

LYNCHBURG CITY COUNCIL
PHYSICAL DEVELOPMENT COMMITTEE MEETING HIGHLIGHTS
Tuesday, February 11, 2020
8:00 a.m.

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

Staff Present: Bonnie Svrcek, Reid Wodicka, Lee Newland, Kent White, Clay Simmons, Victoria Glasgow, Rachel Frischeisen, Mohammad Zaid, Gaynelle Hart, David Malewitz, Andy Chamberland, Mary Smallshaw, Jim Talian and Patricia Martin

Others Present: Chris Hinkley, LUPD

Council Member Perrow convened the PDC Meeting at 8:04 a.m.

Recent/Pending Contract Awards: **Lee Newland**

Mr. Newland indicated that it was mentioned last month we had received price proposals from the 4 firms for the Lakeside Drive Bridge and they have been verified. We are in the process of signing a contract with English Construction them for \$19,768,441 and change.

Mr. Perrow questioned the budget for that project. Mr. Newland responded by stating the budget all in, when he states all in that includes money that we spent prior to includes construction, testing we have to do throughout the process \$26.5 million. Mr. Perrow questioned whether Mr. Newland felt comfortable with the numbers inside the construction budget. Mr. Newland responded yes. Mr. Perrow indicated that he was speaking with one of the owners of English Construction and discussed that they had a left a couple of million dollars on the table. They also said that they were very pleased with the process and how you all went through the process, the technical review and then the pricing. They indicated that they had received the highest technical score but was not necessarily the lowest price. The team with the lowest price had also the lowest technical score, which bumped them off the scale enough and English was able to prevail. Mr. Perrow indicated that that made sense to him that you all did it that way. He also spoke of a project a couple of years ago that the lowest bidder may not be the most qualified to perform the work as other bidders that understood the actual cost of the job. Mr. Perrow indicated that the process that was chosen was probably the best process and well done.

Mr. Perrow asked if there were any questions from the council members. Mr. Wilder questioned the project completion date is 2023. Mr. Newland confirmed this date. Mr. Wilder questioned when the project will actually start. He understood that the design was going on now. Mr. Newland explained that it was a design build process, which means the award went to a contractor that has a sub engineer that is one board with them. Mr. Newland indicated that the kick off meeting is scheduled for today. More information will come in today after the meeting. They will begin designing and as soon as the parts are designed they can begin construction. It will be designed and built at the same time. Mr. Wilder asked if it will be a total closure or a partial

closure. Mr. Newland explained that the bridge will be done downstream and will not affect 221. The tie ins that will need to be made on the west side which is a normal tie in. On the east side on Old Forest Road and College Drive and Lakeside right there at the University of Lynchburg a roundabout is going in and that will be construction that will affect traffic.

Mr. Perrow questioned whether that was part of the project. Mr. Newland responded yes. Ms. Dolan stated that she was excited to see the roundabout going there and that will really handle traffic.

Priority Projects:

Lee Newland

Mr. Newland reported that there was not a lot of change. They are installing the street lights on Liberty Mountain Drive. They set the beams for Indian Hill Road Bridge on February the 4th. The 4 beams went in without hitch and everything is looking good so that the project is continuing on. Even with the weather that we are having they are still able to get out and work on the bridge. I mentioned that the kick off meeting for the Lakeside Drive Bridge is today. The rest of the projects are where they were last month.

Mr. Perrow questioned any projects going on the list. Mr. Newland indicated that there were no projects to go on the list greater than \$1 million. There are some smaller projects that we have going on. Link Road and 5th Street were added the last time. Mr. Perrow indicated that it looks like we will be dropping off John Capron and Indian Hill Road. Mr. Perrow questioned whether we were slowing down in construction or just a change in phases. Mr. Newland indicated that it is changes in phases and there are some larger projects with Lakeside Drive Bridge and 501/221 moving forward. Those are taking a lot of our financial resources. Mr. Perrow reminded us that council appropriates a bunch of capital money and one of the things is to make sure the capital money is being spent when it's appropriated.

