

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

A G E N D A
Environmental Quality & Public Works Committee
October 20, 2015
1:00 P.M.

- | | | |
|-------------|---|----------------|
| I. | Approval of Committee Summary | (1-5) |
| II. | Snow & Ice Control Plan Update (Stinnett/F. Brown) | (6-16) |
| III. | Sidewalks – Priority List & Funding (Stinnett) | (17-31) |
| IV. | Municipal Separate Storm Sewer System (MS4) (Farmer) | (32-51) |
| V. | Downtown Speed Limits (Farmer) | (52-73) |
| VI. | Division of Water Quality Projects Report | (74-75) |
| VII. | Items Referred to Committee | (76) |

“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 and Public Works Committee Meeting
September 15, 2015
Summary and Motions

Chair Farmer called the meeting to order at 12:31 p.m. All Committee and Council Members were in attendance: Kay, Stinnett, Moloney, J. Brown, Akers, Gibbs, Lamb, Farmer, Evans, Scutchfield, F. Brown, Mossotti, Bledsoe, Henson, and Hensley.

I. Approval of Committee Summary

A motion was made by Kay to approve the August 18, 2015 Environmental Quality and Public Works Committee Summary and Motions, seconded by Evans. The motion passed without dissent. (Yay: F. Brown, Evans, Farmer, Gibbs, Kay, Moloney, Mossotti, Stinnett, J. Brown, Hensley. Mossotti was absent for the vote.)

II. Downtown Speed Limits

Dowell Hoskins-Squier, Director of Traffic Management, presented the proposed downtown speed limit reduction proposal. She explained that this proposal is endorsed by the Pedestrian Safety Working Group, and is being presented pursuant to the Mayor's Challenge for Safer People and Safer Streets. Hoskins-Squier presented pedestrian safety data, and provided an overview of Downtown streets that would be affected by the reduction in speed limit. The proposal will result in 118 downtown speed limit signs being updated. The University of Kentucky supports the proposal, and is implementing a 25 mph speed limit on University Drive and Hilltop Avenue.

Evans inquired when the department anticipates a response from the State regarding the request to lower the speed limit on State-maintained roadways in the Downtown area. Hoskins-Squier replied that the state will complete a speed study and if 85% of the people on the studied roads are found to be driving the speed limit, no changes will be made.

F. Brown inquired if proposed changes would affect the synchronization of traffic lights. Hoskins-Squier stated that the speed reduction would not affect the timing of lights. In response to a question from F. Brown, Hoskins-Squier stated that other potential reductions in speed limit have not been considered. F. Brown stated other considerations, such as reducing distractions, should be considered.

Gibbs stated his support for the proposal.

Hensley asked if there is data available regarding the causes of the collisions, and if speed is a common factor. Hensley noted that it may be unfair to adjust the speed limit if it is not a cause.

Hoskins-Squier stated that police reports were reviewed and noted that there were a variety of causal factors; she acknowledged that changing the speed limit will not address all issues. She noted that, in conjunction with the proposed speed limit reduction, a PR campaign is moving forward, as well as infrastructure changes, pedestrian safety education, and collaboration with Police on enforcement. Hensley stated he is concerned about the transitions between speed limits and that he feels citations will rise. Hoskins-Squier stated that adequate notice of the change will be provided.

Moloney stated his concern for affected residents and that he is supportive of a 25 mph speed limit, noting he would also like to see a 25 mph limit in all residential areas in Lexington.

J. Brown thanked Traffic Engineering for their work to make the speed limits consistent and inquired about next steps. Hoskins-Squier explained that, after Council approval, new signs will be purchased and installed within the next two months.

A motion was made by J. Brown to approve the inclusion of North Limestone Street between Loudon and New Circle Road and Bryan Avenue between Loudon and New Circle Road to the study area, seconded by Gibbs. The motion passed without dissent. (Yay: F. Brown, Evans, Farmer, Gibbs, Kay, Moloney, Stinnett, J. Brown, Hensley. Mossotti was absent for the vote.)

Evans inquired why the Division is only looking at speed, and no other factors. She noted the Division seems to be taking different approaches to downtown in contrast to streets in other residential areas. Hoskins-Squier noted that there is a large concentration of pedestrians and vehicles downtown. Evans inquired why the identified clusters aren't being targeted exclusively. Farmer agreed that this issue needs to be addressed.

Gibbs stated that lower speed limits in the Downtown would increase the quality of life and encourage people to spend time downtown. Gibbs stated further stated that consideration needs to be provided to the overall feel of the city.

F. Brown stated he feels there should be public input. Hoskins-Squier stated they have had stakeholder input, but they have not sought public input.

In response to a question from Farmer, Hoskins-Squier stated that the Pedestrian Safety Working Group includes representation from: Division of Engineering, Division of Planning, the MPO, Traffic Engineering, LexTran, Division of Police, and KYTC. Hoskins-Squier stated that Secretary Foxx of the USDOT issued a challenge to city mayors, called Safer People, Safer Streets, which incorporates lowering downtown speed limits as a means of increasing walking and bicycling and reducing fatalities.

Kay stated his support for the proposal, and is also in agreement with Evans about the differences in policy being presented.

Hensley noted that he would like to see more data supporting the change, and that he feels this is a big approach to a problem that appears to only affect two areas of issues in the downtown.

In response to a question from Moloney, Ryan Keaton with the Lexington Police Department replied that there should be no issues enforcing the lower speed limit. He further stated that lower speeds give pedestrians a greater chance of survival if struck by a car.

Mossotti spoke in favor of the proposal.

J. Brown stated that public input from his district shows that speed is a concern, and noted the many undocumented near-misses in these areas.

Scutchfield stated she is in support of lowering the speed limit but she feels the process for reducing speed limits in areas outside of Downtown needs to be similar.

Bledsoe echoed Scutchfield's comments.

Evans stated she would appreciate having more hard data to review.

Mossotti inquired why there should be two different policies for speed limit reductions. Hoskins-Squier replied that the majority of residential streets are 25 mph by default or close to that limit. Hoskins-Squier stated the volume of pedestrian flow Downtown is more than one thousand times the concentration in residential areas. Mossotti reiterated her desire for consistency in the evaluation process for speed limit reductions.

Farmer requested that Traffic Engineering present the Committee with additional data at a future meeting.

Hensley requested an alternative plan from Traffic Engineering to addresses only the clusters of activity with the highest concentration of collisions. Hoskins-Squier stated the clusters are along state routes, which would not be affected by the proposal. Hensley inquired why they are making the change if they have no ability to impact the majority of the affected areas. Hoskins-Squier stated that the change is informed by a broader economic vision for downtown.

Akers inquired what they have done to work with the state to lower these speed limits. Hoskins-Squier stated a representative from District 7, Chief Engineer Kelly Baker, has submitted a request to the Transportation Cabinet.

III. Pavement Management

Bill Vavrik with Applied Resource Associates (ARA), presented ARA's study and findings. He explained the data collection process for pavement conditions, and reviewed the Overall Condition Index (OCI) as an indicator of overall condition. Vavrik presented pavement maintenance scenarios, and required budgets to meet pavement maintenance targets.

Moloney stated that the scope of the presentation was not what was expected.

A motion was made by Mossotti to increase the speaker's time by 20 minutes, seconded by Evans. The motion passed without dissent.

Stinnett asked what the process will be to decide how to repair the roads and choose an appropriate treatment. David Holmes, Commissioner of Public Works, stated ARA provided rankings for each road, which corresponds to recommended treatments. Stinnett inquired if Public Works is endorsing the consultant's recommendations for each segment. He further stated Fayette County has never used microsurfacing and the state has recently used it with poor results. Albert Miller, Director of Street and Roads, stated that the recommendation for ranking number will come from Council. Stinnett recommended moving forward immediately with a list that only includes resurfacing, and explore new methods later.

F. Brown stated this is a wake-up call, and noted there needs to be an allocation plan going forward. F. Brown inquired why sections of streets are resurfaced rather than the whole street. Miller stated this is because of budgetary concerns. F. Brown stated he will continue to pave the worst streets in his district first despite the recommendations.

Akers inquired if the rankings indicate the types of repair needed, which Vavrik confirmed. Akers inquired if ATS is the only paving contractor, which Holmes confirmed.

Kay inquired if there is time to make decisions based on those recommendations. Holmes stated that microsurfacing cannot be accomplished this fall, but could move forward in spring. Holmes stated that the amount of repaving that can be completed this fall depends on the number of teams ATS can mobilize, the weather, and how long the asphalt plant is open. Holmes noted he will know how many teams can be mobilized after a follow up meeting. Kay inquired if Council should stay with the worst-first policy for the fall, which Holmes confirmed, stating they can reconsider the policy for the spring paving cycle.

Evans thanked the consultant for the data and policy recommendations and noted that this is an opportunity to do something different.

Gibbs inquired if there is a separate fund for base failures. Holmes stated the base failure fund is \$250,000 across all 12 districts and stated Council may want to consider increasing that fund.

Scutchfield stated the numbers for her district have changed throughout the process and requested cost information for entire streets, rather than by segment.

Henson inquired if there was funding left over from Man O' War improvements that will be available to the districts for paving. Holmes confirmed that approximately \$381,000 is available. Holmes stated the streets eligible for these funds were already selected in the previous paving cycle.

Lamb stated she would like to evaluate how to allocate funds, and make a decision today. Farmer requested information regarding allocation per district based on the needs per district.

Hensley asked for a read-only copy of the information. Holmes stated he will talk to the CIO and the consultant to make sure this can be provided. Hensley inquired if the cost estimates were based on national averages or local cost, to which Holmes stated it was from local data.

Stinnett inquired if software was included in the contract. Holmes stated it was and it will be managed by IT.

Lamb inquired if there would be any benefit to using an OCI of 60 and under instead of 65. Evans stated she was not comfortable voting on this motion without additional information.

A motion was made by Stinnett to allocate funding for roadway repairs/repaving in the amount of \$10 million across all Council Districts according to roadway condition 65 or below, seconded by F. Brown.

A motion was made by Mossotti to amend the motion to allocate funding according to roadway condition 60 or below, seconded by J. Brown. The motion passed 7-3 (Aye: Evans, Farmer, Gibbs, Kay, Moloney, Mossotti, Stinnett Nay: F. Brown, J. Brown, Hensley)

The amended motion passed 8-2 (Yay: F. Brown, Farmer, Gibbs, Kay, Moloney, Mossotti, Stinnett, J. Brown Nay: Evans Recuse: Hensley)

A motion was made by Kay to enter recess, seconded by F. Brown. The motion passed without dissent.

IV. Snow & Ice Control Plan Update

There was no discussion on this item due to time constraints.

V. Items Referred to Committee

There was no discussion on this item due to time constraints.

A motion was made by Kay to adjourn, seconded by Scutchfield. The motion passed without dissent.

The meeting was adjourned at 5:20 p.m.

D.S. 9.17.2015

Snow Plan Update

Environmental Quality & Public Works Committee

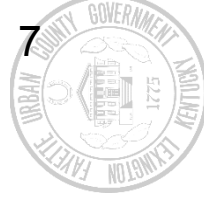
October 20, 2015

Environmental Quality & Public Works

Commissioner's Office

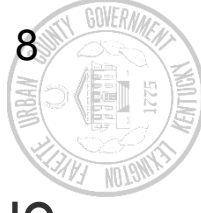
Agenda

- Service Levels and Accumulation
- Capacity Enhancement Requirements
- Sidewalk Clearance
- Next Steps
- Questions



Service Levels and Accumulation

- Level 1 – Trace to 4”
 - Rank 1-4 streets
- Level 2 – 5” to 8”
 - Add additional streets
 - Residential collector streets that connect to collector streets
- Level 3 – 8” and above
 - All streets plowed with private contractor support
 - Similar to the approach used during the winter 2015 snow events



Capacity Enhancement Requirements

- Private contractor support for all levels of service
 - Dedicated to only 4 major thoroughfares
 - Man O' War Blvd.
 - Polo Club Blvd.
 - Citation Blvd.
 - Coldstream Station
 - Would free up 5 LFUCG trucks running 2 12-hour shifts
 - Can service **300** additional lane miles



Capacity Enhancement Requirements

- **Cost Estimate (Based on State Contract)**
 - \$423,365/yr. for 22 mobilizations
 - \$304,565/yr. for 11 mobilizations
- **Benefits**
 - Streets ranked 1-4 serviced faster
 - Would guarantee snow removal assistance when needed
- **Challenge**
 - Will require a long-term contract with required yearly payments

Sidewalk Clearance

Overview

- Full implementation will be over a 3 year period
- Over 67 miles of sidewalks identified for LFUCCG clearance
- Entities involved in clearance:
 - Facilities
 - Parks & Recreation
 - Environmental Services (additional equipment needed)



Sidewalk Snow Removal

Proposed Levels of Service

Rank 1 Facilities, Urban Core, and State Corridors (including viaducts) Perimeter Sidewalks @ Service Open Parks	12.5 Sidewalk Miles (~ 60 segments)
Rank 2 City Thoroughfares and Connectors in High Density Areas (i.e. Man O' War, Citation Blvd, Alumni Dr., etc.) Perimeter Sidewalks @ Service Closed Parks & near Bus stops	44.5 Sidewalk Miles
Rank 3 Lower density/residential areas Perimeter sidewalks of other Parks - High density areas to have a higher priority than low density areas	14.5 Sidewalk Miles (~186 segments)

Sidewalk Snow Removal

Recommendations

■ Fiscal Year 2016

- Perform full clearance on Rank 1 areas within 24 hours of snow end
- Perform partial clearance on Rank 2 areas within 48 hours of snow end
- Perform partial clearance on Rank 3 areas within 96 hours of snow end
- \$76,000 in new equipment
 - \$48,000 walk behind
 - \$28,000 Ventrac upgrade
- \$19,000 additional overtime estimate

Note: Single piece of large equipment with no redundancy for Rank 2 areas

Sidewalk Snow Removal

Recommendations, Cont.

■ Fiscal Year 2017

- Perform full clearance on Rank 1 and 2 areas within 48 hours of snow end
- \$100,000 in new equipment (2 new Ventracs)
- \$19,000 additional overtime estimate

■ Fiscal Year 2018

- Perform full clearance on Rank 1 (24-hours), Rank 2 (48-hours) and Rank 3 (96-hours)
- \$38,000 additional overtime estimate

Decision Points

- Approval of snow removal by service level
- Authorization for a RFP to pursue capability enhancement
- Approval of sidewalk snow removal recommendations

Questions?

Sidewalk Plan

Environmental Quality and Public Works

October 20, 2015

Department of Planning, Preservation and Development

Presentation Overview

- Current Sidewalk Deficiencies
- Prioritization of Sidewalk Installation
- Process for Sidewalk Requests



Sidewalk Deficiencies

- Magnitude of the problem
 - 38% of arterials with no sidewalks
 - 11% of collectors with no sidewalks
- Different types of sidewalk issues
 - Major Corridors and Arterials
 - Local streets
 - Road Construction including Sidewalks
 - Sidewalk Only Projects

Sidewalk Deficiencies

Major Corridor – Large Capital Project

- Armstrong Mill
 - Tates Creek to Man O War
- Major Road Project
 - Curb, gutter, and sidewalks.



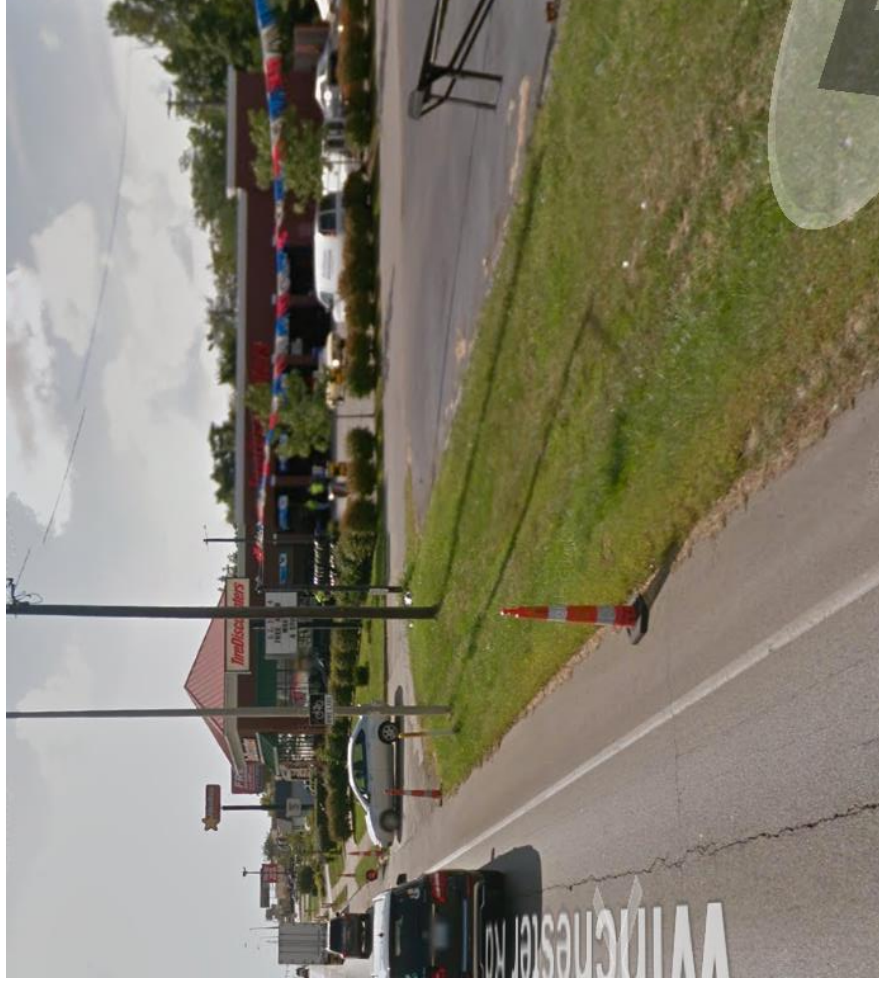
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Sidewalk Deficiencies

Major Corridor – Small Project

- Winchester
 - Industry Rd to Tire Discounters
- Sidewalk Only
 - Small Project
 - Some stormwater work needed.

