

- H. LeGris, Chair
- D. Sevigny, Vice-Chair
- J. Brown
- T. Morton
- E. Curtis
- L. Sheehan
- L. Higgins-Hord
- J. Hale
- A. Beasley
- H. Boone



Environmental Quality and Public Works (EQPW) Committee

Tuesday, October 7, 2025

1:00 P.M.

AGENDA

- | | | | |
|-------------|---|------------------------------|----------------|
| I. | Approval of August 12, 2025 Committee Summary | [LeGris] | (1-2) |
| II. | Live Green Lexington Update | [LeGris/Poe] | (3-21) |
| III. | Coordination of Ongoing Maintenance for Projects | [Reynolds/Peacher, Albright] | (22-38) |
| IV. | Snow and Ice Control Plan | [LeGris/Allen] | (39-62) |
| V. | Items Referred to Committee | [LeGris] | (63) |

2025 Meeting Schedule

January 14	June 10
February 11	August 12
March 11	October 7
April 22	November 18
May 13	

"Environmental Quality and Public Works committee to which shall be referred matters relating to the department of Environmental Quality and Public Works and its divisions, including capital improvement projects and any related partner agencies."- Council Rules & Procedures, Section 4.102 (3).



Environmental Quality & Public Works (EQPW) Committee

August 12, 2025

Summary and Motions

Chair Hannah LeGris called the meeting to order at 1:00 p.m. Committee Members James Brown, Tyler Morton, Emma Curtis, Liz Sheehan, Joseph Hale, Amy Beasley, Dave Sevigny, and Hil Boone were present. Vice Mayor Dan Wu, Council Members Shayla Lynch, Whitney Elliott Baxter, and Jennifer Reynolds were present as non-voting members.

I. APPROVAL OF JUNE 10, 2025 COMMITTEE SUMMARY

Motion by Sheehan to approve the June 10, 2025 Environmental Quality & Public Works Committee Summary. Seconded by Sevigny. Motion passed unanimously.

Motion by Beasley to change the order of agenda items, making the MS4 Program the first presentation. Seconded by Morton. Motion passed unanimously.

II. MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PROGRAM OVERVIEW

Bailee Young, MS4 Program Manager, provided an overview of the Municipal Separate Storm Sewer System (MS4), starting with definitions. An MS4 means our storm sewers are separate from sanitary sewers. Sanitary sewers carry waste to our wastewater treatment plants, while storm sewers drain directly into creeks without treatment. A watershed is an area of land that drains into a common body of water. In Lexington, an MS4 Permit is managed by the Kentucky Division of Water. This falls under the Kentucky Pollutant Discharge Elimination System (KPDES) permitting. The permit allows Lexington to discharge stormwater from the separate system into the waters of the Commonwealth while emphasizing water quality. Young explained that the MS4 program aims to maintain and enhance the quality of the state's waterways by reducing the number of pollutants in stormwater that enters the MS4. Increased runoff and pollution can harm fish and wildlife, kill native plants, contaminate drinking water sources, and make recreational areas unsafe and unpleasant. **No action was taken on this item.**

III. MINT LANE PUMP STATION

Charles Martin, Director of Water Quality, provided a presentation to clarify the necessary information for moving forward with the design of the new Mint Lane pump station. \$2 million is allocated in the FY26 budget for design and property acquisition for this Consent Decree project, stemming from a history of overflows at the existing pump station, and must be completed by December 2030. Screenshots were shared to illustrate the Urban Growth Master Plan's connection to the 2023 Expansion Area, which may be served by Mint Lane. The proposed pump station would be located on land owned by Fayette County Public Schools, adjacent to the existing Mint Lane Pump Station. Martin noted that projections of infrastructure costs are based on fluctuating parameters, including population density, the distinction between developable and undevelopable land, and timing. Given the deadlines imposed by the Consent Decree, it is recommended to proceed with the construction of a new pump station and wet weather storage tank within the existing Urban Services Boundary (USB) limits, as well as to initiate design services and property acquisition in Fiscal Year 2026.

Barberie explained that staying within the USB is not codified, but it is a common practice that sewer infrastructure is not constructed outside the boundary without the Council's approval. Regarding the

proposed location, Martin stated it is the best site potentially available within the boundary. Currently, Fayette County Public Schools (FCPS) owns the land, and the city would need to acquire it. Committee members inquired about the land on Bowman Mill Road that Mill Ridge Farm had offered to donate as a site for a pump station. Martin explained that the Mill Ridge Farm location, which is outside the USB, was considered for the sewerability study because it's easier to construct there as opposed to the tight space behind Dubar High School. When asked whether building a pump station at Mill Ridge Farm would commit the Council to future expansion, Barberie noted that it would depend on the conditions for acquiring the property. Ultimately, the location decision is up to the Council, but they will send a spreadsheet of the proposed locations. Martin noted that the Consent Decree wet weather capacity is what drives everything, but if we build infrastructure large enough to handle this, it causes odor problems. The plan for this pump station is not to oversize it, but to incorporate a dry weather component that would handle the base flow and construct a separate wet weather storage tank.

Motion by Seigny to have a complete site analysis and cost feasibility study of the two locations: the existing site and downstream at Bowman Mill Rd (on Mill Ridge Farm property), that includes future growth of the facility and the region per the Master Plan for Area 1, delivered to Council at a regularly scheduled Work session by March 1, 2026. Seconded by Curtis. Motion passed by a vote of 7 - 2 (Yes: Brown, Morton, Curtis, Sheehan, Hale, Beasley, Seigny; No: LeGris and Boone).

IV. STREET ART FOR LEXINGTON

Hannah Crepps, Planner Principal in Outreach and Strategic Planning, explained that Street Art (sometimes called asphalt art or street murals) is a way to creatively activate a city's largest public space: its transportation system. Street Art is a visual intervention with two goals: it functions as "traffic calming" by reducing vehicle speeds, making it safer and more comfortable to walk, bike, and drive. It also promotes "placemaking" by creating people-centered spaces that foster community. She emphasized that Street Art is not a complete solution; rather, it is one of many tools the city can use, and it should be implemented through extensive collaboration and dialogue across city departments and within the community.

Local conditions will determine whether street art prioritizes traffic calming or placemaking. For example, a street art piece might celebrate a neighborhood's historic achievement or help prepare the community for the redesign of an intersection. Street art can be applied in various locations, including intersections, curb extensions (also called bulb-outs), crosswalks, pedestrian refuge islands, and mid-block areas. It has been shown to enhance driver awareness, increase perceived and actual safety for pedestrians and cyclists, and promote more positive behavior across all modes of travel. Projects can be driven by the city, approved by the city, or externally initiated and sanctioned by the city. Municipalities can also link their projects to policies and plans, such as Vision Zero, the Public Art Master Plan, and Complete Streets.

Steps in this process include identifying a funding source, connecting the community with artists, coordinating with the Division of Planning and Traffic Engineering to obtain design approval, securing approval from the Public Arts Commission, installing the artwork, and collecting data. The Division of Planning is working with Councilmember Morton to continue the temporary chalk art demonstration that took place at the city's StreetFest event on Shropshire Avenue in May. This pilot project aims to help define what a future process could look like for installing street art as a form of placemaking and traffic calming throughout Lexington. **No action was taken on this item.**

V. ITEMS REFERRED TO COMMITTEE

No action was taken on this item.

The meeting adjourned at 2:39 p.m.

PUBLIC INFORMATION & ENGAGEMENT MARKETING UPDATE

Environmental Quality & Public Works Committee
Angela Poe, Public Information & Engagement Section Manager
October 7, 2025



LEXINGTON



Overview

- Public Information & Engagement (PIE) Section At-a-Glance
- Marketing Team Responsibilities
 - Traditional Mass Marketing
 - Social Media
 - Mailings
 - Website
 - Outreach Design
- Roles and Limitations of Marketing
- Measurement
- Quick Compost Update

