

Our Town – Greenbrier, Rugby, Meadowbrook Hills
June 30, 2016 6-8pm, Walker Upper Elementary

Kimberly Roll, 1947 Michael Pl.

Rapidly growing deer population; what is being done to cull the herd?

Fenwick: we have discussed many options.

Signer: we have a work session meeting report on Deer Management at the July 18 Council meeting. We will hear options about controlling deer, including culling strategies.

Additional action required: Council follow up with agenda items on deer

Status: The July 18th Council presentation was held. Additional discussion by the Council is currently being considered for the 2nd Council meeting in September or October

Michael Barnes, 1411 Lester Dr., Neighborhood President – Greenbrier

Traffic, sidewalks and the park are the top concerns. Suggested a “traffic day” for the neighborhood, where staff comes to talk through the issues with the neighborhood. Where is the next sidewalk to be built in the neighborhood? Yorktown Dr. is a dangerous area without sidewalks. There are concerns about spraying in the park. The trail is an issue; it was torn up during the sewer line construction, and the neighborhood wants a status update for when reconstruction will start. What is the status of the tunnel?

Jones: the new traffic engineer will dig into Meadowbrook Heights soon.

Ehman: when trail designs were submitted for evaluation, it was determined a flood plain study had to be redone. This was completed over the winter and was sent to FEMA, and they have until August 5 to respond. The study showed we can get both bridges in without much issue; we are waiting for the federal process to finish. Once the bridges are installed, we will address the trails. Regarding the railroad tunnel, it costs \$1 million. Provided we do not encounter major obstacles, we can begin running the tunnels through the CIP program. The Nature Conservancy has a 10 year obligation to come in annually, and they are using the lowest dose possible to address invasive species. They notify the neighborhood when spraying is planned, per our IPM protocol.

Additional action required: Follow up from NDS and the Traffic Engineer

Status: Traffic engineer to schedule discussion with Mr. Barnes and neighbors. Mr. Ikefuna to convey sidewalk priority list to Mr. Barnes.

Camille Wilson, Greenleaf Ln.

Concerned that there is no athletic field in McIntire Park. Streets That Work: concerned with contraflow lanes. These are one-way streets where bikes are allowed to travel in the opposite direction. South Street has trucks double parked at businesses, and it makes this structure dangerous. All travelers should follow the same rules of the road. Green stripes where bikes are allowed to go ahead of vehicles so they can make a left hand turn is also not a good idea.

Jones: the master planning process for McIntire Park was completed, and a passive approach for land use at the east side of the park was decided by the City Council at the time.

Fenwick: we have been hearing about streets at every Town Hall meeting. People are starting to take matters into their own hands. He said he can help citizens set up speed monitoring systems if they are interested and asked them to see him.

Additional action required: None at this time

Jim Campbell, Oxford Rd.

Where do we report foliage that is a problem?

Jones: NDS 970-3127, they will take care of it. Please report it.

Additional action required: None at this time

Robert Epstein, 1929 Blue Ridge

Foliage on the north west corner of Rugby and Blue Ridge is a problem. Visibility for pulling out at this intersection is low as a result. He has been told by NDS that there is nothing they can do about it because it is on the owners' property line.

Signer: we are implementing a customer complaint system. An RFP is out.

Brown: it would be within our authority to address foliage if it is extending in the public right-of-way, but if it requires City to go onto private property, there may not be authority for us to do so.

Additional action required: Follow up from NDS and code enforcement with possible coordination with City Attorney

Status: NDS Code Enforcement staff has inspected this area (and others similar) based on complaints, and the real issue is a sight distance problem. The vegetation does not extend into the Right of Way; so we cannot cite under the weeds ordinance. Traffic Engineering is evaluating the problem.

Beth Kariel, Oakleaf Ln.

