

Farmer, Chair
Stinnett, Vice Chair
Kay
Moloney
Ford
Gibbs
Evans
Brown
Mossotti
Lane

AGENDA
Environmental Quality & Public Works Committee
January 20, 2015
1:30 P.M.

- 1** November 18, 2014 & January 13, 2015 Environmental Quality Committee summaries and November 11, 2014 Planning & Public Works Committee summary, p. 1-9
- 2** Woodland Ave. Pedestrian Enhancements – Gibbs, p. 10-12
- 3** Columbia Heights - No Through Trucks – Gibbs, p. 13-15
- 4** Ferndale Pass & Buck Lane - Multiway Stop Study – Akers, p. 16-17
- 5** West Second Street Speed Limit Analysis – Akers, p. 18-21
- 6** Todd’s Road Widening Phase II - Update - Stinnett
- 7** Division of Water Quality Projects Report, p. 22-23
- 8** Monthly Financials, p. 24-30
- 9** Items Referred to Committee, p. 31

“Environmental Quality & Public Works Committee to which shall be referred matters relating to the Department of Environmental Quality and its divisions, and any related partner agencies and the Department of Public Works and its related divisions, including capital improvement projects and any related partner agencies.” Council Rules & Procedures, Section 2.102 (1) Effective January 1, 2015. Adopted by Urban County Council September 25, 2014

2015 Meeting Schedule (Meeting Time 1:00 PM Unless Otherwise Noted)

January 20 (1:30PM)	June 16
February 17	August 18
March 10	September 15
April 21	October 20
May 19	November 17

Environmental Quality Committee
November 18 2014
Summary & Motions

Stinnett called the meeting to order at 11:05 AM. All committee members were in attendance. Kay also attended.

1. October 14, 2014 Committee Summary

On a motion by Mossotti, second by Farmer the June 24, 2014 Committee summary was approved unanimously.

2. Distillery District Update

Derek Paulsen presented an update on the Distillery District project. He discussed the hydrology study, the trail system, staff assistance being provided to the District development and a proposed stream restoration project.

Paulsen stated the hydrology study was recently awarded to Vision Engineering. It should be completed fall 2015 but it is dependant on rain events.

Paulsen stated that phases 4 & 5 of the trail were recently provided funds from the Commonwealth and should be completed in 2016. He stated design funds have been committed for phase 6 of the trail.

In response to a question from Mossotti phases 4 & 5 of the trail system have been funded. Keith Lovan will provide follow up detailing the proposed expenditures for phases 4 & 5.

In response to a question from Mossotti, Paulsen stated that infrastructure needs will be more fully developed while the design for phase 6 of the trail is undertaken.

In response to a question from Gorton, Paulsen explained the proposed stream restoration project as well as the small stream diversion project.

In response to a question from Kay, Paulsen stated that the hydrology study will determine flood plains and identify buildable properties. Paulsen stated that the study encompassed a large amount of land beyond the Distillery District area.

In response to a question from Kay, Paulsen stated that due to the low cost of the study, approximately \$ 1.5 million of the bond was still available.

Henson discussed the stream restoration project. She stated that she was supportive because it was a natural beautiful area in the urban core.

Akers stated that the stream restoration project was a private endeavor organized by the property owners and developers along with an engineering consulting firm, Beaver Creek.

Akers discussed the need for a project manager to oversee the public components of the District. In response Paulsen stated that Keith Lovan has been the project manager for the trail and due to the addition of another Engineering position approved in the FY 15 budget he will be able to allocate more time to the Distillery District project.

Clarke discussed the need for an overall plan for the area. In response Paulsen stated that it was a developer/owner driven project. He stated that the owners presented a plan for the District several years ago. Paulsen also discussed the feasibility study that was completed last year by LFUCG.

In response to a question from Myers, Paulsen stated that in January the Administration will recommend plans for the remainder of the \$ 1.5 million bond proceeds.

Stinnett discussed the vendor selection process for the hydrology stuffy. He stated that he hopes that the Administration will utilize the new selection process used by Water Quality in hopes of receiving better but less expensive.

Akers introduced Tony Higdon one of the property owners of the Pepper Distillery building. Higdon stated that they have refurbished 14,000 square feet of space at the Pepper Distillery Building. He stated that a new micro brewery will move in late November, a restaurant will start late December; Crank & Boom will open up a dessert lounge early 2015 and Sidebar will open up a location in early 2015 also.

3. Empower Lexington Annual Report

Kay introduced the topic. He stated that the effort is in response to a national initiative to reduce the carbon footprint of urban areas. He stated that he requested annual updates to measure progress at being more energy efficient and reducing Lexington's carbon footprint.

Walter Early presented the findings. He stated that the goal was to reduce energy usage by 1% annually.

Early highlighted efforts to reduce energy usage and to become more energy efficient in several sectors including Residential; Commercial/Industrial/Institutional; Transportation; Land Use/Food/Agricultural; and Waste.

Early highlighted efforts to make the residential sector more efficient including retrofits and public awareness. He also highlighted areas within the transportation sector public transit; and bicycle and pedestrian initiatives. He noted that regional bicycle usage has increased substantially over the past 5 years.

Early identified efforts to make the commercial and industrial sectors more energy efficient including use of LEED investments; outreach and awareness campaigns. He stated that the group will target small commercial concerns that are high energy users.

Early discussed efforts to be more efficient in the land use sector including the PDR program and other conservation efforts; and the promotion of best practice forestry efforts. He also addressed food production efforts.

He stated that energy usage and greenhouse gas emissions has declined on a per capita basis while. He stated that they hope to expand Empower Lexington efforts by staffing implementation. He also stated that usage will be tracked on an absolute basis as well as per capita.

Gorton discussed efforts to be waste free by 2020. She suggested that the Administration and Council work on that goal in the coming year.

Kay discussed the need for data on both an absolute level as well as a per capita basis. He also suggested that transportation data be disaggregated to show both external and internal transportation energy demands.

4. Monthly Financials

Stinnett noted that the monthly financials were included in the packet. There were no questions about the information.

The meeting adjourned at 11:58 AM.

Special Environmental Quality Committee
January 13 2015
Summary & Motions

Vice Mayor Kay called the meeting to order at 12:32 PM. All committee members were in attendance. Bledsoe, Lamb, Scutchfield, Akers and Henson also attended

1. Election of the Committee Chair

On a motion by Brown, second by Lane, Farmer was nominated as Committee Chair.

Farmer accepted the nomination.

No other nominations were made.

On a motion by Mossotti, second by Ford the Committee elected Farmer chair. The motion was approved unanimously.

Farmer named Stinnett Committee Vice Chair.

The meeting adjourned at 12:40 AM.