Mr. Wilder indicated that he had gone to the Tinbridge Hill meeting on Monday. He stated that Mr. White and his staff came to the meeting. Mr. White corrected him by stating it is Phase 2 of the Tinbridge Hill Water Line Replacement. Mr. Wilder spoke that it was really helpful for the Team being there to answer questions and talk to the citizens.

General Business:

1. Downtown Construction Update/Two Way Traffic

**- Kent White
Jim Talian**

Mr. Talian began by stating that the reason for today's discussion is to update on what is going on downtown and then Mr. White is going to talk a little bit about two-way traffic as a transition as they are somehow related. Mr. Talian began by stating that originally they had scheduled for 27 months to do this project. Back in November we were able to shorten that schedule to 22 months duration and right now that's looking like the right number. Of that 22 we have completed about 5 months and have about 17 months to go. The reasons we were able to improve the schedule is mostly two fold. We were able to get more crews working on the project then we had originally thought when we started. With that manpower out there we are able to work a little faster. And then second, we have had almost no surprises. We were budgeting time wise for a fair number of surprises that might delay us. So far things have gone extremely well. Every hole has been just great. The earth is great, no rock. The excavations are clean and the stand up very well. We hit a

good streak there. I can't claim any credit for that, it just happens. We're doing well on the schedule. Mr. Perrow questioned if every block had been opened. Mr. Talian indicated that every block had been opened for the most part. When we first started the project we thought we were going to have to close to through traffic. We probably did that for 2 or 3 weeks at the very beginning. When we realized that we could let some cars through and eventually we've had the whole project opened to through traffic almost every day except for special situations. Cranes or short term closures, but we did not plan to do that. We were able to do that and it was a kind of bonus. We were able to give the business community... Mr. Perrow indicated that the reason he asked was it is pretty much underground. Mr. Talian responded, yes. Mr. Talian explained that in the first phase on Main and Church Street between 5th and 8th we were surprised of the underground rooms, sections of basements under the sidewalk. We had about 4 or 5 of those in the first phase so this time we were prepared and we went looking for them ahead of time and we have I believe 63 of them on this project. 63 places where the basement sticks out under the sidewalks, but we knew ahead of time before we even turned the first shovel. I think we have discovered maybe 1 or 2 others that we didn't know about, but our whole program was geared up to locate them as opposed to the first time. They were boneified surprises, but they're not anymore. That has gone well also.

Mr. Talian presented a power point presentation that explained why different contractors were in different areas downtown and then come back to the same areas. In each block there are about 20 tasks that need to be done. There are 5 different contractors working on the project and will have a few more coming in later this summer. About 10 – 30 % of those tasks are completed in each of the blocks and we continue to make progress on all of them. Mr. Talian explained that we had planned when we were working in the street to keep both sidewalks open. In this case we are able to leave the street open to some degree too. This is better than we had planned. We have committed to whenever we are working in a sidewalk we will always keep the street open and the sidewalk on the other side. So we would never close more than one of those three the sidewalk, street, or the other side. We have been able to meet that quite well.

Mr. Talian indicated that he was pretty happy with the relationship with the business community. He asked that if anyone knows of someone who is not happy on how that is going to please let him know. We have had frequent one on one communications almost daily, nearly daily. We are communicating one on one with various business communities out there. We have had quarterly block meetings. We have another scheduled for February 19th and 20th. These are called block meetings as we had originally planned to meet with just on block of businesses at a time, although that concept with just meeting with one block at a time has sort of gone away. There is more just one on one meetings.

Mr. Talian expressed that there have been a lot of press releases for even small closures like ½ day closures, 1 day closures or more than 1 change. One press release is going out every week or every other week. Mr. Talian reported that there are a series of banners located on the fencing. There are project specific ones giving you information about the project going on. There is some artwork on some of the banners. We are continually monitoring them, constantly reattaching them. Downtown Lynchburg Association is offering free advertising to businesses and from what I understand that is going really well. We are offering free 2 hour parking in the Midtown Deck, which has been widely used. Averaging roughly 100 a day. People are taking advantage of that. On-street parking has been eliminated on blocks where construction is going on, which resulted in about a loss of 60 parking spaces. But the free 2 hour parking seems to be helping. We have committed to access remaining to all parking decks. Each of the 4 blocks has access to a parking deck or surface lot. So when the parking in those blocks has been impacted we have allowed access to those parking decks. Mr. White will be speaking a little about deliveries in his presentation. Temporary loading zones have been set up on 9th Street and 10th Street just off of Main. Both sides of 9th Street by Bowen Jewelers at the Krise Building and 10th Street by the PLD Parking Lot. We have also expanded loading zones on Commerce Street in the 900 Block enabling

