

Proposed Traffic Signal Decommissioning of Central Ave. at Kentucky Ave. and Woodland Ave.

The LFUCG Division of Traffic Engineering studies signalized intersections throughout Lexington on a regular basis to qualify the continued necessity for the respective traffic control device. Some reasons signals are removed include reductions in fuel consumption, utility costs to LFUCG, and maintenance activities.

The *Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD)*, is a Federal publication that is adopted in the *Kentucky Revised Statutes* as Kentucky's official manual for traffic control devices. To ensure that the Division of Traffic Engineering maintains the intent of the law, the *MUTCD* criteria are used to govern the Decommissioning Studies. Traffic signal warrants and considerations within the traffic signal chapter are summarized below:

Traffic Control Signal Warrants used to determine if a signal is needed at an intersection:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

The intersections of **Central Avenue and Kentucky Avenue**, and **Central Avenue and Woodland Avenue** no longer meet any signal warrants, and there were no special circumstances known that led to the installation of traffic signals at these locations. It is recommended that these traffic signals be removed and replaced with multi-way stop control.

It is recommended that for the removal of the traffic signals a news release go out to the Lexington-Herald Leader as well as advertised through the Division of Traffic Engineering's Traffic Management Center. A "Stop Ahead" sign should be placed on each approach of the intersection. At the same time, the traffic signals should be placed in a flashing operation mode for 90 days. For multi-way stop locations, each direction should flash red. Once the stop signs are installed, it may be advantageous to leave the "Stop Ahead" signs up for three more months to emphasize the change in intersection control.

The collisions at these locations should be closely monitored over the first few months and then further analysis should be considered after one year of installation. If collisions are not reduced as predicted, consideration should be given to reconsider the signal removal. It is recommended for the first year that only the signal heads be removed and other signal hardware (poles, controller cabinet, etc.) remain at the intersection so that should it be necessary to replace the traffic signal, it will not be an expensive endeavor. It is imperative that the stop signs be installed before the signal heads are removed.

Summary of Steps (timeline) for Traffic Signal Removal:

1. News Release through Lexington-Herald Leader, news & radio stations, and Traffic Management Center
2. **“Traffic Signal Removal”** sign and **“Stop Ahead”** signs placed on each approach
3. Traffic Signals placed in flashing red operation for 90 days
4. Remove the **“Stop Ahead”** signs 90 days after flashing operation has ceased
5. Remove signal heads only
6. Monitor collisions for the next year after the removal
7. If deemed safe, remove remaining signal hardware (poles, controller cabinet, etc.)

Central Avenue/Old Vine Street and Woodland Avenue



From Kentucky Looking North



From Kentucky Looking South



From Central Looking West



From Central Looking East

Central Avenue and Kentucky Avenue



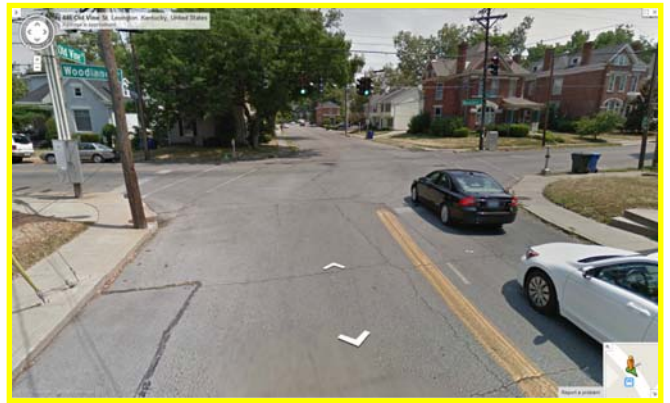
From Woodland Looking North



From Woodland Looking South



From Central Looking West



From Old Vine Looking East