PAS 1.13.2015

**Planning and Public Works Committee Meeting
November 11, 2014
Summary and Motions**

Chair Bill Farmer Jr. called the meeting to order at 1:32 p.m. Committee members Mossotti, Gorton, Ellinger, Kay, Ford, Lawless, Beard, Clarke, and Henson were in attendance. CMs Akers, Stinnett, and Myers were also in attendance.

1. October 14, 2014 Committee Summary

Motion by CM Ellinger to amend the October 14, 2014 committee summary to show the motion to remove the “MAP Fund Usage Policies” referral item was made by CM Ellinger rather than CM Stinnett. Seconded by CM Henson, and passed without dissent.

Motion by CM Beard, second CM Clarke to approve the October 14, 2014 committee summary. Motion passed unanimously.

2. H-1 Notification Process

CM Myers introduced the item, and stated that he had met with Chris King recently to discuss this issue. He recommended that Mr. King make a presentation to the Council and community regarding this issue during a future Work Session meeting.

CM Myers agreed to provide an outline for future action regarding this item, per CM Farmer’s recommendation.

Vice Mayor Gorton stated that Council typically does not hear presentations during Work Session that do not result in Council actions, due to time constraints. She recommended that informational presentations remain in committees.

CM Mossotti stated that the presentation should be made during Work Session to allow for viewing by the public.

CM Myers reiterated that the full Council should hear this presentation due to the importance of the issue and the need to provide information and clarification.

3. Electrical Inspection Fees

CM Farmer provided introductory comments, and invited public comment.

Steven Vicroy, the contractor’s attorney, stated that he had provided additional information in the committee packets regarding Commonwealth Inspection Bureau, Inc.’s (“contractor’s”) financials. He reviewed the provided information pertaining to residential and commercial inspections, and stated agreement with Commissioner Paulsen’s proposal for the committee to

review electrical inspection fees annually. Mr. Vicroy asked the committee to approve the fee increases as proposed.

In response to a question from CM Farmer, Mr. Vicroy stated that apartment inspection fees are increased in the updated fee increase request. CM Farmer noted that some of the proposed fees will result in significant fee increases for inspections.

Vice Mayor Gorton referred to the contractor's current versus proposed income information, as well as information regarding expenses. She noted that the proposed fees would generate more than the difference in expected expenses. Mr. Vicroy stated that the analysis assumed that only one additional inspector would be hired.

Vice Mayor Gorton asked if the contractor keeps records of time spent on inspections, and if this information was used to create the fee increase request. Mr. Vicroy stated that the contractor does not keep records of time spent on inspections. In response to a follow up question from Vice Mayor Gorton, Mr. Vicroy stated that the proposed increase in final inspection fees and apartment inspection fees are the two highest priority items for the contractor.

CM Kay asked for clarification regarding the time demands created by the new Code. Mr. Jones, the contractor, responded that the changes in the Code, in addition to anticipated increase in the number of inspections, will create the need to hire an additional employee. CM Kay noted that an increase in the number of inspections should be offset by the fees charged for those inspections.

CM Kay asked for additional information regarding Mr. Jones' salary supplement referred to in the packet. Mr. Vicroy stated that this information is shown as profit in the information provided to the committee. In response to follow up questions from CM Kay, Mr. Vicroy stated that depreciation is not shown in the contractor's financials, and profit is frequently reinvested as a capital expenditure.

In response to a question from CM Stinnett, Commissioner Paulsen stated that the contractor is in the second year of the current contract. He stated that there were no other bidders during the last contract award process. CM Stinnett stated concern that fees are being based on the current contractor's opinions. In response to additional questions from Mr. Stinnett, Commissioner Paulsen stated that he has received positive feedback regarding the responsiveness of the contractor, although commercial contractors are concerned about the proposed fee increases.

In response to a question from CM Stinnett, Mr. Vicroy responded that the financial information provided to the committee was generated by the contractor based on information contained in tax returns. He referred to electrical inspection fee schedules for other communities that were provided to the committee.

Commissioner Paulsen reminded the committee that staff is recommending an annual or biannual review of inspections and fees to identify necessary changes to the fee structure.

In response to a question from CM Henson, Commissioner Paulsen stated that the LFUCG has not conducted its own electrical inspections in the past. He stated that Code changes occur on a regular basis.

Motion by Vice Mayor Gorton to conduct an annual review of the fee structure and schedule of electrical inspection fees. Seconded by CM Henson, and approved unanimously.

Vice Mayor Gorton stated that increases in fees will affect housing costs, which will be passed onto consumers. She stated that an annual review of the fee structure will be helpful in the future. She asked for the contractor to identify a particular inspection type where current fees are not consistent with the time required for inspection. Mr. Jones confirmed that final inspections will take a significant amount of time, as well as inspections of apartments.

CM Kay stated that there are inconsistencies in the information provided, and that the fees cannot be raised based on the information available to the committee.

CM Farmer reviewed the information provided, and stated that this item may remain in committee without current action. CM Henson recommended that the item remain in committee until more detailed information is submitted by the contractor.

CM Farmer confirmed that this item will remain in committee until additional information is provided.

4. Code Enforcement Fines; Assistance for Code Enforcement Compliance

CM Lawless stated that she expected information regarding proposed fine increases, which isn't reflected in the presentation.

Jonathan Hollinger presented a review of Code Enforcement operating procedures, assistance programs, technology improvements, and fines. He stated that the Department of Planning is not recommending an increase in Code Enforcement fines at this time, and is addressing compliance through improvements to operating procedures and implementation of improved technology. He stated that increases in fines would not improve effectiveness at this time.

CM Mossotti asked for a synopsis of Code violations, compliance, and Division operations in a future meeting.

CM Lawless provided examples of the effectiveness of escalating fines, and stated the need to reexamine the implementation of an escalating fine schedule. Mr. Hollinger stated that staff will implement any changes that Council adopts.

CM Farmer asked CM Lawless for proposed language for Council consideration.

5. Building Inspection Civil Offenses

Jonathan Hollinger presented this item, and provided information regarding enforcement challenges and recommendations.

CM Lawless stated that the intention in amending building inspection penalties from criminal to civil was to allow Code Enforcement action, including fines, abatement, and placing liens when necessary to ensure compliance. She stated the importance of utilizing escalating fines for compliance. CM Lawless stated that Code Enforcement should enforce these issues, rather than Zoning.

In response to a question from CM Henson, Mr. Hollinger stated that construction within a sight triangle but outside of the road right-of-way would be an example of an abatement item. Illegal sign structures would also be examples of items that could be abated. He stated that a civil penalty would be applied to the cost of abatement. CM Henson asked if the creation of an Enforcement Division is being considered; Mr. Hollinger stated that this is being evaluated for potential implementation in the future.