Purpose

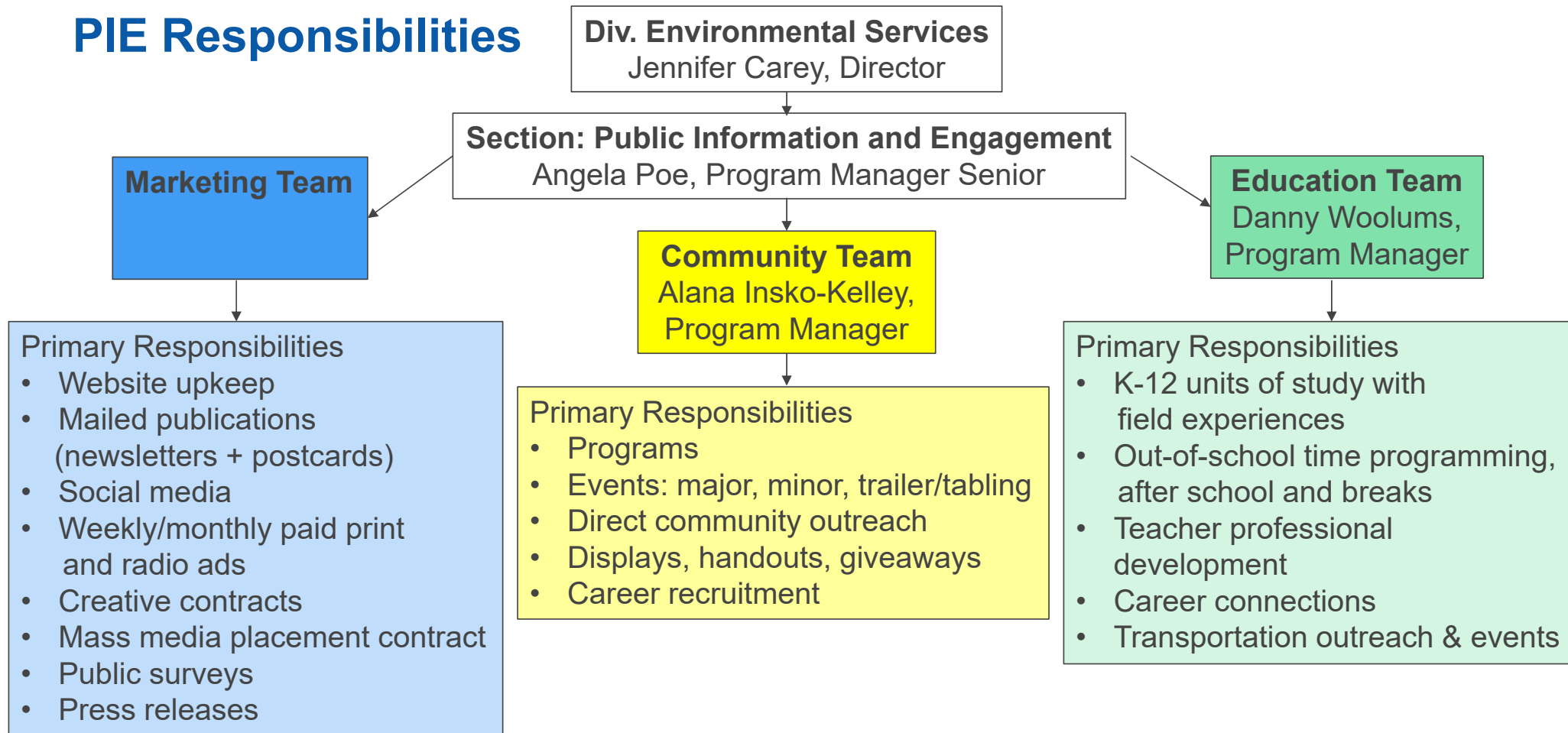
Our mission is to . . .

Inform the public about the services provided by EQPW and engage the public in behaviors that benefit our department and community.





PIE Responsibilities





PIE Structure

Div. of Environmental Services

Jennifer Carey, Director

Section: Public Information and Engagement

Angela Poe, Senior Program Manager

Marketing Team

Jennifer Myatt,
Environmental
Initiatives Specialist

Victoria Glascock*,
Print Publication
Coordinator

Halsten Higgins,
Information Officer

Kayla
Kidwell-
Snider*,
Outreach
Designer

Leslie
Bueno*,
Intern

Community Team

Alana Insko-Kelley,
Program Manager

Brendan Campbell,
Event Coordinator

Lizzie Barrick,
Community Outreach
Coordinator

Seth Holbrook*,
Program Coordinator

Maya Cooper*,
Intern

Event Staff*

Education Team

Danny Woolums,
Program Manager

Sagan Goodpaster,
Educator

Ryelle Browning,
Educator

Erin Geibel,
Educator

Julia Maugans,
Transportation
Educator



Marketing Team Responsibilities

- Traditional Mass Marketing
- Social Media
- Mailings
- Website Maintenance
- Outreach Creation / Design

Marketing Update



Traditional Mass Marketing

- Press releases
- Paid ads

TRUCK-A-PALOOZA

**FREE EVENT
FAMILY-FRIENDLY
20+ TRUCKS**

**June 8
10 AM
to NOON**

Sensory Hour
9 AM to 10 AM

1631 Old
Frankfort Pike

LexingtonKY.gov/Trucks

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RECYCLE RIGHT, CENTRAL KENTUCKY!

Never bag your recyclables; put them in your bin loose.



Sponsored by **LEXINGTON**

Paid Ads: Considerations

- Purpose of ad
- Audience characteristics: demographics, attitudes, beliefs, knowledge, current behaviors, etc.
- Priorities
- Budget
- Context

Paid Ads: Types of Outlets

- Streaming and traditional television
- Print
- Radio
- Billboards
- Bus ads
- Digital
- E-newsletters
- Social



🌱 Waste cart audits are happening soon!

📅 Next week, city crews will glance inside recycle & yard carts on the curb in some neighborhoods

➡ This will help us make a plan to reduce contamination - unwanted items that can cause entire trucks of recyclables or yard waste to be landfilled

🏠 If your cart is audited, you'll get a door hanger:

🟢 Green = Great job! Your cart has what we want

🟡 Yellow = Oops! A few things don't belong. Check your door hanger for tips

🔴 Red = Too much contamination. Material will be sent to the landfill. Check your door hanger for what should go in your cart

📖 We'll post more info about how the audits work & what we learn next week, so stay tuned!



Social Media

- Facebook
- Instagram
- X
- NextDoor
- YouTube (coming soon!)

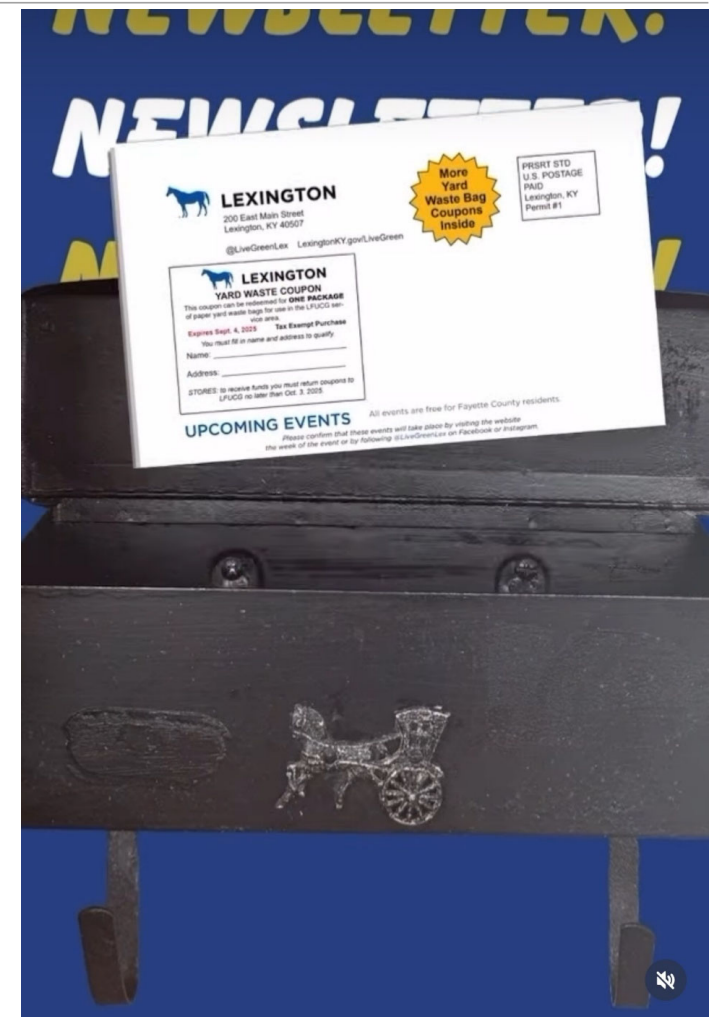
Primary: @LiveGreenLex

Marketing Update



Mailings

- Physical Mailings
 - At Your Service
 - Postcards
- Digital mailings
 - Newsletters – formal & informal – stormwater, Community Environmental Academy Alumni (coming soon)
 - 311 alerts – text and email (system transition in process)



Marketing Update



Website

- Assisted Government Communications with transition
- Write copy
- Keep updated

Community Environmental Academy

EQPW speakers bureau

Environmental education overview

Geocaching

Go See Trees

Gobble Grease Toss

Kentucky River Clean Sweep

Lawn care

Lex Glow Ride

Pavement management plan

Pick Up and Play!

Plant by numbers

Reforest the Bluegrass

Riparian buffers

SHARE Fair

StreetFest

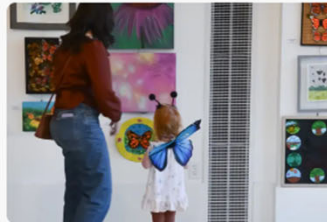
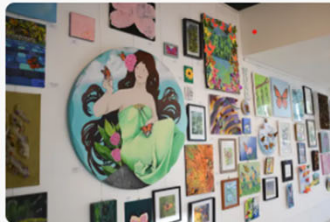
Tree Week

Art by Nature schedule

- Opening reception | October 17 | 6 – 8 p.m.
- Gallery Hop | November 21 | 6 – 8 p.m.
- Closing reception | December 13 | 11 a.m. – noon
- Art pick-up is after the closing reception | Noon -2 p.m.

Past Art by Nature exhibits

Thank you to all who submitted art and visited our gallery!



MISSED YOU

Hello! We are working to improve our yard waste collection program. Unwanted items can lead to entire truckloads of material going to the landfill instead of being mulched. This is expensive and inefficient.

Your yard waste cart wasn't out today, so we'll stop by on a future collection date. Reminders:

- + Never bag yard waste that you put in your cart.
- + Only use paper bags for overflow yard waste.
- + Put **ONLY** the following items in your gray yard cart:

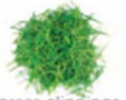
YARD WASTE



sticks, branches
and brush
(4 ft. max length)



plant clippings



grass clippings



leaves



Place extra yard
waste in paper yard
waste bags.



Tie excess branches
into bundles. 4 ft. max
length and max 50 lbs
per bundle.

Set paper yard waste bags and bundles at the curb on your regular collection day.

Only place plant material in the
gray yard waste cart.

NO TRASH. NO PLASTIC BAGS.

Additional information can be found by visiting
LexingtonKY.gov/YardWaste.

