



Environmental Quality & Public Works Committee

November 14, 2017

Summary and Motions

Chair Farmer called the meeting to order at 1:02 p.m. Committee Members Stinnett, Moloney, Gibbs, Evans, F. Brown, Mossotti, Plomin, Bledsoe, and Scutchfield were present. Council Members Kay and Smith were also in attendance as non-voting members.

Aldona Valicenti, Chief Information Officer, provided an update on MetroNet, the cable company coming to Lexington. Scott Shapiro, Innovation Director, provided more details on the arrangement with MetroNet. Shapiro said that in addition to providing fiber across the city, they will provide super-fast cable service as well. He said this will provide us with a choice in Lexington in terms of telecommunication providers. John Cinelli, President of MetroNet, said he was very enthusiastic about building an extensive network in Lexington. He said the focus for them is customer service.

I. Approval of Committee Summary – October 24, 2017

A motion was made by CM Plomin to approve the October 24, 2017 Environmental Quality & Public Works Committee Summary & Motions, seconded by CM Evans. The motion passed without dissent.

II. Beaumont Traffic Study

CM Bledsoe introduced the Beaumont Traffic Study item which holistically looked at the entire area rather than trying to look at it one fix at a time.

David Filiatreau, Systems Manager with Traffic Engineering, presented the item. Filiatreau provided a review detailing how we got to this study including the intensity of development in the area; lack of access points; heavy traffic on Harrodsburg Road, and the growing population in Jessamine County. He reviewed the study which included the data collection, traffic analysis, and proposed solutions. He discussed the community input which identified issues and concerns as well as proposed solutions. A motion was made by CM Bledsoe, seconded by CM Plomin to allow 5 more minutes for the presenter; there were no objections. Filiatreau continued the presentation by talking about the future of traffic in the area. He discussed the idea of having connected vehicles which will allow for the capability of signal timing and would help to avoid accidents. He also discussed autonomous vehicles within ten years. He closed with reviewing the conclusions and lessons learned from this study.

CM Mossotti commented on the issue. She said she feels the traffic issue should have been anticipated and addressed when the area was designed. She thinks this is something that needs to be considered when we are planning future development, specifically development of this magnitude. She expressed frustration that it had to get to this point and she wishes we could have had the forethought to consider doing this initially rather coming back after the fact to fix the situation.

CM Stinnett asked Dowell Hoskins-Squier, Commissioner of Environmental Quality and Public

Works, how we prioritize this project over the ones needed on Winchester Road, in Hamburg, or on Nicholasville Road as we prepare the budget. He asked if there is a five-year plan and how we are going to do this. Hoskins-Squier stated that the MPO goes through a project prioritization process where they evaluate several criteria. She said they prioritize the smaller projects in house. CM Stinnett asked if they divided up the list of recommendations as to what the MPO will consider and what will be handled in house. He added that we do not have to wait for the MPO, we can fund this out of order if there is urgency to it. Doug Burton, Director of Engineering, commented on the question stating that there is \$350,000 in bond funding left from last year. He said they do not have all of the estimates yet, but some of the smaller projects and some of the street markings can be done in house at a relatively low cost. He said one of the bigger ticket items is a punch through at Fieldstone Way. He said with our current funding, we can do the design for this, but construction is about \$500,000-\$600,000 and we will have to seek additional funding for that later. CM Stinnett asked if the punch through would have to go through the MPO or if we could do that in house. Burton said it is locally funded and we can do it in-house. CM Stinnett said it seems like a small project for an MPO. Burton said it is relatively small and these are the types of projects we do with local funding. CM Stinnett asked how they prioritize these projects versus other parts of the city. Burton said it depends on funding.

Walt Gaffield with the Harrods Hill Neighborhood Association spoke on the issue.

CM Bledsoe provided a summary of the approach to the recommendation for this area and said they were looking for a comprehensive approach. CM Bledsoe said she would like to keep this item in committee for a periodic update as projects come about.