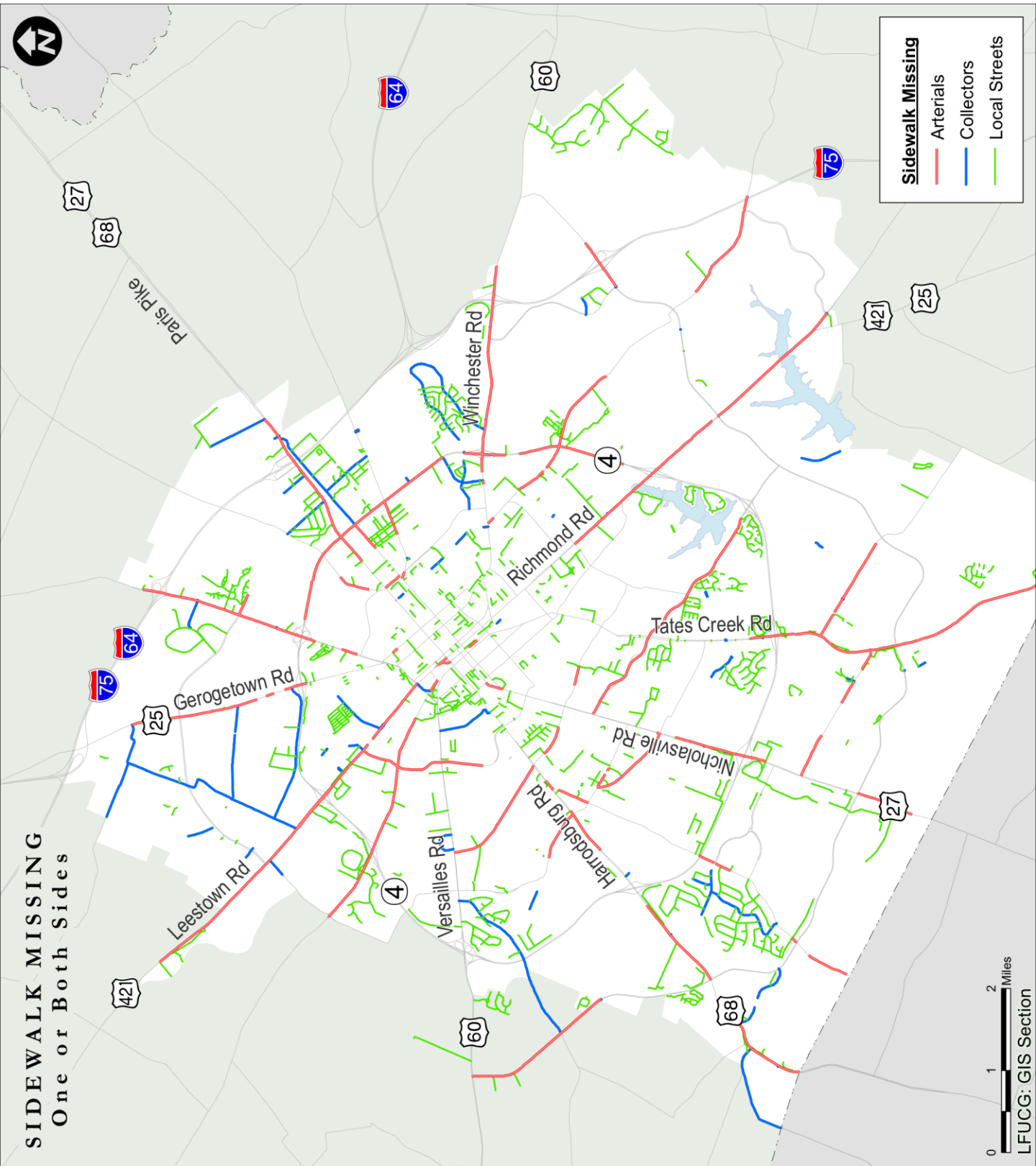


Sidewalk Deficiencies

Local Road – Neighborhood Sidewalk Project

- N Forbes
 - Leona Dr to Larch Ln
- Sidewalk Only
 - Curb and gutter in place.
 - Minor grading needed.





Sidewalk Deficiencies

- Major Corridors and Arterials:
 - 32 segments
- Local Streets:
 - 180 miles with NO sidewalks
 - 38 miles with sidewalk on one side only



Prioritization of Sidewalk Projects

- Two different prioritization systems:
 - Major Corridors
 - Local Roads
- Both scoring systems are based on work from Bike and Pedestrian Master Plan.
- Scoring conducted by Bike/Pedestrian Coordinator and BPAC
- Two different funding programs.

Funding Sidewalk Projects

- Major Corridors
 - CMAQ and other federal funds through MPO.
 - Other grant opportunities.
- Local Roads
 - Local Funds
 - Proposing a \$500,000 initial allocation.



Prioritization of Sidewalk Projects

Major Corridors

- Access and Planned projects
 - Easements/ROW
 - Planned Capital Projects
- Connectivity
 - Existing Sidewalks/Trails
 - Transit Facilities
 - Greenways
- Safety and Need
 - Destinations on Route
 - Businesses, Schools, Parks, Etc.
 - Volume
 - Documented Collisions
 - Dangerous Intersections
- Destination in Area
 - Transit Stops
 - Businesses, Schools, Parks, Etc.



Prioritization of Sidewalk Projects

Local Roads

- Access and Planned projects
 - Easements/ROW
 - Grading
 - Tree Removal/Utility Relocation
- Safety
 - Traffic Count and Speed
 - Street Type
- Connectivity
 - Existing Sidewalks/Trails
- Destinations in Area
 - Businesses, Schools, Parks, Etc.
 - Transit Facilities
- Support and Need
 - Neighborhood Support
 - Evidence of Pedestrian Use



Processing Sidewalk Requests

- Online form
 - Ease of use
 - Single point of entry
 - Transparent
- Requests will be reviewed and scored by Bike/Ped coordinator and BPAC
- Two priority lists will be generated:
 - Major Corridors
 - Local Roads



Processing Sidewalk Requests

Sidewalk Project Request

Please fill out the form below to request sidewalk installation. All requests will be evaluated, ranked, and funded for construction as funds are available.

Street	From	To
Southland Dr	Eastway Dr	Rosemont Garden

Are sidewalks needed on one or both sides of the street?

Would completion of this project connect existing sidewalks?

How would you describe the pedestrian traffic in this area?

Is there anything else we should consider when evaluating this project?

Submit



Questions?

Municipal Separate Storm Sewer System (MS4)

Environmental Quality & Public Works
Committee

October 20, 2015

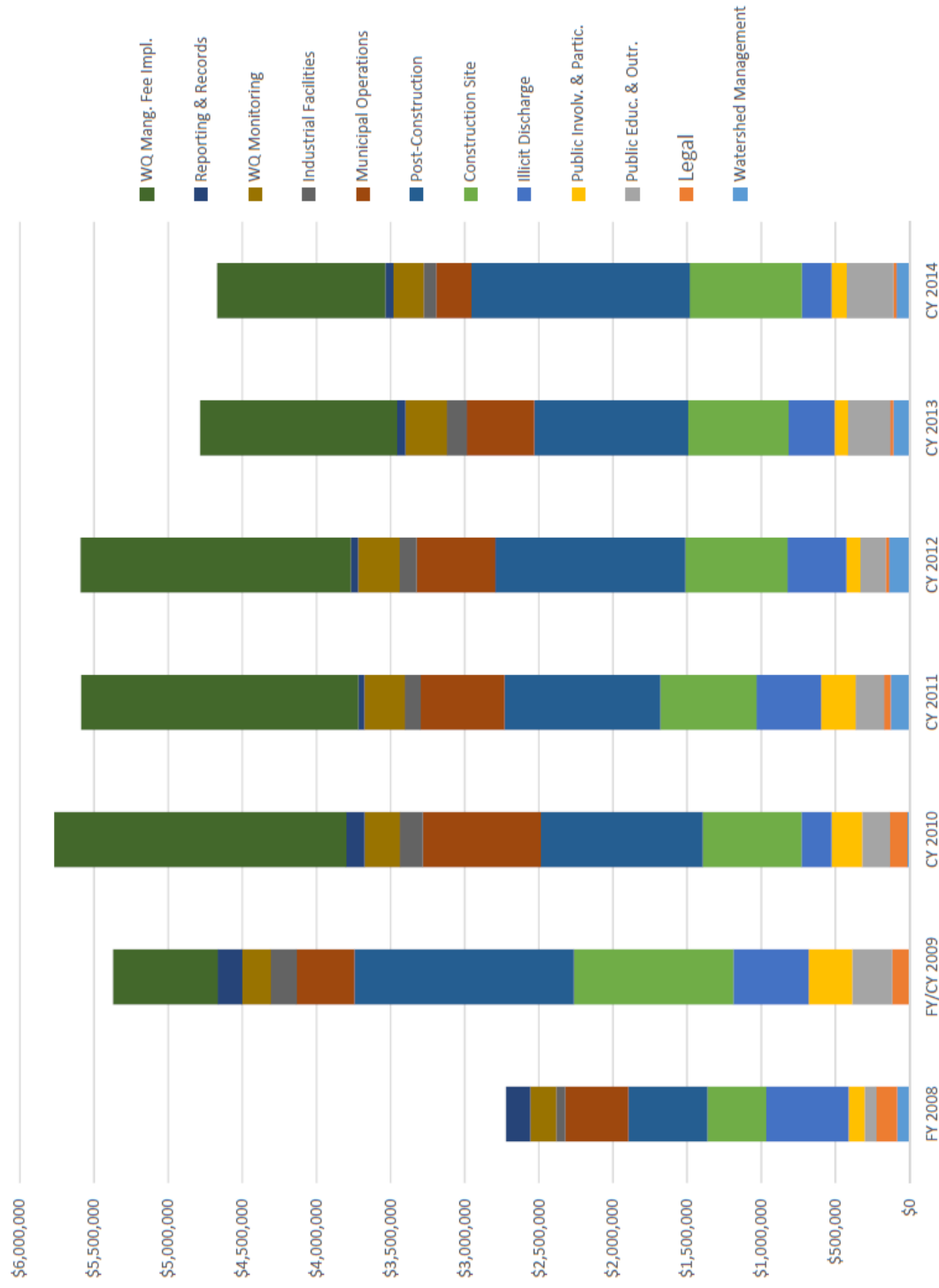
Environmental Quality & Public Works
Division of Water Quality

Purpose

- Our MS4 Permit requires an annual training session for elected officials regarding the Stormwater Quality Management Program.

