



Planning and Public Safety Committee

Virtual Meeting

March 2, 2021

Summary and Motions

Chair J. Brown called the meeting to order at 1:00 p.m. Committee Members Ellinger, Lamb, Kloiber, Worley, Baxter, Bledsoe, Reynolds, and Plomin were in attendance. Committee Member McCurn was absent. Council Members LeGris and Kay were in attendance as non-voting members.

J. Brown began the meeting with the following statement: “Due to the COVID-19 pandemic and State of Emergency, this meeting is being held via live video teleconference pursuant to 2020 Senate Bill 150, and in accordance with KRS 61.826, because it is not feasible to offer a primary physical location for the meeting.”

I. Approval of February 2, 2021 Committee Summary

Motion by Baxter to approve the February 2, 2021 Planning and Public Safety Committee Summary. Seconded by Ellinger. The motion passed without dissent.

II. Residential Parking Permit Program (RPPP) – Providence Road

LeGris explained that the purpose for this item is to request a Residential Parking Permit for the 800 block of Providence Road which currently has a “no parking” restriction from 8:00 A.M. until 5:00 P.M. Monday through Friday, from August until mid-May and the residents along this section of Providence Road have requested the establishment of a residential parking permit from 8:00 A.M. until 5:00 P.M., Monday through Friday from August 1-May 15 which you can see in the attached petition. Mike Sanner, Attorney with the Department of Law, spoke about the resolution to establish this permit. He said all of the studies that were done by Lex-Park met the criteria for the parking permit program and the details of this are included in the packet.

When Reynolds asked why this permit is being requested, LeGris explained that part of the reason for the current parking restriction is the close proximity to the University of Kentucky and while those restrictions are helpful, the residents want the opportunity to have parking on the street for themselves.

Speaking about the proximity to the stadium, Bledsoe asked if anyone had opposed this change and LeGris said there has been no negative response. Plomin added that the proximity to Cassidy Elementary School and Morton Middle School also impacts parking on this road and is an additional reason for the parking permit.

Motion by Plomin to approve a Resolution to Establish a Residential Parking Permit Program (RPPP) for the 800 Block of Providence Road from 8:00 AM until 5:00 PM, Monday through Friday, From August 1 through May 15 and repealing the current no parking restriction for the same period. Seconded by Reynolds. The motion passed without dissent.

III. Imagine Nicholasville Road Study

Kenzie Gleason, Administrative Officer in Division of Planning, provided a background on the Nicholasville Road Study and introduced Tim Reynolds, Consultant with WSP, who provided the presentation. T. Reynolds explained that this plan incorporates transportation and land use and he referenced the public meeting that was held a month prior which generated a lot of public input. He explained the plan includes complete streets which provide improved bicycle/pedestrian and neighborhood transitions, vehicular transportation improvements, and enhanced transit. He spoke about the Bus Rapid Transit (BRT) which elevates the presence, convenience and speed of transit. He explained that this would include 8 miles of road with 12 BRT stations, a park and ride facility, and would reduce travel time by 25%. Another component of the plan is the Transit Oriented Development (TOD), also known as pedestrian oriented development or mixed use development. He said the idea here is to create activity centers along the corridor and encourage people to drive to one location and take a shuttle, walk, bike, or ride to another location. He said concepts for this would include South Park and Cross Roads Shopping Centers, Fayette Mall, and Emmert Farm. Tying it all together, he said, the corridor is divided into 6 segments which consists of vehicular improvements; bicycle, pedestrian, and neighborhood connections; and enhanced transit. He reviewed each of those 6 segments and the recommendations for each of those. He closed by highlighting next steps and how all of the components work together.

Lamb spoke about the center-running lane on the segment from Cooper Drive to Prall Street and she expressed concern for the need to heighten awareness regarding the segment that will have the center-running lane. T. Reynolds explained that buses would have to transition in or out and that would be accomplished with signals. Lamb asked about the timeline for this project and T. Reynolds explained that this would be a multi-year process. Gleason added that there will come a time when not as much vehicular traffic can be accommodated along the corridor and the goal is to move toward a transit-oriented and walkable design which is a long-range plan. But, she explained, there are short-term steps that can be taken to advance this to the next level.

Baxter asked how we accommodate using center lanes when there aren't many lanes available. Anne Warnick, Consultant with WSP, said it is not always an option to keep improvements in the curb so there are areas where the road will need to be widened. Moving forward with BRT, Baxter asked what plans there are for increasing buy-in and awareness considering it is a huge investment. T. Reynolds explained that this needs to be examined to see if there is public support and if there is potential to shift resources. Baxter asked what impact the BRT would have on traffic and if it is enough to generate ridership and T. Reynolds explained that branding is important and it will help that people notice the bus line not stopping at every stop while going at a competitive speed. He also mentioned the walkable types of development that will help incentivize people to use transit.

