

**LYNCHBURG CITY COUNCIL  
PHYSICAL DEVELOPMENT COMMITTEE  
MEETING HIGHLIGHTS  
Tuesday, August 11, 2015  
9:00 a.m.**

**Members:** Council Member Turner Perrow, Chair, Council Member Joan Foster, Council Member Ceasar Johnson, Mayor Michael Gillette, ex-officio

**Staff Present:** Kimball Payne, Bonnie Svrcek, Gaynelle Hart, Kent White, Lee Newland, Starlette Early

**Others Present:** Laura Walton (VDOT), Brian Casto (VDOT), Lorenzo Megginson (Citizen)

**Contract Awards:**

There were no new contracts awarded.

**Update on Priority Projects:**

Mr. Newland provided a general update the following Capital projects:

- Memorial- Park- Lakeside Intersection
- Downtown Streetscapes
- LU Intramural Field

There was clarification regarding revenue sharing and compensation to City on LU Intramural Field Road project.

**General Business:**

1. ***Citizen Request Route 460 / Tyreeanna*** — *Mr. Megginson met with the City Manager and the City Engineer to discuss his concerns with the VDOT Phase 2 Safety Improvements to Route 460 / Richmond Highway. While this project is a VDOT Project, it is within the City Limits and impacts citizens in Ward 2. Council has been briefed twice before by Mr. Rob Cary, the previous VDOT Lynchburg District Administrator. This Phase 2 Project is scheduled to be advertised by VDOT on October 13<sup>th</sup>.*

Mr. Payne suggested VDOT provide PDC an overview since this project has been ongoing for many years. Mr. Casto (Location and Design Engineer) and Ms. Walton (Project Manager) provided a summary of the project, noting the project initiated as a result of an extreme spike in accidents along a 1.6 to 1.7 mile corridor section of the Route 460 by-pass after it initially opened in this area. As a result of the increased number of accidents, the District Administrator and CTB Member listed this as a high priority project for the district.

Mr. Casto noted the project was designed to increase the safety in this area and outlined several phases for the process. The cross-overs were closed approximately 4-5 years ago to remove the left-turn angle access. The next phase of the project will provide an auxiliary lane for every access (with the exception of the right-out at Tyreeanna) to provide traffic an opportunity to accelerate or decelerate as needed. He noted specific changes including: Off/on ramps extended to Campbell Avenue, a right turn lane into the airport, extending the right turn lane into/out of Holcomb, a turn lane into Templeton's gas station, and a right into Poston. Also included is an overhead sign structure to better delineate direction of the lanes.

There was discussion regarding the impact realized from the changes made to this point, with Mr. Casto noting there have been positive outcomes. Council Member Perrow asked VDOT to provide that data to the City. The design of lanes was discussed regarding constraints due to geometrics and costs. The schedule of the next phase was outlined: A notice to proceed is expected in October, with construction to begin in early spring, spanning over two construction seasons.

Council Member Foster asked about citizen involvement in the project and Mr. Casto elaborated on the community notification process, stating VDOT would hold a "Pardon our Dust" meeting once the contractor was on board.

Mr. Newland briefed the Committee on prior meetings with Mr. Megginson regarding the project and indicated staff felt it would be beneficial for PDC to vet his concerns. Mr. Megginson expressed his agreement with the safety issues along this corridor but was concerned that Tyreeanna Road, as a support road for 80+ homeowners in the area, will not have an entrance or exit on to Route 460. He indicated VDOT, in a prior meeting last January, explained the lack of distance to the railroad bridge for a safe acceleration lane road was the issue regarding an access for Tyreeanna Road. Mr. Megginson noted several other projects and locations that have been excavated and modified to deal with similar issues and requested Tyreeanna be included in a future phase if funding limitations exist. He believed concessions have been made for certain locations with political support, and expressed concern that Tyreeanna should be able to receive some type of consideration.

Mr. Payne noted the design related to Tyreeanna has been discussed throughout this project. The original design had Tyreeanna being closed, but was revised due to citizen feedback. Mr. Casto reported on the challenges related to the design of an acceleration lane due to blind-spots and the point at reaching the crest of a curve that would be conducive to rear-end accidents. Consideration of how to lower the curve showed it would impact the construction laterally and a church located in the area would be required to relocate. The option of a substandard lane was discussed in comparison to the recommendation by VDOT design engineers that would require access to the by-pass without an acceleration lane.

Mr. Casto discussed VDOT's goal for this area to be a limited access corridor and acknowledged options for the locality to request another phase that would deal with the challenging typography of the road in this area for designing a safe and cost-effective access road. The location of a "jug handle" was clarified and Mayor Gillette suggested a break in the flow of traffic due to this feature might be an option to create a reduced traffic flow with a second stop light for access from Tyreeanna. Council Member Foster expressed her concerns about undermining the potential of this community by isolating the neighborhood and the overall plan by VDOT to consider the safety of the entire section. Mr. Casto explained the corridor extends 35-miles from the Madison Height's by-pass down to Timberlake Road and CTB has passed a resolution to extend the limited access corridor. It was looked at in a long-range plan to accommodate 50,000 vehicles per day.