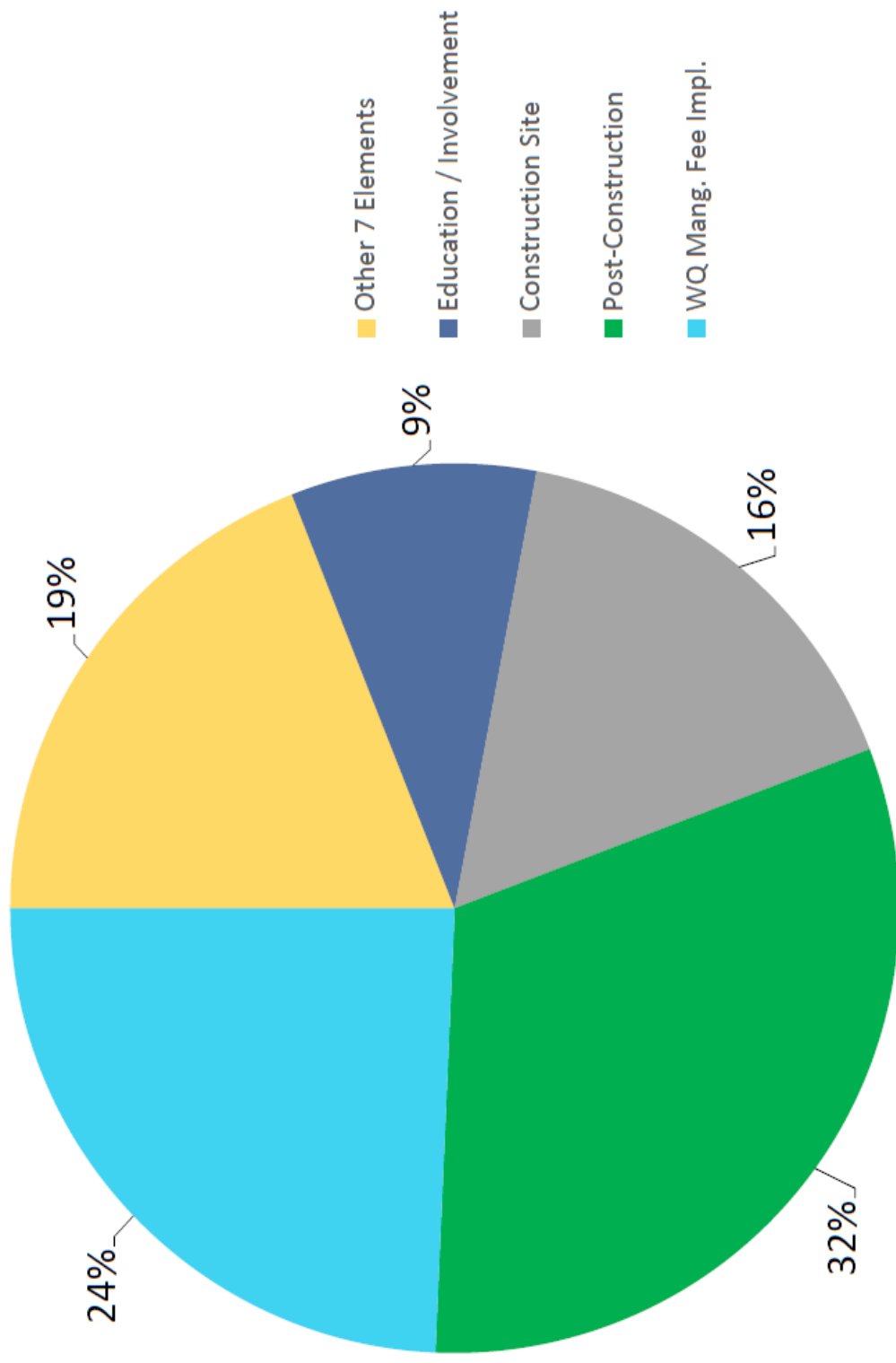


Expenditures by Year

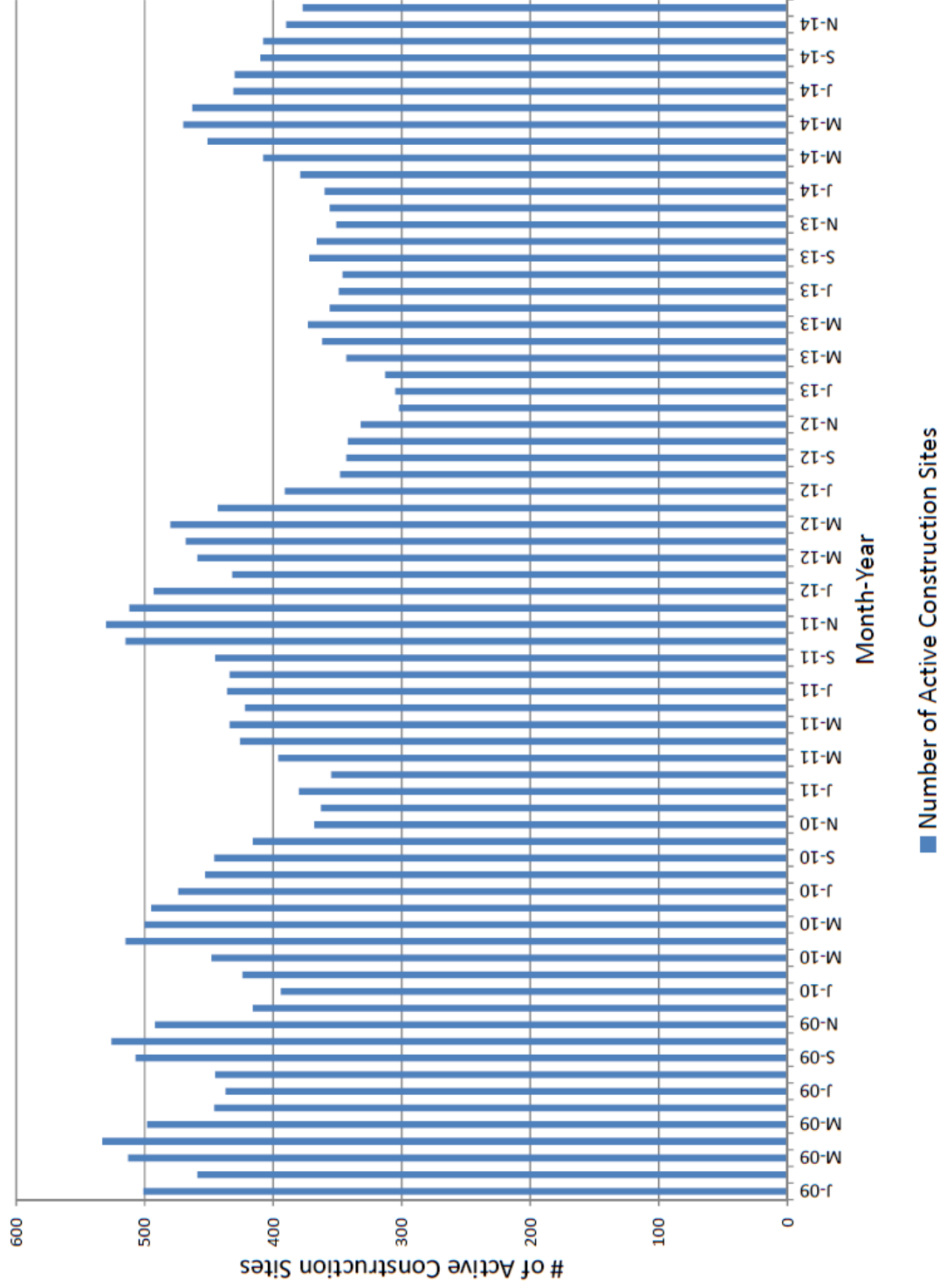


CY2014 Expenses by Prog. Element

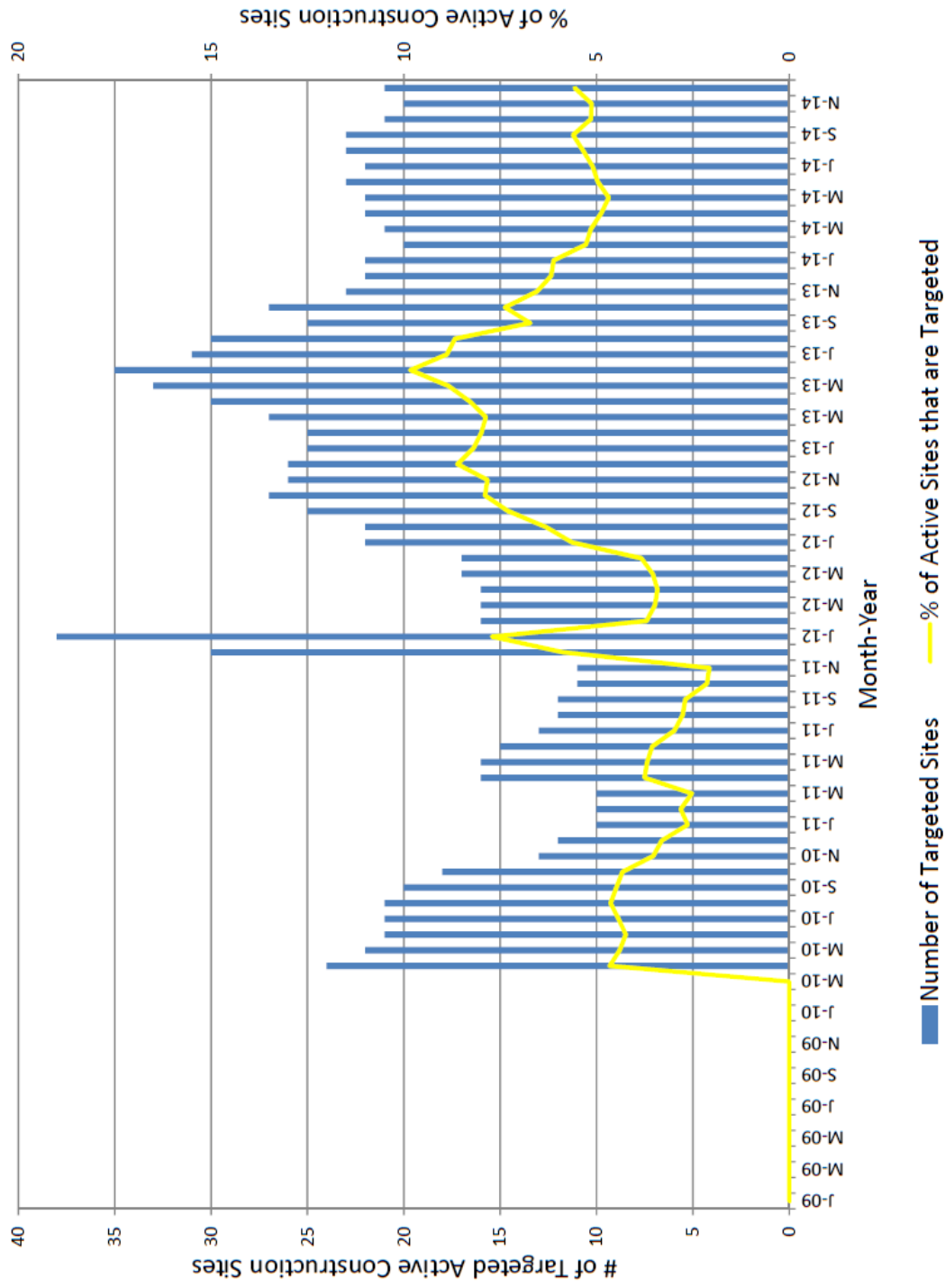
(~\$4.7M)



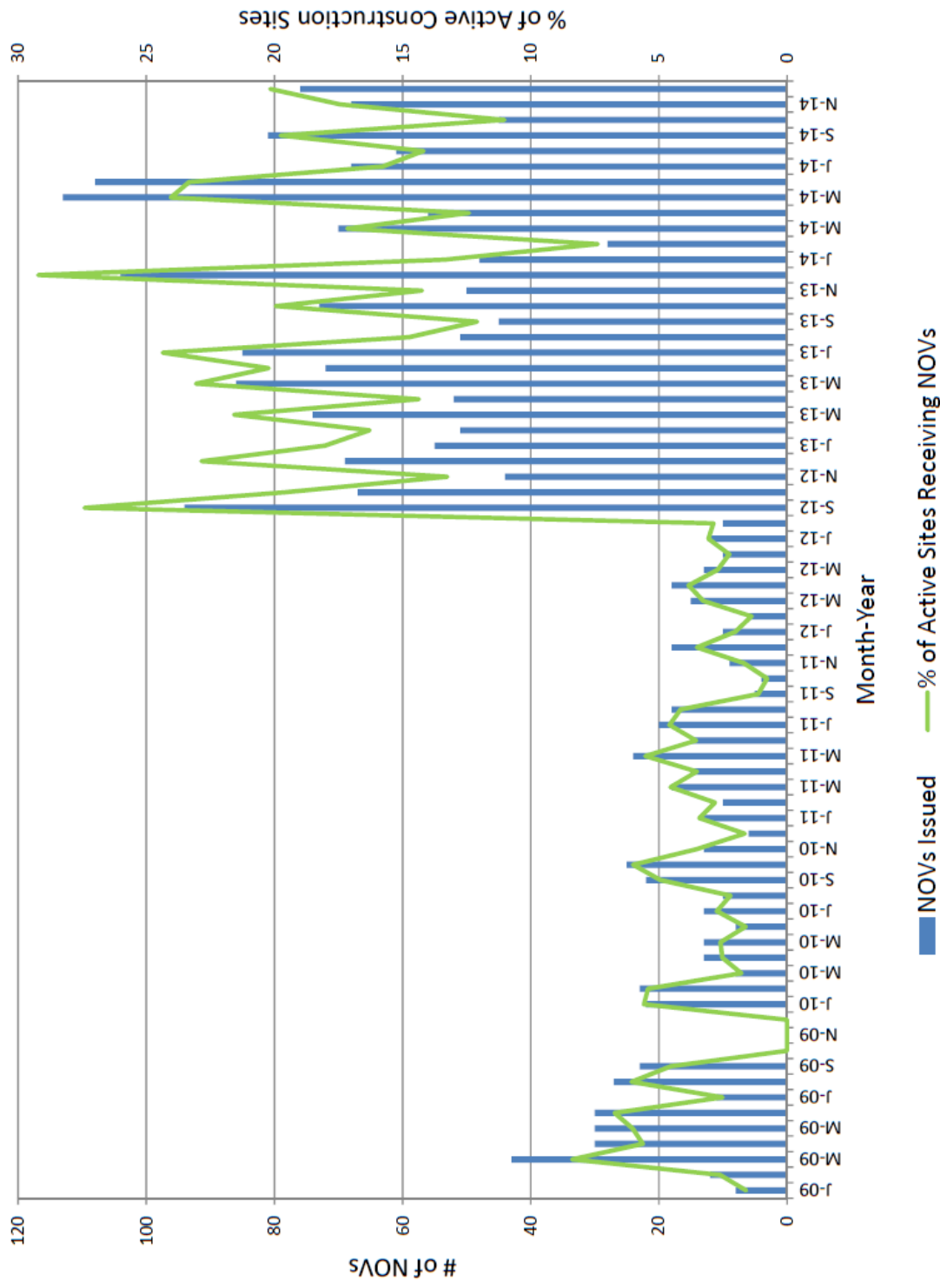
Active Construction Sites by Month



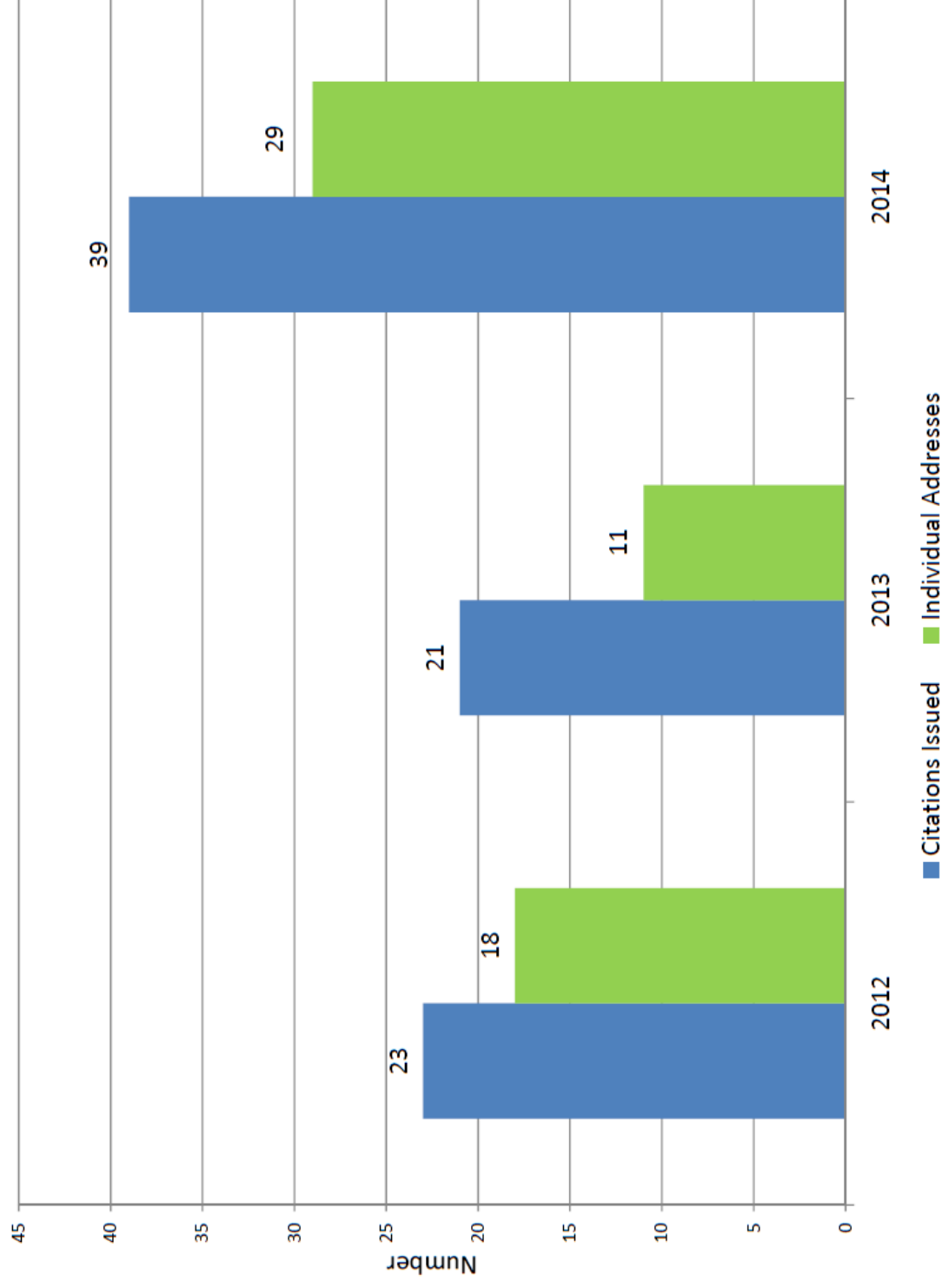
Targeted Active Construction Sites



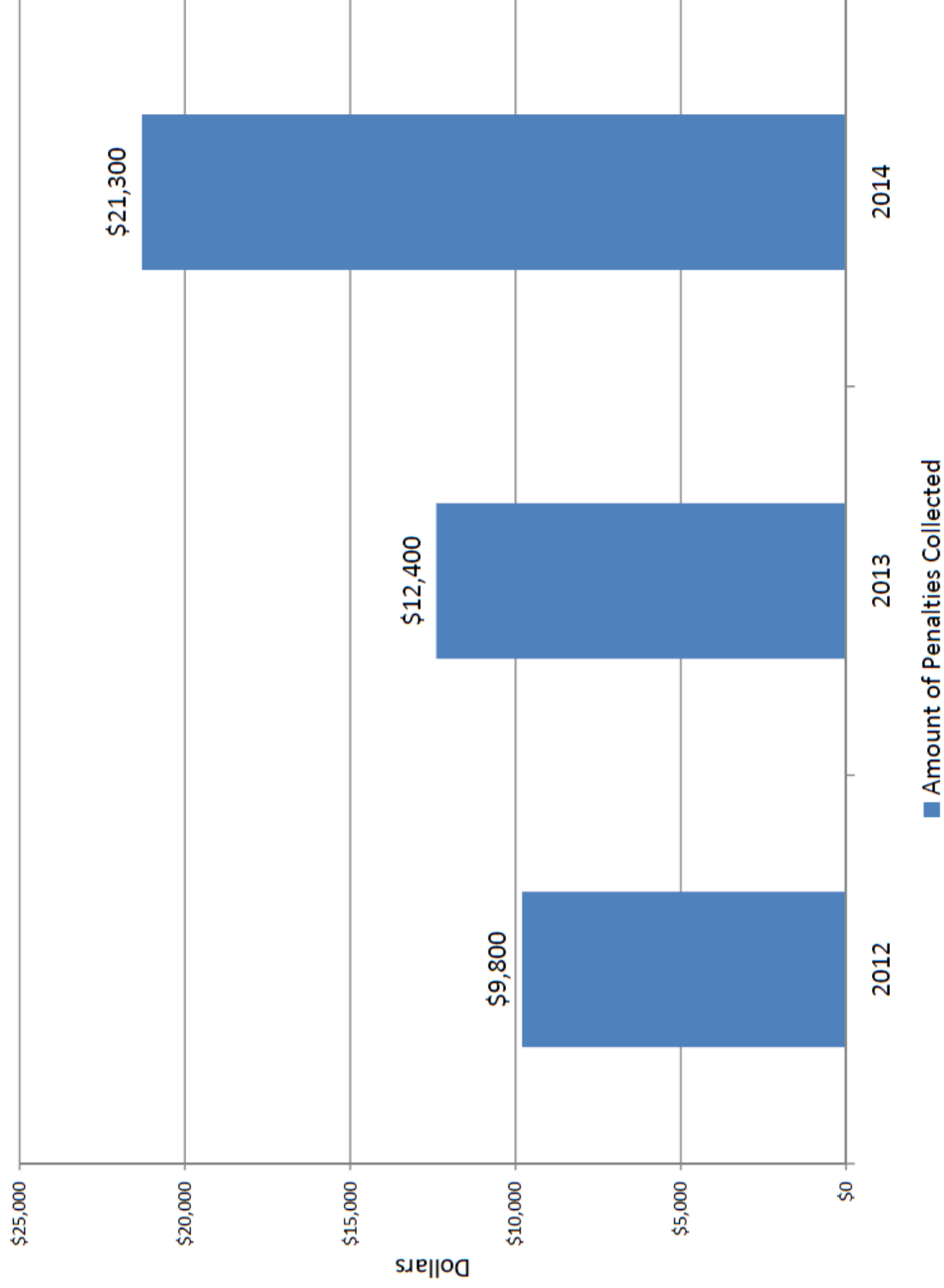
Active Construction Site Enforcement



Active Construction Site Enforcement



Active Construction Site Enforcement

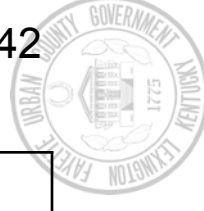


Industrial & High-Risk Commercial

- Industrial Facility Inspections:
 - >90% every 2-years 2009-2014
 - Inventory ranged from 57 to 84 facilities
- High-Risk Commercial Inspections:
 - 100% over the permit cycle 2009-2014
 - Inventory ranged from 11 to 22

