

Farmer, Chair
Stinnett, Vice Chair
Kay
Moloney
J. Brown
Gibbs
Evans
F. Brown
Mossotti
Lane

A G E N D A
Environmental Quality & Public Works Committee
April 21, 2015
1:00 P.M.

- | | | |
|------|--|---------|
| I. | Approval of Committee Summary | (1-10) |
| II. | Keep Lexington Beautiful Commission – Annual Report (Henson) | (11-26) |
| III. | Consolidate Greenway Responsibilities (Environmental Quality Link) | (27-38) |
| IV. | Changing Signalized Intersections to Four Way Stops --
Woodland Ave. & Central Ave., Kentucky Ave. & Central Ave. (Gibbs) | (39-43) |
| V. | Monthly Financials | (44-51) |
| VI. | Items Referred to Committee | (52) |

“Environmental quality and 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 (3) Effective January 1, 2015. Adopted by Urban County Council September 25, 2014

2015 Meeting Schedule

January 20 (1:30 p.m.)	June 16
February 24 (11 a.m.)	August 18
March 10	September 15
April 21	October 20
May 19	November 17



Environmental Quality & Public Works Committee

March 10, 2015

Summary and Motions

Chair Farmer called the meeting to order at 1:01 p.m. All committee members were present: Brown, Evans, Farmer, Ford, Gibbs, Kay, Lane, Moloney, Mossotti, and Stinnett. Council Member Akers was also in attendance.

I. Approval of Committee Summary

Farmer requested a correction of the spelling of Kirwan-Blanding from the February 24th, 2015 Summary. He also noted that "Cooper Drive is currently...construction only" is incorrect and requested correction of that item.

A motion was made by Ford to approve the February 24, 2015 Committee Summary, seconded by Stinnett. Motion passed without dissent.

II. Streetlights- Analysis of Lighting Types, Installation/Lease Costs, Etc.

Dowell Hoskins-Squier, Director of Traffic Engineering, presented an update regarding streetlight installation. She stated that street lighting has been mandated within the Urban Service Area since 1984, and the majority of existing streetlights in the city are leased. Hoskins-Squier reviewed the streetlight styles, and explained that the Cobrahead light is the standard for new installations. She presented revenues and expenses associated with the program, and discussed the costs associated with LED streetlights. A total of 757 lights remain on the list to be installed, including 354 that are part of corridor lighting projects.

In response to a question from Mossotti regarding the determination to change to the new lighting fixtures, Jeff Neal from Traffic Engineering stated that the Cobrahead lights were chosen as a result of ongoing costs. Neal stated that Cobrahead lights are installed unless a different style already exists in a neighborhood. In response to a question from Mossotti, Neal stated that there is currently no formal process in place to obtain neighborhood input on lighting style.

Stinnett stated he believes neighborhoods should have an option. Commissioner Holmes stated a viable funding mechanism for neighborhoods has not been developed. Stinnett inquired about the type of bulb being used for the Colonial streetlight, and if a brighter bulb

could be used to lower the cost. Neal stated the larger bulb creates glare that does not meet criteria. Stinnett stated Council needs a policy going forward, and inquired if they had talked with KU about the installation of the upcoming 757 lights, and if they would install them this year. Hoskins-Squier stated that the budget will allow the installation of 400 streetlights this year.

Evans inquired when the lights at Summerfield would be installed. Neal stated they are in the process of being installed. Evans stated her desire to see detailed options in the future. Hoskins-Squier reiterated that the Cobrahead model is currently being installed, unless a different style currently exists in the neighborhood.

Moloney commented about the need for a more formal process for streetlight selection and installation. Commissioner O'Mara provided background regarding funding for streetlights, and stated that streetlights are currently funded with property taxes with a supplement from the General Fund (\$2.5 million).

Akers asked why we have four options and how they were chosen. Neal provided a history of the utilization of streetlight styles. Akers inquired when the remaining lights would be installed. Hoskins-Squier stated she would provide Council with more installation regarding the streetlight installation progress.

Stinnett stated he would like to see a policy created to determine what lighting is utilized going forward.

Mossotti asked if Traffic Engineering meets with Developers to discuss their input on lighting and Hoskins-Squier replied that they do not. Mossotti stated that this should be considered for consistency.

Moloney inquired about the use of franchise fees for streetlights. O'Mara said there is approx \$2.5 million in supplements from the General Fund to the streetlight fund to fill in remaining gaps in the streetlight program. In response to a question from Moloney, O'Mara replied that the franchise fee increase resulted in approximately \$4 million in revenue. O'Mara stated that streetlights were not underfunded, and that the transfer from the General Fund to the streetlight fund has been adequate to meet the needs of the streetlight program. O'Mara clarified that the property tax street fund revenue is short, but the total program is funded from two sources, and the difference is made up from the transfer from the General Fund.

Lane stated the franchise fee went from 3% to 4% and is applied also to electricity and natural gas and inquired which other utilities are taxed. O'Mara replied that telecommunications are not able to be franchised and that the fee was applied to electric and gas. O'Mara stated water was not up for renewal at that time and would be up for debate this year. Lane inquired if Council is able to raise the amount up to 5% under current contracts and stated his preference to tax only homeowners receiving those services.

Kay inquired if there is a way to earmark the funds for a specific use. Andrea Brown from Law responded the franchise fees are collected as the right to use the public rights-of-way and will report back to Council with an answer. Kay stated he thinks this is why there were two decisions made in the past. Farmer stated he would like to see information about adding LED lights in the next presentation.

A motion was made by Stinnett to move the funding mechanism discussion on the revenue stream for street lighting to Budget & Finance, seconded by Mossotti. Motion passed without dissent.

III. Safe Routes to School

Myron Thompson with the Fayette County Public Schools (FCPS) Department of Risk Management gave a presentation of Safe Routes to School, a partnership between LFUCG and the FCPS. The program is intended to delineate and provide improvements to preferred routes for students that walk to school. Thompson reviewed the benefits to student health resulting from walking to school, and presented the pilot program in the East End. He explained that routes will be approved by FCPS, and Traffic Engineering and Streets and Roads will assist with crosswalk and other improvements.

