

Unedited Captioning Transcript of Public Works Committee Meeting - March 21, 2023

Tv 30 seconds please.

Welcome to the committee of public works. I'm your chair person counsel Madonna purpose my Co chair councilman Robin eagles.

Sorry, Ingle has an excuse absence. I am joined today by councilman.

Kumar councilman ackrason, councilman, Sam councilman, flood and councilman.

Chapel, um, today, um, I'm sorry. Hey, guys.

Can you all, do you think Thank you this meeting has been helped restore the carrier is 600,806 and council 58 ready for.

Thank you today we have with those public works and they're going to be here today.

We're gonna be discussing their annual report and today I have Jeff Brown,

who is the interim director of public works and I'm going to turn it over to him and let him, uh, begin the discussion. Thank you.

I thank you, Madam chair on Jeff Brown, interim director of public works and assets. And today I'd like to introduce Claire Gates and she's going to go over our 1st vision 0 annual report for you.

Thank you thank you. Good afternoon as director. Brown said my name is clear.

Yes, I am a transportation planner with Metro public works and the program manager for vision 0, Louisville, the city's Transportation Safety initiative.

Vision 0, law ordinance passed last summer.

It requires an annual report, we finalized and release the 1st annual report earlier this month.

The report is available on our website at vision 0, Louisville dot org.

I will now present on some of the contents of that annual report.

What is vision 0, vision 0 began in Sweden in the 990 s with the goal of eliminating all traffic fatalities and Siri.

Well, increase safe, healthy, equitable mobility for all.

It's also a new way of thinking about traffic safety instead of prioritizing vehicle, speed and motor convenience.

We prioritize public safety for everyone, regardless of their mode of transportation.

The movement spread across Europe where it was successful and spread to the U. S.

Began its road to 0 initiative in 2018 a precursor to vision 0, which evolved into launching vision 0 in 2021.

In April of 2021, Metro government in partnership with the Kentucky transportation cabinet and consulting firm Palmer engineering.

Published its 1st vision 0 safety report. The report includes an analysis of 5 years of crashed data.

And prioritize these areas of improvement based on location.

Roadway characteristics and vulnerable road users.

In June of 2022, local natural council voted unanimously to adopt an ordinance and support a vision 0.

Cities can establish their own benchmarks based on their own unique needs. And transportation systems goal is to eliminate traffic fatalities by 2050.

In most U. S cities, the school excludes fatalities that occur on interstates and private property, such as parking lots.

As part of its national roadway safety strategy, the U. S, Department of transportation adopted a safe system approach as a guiding principle to achieving roadway 0 roadway fatalities.

It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the 1st place.

And minimize harm caused to those involved when crashes do occur.

It is a holistic and comprehensive approach that provides a guiding framework to make places safer for everyone.

This is a shift from a conventional safety approach, because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.

For example, excessive speeding could be reduced through both design and automated enforcement, which is currently illegal in Kentucky.

This chart shows, the percentage of traffic fatalities and suspected series injuries by travel mode.

Speaking of human vulnerability, motorcyclists, pedestrians and bicyclists, which are categorized as vulnerable road users make up a small percentage of overall crashes,

but a significant percentage of fatalities and serious injuries.

Designing roadways to be safer for these vulnerable road users and prove safety for everyone.

This chart shows, the percentage of traffic fatalities and suspected serious injuries.

By roadway owner, despite the state, owning approximately 12% of Louisville surface street network.

Over 2 thirds of all traffic fatalities and serious injuries occur on state owned roadways.

The Kentucky transportation cabinet understands its responsibility to understand to improve public safety and we are working together on several safety related projects.

This chart the chart shows, the percentage of traffic fatalities, and suspected series centuries by road, functional classification.

Arterial roadways make up roughly 13% of Jefferson County street network.

Yet account for over 3 quarters of all traffic fatalities and serious injuries.

On surface streets, arterials also handle the bulk of traffic.

But by redesigning our arterials as complete streets with convenient, reliable transit service,

a complete sidewalk network that is sufficiently wide and good repair and buffered from the roadway and ADA compliant and with robust bike facilities, we can move all people more safely rather than just cars.

