



Environmental Quality and Public Works Committee Meeting  
January 20, 2015  
Summary and Motions

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Chair Farmer called the meeting to order at 1:30 p.m. Committee members Brown, Evans, Farmer, Ford, Gibbs, Kay, Lane, Moloney, Mossotti, and Stinnett were in attendance. Council Members Scutchfield, Akers and Bledsoe were also in attendance.

**1. November 18, 2014 & January 13, 2015 Environmental Quality Committee Summaries and November 11, 2014 Planning and Public Works Committee Summary**

**2. Woodland Ave. Pedestrian Enhancements**

Farmer requested an update of the Woodland Avenue Pedestrian enhancements. Andrea Brown, Dept of Law, stated that she had not been given this information and that she would prepare this information for the Committee's next meeting.

**3. Columbia Heights – No Through Trucks**

Motion to refer to Council a resolution authorizing and directing the division of traffic engineering, pursuant to code of ordinances section 18-46, to designate the following streets in the Columbia Heights neighborhood area as being prohibited to through trucks, and authorizing and directing the Division of Traffic Engineering to install proper and appropriate signs in accordance with the designation: McCaws Alley, Park Avenue, Ashland Terrace, Columbia Avenue between Woodland Avenue and Marquis Avenue, Marquis Avenue between Ashland Terrace and Columbia Avenue/Sunset Drive, South Ashland Avenue between Ashland Terrace and Sunset Drive, made by Gibbs, seconded by Stinnett. Motion passed 8-2. (Aye: Brown, Evans, Ford, Gibbs, Kay, Moloney, Mossotti, Stinnett Nay: Farmer, Lane).

Stinnett requested a map of the proposed streets to better understand how traffic flow would be affected by these changes. Sally Warfield, Legislative Aide to Jake Gibbs, presented a map of the area in discussion and briefed Council on the proposed changes. Warfield stated that proposed signage are complementary to the series of pedestrian enhancements recommended by Traffic Engineering, in the anticipation of increased pedestrian traffic that will be generated by several new developments including the upcoming new dining facility at UK, new dorms, and the new Kroger. Warfield offered that no through-truck signs will prevent extra burden to the existing commercial traffic and congestion in the area.

Stinnet asked Traffic Engineering if proposed ordinance would place extra burden on Euclid Avenue. Roger Mulvaney from Traffic Engineering said that the study looked at both new and existing development. Mulvaney explained that the streets in question are residential in nature and are therefore problematic for through-trucks.

Lane requested an update on Rose Street and inquired if through-trucks are currently allowed on this street. Mulvaney advised that Rose Street is out of the project area, and that through-trucks are permitted. Lane also requested the definition of a through-truck. Mulvaney provided a definition of a through-truck as any type of delivery truck for a commercial purpose whose destination is not residential. Mulvaney stated through-trucks should be limited to minor arterials or collector routes in the areas which are Euclid Avenue, Woodland Avenue and Rose Street. Lane asked if the addition of a weight restriction on the signs would help, or if the “No Thru Trucks” signs will be posted at all street entrances. David Holmes, Commissioner of Public Works said he will provide Council with a weight limit prior to the next Council meeting.

Mossotti asked if all through-truck signs would be revamped in the entire city to indicate a weight limit, also. Mulvaney stated weight limit signs are primarily only used on bridges or overpasses. Mossotti asked if Kroger had been notified of the proposed street changes. Warfield said they had not, but presented Kroger’s development plan and indicated the designated areas of their lot that are currently used for loading. Warfield stated that it would not appear to have any impact on their ability to load or unload. Mossotti requested that Kroger be notified of the intent to change surrounding street designations.