Hoskins-Squier spoke about the Division of Traffic Engineering's grant submission to the MPO that is intended to provide \$200,000 in funding for this program. She stated that the funding would be used to evaluate crosswalk markings and school zone signage around elementary schools throughout Fayette County.

Ford stated this is a good opportunity to work with Fayette County Schools. Brown asked for clarification about safe routes and their status on priority routes. Thompson stated he will follow up.

A motion was made by Ford to approve the resolution supporting the Safe Routes to School Program, seconded by Brown. Motion passed without dissent.

IV. Speed Reduction on Cromwell Way Between Clays Mill Road and Cornwall Drive to 25 mph

Mossotti introduced the item, and explained the reason for the request. She reviewed the report provided by the Division of Traffic Engineering.

A motion was made by Mossotti to approve the resolution designating the speed limit on Cromwell Way between Clays Mills Road and Cornwall Drive as 25 mph, seconded by Ford. Motion passed without dissent.

V. UK Forest Health Research & Education Center

Gibbs introduced Professor Jerrell “Red” Baker, Chairman of the UK Forestry Department and Founder of the UK Forest Health Research and Education Center. Baker introduced Dr. Bert Abbott, a senior scientist at UK Dept. of Forestry and Dr. Dana Nelson, a visiting scientist at UK and the project leader for the US Forest Service Southern Research Center. Baker presented the current threats facing various tree species and requested the Council’s support of the proposed resolution.

Farmer inquired if the proposed resolution gives them a standing within the community. Baker replied that it does give them better standing as they seek delegation in DC and the US Forest Service and as they search for funding and partners. Farmer asked if they have been involved in the drafting of the resolution, to which Baker replied they have.

Lane stated he was supportive of their efforts.

A motion was made by Gibbs to approve the resolution supporting and encouraging the establishment of the Forest Health Research and Education Center at the University of Kentucky, seconded by Kay. Motion passed without dissent.

VI. Items Referred to Committee

A motion was made by Stinnett to remove the Capacity Analysis referral item, seconded by Kay. Motion passed without dissent.

Stinnett stated the Waste Management Funding Options item will be heard in April.

Vice Mayor Kay agreed to take ownership of the Distillery District Update and asked for an update for recent activities in the District in May 2015

A Motion was made by Kay to remove the Distillery District Update from Committee. Motion failed by a 5-5 vote. (Yay: Brown, Ford, Lane, Moloney, Stinnett. Nay: Evans, Farmer, Gibbs, Kay, Mossotti)

Gibbs agreed to take ownership of the Urban Forestry Management Plan, originally referred by Clarke.

A motion was made by Kay to consolidate the Snow Removal plan and Snow & Ice Control Plan, seconded by Gibbs. Motion passed without dissent.

Brown stated he would like to see this on the agenda by May. Stinnett stated this was the annual approval plan and it would make sense to merge the two. Gibbs stated he would like to see the pedestrian impact included in the discussion as well.

Mossotti agreed to take ownership of the Streetlights Analysis item, originally referred by Myers.

A motion was made by Mossotti to remove Woodland Avenue Pedestrian Enhancement from Committee, seconded by Gibbs. Motion passed without dissent.

A motion was made by Gibbs to remove Columbia Heights No Through-Trucks from Committee, seconded by Kay. Motion passed without dissent.

A motion was made by Gibbs to remove Ferndale Pass & Buck Lane Multi-way Stop Study from Committee, seconded by Kay. Motion passed without dissent.

A motion was made by Mossotti to remove West Second Street Speed Limit Analysis from Committee, seconded by Kay. Motion passed without dissent.

A motion was made by Mossotti to remove Speed Reduction on Cromwell Way between Clays Mill & Cornwall Drive from Committee, seconded by Brown. Motion passed without dissent.

A motion was made by Gibbs to remove UK Forest Health & Education Research Center from Committee, seconded by Lane. Motion passed without dissent.

A motion was made by Lane to Adjourn, seconded by Ford. Motion passed without dissent.

This meeting adjourned at 2:32 p.m.

RESOLUTION NO. _____ - 2015

A RESOLUTION SUPPORTING THE SAFE ROUTES TO SCHOOL (SRTS) PROGRAM, A PROPOSED PARTNERSHIP BETWEEN THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT AND THE FAYETTE COUNTY BOARD OF EDUCATION, FOR THE ESTABLISHMENT AND MAINTENANCE OF SAFE ROUTES FOR CHILDREN AND PARENTS BIKING AND WALKING TO SCHOOL IN LEXINGTON-FAYETTE COUNTY.

WHEREAS, the Lexington-Fayette Urban County Government ("LFUCG") and the Fayette County Board of Education have proposed the Safe Routes to School (SRTS) program in an effort to designate safe routes for students and parents walking and biking to school in Lexington-Fayette County; and

WHEREAS, the health and safety of pupils is a priority for the Board of Education and LFUCG; and

WHEREAS, the Board of Education and LFUCG recognize that heart disease, stroke, and diabetes are responsible for two-thirds (2/3) of deaths in the United States, and a major risk factor for those diseases is sedentary behavior formed during childhood; and

WHEREAS, the National Center for SRTS lists the five following health benefits of walking or biking to school: (1) weight and blood pressure control; (2) bone, muscle, and joint health and maintenance; (3) reduction in the risk of diabetes; (4) improved psychological welfare; and (5) better academic performance; and

WHEREAS, Fayette County Public Schools and LFUCG seek to provide and promote opportunities for physical education, like walking or biking to and from school, in order to foster lifelong habits of healthy physical activity; and

WHEREAS, the Board of Education and LFUCG Divisions of Police, Planning, Traffic Engineering, and Streets and Roads have been identified as critical partners for the establishment and maintenance of safe routes to school; and

WHEREAS, the Division of Traffic Engineering has submitted an application to the Lexington Area Metropolitan Planning Organization (MPO), under the Transportation Alternatives Program, for Fayette County Elementary School Zone Enhancements in the SRTS project category; and

WHEREAS, the purpose of this project is to ensure that school zones are

provided with consistent signage and markings throughout the county in a manner that adheres to the current Manual on Uniform Traffic Control Devices; and

WHEREAS, if constructed, these improvements will encourage alternative modes of accessing school facilities by providing safer school zones and connectivity of bicycle and pedestrian routes.