CM Kay suggested that Planning draft language to amend Resolution 343-2012 to include zoning enforcement activities in addition to nuisance abatement. He also suggested that Council staff draft options for increasing civil penalties. He stated that the Infill Redevelopment Committee has been addressing these issues as well.

Motion by CM Kay, seconded by CM Lawless, to amend Resolution 343-2012 to include zoning enforcement activities in addition to nuisance abatement. Motion passed unanimously.

CM Lawless stated that issues such as gravel and off-site signage should be enforced by Code Enforcement rather than Zoning. She requested a list of civil penalties that were previously addressed by Building Inspection that are now enforced by Zoning for examination of items that may be enforced by Code Enforcement.

6. Zoning Text Amendments for Food Trucks in the P-1 and AU Zones

CM Kay provided background information on this item, and brought forth an option on CM Akers' behalf. This option would affect four areas: the Paragon Centre; Perimeter Office Park; Corporate Drive; and Southcreek Park.

Motion by CM Kay, seconded by CM Mossotti, to allow Mobile Food Unit Vendors as accessory uses if located 500 feet or greater from a property zoned residential. Motion approved unanimously.

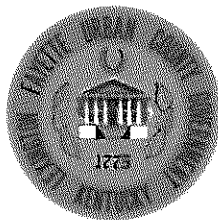
Vice Mayor Gorton stated that she previously recommended the subject motion, with the addition of language stating that Mobile Food Unit Vendors must be located within a designated Professional Office Project. In response to a question from Vice Mayor Gorton, Chris King stated that the motion would affect any site zoned Professional Office (P-1). He stated that Law would need to research the possibility of restricting application for variance from the 500 feet requirement.

Vice Mayor Gorton stated that letters of support from this item came from tenants or owners of Professional Office Projects.

Motion by Vice Mayor Gorton, seconded by CM Mossotti , to amend the motion to initiate a text amendment for the Planning Commission's consideration that combines Alternate 2 and Alternate 4 as indicated on page 96 of the committee packet. Motion approved unanimously.

In response to a question from CM Kay, Mr. King confirmed that an applicant could apply for a variance from the 500 feet requirement. CM Kay clarified that the amended motion requires designation as a Professional Office Project. Mr. King stated that Professional Office Projects are defined by Code, and are designated as such as part of the development review process.

Meeting adjourned at 3:05 PM.



Lexington-Fayette Urban County Government
DEPARTMENT OF ENVIRONMENTAL QUALITY & PUBLIC WORKS

Jim Gray
Mayor

David L. Holmes, Esq.
Commissioner

**DIVISION OF TRAFFIC ENGINEERING
MEMORANDUM**

TO: Mr. Jake Gibbs, 3rd District Councilmember

FROM: *Roger T. Mulvaney*
Roger T. Mulvaney, P.E., Acting Traffic Engineer Manager

DATE: January 8th, 2015

SUBJECT: Woodland Avenue (Columbia Avenue to Hilltop Avenue) pedestrian enhancements

At the request of the University of Kentucky, the Division of Traffic Engineering reviewed Woodland Avenue between Columbia Avenue and Hilltop Avenue. The purpose of the request was to review the existing pedestrian facilities and recommend public safety improvements on Woodland Avenue due to the location of new on-campus housing and other university related facilities.

The existing speed limit on Woodland Avenue is 35 mph. Woodland Avenue has striped bike lanes in each direction of travel and pedestrian crossings are provided at the signalized intersection of Woodland Avenue & Columbia Avenue. On-street parking is currently provided along the eastern (Woodland Glen residential halls) side of Woodland Avenue between Columbia Avenue and Hilltop Avenue. Sidewalks and street lighting are also provided in the project area.

In order to enhance pedestrian safety, the Division of Traffic Engineering has been working with University of Kentucky officials to develop traffic calming measures that will improve pedestrian safety along Woodland Avenue in the study area. Recommended enhancements will include changes to the pavement markings to allow for a pedestrian refuge area, the elimination of on-street parking along Woodland Avenue, and the installation of pedestrian warning signs. The Division of Traffic Engineering and University of Kentucky crews will be proceeding with these items as weather and construction scheduling permits.

Recommendations that need approval from the Lexington-Fayette Urban County Council before they can be implemented include:

- Reduce the speed limit from 35 mph to 25 mph on Woodland Avenue between Euclid Avenue and Hilltop Avenue.
- Install two speed tables on Woodland Avenue that will be located on either side of a proposed midblock crosswalk. (see attached diagram).
- Modify the intersection of Woodland Avenue and Hilltop Avenue to a multi-way stop controlled intersection.

The University of Kentucky has indicated that they would fund the listed enhancements as well as any other associated sign and pavement marking work.

Please see exhibit of proposed improvements for further information.

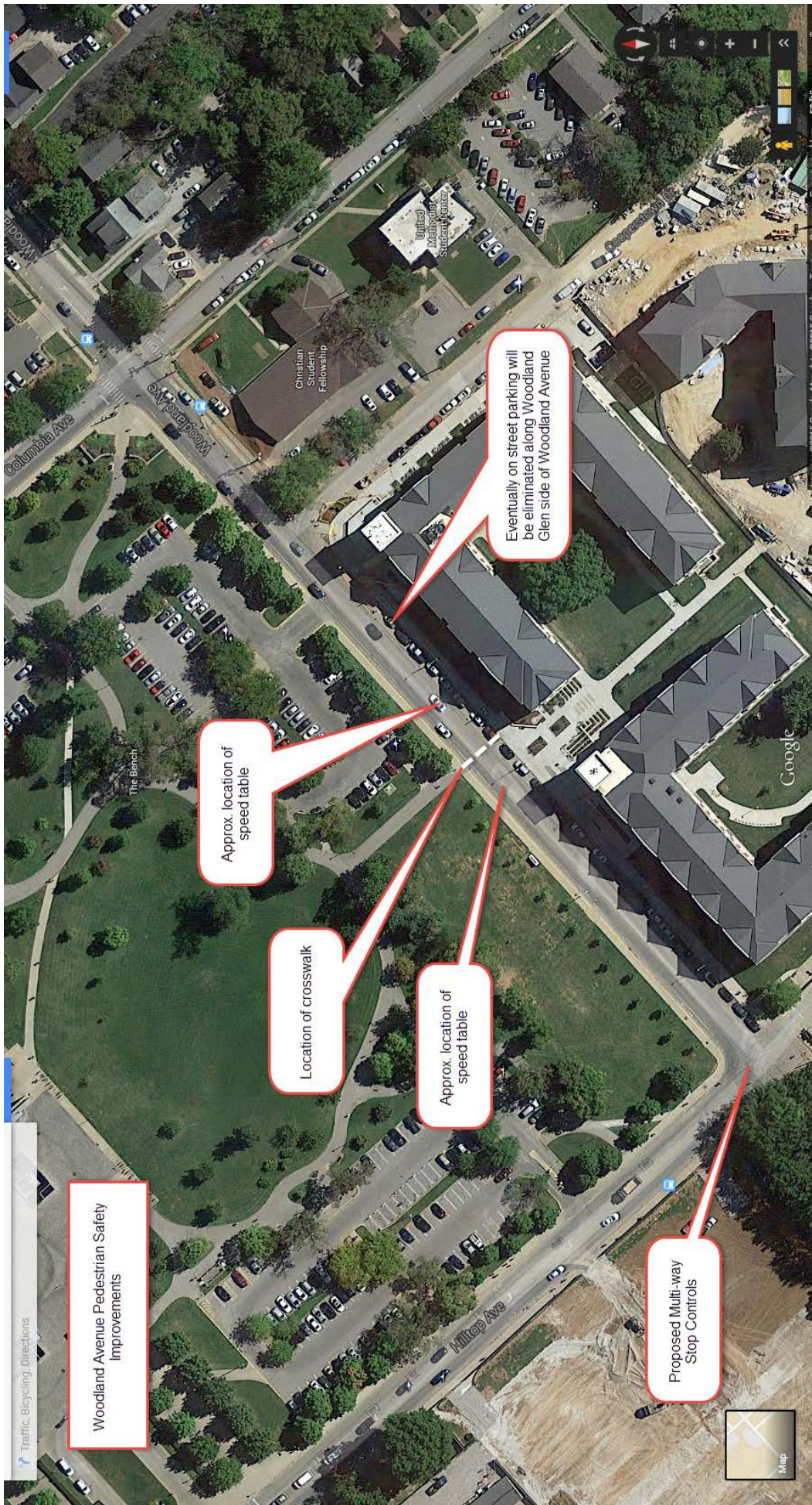
If you have any questions, please contact me at anytime. My email address is rmulvaney@lexingtonky.gov or you can call me at extension 3480.

