

**LYNCHBURG CITY COUNCIL
PHYSICAL DEVELOPMENT COMMITTEE
MEETING HIGHLIGHTS
Tuesday, February 26, 2019
8:00 a.m.**

Members: Council Member Turner Perrow, Chair, Council Member Mary Jane Dolan, Council Member Sterling Wilder, Mayor Treney Tweedy, ex-officio

Staff Present: Bonnie Svrcek, Reid Wodicka, Gaynelle Hart, Kent White, Lee Newland, Clay Simmons, and Patricia Willoughby

Others Present Carrie Dungan, The News & Advance
David Malewitz, Parking Manager for the City of Lynchburg

Update on Priority Projects:

- 1) Liberty Mountain Drive – Schedule has gone yellow due to the rain. Instead of finishing in August, we are supposed to finish in September.
- 2) Downtown Water Main Phase II – The Street Scape, which is the Commerce section. The design is at 90% and is on hold. We are going to shelf it until we can get back to it after the Main Street Renewal.
- 3) Main Street Renewal – This is at 60% and those plans are in for review. We are working with AEP trying to get their plans intertwined with ours.
- 4) Indian Hill Road Bridge – We were supposed to have bid that project by now. That has gone in the yellow as well. Hopefully we can make this up during the construction portion of it. This is due to having to get drainage easements.
- 5) College Lake Dam – We are acquiring ROW for the new road and bridge.
- 6) Police Department Headquarters Demolition – Bids have been received. We're getting ready to get started.

Council Chair Perrow offered up a time for questions.

Council Member Wilder wanted to thank those that helped for help with business owner on 5th Street. A lot of staff had talked with her and addressed her concerns with that project.

Council Chair Perrow questioned who was handling ROW for you guys now. Mr. Newland answered that it depends on where it's located. Some of the small sewer lines/water is handled internally with Kate Berger who is in the map room and a part-time employee, Bob Torian who helps with that. Bob Torian is retired. For larger project we use a company called Gammon and Associates. He is use to work for VDOT and is very good at acquiring commercial real estate.

Council Chair Perrow announced that he was pleased to hear that there was \$5 million in the budget for College Lake Dam Repairs. Approved budget at this point waiting for the Governor's signature.

General Business:

1. Loading Zone Ordinance Amendments –

Mr. Wodicka presented information regarding how the Loading Zone issue came to be. A multi-departmental team has been working on the loading zone issues downtown. There are recommendations to make to council and get PDC feedback. We will then take this on a road show to the businesses and find out how this will work. We will use this to bring a more completed project at the meeting for March 26th.

Mr. Newland stated that several different codes that needed to be changed. There was also language that needed to be changed to be enforceable. Enforcement has been an issue in the past. A time limit on the loading zones will at 30 minutes. We also have a towing enforced. The fines have been set and all these are enforceable according to the Judges. There was a sample of the Loading Zone Sign displayed in the meeting for members to see. Several loading zones have been identified in the downtown area.

Mr. Malewitz spoke to the need for loading zones for larger trucks coming into the downtown area. This would cover 29 to 5th Street and from Clay Street to the river within the Central Business District. The map was made reference to that would allow for larger trucks such as beer trucks & Coca cola trucks that now park in the middle of the road since the loading zone could not accommodate them. This would be a 7:00 a.m. – 11:00 a.m. zone and would revert back to 2-Hr. parking at 11 a.m.

Mr. Newland reviewed the map by showing council members exactly where the loading zones are located. He explained some that would remain and those that would be changed. Commerce Street will have an 8:00 a.m. – 5:00 p.m. Deliveries made after the 11:00 a.m. hour would use the elevator to access Main Street.

Council Chair Perrow opened up for questions.

Ms. Dolan asked if any studies have been done to make sure that 30 minutes is enough time for the parking. Mr. Newland indicated that 30 minutes is a general standard. Enforcement will need to be able to give exceptions.

Mr. Malewitz indicated that there was research done asking how long deliveries normally take. There are some that may take more than 30 minutes as Mr. Newland stated. A temporary parking permit can be used to accommodate loading that take longer than a couple of hours.

