



**Department of Public Works**  
**Eric W. Larson – City Engineer**

**Karen Tingle-Sames, Mayor**

**City Council Members**

Alan Gibson  
Don Hawkins  
David Lusby  
Kelly McEuen

Larry Prather  
Mark Showalter  
Connie Tackett  
Chad Wallace

March 16, 2009

**INTEROFFICE MEMORANDUM**

**TO:** Mayor Karen Tingle-Sames

**FROM:** Barry Brock, Chairman – Traffic Committee  
Eric W. Larson, City Engineer

**RE:** Minutes and Recommendations –  
Traffic Committee Meeting February 24, 2009

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Present:  
Eric W. Larson  
David Lusby  
Ben Krebs  
Jarrod Stanley  
Greg Reeves  
Brian Shorkey  
Jay Griffin  
Bill Preece  
Louise Preece  
Jack Jones  
Dustin Parkey  
Cindy Pendergrass  
Jenny McCord  
George McCord

- 1) Minutes of January 6, 2009 approved. – Greg Reeves made motion, Brian Shorkey seconded – committee approved.
- 2) Eric Larson, chairman, welcomed guests.



## New Business

- 3) Cave Run Ct. - no parking revisited (Eric) – Eric states existing width is 27ft. Committee suggests the Fire Department review the situation and make recommendations to the Committee. No action at this time. Committee suggests the citizen making the complaint should be contacted and asked to put together a petition / solicit input from the neighbors and present it to the committee at the next meeting.
- 4) Edwards Ave. (Eric, Greg) – Eric and Greg advised the committee of a recent problem with on-street parking near the office building with United Bank. No parking was posted near the entrances due to the safety and enforcement concerns. No further action needed.
- 5) St Johns flashing beacon – Military St. (Eric) – Eric advised the committee that the school has requested a school beacon on Military St. Jarrod Stanley states KYTC policy is to use only if 100 students or more attend the school. Eric to contact school and determine enrollment numbers and advise the committee. No action at this time.
- 6) Clayton / Fountain Ave. - No through trucks (Eric, Greg) – Eric and Greg advised the committee of a recent problem with trucks turning onto Fountain Ave., missing the turn at Military St. Due to the on-going problem and safety concern, Public Works posted additional “No Through Trucks” signage in the vicinity. No further action needed.
- 7) Military / Lemons Mill truck Route (Eric) – Due to the recent problem on Fountain, Eric researched why Military and Clayton (from Military to the By-pass) was posted as a truck route. It is presumed that this dates back to when this route was State-maintained. Eric notes that commercially available maps and GPS, such as Garmin, show this route as a collector street, not local. The Committee recommends removing the truck route and posting “No Through Trucks” on Military and Clayton Ave. / Lemons Mill Road to just west of Carley Drive. Local industries, such as International Crankshaft, Johnson Control, and Union Carbide will still have access for deliveries, etc. This is to cut down on the cut through traffic from US 460 to/from the By-Pass only. Greg Reeves will contact these local businesses and explain.
- 8) Sturbridge Drive – No Parking One Side (Eric) - Eric states existing width is 24ft. with fire hydrants on the east side. Committee suggests the Fire Department review the situation and make recommendations to the Committee. No action at this time. Committee suggests the citizen making the complaint should be contacted and asked to put together a petition / solicit input from the neighbors and present it to the committee at the next meeting.
- 9) 153 Ransom Trace - Speed Hump (Eric) – Eric reports the citizen complained about speeding and cars running off into the yard. She has concern about children playing. Eric notes that this location is in a curve and placing a speed hump in this location would be dangerous to motorists. Committee recommends that police enforcement is the best solution. Request was denied.
- 10) Parking in Parkside Subdivision (Eric) - Eric states existing width is 27ft. Committee suggests the Fire Department review the situation and make recommendations to the Committee. No action at this time. Committee suggests the citizen making the complaint should be contacted and asked to put together a petition / solicit input from the neighbors and present it to the committee at the next meeting.

- 11) 300 block Williamsburg Lane-no parking (Eric) - states existing width is 24ft. with fire hydrant to the outside of the loop. Eric also reports that this request comes from the School system due to problems getting school buses through the street. Committee suggests the Fire Department review the situation and make recommendations to the Committee. No action at this time. Committee suggests the citizen making the complaint should be contacted and asked to put together a petition / solicit input from the neighbors and present it to the committee at the next meeting.

Post meeting activity – The fire department reviewed and concurred with the committee that no parking on one side of the street was warranted. Eric recommended the inside loop to provide good sight distance in the curve. Additional no parking on the outside of the loop at fire hydrant locations would be needed. Greg Reeves, Bryan Sageser, and Eric Larson advised the Mayor and recommended immediate action rather than waiting to report to the committee. Mayor approved the recommendation and Public Works issued a work order for the work.