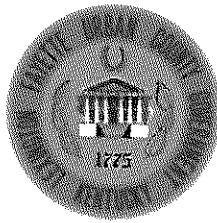
RTM

Roger T. Mulvaney, P.E.
Division of Traffic Engineering

Attachment: Woodland Avenue Pedestrian Safety Improvements

cc: Dall Clark, University of Kentucky
Judy Needham, University of Kentucky
David L. Holmes, Commissioner of Environmental Quality & Public Works
Dowell Hoskins-Squier, P.E., Director of Traffic Engineering
Jim Woods, P.E., P.L.S., Deputy Director of Traffic Engineering
Jeff Neal, P.E., Traffic Engineer Manager
Sally Lambert-Warfield, Legislative Aide to CM Gibbs





Lexington-Fayette Urban County Government
DEPARTMENT OF ENVIRONMENTAL QUALITY & PUBLIC WORKS

Jim Gray
Mayor

David L. Holmes
Commissioner

**DIVISION OF TRAFFIC ENGINEERING
MEMORANDUM**

TO: Diane Lawless, 3rd District Councilmember

FROM: Roger T. Mulvaney, P.E., Acting Traffic Engineer Manager

DATE: December 9, 2014

SUBJECT: Columbia Heights Neighborhood Association No Through Truck Considerations

RTM 12/9/14

Based on a request from your office, The Division of Traffic Engineering reviewed the potential for restricting through trucks from driving on several roads in the Columbia Heights Neighborhood Association including McCaws Alley, Park Avenue, Ashland Terrace, Columbia Avenue between Woodland Avenue and Marquis Avenue, Marquis Avenue between Ashland Terrace and Columbia Avenue, and S. Ashland Avenue between Ashland Terrace and Sunset Drive. When reviewing these aforementioned streets, it was noted that nearly all of the properties in this area are zoned residential. It was also noted that large vehicles needing to travel to this area can use Euclid Avenue, E. High Street, or Woodland Avenue.

Conclusion: Due to the existing no through trucks restrictions on Sunset Drive and the existing residential nature of the streets in the Columbia Heights Neighborhood Association, the Division of Traffic Engineering recommends the implementation of No Through Trucks restrictions on the following streets:

- McCaws Alley
- Park Avenue
- Ashland Terrace
- Columbia Avenue between Woodland Avenue and Marquis Avenue
- Marquis Avenue between Ashland Terrace and Columbia Avenue/Sunset Drive
- S. Ashland Avenue between Ashland Terrace and Sunset Drive

If you have any questions or comments, please contact me at rmulvaney@lexingtonky.gov or via Lexcall 311.

RTM

Roger T. Mulvaney, P.E.
Division of Traffic Engineering

cc: David L. Holmes, Esq., Commissioner of Environmental Quality & Public Works
Dowell Hoskins-Squier, PE, Director of Traffic Engineering
Jim Woods, PE, PLS, Assistant Director of Traffic Engineering
Sally Lambert-Warfield, Legislative Aide to CM Lawless

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 TERRACE AND COLUMBIA AVENUE/SUNSET DRIVE, SOUTH ASHLAND AVENUE BETWEEN ASHLAND TERRACE AND SUNSET DRIVE.

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 through truck 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.

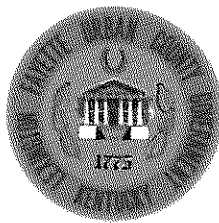
PASSED URBAN COUNTY COUNCIL:

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL

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Lexington-Fayette Urban County Government
DEPARTMENT OF ENVIRONMENTAL QUALITY & PUBLIC WORKS

Jim Gray
Mayor

David L. Holmes, Esq.
Commissioner

**DIVISION OF TRAFFIC ENGINEERING
MEMORANDUM**

TO: Shevawn Akers, 2nd District Councilmember

FROM: Roger T. Mulvaney, P.E., Acting Traffic Engineer Manager

DATE: December 15th, 2014

SUBJECT: Ferndale Pass & Buck Lane Multiway Stop Study

Based on a request from your office, a warrant study was completed at the intersection of Ferndale Pass & Buck Lane to determine the feasibility of installing a multiway stop at this intersection. *Manual on Uniform Traffic Control Devices (MUTCD) – 2009 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:

Guidance:

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 reported 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 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- 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 C3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts.
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes:
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop: and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

Multiway stop signs comprise a form of intersectional control that may enhance or diminish traffic safety. The *Manual on Uniform Traffic Control Devices (MUTCD)* defines warrant criteria to determine whether multiway stop signs would have a greater potential for a positive or a negative impact on traffic conditions. The *MUTCD's* warrants for multiway stop controls focus on two areas of concern: (1) traffic volumes and congestion and (2) a collision history that would be susceptible to correction with the installment of multiway stop signs.