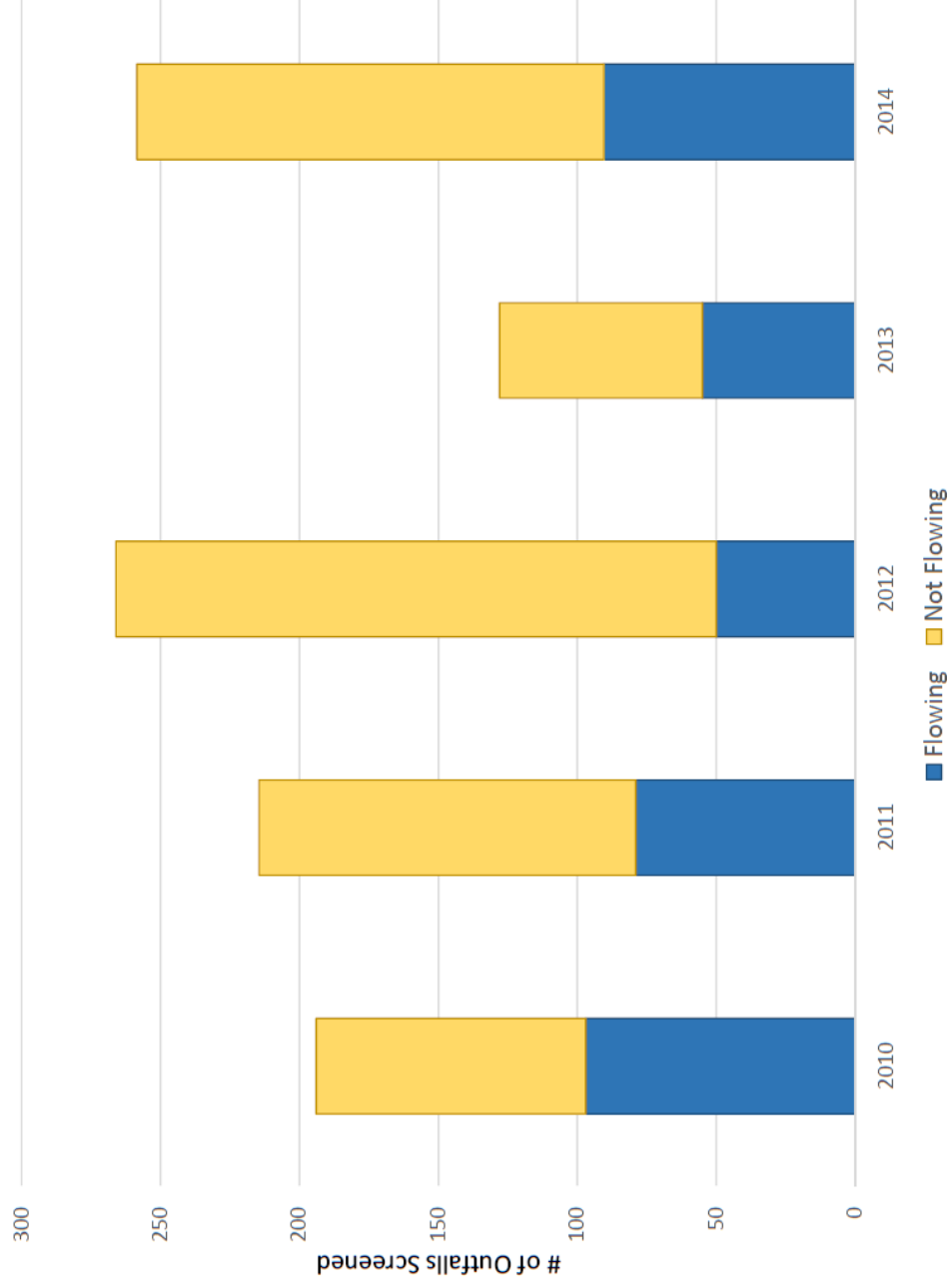
Visual Stream Assessments

Watershed	Stream Miles Walked	Outfalls Located	Flowing Outfalls	Utility Crossings	Severe Erosion	Stream Crossings	Litter / Dump Sites
Cane Run	16.6	174	16	43	10	116	35
East Hickman	24.4	207	22	33	0	96	7
North Elkhorn	23.8	202	27	113	9	107	3
South Elkhorn	28.9	546	43	270	37	298	19
Town Branch	10.9	239	45	77	12	82	11
West Hickman	27.8	653	113	127	15	360	19
Wolf Run	13.5	264	15	53	18	114	19
TOTAL	145.9	2,285	281	716	101	1,173	113



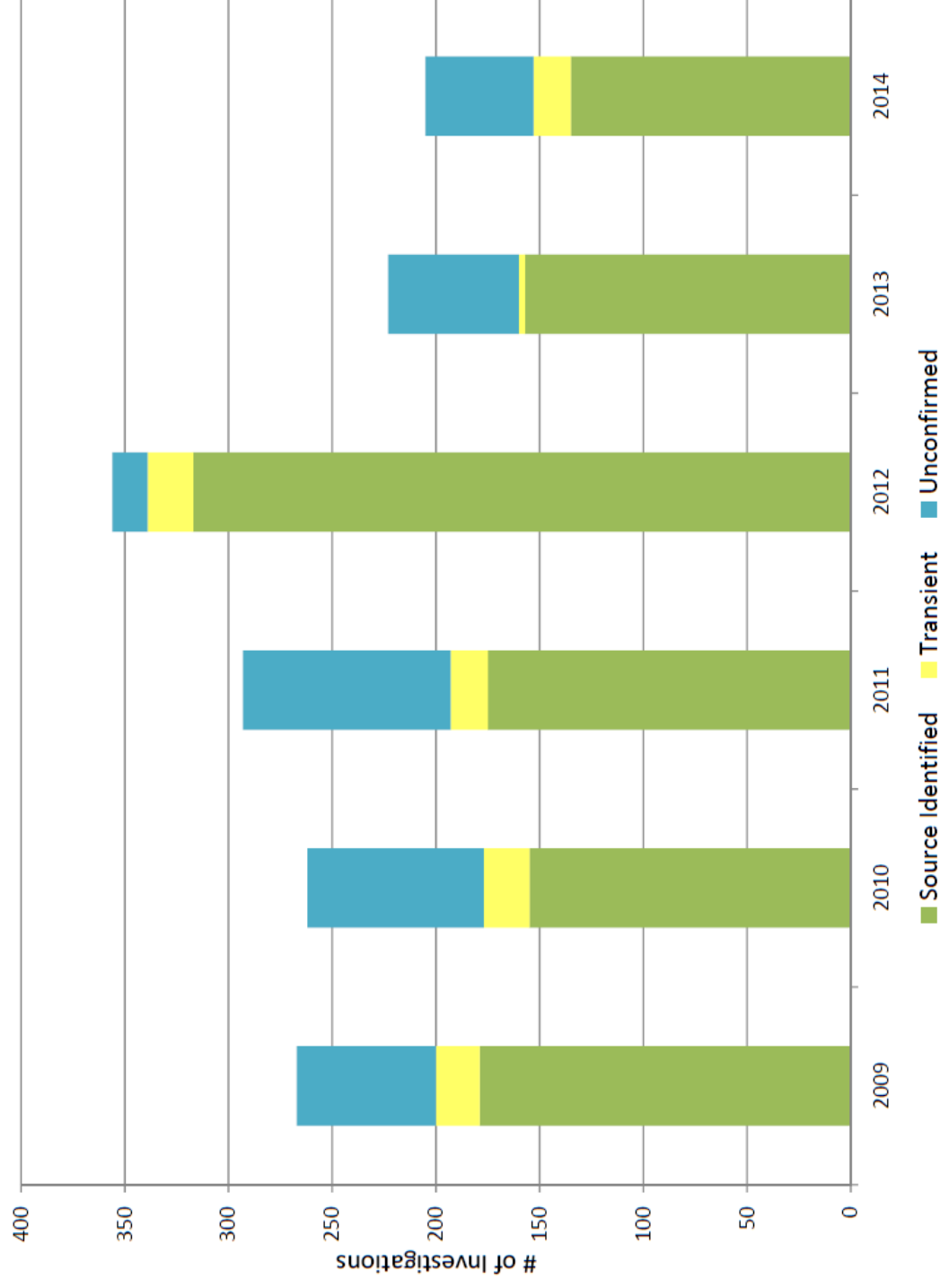
Screening of Major Outfalls

(361 in inventory)

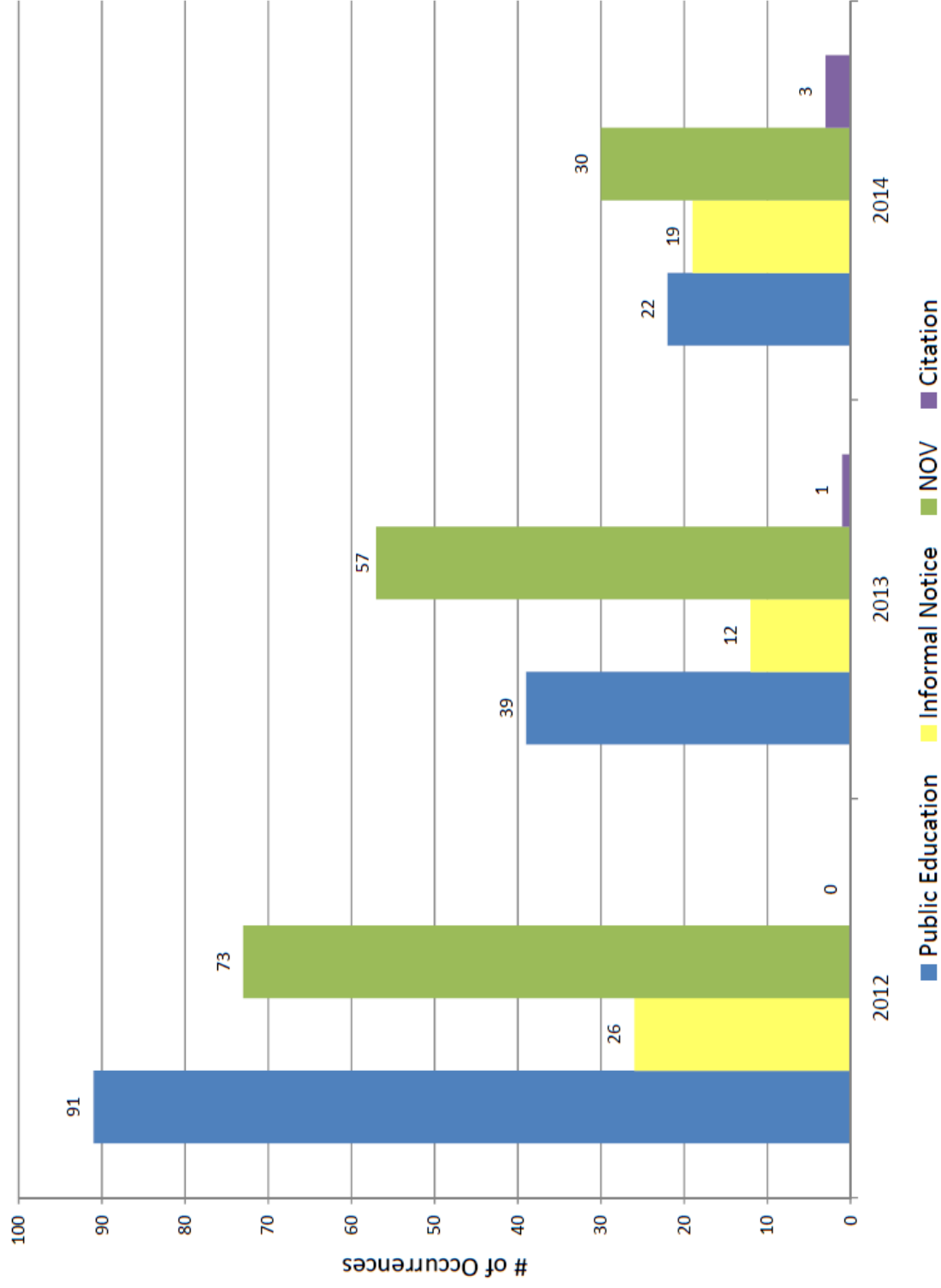


Watershed	# of Major Outfalls
Cane Run	53
East Hickman	45
North Elkhorn	35
South Elkhorn	63
Town Branch	53
West Hickman	80
Wolf Run	32
TOTAL	361

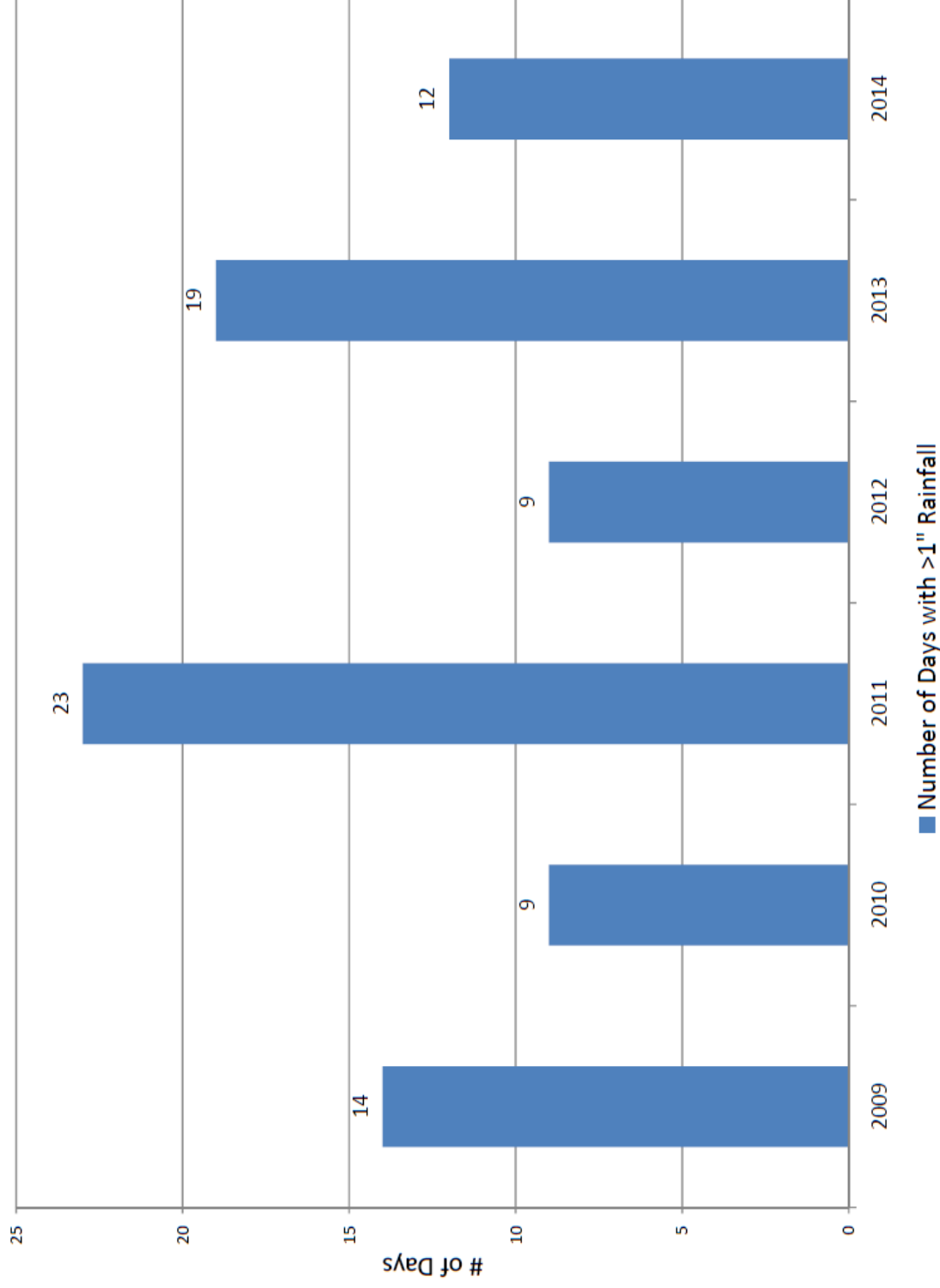
Illicit Discharge Investigations



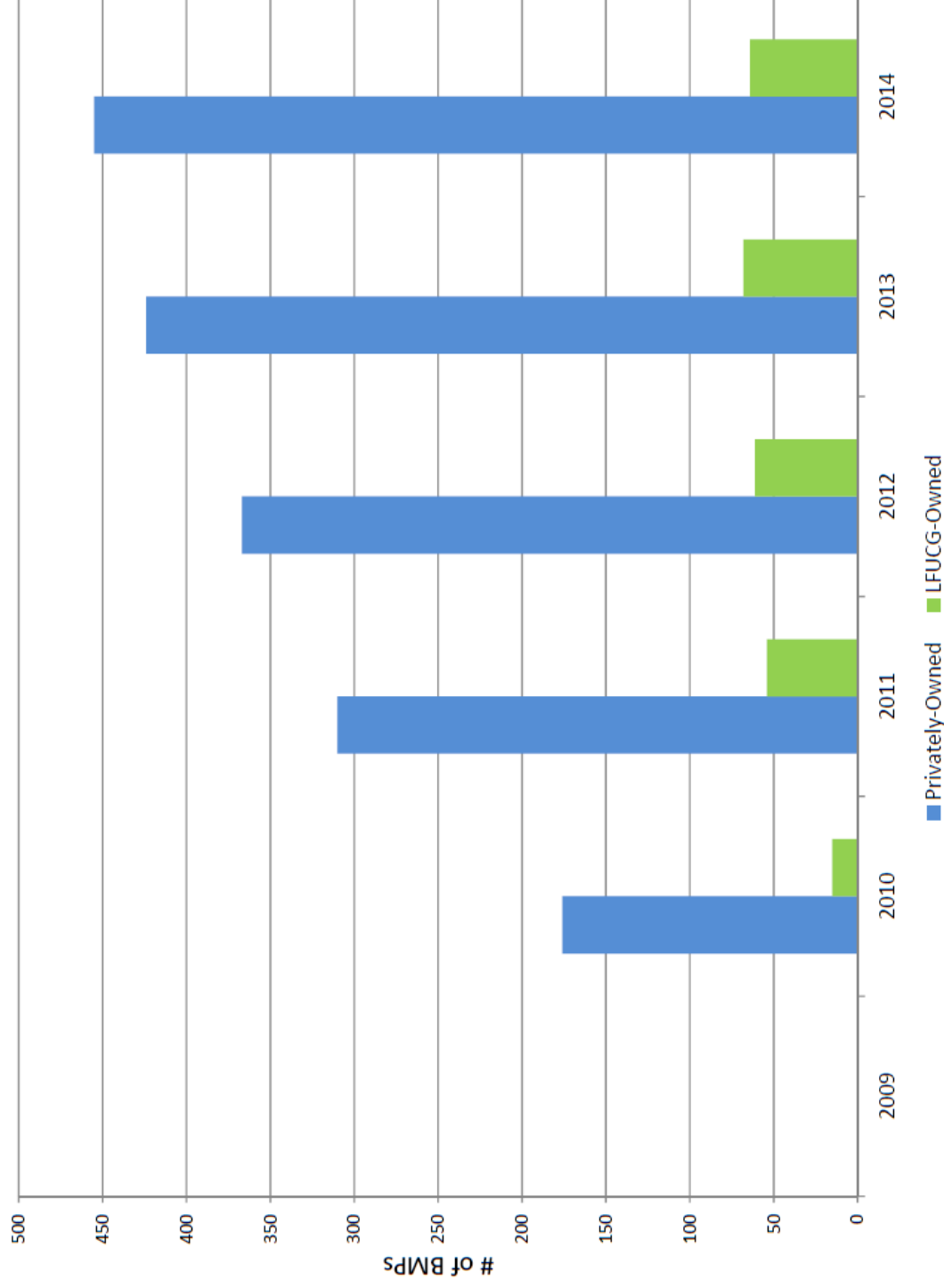
IDDE Compliance & Enforcement



Critical Culvert Inspections



Water Quality Controls



Stormwater Controls

- **Retention Pond Inspections:**
 - 100% every month 2009-2014
 - Inventory ranged from 98 to 111 ponds
- **Detention Basin Inspections:**
 - 100% twice per year 2009-2014
 - Inventory ranged from 1,162 to 1,212

Programs of Potential Concern

- Detention Basins / Retention Ponds
 - Clarifying maintenance responsibilities
- Illicit Discharge Detection and Elimination
 - Drainage way inspection program
 - Quantifying eliminated loads to support implementation of Total Maximum Daily Loads

Near-Term Permit Requirements

- Stormwater Quality Management Program
- Watershed-Focused Monitoring Program
- Stormwater Design Manual
- Pilot Watershed Report Card Webpage

Questions?