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

Section 1 - That the above recitals are incorporated herein as if fully stated.

Section 2 - That the Urban County Council of the Lexington-Fayette Urban County Government supports the SRTS Program, a proposed partnership between the Lexington-Fayette Urban County Government and the Fayette County Board of Education, for the establishment and maintenance of safe routes for children and parents biking and walking to and from school in Lexington-Fayette County.

Section 3 – That the Clerk of the Urban County Council is hereby authorized and directed to send a copy of this Resolution to the Fayette County Board of Education.

Section 4 - That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL

RESOLUTION NO. ____-2015

A RESOLUTION DESIGNATING THE SPEED LIMIT ON CROMWELL WAY, BETWEEN CLAYS MILL ROAD AND CORNWALL DRIVE, 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.

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 Cromwell Way, between Clays Mill Road and Cornwall Drive, 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 Cromwell Way, between Clays Mill Road and Cornwall Drive 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:

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL

RESOLUTION NO. _____ - 2015

A RESOLUTION SUPPORTING AND ENCOURAGING THE ESTABLISHMENT OF THE FOREST HEALTH RESEARCH AND EDUCATION CENTER (FHC) AT THE UNIVERSITY OF KENTUCKY, FOR THE EXPANSION OF CRITICAL RESEARCH AND EDUCATIONAL PROGRAMMING AND TO ADDRESS INCREASED THREATS FROM INVASIVE PESTS AND PATHOGENS ON TREES AND FORESTS THROUGHOUT THE REGION.

WHEREAS, a growing number of experts, public officials, and citizens recognize that tree and forest resources critical to our country's economy and urban and natural landscapes are facing numerous threats, including a variety of pests and pathogens with the demonstrated potential to completely destroy foundational tree species, degrade forest productivity, and deteriorate ecosystem value; and

WHEREAS, several tree species (e.g. American chestnut, ash, hemlock) have been lost or are disappearing at an alarming rate, and other valuable tree species such as oak (a foundational tree species comprises nearly 50% of hardwood sawtimber volume in Kentucky and also contributes to this region's distinct bourbon industry) are equally imperiled; and

WHEREAS, the University of Kentucky ("UK"), the United States Department of Agriculture Forest Service Southern Research Station, and the Kentucky Division of Forestry have partnered to form the Forest Health Research and Education Center ("FHC") on UK's campus; and

WHEREAS, the FHC plans to assemble a core group of researchers and educators to collaborate with experts around the world with the goal of solving the region's most pressing forest health challenges; and

WHEREAS, the FHC will conduct: (1) biological research to understand and enhance tree resistance and forest/ecosystem responses to biotic and abiotic stressors; (2) social research on the economic and cultural impacts of tree/forest/ecosystem loss, as well as factors affecting adoption of new technologies and approaches in order to improve forest health; and (3) outreach programs meant to educate stakeholders and researchers on forest health issues, connect these parties through participatory research networks, and develop resistant trees and improve forest resilience; and

WHEREAS, the Lexington-Fayette Urban County Government has been awarded

the 'Tree City USA' designation for twenty-six (26) years by the National Arbor Day Foundation in cooperation with the National Association of Foresters, for its strong commitment to the management of its urban forests; and

WHEREAS, the Lexington-Fayette Urban County Government acknowledges this project's potential to maintain the environmental and social benefit of trees in urban and natural forests, and to provide important economic opportunities throughout the region.

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

Section 1 - That the above recitals are incorporated herein as if fully stated.

Section 2 - That the Urban County Council of the Lexington-Fayette Urban County Government hereby supports and encourages the establishment of the Forest Health Research and Education Center at the University of Kentucky, for the expansion of critical research and educational programming and to address increased threats from invasive pests and pathogens on trees and forests throughout the region.

Section 3 – That the Clerk of the Urban County Council is hereby authorized and directed to send a copy of this Resolution to the University of Kentucky, the United States Department of Agriculture Forest Service Southern Research Station, and the Kentucky Division of Forestry.

Section 4 - That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL

Keep Lexington Beautiful

Annual Report to the Urban County Council



Environmental Quality and Public Works

April 21, 2015

KLB Mission

To engage individuals, businesses and organizations within Fayette County to take personal responsibility for improving our environment.

Who is Keep Lexington Beautiful?

Citizens

Community At-Large (David Elsen,
Connie Miller, one seat vacant)
Neighborhood Associations (George Ely,
Blake Eames)

Government

Urban County Council (Peggy Henson)
Division of Environmental Services (Louise
Caldwell-Edmonds)
Division of Police (Lt. Chris Schnelle)
Division of Code Enforcement
(Thad Scott)

Industry

Equine/Agriculture (Jim
Pendergest)
Food/Beverage (Vacant)
Tourism (Patricia J Knight)
Bluegrass Greensource (Amy
Sohner)
Education (Angela Poe)