Stay up to date on yard waste collection and other city
initiatives by following @LiveGreenLex
on Facebook and Instagram.



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Outreach Design

- Videos
- Still graphics
- Outreach tools
- Swag



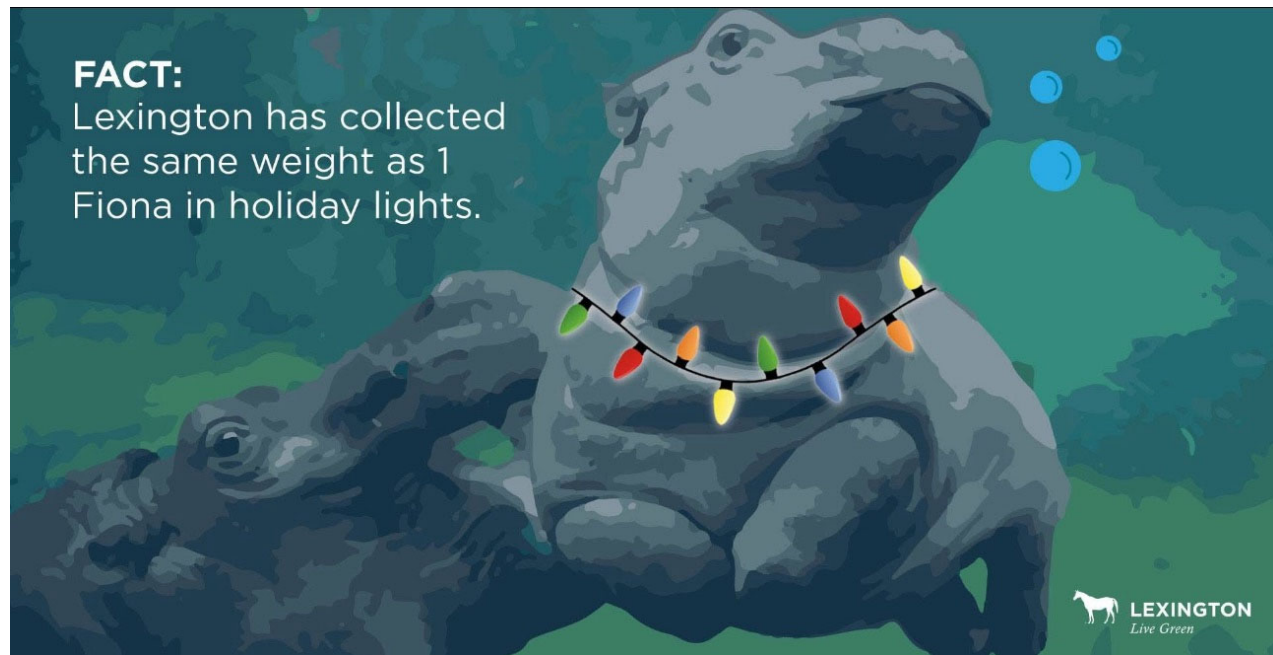
Limitations of Marketing

- Not a good tool for behavior change or habit formation when used alone
- Doesn't counteract skepticism or doubt well
- One outlet is never sufficient
- Repeated exposure is necessary
- Resource intensive – time & money
- (Most of it) one-way communication
- Difficult to measure impact
- Increased fracturing of where people get information



Role of Marketing

- Closing a knowledge gap
 - Willing to do the “right” thing but unaware of what it is
 - Promoting an opportunity people are already inclined to do – attend an event – Reforest the Bluegrass, Household Hazardous Waste, etc.
- Build trust
- Awareness / familiarity
- Curiosity



Context of Marketing Efforts

- Marketing efforts are done in concert with other outreach efforts
- Create a wave of related, consistent information



Marketing Update



Measuring Success

IMPACT, not impressions

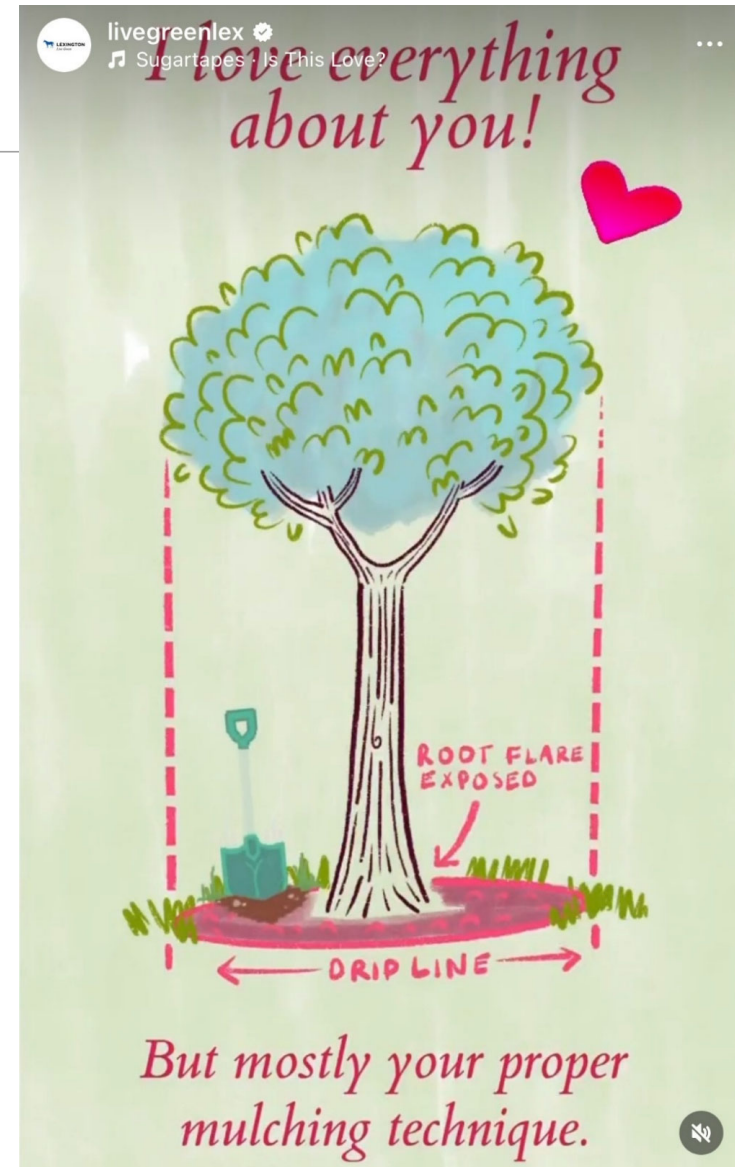
- Impressions
- Engagement
- Target behaviors
 - Stories, conversations, feedback
 - Focus groups
 - Surveys

Quick Compost Update

- 482 households trained since 2021
- Open to all residents
- Workshops happening in late winter 2026
- Workshops led by Seedleaf; UK extension and The Arboretum came on board in 2025
- Participating households get a \$50 compost voucher for online store
- Funding capacity to serve 300+ households this FY



Questions?





Roadway Design & Delivery Process

Strengthening Operations & Maintenance Integration

Nancy Albright, EQPW Commissioner
Brandi Peacher, Complete Streets Coordinator

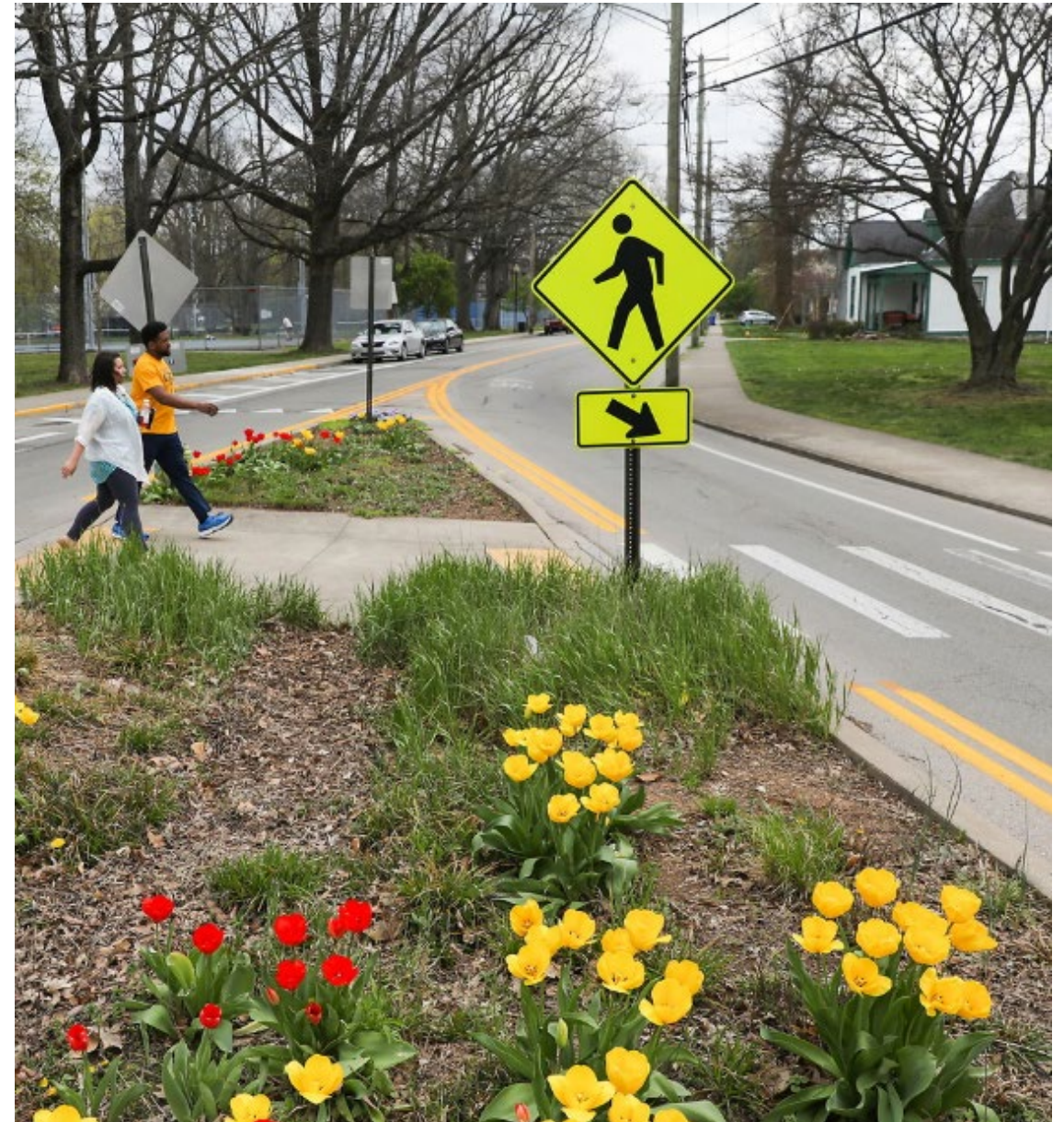
Environmental Quality & Public Works Committee
October 7, 2025