The average 8-hour traffic volume which was collected on the major approaches of Buck Lane revealed 200 vehicles per hour or 67% of the volume required. The average 8-hour traffic volume which was collected on the minor approach of Ferndale Pass revealed a total of 104 vehicles per hour or 52% of the volume required. **The major and minor street approaches do not meet volume criteria.**

A review of the collision history at this intersection revealed two (2) collisions in the 3 years prior to this analysis, with no more than one (1) collision in any 12-month period. Based on the warrant criteria, that is, a collision history of five (5) or more collisions in a 12-month period that are susceptible to correction by installation of a multiway stop, **the collision warrant is not met.**

As part of this study, the Division of Traffic Engineering conducted a field and geometric review of the intersection. Buck Lane and Ferndale Pass are both classified as a local street, are 30' wide, and do not have centerline markings.

Conclusion: Based on observations of how Ferndale Pass & Buck Lane functions as a collector route with respect to how traffic comes into the Masterson Station area through this intersection, the Division of Traffic Engineering does not object to the installation of multiway stop controls at this location.

If you have any questions, please contact me at rmulvaney@lexingtonky.gov or via Lexcall 311.

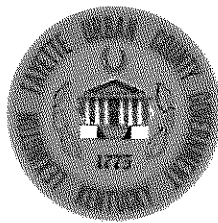
Sincerely,



Roger T. Mulvaney, P.E.
Division of Traffic Engineering

RTM/blr

cc: David L. Holmes, Esq., Commissioner of Environmental Quality & Public Works
Dowell Hoskins-Squier, PE, Director of Traffic Engineering
Jim Woods, PE, PLS, Assistant Director of Traffic Engineering
Amanda LaFontaine, Legislative Aide to CM Akers



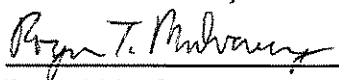
Lexington-Fayette Urban County Government
DEPARTMENT OF ENVIRONMENTAL QUALITY & PUBLIC WORKS

Jim Gray
Mayor

David L. Holmes
Commissioner

**DIVISION OF TRAFFIC ENGINEERING
MEMORANDUM**

TO: Mr. Chris Ford, 1st District Councilmember
Ms. Shevawn Akers, 2nd District Councilmember
Ms. Diane Lawless, 3rd District Councilmember

FROM: 
Roger T. Mulvaney, P.E., Traffic Engineer

DATE: October 9, 2014

SUBJECT: West Second Street Speed Limit Analysis

A speed limit study was completed for West Second Street between North Limestone and Newtown Pike. Traffic speed data was collected in both lanes on this one way street at three locations along West Second Street. Collection points for westbound West Second Street were located between Market Street and North Mill Street, between Saunier Street and Bruce Street, and between Jefferson Street and Old Georgetown Street.

The Federal Highway Administration's *Manual on Uniform Traffic Control Devices (MUTCD)* Section 2B.13 addresses speed limits by stating "When a speed limit is to be posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic. Other factors that may be considered when establishing speed limits are the following:

- A. Road surface characteristics, shoulder conditions, grade, alignment, and sight distance;
- B. The pace speed;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period."

The findings of the speed analysis on West Second Street between North Limestone and Newtown Pike are as follows:

- A. The posted speed limit on West Second Street is 35 mph between North Limestone and Newtown Pike. West Second Street is classified as a collector street in the study area. Other than the small block of two way traffic between Newtown Pike and Old Georgetown Street, West Second Street is a one way street in the westbound direction. The width of West Second Street varies from 28 feet wide to 31 feet wide in the study area. On Street parking is generally permitted along West Second Street on the even numbered address side of the road. White lane line dashes are present along West Second Street between North Limestone and Old Georgetown Street. A double yellow centerline is present on West Second Street between Old Georgetown Street and Newtown Pike. West Second Street has sidewalks on both sides of the street in the study area. Street lighting is also present on West Second Street.
- B. The following table is a summary of the data collected along West Second Street:

West Second Street Location	Lane	Average Daily Traffic	Speed Range for ½ of the Vehicles	Posted Speed Limit	Average Speed	Percent Exceeding Posted Speed Limit	85 th Percentile Speed
Between Market St & N. Mill St	Right	405	20 – 25 mph	35 mph	24 mph	0.74	29.75 mph
Between Market St & N. Mill St	Left	836	15 – 20 mph	35 mph	22 mph	1.17	28.61 mph
Between Saunier St & Bruce St	Right	821	25 – 30 mph	35 mph	28 mph	2.68	34.50 mph
Between Saunier St & Bruce St	Left	791	25 – 30 mph	35 mph	23 mph	2.42	32.04 mph
Between Jefferson St & Old Georgetown St	Right	810	30 – 35 mph	35 mph	30 mph	3.39	34.96 mph
Between Jefferson St & Old Georgetown St	Left	294	20 – 25 mph	35 mph	26 mph	3.26	33.53 mph

The pace speed is the 10 mph range that contains the highest number of the observed speeds. The high end of that range is usually very close to the 85th percentile speed. Our equipment does not calculate the pace speed. The 85th percentile speeds along West Second Street were found to be in the range of 28.61 mph between Market Street and N. Mill Street to 34.96 mph in between Jefferson Street & Old Georgetown Street. The 85th percentile speed, or the speed at which 85% of the 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. The average speeds were in the 22 to 30 mph range.

- C. Many of the properties along West Second Street have driveways that access this street. Most of West Second Street is residential, but there are many commercial properties along this street closer to the North Limestone end.
- D. Parking is only permitted in front of the even numbered addresses on West Second Street in the study area.

- E. Between the intersections of West Second Street & North Limestone and West Second Street & Newtown Pike, there were twenty-seven recorded collisions reported on West Second Street in the last three years. The details of the crash analysis are provided below.

Of the total number of reported crashes:

- Eleven (11) crashes took place at the signalized intersections on West Second Street with North Upper Street, North Broadway, Jefferson Street, and Newtown Pike. Nine (9) of these collisions were angle collisions. One collision was a sideswipe collision and the other collision was a rear-end collision.
- Four (4) crashes occurred at unsignalized intersections at Old Georgetown Street (3 angle collisions) and Bruce Street (1 pedestrian collision).
- Twelve (12) collisions took place at midblock locations along West Second Street.
 - i. Four (4) crashes were sideswipe crashes.
 - ii. Three (3) crashes were angle crashes.
 - iii. Three (3) crashes were fixed object/ran off road crashes
 - iv. One (1) crashes was a vehicle backing crash
 - v. One (1) crashes was a rear end crash
- Four (4) crashes were injury collisions. There were no fatal crashes on West Second Street during the study period.
- Four (4) crashes occurred when the pavement conditions were wet, icy or snowy.