Purpose

Priorities contained in LFUCG Ordinance

22-2010

- Litter prevention
- Beautification and community involvement
- Waste reduction

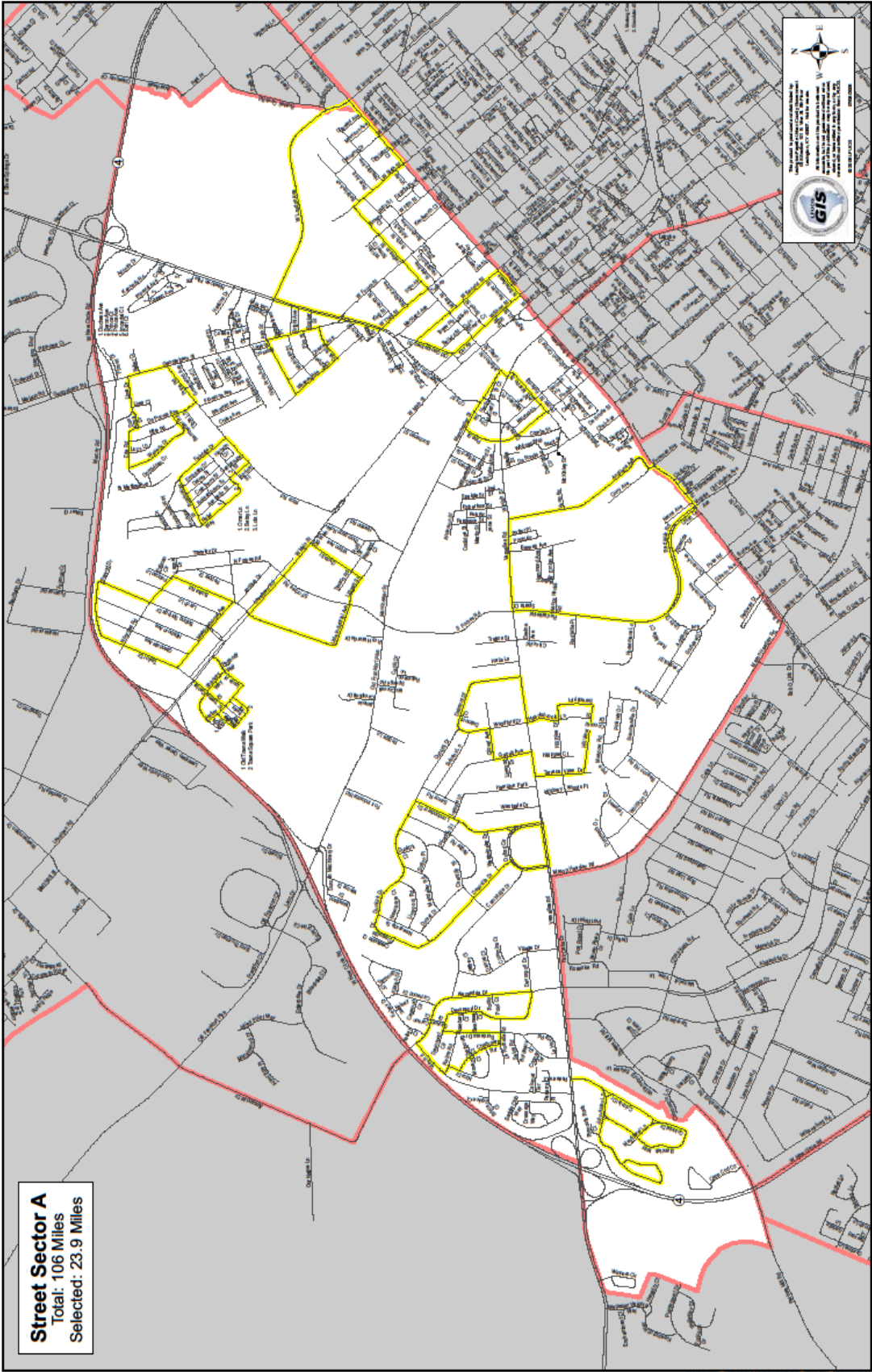
2014 Program Priorities

Litter Prevention

Community Appearance Index

- Required by Keep America Beautiful
- Conducted annually in March
- 50 sites, 1/2 to 1 mile in length
- Litter scored on scale of 1-4
- Avg. Trend:

2011: 1.67; 2012: 1.32 2013: 1.5 2014:1.41



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2014 Program Priorities

Cigarette Litter Prevention

- 38% of all roadway litter is cigarette litter
- \$2,000 grant from Keep America Beautiful
- Target: Lextran Bus Shelters (12)
- Ash Urn Canisters
- 68% reduction in cigarette litter



KLB

2014 Work Schedule

- St. Patrick's Day Parade – Cigarette outreach
- Community Appearance Index Survey
- Legacy Trail Bed Maintenance
- National Day of Action – Richmond Rd Cleanup
- Reforest the Bluegrass
- Downtown Trash Bash
- Cardinal Valley Cleanup
- Arbor Day
- Thursday Night Live Table
- Free Friday Flicks
- Farmers Market Table
- Jazz Night
- Commission Meetings
- GAC Neighborhood Meeting
- National Recycles Day – Paper Shred
- CLPP – Cigarette Litter Prevention Program