Downtown Speed Limit Reduction *Follow-up*

Environmental Quality and Public
Works Committee

October 20, 2015

Department of Environmental Quality and Public Works
Division of Traffic Engineering

Key issues for follow-up

- Significant potential for pedestrian-vehicle conflicts within proposed speed limit boundary
 - Suburban residential vs. downtown environment
- Gehl Studio – Public Space Public Life Study
- Pedestrian collision data analysis
- Comprehensive pedestrian safety approach
 - Engineering → x-walks, lane widths, travel speeds
 - Education → target demographics/geography
 - Enforcement → yield to peds in x-walk, speeding

Potential for Ped-Vehicle Conflicts

- Compact urban environments with a diversity of uses (places to walk to) have significantly more pedestrians than those that don't
 - Central Business District
 - University Areas
- Bigger Vision for Downtown Livability → attracts new residents and jobs
 - Not a question of whether people will move to downtowns but whether people will move to downtown Lexington



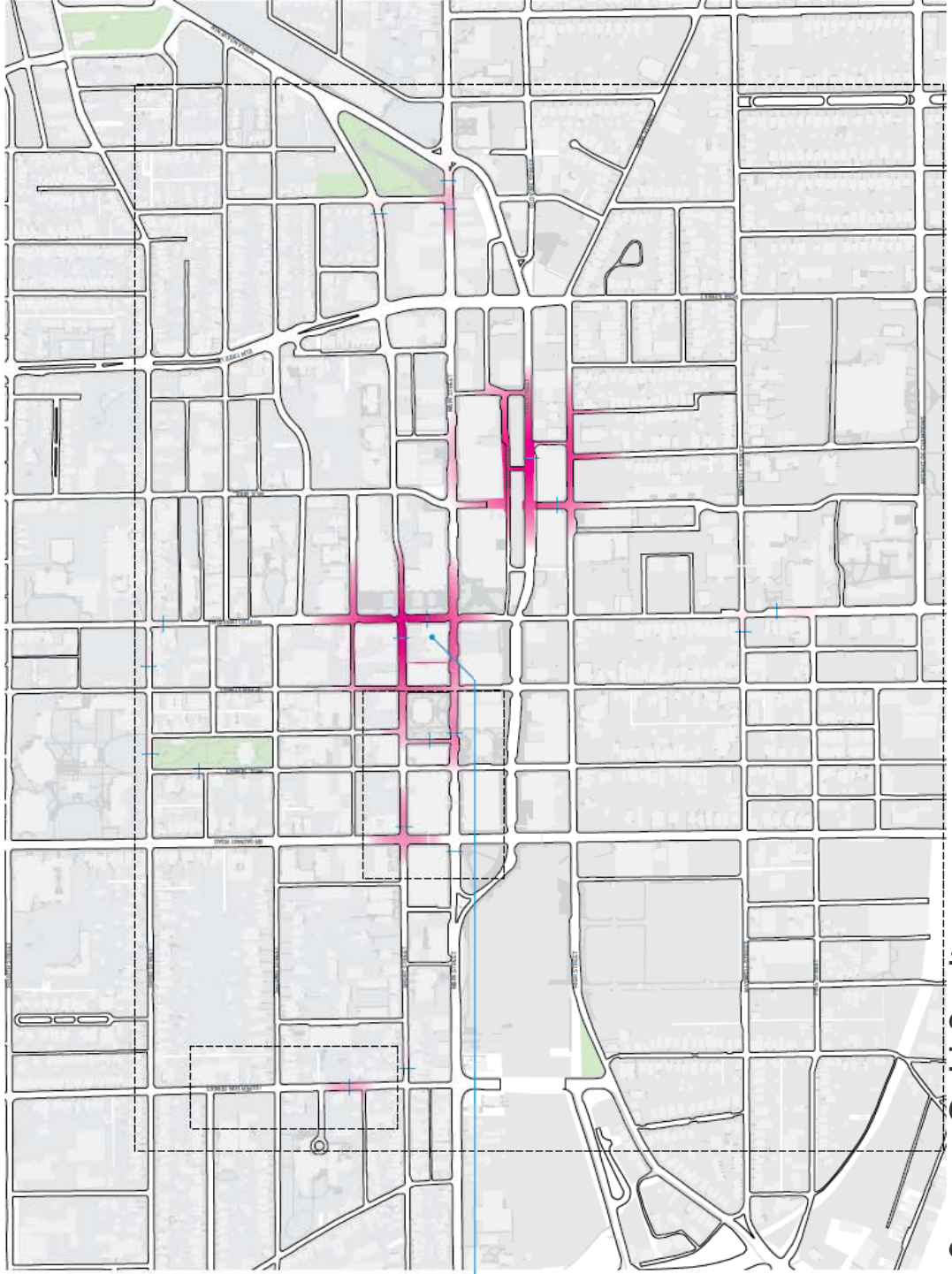
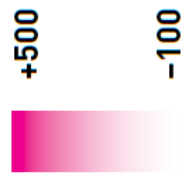
Public Space Public Life Survey