Plomin spoke about the 8 miles from downtown to Brannon Crossing which would include 12 BRT stops. She asked how many stops we currently have with Lextran and if this would mean fewer Lextran buses. T. Reynolds explained that there would be fewer stops and better service on the BRT line. With time, he said, people will recognize that the BRT line offers a better service and they will gravitate toward that, leading to a phase-out of the local line. Plomin asked about the look and branding of the bus and T. Reynolds said it will look new and different and will convey a new service which is more convenient than the local service.

Kay asked how the BRT will connect with the rest of the bus transportation system and if Lextran will be connected to the BRT and T. Reynolds explained that there were no discussions about the Lextran

operation, but Lextran is looking at different designs for their system overall. He said this project did not look beyond downtown, but as Lextran looks at redesigning their system, it will be important to consider how it will integrate with the BRT. Kay spoke about the timeline and asked if this is something that Lextran will consider in the next 5-10 years and what the investment would entail. T. Reynolds said they did not get an indication of a specific timeframe, but he said Lextran does understand there will be ongoing operating costs and the biggest challenge would be a constant revenue stream to help implement this service. Kay said he would like to ensure that the community understands this is a conceptual plan. He asked about outreach and managing expectations. Gleason said preliminary outreach was done and there were about 5,000 responses received from the survey. She expressed confidence that this was communicated as a long-range vision for *Imagine Nicholasville Road*, but it can be reiterated if necessary. Kay re-emphasized that this is conceptual and this is long-range plan.

Bledsoe expressed support of the Shared Use Path (SUP) and said buy-in is critical when there is support as well as opposition and we want people to choose this transportation option. She said that Brannon Road seems to be the biggest user because the park and ride lot removes people coming from outside the county and puts them in one place where they can park and board a bus, removing those cars from Nicholasville Road. Gleason explained the recommendation for the park and ride lot at Brannon Crossing was for this reason - to capture those coming in from Jessamine County. She spoke about incentives for using this service, using the subsidy UK offers to employees for transit passes as an alternative to their high cost for parking.

Ellinger asked what improvements and upgrades will be made for cyclists and pedestrians. Warnick said it would include a SUP on both sides of the road from Brannon Crossing to Scott Street. Going south on Upper Street, she said, there is a recommendation for parking-protected bike lanes. Ellinger asked for more detail on the SUP and Warnick said it would be 10ft wide the entire length of the corridor and will allow bikes and pedestrians; it would be completely separate from vehicular travel; and would include a buffer. Ellinger spoke about his concern with riding a bike on the road with the flow of traffic. Warnick mentioned additional improvements that can be made as this gets to the design phase.

Speaking about her district, LeGris expressed concern with neighborhood integration and complete streets and the numerous accidents involving pedestrians. She asked how the bus stop would work as far as a pedestrian getting on or off the bus in the center lane. T. Reynolds explained there would only be a few stations operating in the center lane and there would be a waiting area with a nearby protected crosswalk which provides refuge for pedestrians. LeGris asked for additional detail on the protected crosswalk and T. Reynolds explained there would be a pedestrian signal in place at the crosswalk. Gleason added that when there is a station in the center lane, the area of that lane becomes the raised bus platform. She explained the reason for widening is for the bus lanes to split and flare out, creating a northbound and southbound lane with the station in the center, allowing passenger to board or exit on either side. LeGris asked if there is a traffic signal for motorists to stop and allow pedestrians to cross and T. Reynolds confirmed there would be a traffic signal which is important for pedestrian safety.

Baxter spoke about the commuting population from Jessamine County into Fayette County and asked if there was feedback received to measure buy-in from that population. Gleason said the survey did not gather this information. Baxter asked about traffic flow and what the innovative interchanges look like. Warnick explained that the improvements would reduce left-turning movements and there is a concept called "Super Street" which forces a right turn, but allows a U-turn. The problem isn't that Nicholasville Road isn't wide enough between intersections, but that motorists have to continuously stop at

intersections. She said they took a high-level approach to study traffic volume at various intersections along the corridor and looked at a few options for improvements that could be done to potentially improve the road. Baxter spoke about restricting a lane of traffic for the BRT system and expressed concern with how this could potentially increase traffic congestion.