#### **4. Ferndale Pass & Buck Lane – Multi-way Stop Study**

Akers requested the findings from a multi-way stop study conducted by the Division of Traffic. The study looked at the Masterson Station area, per request of the residents of Buck Lane, in response to complaints about speeding cars. Mulvaney from Traffic Engineering presented the findings of the study. He stated that the roads function as collector routes, and because they anticipate an increase in their traffic volume, they recommend a multi-way stop sign at the intersection to maintain control of traffic in that neighborhood. Farmer requested a map of the area. Stinnett stated that according to the criteria in the Manual on Uniform Traffic Control Devices (MUTCD) which provides the guidelines for stop signs, the numbers for traffic volume and collision history have not been met in this instance and asks why Traffic Engineering is not using this guideline for Ferndale Pass and Buck Lane. Mulvaney says this is correct, but that other criteria which may be considered under the MUTCD regulations allow for signage for the purpose of controlling the traffic flow of the area. Stinnett asked what other options are available to control speeding. Mulvaney says Traffic Engineering recommends that neighborhoods go through their Traffic Management Program, or employ speed monitoring signs, speed humps or tables, and finally, road closure, as a last resort. Stinnet requested a future presentation to Council about the available tools for traffic control.

Moloney inquired if the Fire and Police departments are involved in the decision making process. Mulvaney stated that they are not involved, aside from their role in speed and stop sign enforcement. Moloney requested Police input into future traffic discussions. Brown asked if there had been any resident input. Akers stated the study was brought forward at the request of the neighborhood. Brown asked for a petition in writing, in this instance, and in the future, and voiced his preference for more formal policy and procedure for similar requests. Akers stated this is not a first attempt at slowing traffic on Ferndale and Buck and that there

have been prior attempts to employ speed radar. Evans said she would like to see a discussion about process to occur sooner rather than later with respect to fairness for the current issue. Scutchfield asked if there had been a postcard position for the new signage. Mulvaney explained that prior to a study or petition that engineers visit the site and make a decision if there is a need for a study. He stated that ballot postcards petitions are reserved for Neighborhood Traffic Management Program (NTMP) wherein the Division of Traffic works with the neighborhood to look at traffic calming issues in residential settings.

Gibbs stated he would like to see the city move towards creating right angles at intersections, as they would be safer. Stinnet thanked Mulvaney for his assistance. Lane reiterated that he would like to see this process refined. Vice-Mayor Kay would like for Traffic Engineering to provide Council with a clearer description of the process for a variety of circumstances, and request that the division indicate what specifics it desires Council Members to bring forward when they have traffic control issues.

Motion to refer Ferndale Pass and Buck Lane Multi-way Stop study to Council, made by Vice-Mayor Kay, seconded by Evans. Motion passed without dissent.

## **5. West Second Street Speed Limit Analysis**

Akers informed that West Second Street is currently designed at a 35 mph speed limit. Traffic Engineering conducted a traffic study to determine if the speed limit could be reduced to 25 mph. Brown says this would be inconsistent with the speed limit on nearby streets. Mulvaney stated that West Second Street is a largely residential area. Brown asked if there had been input from residents. Mulvaney said there had not been, but the study had been made at the request of a LexCall user. Brown says he did not have enough information. Gibbs said there had been 27 crashes over the last 3 years and says he believes this data speaks for itself about the need to lower the speed limit. Akers stated the West Second Street and Market Street are primarily residential, and that only one block near Limestone currently houses businesses.

Stinnett inquired about the amount of time, after a new speed limit is posted, before police begin enforcement of the new speed. Mulvaney says that Police are notified at the onset of the process, and he is not aware of their process for the enforcement of new speed limits. Stinnett asked if the notification could be put out in the weekly traffic report. Mulvaney said these notifications could be added to the report in future editions.

Motion to send West Second Street Speed Limit Analysis to Council, changing speed limit from 35 to 25, seconded by Vice Mayor Kay, Motion passed without dissent.

## **6. Todd's Road Widening Phase II – Update**

Stinnett asked for an update on the utilities portion of the Todd's Road Widening Project, which will be in the spring. An update on Liberty, Todds Road and Polo Club were given by Keith Lovan, Municipal Engineer Senior. Lovan stated that designs for both are nearly complete and

will be submitted to Frankfort by February 13, 2015. Lovan said the project is currently in the utility relocation phase. Lovan stated that Kentucky American Water has completed relocations up to Cyprus Way and will do the last relocation in March; this piece of the project should be complete by April. Kentucky Utilities have set their poles and all overhead companies, including Time Warner and Windstream, have been contacted to do their transfers. Columbia Gas will be starting their relocations in March and will be completed by May. The Right of Way Phase has 75 liens to acquire in total. Currently, 36 parcels have been closed on, and 3 have been sent to condemnation. The remaining 30 parcels will need a partial lien release. Requiring these liens have slowed progress; Engineering estimates that this could take up to 75 days. If acquiring the liens takes too long, a right-of-entry permit may need to be acquired. Stinnett asked if this will interfere with the opening of the new elementary school in the fall. Lovan stated that is a possibility. Brad Frazier from Engineering gave an update that the state wants to plan for a May letting. Frazier states that most lending companies has been supportive, and wanted to point out that construction for the project is managed by the state, and not locally. He said that all parties are aware of the construction calendar.