**Morning
Commute**

**Tuesday
8-10am**

75%
30 - 64 y/o

**Pedestrians
Per Hour**



Source: Gehl Studio

Public Space Public Life Survey

**Lunch
Break**

**Tuesday
12-2pm**

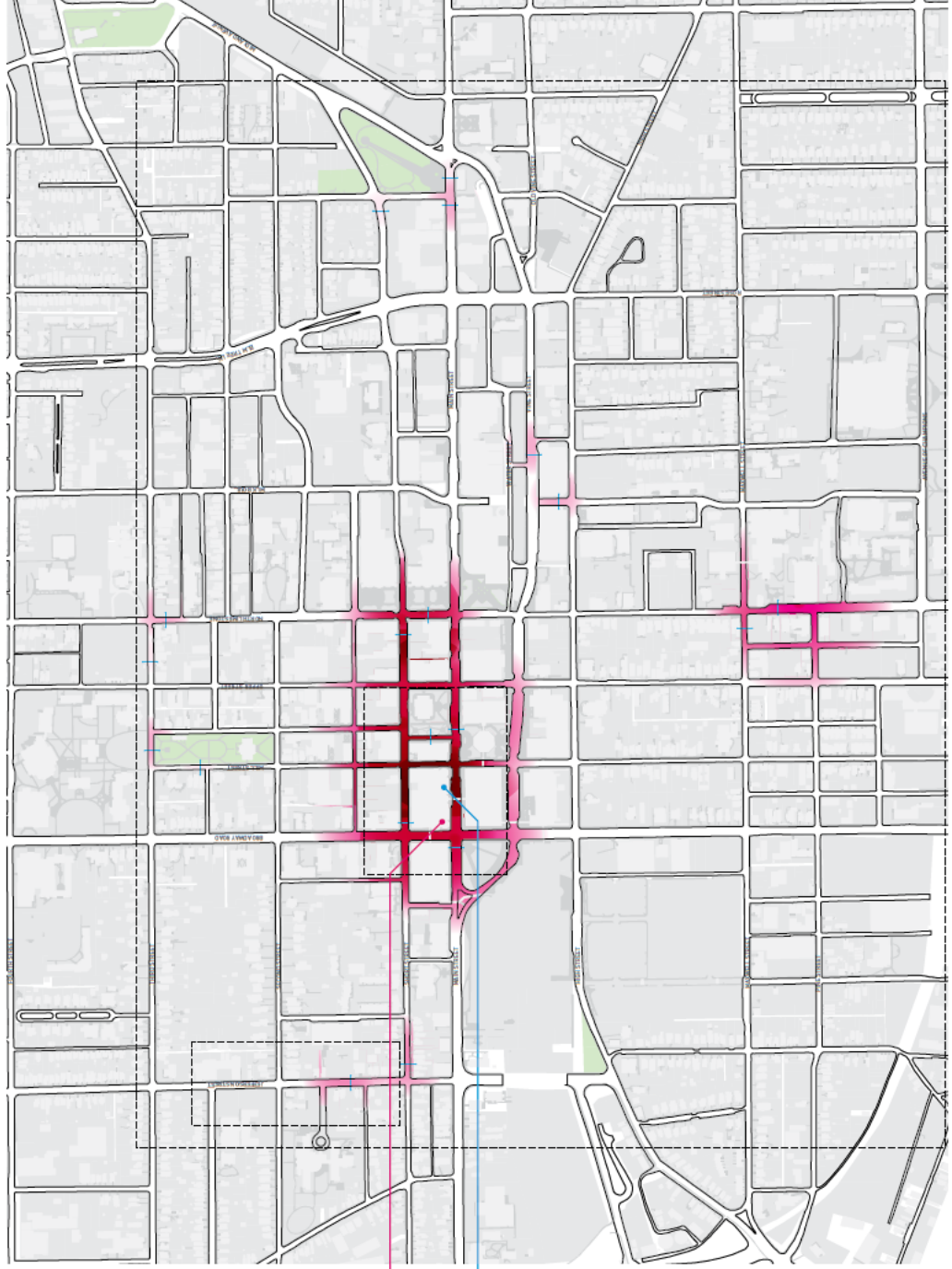
909
PEDS

82%
30 - 64 y/o

**Pedestrians
Per Hour**

+500

-100



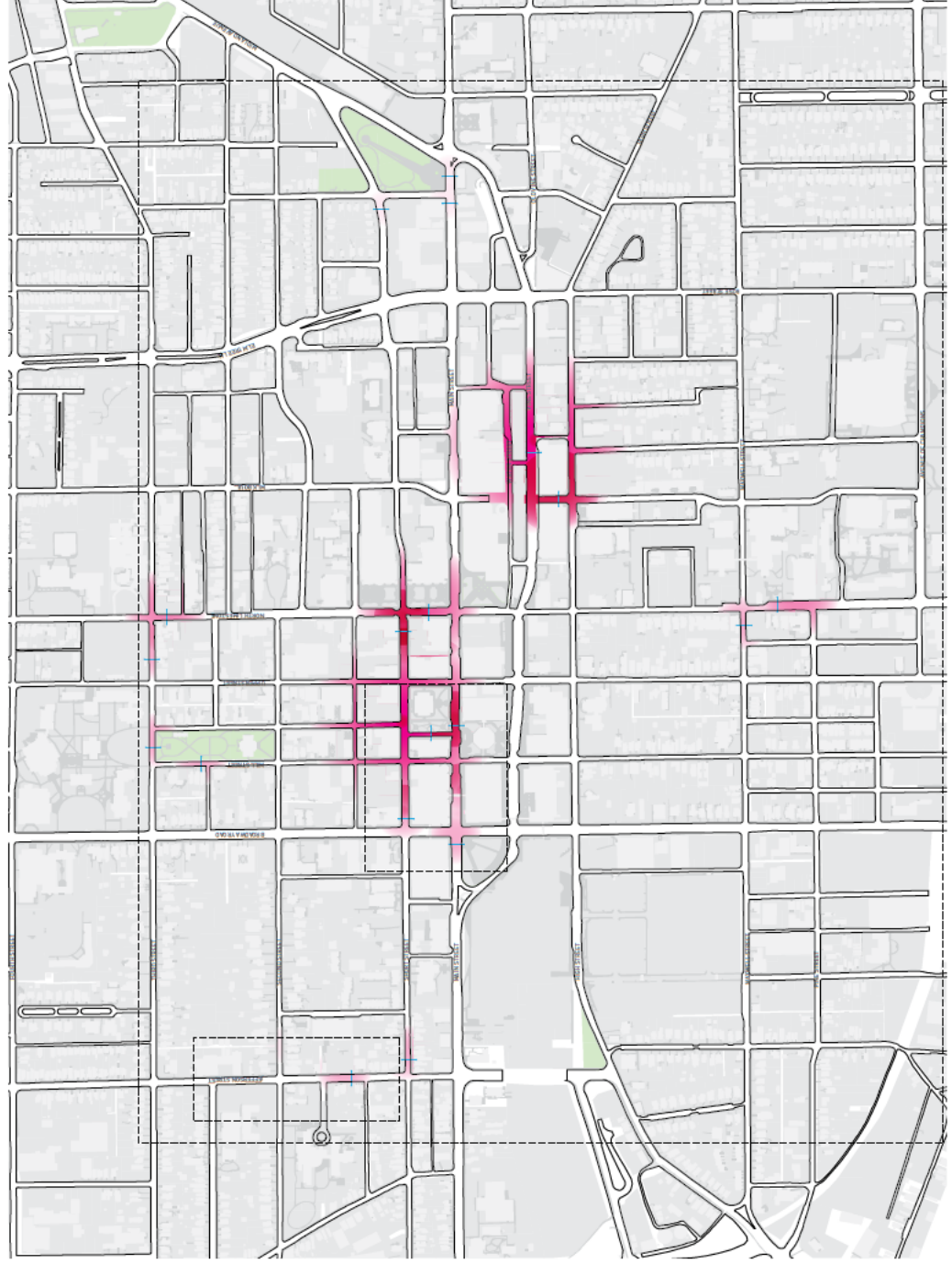
Source: Gehl Studio

Public Space Public Life Survey

**Evening
Commute**

**Tuesday
4-6pm**

**Pedestrians
Per Hour**



Source: Gehl Studio



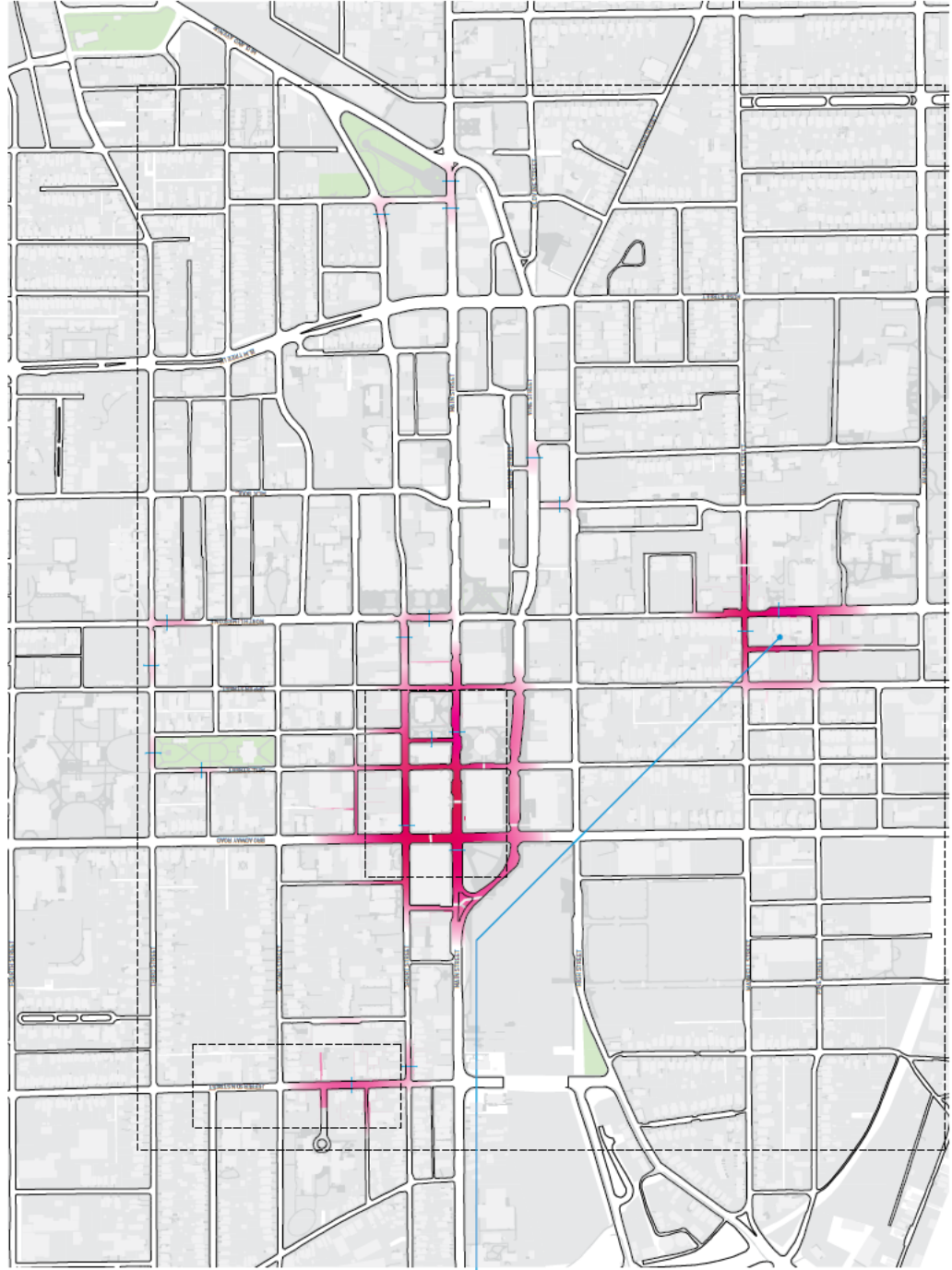
Public Space Public Life Survey

Evening

**Saturday
5-6pm**

53%
15 - 30 y/o

**Pedestrians
Per Hour** +500



Source: Gehl Studio

Public Space Public Life Survey

Compared to
other cities

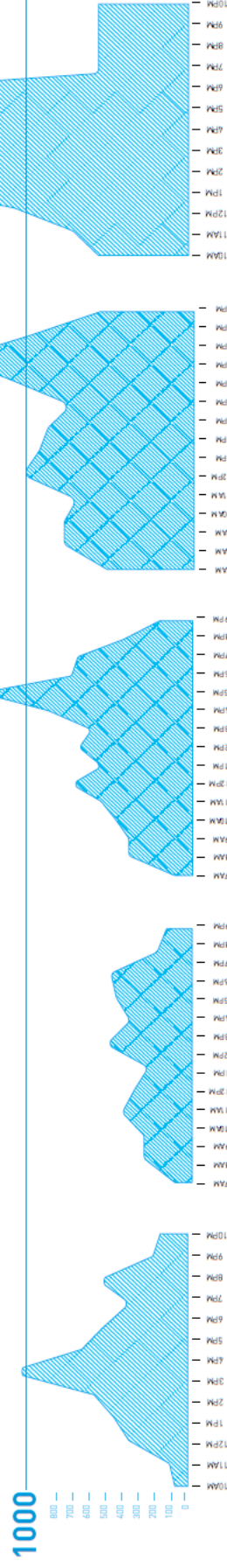
Short Street
1092 Peds/h peak
424 Daily Average

San Jose
East San Fernando
332 Peds/h

Philadelphia
Market Street
668 Peds/h

Seattle
3rd Ave
949 Peds/h

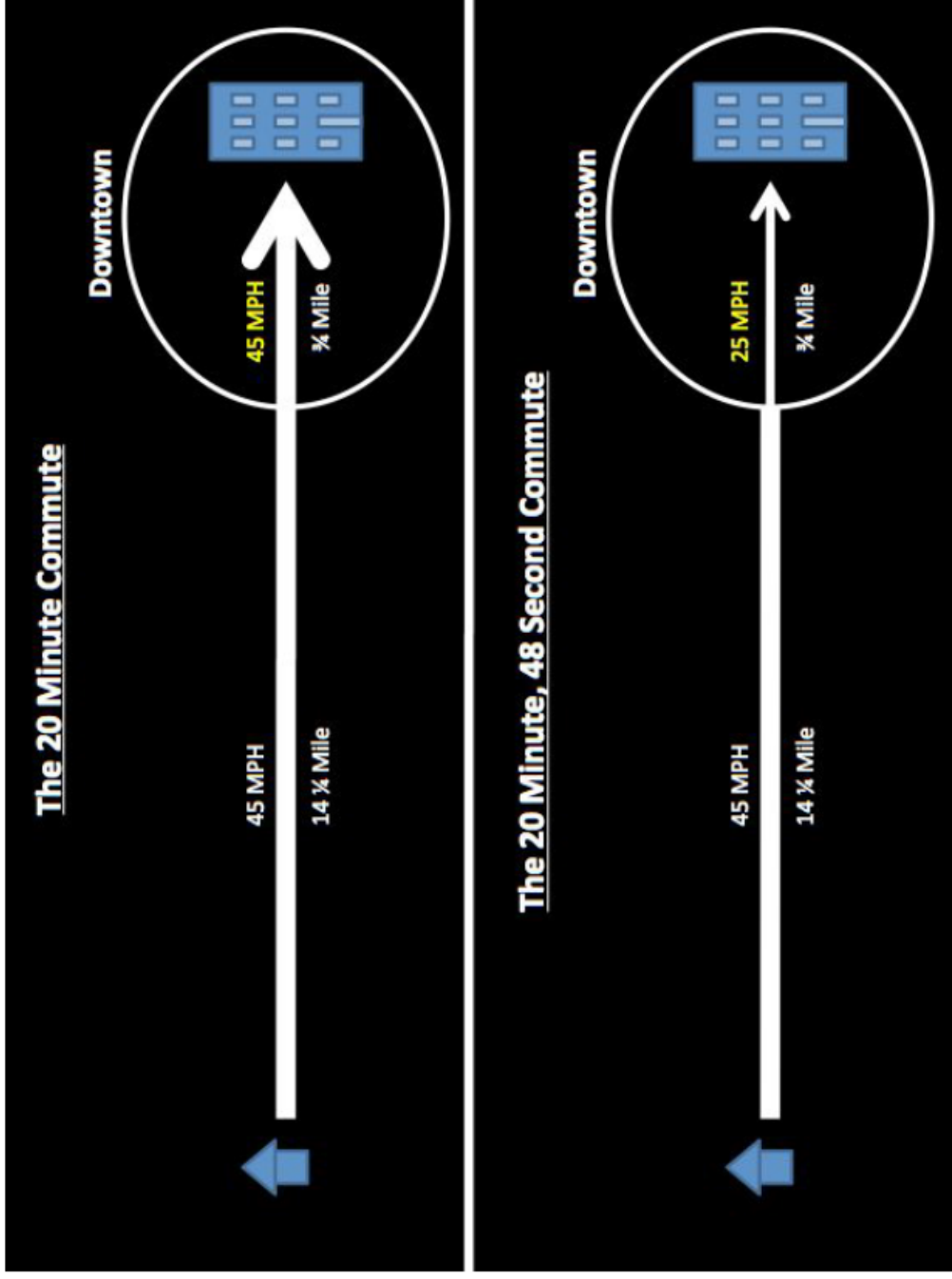
Denver
16th & Arapahoe
1414 Peds/h



Source: Gehl Studio



Impact of Downtown Speed Limit on Commute Times



This diagram from the engineering firm AECOM describes how a significant change in downtown speeds typically results in a minimal change to commute times.

Impact of Speed on Fatality Risk

Speed (MPH)	Stopping Distance (FT)	Pedestrian Fatality Risk (%)
10-15	25	2
20-25	40	5
30-35	75	45
40+	118	85



Vehicle stopping distance
improves by 45 feet when
traveling **25MPH** vs **30MPH**

