Environmental Quality & Public Works (EQPW) Committee

September 15, 2026

Summary and Motions

Chair Dave Sevigny called the meeting to order at 1:00 p.m. Committee Members James Brown, Tom Eblen, Emma Curtis, Liz Sheehan, Lisa Higgins-Hord, Amy Beasley, and Hil Boone attended as voting members. Committee Members Tyler Morton and Joseph Hale were absent. Vice Mayor Dan Wu and Council Member Jennifer Reynolds were present as non-voting members.

I. APPROVAL OF AUGUST 18, 2026 COMMITTEE SUMMARY

Curtis moved to approve the August 18, 2026 Environmental Quality & Public Works Committee Summary, and Eblen seconded. The motion passed unanimously.

II. TRAFFIC CONTROL USING DATA ANALYTICS

Traffic Engineering provided an overview of how traffic data, signal technology, cameras, and analytics platforms monitor Lexington's transportation network and improve traffic flow, safety, and system efficiency. Traffic analytics combine data on traffic volumes, speeds, travel times, congestion, roadway occupancy, and crashes from sources such as roadway sensors, cameras, GPS data, historical counts, crowdsourced information, and collision records.

Lexington's traffic management system oversees approximately 520 traffic signals, lane-use control, and beacons, supported by more than 700 non-loop detection units. About 90% of signal controllers connect via fiber optics, enabling continuous communication and monitoring. The camera system continuously records more than 700 video streams, retains footage for 60 days, and supports signal troubleshooting, engineering analysis, and open records requests.

Staff highlighted several analytics platforms under evaluation or in use to improve decision-making. StreetLight Data provides traffic counts, speeds, congestion data, route analysis, and corridor monitoring. Pilot programs using Miovision/Traffop, Flow Labs, and NoTraffic are evaluating automated signal analysis, timing recommendations, adaptive traffic control, and safety analytics at selected intersections and corridors. Staff noted that data quality, geographic coverage, and integrating information from multiple sources remain key challenges.

The presentation also highlighted Waze for Cities and noted that Lexington's was recently selected to join Google's Project Green Light program. Green Light will use anonymized location data to identify opportunities to improve traffic flow and provide signal-timing recommendations, along with before-and-after congestion analysis when those recommendations are implemented.

III. COORDINATION OF ONGOING MAINTENANCE FOR PROJECTS

The presentation provided an update on LFUCG's effort to better integrate operations and maintenance (O&M) considerations into capital roadway project design and delivery. The initiative responds to a recurring problem in which maintenance responsibilities, operational impacts, long-term ownership, and project handoff were sometimes addressed too late—after significant design, funding, or scope decisions

had already been made. The goal is to clarify responsibilities, involve O&M staff earlier, and establish a more consistent post-construction handoff process.

The proposed framework centers on three interconnected tools: a Public ROW Asset Guide that identifies who owns, maintains, reviews, and supports roadway assets; a Roadway Design & Delivery Guide that establishes O&M checkpoints throughout project development; and a Transition to Operations Framework that standardizes closeout, asset information, maintenance expectations, responsible divisions, and ongoing stewardship. The effort applies to LFUCG capital projects and does not establish requirements for private development or create a new O&M funding source.

Next steps include continuing the cross-departmental work group, drafting and testing the three tools against active and recent projects, conducting technical and legal reviews, aligning the process with the Complete Streets Design Manual, and ultimately establishing ownership, governance, staff training, and ongoing monitoring. Staff plans to return with tested tools, draft procedures, and a recommended implementation approach.

IV. VISION ZERO & COMPLETE STREETS: EDUCATION, ENGAGEMENT, AND COMMUNITY OUTREACH

The presentation updated the audience on LFUCG's education and community engagement efforts that support Vision Zero and Complete Streets. Vision Zero aims to eliminate traffic fatalities and serious injuries, while Complete Streets is a design approach that creates safe access and movement for people walking, bicycling, rolling, using transit, and driving. Education and engagement connect these efforts by building public understanding, gathering input, and providing residents with meaningful opportunities to help shape implementation.

Current work is organized around the StrEEET Safety Task Force's recommendations, including experiential engagement and placemaking, community champions, expanded internal and external education, and unified safer-streets messaging. A cross-departmental Safer Streets Communications Team now meets monthly to coordinate education, outreach, projects, audiences, and messaging across LFUCG and with community partners.

Major initiatives include developing Complete Streets training for LFUCG staff, elected officials, and the development community; conducting recurring walk audits to inform transportation decisions with lived experience; and developing a K–12 curriculum that incorporates Vision Zero, Complete Streets, and street-safety concepts. Safe Routes to School (SRTS) is also piloting programming at two campuses serving five schools, combining education and engagement with built-environment improvements.

Community outreach is being strengthened through hands-on events and activities, including StreetFest, GlowRide, Bike/Walk Month, Cycle & Stroll Month, school and community safety activities, and distributing reflective safety gear. Overall, the strategy aims to move Vision Zero and Complete Streets from policy and technical guidance to a coordinated, community-facing approach to safer streets.

V. ITEMS REFERRED TO COMMITTEE

No discussion occurred on this item.

The meeting adjourned at 2:23 pm.