Work is currently underway to do just that on a numerous arterial roadways in Louisville, including Broadway.

Boy, Wilkins Avenue 9th street, main street.

Taylor Boulevard new cut road, West Mohammed, Ali Boulevard, chestnut street and Preston street press and highway.

We can design a safer roadway if we want to.

Deploying countermeasures proven to improve safety.

Here are a couple of examples of that in Louisville.

On the left is a new mid block, pedestrian crossing installed by Metro public works traffic engineering with lighting curve extensions a crossing a known as an or rectangular rapid flashing beacon and a high visibility.

Crosswalk.

On the right is the right sizing work.

On road, and the highlands, the Kentucky transportation cabinet and Metro are removing confusing lane lights and parking restrictions that incurred speeding during rush hour.

And instead installing curb extensions, full time on street parking.

And dedicated left, turn lanes. These changes will improve pedestrian safety for the numerous pedestrians, enjoying bardstown road and better organize the roadway for motorists as well.

These next 2 slides include annual safety performance measures established by the U. S. Department of transportation.

Like, most US cities, even with a sharp reduction in vehicles and vehicle miles traveled DMT, Louisville saw a spike.

And the number of traffic fatalities during the covert 19 pandemic.

Well, vehicle miles traveled.

Have mostly returned to Pre covid levels, but roadway fatalities have not.

This includes the number of pedestrians and bicyclists killed as well.

As you can see the rate of fatalities and serious injuries based on vehicle, miles traveled, needs to come down.

And we can do that with your through your support a vision 0.

Vision 0 would not be successful without everyone pitching in.

No, 1 person or group has all the answers.

And no, 1 person or group can achieve such an ambitious goal alone.

Doable like most vision 0, cities.

As a task force that meets regularly to share ideas.

And to work together, the vision 0 task force includes representatives from government departments, transportation agencies, advocacy groups.

Health care organizations, universities.

And law enforcement agencies, working with task force members.

Including Janet Heston of Matthews bridge mission. 0, local helped put on logos. 1st, ever World day of remembrance for road traffic victims.

The internationally recognised event was held at park to highlight new cut road.

A deadly arterial roadway.

And the legislation of automated enforcement in Kentucky.

I've also launched a monthly newsletter to update the public on vision 0, louisville's progress.

And challenges as, you know, public works recently 121Million dollar, safe streets and roads for all grant from the U. S. Department of transportation. u s department of transportation

With local and state matches, the grant will fund safety improvements on 10 corridors throughout Louisville.

However, they are funding opportunities at the local level as well.

1st, funding safety improvements, identified in the vision 0 level safety report.

I investing metro dollars in safety improvements on Metro roads. We can complement state investment.

On state roads 2nd.

Increasing the signs and markings budget would allow us to implement certain safety improvements more quickly.

On those metro roads, such as curve signage, wider edge lines.

And crosswalk enhancements lastly, the following goals are specific.

Measurable achievable relevant.

And time bound are short term goals. We have requested local funding, be included in the mayor's recommended budget.

A consultant has been tapped to develop a high injury network, which identifies the worst of the worst corridors where most fatalities and serious injuries occur and a speed limit audit is already underway.

Thank you I do have a question. Have you.

Guys identify the 10, uh, corridors that you all are going to be revising. Um.

And we all identify where they are going to be where these are.

Yes, yeah um, that information is available on our website vision dot org. Um, I.

Probably rattled them off strictly by memory, but that does include Louis Coleman, junior drive as well as Southern Parkway Wilson Avenue and.

A host of others, and this was based on your all 10 of those corridors came directly from the vision 0, local safety report technical appendix. Okay.

It actually outlined a whole host of corridors that could be quote unquote right? Sized, which means that the roadway with and design does not meet, um, the daily traffic volumes.

And so we evaluated every single 1 of those corridors and selected these 10 based on some overlaps of other projects, and trying to maximize our investment there. Okay. Um, thank you at this time.

I like to recognize councilman Vincent has joined the committee meeting today. I have 1 in queue, councilman flood.

