



**Environmental Quality and Public Works Committee Meeting**  
**May 19, 2015**  
**Summary and Motions**

---

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

**I. Approval of Committee Summary**

A motion was made by Mossotti to approve the April 21, 2015 Environmental Quality & Public Works Committee Meeting Summary, seconded by F. Brown. Motion passed without dissent.

**II. Distillery District Update**

Commissioner Paulsen presented a progress update for the efforts taking place in the Distillery District. He provided updates regarding the completion of the Town Branch Trail project, including cost estimates and timelines for Phases 4 through 6.

Commissioner Paulsen also provided information regarding the hydrology study and the potential amendment of the floodplain area. A Letter of Map Revision (LOMR) is being submitted to FEMA; the submission and approval process will require two to three years.

An update for the UK trunk line was also presented.

Farmer asked if the total cost indicated for Phase 6 of the Town Branch Trail project was actually the expenditure to date. Commissioner Paulsen responded that there is a typo in the packet.

Kay inquired if the included map encompasses the entire hydrology study area. Paulsen noted that the maps provided were intended only to reference the Distillery District. Kay inquired if the study will include delineation about other flood plain areas in the city. Paulsen replied that it would, where necessary, and where floodplain issues necessitate changes. Kay inquired if the study data would inform other areas that may be of interest throughout the city for future projects.

Mossotti expressed concern that businesses considering locating in the Distillery District would be deterred by the added cost of flood insurance. Paulsen stated that the study will likely result in lower insurance rates. Paulsen reiterated a two to three year timeline before final approval by FEMA and a subsequent insurance rate adjustment.

F. Brown requested a history of the Town Branch Trail project, and Paulsen provided an overview. F. Brown inquired about a completion date. Paulsen stated they hope to begin construction at this time next year. F. Brown inquired about the length and use of the trail. Paulsen stated he would provide that information. F. Brown further inquired about the unfunded portions of the trail, and if those funds will come from the General Fund. Paulsen gave an explanation of the process, stating the funding for phase 5 & 6 were earmarked by the Governor and that funding will be allocated following right-of-way acquisitions and utility relocations.

Moloney spoke in favor of the hydrology study and stated that it should've been completed during an earlier phase of the project. Moloney inquired when they hope to have the preliminary study completed, to which Paulsen replied that the timeline of the study is largely dependent on the quantity of data that can be collected (e.g. rain events). Moloney inquired if they can use data from previous rain events, and Paulsen replied we do not maintain field data from previous events and will need to collect additional data for rain events from this point forward.

Akers stated her agreement with Moloney that the study should have been completed when the project originally received bond funding, and inquired about deadlines for submitting the information to FEMA. Paulsen stated that the data will be submitted after the summer, dependent on a number of factors. Akers asked if the snow this winter was helpful for their data collection. Paulsen stated they were able to collect field data but stated that rain events are more relevant to floodplain data collection.

Farmer inquired if the benefit of the UK trunk line is additional capacity due to the size of the trunk line, to which Charlie Martin replied he believes a 36 inch line is proposed, which will add significant capacity.

Moloney inquired how the trunk line study affects the Distillery District Update. Paulsen replied the trunk line begins on Manchester Street which is within the Distillery District, and would impact traffic in the area during construction.

Stinnett inquired about the function of the line that will be replaced as part of the Newtown Pike extension. Stinnett asked if the new trunk line would allow for additional connections, and Martin stated it is for the provision of overflows. Martin also affirmed that there will be capacity credits given to the Distillery District by the addition of the trunk line. Stinnett inquired if there is a waiting list for the credits to which Martin answered he would get this information to him.

In response to a question from Mossotti, Paulsen stated that there is coordination between trail projects to ensure connectivity throughout the community. Paulsen stated there has been significant community outreach. Mossotti inquired if efforts and funds were being coordinated. Paulsen stated that the Town Branch ends at Oliver Lewis Way where the Distillery District begins, and there has been a coordinated planning effort to ensure connectivity.

Stinnett stated this project began in 2009 when Council bonded \$2.2 million for work in the Distillery District and they later learned that the developer didn't have a plan in place. Stinnett inquired how much is left of that money. Paulsen stated \$1.678 million remains. Stinnett inquired about the construction timeline, and when additional funding would be required. Paulsen stated there will be many utility relocation projects, which are unscheduled at this time. Paulsen stated he doesn't believe construction could begin before 2017-2018. Stinnett stated the money was originally for streetscapes, but cannot be used for that purpose until the utilities are relocated. Stinnett stated that it is wrong to continue to pay debt service on a project that cannot be completed.

Kay inquired if there are any improvements that could move forward at this time, noting the private investments that have been made. Paulsen stated they could complete improvements at this time due to further work that will be completed on Manchester Street.

F. Brown inquired about the \$2.2 million from 2009 from the General Fund. Brown inquired about the deadline for the remainder of the bonded money. Bill O'Mara replied it was bonded during the 2010 issue; due to inactivity, the 2014 bond issue reallocated these funds to the senior citizen center, which essentially reset the clock for expenditures. Brown inquired if Council would be able to move this money to the economic infrastructure fund. O'Mara stated he does not see any reason funds could not be transferred to that fund.

Akers inquired if part of the bond funds could be used for curbs in the Distillery District, noting the lack of curbs. Paulsen stated that the addition of sidewalks, curbs, and gutters are a full road project that would need to be added to the MPO road plan. Paulsen stated that they do not build sewers noting that developers build them and dedicate them to the City as part of the cost of development.

