

Ellinger

Myers

James

Blues

DeCamp

Beard

Crosbie

McChord

Blevins

Lane

SERVICES COMMITTEE

October 30, 2007

1:00 P.M.

A G E N D A

Multi-Way Stop Kavanaugh Lane @ Sanibel Drive
Speed Limit Reduction Kavanaugh Lane

(1-3)

Items in Committee

(4-6)

"Services Committee, to which should be referred matters relating to public safety, public works, urban county courts, and constitutional officers."

Council Rules & Procedures, Section 2.102(3)



Mayor Jim Newberry

LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT

Division of Traffic Engineering

MEMORANDUM

TO: Kevin Stinnett
Councilmember, 6th District

FROM: A. Bradley Frazier
A. Bradley Frazier, PE
Traffic Engineering Manager

DATE: October 19th, 2007

SUBJECT: Kavanaugh Lane @ Sanibel Drive, Multiway Stop Request
Kavanaugh Lane, Speed Limit Reduction Request

Based on a request from your office a warrant study has been completed at the intersection of Kavanaugh Lane @ Sanibel Drive to determine the feasibility of installing a multiway stop this intersection. *Manual of Uniform Traffic Control Devices (MUTCD) – 2003 Edition* criteria were used in the analysis of the intersection to determine if a multi-way stop was warranted at this location. The following is the warrant criteria used in the analysis:

Section 2B.07 Multiway Stop Applications

Multiway Stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h (40 mph), the minimum vehicular volume warrants are 70 percent of the above results.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Source – *Manual of Uniform Traffic Control Devices – 2003 Edition*

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vehicles are traveling at or below, is based on the theory that a large majority of drivers are reasonable and prudent, do not want to have a crash, and want to reach their destination in the shortest amount of time possible.

3. Kavanaugh Lane has single-family homes along a majority of its entirety. Homes are set back from the street and the majority of homes have driveways suitable for off-street parking.
4. There are not any horizontal or vertical curvatures found along Kavanaugh Lane that do not provide any challenges to motorists on Kavanaugh Lane.
5. Pedestrian activity is typical of that of other residential streets.
6. From Todds Road to its terminus, a total of one (1) collision was reported along Kavanaugh Lane for the time period from 7/1/04 to 6/30/07. This single collision was a rear end collision in clear and dry conditions that did not result in any injuries.