Evans asked if right-of-entry could be obtained by block or would need to be granted on a house by house basis. Brad informed that they would need permission from each household, but stated they could be approached by commonality, or by block.

## **7. Division of Water Quality Projects Report**

Charlie Martin, Director of Water Quality, gave an update on Water Quality projects. He stated that the relocation of Vactor Uploading Station, which is related to the move of the existing pad, to build the storage tanks which are currently being constructed. The storage tanks have been closed but ground has been broken. Wolf Run Wet Weather storage tank is coming soon, with a public meeting due in early February. Lower Cane Run Wet Weather storage tank, by the Legacy Trail, is still in the design stage. The landscape architectural firm is working on alternative designs, which will be presented to Council within 10 days of the meeting. The Cold Stream Park stream restoration has been stalled due to stakeholder input.

Lane asked how much has been expended since the start of the EPA project. Martin said he could put together a report of the information. Lane asked if any of the projects have been defaulted on, or seen the loss of a contractor. Martin said they have not so far. Stinnett asked if all projects have been funded or if any of them will have an impact on the upcoming budget. Martin said some have been funded and others have not. Stinnet asked if there was enough money to complete all projects. Moloney asked how much money Water Quality has to spend for the rest of the year. Martin says they have KIA loans that have not yet been used. Martin says he feels good about where they stand but the accelerated pace at which the projects are coming up would catch up with the available funds. Akers stated that some projects are stalled due to (Capacity Assurance Project) CAP, and asked if new storage tanks will alleviate some of the CAP issues. Martin says that is the reason storage tanks are placed on the front end because they are the most costly, but also offer the most credits. Says there are credits available but will need to be applied for. Akers asked about neighborhood grants, and if

Council could be given a list of projects. Martin agreed that this would be a good resource. Vice-Mayor Kay asked for a definition of what the Capacity Assurance Program is meant to do and how it is functioning. Martin says CAP gives credits for fixing current problems, and in turn ensures funding for future necessary development. Kay says the CAP program allows the city to stay ahead of the curb.

Ford asks if they are tracking the level of participation of minority and women-owned businesses on these projects. Martin stated that Marilyn Clark is analyzing this, and there will be a meeting with contractors and subs in mid-to-late February. Ford asked if there is a spending goal for these companies. Martin stated that spending is consistent with the 10% set for government.

## **8. Monthly Financials**

Moloney requested an explanation of the negative \$64 million dollars in the budget. Bill O'Mara, Commissioner of Finance, stated that nearly \$100 million KIA loans are available for the project. Approximately \$40-45 million is currently available for the project. O'Mara informed that Finance is meeting regularly with Water Quality to monitor when funds will need to be made available, or when loans will need to be requested to finish the project. Moloney asked if the low interest rate that had been used in the past is still available. Martin says the funds continue to be available, but they are cautious to approach a saturation point where they will be too indebted to a single lender. Martin stated that \$37.5 million was awarded by the board to LFUCG for part of the West Hickman storage phase.

Moloney asked about the \$37 million remaining in the budget. O'Mara informed that by ordinance any funds generated by sewage fees that are not needed immediately for operating costs are allocated to the construction fund. The \$76 million amended budget is the income projected for this fund from the sewer user fee. O'Mara stated that \$39 million has been collected and there is a budgeted expectation remaining for the rest of the year of \$37.272 million, a potential funding or bond source. Moloney asked when Council would be notified if fees would need to be raised, or if a bond would be needed. O'Mara answered that they meet regularly to monitor the spending rate and the sources of income to ensure as much KIA money as possible is being utilized. Moloney asked if such a request could come before Council within the year. O'Mara stated that it is a possibility. Stinnett asked if the \$76 million includes any KIA money. O'Mara said he will look into it. Stinnett asked how much of the KIA loans remain. Lane asked how much was constructed from cash in the beginning and if that would be eligible for financing. O'Mara said he would create a report of the information for Council.

