



Environmental Quality and Public Works Committee Meeting  
September 15, 2015  
Summary and Motions

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Chair Farmer called the meeting to order at 12:31 p.m. All Committee and Council Members were in attendance: Kay, Stinnett, Moloney, J. Brown, Akers, Gibbs, Lamb, Farmer, Evans, Scutchfield, F. Brown, Mossotti, Bledsoe, Henson, and Hensley.

**I. Approval of Committee Summary**

A motion was made by Kay to approve the August 18, 2015 Environmental Quality and Public Works Committee Summary and Motions, seconded by Evans. The motion passed without dissent. (Yay: F. Brown, Evans, Farmer, Gibbs, Kay, Moloney, Mossotti, Stinnett, J. Brown, Hensley. Mossotti was absent for the vote.)

**II. Downtown Speed Limits**

Dowell Hoskins-Squier, Director of Traffic Management, presented the proposed downtown speed limit reduction proposal. She explained that that this proposal is endorsed by the Pedestrian Safety Working Group, and is being presented pursuant to the Mayor's Challenge for Safer People and Safer Streets. Hoskins-Squier presented pedestrian safety data, and provided an overview of Downtown streets that would be affected by the reduction in speed limit. The proposal will result in 118 downtown speed limit signs being updated. The University of Kentucky supports the proposal, and is implementing a 25 mph speed limit on University Drive and Hilltop Avenue.

Evans inquired when the department anticipates a response from the State regarding the request to lower the speed limit on State-maintained roadways in the Downtown area. Hoskins-Squier replied that the state will complete a speed study and if 85% of the people on the studied roads are found to be driving the speed limit, no changes will be made.

F. Brown inquired if proposed changes would affect the synchronization of traffic lights. Hoskins-Squier stated that the speed reduction would not affect the timing of lights. In response to a question from F. Brown, Hoskins-Squier stated that other potential reductions in speed limit have not been considered. F. Brown stated other considerations, such as reducing distractions, should be considered.

Gibbs stated his support for the proposal.

Hensley asked if there is data available regarding the causes of the collisions, and if speed is a common factor. Hensley noted that it may be unfair to adjust the speed limit if it is not a cause.

Hoskins-Squier stated that police reports were reviewed and noted that there were a variety of causal factors; she acknowledged that changing the speed limit will not address all issues. She noted that, in conjunction with the proposed speed limit reduction, a PR campaign is moving forward, as well as infrastructure changes, pedestrian safety education, and collaboration with Police on enforcement. Hensley stated he is concerned about the transitions between speed limits and that he feels citations will rise. Hoskins-Squier stated that adequate notice of the change will be provided.

Moloney stated his concern for affected residents and that he is supportive of a 25 mph speed limit, noting he would also like to see a 25 mph limit in all residential areas in Lexington.

J. Brown thanked Traffic Engineering for their work to make the speed limits consistent and inquired about next steps. Hoskins-Squier explained that, after Council approval, new signs will be purchased and installed within the next two months.

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 Loudoun 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.)

Evans inquired why the Division is only looking at speed, and no other factors. She noted the Division seems to be taking different approaches to downtown in contrast to streets in other residential areas. Hoskins-Squier noted that there is a large concentration of pedestrians and vehicles downtown. Evans inquired why the identified clusters aren't being targeted exclusively. Farmer agreed that this issue needs to be addressed.

Gibbs stated that lower speed limits in the Downtown would increase the quality of life and encourage people to spend time downtown. Gibbs stated further stated that consideration needs to be provided to the overall feel of the city.

F. Brown stated he feels there should be public input. Hoskins-Squier stated they have had stakeholder input, but they have not sought public input.

In response to a question from Farmer, Hoskins-Squier stated that the Pedestrian Safety Working Group includes representation from: Division of Engineering, Division of Planning, the MPO, Traffic Engineering, LexTran, Division of Police, and KYTC. Hoskins-Squier stated that Secretary Foxx of the USDOT issued a challenge to city mayors, called Safer People, Safer Streets, which incorporates lowering downtown speed limits as a means of increasing walking and bicycling and reducing fatalities.

Kay stated his support for the proposal, and is also in agreement with Evans about the differences in policy being presented.

Hensley noted that he would like to see more data supporting the change, and that he feels this is a big approach to a problem that appears to only affect two areas of issues in the downtown.

In response to a question from Moloney, Ryan Keaton with the Lexington Police Department replied that there should be no issues enforcing the lower speed limit. He further stated that lower speeds give pedestrians a greater chance of survival if struck by a car.

Mossotti spoke in favor of the proposal.

J. Brown stated that public input from his district shows that speed is a concern, and noted the many undocumented near-misses in these areas.

Scutchfield stated she is in support of lowering the speed limit but she feels the process for reducing speed limits in areas outside of Downtown needs to be similar.

Bledsoe echoed Scutchfield's comments.

Evans stated she would appreciate having more hard data to review.