delivery drivers to park on the curb on Commerce Street. They will be able to roll their delivers through the parking lot and up the elevator to the top level and either to the rear of the building of business or out to Main Street itself. All of these have been extensively used. They appear to be working. We had originally had some problems with people illegally parking in them as this is a new concept. We are doing pretty well on that. Mr. Malewitz confirmed this. No complaints had come through for several weeks.

Mr. Perrow indicated that the Mayor and he have participated at meetings with the Housing Authority at 8:30 a.m. on Commerce Street and with the new apartments in that area the parking is pretty thick on the street including in the loading zone, which is probably acceptable until like 9:00 a.m. Mr. Malewitz indicated that his department is out at 8:00 a.m. Mr. Perrow questioned if the loading zone is an 8:00 a.m. loading zone. Mr. Malewitz confirmed it beginning and enforcement is going around at 8:00 a.m. Mr. Perrow indicated that it appears to be clearing out a little bit. Mr. Malewitz pointed out that they see the car with the lights going through at the apartments and they come running out. Mr. Perrow questioned whether that loading zone is being cleared out fairly quickly and this was confirmed by Mr. Malewitz.

Mr. Talian indicated that the main issue is signage. As he indicated previously, the intent was to close traffic while work was being done in the street, but when the decision was made to open it worked better with reduced traffic on Main Street while construction was going on. We would like to encourage people not to use Main Street, but business owners want us to encourage people to use Main Street. We are looking for a balance to say please don't use Main Street if you don't have to. Several portable stop signs were purchased to move around because stop signs on the curb have been removed or blocked by equipment. Some of our successes include great cooperation with AEP construction crews. Good team work and good give and take. We meet with that team at least once a week. There are conversations with them literally every day. There have been numerous compliments on the site cleanliness. Pedestrian fencing is a concept that was added this time and that was not on Phase 1 and that has been very valuable in keeping a separation and safety between pedestrians. The loading zone successes have already been mentioned.

Mr. Talian mentioned that there are a lot of changes coming up in the next few weeks. Construction up to this point has primarily been in the street with the sidewalks being open. That is almost complete and should be complete in the next 2 weeks. At that point we will be shifting to working in the sidewalk. There will probably we another learning curve as we move to dealing with construction in the sidewalk. Our plan is to work on only 1 side of the street at a time within a block. When we are working on a sidewalk the plan is to create a pedestrian corridor out in the street using the fencing and cones to separate vehicular traffic from pedestrian traffic. There will be construction between the walking path and the building with pathways from the pedestrian pathway into each individual business front door.

Mr. Talian ended his presentation by requesting to keep communicating as you hear things that are going wrong please tell us. Numerous adjustments have been made on input whether it is from Council Members, City Management, Staff, Citizens, and Business Owners. We are constantly making adjustments and we want to hear what is not working and if you have any questions he would be glad to answer them.

Mr. Perrow opened up the opportunity for questions. Ms. Dolan indicated that she was glad to see the progress. Mr. Wilder indicated that he felt it was very important to have those meetings with businesses downtown just to hear their concerns as it is a challenge for them. He indicated his appreciation of the consistency. Mr. Talian indicated that those meetings a formally every 3 months and informally every day. Ms. Tweedy indicated that she has not heard anything. Mr. Perrow indicated that from personal observation you can see that business is down. Hearing that the project is ahead of schedule is great. We need to get out of the way as soon as possible.