The following table is a summary of the crash type breakdown by pavement conditions and severity on West Second Street.

West Second Street Crash Summary Table

Crash Type	Number of crashes by type	Wet/snowy/icy pavement condition crashes	Injury crashes	Fatal crashes
Angle (intersection)	12	1	2	0
Angle (non-intersection)	4	1	1	0
Backing	1	0	0	0
Fixed object	3	1	0	0
Pedestrian Struck	1	0	1	0
Rear end	2	0	0	0
Sideswipe collision	4	1	0	0
TOTALS	27	4	4	0



Aerial of West Second Street Vicinity

Conclusion: Based on the speed data collected, crash history, on street parking, and roadway geometry of this street, the Division of Traffic Engineering recommends reducing the existing speed limit on West Second Street from 35 mph to 25 mph. The Division of Traffic Engineering will install new 25 mph speed limit signs where needed pending Urban County Council approval.

If you have any questions, please contact me at anytime. My email address is rmulvaney@lexingtonky.gov.

RTM

Roger T. Mulvaney, P.E.
Division of Traffic Engineering

cc: Tim Mellin, Citizen
David L. Holmes, Commissioner of Environmental Quality & Public Works
Dowell Hoskins-Squier, P.E., Director of Traffic Engineering
Jim Woods, P.E., P.L.S., Deputy Director of Traffic Engineering
Bryan Radabaugh, P.E., Traffic Engineer Manager
Chad Bacon, Lieutenant, Division of Police
Tiffany Tatum, Legislative Aide to CM Ford
Amanda LaFontaine, Legislative Aide to CM Akers
Sally Lambert-Warfield, Legislative Aide to CM Lawless

Current Division of Water Quality Project Information Through December 2014					Color Key For Project Status				
PROJECTS COMPLETED LAST SIX MONTHS					PROJECTS COMPLETED LAST SIX MONTHS				
PROJECTS COMPLETED LAST SIX MONTHS					PROJECTS CURRENTLY UNDERWAY				
PROJECTS TO BEGIN NEXT SIX MONTHS					PROJECTS TO BEGIN NEXT SIX MONTHS				
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64	Lafayette/Southbend FEMA acquisition/demolition		\$750,000.00	4052	TBD	Offers to Purchase Underway	Winter 2015	11
65	Bolivar St. Stormwater Improvements- Easement/Construction		\$39,033.00	4052	G&G Paving	Underway	Winter 2015	1
66	Green Acres Stream Rehab and Vegetative Buffer Planting		\$177,650.00	3400	Eco Gro	Construction underway	Fall 2015	1
67	Clays Mill (3465) Drainage Analysis		\$11,600.00	4052	ECSI	Design Analysis Underway	Spring 2015	9
68	Pimlico Pkwy (3455) Drainage Analysis		\$8,150.00	4052	ECSI	Design Analysis Underway	Spring 2015	8
69	Gribbin Dr. Basin Investigation		\$34,240.00	4052	Leak Eliminators	Underway	Winter 2015	5
70	Gribbin Dr. Basin Improvement Design		\$47,640.00	4052	Stantec	Underway	Winter 2015	5
71	FY2011 Class B Infrastructure Stormwater Quality Incentive Grant		\$321,576.48	4052	Klausing Group, Inc.	Ongoing	Winter 2015	2
72	FY 2012 Class A Stormwater Quality Incentive Grant		\$7,200.00	4052	Friends of Wolf Run #2 (BMP retrofit)	Ongoing	Winter 2015	3,10,11
73	FY 2012 Class A Stormwater Quality Incentive Grant		\$4,185.00	4052	Friends of Wolf Run #3 (health assessments)	Ongoing	Winter 2015	3,10,11
74	FY 2012 Class A Stormwater Quality Incentive Grant		\$17,000.00	4052	Martin Luther King Neighborhood Association	Ongoing	Winter 2015	1
75	FY 2012 Class B Education Stormwater Quality Incentive Grant		\$17,514.00	4052	University of KY Research Foundation (w/ James Lane Allen Elem.)	Ongoing	Winter 2015	11
76	FY 2012 Class B Infrastructure Stormwater Quality Incentive Grant		\$360,160.00	4052	Community Montessori School - Montessori Middle	Ongoing	Winter 2015	10
77	FY 2012 Class B Infrastructure Stormwater Quality Incentive Grant		\$60,440.00	4052	Living Arts and Science Center	Ongoing	Spring 2015	1
78	FY 2013 Class A Stormwater Quality Incentive Grant		\$36,828.80	4052	Brighton Woods Neighborhood Association	Ongoing	Spring 2015	6
79	FY 2013 Class B Education Stormwater Quality Incentive Grant		\$29,213.00	4052	Living Arts and Science Center	Ongoing	Winter 2015	1
80	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant		\$50,000.00	4052	The Southland Association (Feasibility Study)	Ongoing	Spring 2015	3,10,11
81	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant		\$215,745.00	4052	Embrace Church	Ongoing	Summer 2015	1
82	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant		\$203,944.00	4052	The Fountains at Andover	Ongoing	Summer 2015	7
83	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant		\$148,169.00	4052	Habitat for Humanity	Ongoing	Summer 2015	5
84	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant		\$350,000.00	4052	J M Smuckers	Ongoing	Summer 2015	1
85	FY 2014 Class A Stormwater Quality Incentive Grant		\$28,875.00	4052	Friends of Wolf Run	Ongoing	Winter 2015	3,10,11
86	FY 2014 Class A Stormwater Quality Incentive Grant		\$3,530.00	4052	Harrods Hill Neighborhood Association	Ongoing	Winter 2015	10
87	FY 2014 Class A Stormwater Quality Incentive Grant		\$65,954.52	4052	Southern Heights Neighborhood Association	Ongoing	Winter 2015	4
88	FY 2014 Class A Stormwater Quality Incentive Grant		\$46,640.48	4052	Waterford II Neighborhood Association	Ongoing	Summer 2015	4
89	FY 2014 Class B Education Stormwater Quality Incentive Grant		\$2,500.00	4052	Fayette County Public Schools: Bryan Station Middle	Ongoing	Winter 2015	6
90	FY 2014 Class B Education Stormwater Quality Incentive Grant		\$33,751.00	4052	Living Arts and Science Center	Ongoing	Winter 2015	1
91	FY 2014 Class B Education Stormwater Quality Incentive Grant		\$22,299.00	4052	University of KY Research Foundation	Ongoing	Winter 2015	3
92	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant		\$302,557.00	4052	G&J Pepsi-Cola Bottlers, Inc.	Ongoing	Winter 2015	11
93	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant		\$350,000.00	4052	Lexmark International, Inc.	Ongoing	Winter 2015	1
94	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant		\$275,000.00	4052	Sanford E. Levy, LLC	Ongoing	Dec-15	3
95	Total		\$61,849,914.28					
96	PROJECTS TO BEGIN NEXT SIX MONTHS		BUDGET ESTIMATE	FUND	CONTRACTOR	STATUS	ESTIMATED START	Council District
97	West Hickman WWTP Clarifier Flow Distributor		\$290,000.00	4003	TBD	Bid Winter 2015	Winter 2015	4 & 12
98	Woodhill Construction (RMP)		TBD	4003	TBD	Bid Winter 2015	Spring 2015	5 & 7
99	Wolf Run Wet Weather Storage Tank (RMP)		TBD	4003	TBD	Bid Winter 2015	Spring 2015	11 & 2
100	UK Trunk A Construction (RMP)		TBD	4003	TBD	Bid Spring 2015	EPA Deadline December 2016	2
101	West Hickman Wet Weather Storage Tank (RMP)		TBD	4003	TBD	Design to begin Winter 2015	Winter 2016	4 & 12
102	Hillmeyer Pump Station Decommission		TBD	4003	TBD	Bid Winter/Spring 2015	TBD	2
103	Rogers Road Stormwater improvements		TBD	4052	TBD	Bid Fall/Winter 2014	Early 2015	6
104	Wilson Downing Tributary Alternate Design		TBD	4052	TBD	Proposals due Dec 10	Early 2015	4
105	Tucson Dr. Stormwater Improvements Design		TBD	4052	TBD	TBD	TBD	10
106	Ft Sumter/Gayle Stormwater Project		TBD	4052	TBD	TBD	TBD	6
107	Cardinal Lane Stormwater Improvement Phases 2 & 3 Construction		TBD	4052	TBD	Bid Late Fall	Early 2015	10
108	FY 2014 Class A Stormwater Quality Incentive Grant		\$55,000.00	4052	Northside Neighborhood Association	Awarded/Contract Stage	Spring 2015	1
109	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant		\$13,893.00	4052	Living Arts and Science Center	Awarded/Contract Stage	Spring 2015	1
110	FY 2015 Class A Stormwater Quality Incentive Grant		\$40,834.40	4052	Brighton Woods Association Inc.	Awarded/Contract Stage	Summer 2015	6
111	FY 2015 Class A Stormwater Quality Incentive Grant		\$31,170.00	4052	Friends of Wolf Run	Awarded/Contract Stage	Summer 2015	3, 10, 11
112	FY 2015 Class A Stormwater Quality Incentive Grant		\$80,588.50	4052	North Limestone Community Development Corporation	Awarded/Contract Stage	Summer 2015	1
113	FY 2015 Class A Stormwater Quality Incentive Grant		\$12,841.00	4052	Palomar Hills Townhome Association Inc	Awarded/Contract Stage	Summer 2015	10
114	FY 2015 Class B Education Stormwater Quality Incentive Grant		\$30,000.00	4052	Bluegrass Greensource	Awarded/Contract Stage	Summer 2015	3
115	FY 2015 Class B Education Stormwater Quality Incentive Grant		\$33,906.00	4052	Living Arts and Science Center	Awarded/Contract Stage	Summer 2015	1
116	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant		\$50,000.00	4052	Kentucky Horse Park	Awarded/Contract Stage	Summer 2015	12
117	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant		\$350,000.00	4052	Kentucky Horse Park	Awarded/Contract Stage	Summer 2015	12
118	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant		\$175,000.00	4052	Link-Belt Construction Equipment Co	Awarded/Contract Stage	Summer 2015	6
119	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant		\$47,000.00	4052	Phil Holoubek	Awarded/Contract Stage	Summer 2015	3
120	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant		\$59,534.00	4052	Thoroughbred Center	Awarded/Contract Stage	Summer 2015	12
121	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant		\$286,630.00	4052	Transit Authority of Lexington, KY (Lextran)	Awarded/Contract Stage	Summer 2015	1
122	MS4 Project Management 2015		\$816,000.00	4052	Tetra Tech	New Contract Awarded to Tetra Tech	Winter 2015	City Wide
123	CY 2015 Gravity Line Maintenance Program		\$1,000,000.00	4003	Robinson	Annual EPA/CMOM Annual Requirement	Winter 2015	City Wide
124								Dec-14