Framing the Issue

- Lexington has committed to Complete Streets and Vision Zero
- Our roadway projects follow a standard design & delivery process, but Operations & Maintenance (O&M) considerations often come in too late.
- Without integrating O&M needs into project design and delivery, Complete Streets investments risk failing to deliver long-term safety and Vision Zero outcomes.





Proposed Roadway Design & Delivery Process Improvements

Goals:

- ensure O&M considerations are embedded early and sustained through all phases
- To strengthen safety, durability, and efficiency while avoiding costly redesigns or maintenance burdens after construction





When O&M is Coordinated Early, We Achieve:

- Longer-lasting public assets
- Lower lifecycle costs by planning for maintenance up front
- Clearer cross-departmental accountability at each phase
- Better ability to budget for future O&M needs
- Increased public confidence through transparency and well-maintained results





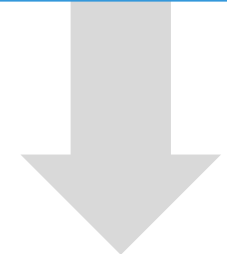
Typical Process

PHASE	KEY ACTIVITIES
1. MASTER PLANNING	Vision, goals, network plans, funding strategy
2. CORRIDOR FEASIBILITY	Corridor studies, alternatives, select preferred design
3. PRELIMINARY DESIGN	Surveys, early engineering, environmental review, cost estimate
4. FINAL DESIGN	Complete plans & permits, final cost estimate, public meeting
5. CONSTRUCTION	Procurement, build, inspections, community coordination
6. OPERATIONS & MAINTENANCE	Routine upkeep, performance monitoring, asset management

Div. Of
Planning



Div. Of
Engineering



O&M
Divisions



Embedding O&M at Every Phase

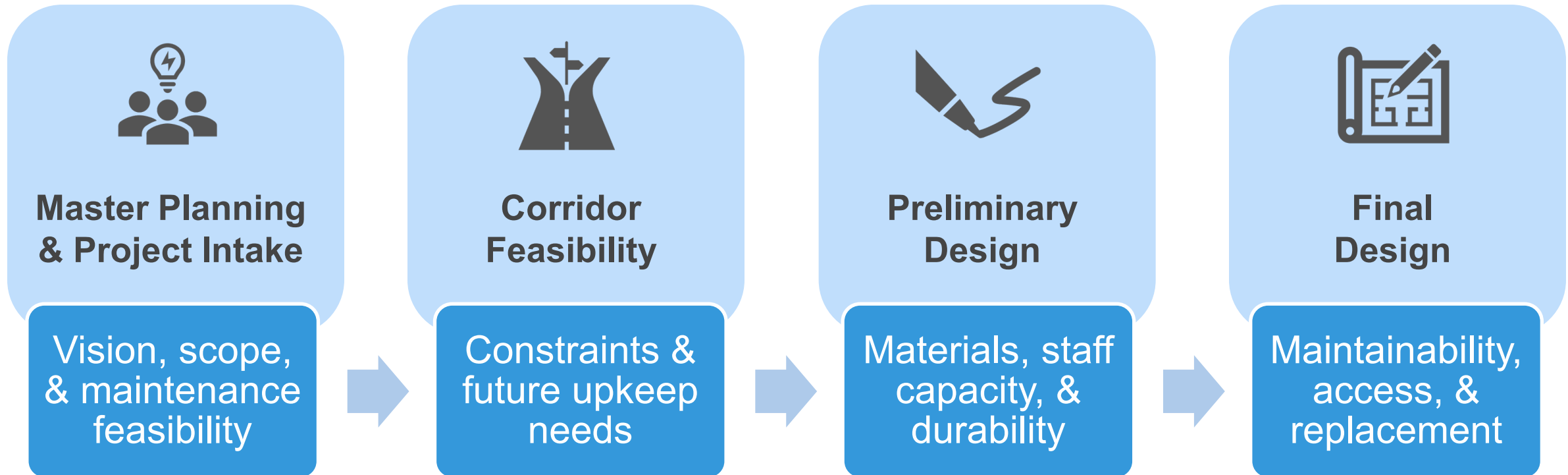
Key Process Improvements

- Early & Continuous O&M Involvement
- Formal Decision Checkpoints
- Improved Utility Coordination
- Scalable Approach for Smaller Projects



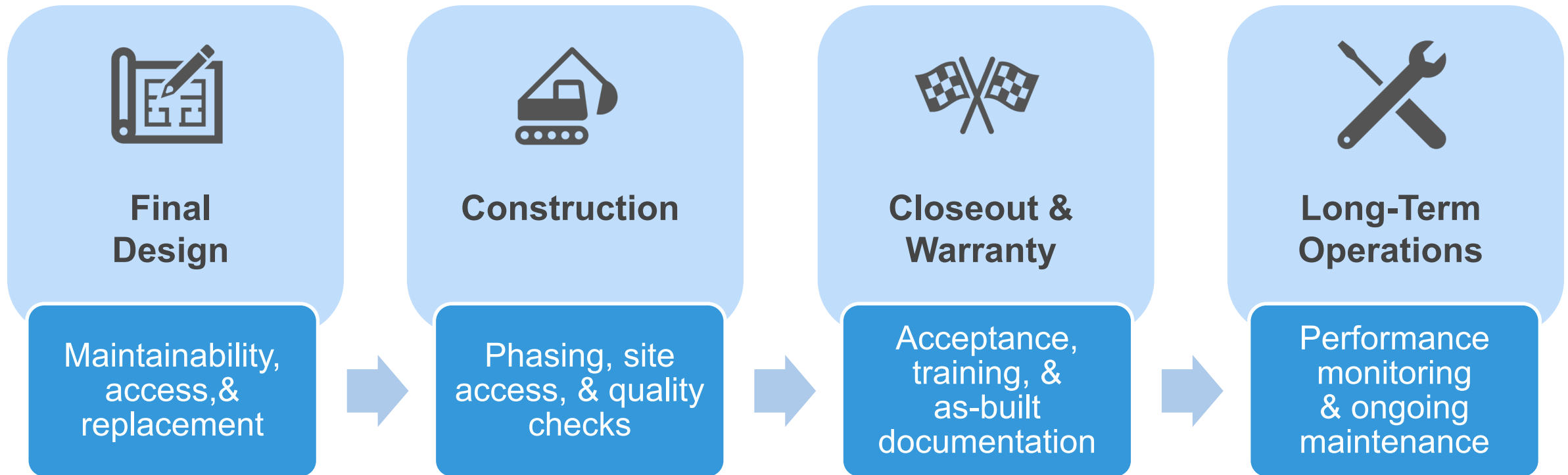


O&M Integration Points





O&M Integration Points





Case Studies: Lessons from Missed Coordination

- Real-world examples where O&M was not fully considered during design & construction
- Challenges that emerged: higher costs, safety issues, maintenance burdens
- How earlier O&M involvement could have prevented problems and improved outcomes
- Demonstrates why process changes are needed





CASE STUDY #1 – Versailles Road

Project Timeline

- Identified 10+ years ago via preliminary conceptual studies
- Construction Phases 1 & 2 - began August 2020
- Now complete, warranties satisfied, transitioned to maintenance

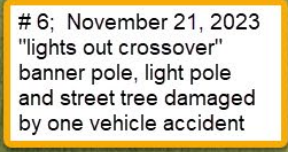
Issues Encountered

- Conceptual studies set unrealistic expectations early on
- Unidentified maintenance needs:
 - Trees, stone walls, fencing, banner poles, benches
 - Weed spraying around hardscape features
- Coordination snags:
 - Tree placement vs. utility lines (terms changed)
 - Trash cans added late in project

Lesson: Early, realistic O&M involvement prevents costly surprises and ensures smoother long-term maintenance