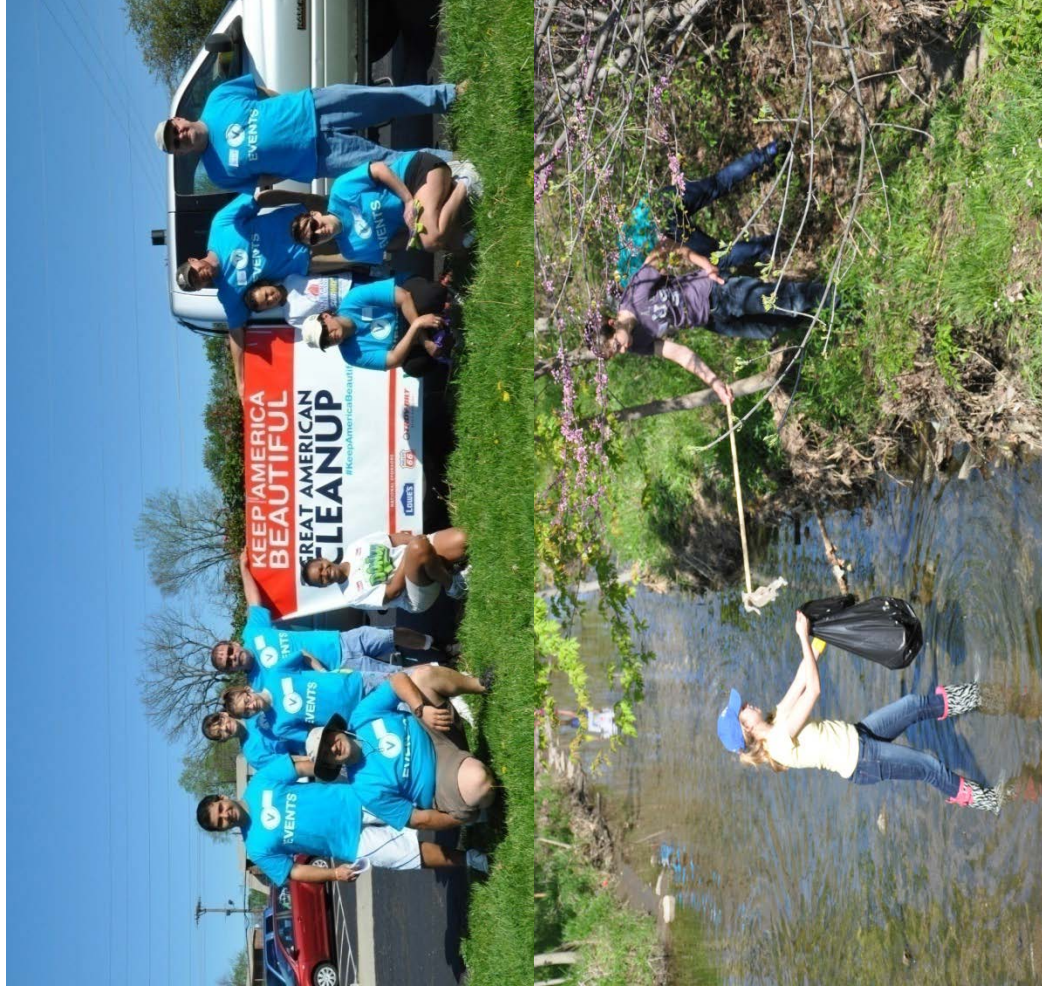
Beautification & Community Involvement

Great American Cleanup

2013	2014
48 Events	52 Events
3005 Volunteers	2375 Volunteers
7,202 pounds of litter	17,107 pounds of litter
30.5 miles of streets & road cleaned	25.5 miles of streets & roads cleaned
35 acres of parks cleaned	158 acres of parks cleaned

2014 Great American Cleanup

Eastland Parkway Neighborhood Association



Beautification & Community Involvement

Richmond Road Stream Project

2012	2013	2014
67 volunteers	40 volunteers	42 volunteers
1.5 tons of trash removed	.5 tons of trash	.240 tons of trash
84 tons of honeysuckle	provided maintenance for trees & shrubs	provided maintenance for trees & shrubs
100 native trees, shrubs planted		180 cu. ft mulch

2014 Richmond Road



Waste Reduction

Co-Sponsor of America Recycles Day Paper Shred Event

2013	2014
570 Cars	800 Cars
27,000 pounds of paper shredded	50,000 pounds of paper shredded
1,100 pounds of cardboard	516 pounds of can food – God’s Pantry



Community Value

- 2014 – 52 events
- Value of volunteers: \$108,037 (Independent Sector)
- In-kind donations: \$4,500
- Private donations: \$8,295
- Government costs: \$11,800
- Cost-Benefit ratio: 9.74:1

2015

- Republic Services - \$25,000 Commitment
- Great American Clean Up Campaign
- Breeder's Cup Beautification
- CLPP Grant Application
- Lowe's Grant Application

Questions?

Consolidate Greenway Responsibilities

Environmental Quality & Public Works
Committee

April 21, 2015

Dept. of Environmental Quality & Public Works
Division of Environmental Services

Presentation Topics

- What this presentation does cover:
 - LFUCCG Greenway Program Responsibilities
 - Consolidation Changes in Process
 - Greenway Coordination Tasks

Other Topics

- What this presentation does not cover:
 - Topics for the May 2015 Planning and Public Safety Committee
 - Greenway Manual
 - Greenway Operational Handbook
 - Greenway acceptance

Greenway Program Responsibilities

- Division of Planning
 - Greenways Location and Purpose
 - Development Plans / Preliminary Subdivision Plans
 - Final Record Plats
 - Lead on Planning Documents
 - Grant writing
 - Regional planning
 - GIS data management
 - Greenspace Commission & Greenspace Trust

Greenway Program Responsibilities

- Division of Engineering
 - New Development Construction Drawings
 - Trail design
 - CIP design and construction management

- Greenway Maintenance – 3 Divisions
 - Structural repairs, mowing, naturalized restorations, honeysuckle removal, litter etc.

Greenway Maintenance

- Water Quality
 - Basin inspections
 - Structural maintenance of stormwater controls
- Parks & Recreation
 - Greenways on Park property/hard-surfaced trails
- Environmental Services
 - Greenways not in Park areas
 - Select Water Quality capital projects in Parks

Greenway Program Responsibilities

- Greenway Coordinating Committee
 - Planning
 - Engineering
 - Parks & Recreation
 - Environmental Services
 - Water Quality (basins)
 - Others as needed (Traffic, Law, Police, Risk Mgmt, etc.)

Consolidation Changes since 2014

- Environmental Services' Role Expanded
 - Management of Specialty Maintenance Contracts transferring from Engineering
 - Tree Management transferring from Streets & Roads
 - Greenway Maintenance outside of Parks and hard surfaced trail areas transferring from Parks & Rec.
 - Perform many Greenway Coordination Tasks



Environmental Services' Role

■ Planning and Project Management

- Lead the Greenway Coordinating Committee
- Greenway Contact for Public/Lexcall
- Develop site specific management plans for existing greenways
- Manage naturalized greenway specialty contracts
- Address violations and enforcement
- Assist with greenway manuals, acquisition priorities, and cost estimates