Mossotti inquired why there should be two different policies for speed limit reductions. Hoskins-Squier replied that the majority of residential streets are 25 mph by default or close to that limit. Hoskins-Squier stated the volume of pedestrian flow Downtown is more than one thousand times the concentration in residential areas. Mossotti reiterated her desire for consistency in the evaluation process for speed limit reductions.

Farmer requested that Traffic Engineering present the Committee with additional data at a future meeting.

Hensley requested an alternative plan from Traffic Engineering to address only the clusters of activity with the highest concentration of collisions. Hoskins-Squier stated the clusters are along state routes, which would not be affected by the proposal. Hensley inquired why they are making the change if they have no ability to impact the majority of the affected areas. Hoskins-Squier stated that the change is informed by a broader economic vision for downtown.

Akers inquired what they have done to work with the state to lower these speed limits. Hoskins-Squier stated a representative from District 7, Chief Engineer Kelly Baker, has submitted a request to the Transportation Cabinet.

### **III. Pavement Management**

Bill Vavrik with Applied Resource Associates (ARA), presented ARA's study and findings. He explained the data collection process for pavement conditions, and reviewed the Overall Condition Index (OCI) as an indicator of overall condition. Vavrik presented pavement maintenance scenarios, and required budgets to meet pavement maintenance targets.

Moloney stated that the scope of the presentation was not what was expected.

A motion was made by Mossotti to increase the speaker's time by 20 minutes, seconded by Evans. The motion passed without dissent.

Stinnett asked what the process will be to decide how to repair the roads and choose an appropriate treatment. David Holmes, Commissioner of Public Works, stated ARA provided rankings for each road, which corresponds to recommended treatments. Stinnett inquired if Public Works is endorsing the consultant's recommendations for each segment. He further stated Fayette County has never used microsurfacing and the state has recently used it with poor results. Albert Miller, Director of Street and Roads, stated that the recommendation for ranking number will come from Council. Stinnett recommended moving forward immediately with a list that only includes resurfacing, and explore new methods later.

F. Brown stated this is a wake-up call, and noted there needs to be an allocation plan going forward. F. Brown inquired why sections of streets are resurfaced rather than the whole street. Miller stated this is because of budgetary concerns. F. Brown stated he will continue to pave the worst streets in his district first despite the recommendations.

Akers inquired if the rankings indicate the types of repair needed, which Vavrik confirmed. Akers inquired if ATS is the only paving contractor, which Holmes confirmed.

Kay inquired if there is time to make decisions based on those recommendations. Holmes stated that microsurfacing cannot be accomplished this fall, but could move forward in spring. Holmes stated that the amount of repaving that can be completed this fall depends on the number of teams ATS can mobilize, the weather, and how long the asphalt plant is open. Holmes noted he will know how many teams can be mobilized after a follow up meeting. Kay inquired if Council should stay with the worst-first policy for the fall, which Holmes confirmed, stating they can reconsider the policy for the spring paving cycle.

Evans thanked the consultant for the data and policy recommendations and noted that this is an opportunity to do something different.

Gibbs inquired if there is a separate fund for base failures. Holmes stated the base failure fund is \$250,000 across all 12 districts and stated Council may want to consider increasing that fund.

Scutchfield stated the numbers for her district have changed throughout the process and requested cost information for entire streets, rather than by segment.

Henson inquired if there was funding left over from Man O' War improvements that will be available to the districts for paving. Holmes confirmed that approximately \$381,000 is available. Holmes stated the streets eligible for these funds were already selected in the previous paving cycle.

Lamb stated she would like to evaluate how to allocate funds, and make a decision today. Farmer requested information regarding allocation per district based on the needs per district.

Hensley asked for a read-only copy of the information. Holmes stated he will talk to the CIO and the consultant to make sure this can be provided. Hensley inquired if the cost estimates were based on national averages or local cost, to which Holmes stated it was from local data.

Stinnett inquired if software was included in the contract. Holmes stated it was and it will be managed by IT.

Lamb inquired if there would be any benefit to using an OCI of 60 and under instead of 65. Evans stated she was not comfortable voting on this motion without additional information.

A motion was made by Stinnett to allocate funding for roadway repairs/repaving in the amount of \$10 million across all Council Districts according to roadway condition 65 or below, seconded by F. Brown.

A motion was made by Mossotti to amend the motion to allocate funding according to roadway condition 60 or below, seconded by J. Brown. The motion passed 7-3 (Aye: Evans, Farmer, Gibbs, Kay, Moloney, Mossotti, Stinnett Nay: F. Brown, J. Brown, Hensley)

The amended motion passed 8-2 (Yay: F. Brown, Farmer, Gibbs, Kay, Moloney, Mossotti, Stinnett, J. Brown Nay: Evans Recuse: Hensley)

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

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

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

#### **V. Items Referred to Committee**

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

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

The meeting was adjourned at 5:20 p.m.

D.S. 9.17.2015