CM Moloney asked why there wasn't an on-ramp into the shopping center from New Circle Road. Filiatreau stated that they typically only put access points at certain spacing. The amount of access points in such a small amount of space is something the state would not recommend. He said this would be very expensive to do at this point, but he agrees with CM Moloney that it would have a big impact and take a lot of cars away from the Beaumont Center Parkway main entrance. CM Moloney said he thinks the on-ramp would remove a burden from many of the problems. CM Bledsoe said that if they were to add an access point, they would need three lanes on New Circle Road and this something they are not discussing at this point.

No further comment or action on this item

III. Water Quality Projects Update

Charlie Martin, Director of Water Quality, provided an update on the Division of Water Quality projects.

Chair Farmer asked if we were about halfway through our timeframe on the consent decree. Martin said yes, calendar-wise they are about halfway.

CM F. Brown asked if the work at Veteran's Park on Clearwater Way was a part of any of these

projects. Martin said it is West Hickman Truck A through F or G. He said the one in Veteran's Park should largely be done; they have some restoration to do around Veteran's Park Elementary School and behind Fiddler Creek. He said they are at a stopping point at Wilson Downing. With the next two projects, one of them splits off and goes up Wilson Downing toward Southern Elementary School and the other continues on to Gainesway Drive.

Chair Farmer commented on the design of the Richmond Road tank outside New Circle Road and asked if it would be as large a round tank as possible. Martin stated that he has a preliminary design that he will provide and it will be a cylinder. He said it is fairly low and it is deceiving that the property is higher than it really is because a lot of fill got put there as part of the demolition of the apartments. He said it will sit low and you might see the top of the lid from New Circle, but in the surrounding areas you won't see it much unless you in a high rise that sits behind it. Martin said this will not be nearly as big as some of the others. Chair Farmer asked how long it will take to do the boring. Martin said he is not sure what progress they are making, but this has to be completed by December 31, 2018 and he does not think we will make the deadline. He said the bore work does not impact the other contractors starting.

No further comment or action on this item

IV. Municipal Separate Storm Sewer System

Jennifer Carey, Environmental Quality & Public Works Program Manager, presented the Municipal Separate Storm Sewer System (MS4) Update. She discussed the various watersheds in Lexington including Cane Run, North Elkhorn, Wolf Run, Town Branch, South Elkhorn, West Hickman, East Hickman, Boone Creek, and Kentucky River. A motion was made to allow 5 more minutes for the presenter; there were no objections. She explained that each Council District spans at least 2 watersheds. She said District 12 spans all 9 Fayette County watersheds. She said Kentucky Division of Water updates the assessment of streams every two years and LFUCG's Watershed-Focused Monitoring Program will verify Kentucky Division of Water's determinations; find specific sources of pollution; and support future allocations of resources to address impairments.

CM Mossotti asked what the largest source of pollution is. Carey said it would probably be bacteria or E.coli that puts pathogens in our waterways and makes people sick. Mossotti asked if this would be from farms animals or dogs. Carey said there are a lot of sources and it could be a variety of things. She said it could be broken sanitary systems or septic systems, human sources, animal sources, and other factors that go into contributions of E.coli into the streams and creeks. CM Mossotti asked if they were equally attributable or if one stands out more than another. Carey said it is hard to grasp the relative contributions of various sources and stated that it varies from place to place. CM Mossotti asked if there was anything Council could be doing to educate the public through a newsletter or something similar to make them aware of the major source and let them know what they should be doing or not doing. Carey said there are things they can be doing such as picking up after pets which is a big factor and having pumps checked periodically. She said if they want something for their newsletter, she will be

happy to put something together.

VM Kay commented on the watershed groups. He asked what difference it makes if there is a watershed group and if the government encourages or supports this. Carey stated that if you want to create a watershed plan, you need a watershed council. She said they will drive the watershed plan and decide what projects to put in the plan for future implementation. She said once there is an approved watershed plan, the council needs to morph into "Friends of" so they have the correct tax status as a nonprofit to then apply for 319 Grants or other grant opportunities in order to implement the projects that are identified in the plan. The Division of Environmental Services and Division of Water Quality wants to support them and their efforts if someone wants to form a watershed council. Once it gets to the point of an approved watershed plan, they become more hands off and let the entity move forward and apply for grants.