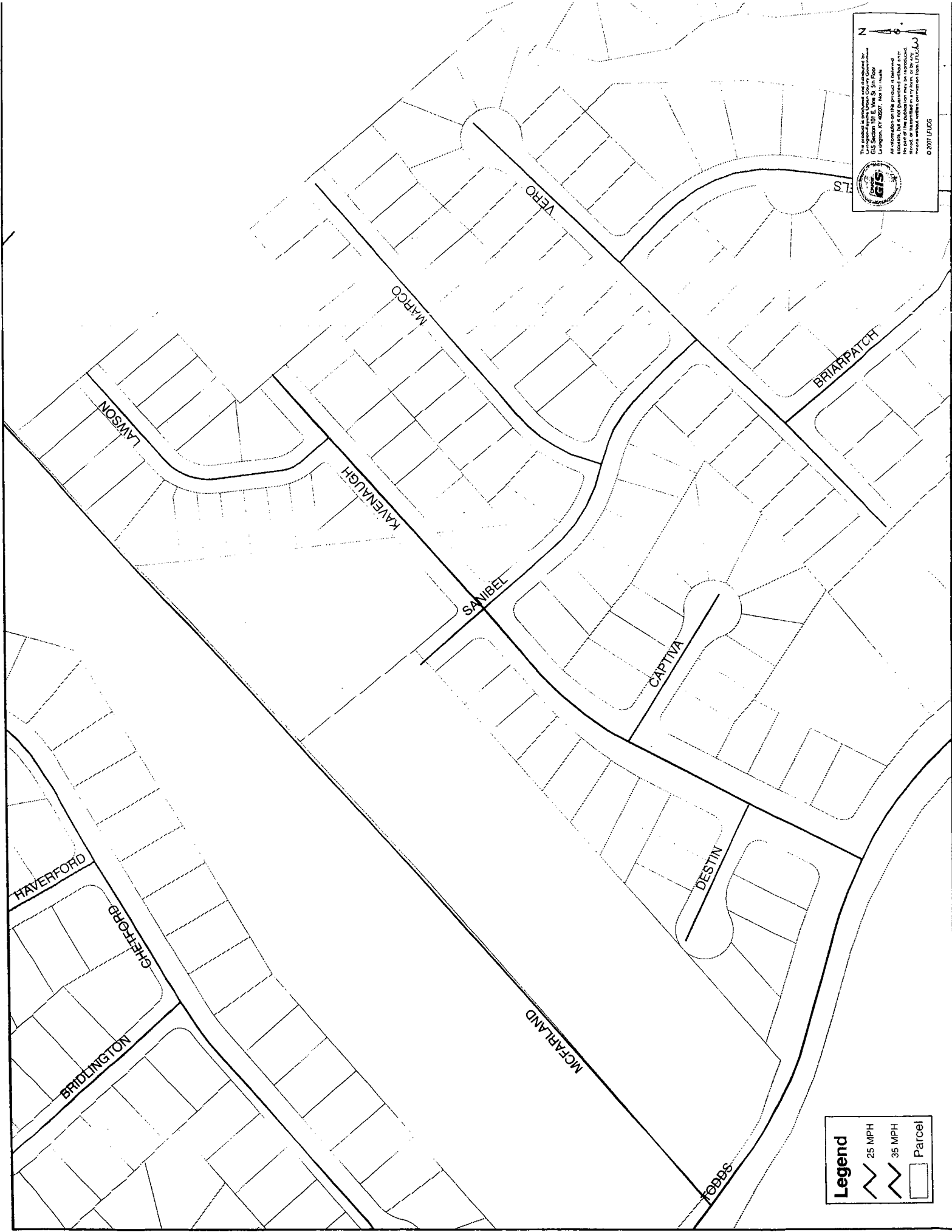
Conclusion

- **Kavanaugh Lane @ Sanibel Drive - Multiway stop request** - The major and minor street volumes fall short of the minimum warrant criteria. The current traffic volumes show no warrants for multiway stop control. The accident history for this intersection shows no collisions at this location for the previous 3 year period. The collision history shows no warrants for multiway stop control. **The Division of Traffic Engineering recommends that the existing intersectional controls remain at this intersection.**
- **Kavanaugh Lane – Speed Limit reduction request** - Based on observations, speed data, volume data and the documented collision history, **the Division of Traffic Engineering does not object to lowering the speed limit to 25 mph on Kavanaugh Lane.**

If you need more information concerning this matter, please feel free to contact me at 258-3476.

cc: Commissioner Don C. Kelly, P.E.
 Ron Herrington, P.E., P.L.S.
 Jim Woods, P.E., P.L.S.

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Legend

- 25 MPH
- 35 MPH
- Parcel

Services Committee Items

Revised 10.26.2007

<u>Date</u>	<u>Councilmember</u>	<u>Issue</u>
10-23-07	Stinnett	Multi-Way Stop Kavanaugh Lane @ Sanibel Drive Speed Limit Reduction Kavanaugh Lane
10-23-07	Stevens	Speed Limit Reduction on Streets Adjacent to Christ the King Cathedral
10-2-07	Blevins	Transit Buses on Local Residential Streets
9-18-07	Moloney	Vicious Dogs
9-18-07	Moloney	Block Party Process
9-18-07	James	Smoking Ban on Hospital Premises
9-18-07	Ellinger	Alcohol Impact on Local Government
9-11-07	Blevins	Noise Ord-Special Events
8-14-07	Stevens	Par 3 Golf Course
7-10-07	Stevens	School Event Noise
6-5-07	Beard	Inattentive Drivers
5-22-07	Moloney	Graffiti
5-15-07	DeCamp	News Rack Ordinance

Other Items (cont)		
Date	Councilmember	Issue
3-27-07	McChord	Willow Oak Subdivision Traffic Issues
3-13-07	Moloney	Dispatching Inter-City Buses from Terminals
3-6-07	Beard	Multi-Way Stop Malibu Dr/Bellefonte Rd
2-27-07	Stinnett	Door to Door Peddlers
1-16-07	Myers	Multi-Way Stop Armstrong Mill/Crosby
1-9-07	Stinnett	Multi-Way Stop Pleasure Ridge/Plaudit
11-14-06	McChord	Traffic Light at US 27/Waveland Museum Lane
11-14-06	Moloney	Imposing Fee for Signage in ROW
10-17-06	Moloney	Restrict Parking on Cambridge Drive from Oxford Circle to Village Drive
9-12-06	Wigginton	Tie Downs on Mobile Homes in Trailer Parks
9-12-06	Wigginton	Neighborhood Assistance Office
7-11-06	Moloney	Towing on Private Property
6-13-06	Wigginton	Review Zoning Ordinance re Issuance of Liquor Licenses
6-13-06	Stinnett	Car Radio Noise

Other Items (cont)

Date	Councilmember	Issue
5-23-06	Wigginton	Implementing a Hands Free Cell Phone Ordinance
3-21-06	Moloney	Red Light Issues
2-14-06	Myers	US Ombudsman Association Standards for Citizen's Advocate Office
2-7-06	Gorton	Private Fire Hydrants
12-13-05	Gorton	Traffic Calming on Harvard Drive
12-13-05	Gorton	No Parking Signage on Belvoir between Malabu and crest of the hill
6-21-05	Moloney	Private Swimming Pool Safety
3-12-05	Gorton	Curb Replacement Program
2-22-05	Moloney	Mini Motorcycles