Evans stated she was not comfortable reallocating bond funds without a discussion about the best use of the funds. Farmer stated that the proposed reallocation would need to report out before the budget is passed because it has the potential to affect bonding. Farmer stated that Council would discuss the item if the Committee moves the item forward.

A motion was made by Stinnett to reallocate the remaining balance of bond proceeds set aside for the Distillery District to the Economic Infrastructure Fund and reduce the amount of bond funds appropriated in the FY 15-16 budget accordingly, seconded by Moloney. The motion passed without dissent.

### **III. Snow & Ice Control Plan Update**

Commissioner Holmes presented the Snow and Ice Control Plan, noting that streets will be identified by "rank" rather than priority in the revised Plan. He reviewed the current inventory of equipment as well as staff responsible for Plan implementation, and provided an overview of the resources that were required to address recent snow events. Areas of opportunity were

presented to the committee, which included: reevaluation of streets including in snow plowing routes; potentially adding sidewalks, bus stops, and other areas to routes; and utilizing software to provide for GPS tracking of snow removal vehicles. The draft revisions to the Plan will be completed by October 2015.

F. Brown commended the Streets & Roads for their efforts during snow events. F. Brown asked if the new ranking being implemented will encompass the same streets. Holmes stated the ranking shown on the map were current at the time of the last snow events. Holmes stated they need to see which areas have experienced growth and need to be changed. F. Brown inquired about the salt barn's inclusion in the budget. Holmes stated the funding in the Mayor's Proposed Budget is for design, stating construction will not commence until 2017 due to the work Water Quality is completing on Blue Sky Way.

Lamb inquired if this is the first year the city has used a "snow farm" for storage of snow. Miller replied that it was. Lamb inquired if there is any additional cost for the GPS tracking device and if it is included in the proposed budget. Holmes stated that partial project funding is included in both the FY15 and FY16 budgets, with equipment being included in the former and software subscription in the latter.

Lamb stated the sidewalk shoveling ordinance has been unenforceable. Lamb suggested considering entering into an MOU with the Parking Authority to cite businesses that have not cleared their sidewalks during snow events. She also suggested engaging private contractors for sidewalk clearing and stated that the ordinance needs to be amended to include ramps in accordance with ADA requirements. Lamb stated that sidewalks to be cleared by the City must be identified. Lamb recalled the large number of complaints about plowed snow that re-covered shoveled driveways. Holmes stated this will always be an issue; when streets are plowed, snow is pushed back onto driveways and curbs.

Evans stated she was disappointed there were not more answers included in the presentation and inquired if the October date will be enough time to get a plan in place, noting that constituents are asking for changes to the plan. Evans stated Council Members had already submitted input per request subsequent to the last snow event. Holmes stated that the map has been updated per the input received after the last snow event, and stated that the amended Plan is typically presented in October each year.

Farmer stated Council had anticipated that the department would come back with a more dynamic plan. Farmer stated they should try to return with plan updates in August, or September at the latest, and noted that October is too late.

Mossotti inquired if private contractors will have access to the GPS devices. Holmes replied that city staff will monitor and follow contractors in neighborhoods. Mossotti noted inefficiencies and suggested mobile devices to monitor contractors. Mossotti further noted that she received many complaints about private streets that were not plowed.

A motion was made by Mossotti to approve discussion of disallowing private streets in residential subdivisions. Motion died for the lack of a second.

A motion was made by Mossotti to place into Planning & Public Safety Committee the discussion of disallowing private streets in residential subdivisions. Motion died for the lack of a second.

Gibbs thanked the Division of Streets & Roads for their work during the heavy snows. Gibbs stated his agreement with Lamb to engage Lexpark in citing businesses that are not compliant with shoveling ordinances, with emphasis on commercial corridors.

Stinnett inquired if there is a plan in place with a chain of command for contact during weather events. Holmes stated they will bring a proposal forward in September.

Moloney inquired about the salt barn, and asked for an update regarding same when the Plan is brought back to Committee in the fall. Moloney stated he would like to ensure efforts are being coordinated effectively.

Akers stated her agreement with Evans that she had hoped to see more changes to the Plan. Akers stated that in August she would like to see maps of the streets that are used by Lextran and school bus routes included in their ranking system.

Lane suggested that neighborhood association presidents be advisors during events, and they could be provided with training to better assist during inclement weather to identify priorities and problems that arise. Lane stated that the tax for the Downtown Management District which recently passed includes snow removal provisions.

Farmer noted there was a call for partnering during several of the Committee's comments and noted that the Committee looks forward to a follow up discussion and presentation in August.

#### **IV. Neighborhood Traffic Management Program**

There was no discussion on the item due to time constraints.

#### **V. Reduction of Speed Limit on Jouett Creek Drive**

A motion by Kevin Stinnett to Approve Reduction of Speed Limit on Jouett Creek Drive, seconded by Richard Moloney, the motion passed without dissent.

Moloney thanked Dowell Hoskins-Squier and her staff for their work on this item.

#### **VI. Items Referred to Committee**

A motion was made by Akers to Adjourn, seconded by Stinnett. Motion passed without dissent.

The meeting was adjourned at 2:53 p.m.

DS 5-22-2015

RESOLUTION NO. \_\_\_\_\_-2015

A RESOLUTION DESIGNATING THE SPEED LIMIT ON JOUETT CREEK DRIVE 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, the Urban County Council has determined that the speed limit on Jouett Creek Drive should be 25 miles per hour.

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

Section 1 - That the speed limit on Jouett Creek Drive 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 in accord 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

ACBX:\Cases\TRAFFIC\15-LE0001\LEG\00484663.DOC



Joutt Creek Drive

Sperring Drive

Hays Boulevard