CM Evans asked if the watershed councils were made up of people in the area. Carey stated that it really takes a citizen who wants to take the lead for the group. CM Evans asked what the responsibility of government is versus what a regular citizen can do. She said she is trying to figure out what the role would be as she's trying to advocate for people trying to create a watershed council. Carey stated that if someone seeks them out, they will provide support however they can; whether it is reserving meeting space, providing maps, and providing information detailing the impairments. She said we need their input as to what their perceptions are of the problem so that they can ensure they are addressing concerns across the board as the watershed plan is developed.

CM F. Brown asked if there was overlap of watersheds. Carey said there is not. CM F. Brown asked what makes up the boundary of the watershed and if it is topography. Carey said it is topography and hydrologic unit codes which is a string of numbers. She said the longer the number, the smaller the sub-watershed is. CM F. Brown asked if the overflow problem with manhole covers was part of the problem with pollution. Carey said yes, there is interplay between what happens in the sanitary sewer system and how it affects water quality downstream or if there are leaks from the sanitary sewer system that get into the storm sewer system and drain into the creeks. Martin added that the overflows are the ones getting the most attention. He said they have been treating sewage in the community since 1918 so there are old clay pipes and old brick manholes that are in older parts of town and it is not getting any newer or self-repairing. He said we have issues there as far as where maybe potentially sewage is exfiltrating from the sanitary sewer system on any given day. He said likewise all of the individual laterals that run to each of these structures do not belong to Urban County Government, those are private property. He said we do not have the means to maintain those either. It is a problem especially if it going on underground to be able to try to determine what the source is. He said under Carey's leadership, these watershed groups are trying to figure out where this is coming from so they can put together an action plan that does something about it.

No further comment or action on this item.

V. Bicycle Lanes – Location and Timing

CM Stinnett introduced the item explaining that this came about because when bicycle lanes were being installed on Chinoe, the residents and district council member were not notified. He also said when Ed Lane was the 12th District Council Member, Polo Club Boulevard was changed from 4 lanes to 2 lanes and no one knew a bike lane was added. He said his personal issue is that when we are doing major road projects, he is unsure why bike lanes are being installed in the road instead of a multi-use trail which would be safer. He said he hopes these issues will be addressed and we can have a better bike plan in place that explains where the lanes should go. Derek Paulsen, Commissioner of Planning, presented the item. He said bike lanes are designed to provide safety. He said bikes follow the same rules as automobiles on the road. He said on heavily trafficked roads they try to make bicyclists safer through bike lanes. He said if we get to a certain level, they will try to create a separated bike path either off-road or on-road with a delineator, but for the most part, they deal with bike lanes and bike lane striping. He said these assessments are often conducted when they do repaving. He said as the repaving process starts, they look at the lanes to be repaved and look at whether it supports a current bike lane should it go forward with a new bike lane as part of the larger Bike/Pedestrian Master Plan. He said when they talk about off-road bike paths, those are considered road projects. He said the Bike/Pedestrian Master Plan determines where they can install a bike lane so they focus on systems enhancement. He said all of the plans for the striping are designed, reviewed, and approved by a licensed engineer and they follow national standards. He said the amount of traffic on a road is a factor in determining whether or not to install a bike lane. He said the design and placement of the bike lanes follow design standards and guidelines.

Paulsen reviewed the current process including roadways identified for bike lanes, funding mechanisms identified, striping and signage plan developed following national standards, notification of striping to Council members, and notification of striping to residents. Next, he reviewed the proposed process which includes a completion of pavement ranking, establishment of a pavement plan, creation of an ADA ramp enhancement plan, presentation of combined plan to Council, creation of individual striping and signage plan, and notification to residents on projects streets.