FOR A SAFER NYC

SPEED
LIMIT **25**

VISION ZERO



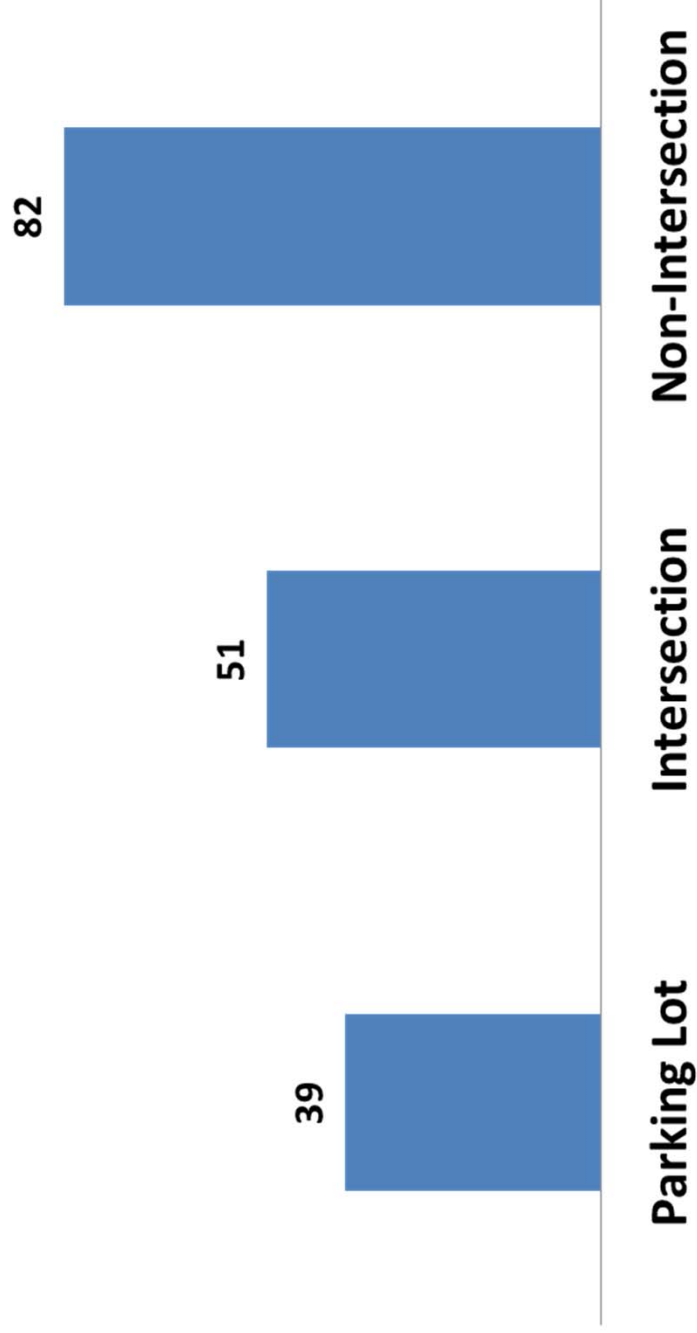
45 feet



nyc.gov/dot

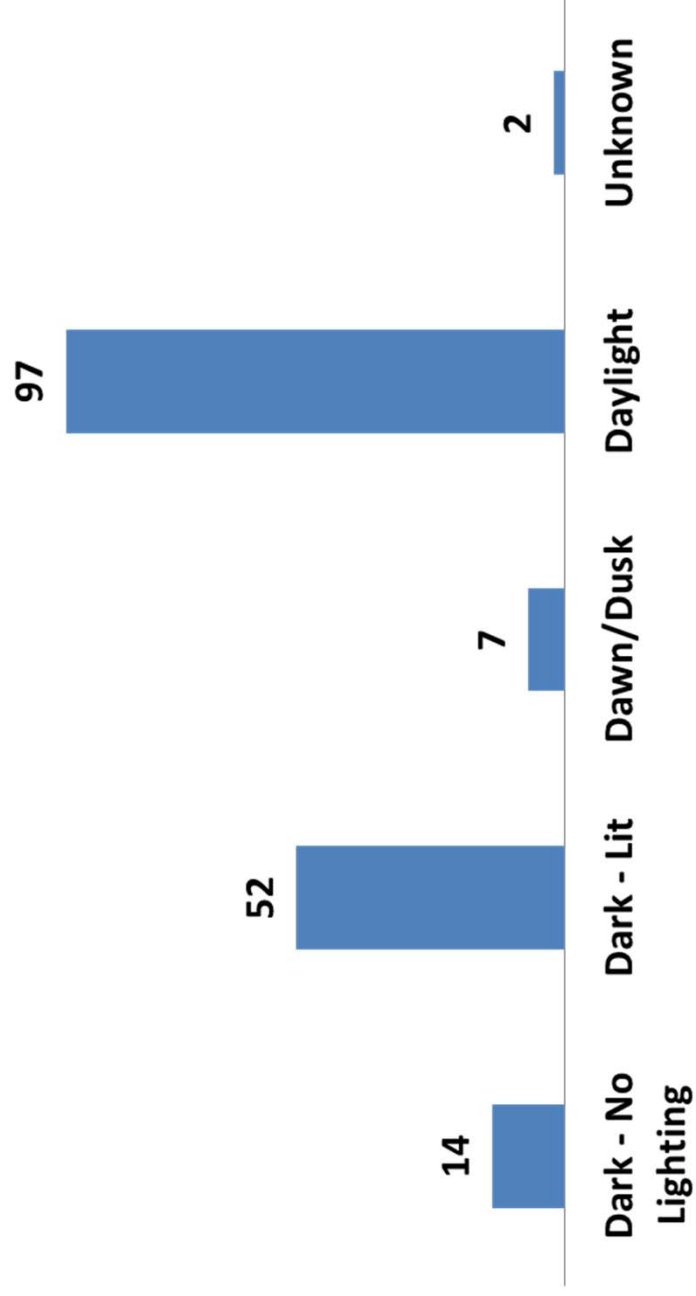
Ped Collision Data

Collision Location Distribution
June 2014 – June 2015



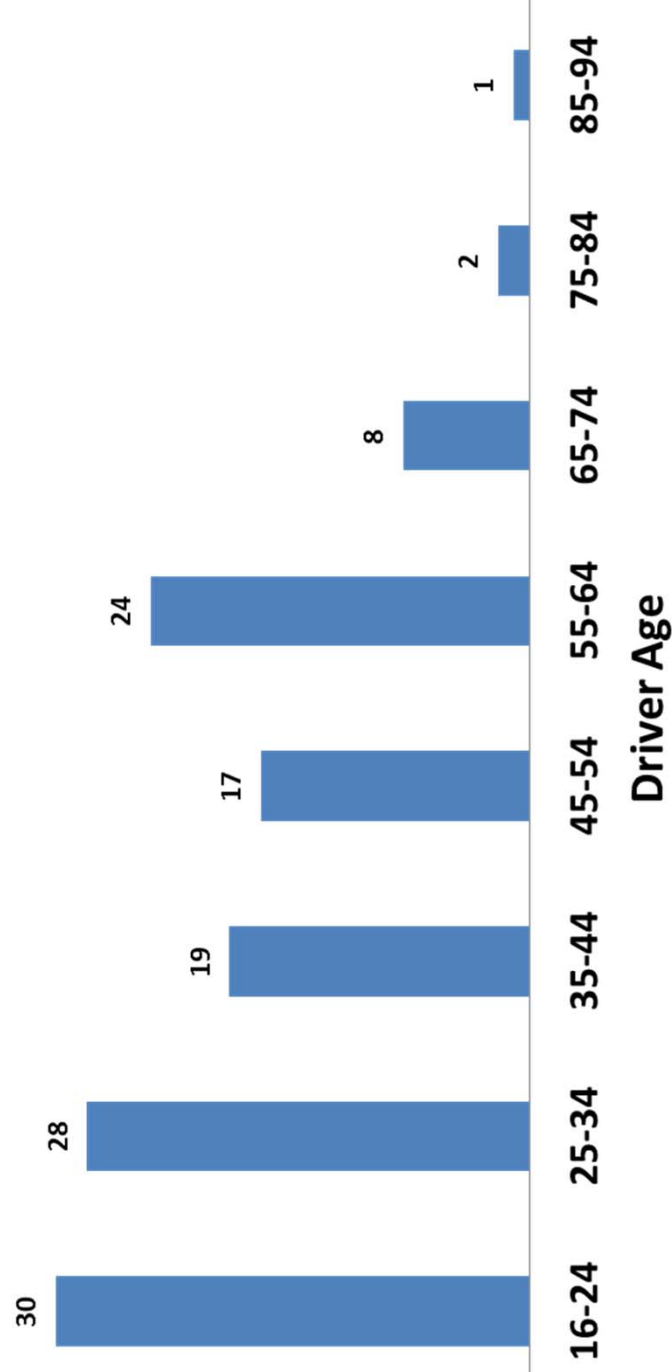
Ped Collision Data

Collision Light Condition
June 2014 – June 2015



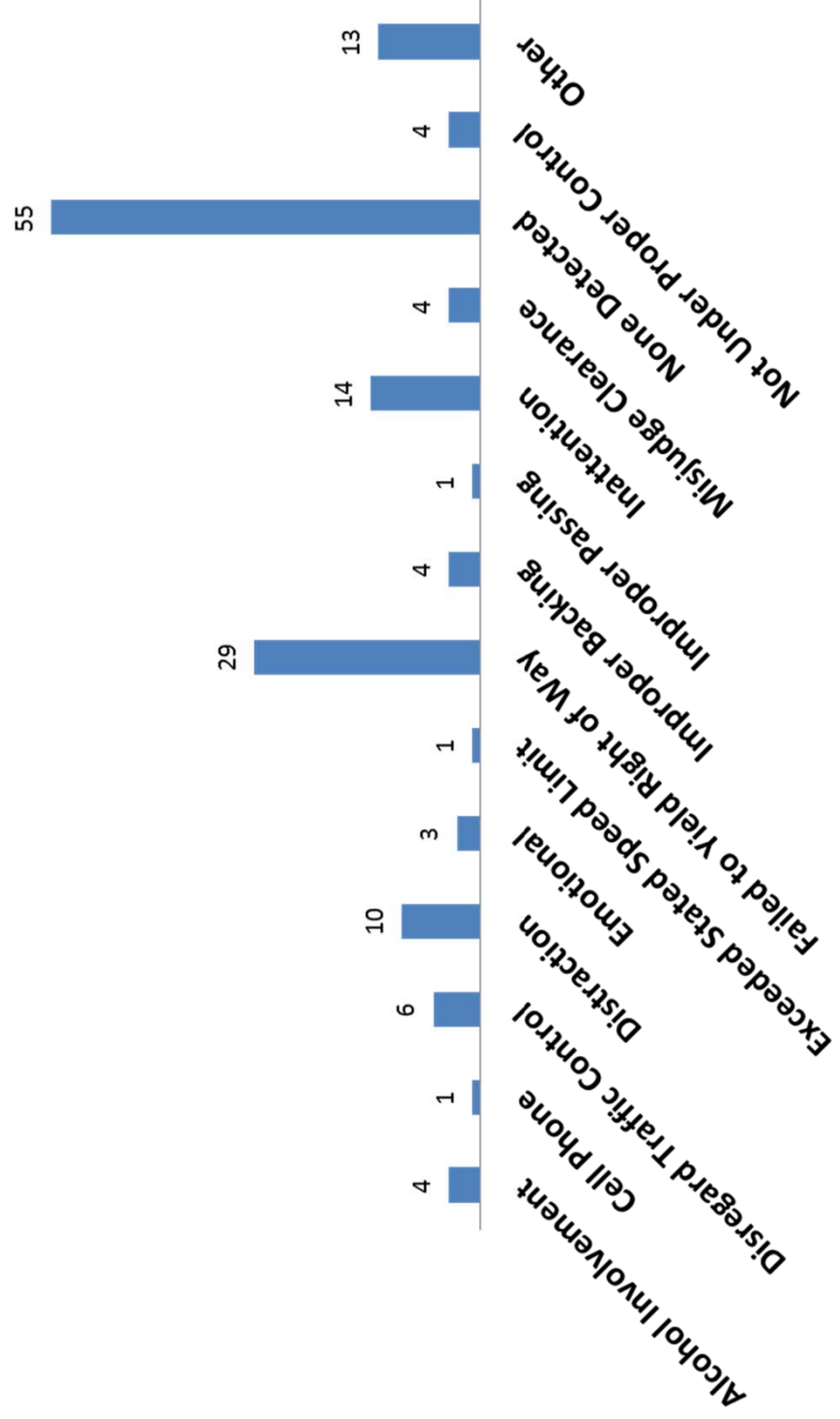
Ped Collision Data

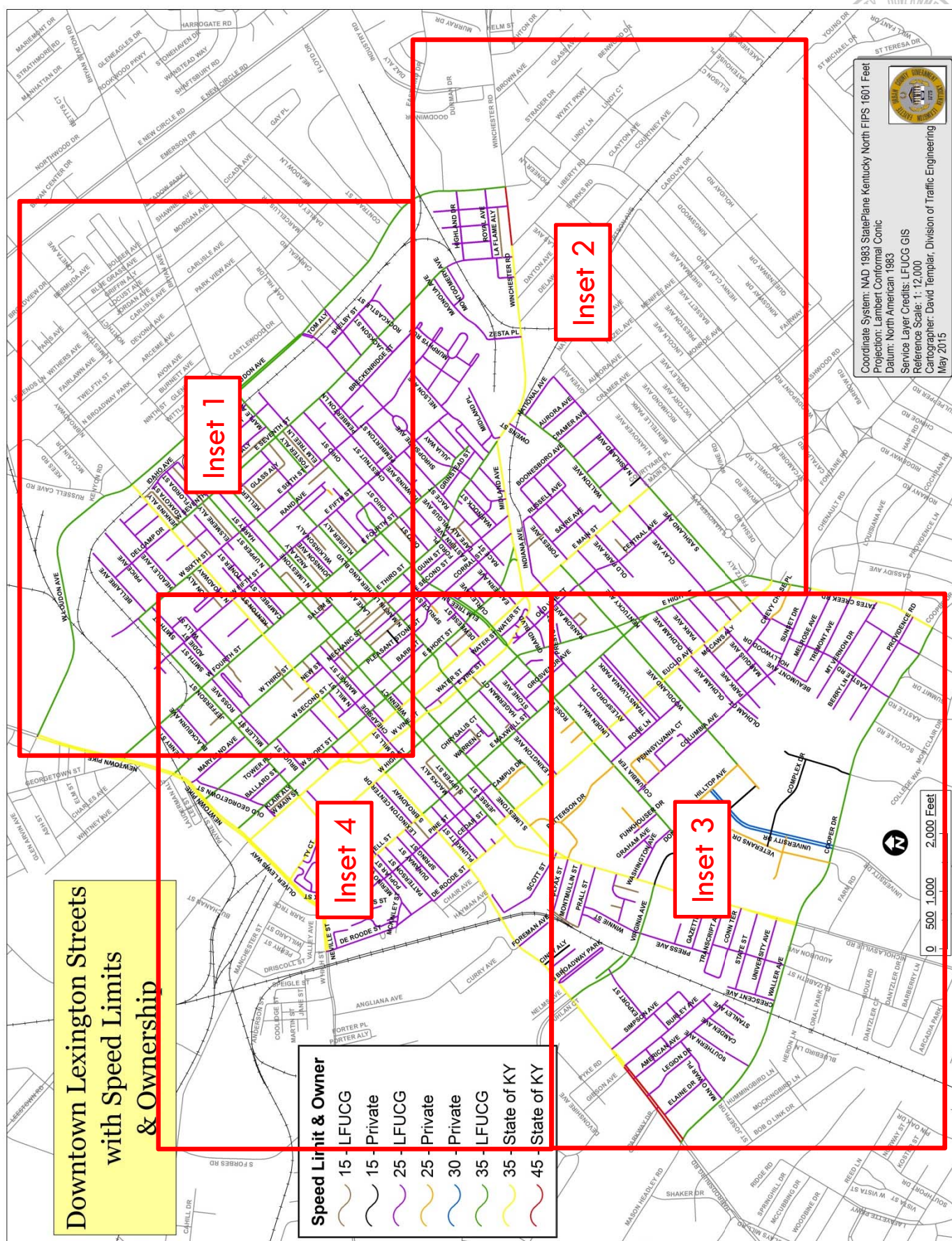
**Driver Age at Collision with Pedestrian
June 2014 – June 2015**



Ped Collision Data

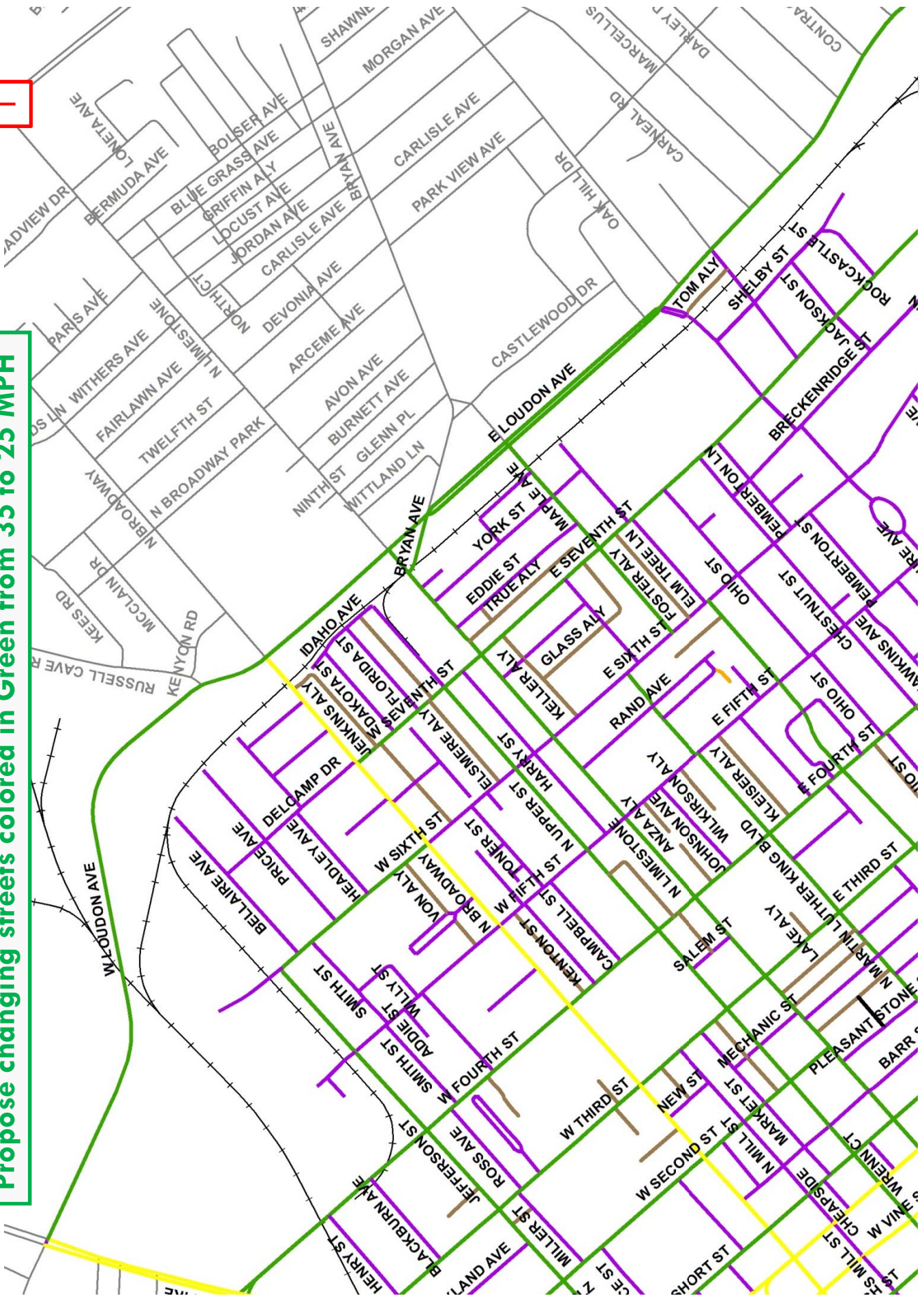
**Human Factors (Driver) in Pedestrian Collisions
June 2014 – June 2015**





1

Propose changing streets colored in Green from 35 to 25 MPH



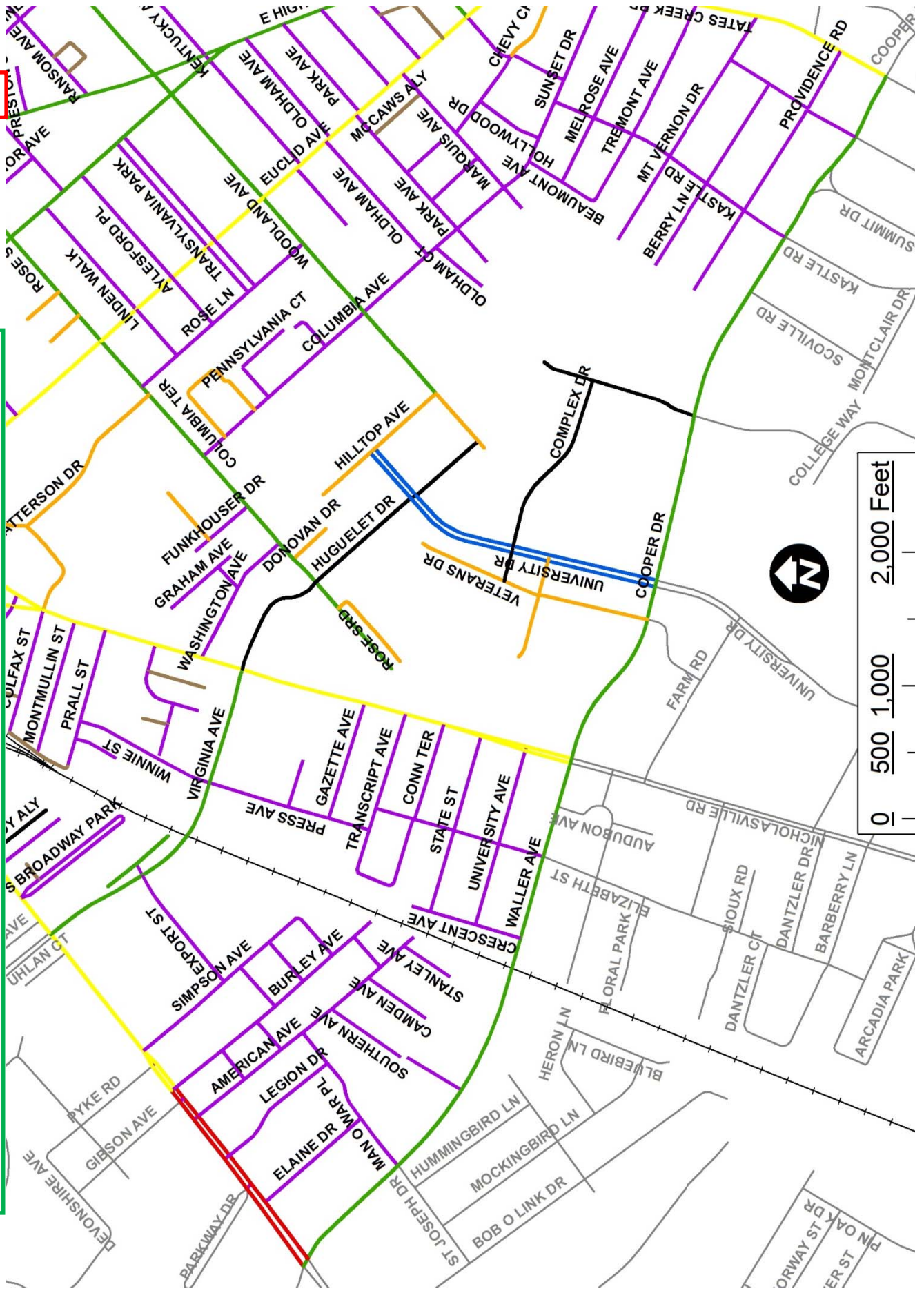
2

Propose changing streets colored in Green from 35 to 25 MPH

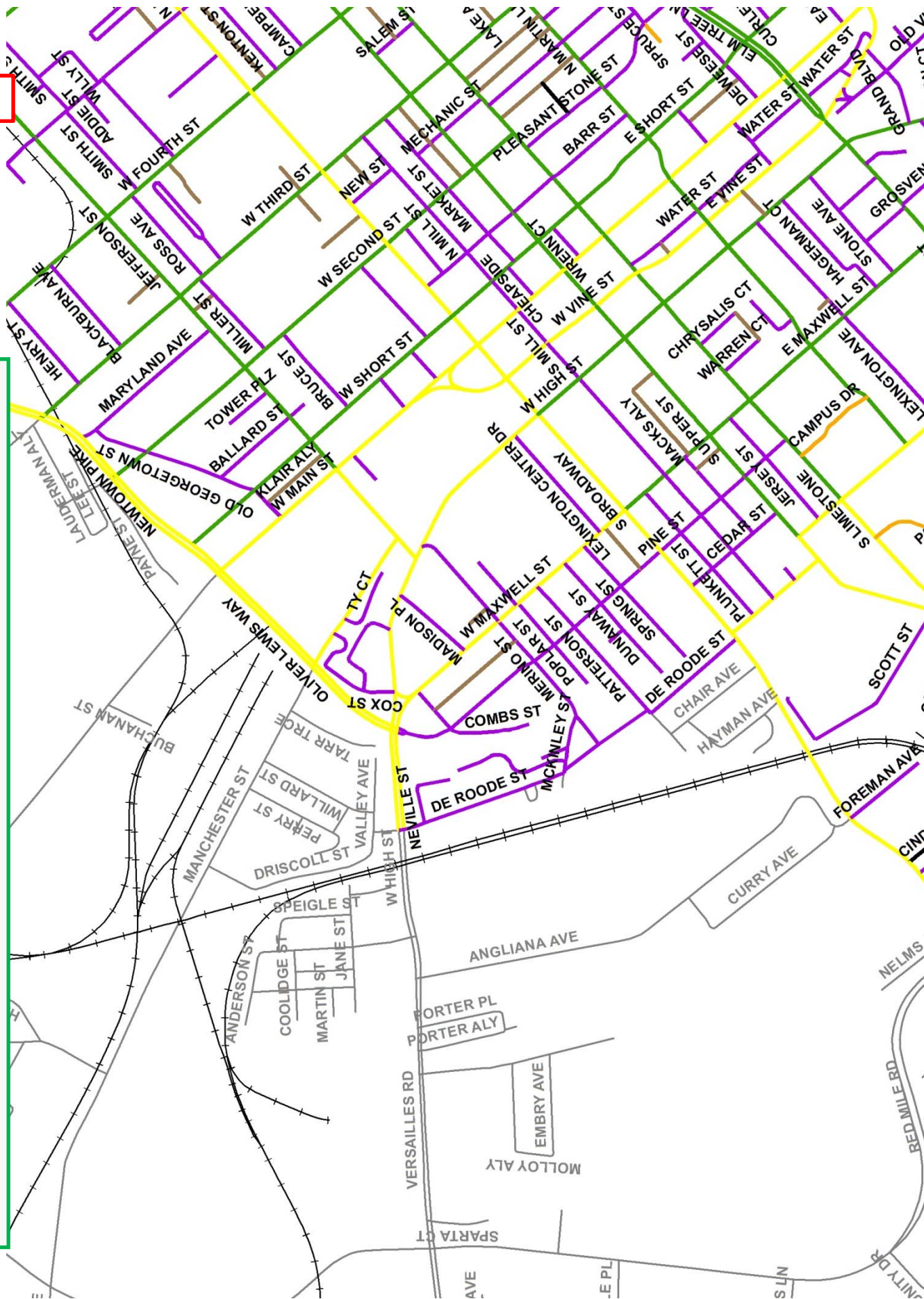


3

Propose changing streets colored in Green from 35 to 25 MPH



Propose changing streets colored in Green from 35 to 25 MPH



Implementation

- What changes can be made with little cost and in a short term that will have a positive impact?
- 158 downtown speed limit signs affected
 - \$5,900 fiscal impact
 - Funded in Traffic Engineering FY16 budget
- UK Administration is in support and will implement 25 MPH speed limit on University Dr. and Hilltop Ave.
- PR message
- Police enforcement

Questions?

