



Environmental Quality & Public Works Committee

November 17, 2015

Summary and Motions

Chair Farmer called the meeting to order at 1:00 p.m. Committee Members F. Brown, Gibbs, Kay, Moloney, Mossotti, J. Brown and Hensley were present. Committee Members Evans and Stinnett were absent. Council Members Lamb, Bledsoe, Akers and Henson were also in attendance.

I. October 20, 2015 Committee Summary

A motion was made by Moloney to approve the October 20, 2015 Environmental Quality & Public Works Committee Summary, seconded by Kay. The motion passed without dissent.

II. Snow & Ice Control Plan Update

Commissioner Holmes reviewed the changes to the FY15-16 Snow & Ice Control Plan per Council input. He explained that stakeholder meetings and Council Member input resulted in the addition of significant lane miles to the Plan. Holmes reviewed service levels according to street ranks, and presented a proposed three-year schedule for implementation of the sidewalk snow removal plan.

Farmer asked for clarification regarding communication with Council as it relates to the workflow diagram.

Mossotti inquired if the recommendations that were submitted by Council made their way into the newest street rankings. Holmes stated they tried to include as many Council recommendations as possible, while allowing for connectivity of streets and omitting cul-de-sacs.

In response to a question from F. Brown regarding street rankings, Albert Miller, Director of Streets and Roads, stated that the City was divided into nine unique areas for the purposes of developing the Plan. F. Brown suggested adding a map delineating the 12 Council Districts in the Plan.

Hensley asked why the EOC was not included in place of the Mayor/CAO on the Communications Workflow diagram. Holmes provided additional clarification.

Moloney asked if hilly side roads connecting to arterials are included for clearing in the updated Plan. Miller responded that most examples are cul-de-sacs or dead end streets, which are not typically included in the Plan. Moloney asked for an update regarding the Salt Barn. Holmes

stated that a design RFP is being developed at this time, and reviewed the tentative construction schedule.

Akers asked for clarification of downtown street rankings, and asked for an update regarding a request for a street to be included in the Plan. Miller stated that the requested street is privately owned and maintained.

In response to a question from Henson, Holmes stated that an updated Council District map had been provided to each Councilmember. Henson asked follow up questions regarding the clearing of cul-de-sacs.

Lamb stated that 109 lane miles have been added to the Plan, but it is stated elsewhere in the Plan that additional capacity exists. Holmes clarified that the utilization of contractors and additional capacity will allow expedited street clearing. Lamb also inquired about streets that were omitted that did not connect to cul-de-sacs. Holmes stated they could discuss those individually.

J. Brown suggested that the nine sectors be overlain on the snow removal map.

III. Downtown Speed Limits

Dowell Hoskins-Squier, Director of Traffic Engineering, presented information supportive of reducing the speed limit in the Downtown area. She stated that the speed limit reduction is one component in increasing pedestrian safety; enforcement is also being enhanced to reduce traffic speeds in the Downtown area, as well as other efforts. Hoskins-Squier presented pedestrian volumes during Downtown peak hours, and provided comparisons with other cities. She stated that the impact on Downtown commute times would be insignificant, but there would be a resultant significant improvement in pedestrian safety. She stated that the fiscal impact of changing 158 Downtown speed limit signs would be \$5,900, which is funded in the FY16 Budget.

Griffin Van Meter provided a petition to reduce the speed limit to 25 mph in Downtown Lexington and all surrounding neighborhoods, and spoke in favor of the proposal. Kris Nonn spoke in favor of the proposal, and stated that a lower speed limit can also provide economic benefits to the community. Richard Young also spoke in favor of the proposal, and provided examples of pedestrian safety issues in the Downtown.

Mossotti spoke in favor of the proposal, but asked that similar consideration be provided for more suburban areas. Hoskins-Squier suggested that this be addressed as part of the NTMP discussion during the January 2016 committee meeting.

J. Brown stated that speeding and pedestrian safety is a primary concern, and this effort is a first step toward considering speed limit reductions in other areas of the community. He stated that sidewalk improvements are also necessary to address pedestrian safety. In response to a

question from J. Brown, Hoskins-Squier stated that the State is not in favor of lowering the speed limit on State routes.

J. Brown stated he would like to see a plan for neighborhood streets brought to committee separately. Mossotti stated she would like to see neighborhood streets given similar consideration and is supportive of lowering speed limits on neighborhood streets. Hoskins-Squier stated she recommends including bike and pedestrian considerations in the NTMP manual, which will be presented to the committee in January.

There was discussion initiated by Kay about what could be done to encourage the State to reconsider policies and procedures with regard to lower downtown speed limits. Hoskins-Squier affirmed it would be helpful for Council to draft a resolution to send to the State about the issue.

J. Brown noted an earlier motion he made to add more streets to the area of the study. Hoskins-Squier stated she has not adjusted the boundaries at this time.

Kay stated he would like to see a draft Resolution to consider sending to the Transportation Cabinet at the next Committee Meeting.

(From Sept. 15, 2015 meeting – report out held) A motion was made by J. Brown to approve the inclusion of North Limestone Street between Loudon and New Circle Road and Bryan Avenue between Loudon and New Circle Road to the study area, seconded by Gibbs. The motion passed without dissent. (Yay: F. Brown, Evans, Farmer, Gibbs, Kay, Moloney, Stinnett, J. Brown, Hensley. Mossotti was absent for the vote.)