J. Brown agreed that we need to have buy-in and support from the public before moving forward with a transit system and he said it would be a good idea to have Lextran partner with Fayette County Public School system and encourage people to use the system as transportation to and from school. He added that we need to change the perception of the transit system. He also re-emphasized Kay's concern that the public understands this is purely a conceptual plan.

No further comment or action was taken on this item.

IV. Lexington Police Department – Body Worn Cameras Update

Eric Lowe, Assistant Chief with Lexington Police Department (LPD), spoke about the Body Worn Camera (BWC) order, explaining there was a delay with the receipt of the grant which would provide half of the BWC for LPD, but the order has been placed and the cameras are expected to arrive by mid-April and we should also have a finalized policy in place at that time. He spoke about the training which takes place when the cameras are provided and he said there are two classes set to begin by early May. Brian Maynard, Assistant Chief with LPD, provided an update on the *Mayor's Commission for Racial Justice and Equality – Law Enforcement Category 2: Monitoring and Accountability*. He reviewed 9 recommendations that were generated a result of the discussion on BWC. Those recommendations include: 1. Every sworn officer to be issued a BWC, 2. Officers performing law enforcement duties at approved off-duty jobs shall also be required to wear BWC, 3. BWC Use Assessment and Report, 4. BWC Data Collection – Expand Identification of BWC Failures, 5. Decrease officer discretion to turn off or not activate the BWC, 6. Increase graduated discipline for BWC violations, 7. BWC technology for automatic activation, 8. Conduct a large-scale study, and 9. increase timeframe to maintain BWC non-evidentiary recordings. He provided a background and a status update for each of these recommendations.

Reynolds asked for an explanation of the LPD policy on the review process for BWC footage. Lowe said there are 2 main components with Open Records laws that would apply to BWC. He said there are certain types of records that departments or agencies can decide to withhold and there are certain types of records that departments shall withhold from release to the public. An instance when a video shall not be released, he said, would be to protect victims of domestic violence or child abuse, and cases involving juveniles. Circumstances when the department can decide to withhold would pertain to open criminal matters when the argument can be made that releasing the video could cause harm to the criminal case. He added that there are times when, in the interest of the community, the video may be released for transparency and the chief would make that decision. He said sometimes a clip of the video is released and the entire video is made available to the media should they want to review it. Reynolds asked if there could be a policy that requires the entire video to be available each time a clip is released. Lowe said there may be times when this is appropriate, but each video must be reviewed for potential redactions to protect the privacy of someone in the video.

Lamb asked if automated activation technology works with both models of BWC and Lowe confirmed this to be correct. Lamb asked if this technology was included in FY22 budget and Lowe explained that the FY22 budget request included automated technology to activate a camera when drawing a taser as well as a firearm at an estimate of \$144,000 and this would include all cameras.

Plomin spoke about failures where 1/3 are battery-related and asked if the other 2/3 are equipment failure or failure to have it turned on. Maynard explained that it could be that the camera was accidentally de-activated, the officer failed to activate, cord issues, etc. Plomin asked if there are any guidelines for decreasing officer discretion and Maynard explained that it is an officer safety issue and they still have to file a routine report. He reviewed the process for reporting and the scrutiny involved. Maynard also pointed out there are instances when a witness may be reluctant to speak on camera and it also needs to be documented when the camera is turned off for this purpose.

J. Brown spoke about the release of video clips and asked if there is a policy to acknowledge the full video used by the department which could be available to the public. Maynard explained there is a YouTube channel through the LPD web page, where videos are available to the public when they are released. J. Brown asked if this is in policy and Maynard said currently it is not in policy, but is in practice. J. Brown requested to have this placed in policy to make the public aware that videos are available when they are released and where the videos can be found. He spoke about the LPD web page which has links to policies and asked for more information on that. Maynard mentioned that they are creating a true transparency page that will include links to all of the policies in one place and there are policies for public feedback. J. Brown asked about discipline for failure to activate and he suggested leaving it flexible depending on the situation.

No further comment or action was taken on this item.

V. COVID-19 Impact on Division of Community Corrections

Due to time constraints, this item was postponed until the next Planning and Public Safety Committee meeting (note: an update was provided to Council Work Session this same day so it is not necessary to reschedule this presentation).

VI. Items Referred to Committee

Motion by J. Brown to remove the *Lexington Police Department – Body Worn Cameras Update* from committee. Seconded by Lamb. Motion passed without dissent.

Motion by Plomin to adjourn. Seconded by Baxter. Motion passed without dissent.

The meeting adjourned at 2:56 p.m.