Current Division of Water Quality Project Information Through September 2015				Color Key For Project Status			
Consent Decree Related Projects in Red				PROJECTS COMPLETED LAST SIX MONTHS			
PROJECTS COMPLETED LAST SIX MONTHS				NOTE: LIST DOES NOT INCLUDE ALL CONSENT DECREE PROJECTS PLANNED			
	BUDGET	FUND	CONTRACTOR	STATUS	PROJECTS CURRENTLY UNDERWAY		
1	\$1,300,689.00	4003	Robinson/Municipal	Completed During FY 2015	PROJECTS TO BEGIN NEXT SIX MONTHS		
2	\$9,133,128.00	4003	Howell/W. Rogers/HDR/Easements/Greg Testing	Complete	City Wide		
3	\$1,197,437.00	4003	Free Contracting/CMW Inc./Vision/Easements	Complete	12 & 2		
4	\$2,915,153.00	4003	Free Contracting/Integrated/Easements	Complete	5		
5	\$1,605,544.00	4003	Todd Johnson Contracting Inc./CDP/Vision/Easements	Complete	11		
6	\$443,039.00	4003	HDR	Design Complete	7		
7	\$240,140.00	4003	HMB	Design Complete	2		
8	\$18,006.00	4002	Kenvirons	Complete	5 & 7		
9	\$4,942,193.00	4003	Leak Eliminators	Completed During FY 2015	12		
10	\$235,155.00	4002	McNutt Construction	Complete	City Wide		
11	\$46,020.00	4003	GRW	Design Complete	4 & 12		
12	\$21,900.00	4052	Stantec	Complete	4		
13	\$705,632.00	4052	Grants Excavating	Complete	4		
14	\$17,940.00	4052	Bell Engineers	Complete	6,7		
15	\$89,205.00	4052	Bell Engineers	Complete	10		
16	\$11,600.00	4052	EC SI	Complete	9		
17	\$8,150.00	4052	EC SI	Complete	8		
18	\$34,240.00	4052	Leak Eliminators	Complete	5		
19	\$321,576.48	4052	Klausing Group, Inc.	Complete	2		
20	\$360,160.00	4052	Community Montessori School - Montessori Middle	Complete	10		
21	\$50,000.00	4052	The Southland Association (Feasibility Study)	Complete	3,10,11		
22	\$2,500.00	4052	Fayette County Public Schools: Bryan Station Middle	Complete	6		
23	\$12,841.00	4052	Palomar Hills Townhome Association Inc	Complete	10		
24	\$175,000.00	4052	Link-Belt Construction Equipment Co	Complete	6		
25	\$23,887,248.48						
PROJECTS CURRENTLY UNDERWAY				STATUS	ESTIMATED COMPLETION		
26				Construction continues	Fall 2015	Council District	
27	\$361,124.00	4003	Free Contracting	Construction continues	RMP deadline December 2015	7 & 12	
28	\$3,933,718.00	4003	Garney/Integrated	Construction continues	Fall 2016	4	
29	\$19,108,000.00	4003	Judy Construction	Design complete and construction underway	Construction started Fall 2014	2	
30	\$968,388.00	4003	GRW	Construction continues	RMP deadline December 2015	2	
31	\$3,115,049.00	4003	Free Construction/Vision RPR	Design underway and will bid in Spring 2016	RMP deadline December 2017	5 & 7	
32	\$1,206,000.00	4003	Tetra Tech	Bid Approved by Council	RMP Deadline December 2016	4 & 12	
33	\$9,819,220.00	4003	Judy Construction/HDR	Under construction/change order in process	RMP deadline December 2015	2	
34	\$5,404,596.00	4003	Judy Construction	Design complete and construction underway	RMP deadline December 2015	11	
35	\$398,413.00	4003	Tetra Tech	Design underway/Bid January 2016	RMP deadline December 2016	11	
36	\$172,950.00	4003	MSE	Ongoing	Change order in process	2	
37	\$1,044,418.00	4003	Hazen & Sawyer	Ongoing	CAP 5 yr Implementation ongoing-contract thru FY 2017	City Wide	
38	\$1,662,500.00	4003	Stantec	Ongoing	Completed 150 of EPA Required Program Elements	City Wide	
39	\$441,650.00	4003	Hazen & Sawyer	Underway	Ongoing	City Wide	
40	\$129,694.00	4003	ADS	Pending Council approval	Winter 2015	City Wide	
41	\$27,100.00	4003	Bell Engineers	Underway	Ongoing	City Wide	
42	\$1,100,000.00	4003	Robinson/Municipal	Underway	Fall 2015	City Wide	
43	\$301,119.00	4003	Whayne/Xylem	Bid awarded	Winter 2015	City Wide	
44	\$142,600.00	4003	Kenny Inc	Bid pending Council approval	Winter 2015	12	
45	\$79,469.00	4002	Cumberland Pipeline, LLC	Design 80% complete	Spring 2016	12	
46	\$49,950.00	4003	Kentucky Engineering Group	Construction nearly complete/CO in process	Fall 2015	3	
47	\$323,097.00	4003	Free	Ongoing	Ongoing	2	
48	\$675,357.00	4003	Purchasing Unit Price Contract (Leak Eliminators)	Underway	Fall 2015	City Wide	
49	\$75,000.00	4003	Strand	Construction nearly complete	Winter 2015	2	
50	\$17,653,442.00	4003	Smith Contracting, Inc./Strand	Underway	Winter 2016	2, 4 & 12	
51	\$2,103,555.00	4002	Building Crafts Inc./HDR	New Contract Awarded to Tetra Tech	Ongoing	2	
52	\$816,000.00	4052	Tetra Tech	Design Submittal still under review by EPA	EPA deadline for construction 1/3/2016	City Wide	
53	\$250,000.00	4051	CDP Engineers	Design 90% Complete	Fall 2015	2	
54	\$99,500.00	4052	EC SI	Underway	Winter 2015	6	
55	\$241,874.21	4052	Solid Rock Const. Services	Acquisition complete, demo to begin	Fall 2015	10	
56	\$750,000.00	4052	TBD	Ongoing	Fall 2015	11	
57	\$180,000.00	4052	Property acquisition	Construction underway	Fall 2015	6	
58	\$177,650.00	3400	Eco Gro	Design Analysis Underway	Fall 2015	1	
59	\$33,250.00	4052	EC SI	Design Analysis Underway	Fall 2015	9	
60	\$21,800.00	4052	EC SI	Ongoing	Spring 2016	8	
61	\$600,000.00	4052	Property acquisition			6	

62	Clarksdale Ct. FEMA Grant (Part of the Ft. Sumter project)	\$1,156,800.00	4052	Property acquisition	Underway	Spring 2016	6
63	Yuma Ct. Drainage Analysis	\$10,550.00	4052	ECSI	Task Order executed	Fall 2015	11
64	Haven Ct./ Cane Run Rd. Stormwater Improvement Design	\$16,700.00	4052	Bell Engineers	Selected alternate design to begin	Fall 2015	7
65	Cane Run Rd. Stormwater Improvement Design	\$12,700.00	4052	Bell Engineers	Selected alternate design to begin	Fall 2015	6
66	Colonial Dr. Drainage Improvement Design	\$23,650.00	4052	Palmer	Task Order executed	Fall 2015	11
67	Tanbark Stormwater Investigation	\$14,000.00	4052	Bell Engineers	Design Analysis Underway	Winter 2015	8
68	Hunters Wood Stormwater Investigation	\$8,200.00	4052	Bell Engineers	Design Analysis Underway	Winter 2015	5
69	Higbee Mill Rd. Stormwater Design	\$12,950.00	4052	Bell Engineers	Design Analysis Underway	Winter 2015	9
70	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
71	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
72	FY 2012 Class A Stormwater Quality Incentive Grant	\$17,000.00	4052	Martin Luther King Neighborhood Association	Ongoing	Winter 2015	1
73	FY 2012 Class B Education Stormwater Quality Incentive Grant	\$17,514.00	4052	UK Research Foundation (w/ James Lane Allen Elem.)	Ongoing	Winter 2015	11
74	FY 2012 Class B Infrastructure Stormwater Quality Incentive Grant	\$60,440.00	4052	Living Arts and Science Center	Ongoing	Winter 2015	1
75	FY 2013 Class A Stormwater Quality Incentive Grant	\$36,828.80	4052	Brighton Woods Neighborhood Association	Ongoing	Winter 2015	6
76	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant	\$215,745.00	4052	Embrace Church	Ongoing	Winter 2015	1
77	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant	\$203,944.00	4052	The Fountains at Andover	Ongoing	Winter 2015	7
78	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant	\$148,169.00	4052	Habitat for Humanity	Ongoing	Winter 2015	5
79	FY 2013 Class B Infrastructure Stormwater Quality Incentive Grant	\$350,000.00	4052	J M Smuckers	Ongoing	Winter 2015	1
80	FY 2014 Class A Stormwater Quality Incentive Grant	\$28,875.00	4052	Friends of Wolf Run	Ongoing	Winter 2015	3,10,11
81	FY 2014 Class A Stormwater Quality Incentive Grant	\$3,530.00	4052	Harrods Hill Neighborhood Association	Ongoing	Winter 2015	10
82	FY 2014 Class A Stormwater Quality Incentive Grant	\$65,954.52	4052	Southern Heights Neighborhood Association	Ongoing	Winter 2015	4
83	FY 2014 Class A Stormwater Quality Incentive Grant	\$46,640.48	4052	Waterford II Neighborhood Association	Ongoing	Fall 2015	4
84	FY 2014 Class B Education Stormwater Quality Incentive Grant	\$22,299.00	4052	University of KY Research Foundation	Ongoing	Winter 2015	3
85	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant	\$302,557.00	4052	G&J Pepsi-Cola Bottlers, Inc.	Ongoing	Winter 2015	11
86	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant	\$350,000.00	4052	Lexmark International, Inc.	Ongoing	Winter 2015	1
87	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant	\$275,000.00	4052	Sanford E. Levy, LLC	Ongoing	Winter 2015	3
88	FY 2015 Class A Stormwater Quality Incentive Grant	\$40,834.40	4052	Brighton Woods Association Inc.	Ongoing	Winter 2015	6
89	FY 2015 Class A Stormwater Quality Incentive Grant	\$31,170.00	4052	Friends of Wolf Run	Ongoing	Fall 2016	3, 10, 11
90	FY 2015 Class A Stormwater Quality Incentive Grant	\$80,588.50	4052	North Limestone Community Development Corporation	Ongoing	Fall 2016	1
91	FY 2015 Class B Education Stormwater Quality Incentive Grant	\$30,000.00	4052	Bluegrass Greensource	Ongoing	Spring 2016	3
92	FY 2015 Class B Education Stormwater Quality Incentive Grant	\$33,906.00	4052	Living Arts and Science Center	Ongoing	Fall 2016	1
93	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant	\$286,630.00	4052	Transit Authority of Lexington, KY (Lextran)	Ongoing	Fall 2016	1

94	Total	\$77,381,043.91					
95	PROJECTS TO BEGIN NEXT SIX MONTHS	BUDGET ESTIMATE	FUND	CONTRACTOR	STATUS	ESTIMATED START	Council District
96	West Hickman WWTP Clarifier Flow Distribution	TBD	4003	TBD	Bid in process	Late Fall 2015	4 & 12
97	RMP Town Branch WWTP Headworks Improvement	TBD	4003	TBD	Bid Winter 2015	Winter 2016	2
98	West Hickman Building Expansion	TBD	4003	TBD	Bid Fall 2015	Winter 2015	4 & 12
99	UK Trunk A Construction (RMP TB4)	TBD	4003	TBD	Expected to bid January 2016	EPA Deadline December 2016	2
100	East Hickman Pump Station (RMP EH2)	TBD	4003	TBD	Design should start Winter 2015	EPA Deadline December 2018	7
101	East Hickman Wet Weather Storage Tank (RMP EH3)	TBD	4003	TBD	Design should start Winter 2015	EPA Deadline December 2018	7
102	East Hickman Force Main (RMP EH1)	TBD	4003	TBD	Design should start Winter 2015	EPA Deadline December 2018	7, 8, 12
103	EA3 Force Main Design (RMP CR3)	TBD	4003	TBD	Design should start Winter 2015	EPA Deadline December 2018	2, 12
104	EA3 Trunk Design (RMP CR4)	TBD	4003	TBD	Design should start Winter 2015	EPA Deadline December 2018	1, 12
105	EA3 Pump Station Design (RMP CR2)	TBD	4003	TBD	Design should start Winter 2015	EPA Deadline December 2018	12
106	West Hickman B (RMP WH 3)	TBD	4003	TBD	Design should start Winter 2015	EPA Deadline December 2017	4, 8, 12
107	West Hickman 7 Wet Weather Storage Tank (RMP WH1)	TBD	4003	TBD	Design should start January 2016	EPA Deadline December 2018	5
108	Rogers Road Stormwater Improvements Construction	TBD	4052	TBD	Bid Fall 2015	Fall/ Winter 2015	6
109	Colonial Dr. Drainage Improvement Construction	TBD	4052	TBD	Construction expected late fall 2015	Fall 2015	11
110	Wilson Downing Tributary Improvements Design	TBD	4052	Stantec	Selected alternate design to begin	Fall 2015	4
111	Tucson Dr. Stormwater Improvements Design	TBD	4052	TBD	TBD	TBD	10
112	Clays Mill (3461) Drainage Construction	\$75,000.00	4052	TBD	Design Analysis Underway	Fall/Winter 2015	9
113	Pimlico Pkwy (3455) Drainage Construction	\$45,000.00	4052	TBD	Design Analysis Underway	Fall/Winter 2015	8
114	FY 2014 Class B Infrastructure Stormwater Quality Incentive Grant	\$13,893.00	4052	Living Arts and Science Center	Awarded/Contract Stage	Winter 2015	1
115	FY 2015 Class B Education Stormwater Quality Incentive Grant	\$2,495.00	4052	William Henderson (UeducateU)	Awarded/Contract Stage	Winter 2015	1, 5
116	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant	\$50,000.00	4052	Kentucky Horse Park	Awarded/Contract Stage	Winter 2015	12
117	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant	\$350,000.00	4052	Kentucky Horse Park	Awarded/Contract Stage	Winter 2015	12
118	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant	\$47,000.00	4052	Phil Holoubek	Awarded/Contract Stage	Winter 2015	3
119	FY 2015 Class B Infrastructure Stormwater Quality Incentive Grant	\$59,534.00	4052	Thoroughbred Center	Awarded/Contract Stage	Winter 2015	12

Environmental Quality & Public Works Committee Referrals

Committee Item	Referred By	Date	Status	File ID
Waste Management Funding Options	Stinnett	5/13/2011	Waste Management Task Force	
Empower Lexington Plan	Kay	3/20/2012	Annual Update Summer 2015	
Urban Forestry Management Plan	Gibbs	1/28/2014	Item recommended in Tree Canopy Survey - Fall 2015	
Tree Protection Language in RFPs / Tree Protection Planning	Gibbs	6/16/2015	Fall 2015	
Retention/Detention Maintenance & Enforcement	Mossotti/Scutchfield	10/14/2014 and 8/12/2015	November 2015	
Private Streets: Enforcement, Maintenance & Specifications	Mossotti	11/29/2013	Fall 2015	
Review & Update Snow & Ice Control Plan / Annual Update	Stinnett / Brown	2/24/2015	May 2015; August 2015; October 2015	1025-15
Fiber Optic Technology	Farmer	5/6/2014	Sept 2014; November 2015	
Pavement Management	Farmer	2/12/2015	February 2015; September 2015; November 2015	
Keep Lexington Beautiful Annual Report	Henson	3/10/2015	April 2015	
Sidewalks -- Priority List & Funding	Stinnett	6/2/2015	October 2015	1303-15
Street trees	Stinnett	6/16/2015	Fall 2015	
Curbs	Gibbs	7/7/2015	1st quarter 2016	
Maintenance of bike trails and sidewalks	Moloney	8/18/2015	November 2015	
Neighborhood Traffic Management Program	Moloney	4/14/2015	June 2015; November 2015	
Downtown Speed Limits	Farmer	8/24/2015	September 2015; October 2015	1086-15
Municipal Separate Storm Sewer System (MS4)	Farmer	9/8/2015	October 2015	1304-15
Presentation re: Financial Performance of Materials Recycling Facility	Henson	9/22/2015		