Paulsen addressed CM Stinnett's concern about off-road versus on-road paths. He said the vast majority of people feel more comfortable in an off-road situation, meaning a separated or delineated lane. The biggest issue we have along major roads is the cost and the time it takes to purchase Right of Way. When expanding these roads to add bike lanes, sometimes they have to go further into yards and in certain situations that will not work. He said on Clays Mill, they would be looking at about 10 feet of trail if you want to have two lanes of bike or pedestrian traffic. He said in some areas it will not be cost-effective and there could be push back from neighbors, but in some areas, it might work better. He said they are going to try to lay all of the cost-benefits out in the Bike / Pedestrian Master Plan and where they will be able to find the areas where they can purchase Right of Way. He said one of the areas discussed in the 5th District, is going down Alumni Drive crossing Chinoe. He said there is a large section of Right of Way and there have been discussions about widening Alumni. He said is an area where you could install a shared use path to get people off the sidewalk and allow for the flow of bike/pedestrian traffic. He said when you go with an off-road path, you will increase Right of Way issues, Right of Way costs, and construction costs. He said when this is done in a residential neighborhood; there is the issue of maintaining it through the seasons. He said if

there is a shared use path that goes across a driveway; it is a question of who is responsible for shoveling snow as needed. He said the more Right of Way cuts they have, there will be these issues and it gets more difficult in certain areas.

CM Bledsoe commented on the occurrence of this on Wellington Way of which residents did not get notification and she did not get notification either. She said they were told this was a plan from earlier years and the response from neighborhoods is that they were not paying attention to it years ago when it was passed, but now they have a problem. She asked about the notification to residents and if this will be an appeal process or an FYI, this is coming. Paulsen said they would like the bike/pedestrian coordinator to meet with each individual council member. He said the best way for the bike/pedestrian coordinator to know where there might be a problem or an issue is to talk with the council members. He said if that discussion determines there should be a meeting with neighborhoods, they will do so. He said they will still send the notification no matter what, but they would like to have the meeting up front to address the issues as early in the process. CM Bledsoe said that sometimes you have half of district who wants a bicycle lane and the other half does not and there are conflicting interests. She said she agrees that Clays Mill is not the best choice for a shared use trail, but there is an area on Harrodsburg Road from New Circle Road to Palomar Center that would be perfect. She said she appreciates the work on this and trying to keep the neighborhoods included in the process. Paulsen said his department is trying to work on keep neighborhoods included and the notification process is one of the ways they do. He said by not keeping residents informed, it could result in someone objecting who might have been supportive if they knew what was going on.

CM Stinnett asked if we were required to leave grass in the medians because this could free up some Right of Way. Paulsen said he will check into that. CM Stinnett asked what the cost is for striping when repaving. Paulsen commented that it depends on the length as well as other things that might go along with it. There are some cases where you are doing more than just striping and it also depends on lane miles. He said in some cases they are only repaving segments of a road. CM Stinnett asked if there was an additional cost. Paulsen said yes, there is an additional cost. CM Stinnett said he is trying to weigh this versus the off-road to see what the increase is. Paulsen said he can get an estimate that shows what it typically costs, but he said it will cost less. CM Stinnett asked how we enforce it when someone parks in the bike lane. Paulsen said he would suggest they call the police. CM Stinnett asked if we actually enforce it. Paulsen said in some places this will be an issue because you will park in the bike lane, but it should not be used as overnight parking. He said this is one with a very wide Right of Way and it was always designed to be two lanes and in many ways this striping did help decrease the calls to Public Safety for speeding. He said in some cases the road is not wide enough to add separate parking in a bike lane. He said in new developments it is easier to identify areas that have the roadway width that will allow parking. He said a lot of streets that have parking would not be wide enough for a bike lane. CM Stinnett said he is concerned about the homeowners who need parking in front of their house, but he understands the need for a bike lane. Paulsen said generally in a residential area there will not be a bike lane; however, it might show up on the Bike Master Plan as a road you can bike on. He said in truly residential areas, there will not

be a bike lane and that is where you will have the majority of on-street parking.