Corridor Following Construction





CASE STUDY #2 – Newtown Pike Banner Poles

Project Background

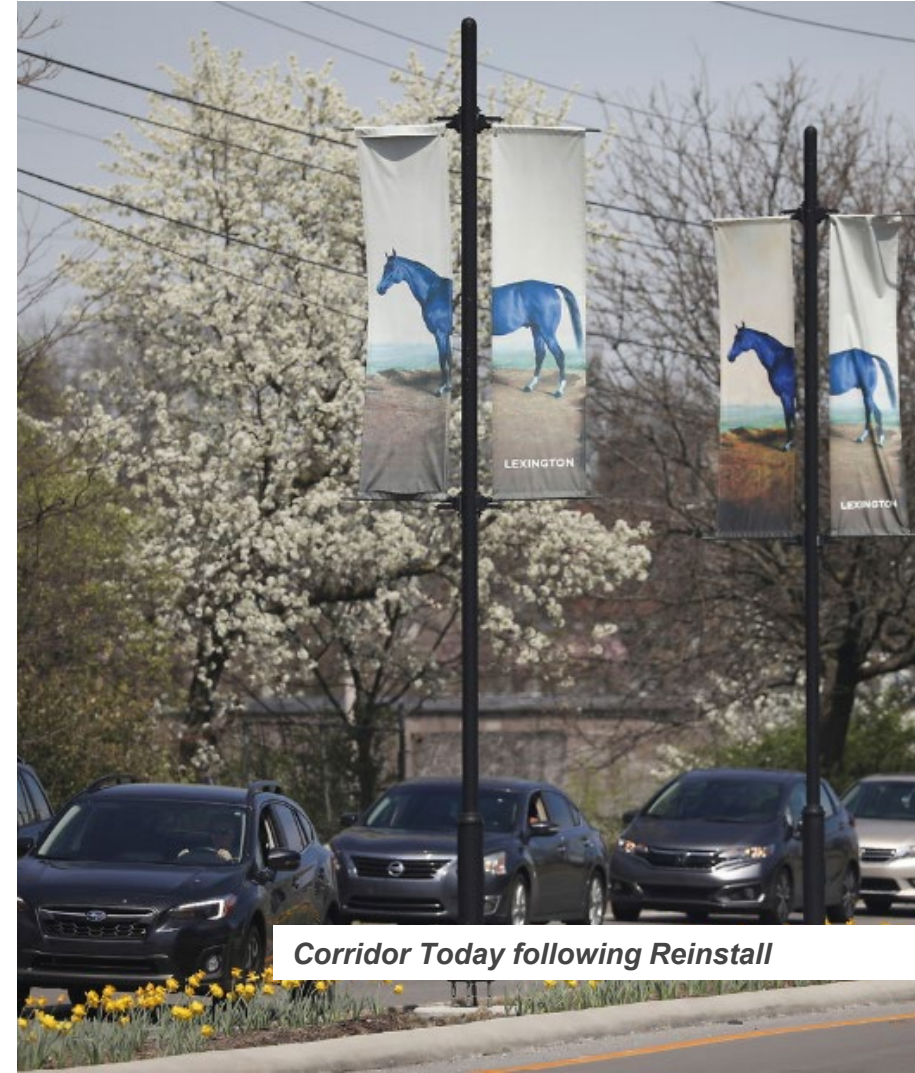
- Banner poles installed in advance of the 2010 World Equestrian Games
- Intended as a lasting streetscape feature

Issues Encountered

- No maintenance responsibility or funding identified up front
- By 2019, only 3 of 6 poles remained standing
- When damaged, no division was assigned to pursue insurance recovery or replacement

Resolution: Poles eventually replaced through the Town Branch Commons project

Lesson: Without clear O&M ownership and budgeting, public assets quickly fail and add costs later



Corridor Today following Reinstall



CASE STUDY #3 – Manchester St & Town Branch Trail Ph. 6

Project Background

- Construction began February 2020
- Now complete: warranties satisfied, divisions assigned general responsibilities

Issues Encountered

- No funding or assignment for ongoing care of flower planters, fencing, and landscaping features
- Preliminary engineering study showed a vision that set unrealistic expectations not achievable in final construction

Lesson: O&M must be part of early budgeting and scope decisions to avoid gaps between community expectations and reality





Steps to Address & Progress To-Date

The Issue: O&M input often comes too late in roadway design & delivery

Our Response:

- Public ROW Asset Guide: Documents O&M roles & responsibilities
- Drafting a revised process to integrate O&M earlier
- Building accountability through phase reviews





Public Right-of-Way Asset Guide

- Maps assets within the public right-of-way and identifies responsible departments
- Provides a framework for estimating annual maintenance costs
- Supports informed decision-making, transparency, and cross-department coordination

Key Roadway O&M LFUCG Divisions

**Streets &
Roads**

**Environmental
Services**

**Waste
Management**

**Traffic
Engineering**

**Parks &
Recreation**

Water Quality





Departmental Asset Maintenance Responsibilities

Department of Parks and Recreation	Department of Environmental Services	Department of Traffic Engineering	Department of Water Quality	Department of Waste Management	Department of Streets and Roads
Lighting: N/A	Lighting: Welcome Signs,	Lighting: Streetlights	Lighting: N/A	Lighting: N/A	Lighting: N/A
Landscaping Features: Trees, Grass/Turf, Flowers, Bushes, Planting Beds, Rain Gardens, Medians, Vegetation Management Control, Irrigation	Landscaping Features: Trees, Grass/Turf, Flowers, Bushes, Planting Beds, Rain Gardens, Medians, Vegetation Management Control, Irrigation	Landscaping Features: Roadway Signs, Regulatory Signs, Sign Poles and Hardware, Banner and Banner Poles and Hardware	Landscaping Features: N/A	Landscaping Features: N/A	Landscaping Features: Trees
Signage: N/A	Signage: Way Finding Signs, Banners and Banner Poles and Hardware	Signage: Way Finding Signs, Banners and Banner Poles and Hardware, Regulatory Signs, Roadway Signs	Signage: N/A	Signage: N/A	Signage: N/A
Structural Features and Utilities: Metal Benches and Bike Racks, Bollards, Sidewalks, Fencing	Structural Features and Utilities: Trash in ROW, Tree Blocking Emergency, Fencing	Structural Features and Utilities: Municipal Fiber Optics, Cellular Routers, Cabinet Switches, Bike Racks	Structural Features and Utilities: Stormwater Drains, Manhole Covers, Cleanouts, Force Mains	Structural Features and Utilities: Public Garbage Cans , Downtown Cart Corral, Loan-A-Box Dumpsters	Structural Features and Utilities: Fencing, Sidewalks, Bollards, Guardrail, Handrails, Trench Gates, Drainage Ditches, Tree Blocking Emergency

Questions?



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SNOW PLAN UPDATE

WINTER 2025-2026

Environmental Quality & Public Works Committee

October 7, 2025

Rob Allen, Director of Streets & Roads



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Presentation Overview

- Goals
- Snow Season Expense Comparison
- Status of Salt
- Route Rankings
- Service Levels
- Route changes explanation
- Changes to the snow plan 2025-26
- Coordination
- Sidewalk Snow Removal
- Staffing
- Projected Schedule for Plan Finalization





2025-26 Snow Plan

Goals Service Level 1

- Complete [Roadway Snow Plan](#) routes within 48 hours of precipitation *ending*.
- Complete [Sidewalk Snow Plan](#) routes within 96 hours of precipitation *ending*.

Service Levels 2 & 3 will require more time.



Snow Season Expense Comparison

Fiscal Year	Salt Expense*	Salt Purchased (Tons)	Salt price (per ton)	Mobilizations Full / Partial
2021	\$930,161	1,745	\$88.99	2/6
2022	\$1,025,561	8,038 1,000(rock)	\$114.00	7/2
2023	\$265,489	12,610 (7,500WH)	\$90.25	6/5
2024	\$461,128	5,048	\$103.95	5/5
2025	\$1,291,195	9,100	\$103.95	14/9
2026	-	-	\$104.00	-

* Does not include personnel

Full mobilization = All drivers and all supervisors and may include multiple shifts and days.

Partial mobilization = 1 supervisor and 1 driver or fewer per area.





Salt Supply

Currently on hand → 8,800 tons

Current Storage Capacity → 11,500 tons total

4,500 tons at Old Frankfort Pike

4,300 tons at West Hickman WWTP

FY26 budget → \$1,168,804 = 11,238 additional tons if needed.

FY26 salt cost → \$104.00/ton (In FY25, \$103.95/ton)





Routes

Rank 1 -- primary **Arteries** in and out of the city. (*Nicholasville Rd, Man O' War Blvd, etc.*)
298 lane miles*