A motion was made by Gibbs to approve downtown speed limit reductions and forward the issue to the full Council, seconded by J. Brown. The motion passed without dissent.

A motion was made by Hensley to amend the motion to move the item to full Council and to include neighborhood streets in the plan, seconded by Mossotti. The motion was withdrawn.

IV. Maintenance of Bike Trails & Sidewalks

Rob Allen, Deputy Director of Streets and Roads, provided a presentation on the maintenance of trails and sidewalks. There are currently 44.3 miles of trails, most of which are in public parks. To date, no coordinated ongoing maintenance efforts have been implemented. There are several new trails coming online in the future.

Mossotti clarified that this item only pertains to existing trails requiring maintenance. Jonathan Hollinger stated that this presentation relates to grant funded trails. There was further discussion regarding referring the citywide trail system to committee for further consideration.

Kay inquired if there is adequate funding to keep the trails well-maintained, and stated he would like to see a proposal come forward of the entire cost of fully maintaining all current trails. Hollinger stated that this information will be provided.

Moloney reviewed the funding needs for the maintenance of the existing trail system. Akers inquired about the average life span of a trail, to which Allen stated it is approximately 10-15 years. There was further discussion with Hollinger.

A motion was made by Hensley to change the amount to \$75,000. The motion died for lack of a second.

A motion was made by Moloney to allocate \$150,000 in the FY17 budget for the maintenance of the trail system, seconded by Hensley. The motion passed by a 6 - 2 vote. (Aye: Farmer, Gibbs, Kay, Moloney, Mossotti, J. Brown Nay: F. Brown, Hensley)

A motion was made by Kay to amend the previous motion to a minimum of \$150,000 for trail maintenance, seconded by Moloney. The motion passed by a 5 - 2 vote. (Aye: Gibbs, Kay, Moloney, Mossotti, J. Brown Nay: F. Brown, Hensley)

V. Division of Water Quality Projects Report

Charlie Martin, Director of Water Quality, provided an overview of ongoing DWQ projects.

There was brief committee discussion on the status of several projects.

VI. Pavement Management

Commissioner Holmes provided a progress update regarding the implementation of the street paving plan.

Farmer asked for an update of the new method of data collection as it was applied during the paving process. Holmes stated this is still a work in progress, and the data will be fully analyzed by Spring.

Hensley stated the need for a workgroup to create a formalized strategy for paving.

A motion was made by Hensley to appoint a subcommittee to develop a paving strategy, seconded by F. Brown. The motion passed without dissent.

VII. Items Referred

A motion was made by Kay to adjourn, seconded by F. Brown. The motion passed without dissent.

The meeting was adjourned at 2:59 p.m.

D.S. 11-18-2015

RESOLUTION NO. _____-2015

A RESOLUTION DESIGNATING THE SPEED LIMIT ON VARIOUS SECTIONS OF STREETS LOCATED IN DOWNTOWN LEXINGTON-FAYETTE COUNTY AS 25 MILES PER HOUR, AND AUTHORIZING AND DIRECTING THE DIVISION OF TRAFFIC ENGINEERING TO INSTALL PROPER AND APPROPRIATE SIGNS 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, in 2014, there were approximately 229 collisions involving pedestrians and cyclists with vehicles in Lexington-Fayette County; and

WHEREAS, it has been shown that speed plays a major role in the pedestrian fatality rate in vehicular/pedestrian collisions; and

WHEREAS, the Urban County Council has determined that the speed limit should be 25 miles per hour on various sections of streets located in downtown Lexington-Fayette County.

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

Section 1 - That the speed limit on the following North-South street segments be and hereby is designated as 25 miles per hour: Jefferson Street between Main Street and W. Sixth Street; Upper Street between Avenue of Champions and W. Seventh Street; Limestone Street between Avenue of Champions and Loudon Avenue; Martin Luther King Boulevard between Avenue of Champions and E. Sixth Street; Maple Avenue between E. Sixth Street and E. Loudon Avenue; Rose Street/Elm Tree Lane between Huguelet Drive and E. Sixth Street; Woodland Avenue between Hilltop Avenue and E. Main Street; Walton Avenue between E. Main Street and Winchester Road; and S. Ashland Avenue between Euclid Avenue and E. Main Street.

Section 2 - That the speed limit on the following East-West street segments be and hereby is designated as 25 miles per hour: Waller/Cooper between S. Broadway and Tates Creek Road; Virginia Avenue between S. Broadway and S. Upper Street; Maxwell

Street between S. Broadway and E. High Street; High Street between S. Broadway and Sunset Drive; Second Street between Newtown Pike and N. Limestone Street; Third Street between Newtown Pike and Midland Avenue; Fourth Street between Newtown Pike and Withrow Way; W. Sixth Street between Jefferson Street and N. Broadway; Seventh Street between N. Broadway and Montgomery Avenue; and Loudon Avenue between Newtown Pike and Winchester Road.

Section 3 – That the Division of Traffic Engineering is authorized and directed to install proper and appropriate signs in accordance with the designated street segments listed in Sections 1 and 2.

Section 4 - That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

ATTEST:

MAYOR

CLERK OF URBAN COUNTY COUNCIL

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