## **9. Items Referred to Committee**

Motion to Adjourn made by Mossotti, seconded by Stinnett. Motion passed without dissent.

The meeting adjourned at 3:00 PM.

RESOLUTION NO. \_\_\_\_\_-2014

A RESOLUTION AUTHORIZING AND DIRECTING THE DIVISION OF TRAFFIC ENGINEERING, PURSUANT TO CODE OF ORDINANCES SECTION 18-46, TO DESIGNATE THE FOLLOWING STREETS IN THE COLUMBIA HEIGHTS NEIGHBORHOOD AREA AS BEING PROHIBITED TO THROUGH TRUCKS, AND AUTHORIZING AND DIRECTING THE DIVISION OF TRAFFIC ENGINEERING TO INSTALL PROPER AND APPROPRIATE SIGNS IN ACCORDANCE WITH THE DESIGNATION: MCCAWS ALLEY, PARK AVENUE, ASHLAND TERRACE, COLUMBIA AVENUE BETWEEN WOODLAND AVENUE AND MARQUIS AVENUE, MARQUIS AVENUE BETWEEN ASHLAND TERRANCE AND COLUMBIA AVENUE/SUNSET DRIVE, SOUTH ASHLAND AVENUE BETWEEN ASHLAND TERRACE AND SUNSET DRIVE.

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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 18-46 of the Code of Ordinances, the Division of Traffic Engineering, subject to the approval of the Urban County Council, may designate no truck travel on any street or any portion of the street; and

WHEREAS, the Urban County Council has determined that the prohibition of through truck travel is appropriate on the following streets in the Columbia Heights Neighborhood Area: McCaws Alley, Park Avenue, Ashland Terrace, Columbia Avenue between Woodland Avenue and Marquis Avenue, Marquis Avenue between Ashland Terrace and Columbia Avenue/Sunset Drive, and South Ashland Avenue between Ashland Terrace and Sunset Drive;

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

Section 1 – That the Division of Traffic Engineering be and hereby is authorized and directed to prohibit throughtruck travel on the following streets in the Columbia Heights Neighborhood Area: McCaws Alley, Park Avenue, Ashland Terrace, Columbia Avenue between Woodland Avenue and Marquis Avenue, Marquis Avenue between Ashland Terrace and Columbia Avenue/Sunset Drive, and South Ashland Avenue between Ashland Terrace and Sunset Drive;

Section 2- That the Division of Traffic Engineering is further authorized and directed to install proper and appropriate signs in accordance with that designation.