Fund 4002 Sanitary Sewers Operating Fund

Revenue & Expenditures Statement

Year to Date Through Dec 31, 2014

Title	Original Budget	Amended Budget	YTD Through 12/31/2014	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services	48,800,000	48,800,000	24,091,084	24,708,916	49.4%
Fines and Forfeitures	5,000	5,000	11,848	-6,848	237.0%
Intergovernmental Revenue	530,430	530,430	22,243	508,187	4.2%
Investment Income (non-op)	200,000	200,000	239,061	-39,061	119.5%
Other Income	20,000	20,000	16,633	3,367	83.2%
Total Revenue	49,555,430	49,555,430	24,380,869	25,174,561	49.2%
Expenses:					
Personnel	11,623,580	11,623,580	4,576,975	7,046,605	39.4%
Operating Expenses	23,381,640	23,643,531	8,791,064	14,852,467	37.2%
Capital	5,150,670	6,690,661	1,471,054	5,219,607	22.0%
Total Expenditures	40,155,890	41,957,772	14,839,093	27,118,679	35.4%
Net Difference	9,399,540	7,597,658	9,541,776		
FY Available Fund Balance	0	0			
	<u>9,399,540</u>	<u>7,597,658</u>			
FUNDS 4002-4004:					
Unrestricted Fund Balance 6.30.14 \$0 M					
Capital Reserves	\$42 M				

Fund 4003 Sanitary Sewers Construction Fund

Revenue & Expenditures Statement

Year to Date Through Dec 31, 2014

Title	Original Budget	Amended Budget	YTD Through 12/31/2014	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services			106,361		0.0%
Intergovernmental Revenue			4,573,483		0.0%
Other Financing Sources	37,272,940	76,431,147	39,158,207	37,272,940	51.2%
Total Revenue	37,272,940	76,431,147	43,838,051	37,272,940	57.4%
Expenses:					
Operating Expenses	1,100,000	53,585,288	45,378,940	8,206,348	84.7%
Transfers		950		950	0.0%
Capital	32,077,650	87,219,705	10,617,325	76,602,380	12.2%
Bond Refunding		137,260	137,260	0	100.0%
Total Expenditures	33,177,650	140,943,203	56,133,525	84,809,678	39.8%
Net Difference	4,095,290	-64,512,056	-12,295,474		
FY Available Fund Balance	0	0			
	<u>4,095,290</u>	<u>-64,512,056</u>			

FUNDS 4002-4004:

