction-access only. Moloney asked why students would need to cross at this intersection. Vosevitch replied that the new Kirwan-Blanding housing complex in that area generates approximately two thousand students to this intersection and noted that this is a traffic calming opportunity. Vosevitch stated that the construction entrance will eventually transition into a roadway that has potential for emergency vehicles to reach campus. Vosevitch stated when they present Alumni Drive improvements to Council they can provide an overview of the campus and what is being proposed.

Akers voiced concern about the flow of traffic for employees during rush hours and how this could affect the safety of students. Vosevitch stated UK is conducting a Transportation Study, and that UK views this management as a joint effort, and they are looking at all the ways people get to campus and are considering options to encourage less traffic. Vosevitch stated they are aware of the growth of Healthcare and their facilities. Brown stated his desire to see speed limit information included in the upcoming presentation, as well as who maintains each street. Vosevitch agreed to include this information in the presentation. Farmer requested new Council members be provided with copies of UK's Master Plan.

A motion was made by Gibbs to forward Woodland Avenue Pedestrian Enhancements to Council, seconded by Evans. Motion passed without dissent.

4. Pavement Management Plan (Farmer)

Dowell Hoskins Squier, Director of Traffic Engineering presented the proposed pavement management approach to the committee. She explained the goals and benefits of pavement management, and presented the benefits of engaging a consultant for this effort. Squier discussed next steps, which include the issuance of an RFP, definition of roles and responsibilities of LFUCG staff, developing a strategy for performance goals, and developing policy for use of Portland cement concrete.

Moloney inquired about the means of data collection and its frequency. Squier stated they want to collect data for all 1,200 centerline miles in the first year. Squier stated the fees for the collection will decrease after the initial consulting services. She stated that data collection is 60-75% of the cost. Moloney stated his desire to see a plan for how data will be collected in the future and an estimation of future cost. Squier stated those choices are dependent on future funding. In response to a question from Moloney, Squier stated they are unlikely to ask for a refund for past data that is inconsistent with new findings.

Brown stated he is not sure Lexington needs to be compared with larger cities in determining needs, and informed that in the past funding for pavement has been an issue. He inquired if the city is utilizing the best quality pavement available. Albert Miller from the Division of Streets and Roads stated they are. Brown inquired about the use of crack seal, and Miller confirmed its effectiveness.

Bledsoe asked if there would be a public interface for the information that is collected so individuals could know how their streets are rated. Squier replied that in the current year some public information has been prepared and this information would be available to in the new database. Bledsoe inquired if this would include a plan for priority roads and their completion dates. Squier replied that the software would show different scenarios that could influence those decisions, but future funding will be the deciding factor.

Mossotti inquired what services the city will receive for the proposed fee. Squier replied that the largest portion is data collection; the remaining funding will address the consulting fee to determine how to implement the process, including treatment options and priority criteria, and implementation of the software package. Mossotti raised concerns about implementation once the new system is in place.

Evans inquired about the timeframe for data collection. Squier stated it will take six to eight weeks. David Holmes, Commissioner of Environmental Quality and Public Works, stated the goal is to report back to Council by June 1st, so the data could be considered during the budgetary process. Holmes stated this method will provide Council with objective data in a timely manner. Farmer stated that this new system will provide more treatments that lengthen the life of the pavement, hopefully for the same amount of

money. Holmes replied that the goal is to manage more roads with the same funding, and ensure that pavement lasts longer. Farmer asked if they have identified a source for the funds. Holmes stated they have and will bring this information before Council when the RFP language is finalized.

Brown asked if we do not currently have the means and expertise in Streets and Roads to carry out this data collection. Holmes said this would be a subjective, educated decision as opposed to an objective, scientific decision.

A motion was made by Moloney to Approve and Refer to Council the issuance of an RFP for Pavement Management Plan, seconded by Gibbs. The motion passed by a 6-1 vote. (Yay: Evans, Farmer, Ford, Gibbs, Moloney, Mossotti. Nay: Brown)

5. Monthly Financials

Commissioner O'Mara gave a brief update on financials, and discussed an addition to the packet. There was no discussion.

A motion by Fred Brown to adjourn, seconded by Jennifer Mossotti. The motion passed without dissent.

This meeting adjourned at 2:36 p.m.

DS 2.26.2015

RESOLUTION NO. _____2015

A RESOLUTION AUTHORIZING THE DIVISION OF TRAFFIC ENGINEERING, PURSUANT TO CODE OF ORDINANCES SECTION 18-86, TO INSTALL MULTI-WAY STOP CONTROLS AT THE INTERSECTION OF WOODLAND AVENUE AND HILLTOP AVENUE.

WHEREAS, pursuant to Code of Ordinances Section 18-86, the Division of Traffic Engineering is authorized and empowered to designate intersections where stop controls are necessary to regulate traffic; and

WHEREAS, the Urban County Council has determined that the intersection of Woodland Avenue and Hilltop Avenue should have multi-way stop controls;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That the Division of Traffic Engineering shall install multi-way stop controls at the intersection of Woodland Avenue and Hilltop Avenue.

Section 2 - That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL
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RESOLUTION NO. ____-2015

A RESOLUTION DESIGNATING THE SPEED LIMIT ON WOODLAND AVENUE, BETWEEN EUCLID AVENUE AND HILLTOP AVENUE, AS 25 MILES PER HOUR, AND AUTHORIZING AND DIRECTING THE DIVISION OF TRAFFIC ENGINEERING TO INSTALL PROPER AND APPROPRIATE SIGNS AND TRAFFIC CALMING DEVICES IN ACCORDANCE WITH THE DESIGNATION.