She asked Councilor Fenwick specifically to reply to the issue of development in the City, specifically high rises, encroachment into neighborhoods, changing historic houses and historic places. She said she remembers concern about the changing atmosphere of Fry's Spring in the 1980s. She said Woodland Dr. is the prettiest street in Charlottesville. Economic health and development often goes together, and she has tried to listen to the reasoning behind the changes. But, there are people in this town that are sick and tired of development, and we are going to organize. We don't want to change the historic nature of this City.

Fenwick: we live in an old City. Other than McIntire Park, we have no development, but redevelopment. Buildings are getting old and are coming down, which is OK. But we are out of balance. He fought hard against West Main Street, special use permits, and over-use of developments. A special use permit has been denied at Booker St. because the neighbors have told elected officials how important their neighborhoods are to them. Keep an eye on zoning changes. If most of the buildings had good architectural design, that would be one thing, but most of them are just boxes.

Bellamy: he said he appreciates the comments and the sentiment behind them. However, many of his colleagues cannot live in a neighborhood like Fry's Spring. How do we begin to make this community inclusive for everyone? We may have to do some things differently, and that may change some of the current landscape of the City. We are currently still a segregated City by not only race, but also age and income.

Galvin: there are tools to ensure we are evolving as a City in a manner that maintains the good character of our streets and make them safe, and that tool is zoning. We have repeatedly identified that zoning has to be in sync with our vision, the Comprehensive Plan.

Signer: said he lives in a majority minority neighborhood a block from downtown and loves living here because it does not change as much as other metropolitan areas. Zoning and development decisions are among the most difficult decisions elected officials have to make. This Council lowered building heights near Drewary Brown Bridge.

Additional action required: None at this time

Roberta Schlesinger, Hillwood Pl., Greenbrier Area

She has been in Charlottesville for 49 years. This is a marvelous place compared to what it was back then, when it was the middle of nowhere.

She takes an interest in safety, especially for the children of Greenbrier School. The lights stopped flashing on the 15 mph signs. They were fixed. Later, there was a safety issue that was a County contractor issue, and a staff member was able to take care of it. She expressed gratitude.

Additional action required: None at this time

Nora Gillespie, Brook Rd. across from the practice field at Greenbrier

It is easy to speed at that intersection, and there should be a higher penalty for speeding near the school. Additional issues were raised after the meeting with regard to pedestrian safety and parking for athletic events

Additional action required: Parks and Recreation follow up

Status: Ms. Gillespie was informed of an enhanced practice by Parks & Recreation which will notify people who sign up to use the field of appropriate parking alternatives.

Sue Hart, corner of Grove and Yorktown

She said she has not yet been able to get the results of a recent traffic study. She said traffic has been diverted from the 250 Bypass onto Grove Rd. There are several 18-wheelers that come through at all hours of the day. Size, speed, and running stop signs is a serious problem. There are no crosswalks or school zone flashers for the high school. Why are there no trucks allowed on the Parkway, Park St., Locust St., or Brandywine, but they are allowed on Grove Rd.? Can we get a no truck traffic sign? Jones: when the parkway was first approved in 2001, part of a compromise solution was to prohibit truck traffic.

Brown: that was a condition placed on the Parkway agreement. City Council would not have jurisdiction on the portion north of Melbourne, only on the portion between Melbourne and the Bypass.

Hanbali: some truck routes are better than others. We will work with the Planning Department on integrating a requirement from developers that on new developments, there will be restrictions for where trucks are able to go.

Additional action required: Follow up by NDS and Traffic Engineer

Status: Observations of the subject roadway did not reveal any existing traffic volume capacity, safety or visibility problems that would warrant additional traffic control. The traffic accident data reported to the Charlottesville Police Department at the subject street in the last three years were zero. The subject roadway is functionally classified in the City's comprehensive plan as a collector road.

The average daily traffic volumes between Meadbrook Height Road and Yorktown Drive are 1,432 vehicles for eastbound and 1,095 vehicles for westbound. The peak hour volumes are 223 vehicles for eastbound and 197 vehicles for westbound. Heavy trucks contributed to a maximum of 2.5 percent of the total volumes. The subject roadway and its intersections do not meet any of the warrants for additional traffic control devices, as set forth in the Manual of Uniform Traffic Control Devices (MUTCD).