CM F. Brown commented on the pavement rankings referred to in the proposed process and asked if these are ranked based on what needs to be paved or not. Paulsen stated that it is the list being considered for paving. He said that they will provide a yearly update as to where they are. He said they will repave each year and the rankings may be different, but they do have a pavement plan. CM F. Brown said you have to work with traffic engineering and Paulsen said they always have to work with traffic engineering. He said streets and roads, traffic engineering, and the bike/pedestrian coordinator all work together. CM F. Brown said it sounds like they are looking for fast projects. Paulsen said they are looking at what will come out of the Bike/Pedestrian Master Plan and implementing that. He said they want to make system enhancements; and it is a bunch of small pieces that that have to be connected. He said they may not repave a street in its entirety, but just a section of it and when the entire road has been repaved they will do the striping. CM F. Brown feels we should look at separate use paths whenever and wherever we can. He said Armstrong Mill is an example. He said they have completed one-third of it in the middle and there is a path off the road. He said they own the Right of Way and all it will take is a design in-house and the money to fund it. He asked if that would be a priority. Paulsen stated that we can stripe a bike lane in house but a separate use path cannot be done in house. The design work would be contracted out because they are considered a road project. He said with a separated use path, you would go through all of the same phases as a road project – Right of Way, design, utilities, and construction. CM F. Brown asked how we prioritize. Paulsen said we have to look at high cost/high benefits and how we weigh those costs with the benefits and make the best use of our money. He said he will let the Bike/Pedestrian Master Plan lead this in terms of trying to make system enhancements work as best they can.

CM Scutchfield commented on Hays Boulevard. She said it is a two-lane road and there is very little off-street parking, but there is a bike lane. She said you are parking on the street if you are going to visit someone. She said she gets a call about once a week asking why there is a bike lane if cars are allowed to park there. She said if cars are not allowed to park there, there should be signage. She feels that this should be researched to determine if this can be set up similar to Polo Club Boulevard where it was supposed to be two lanes, but we made it where there is parking, a bike lane, and a lane. She commented on putting a bike lane in where someone can park, and asked why we would install the bike lane if parking is allowed. She said she knows Hays Boulevard is about to be repaved so it might be a good time to look at this and see what can be done. Paulsen said he will have Scott Thompson contact her to discuss a plan.

CM Moloney commented that from speaking to constituents, he does not believe anyone wants to ride their bikes on bike lanes. He said this is because traffic is bad everywhere and with a new app that is coming out; soon they will be able to cut through subdivisions providing a faster route. He said traffic is starting to go through the neighborhoods because of this app instead of using the main road. He said he is concerned about safety. He said he likes what Harrodsburg Road from Man O' War going into Nicholasville has done with a bike path off the road. He asked why we would not widen the sidewalk on Man O' War and make it into a bike/pedestrian trail.

He said Man O' War goes all the way around from Versailles Road to Winchester Road. He said he sees the potential to change one of the sidewalks into a bike/pedestrian trail. He said he has talked to several people who like to ride their bike, but feel like it is very dangerous on the roads here because of the drivers. He commented on Paris Pike which is a scenic route and he asked why we would not turn the median into a bike lane. Paulsen said he agrees that Man O' War has potential for a separated use path. He said it would be much easier to install a path on this road than others because there aren't as many cuts due to driveways which would increase the cost and they also have the Right of Way. He said the area of road on Harrodsburg Road going to Nicholasville is a limited access highway which has fewer curb cuts. He said when you get to neighborhoods that have collector streets, like Polo Club Boulevard, where a bike lane has been added, you do see the impact it has in reducing speeding. He said they put a radar trailer out last year on Polo Club Boulevard and with 25,000 cars over a 20-day period; the average speed was 32 miles per hour. He said with regard to Paris Pike, he does not think a bike lane in place of the median would work because of the way the median was designed and there are environmental considerations as well. He said a shared use path on Man O' War is a good idea and we need to determine if this is something we can use. CM Moloney said we own the land and there is plenty of land and we have to think of all of the major roads going through and he sees this as an opportunity. Paulsen said he thinks people would feel safer riding along a shared use path on Man O' War as opposed to a bike lane. He said from a cost standpoint, he is not sure what that would be.

Farmer asked if there was any action to be taken. Paulsen said no; they will bring back an annual update and the bike/pedestrian coordinator will be in contact to discuss individual projects.

No further comment or action on this item.

VI. Items Referred to Committee

No further comment or action on this item

A motion was made by CM Stinnett to adjourn, seconded by CM Evans. The motion passed without dissent.

The meeting was adjourned at 2:51 p.m.

KT 12.12.17