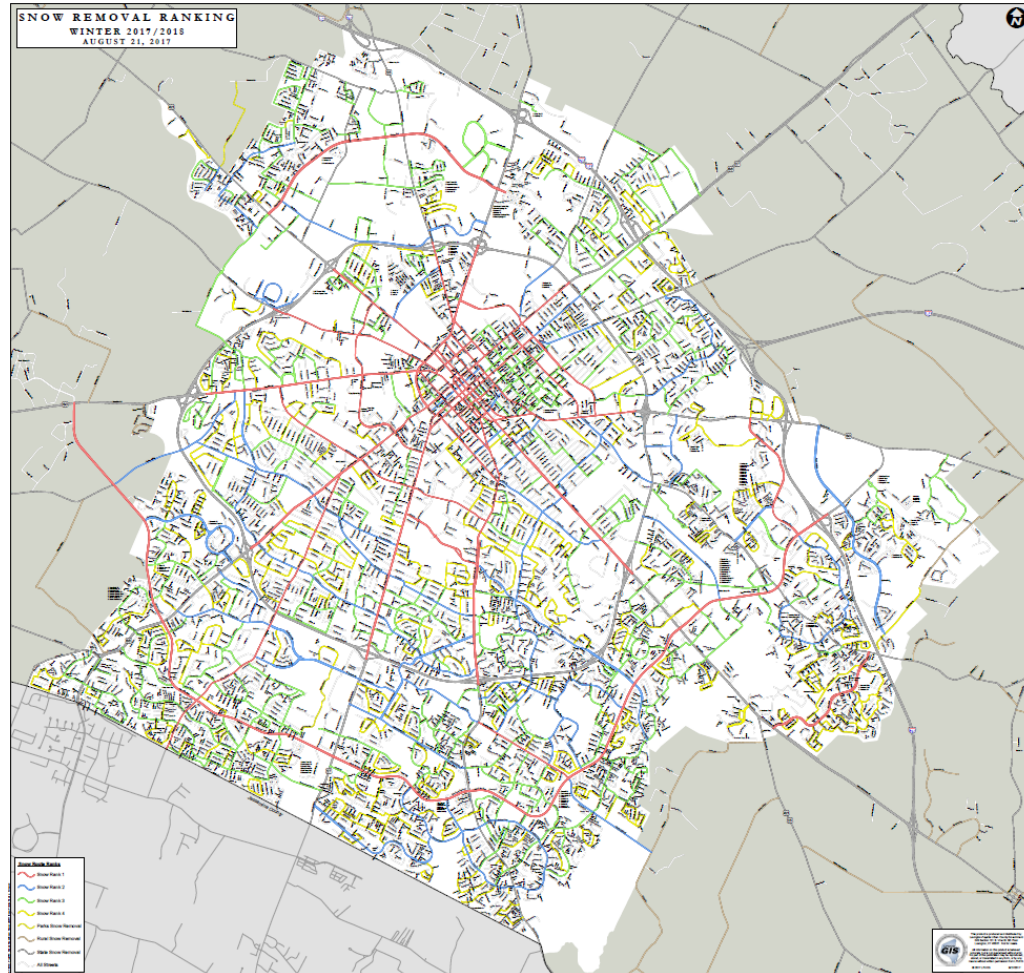
Rank 2 -- **Major** connecting streets. (*Lane Allen Rd, Loudon Ave, etc.*) 209 lane miles*

Rank 3 -- **Collector** routes. (*Sandersville Rd, Old Todds Rd, etc.*) 360 lane miles*

Rank 4 -- **Local**, which allow residents access to the connecting roads (*Dunkirk Dr, Glendover Rd, etc.*) 330 lane miles*

*lane miles:

1 mile of a 2-lane road = 2 lane-miles





Service Levels

Level 1 → 1" to 4" of accumulation

- Operate under current plan (Rank 1-4 streets)

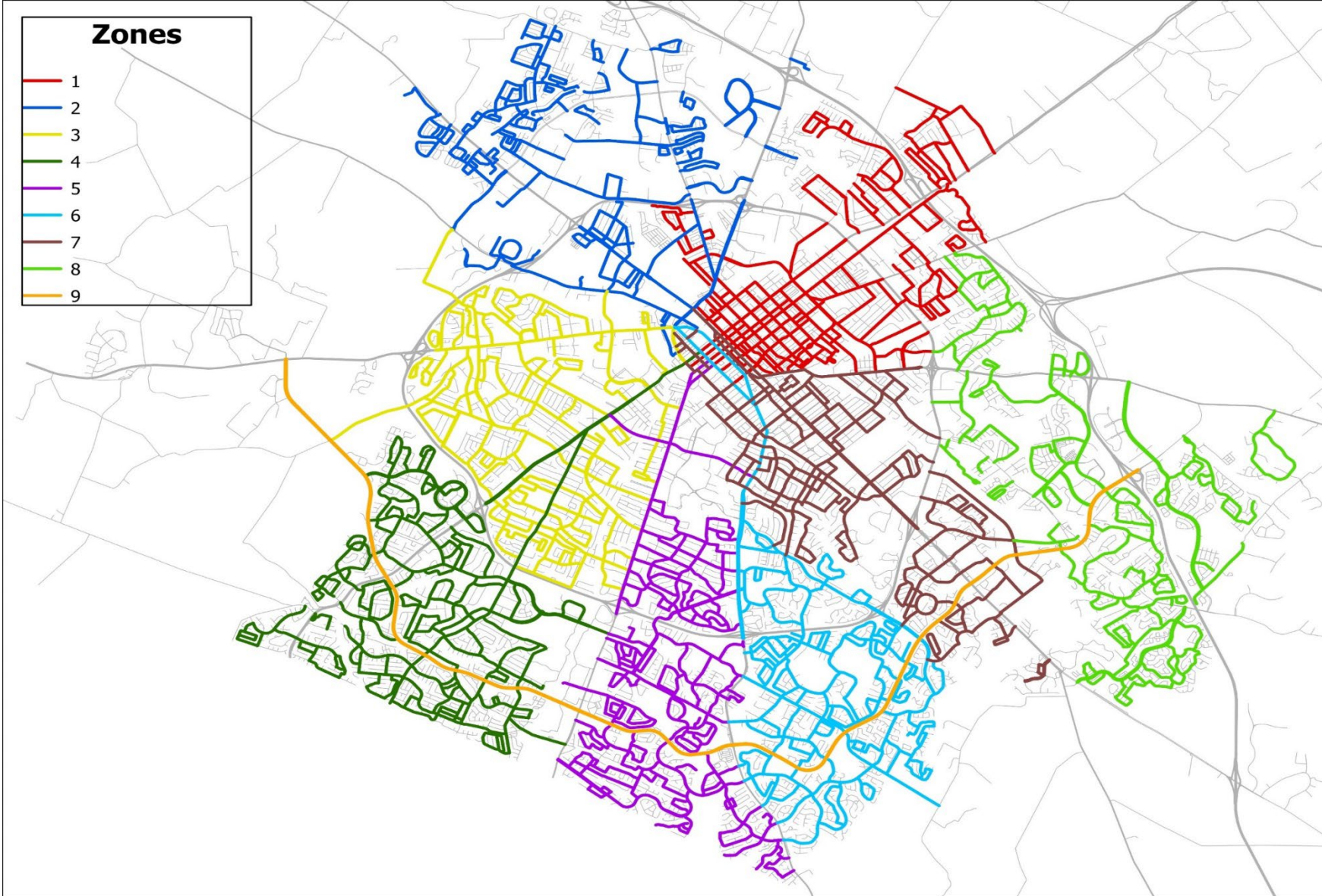
Level 2 → 5" to 8" of accumulation

- In addition to the snow routes, we will add unranked residential collector streets that connect to collector streets.

Level 3 → 8" of accumulation and above

- we will attempt to plow as many streets as possible, resources permitting.





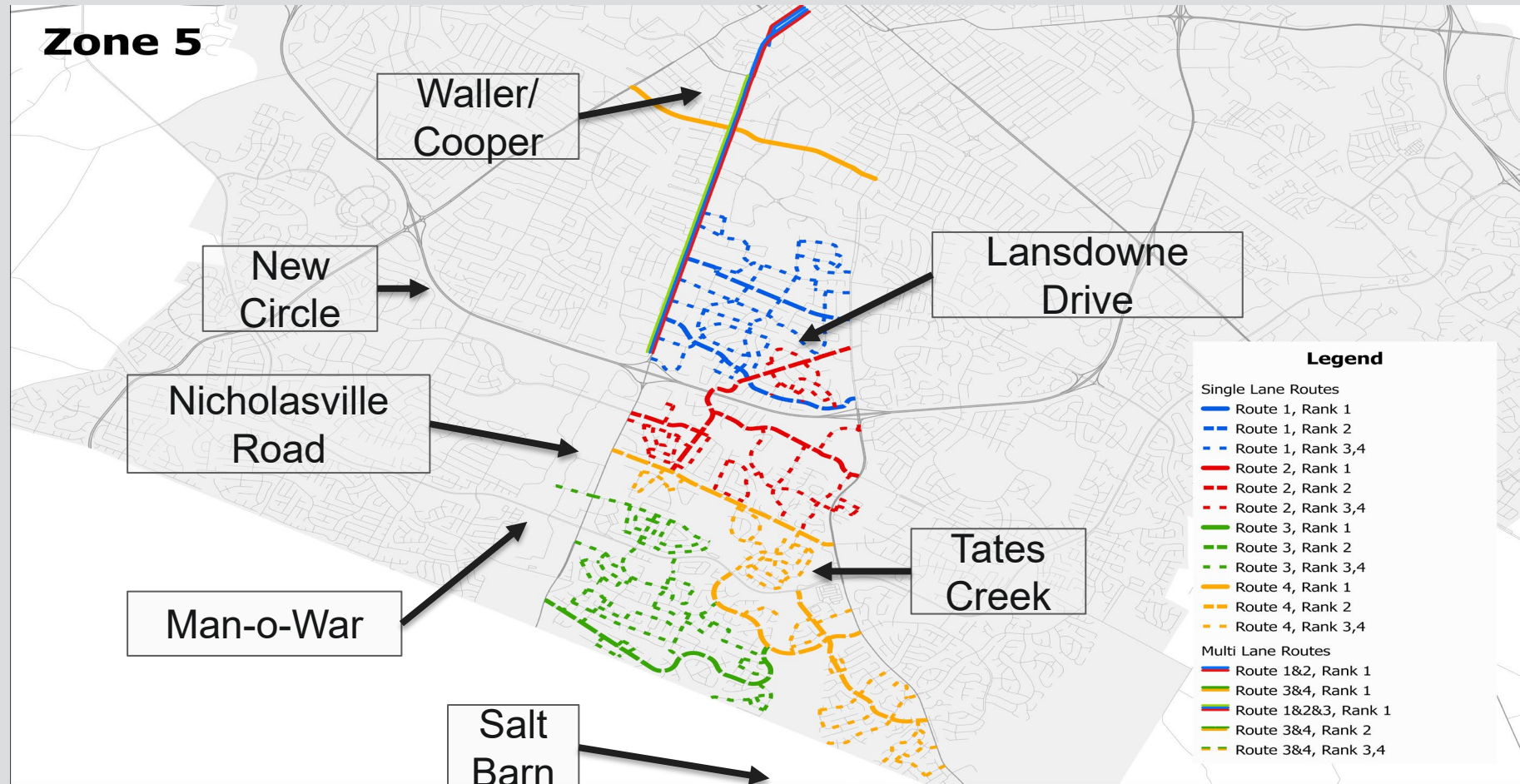
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Route assignment example:

47

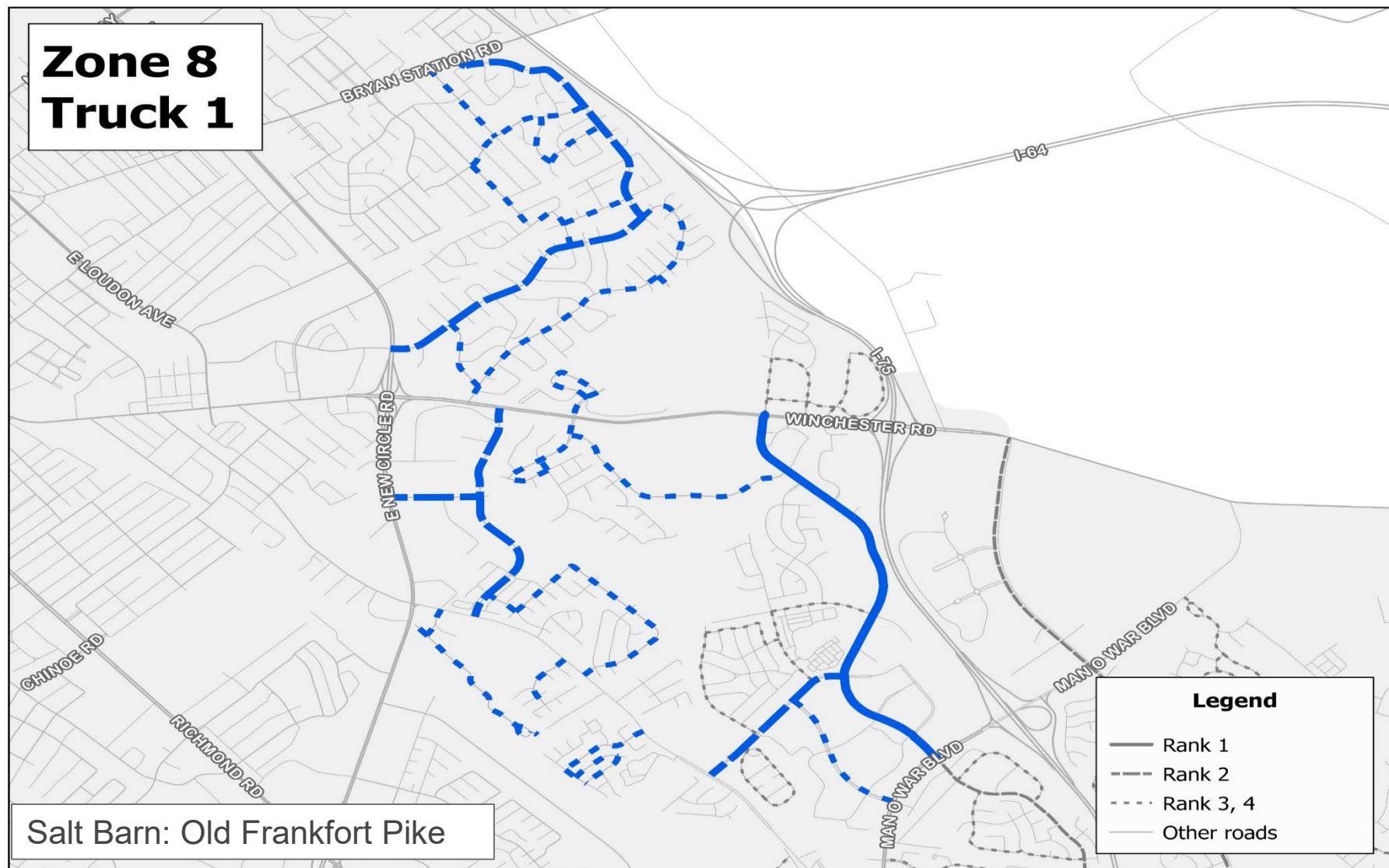
Zone 5: trucks using salt from from West Hickman, 4 routes per zone



SNOW PLAN UPDATE

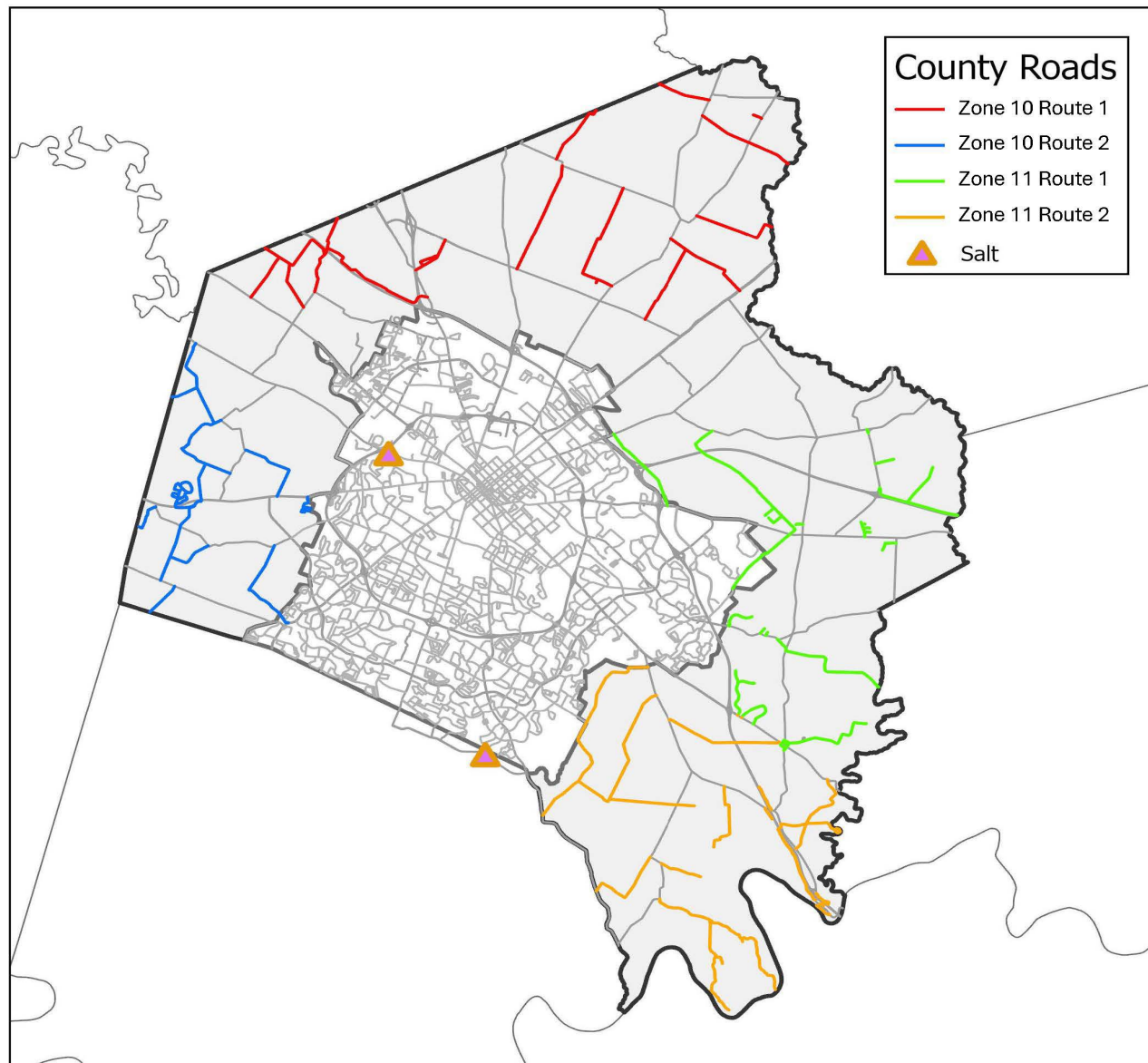


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Changes for 2025/26 Snow Season

- 3 Tanker trucks added to fleet for brine and additives to pre-treat when possible. (\$1,086,594 investment)
- Custom blender and truck fill added to West Hickman Brine station.
- 3 new dump trucks replacing older vehicles. (\$837,483 investment)
- 3 additional contractor dump trucks (8 total) to assist with neighborhood routes and vacancies. (Annual upfit cost per truck \$47,849.00 ; \$200 hourly rate)





Changes for 2025/26 Snow Season (cont.)

- Landscape contractor under contract for up to 8 trucks for service levels 2 and 3 if needed. (only 1 bidder, Holt Landscape)
- Additional roads added to address gaps and growth.
- 3 new fully-outfitted pieces of equipment + 2 additional attachments for two existing tractors for sidewalk snow removal. (\$134,700 investment)
- Added LexPark to planning team.
- EQPW PIO working on examples of treatment to manage expectations of end results.
- FCPS to provide data for current bus routes.





Coordination in Case of Emergency

- Informal assistance/support agreement with KYTC District #7.
- Updated emergency contact information across divisions and stakeholders for rapid internal communication.
- Consensus across divisions and agencies for mutual aid and support in the event of staffing shortages.
- Commissioner will serve as coordinator of rapid staff reallocation as needed.





Sidewalk Snow Removal

- Primary execution by combined divisions of Environmental Services, Parks, Fire, and Facilities.
- Over 84 miles of sidewalks serviced with full completion of the plan.