The MUTCD is a national publication, developed by the National Committee on Uniform Traffic

Control Devices. The MUTCD sets uniform guidelines and standards applicable to different classes of road and street systems.

In light of the above, the subject roadway is not warranted for additional traffic operation and safety improvements.

Regarding the truck traffic, the City signed an agreed several years ago to prohibit trucks more than 2-axles from using JWW, Locust, and Park. There are signs on these streets restricting trucks. The City traffic engineer couldn't find out if these agreements were technically justified at the time but they are not technically justified today as these roads are functionally classified as collectors and arterials. 2015 studies were posted on the City website under Traffic Engineering. In light of the above, trucks have limited options to use for access. On the other hand, recent studies did suggest a 1% to 3% trucks usage on Grove. In numbers that ranges from 12 to 36 total trucks per day.

At this point, options can be to re-visit earlier agreement and approach truck routings in the area based on technical justifications or leave as is as the trucks usage numbers do not suggest out of the ordinary usage.

Patricia Gibson, 1408 Meadowbrook Rd.

Thanked Council and especially staff for their service, especially when days are long and the chores pile up.

Additional action required: None at this time

Henry Winsack, Grove Rd.

He shares Ms. Hart's concerns about through traffic on Grove Rd. There are gigantic dump trucks driving through residential neighborhoods; please ask them to stay on 29.

Deer is a public health issue; he and his wife have had Lyme, Rocky Mtn. Spotted Fever, and these diseases are underreported in this area. We need to cull the deer for public health; this is a more serious issue than we realize.

Galvin: she is a representative on the Health Dept., and increases in Lyme correlating with increases in deer population is a reality. She will get this information to Council for their July 18 meeting.

Additional action required: Council follow up with agenda items on deer

Status: The July 18th Council presentation was held. Lyme disease and tick borne illnesses are associated with all mammals and not just deer. Additional discussion by the Council is currently being considered for the 2nd Council meeting in September or October

Trisha Taylor, 1450 Rugby Rd.

She said she has emailed often since 2009, and they still cannot walk on their street to their neighbor's house. They were told there wasn't enough traffic to justify doing anything 30 years ago, and now they are being told there is too much traffic, and doing anything would cause overflow into other neighborhoods. She asked what Council is planning on doing when developments are being approved about the mass traffic increase onto neighborhood streets.

Galvin: she said she has repeatedly forwarded her emails to NDS. There is a concerted effort to look at our traffic in a systematic way. She said she is interested in looking into working with UVA to prohibit first and second year students from having cars, and if they do own cars they must be parked remotely. We need to find a sweet spot of building enough housing to provide people who work here so they can be close to where they work and can be provided bus passes.

Ms. Taylor said look at Leonard Sandridge Dr. and make a cut through so they can get from the University out to the County without going through Barracks Road.

Signer: there is a very active, thoughtful and challenging conversation happening right now about managing parking, vehicles, and by-right development happening in the downtown area.

Additional action required: Follow up by NDS and Traffic Engineer

Status: When developments are approved, the City Ordinance requires that parking is provided to support the development. Streets are public Right of Way and the City cannot restrict people from driving through the streets of their choice unless the street is a restricted truck route.

Citizen

How are people going to find places to park other than in neighborhoods adjacent to West Main?

Additional action required: None at this time

Status: The West Main Street steering committee will continue to explore parking alternatives for this area including the potential development of parking structures to present to Council.

Jim Campbell, Oxford Rd.

There are younger people in this neighborhood, but they have all left for the holiday weekend. It isn't practical to ride a bike to meetings in August or January. He suggested getting UVA students into concentrated areas of apartments. People are moving to the County, because they can get downtown just as easily.

Additional action required: None at this time

Fenwick: The Dairy Rd. Bridge needs work the most of any in town. An RFP is out for work on the bridge, and work will probably happen in the fall.

Signer: adjourned.