- 12) 107 Olympia Way - HC spot (Eric) – Eric states the resident requests a Handicap Sign and parking space be provided in front of residence. He further states citizen requested due to neighbor parking in street and the fact she lives in a basement apartment in her daughter's house and daughter and husband park in driveway. David Lusby pointed out that the Cherry Blossom Restrictive Covenants prohibit on-street parking. Committee denied the request due to the availability of off-street parking and suggested Eric contact the citizen and advise her that the HOA may be able to enforce the on-street parking by the neighbor.
- 13) Handicap Spots on E. Main St. – David Lusby asked Eric to investigate why so many HC spaces are clustered in the vicinity of Galvins and N. Court St. He states they are under utilized and suggested they be removed or relocated.
- 14) The Committee discussed the current state of business with the group. The committee, when originally formed, was to be pro-active with traffic related congestion and development and find solutions to existing problems such as the Connector Road and Cherry Blossom Way congestion. The Northeast Georgetown Traffic Study was a result of that effort, as well as the Timberland Way extension. However, the past year the committee has evolved into a traffic “complaint” committee and spends more time reacting. Eric suggests that it would be better use of staff time to deal with these complaints as they come up based on ordinances and traffic design standards and not involve the committee. Others, including Barry Brock (not present – via phone call with Eric) feel that the committee still has a role to advise the Mayor and City Council, and shield the staff from recourse from the public due to traffic related decisions. Ben Krebs and Eric suggested that the committee once again focus on a traffic policy to address how to handle parking requests, speeding complaints, etc. in a uniform manner and put more focus on the desires of the neighborhood majority, not the complaint of the single citizen. Ben will contact Lexington and obtain a copy of their traffic policies as a starting point for discussion. Future Committee meetings will set aside some time to discuss development of a policy.
- 15) No new business was brought before the committee.

#### Old Business

- 16) Old oxford speeding (Greg)  
Greg Reeves presented a speed study recently completed. The trailer was set to record outbound traffic. Average speed of most vehicles was 26 mph. The road is posted 25 mph.

Recommendations from the study included widening the curve near the back corner of Tractor Supply property and additional enforcement. It was noted that the road is wider and probably safer in the city limits portion of the road. Location of the traffic counter was just north of the Magnolia intersection.

George McCord presented a petition to raise the speed limit to 35 mph. Petition recognized the dangerous curve at suggested that curve could still be 25 mph. Jay Griffin questioned how the speed trailer collects data. He suggests that speeds are higher than detected.

Greg noted the County changed speed limit on Old Oxford Road the same time as the City did. They need to change too.

Resident states that the tree in the big curve causes a blind spot and suggested that it be removed.

Resident asked what other streets in City are 35mph. Paynes Depot, Broadway, Main, Paris Pike.

Advisory speed signs in curve needed. Ben suggested advisory speed signs in curves and limited sight distance signs.

Eric Larson commented on the use of the average or 85<sup>th</sup> percentile to set the speed. This would not meet that rule. However, those studies are done with concealed radar, not an advisory trailer. Also, raising speed limit could cause concern due to the real or perceived danger.

Eric Larson mentioned that Sen. Damon Thayer did get funding for the road widening within the past few years. Some small amount of money is still left and he is considering what can be done with the curve with the funds available.

Jarrold Stanley notes that highway capacity manual could be used to determine speed limit based on geometry, number of access points, etc. He noted that FHWA has guidance that addresses an unreasonable increase in speed can be considered unsafe.

Greg suggests doing a second speed study after the speed change to see what change in speed is measured.

Greg commented that the change to 25mph was due to attention drawn to the road due to the fatality accident.

Bill Preece states he feels most users are adults and 35 mph is reasonable.

Committee recommends raising the speed limit to 35mph. Post advisory curve signs and speed signs in curves and at limited sight distance signs. Greg Reeves will contact the County about doing the same. Eric will note the need to remove obstructions near the road, as such trees, for use of the remaining Thayer Funds.

17) 107 and 135 Irving Lane – Speeding (Eric)

Eric took complaint. Resident wants a speed hump. Eric points out the block with 107 is very short and can not understand how speeding could be an issue. 135, however, is on a long straight stretch of street mid block. Greg states that PD has plans to do a speed study for the 135 location in April. No action at this time.