Section 3 - That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

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MAYOR

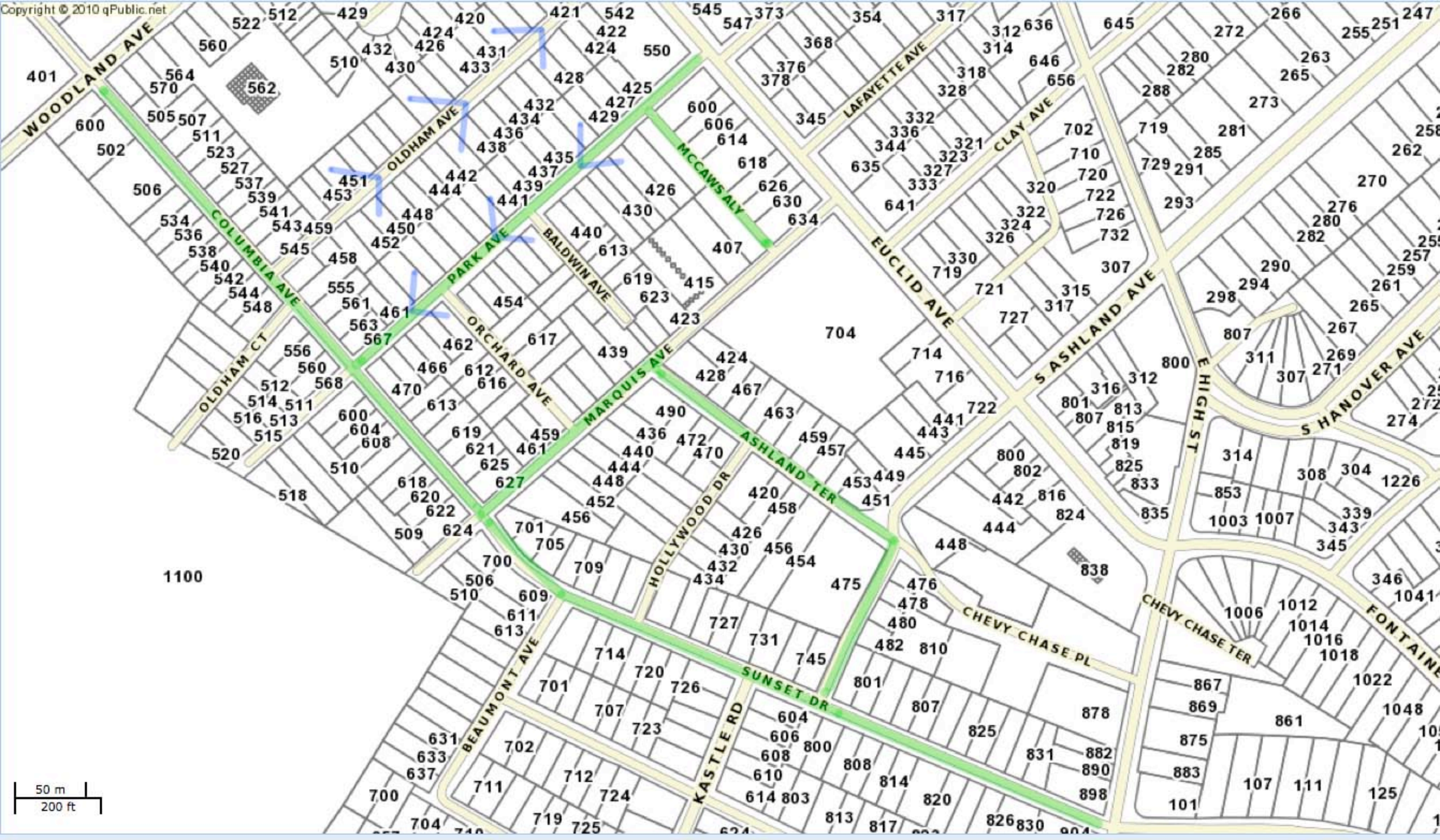
ATTEST:

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CLERK OF URBAN COUNTY COUNCIL

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RESOLUTION NO. \_\_\_\_\_2015

A RESOLUTION AUTHORIZING THE DIVISION OF TRAFFIC ENGINEERING, PURSUANT TO CODE OF ORDINANCES SECTION 18-86, TO INSTALL MULTI-WAY STOP CONTROLS AT THE INTERSECTION OF FERNDALE PASS AND BUCK LANE.

WHEREAS, pursuant to Code of Ordinances Section 18-86, the Division of Traffic Engineering is authorized and empowered to designate intersections where stop controls are necessary to regulate traffic; and

WHEREAS, the Urban County Council has determined that the intersection of Ferndale Pass and Buck Lane should have multi-way stop controls;

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

Section 1 – That the Division of Traffic Engineering shall install multi-way stop controls at the intersection of Ferndale Pass and Buck Lane.

Section 2 - That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

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MAYOR

ATTEST:

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CLERK OF URBAN COUNTY COUNCIL

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Intersection of Buck Lane & Ferndale Pass

Future Intersection of Buck Lane & Citation Boulevard

Leestown Road

Future Intersection of Ferndale Pass & Citation Boulevard



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

A RESOLUTION DESIGNATING THE SPEED LIMIT ON WEST SECOND STREET, BETWEEN NORTH LIMESTONE AND NEWTOWN PIKE, 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.

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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 West Second Street, between North Limestone and Newtown Pike, 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 West Second Street, between North Limestone and Newtown Pike, 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:

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MAYOR

ATTEST:

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CLERK OF URBAN COUNTY COUNCIL



Newtown Pike

W. Second Street area for Speed Limit Reduction

W. Second Street

N. Limestone