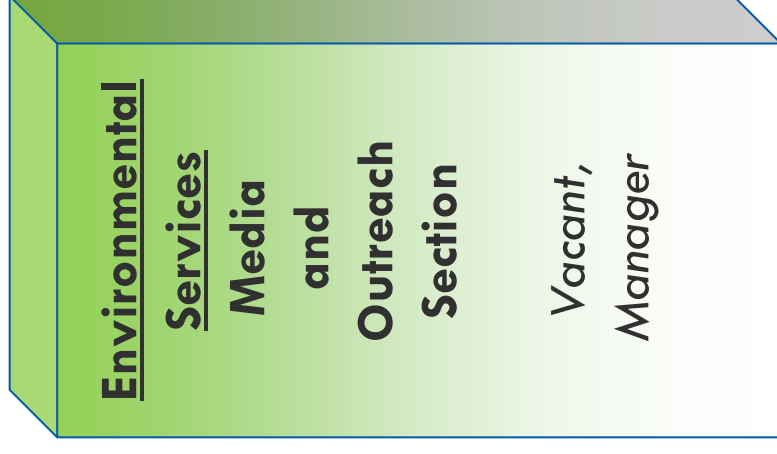
Environmental Services' Role

- **Greenway Maintenance**
 - Perform greenway maintenance outside of Park/Trail areas
 - Manage trees
 - Manage mowing
 - Track greenway maintenance expenses



Environmental Services' Role

- Public Outreach
 - Public outreach and education related to greenways
 - Coordinate volunteer projects and activities in greenways (e.g. community gardens)
 - Manage LFUCG grants related to greenway activities (e.g. sustainability grants)



Questions?

Proposed Traffic Signal Decommissioning of Central Ave. at Kentucky Ave. and Woodland Ave.

The LFUCG Division of Traffic Engineering studies signalized intersections throughout Lexington on a regular basis to qualify the continued necessity for the respective traffic control device. Some reasons signals are removed include reductions in fuel consumption, utility costs to LFUCG, and maintenance activities.

The *Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD)*, is a Federal publication that is adopted in the *Kentucky Revised Statutes* as Kentucky's official manual for traffic control devices. To ensure that the Division of Traffic Engineering maintains the intent of the law, the *MUTCD* criteria are used to govern the Decommissioning Studies. Traffic signal warrants and considerations within the traffic signal chapter are summarized below:

Traffic Control Signal Warrants used to determine if a signal is needed at an intersection:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

The intersections of **Central Avenue and Kentucky Avenue**, and **Central Avenue and Woodland Avenue** no longer meet any signal warrants, and there were no special circumstances known that led to the installation of traffic signals at these locations. It is recommended that these traffic signals be removed and replaced with multi-way stop control.

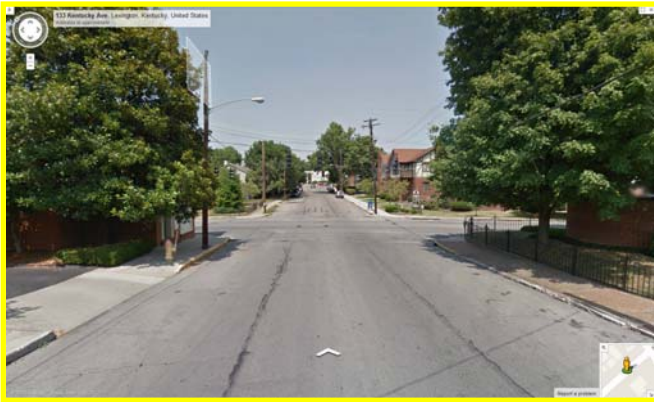
It is recommended that for the removal of the traffic signals a news release go out to the Lexington-Herald Leader as well as advertised through the Division of Traffic Engineering's Traffic Management Center. A "Stop Ahead" sign should be placed on each approach of the intersection. At the same time, the traffic signals should be placed in a flashing operation mode for 90 days. For multi-way stop locations, each direction should flash red. Once the stop signs are installed, it may be advantageous to leave the "Stop Ahead" signs up for three more months to emphasize the change in intersection control.

The collisions at these locations should be closely monitored over the first few months and then further analysis should be considered after one year of installation. If collisions are not reduced as predicted, consideration should be given to reconsider the signal removal. It is recommended for the first year that only the signal heads be removed and other signal hardware (poles, controller cabinet, etc.) remain at the intersection so that should it be necessary to replace the traffic signal, it will not be an expensive endeavor. It is imperative that the stop signs be installed before the signal heads are removed.

Summary of Steps (timeline) for Traffic Signal Removal:

1. News Release through Lexington-Herald Leader, news & radio stations, and Traffic Management Center
2. **“Traffic Signal Removal”** sign and **“Stop Ahead”** signs placed on each approach
3. Traffic Signals placed in flashing red operation for 90 days
4. Remove the **“Stop Ahead”** signs 90 days after flashing operation has ceased
5. Remove signal heads only
6. Monitor collisions for the next year after the removal
7. If deemed safe, remove remaining signal hardware (poles, controller cabinet, etc.)

Central Avenue/Old Vine Street and Woodland Avenue



From Kentucky Looking North



From Kentucky Looking South



From Central Looking West



From Central Looking East

Central Avenue and Kentucky Avenue



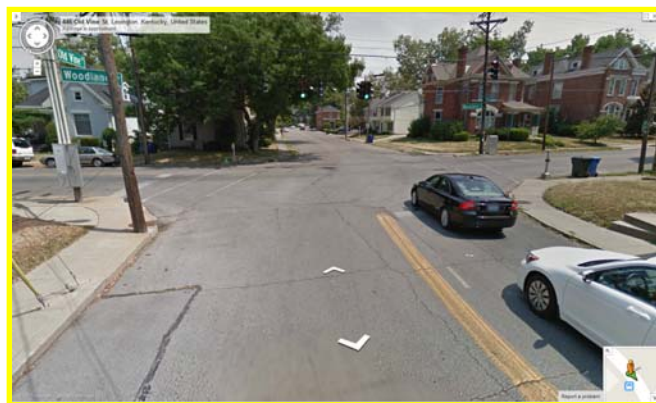
From Woodland Looking North



From Woodland Looking South



From Central Looking West



From Old Vine Looking East

RESOLUTION NO. _____ - 2015

A RESOLUTION AUTHORIZING AND DIRECTING THE DIVISION OF TRAFFIC ENGINEERING, PURSUANT TO CODE OF ORDINANCES SECTIONS 18-51 AND 18-86, TO DECOMMISSION THE TRAFFIC-CONTROL SIGNALS AT THE INTERSECTION OF CENTRAL AVENUE AND KENTUCKY AVENUE, AND TO INSTALL MULTI-WAY STOP CONTROLS, WITH PROPER AND APPROPRIATE SIGNS IN ACCORDANCE WITH THIS DESIGNATION.