WHEREAS, pursuant to Code of Ordinances Section 18-51 and other authorities, the Division of Traffic Engineering is authorized and empowered to maintain traffic-control signs, signals, and devices deemed necessary to regulate traffic; and

WHEREAS, pursuant to Section 18-66 of the Code of Ordinances, the Urban County Government may determine that certain speed regulations shall be applicable on certain streets or in certain areas; and

WHEREAS, the Urban County Council has determined that the speed limit on Woodland Avenue, between Euclid Avenue and Hilltop Avenue, should be 25 miles per hour; and

WHEREAS, the Urban County Council has also determined that Woodland Avenue should have traffic calming devices;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 - That the speed limit on Woodland Avenue, between Euclid Avenue and Hilltop Avenue, be and hereby is designated as 25 miles per hour and the Division of Traffic Engineering is authorized and directed to install proper and appropriate signs and traffic calming devices in accordance with that designation.

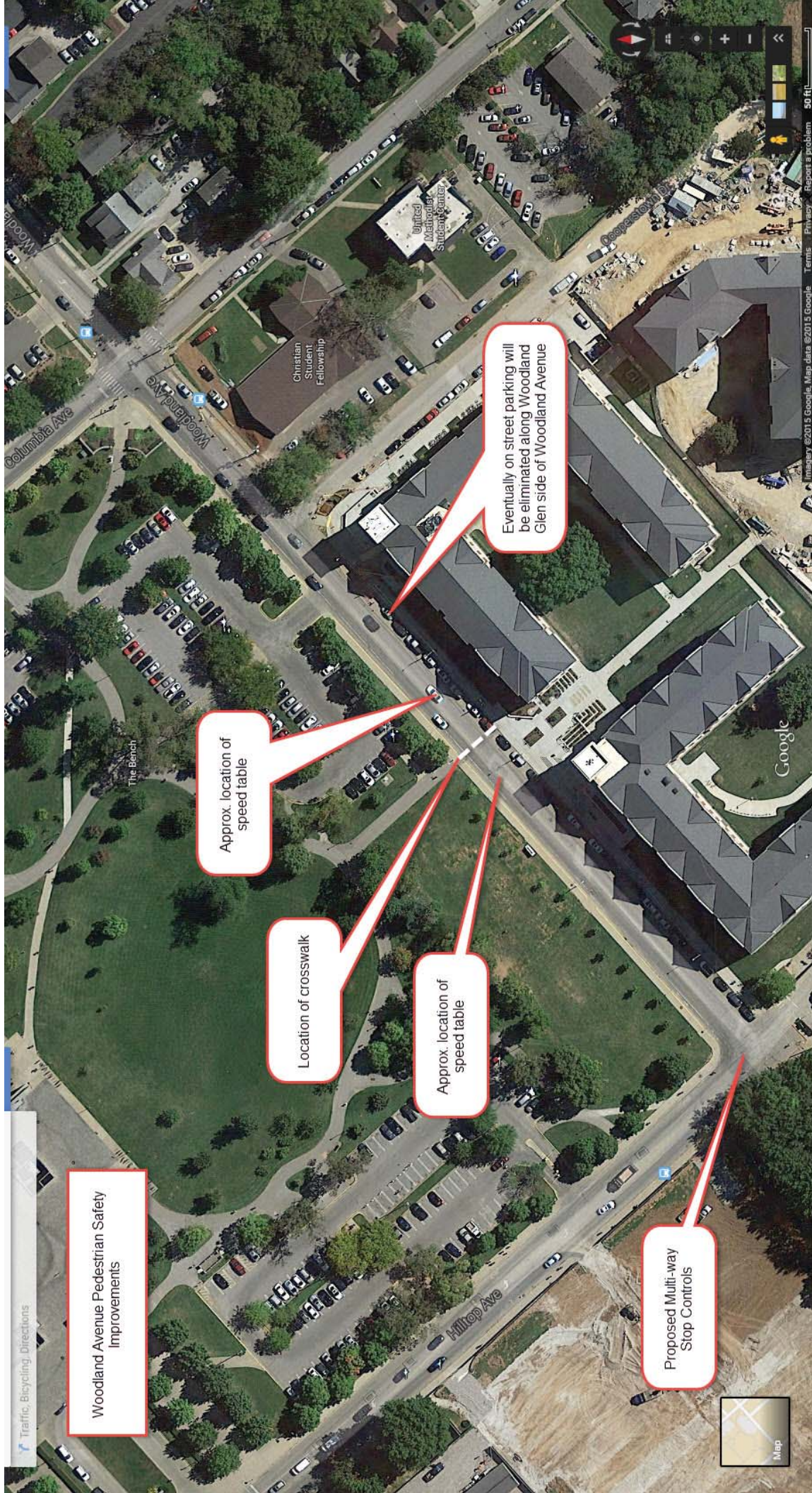
Section 2 - That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL



Woodland Avenue Pedestrian Safety Improvements

Approx. location of speed table

Location of crosswalk

Approx. location of speed table

Eventually on street parking will be eliminated along Woodland Glen side of Woodland Avenue

Proposed Multi-way Stop Controls