Thank you Madam chair. Hey, Claire. Hey, can you go back? You said something about the roadway design and the.

We, we couldn't do something in roadway designing. I know how you can make street safer by roadway design. Can you repeat what you said? There?

Sure, I think that was with respect very beginning. I'm sorry I wrote it down real fast because I didn't hear.

I don't think it's something that we can't do in Kentucky or something. Oh, sure. Automated enforcement. Sorry what automated enforcement? S. that's there's yeah, there's 2 different branches of that.

It's speed safety cameras and red light cameras.

Speed safety cameras specifically are a US Department of transportation proven safety countermeasure. So that means that they have partnered with researchers and developed and, and, and.

Kind of identified that this is, in fact proven and quantifiable reduction in traffic fatalities and serious injuries by using this technology.

And I've always heard from the state engineers, and I think maybe from our own public works that, you know, the straighter you make a road.

The more you, you, you're really act act, like, go ahead and speak because it's strikes, you know, we try to straighten every row no curves because we think it's safer and probably.

The opposite is true cause the stranger of the faster people seem to go.

That can absolutely be the case. It depends on also depends on the number of lanes as a conversely as a planner. I feel I get into a little bit more of the user experience approach as well.

You know, what does that road feel like, does that feel does that road feel hostile to pedestrians? Is that a road that you want to get through as quickly as humanly possible? Or does that feel like a neighborhood street or their shade trees? Is the sidewalk?

Well, maintained is.

Is there on street parking, you know, do you feel like you could walk through the neighborhood rather than speed through it as fast as humanly possible?

Thank you. Thank you. So.

You've mentioned the, the surveillance.

Is a factor, uh, is this something that.

We're looking to use in the future.

If it becomes legal there have been a couple of different house bills passed. Well, submitted, rather or introduced. Uh, I would, um, I, submitted a hospital 73 by, uh, representative Rachel works.

Um. um

That I would legalize both speed safety cameras and red, like, cameras.

To my knowledge that has not passed out of committee yet, which is.

To be frank, that's kind of the standard, um, for that. Let's.

In last few years, um, the same bill being introduced a few years ago from Senator, Reggie Thomas from Lexington. So.

It keeps getting introduced unfortunately, it doesn't get.

Pass out of committee, although we have seen a little bit of a.

Right some legislation around speed safety cameras in work zones, uh, using a sunset 5 years, a 5 year period,

and mandating a data collection and analysis as well as part of that.

I don't think that that will pass in this Kentucky general assembly session, but I do believe that Indiana is close to passing that exact same sort of legislation. So it's something that might be a little bit more amenable.

Thank you Council.

Um, low clear 2 questions for you 1. could you kind of talk about the intersection that vision 0.

Complete streets, coalition and any work that you all might be collaborating on, or, um, any ways that we could enhance that collaboration. Sure, sure. Thanks. Um.

So, vision 0 takes a safe system approach and that's 5 pillars that includes safer roads, safer people, which includes things like pedestrian safety and reducing the number,

the incidents of drunk or impaired driving, and also includes better post crash care working with trauma hospitals and our emergency management and so, within the safer roads pillar.

1 of the most effective ways, we know to reduce excessive speeding and to comb roads to a level where we don't see.

Those speeds and velocities that.

Um, contribute to traffic fatalities and serious injuries, um, that on the ground work is just now being done by the complete streets coalition and our complete streets, uh, administrators. So, by investing.

In traffic, calming projects, like what you're seeing,

come out of the complete streets coalition that absolutely supports our overall effort to eliminate traffic fatalities on our streets by 2050. thousand and fifty

And you said, 2nd question, and my 2nd question is if any of my fellow council members were interested in attending a vision 0, local meeting, would they be able to do that in 1 of those held? Absolutely.

Those are held virtually monthly on on Fridays from 1 to 2.

And you can sign up via our website at vision 0 dot org.

Thank you, I'm sure my colleagues and I, we appreciate you being here with this report and we hope that everything will work out safely. I will like to mention that. I noticed within the last year.

So it seems like every week. There's a fatality on on 1 of our roles here in Louisville or pedestrian, been hitting killed. So I really, really appreciate your focus on this. And let's.