WHEREAS, pursuant to Code of Ordinances Section 18-51 and other authorities, the Division of Traffic Engineering is authorized and empowered to place and maintain traffic control signs, signals, and devices to regulate traffic; and

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

WHEREAS, the Division of Traffic Engineering has performed a Decommissioning Study regarding the removal of traffic control signals and the installation of multi-way stop controls at the intersection of Central Avenue and Kentucky Avenue; and

WHEREAS, the Urban County Council has determined that the intersection of Central Avenue and Kentucky Avenue should have multi-way stop controls in lieu of traffic control signals.

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

Section 1 – That the Division of Traffic Engineering is hereby authorized and directed to decommission the traffic control signals at the intersection of Central Avenue and Kentucky Avenue, and to install multi-way stop controls.

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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RESOLUTION NO. _____ - 2015

A RESOLUTION AUTHORIZING AND DIRECTING THE DIVISION OF TRAFFIC ENGINEERING, PURSUANT TO CODE OF ORDINANCES SECTIONS 18-51 AND 18-86, TO DECOMMISSION THE TRAFFIC-CONTROL SIGNALS AT THE INTERSECTION OF CENTRAL AVENUE AND WOODLAND AVENUE, AND TO INSTALL MULTI-WAY STOP CONTROLS, WITH PROPER AND APPROPRIATE SIGNS IN ACCORDANCE WITH THIS DESIGNATION.

WHEREAS, pursuant to Code of Ordinances Section 18-51 and other authorities, the Division of Traffic Engineering is authorized and empowered to place and maintain traffic control signs, signals, and devices to regulate traffic; and

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

WHEREAS, the Division of Traffic Engineering has performed a Decommissioning Study regarding the removal of traffic control signals and the installation of multi-way stop controls at the intersection of Central Avenue and Woodland Avenue; and

WHEREAS, the Urban County Council has determined that the intersection of Central Avenue and Woodland Avenue should have multi-way stop controls in lieu of traffic control signals.

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

Section 1 – That the Division of Traffic Engineering is hereby authorized and directed to decommission the traffic control signals at the intersection of Central Avenue and Woodland Avenue, and to install multi-way stop controls.

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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Explanation of Funds

Sanitary Sewer Funds account for the operation, maintenance, construction, and payment of principal and interest for bond issues of the Government's sanitary sewer system.

- Fund 4002 – A closed fund. Every year this fund closes revenues and expenses. It is the main operating fund for Sewer.
- Fund 4003 – An open fund. This fund contains projects that stay open for more than one fiscal year. It is the construction fund for Sewer projects.

The *Water Quality Funds* account for the revenues and expenses of developing, operating, and maintaining the Government's storm water related activities.

- Fund 4051 – A closed fund. Every year this fund closes revenues and expenses. It is the main operating fund for Water Quality.
- Fund 4052 – An open fund. This fund contains projects that stay open for more than one fiscal year. It is the construction fund for Water Quality projects.

The *Landfill Fund* accounts for the operations, closure, and postclosure care costs of the Government's landfill.

- Fund 4121 – A closed fund. Every year this fund closes revenues and expenses. It is the main operating fund for Landfill.
- Fund 4122 – An open fund. This fund contains projects that stay open for more than one fiscal year. It is the construction fund for Landfill projects, currently Energy Improvement Projects.

The *Urban Services Fund* accounts for the taxes that are assessed on property within designated areas, or taxing districts, based on the type of services available to property owners. These services include solid waste collections, street lights and street cleaning. Property taxes raised from the urban services taxing districts can only be used to finance these services.

- Fund 1115 – A closed fund. Every year this fund closes revenues and expenditures. It is the main operating fund for Urban Services.

Fund 4002 Sanitary Sewers Operating Fund

Revenue & Expenditures Statement

Year to Date Through Mar 31, 2015

Title	Original Budget	Amended Budget	YTD Through 3/31/2015	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services	48,800,000	48,800,000	36,951,705	11,848,295	75.7%
Fines and Forfeitures	5,000	5,000	23,305	-18,305	466.1%
Intergovernmental Revenue	494,430	494,430		494,430	0.0%
Property Sales	36,000	36,000	29,200	6,800	81.1%
Investment Income (non-op)	200,000	200,000	364,512	-164,512	182.3%
Other Income	20,000	20,000	39,763	-19,763	198.8%
Total Revenue	49,555,430	49,555,430	37,408,485	12,146,945	75.5%
Expenses:					
Personnel	11,623,580	11,623,580	7,667,156	3,956,424	66.0%
Operating Expenses	23,381,640	23,630,952	12,520,490	11,110,462	53.0%
Transfers Out		6,230		6,230	0.0%
Capital	5,150,670	6,697,009	2,016,075	4,680,934	30.1%
Total Expenditures	40,155,890	41,957,771	22,203,721	19,754,050	52.9%
Net Difference	9,399,540	7,597,659	15,204,764		
FY Available Fund Balance	0	0			
	<u>9,399,540</u>	<u>7,597,659</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 Mar 31, 2015

Title	Original Budget	* Amended Budget	YTD Through 3/31/2015	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services			145,126		0.0%
Intergovernmental Revenue			6,498,992		0.0%
Other Financing Sources	37,272,940	76,431,147	39,158,207	37,272,940	51.2%
Other Income			244,703	244,703	0.0%
Total Revenue	37,272,940	76,431,147	46,047,028	37,517,643	60.2%
Expenses:					
Operating Expenses	1,100,000	53,167,487	45,889,452	7,278,035	86.3%
Transfers		-5,280		-5,280	0.0%
Capital	32,077,650	87,689,916	16,668,687	71,021,229	19.0%
Bond Refunding		137,260	137,260	0	100.0%
Total Expenditures	33,177,650	140,989,383	62,695,399	78,293,984	44.5%
Net Difference	4,095,290	-64,558,236	-16,648,371		
FY Available Fund Balance	0	0			
	<u>4,095,290</u>	<u>-64,558,236</u>			

FUNDS 4002-4004:

Capital Reserves \$42 M

* Review of the amended budget in process to align to current program & construction schedule

Fund 4051 Water Quality Operating Fund

Revenue & Expenditures Statement

Year to Date Through Mar 31, 2015

Title	Original Budget	Amended Budget	YTD Through 3/31/2015	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services	13,081,250	13,081,250	9,969,740	3,111,510	76.2%
Fines and Forfeitures	10,000	10,000	9,335	665	93.4%
Investment Income (non-op)	20,000	20,000	9,208	10,792	46.0%
Other Income			1,346	1,346	0.0%
Total Revenue	13,111,250	13,111,250	9,989,629	3,124,313	76.2%
Expenses:					
Personnel	4,457,060	4,457,060	2,922,277	1,534,783	65.6%
Operating Expenses	4,779,760	5,606,626	1,944,439	3,662,187	34.7%
Capital	782,670	686,361		686,361	0.0%
Total Expenditures	10,019,490	10,750,047	4,866,716	5,883,331	45.3%
Net Difference	3,091,760	2,361,203	5,122,913		
FY Available Fund Balance	0	0			
	<u>3,091,760</u>	<u>2,361,203</u>			
Unrestricted Fund Balance					
6.30.14	8.7 M				

Fund 4052 Water Quality Construction Fund

Revenue & Expenditures Statement

Year to Date Through Mar 31, 2015

Title	Original Budget	* Amended Budget	YTD Through 3/31/2015	Remaining Budget	Percent Collected/Used
Revenues:					
Intergovernmental Revenue			479,480		
Total Revenue	0	0	479,480	0	0.0%
Expenses:					
Operating Expenses	2,631,000	6,900,400	750,994	6,149,406	10.9%
Capital	1,700,000	3,949,092	643,468	3,305,624	16.3%
Total Expenditures	4,331,000	10,849,492	1,394,462	9,455,030	12.9%
Net Difference	-4,331,000	-10,849,492	-914,982		
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				

* Review of annual amended budget in process to align to current program & construction schedule

Fund 4121 Landfill Operating Fund

Revenue & Expenditures Statement

Year to Date Through Mar 31, 2015

Title	Original Budget	Amended Budget	YTD Through 3/31/2015	Remaining Budget	Percent Collected/Used
Revenues:					
Charges for Services	6,783,600	6,783,600	5,216,529	1,567,071	76.9%
Investment Income (non-op)			3,042	3,042	0.0%
Other Income	200,000	200,000	100,000	100,000	50.0%
Total Revenue	6,983,600	6,983,600	5,319,571	1,670,113	76.2%
Expenses:					
Personnel	700,560	700,560	478,060	222,500	68.2%
Operating Expenses	4,602,950	4,625,429	2,401,940	2,223,489	51.9%
Transfers	200,000	203,170	100,000	103,170	49.2%
Capital	390,000	512,618	91,114	421,504	17.8%
Total Expenditures	5,893,510	6,041,777	3,071,114	2,970,663	50.8%
Net Difference	1,090,090	941,823	2,248,457		
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 Mar 31, 2015

Title	Original Budget	Amended Budget	YTD Through 3/31/2015	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 Mar 31, 2015

Title	Original Budget	Amended Budget	YTD Through 3/31/2015	Remaining Budget	Percent Collected/Used
Revenues:					
Licences and Permits	1,400,000	1,400,000	1,425,690	-25,690	101.8%
Taxes	33,418,000	33,332,000	33,055,752	276,248	99.2%
Charges for Services	1,915,900	1,915,900	1,480,563	435,337	77.3%
Fines and Forfeitures	3,000	3,000	527	2,473	17.6%
Intergovernmental Revenue	70,620	70,620	57,928	12,692	82.0%
Property Sales	165,000	165,000	48,594	116,406	29.5%
Investment Income (non-op)	40,000	40,000	354,929	-314,929	887.3%
Other Income	107,000	107,000	37,607	69,393	35.1%
Total Revenue	37,119,520	37,033,520	36,461,590	571,930	98.5%
Expenses:					
Personnel	15,045,220	14,971,576	9,923,989	5,047,587	66.3%
Operating Expenses	22,658,560	23,112,879	14,604,000	8,508,879	63.2%
Transfers Out	-2,329,120	-2,326,190		-2,326,190	0.0%
Capital	7,724,540	8,963,615	2,434,458	6,529,157	27.2%
Total Expenditures	43,099,200	44,721,880	26,962,447	17,759,433	60.3%
Net Difference	-5,979,680	-7,688,360	9,499,143		
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
Waste Management Funding Options	Stinnett	5/13/2011	Waste Management Task Force; May 2015
Consolidate Greenway Responsibilities	EQ Link	6/19/2011	April 2015
Empower Lexington Plan	Kay	3/20/2012	Annual Update Summer 2015
Distillery District Update	Kay	11/6/2012	Nov 2014; update in May 2015
Urban Forestry Management Plan	Gibbs	1/28/2014	Item recommended in Tree Canopy Survey To be heard Summer 2015
Retention/Detention Maintenance & Enforcement	Mossotti	10/14/2014	Spring 2015
Private Streets: Enforcement, Maintenance & Specifications	Mossotti	11/29/2013	June 2015
Review & Update Snow & Ice Control Plan / Annual Update	Stinnett / Brown	2/24/2015	May 2015
Fiber Optic Technology	Farmer	5/6/2014	Sept 2014
Streetslights -- Analysis of lighting types, installation/lease costs, rebates for LED lights	Mossotti	10/14/2014	March 2015
Todd's Road Widening Phase II	Stinnett	4/15/2009	Ongoing, last reported to committee Jan. 2015
Safe Routes to School	Ford	1/22/2015	March 2015
Pavement Management	Farmer	2/12/2015	February 2015
Keep Lexington Beautiful Annual Report	Henson	3/10/2015	April 2015
Traffic Signal System	Stinnett	3/17/2015	May 2015
Changing Signalized Intersections to Four Way Stops -- Woodland Ave. & Central Ave., Kentucky Ave. & Central Ave.	Gibbs	4/7/2015	April 2015