There was a general discussion between council members and Mr. Newland regarding where loading zones are located and the timing. This will be a 120 day trial process. We would come back to council with the results. It was questioned about the loading zones on 9th and Church Streets. Mr. Newland said they are using the renewal process beginning with Main Street for the 120 day trial period. There was general discussion of where other spaces located within the City are not being used. Also, discussions of areas where different times during the day had more of a need.

There was a discussion regarding NO PARKING that was no longer needed. Mr. Newland indicated that that had been done by request and would address this widespread during the 120 day trial period. There is a lot of research that goes in when we do research to make sure it is no longer needed. That is why we take it by request.

Chair Perrow reviewed the timeframe for the timed parking and verified these would be open til 11:00 a.m. It was also questioned how the enforcement would work during the first 120 days. We

will educate for the first couple of weeks. After that we will take it more seriously and begin issuing tickets. The staff will observe and see how it works out. The issue of stripping was brought up. The loading zone sign will be at the beginning and at end of the loading zone. The individual spaces will still exist.

Chair Perrow indicated that he felt that the temporary parking ordinance looked pretty good. Mr. Malewitz presented that there will be signs sitting on top of cones used for temporary parking. There will be colored cards for temporary parking depending where you are parking within the City.

Chair Perrow said that he had been approached regarding stripping on Court Street. The Committee indicated it was okay to move forward with this plan.

2. SMARTSCALE Draft Funding –

Mr. Newland indicated that he was not an expert on the scoring of SMARTSCALE but would do the best he could to explain. Lynchburg District.... They take the funding and there are two pots state wide. One pot is split up between the districts and the other is a statewide priority fund. There was \$23.8 million in our district to be able to award. There was \$389 districtwide and \$390 million in the statewide high priority across the state. In Lynchburg there were 7 projects funded for a total of \$21.2 million.... The 501/221 project was number 8 on the list. We actually applied for 4 projects and 2 were approved. Bedford Avenue and Rivermont R-cut is one project and the other project was a roundabout at Langhorne/Vassar/Rivermont Terrace project. Both of those combined was \$5.6 million dollars. The Bedford Avenue project ranked high due to the crash rating and the low cost of the project.

The Langhorne Road/Vassar project also has a high crash rate. Due to geometrics and the curve of road with 4 roads coming into it, and ROW, the cost is high. Another reason why it's so high is because we have not designed these yet. We've done a report on them. The projects are estimated in a 10 year period. That is when the SMARTSCALE is funded. We have high rates of inflation on these. The Langhorne/Vassar has a 30% inflation factor on it. The State Commonwealth Transportation Board will go around in April for their public hearings on these. May/June they will make the final decision on what projects will and will not be funded.

Chair Perrow opened up the meeting to questions. Chair Perrow indicated that he was shocked to hear that the roundabout was a \$6.1 million project. This was not presented to Council when funding was requested for projects. There was a general discussion of the cost of a stop light and a roundabout. He would not have agreed to submit that project to SMARTSCALE. Budgeting 10 years out is difficult. The cost benefit just isn't there. Chair Perrow called on City Manager Sverck to go over the strategy to get the 501/221 project funded. City Manager Sverck reviewed other areas where money may be available. We are at the top of the bottom this year and optimistic that the funding would be there. Council should reconsider rerouting money from the other projects. There is \$2.6 unallocated in the district pot to ask the CTB member to reallocate money to the project.

Chair Perrow questioned the restriction on development while working on SMARTSCALE funded projects. He questioned jeopardizing funding. City Manager Sverck indicated that there is a concept development for that intersection. Chair Perrow was concerned of having funding jeopardized for other development if changes took place between the award and construction phase. There was a general discussion of the funding timeline of SMARTSCALE. Chair Perrow also presented his frustration of the guidance received from VDOT. We have done what they have recommended and end up not being funded.

Roll Call:

Council Chair Perrow indicated that this was not listed on the agenda. We will have one anyway. No other members had anything.

Meeting adjourned at 9:15 a.m.

Next meeting: Tuesday, March 12, 2019