

Planning & Public Works Committee
February 11 2014
Summary

Farmer called the meeting to order at 1:03 PM. All committee members were in attendance except Kay & Henson. Akers and Stinnett were recognized as part of the quorum. Scutchfield also attended.

1. January 14, 2014 Committee Summary

On a motion by Gorton, second by Beard the January 14, 2014 Committee summary was approved unanimously.

2. Downtown 2-Way Traffic Study

Tom Creasy, with Stantec the project manager provided this update. He discussed the work to date in three areas South to High St & Maxwell St, the Core Vine to Short and the North from 4th St to 2nd St. He identified the analysis and evaluation criteria for each area.

Creasy stated that in the North area, No Limestone, No Upper, Short St and West 2nd could be converted without significant operational impacts. He stated that the potential benefits included traffic calming, detour opportunities and visibility.

He noted areas of concern in the area including the Opera House block, schools on No Limestone as well as loading zones around Cheapside. He also identified potential impacts on transit routing, school bus operations and fire operations.

Creasy noted several impacts inn the South area. He stated that the So Upper So Limestone connection would need to be converted to a T intersection.

Creasy also stated that there would be higher travel times, lower travel speeds, higher delays, and potential on street parking and bike lanes would be lost in the south area if the streets were converted to 2-way

In response to a question from Clarke, Creasy stated that the South Limestone would be backed up to Virginia in the AM peak.

In the Core area Creasy discussed 2 options; in the first 1 lane in each direction with a center turn lane. This option maintains on street parking and bike lanes. In the other option there would be 2 lanes of traffic in each direction. Peak period left turn would be prohibited; however there would be center left turn lane at a few critical intersections. In this option on street parking and bike lanes would be lost.

Lawless stated that much of this occurs in the in the 3rd District. She stated that improvements were planned at the Kentucky/High/Maxwell intersection.

In response Creasy stated that he had that information about channelization from Engineering and it was included in their model analysis. He also stated that the analysis includes a traffic light at that intersection.

Gorton asked about a traffic circle at so Upper & So Lime.

In response Creasy stated that they can simulate a traffic circle in the models but because of the high volume of pedestrian it might not be viable

Gorton asked about membership in the Advisory Committee. In response Scott Shapiro will get a membership list to the Council.

Gorton stated that the Council had supported adding bicycle facilities and on street parking. She was concerned that some of the analysis indicated that bicycle facilities and on street parking would be removed.

In response Creasy stated that it was a matter of physical space limitations. He stated it would be up to the Policy Committee how best to use the space, to move vehicular traffic, store vehicle or move bicycles. He stated that each had a set of advantages and disadvantages.

Beard discussed the need to parking structures to serve downtown. He also identified other choke points in the downtown.

3. Greenway Manual & Plan

Chris King provided an update on greenways. He discussed benefits of the greenways along with several significant issues; including program management, acquisition policies, treatment of properties before and after development, and greenway maintenance.

King stated that the issue crossed many divisions including Environmental Policy, Engineering, Planning, Parks & Recreation, Environmental Quality & Public Works, and Streets & Roads.

King stated the recommendations included to create and fill the position of “Greenway Coordinator”, adopt a “Greenway Operational Handbook”, begin the systematic acceptance of greenway parcels, develop and implement a maintenance program, develop a management plan for each greenway and refer the Greenway Manual to the Engineering Manual update process.

King stated that the FY 15 Budget proposal will include requests for the Greenway Coordinator and greenway maintenance funding.

Mossotti asked about the maintenance budget. In response King stated that it might be Preliminary but he anticipated a maintenance budget of approximately \$ 150,000- \$ 200,000 annually.

Mossotti also discussed the acquisition process. In response King stated that developers generally agree to donate the parcels.

Akers stated that several potential greenways have not been acquired because we didn't have a plan to maintain. She asked if we shouldn't accept the parcels without a clear plan to maintain and manage the parcels.

Stinnett discussed the maintenance issues and related budget.

Farmer discussed the related FY 15 budget request as well as a timetable for the process.

4. 3-Way Stop Glendover & Valley

Beard introduced the request for a 3-way stop at Glendover & Valley. He stated that while the proposal did not meet Traffic Engineering criteria, Traffic Engineering did not object to approving the 3 way stop proposal.

Beard suggested that the proposal be deferred until the cost estimates for the road improvements were finalized.

Gorton stated that she requested that Traffic Engineering examine the potential for a traffic circle at that location. She stated that the proposal did not meet the minimum warrants established by Traffic Engineering. She also stated that Traffic Engineering indicated that the installation of a 3-way stop without the road improvements might lead to more collisions.

2 citizens, William Wester and Scott Dryer spoke in favor of the 3 way stop proposal.

In response to questions from Gorton, James Woods stated that it could be considered confusing and may lead to potential conflicts.

Gorton asked when this item comes back in include cost estimates for the improvements as well as accurate traffic volume data.

5. Todd's Road Widening Project Update

Keith Lovan provided an update on the project. He stating that they are in the property acquisition phase at present and will soon be starting the utility relocation phase.

Stinnett stated that the project was to be bid in May. In response Lovan stated that that estimate has been pushed back to October. Lovan stated that property acquisition would be starting in the fall.

6. Items Referred

Farmer discussed the referral list.

The meeting adjourned at 3:05 PM.

PAS 02.24.2014