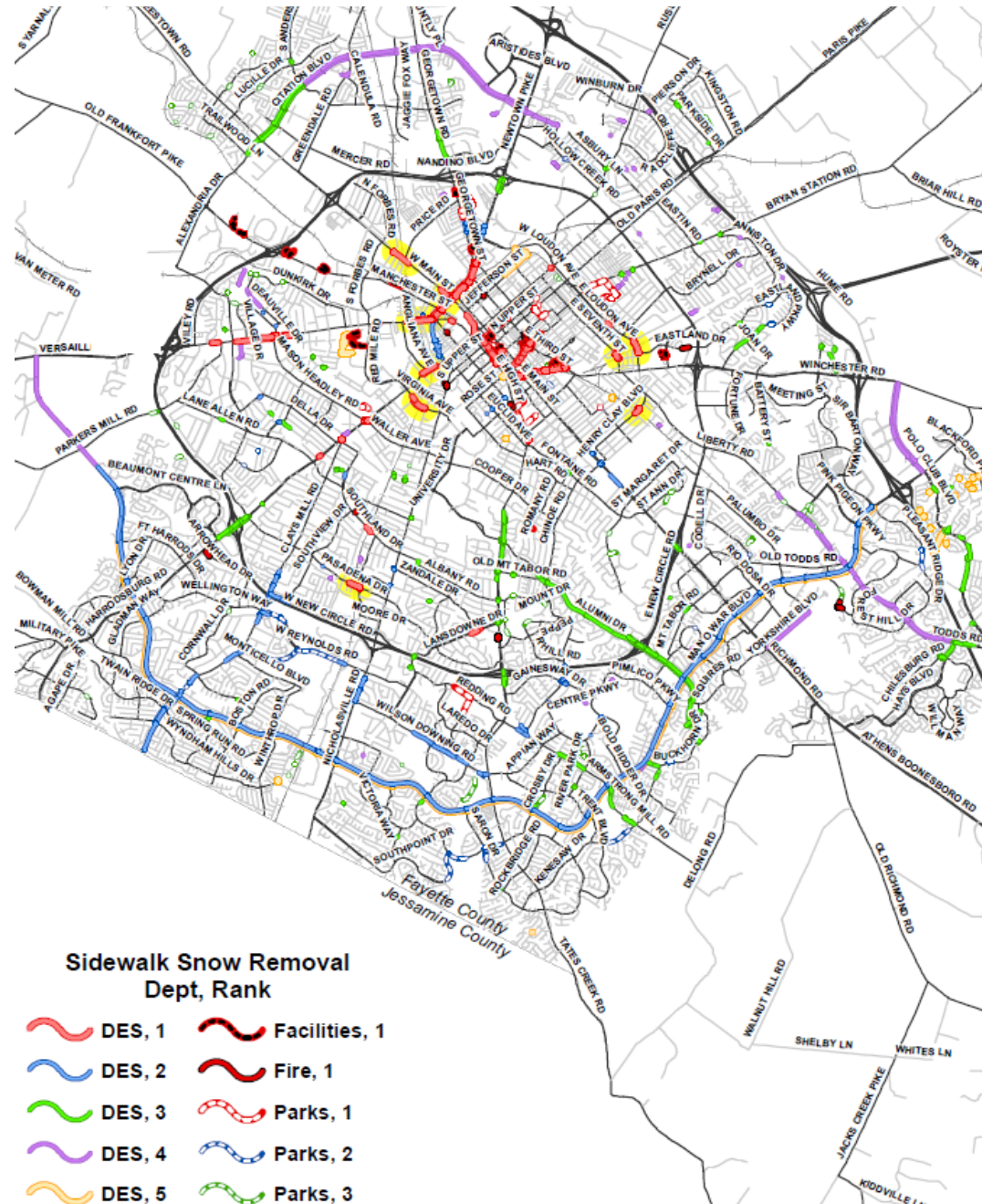


Sidewalk Snow Removal

- Snow accumulation of ≥ 1 " triggers sidewalk clearing.
- Sidewalk clearing begins **after** snow stops.
- Must coordinate timing with road crews to minimize re-coverage after clearance.

Town Branch Commons Sidewalk Snow Removal







Sidewalk Snow Removal

Rank Examples	Length - FY25	Length - FY26
Rank 1 • Overpasses and underpasses • High density city-maintained sidewalks and crosswalks • City-owned facilities • Open Parks & Recreation service facilities	14.6 Sidewalk Miles	14.6 Sidewalk Miles
Rank 2 • Designated city-maintained sidewalks on arterials and collectors in high density areas (<i>i.e.</i>, inner loop of Man O War, Wellington Way, Wilson Downing) • Closed Parks & Recreation service facilities & near bus stops • School routes (school closed)	36.5 Sidewalk Miles	24.0 Sidewalk Miles
Rank 3 • Perimeter sidewalks of Parks - High density areas	16.6 Sidewalk Miles	16.7 Sidewalk Miles
Rank 4 • City-owned parcels in lower density residential areas (WQ lots, greenways) • Perimeter sidewalks of Parks - Low density areas	15.3 Sidewalk Miles	15.3 Sidewalk Miles
Rank 5 • Sidewalks at entrances to greenways • Trails within greenways or parks (not true sidewalks) • Outer loop of Man O War	1.6 Sidewalk Miles	13.8 Sidewalk Miles





Staffing

Streets and Roads – authorized strength: 68 CDL positions (9 vacancies); Supervisors (8) fill route vacancies, Managers (6) also available.

Water Quality – authorized strength: 29 CDL positions. (9 vacancies)
Not all available to drive at the same time in case of sewer line breaks.

Parks Maintenance- 4 dump trucks and at least 14 CDL drivers to help where needed.

Environmental Services – 14 positions (5 authorized strength positions and 9 part-time general labor positions) for clearing LFUCG sidewalks.
One CDL driver assisting Streets & Roads.

Other – 8 Contract drivers and plows from Red River. 5 landscaper trucks plus an additional 3 trucks after 48 hours.

Additional drivers from Waste Management, Code Enforcement, and former employees.





Plan Finalization Schedule

Stakeholder Meeting – September 10, 2025
LexTran, FCPS, State DOT, etc. were invited.

EQ&PW Committee Update – October 7, 2025

Post to Webpage – October 31, 2025





Communications

- **Director of Streets & Roads** emails internal and external partners informing of expected conditions and plans. This could be as simple as monitoring current conditions and road temperatures.
- **Commissioner of EQPW** informs Council and Administration of plans of action.
- **PIO** with **EQPW PIE** support informs public and staff via socials.
- **LexCall** gathers service requests and directs them to Streets & Roads administration for resolution.
- Snow and Ice Control plan on the web at:

<https://www.lexingtonky.gov/snow-and-ice-control-plan>





Shout out to our partners!

Cooperation from the following LFUCG partners is appreciated and essential for treating our roads and rights-of-way during winter weather:

A **Big** Thank You To

- LexCall
- Parks & Recreation
- Public Information Office
- Water Quality
- Waste Management
- LexPark
- Environmental Services
- Facilities Management
- Fleet Services
- GTV3
- GIS / IT





Old Barn



New Dome





QUESTIONS?



Environmental Quality & Public Works (EQPW)

Referral Item	Current Sponsor	Date Referred	Last Presentation	Status	Legistar File ID
1 Odor Control Program Update	J. Reynolds	2023-10-31	2025-02-11		0140-24
2 Coordination of Ongoing Maintenance for Projects (infrastructure, beautification, etc.)	J. Reynolds	2024-08-20		2025-10-07	0876-25
3 Neighborhood Traffic Management Program (NTMP)	L. Sheehan	2024-08-20	2025-02-11		0151-25
4 Traffic Calming with Street Art and Quick-Builds	L. Sheehan	2024-08-20	2025-08-12		0737-25
5 Lextran Services and Environmental Impacts	H. LeGris	2025-02-11	2025-04-22		0389-25
6 Haley Pike Solar Study	H. LeGris	2025-02-25	2025-03-11		0249-25
7 Review of Water Quality Management Fee Incentive Grants	D. Sevigny	2025-02-25	2025-05-13		0486-25
8 Parking Citation Issuance During Winter Weather Emergencies	E. Curtis	2025-04-22			
9 Mint Lane Pump Station	D. Sevigny	2025-05-27	2025-08-12		0736-25
10 Sewer Cleanout Reimbursement Program	L. Sheehan	2025-08-12			
11 Empower Lexington Update	H. LeGris	2025-06-03	2025-06-10		0547-23
Annual / Periodic Updates					
12 Live Green Lexington Update (Public Information and Engagement)	H. LeGris	2021-02-02	2024-10-22	2025-10-07	0500-21
13 Urban Forestry / Street Trees Update [<i>Lex Grow Trees</i>]	H. LeGris	2019-09-17	2025-04-22		0501-21
14 Capacity Assurance Program (CAP) Audit Update	H. LeGris	2018-08-30	2023-04-18		0964-20
15 Energy Initiatives Update	H. LeGris	2017-01-10	2025-03-11		0572-22
16 Snow & Ice Control Plan	H. LeGris	2014-02-15	2024-10-22	2025-10-07	1034-22
17 Pavement Management Plan	H. LeGris	2020-05-26	2025-03-11		0440-22
18 Stormwater Projects Update	H. LeGris	2018-02-20	2024-08-20		0922-22
19 Municipal Separate Storm Sewer System (MS4) Update	H. LeGris	2018-02-20	2025-08-12		1122-22
20 Consent Decree and Remedial Measures Plan Update	H. LeGris	2019-01-22	2024-12-03		0222-22
21 Waste Contamination Reduction Update	D. Sevigny	2023-11-14	2025-05-13		1200-24