- 18) Penninsula Subdivision Three Way Stop requests (Eric)  
Resident wants three way stops at Rough River / Dale Hollow and Barren River / Rough River. Greg and Eric agree intersections are too close together and stop signs should not be used for speed control. Committee recommends to deny. Greg will have speed study done anyway.
- 19) Crosswalk / Left Turn conflict at Main St. and Court St.  
Greg pointed out delivery trucks park in middle of Main St. and over the crosswalk in front of Galvins. This makes a dangerous situation for pedestrians. He suggests perhaps a striped median with yellow hatching. Also, David Lusby and Greg stated the concern that during rush hour, westbound traffic backs up on Main St. from Broadway all the way back to Hamilton St. Left turns wanting to go south on US 25 are entering the two way left turn lane way back before the crosswalk and speeding. Greg says some enforcement has been done. Jarrod Stanley states that he has not completed his study into the issue. Speeding down the median needs to be revisited after the State looks into the crosswalk at Galvins. Committee suggested KyTC consider no left turns from WB to S. Court Alley or EB to N. Court Alley. Committee will need to present that to the City Council and downtown businesses. Jarrod and Ben Krebs to draw an exhibit. No action at this time.
- 20) S. Hamilton at Clinton-corner parking (Eric)  
Committee was updated that the Mayor only approved removal of the loading zone and not the first parking spot to the north. The work is complete but Barry Brock reported to Eric that it was still be used for parking. The issue was referred to PD for enforcement. The committee further discussed the idea of removing the first parking spot to the south on E. Clinton, as noted at the last meeting. After further evaluation of the sight distance now that the loading zone was removed, the committee feels the parking spot to the south is OK as is. No further action needed.
- 21) Traffic signal phasing US 25 @ Showalter  
Resident requested protected left turn phase. Jarrod says study still pending. No action at this time.
- 22) US460 @Wendy's/Swifty's - Left turn conflicts (Jarrod)  
Jarrod Stanley presented a dual left turn layout for US 460 eastbound and westbound. The centerline would have bollards on the east side up to Edwards Drive. Eric suggested the same bollard design be used on the west side to eliminate turning conflicts at K-Mart entrance. The Committee also suggested a EB rt. Turn lane on US 460 onto the Bypass. Jarrod will investigate whether or not the shoulder can be built up to make the lane. Jarrod stated that we wanted to model the intersection using the NE TIS traffic study numbers. Ben Krebs will provide the data to KyTC. Jarrod also states that the best time to make these changes is when the State resurfaces the road. He will check the schedule. No action at this time.
- 23) E. Main St. rush Hour (David, Greg)  
See Number #17 above.
- 24) E. main loading zone removed (Greg)  
Loading zone at E. Main St. was originally put in for a furniture business. This business is no longer there and therefore the loading zone should be too. Greg wanted to talk with other business owners. He wanted to determine what type of business is going in; we may want to

leave it alone. Greg says wait until new tenant has moved in. Table until next month. No action at this time.

- 25) E. Clinton one-way - revisited (David)  
Greg Reeves reported at a previous meeting that E. Clinton one way would be o.k. from Broadway to South Hamilton and if the other way, it needs to be a right turn only. Eric agrees that it is too narrow for two-way traffic with on-street parking and recommended one-way from Broadway to S. Hamilton, or remove parking on both sides. Barry says Georgetown Baptist is OK with the plan. David Lusby states First Christian Church is also OK. Committee recommends changing E. Clinton St. from two-way traffic to one-way traffic from Broadway to S. Hamilton St.
- 26) Traffic Signal request - S. Broadway / College St. (Jarrod)  
Jarrod Stanley states that based on traffic volumes, this intersection will not meet warrants for a traffic signal. Committee denies request.
- 27) 225 E. College St.- Reserved parking spot (Eric)  
Mark Adams wants a reserved spot at his address. Eric states Adams is not Handicap. Greg had patrol check with residents at 227 and 229 to see if their handicap spots are still needed too. Patrol states 227 is not handicap either and understood that the city needs to remove the reserved spot. Committee denies the request for 225 E. College St. and recommends removing the handicap spot at 227 E. College St.
- 28) Delaplain Rd. weight limit signs (Eric)  
Eric states the developer of a subdivision on Delaplain Road has complained about the amount of heavy trucks on this road. It is narrow and in poor condition. Many trucks use this road as a cut through for the industrial park and TMMK. Eric suggests posting weight limit restrictions to discourage use but not sure of the legal use of such signage. DVM would enforce, maybe. Jarrod suggested contacting Bridge division of KyTC because they may have ratings on any bridges and a weight limit. Eric has not had a chance to investigate further. No action at this time.
- 29) 107 Bluegrass Beat Cove – Committee had recently requested that the developer install the needed “No parking one side of street” for this Cul-De-Sac. Parking problems are still occurring. One resident reported to Code Enforcement and Public Works that a patrol officer told him that the PD could not enforce the signs since the streets were not dedicated to the city yet. Matter was referred to Greg Reeves. No further action needed.

- 30) No further Old Business was discussed.
- 31) Next meeting date is April 14, 2009, 5pm City Hall.

Meeting Adjourned.

Recommendations to the Mayor for Approval:

- 7) Remove the truck route and post "No Through Trucks" on Military and Clayton Ave. / Lemons Mill Road to just west of Carley Drive.
- 11) Complete / For Information Only - 300 block Williamsburg Lane-no parking (Eric) – Committee members recommend No Parking one side of street (inside of loop) and at fire hydrants. Mayor concurred and work order was issued.
- 16) Old Oxford Road Speed Limit – Raise from 25 MPH to 35mph. Post advisory curve signs and speed signs in curves and at limited sight distance signs. Greg Reeves to advise the County on this action and recommend they consider the same change. Eric Larson to program the removal of obstructions near the road, as such trees, for use of the remaining Thayer Funds.
- 25) Change E. Clinton St. from two-way traffic to one-way traffic from Broadway to S. Hamilton St.
- 27) Remove reserved handicap spot at 227 E. College St.

If you have any questions, please contact me at (502) 867-2000 or [eric.larson@georgetownky.gov](mailto:eric.larson@georgetownky.gov).