There was discussion regarding some of the access points included in the design, including a drive allowed for a private property, but will be eliminated at the completion of the project. Mr. Casto explained considerations for other access points such as the airport entrance and Holcomb access. Council Member Perrow suggested, as members of the Metropolitan Planning Organization that helps VDOT with planning, he and Mr. Payne could explore the possibility of tying in grading adjustments in the "roller-coaster" area with replacement of the bridges in the Six-Year Plan. Mr. Casto provided some details regarding the tributary design challenges that might result from the regrading of the crest vertical in that area.

Mr. Payne suggested three steps to consider in addressing this issue:

1. A re-affirmation that Tyreeanna Road will remain open even in its current condition;
2. Some advance warning lights to provide awareness to traffic that they are approaching Tyreeanna Road;
3. A Phase III that would provide vertical adjustments to the road if funding is available.

In response to whether he could re-affirm Tyreeanna's status, Mr. Casto stated it was not in the plans for Tyreeanna to be closed as a result of this particular project. However, he reiterated VDOT's long-term plan for limited access throughout the corridor and at that point Tyreeanna would be closed. Council Member Perrow asked about plans for flashing warning lights and Mr. Casto stated those are currently being considered as a result of the meeting with Mr. Winstead.

Council Member Perrow asked Mayor Gillette to write a letter to VDOT stating the City's expectation regarding Tyreeanna Road. Mayor Gillette agreed to a letter but suggested contact with state representatives would likely garner more weight. Mr. Payne suggested the item be placed on the September agenda (September 8) for City Council to adopt a resolution to submit to VDOT. Council Member Perrow stated that Mr. Megginson could expect a resolution that would clarify the City's understanding that Tyreeanna remain open for the foreseeable future, placement of warning flashing lights for Tyreeanna and a long-term plan for dealing with the roller-coaster road. Mayor Gillette suggested it be sent to VDOT and the entire state delegation, along with a copy to Mr. Megginson.

There was discussion regarding routes into the Tyreeanna neighborhood and what other ways the City might be able to assist in integrating Tyreeanna neighborhood to other surrounding areas within the City. Council Member Foster suggested the City revisit the Tyreeanna "Master Plan" to re-evaluate options that might exist for helping this community reach its full potential.

2. ***Golf Carts and Utility Vehicles on Certain City Streets*** — *City staff has received requests from Liberty University, Lynchburg College, and Central Virginia Community College for City Council to adopt an ordinance allowing for the operation of golf carts and utility vehicles on certain streets near the respective institutions. In response, an ordinance has been drafted that would establish the criteria for such operations. Nevertheless, staff has some misgivings about allowing the operation of such vehicles on City streets and would like to discuss this matter with the Physical Development Committee prior to moving forward to full Council.*

Mr. Payne briefed the Committee on prior discussions between the LPD and the City Attorney as a result of LPD's concerns over the use of utility vehicles on City streets in the vicinity of a local university. The City Attorney had indicated there is a provision of the State law that allows local governments to designate certain roads eligible for use by golf carts and utility vehicles based on criteria determined by the governing board. Since that time, the City has received letters from Liberty University, Lynchburg College, and Central Virginia Community College requesting certain roads in their vicinity be designated for golf carts and utility vehicles.

Mr. Payne reported the City Attorney has drafted an ordinance to that effect and there are concerns by staff on whether an independent engineering report should be obtained to determine which streets would be appropriate and safe to consider for these types of vehicles. As a next step, staff felt the PDC was an appropriate venue to vet some of the issues related to allowing such vehicles on public streets and the standards addressed in the draft ordinance such as traffic count, speed limit, identification and safety equipment required on the vehicles, insurance requirements, etc.

In their discussion of whether the PDC was in favor of considering allowing the designation of certain streets eligible for use by utility vehicles, all members were agreeable to varying extents based on the roads allowed except Council Member Johnson. His concerns regarding safety issues overwhelmingly precluded their use on these streets for convenience.

There was additional discussion regarding specific streets that should and should not be considered including Lakeside Drive, Candler's Mountain Road, and Thomas Road. There was general consensus that roads insular to the college campus were more acceptable to consider; peripheral roads to the campus that were used primarily by public vehicles should not be allowed. There was further discussion regarding who would be allowed to operate the utility vehicles, farm use vehicles on public roads, and general philosophical issues related to golf cart communities and transportation.

In light of the varied feedback from the PDC, Council Member Perrow suggested the topic should come before full Council at a work session. Mr. Payne indicated staff would provide Council members details regarding who would be allowed to operate the utility vehicles, application of the ordinance, and emphasized the need for information to help Council members understand the state enabling legislation underlying this draft ordinance.

**Roll Call:**

Mayor Gillette commented on repair of a bent fence on a bridge and inquired about source of damage. Council Member Perrow inquired whether staff anticipated the number of vehicle strikes to the median fence on Wards Road. Ms. Hart indicated the bent bridge fence was likely damaged during snow removal and the fence on Wards Road was expected to require periodic touch-ups.

**Next meeting:** September 8, 2015