Capital Reserves \$42 M

Fund 4051 Water Quality Operating Fund

Revenue & Expenditures Statement

Year to Date Through Dec 31, 2014

Title	Original Budget	Amended Budget	YTD Through 12/31/2014	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services	13,081,250	13,081,250	6,650,874	6,430,376	50.8%
Fines and Forfeitures	10,000	10,000	7,898	2,102	79.0%
Investment Income (non-op)	20,000	20,000	-27,500	47,500	-137.5%
Other Income			975	975	0.0%
Total Revenue	13,111,250	13,111,250	6,632,247	6,480,953	50.6%
Expenses:					
Personnel	4,457,060	4,457,060	1,789,718	2,667,342	40.2%
Operating Expenses	4,779,760	5,596,626	1,331,252	4,265,374	23.8%
Capital	782,670	686,361		686,361	0.0%
Total Expenditures	10,019,490	10,740,047	3,120,970	7,619,077	29.1%
Net Difference	3,091,760	2,371,203	3,511,277		
FY Available Fund Balance	0	0			
	<u>3,091,760</u>	<u>2,371,203</u>			
Unrestricted Fund Balance					
6.30.14	8.7 M				

Fund 4052 Water Quality Construction Fund

Revenue & Expenditures Statement

Year to Date Through Dec 31, 2014

Title	Original Budget	Amended Budget	YTD Through 12/31/2014	Remaining Budget	Percent Collected/Used
Revenues:					
Intergovernmental Revenue			276,437		
Total Revenue	0	0	276,437	0	0.0%
Expenses:					
Operating Expenses	2,631,000	6,900,400	540,872	6,359,528	7.8%
Capital	1,700,000	3,949,092	473,815	3,475,277	12.0%
Total Expenditures	4,331,000	10,849,492	1,014,687	9,834,805	9.4%
Net Difference	-4,331,000	-10,849,492	-738,250		
FY Available Fund Balance	0	0			
	<u>-4,331,000</u>	<u>-10,849,492</u>			
Unrestricted Fund Balance					
6.30.14	8.7 M				

Fund 4121 Landfill Operating Fund

Revenue & Expenditures Statement

Year to Date Through Dec 31, 2014

Title	Original Budget	Amended Budget	YTD Through 12/31/2014	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services	6,783,600	6,783,600	3,475,553	3,308,047	51.2%
Investment Income (non-op)			1,651	1,651	0.0%
Other Income	200,000	200,000	100,000	100,000	50.0%
Total Revenue	6,983,600	6,983,600	3,577,204	3,409,698	51.2%
Expenses:					
Personnel	700,560	700,560	315,659	384,901	45.1%
Operating Expenses	4,602,950	4,628,599	1,583,246	3,045,353	34.2%
Transfers	200,000	200,000	100,000	100,000	50.0%
Capital	390,000	512,618	53,480	459,138	10.4%
Total Expenditures	5,893,510	6,041,777	2,052,385	3,989,392	34.0%
Net Difference	1,090,090	941,823	1,524,819		
FY Available Fund Balance	0	0			
	<u>1,090,090</u>	<u>941,823</u>			
Unrestricted Fund Balance					
6.30.14	16.2 M				

Fund 4122 Landfill Construction Fund

Revenue & Expenditures Statement

Year to Date Through Dec 31, 2014

Title	Original Budget	Amended Budget	YTD Through 12/31/2014	Remaining Budget	Percent Collected/Used
Expenses:					
Operating Expenses		9,396		9,396	0.0%
Total Expenditures	0	9,396	0	9,396	0.0%
Net Difference	0	9,396	0		
FY Available Fund Balance	0	0			
	0	9,396			
Unrestricted Fund Balance					
6.30.14	16.2 M				

Fund 1115 Urban Svc Operating Fund

Revenue & Expenditures Statement

Year to Date Through Dec 31, 2014

Title	Original Budget	Amended Budget	12/31/2014	Remaining Budget	Percent Collected/Used
Revenues:					
Licences and Permits	1,400,000	1,400,000	1,254,877	145,123	89.6%
Taxes	33,418,000	33,332,000	30,471,887	2,860,113	91.4%
Charges for Services	1,915,900	1,915,900	759,430	1,156,470	39.6%
Fines and Forfeitures	3,000	3,000	176	2,824	5.9%
Intergovernmental Revenue	70,620	70,620	57,928	12,692	82.0%
Property Sales	165,000	165,000	40,711	124,289	24.7%
Investment Income (non-op)	40,000	40,000	141,833	-101,833	354.6%
Other Income	107,000	107,000	1,751	105,249	1.6%
Total Revenue	37,119,520	37,033,520	32,728,593	4,304,927	88.4%
Expenses:					
Personnel	15,045,220	14,971,576	6,067,304	8,904,272	40.5%
Operating Expenses	22,658,560	23,115,809	9,787,857	13,327,952	42.3%
Transfers Out	-2,329,120	-2,329,120		-2,329,120	0.0%
Capital	7,724,540	8,963,615	1,811,037	7,152,578	20.2%
Total Expenditures	43,099,200	44,721,880	17,666,198	27,055,682	39.5%
Net Difference	-5,979,680	-7,688,360	15,062,395		
FY Available Fund Balance	22,500,000	22,500,000			
	<u>16,520,320</u>	<u>14,811,640</u>			

FUND 1115:

Restricted for Urb Svc \$29.9M

Environmental Quality & Public Works Committee Referrals

Items Moved from Environmental Quality Committee	Referred By	Date	Status
Capacity Analysis	Blues	4/7/2011	Related to CMOM (Capacity, Management, Operations and Maintenance) Expansion Area Sewer Plan; Feb 2015
Waste Management Funding Options	Stinnett	5/13/2011	Waste Management Task Force
Consolidate Greenway Responsibilities	EQ Link	6/19/2011	Feb 2015
Empower Lexington Plan	Kay	3/20/2012	Annual Update Summer 2015
Distillery District Update	Gorton	11/6/2012	Nov 2014
Urban Forestry Management Plan	Clarke	1/28/2014	Recommendation of Tree Canopy Survey Summer 2015
Retention/Detention Maintenance & Enforcement	Mossotti	10/14/2014	Spring 2015
Items Moved from Planning/Public Works Committee	Referred By	Date	Status
Private Streets: Enforcement, Maintenance & Specifications	Mossotti	11/29/2013	June 2015
Snow Removal Plan	Stinnett	2/11/2014	Annual Update Fall 2015
Fiber Optic Technology	Farmer	5/6/2014	Sept 2014
Streetlights -- Analysis of lighting types, installation/lease costs, rebates for LED lights	Myers	10/14/2014	Feb 2015
Todd's Road Widening Phase II	Stinnett	4/15/2009	Winter 2015