Just hope that we can have, you know, safer streets to walk down and drive on. Thank you. Thank you.

Mr. Brown did you have anything else for us? Oh, you just like sitting up front Thank you. I got a couple more items. I muted.

Okay, thank you. Uh, next item on the agenda, would you guys like to read the legislation? Please.

Item number 2 artist ought to 6 dash 23 a resolution determined approach certain property at 1110. 122 number 14300450024 is surplus and not needed for governmental purpose and authorizing. It's transfer written full right.

To have a motion. for governmental purpose and authorizing it's transfer written full right to have a motion

Motion and 2nd who's here to speak on? That? I, Madam chair again Jeff brown acting director, Metro public works and assets.

This particular parcel was a remnant leftover from the firstborn Parkway wherever an overpass project.

The state constructed a while back uh, 1 of the butting property owners had an interest in this small, 18 foot section of the property. That was no longer necessary for the project.

So, we agreed that it did not serve a public purpose and gave them an opportunity to purchase that.

Does anyone have any questions? No, of course.

I'm sorry, sir councilman ackrason.

I'm sure I don't have any questions for Mr. brown.

But I just want to save this committee. I have been very outspoken and vocal about my disdain of this city's past process of giving away properties for a dollar here dollar there. Most recently was at the end of last year.

We were talking about a commercial piece of property that came in, I think about a 170,000 dollar PVA value while it was dilapidation we were going to sell it for a dollar. My attitude was I'll give you 10 dollars 10 times that. give you ten dollars ten times that

You know, I would love to do that.

You know, we're getting a bidding war, but I've had a real problem with the way we've given them a property. This is 1 that I can support and not find foul with. Essentially, what we're talking about here is the city initially purchased this property for something like 62,000 dollars and add a house on it. on it

They tore the house down so now that it's a vacant, lots of the property has dramatically dropped in value. Additionally, with the placement of the husband Parkway with the parkway encroachment zone. You can build a house on this a lot if you wanted to.

So, the people are, they're selling it to ultimately already own a house. There. They own another making lots of their expanding their property.

Whether it be put in a playground or just have more greenspace themselves, whatever this is also a situation where, when I look at the value of the surrounding properties.

We're still on this, we're probably 2728 cents on a dollar.

We might be able to get 8,500 for it if the market but the problem is is because you couldn't build on it. It's really.

That value, I think is greatly diminished, so the fact that we're getting 27 cents on the dollar. Sure. As hell beats a dollar for the property. I think it's a legitimate offer. And I think that under the scenario, it'll be 1 of the few 1 of the few.

Property transactions that I will support at this time. Thank you. Ma'am chair.

Thank you councilman ackrason if there are no other questions. This is this calls for a voice vote all those in favor say, aye.

All those oppose the a** habit this will go on the consent calendar. Thank you. Thank you.

Item number 3 artists, 030 dash 23 a resolution approval for protection for white and river row from zone avenue to 8th Avenue proper storage carriers.

Chapter 178.080 agreeing to accept 18 posses a reality of button row from the commonwealth of Kentucky for the river worldwide and improving the dedication of the 27 process relative located on the north side of river road from

above reference. on the north side of river road from above reference

Why didn't row by law? Jefferson County metro government successor to the city of global Kentucky ready for.

Thank you like to have a motion in a 2nd, please.

Motion? 2nd, thank you. Mr. brown. You again.

Thank you Madam chair for the record Jeff brand acting director, Metro public works and assets. So this is the long history river road, widening project between zone and or sorry and just pass the railroad tracks.

These are a handful of parcels along the north side of river road that we're under state ownership that the state is now ready to deed over.

To Metro, in order to construct the river road widening, which hopefully will be in construction very soon. This is 1 of the pieces we needed to complete in order to have all the right of way in place for us to begin construction.

Are there any questions with no questions this calls for a worse vote?
All of those in favor say, aye.

All of those oppose the a** habit. This will go on the consent calendar.

Thank you Mr. brown Madam chair. That was the last piece on the agenda.
So I can say that the meeting is been adjourned. Thank you.