Mr. White indicated that two-way traffic has been discussed since 1954. At that time Council followed a nationwide trend and voted 4-3 to convert Main and Church Streets to one-way. The premise at that time was combating automobile traffic congestion. We were following that nationwide trend of suburbanization. We also saw an erosion of our downtown and especially the pedestrian environment. The crossing of streets, the accessing of businesses, and overall the decentralization of our city. Mr. Perrow mentioned that he had read a newspaper article regarding this and felt they were biased in their reporting. Mr. Perrow questioned can we tell how real automobile congestion really was. Mr. White responded by stating that we really can't. Our planning staff has done tremendous research going back through and looking at articles in the library and all of our historic records. We know that downtown was bustling. There is no question about that. The idea of moving this forward seemed to be consistent with moving shopping. He indicated that that was not uncommon at that time for other cities.

Mr. White indicated that we may have heard about us being able to evacuate cities quickly. We haven't found any proof of that, but again it is a nationwide trend where people wanted to be able to get out of areas very quickly. Mr. Perrow indicated that he found the article interesting when they spoke of change the curb radii to make traffic flow faster. The nuisance of removing on street parking on 5th Street. Little changes and we saw an accumulative effect at that time. In 2001 when Council adopted the Downtown Riverfront Master Plan and the focus of reinvesting in downtown. He felt that all could agree that we have seen a tremendous benefit from that. What is interesting is that two-way traffic came up at that time just the same and merchants were coming forward requesting this. And a lot of it is the same premise you are hearing now of slowing down traffic through downtown and increasing that visibility and exposure for businesses. Where the plan left it was that future decisions would be made by city staff in conjunction with residencies and businesses. In 2004 Council reviewed a study on two-way traffic and immediately following that they commissioned further study of two-way traffic, which in 2005 those results were presented to Council and it was confirmed that the conversion would work. In 2006 again we saw a group of merchants coming forward supporting two-way traffic and from that point it sat until 2014.

At this time we started on our first phase of Main Street renewal. At that point we shared with you our ideas for downtown improvement in two-way and we went forward with some extensive outreach. There were additional public meetings. There was an additional study of Rivermont Avenue at the intersection to talk about how that traffic would reproach back with the Rivermont Avenue Bridge. There was again another public meeting on utility streetscaping. We also started concurrently looking at this loading zone initiative. We looked at the changes that needed to be there and you see 2 more engineering studies on very specific nuisances of the traffic movement. There was significant outreach through the media and other public meetings. There was ultimately a remediation plan created in 2017 for two-way conversion. This was put out with an invitation to bid and began our outreach with businesses talking specifically about how that would be integrated what those direct impacts would be. Most notably we also started our outreach with delivery companies to try to figure out how that two-way traffic and loading zone project would impact them. In 2017 in March Council voted against two-way traffic conversion. Two weeks later a group of citizens came forward to speak in favor of two-way conversion and ultimately the decision was made in late April to put this on hold until we got the results back from the Downtown Master Plan.

Of course, you remember that from last year our City Manager referred to this as our Epic Outreach when we went out throughout the city talking about the master plan. We received a lot of great feedback and ultimately that master plan was adopted November of 2018. In revisiting what the master plan proposes the conversion of Main and Church Street from one-way to two-way. The comments that were reflected in the plan of the challenges of parking and access, circling the block, challenges for visitors, the perception that businesses are closed, and improving visibility in the downtown area. They also highlighted some very specific reasons to convert: we talk about that additional travel time, unnecessary turning movements, and the idea that we see increased

traffic volume. Mr. White shared that he and Mr. Zaid had discussed when Louisville, KY converted. They had 4 streets in a row and they converted 2 to two-way traffic and left 2 as one-way traffic. The volume of traffic on the two-way increased substantially at that point. We have found some nationwide studies that support what we have heard here. We also know that the extra travel routes create some confusion for visitors as we have seen visitors making our one-way a two-way street even though they are still one-way. The promotion of transit use has been discussed this idea when you get off on Main Street you have to walk up to Church Street to catch your return trip back to your original destination. It is really confusing for people who come to the city and try to figure out or use our transit system.

The speeds in relation to these 2 lane one-way streets and this uncomfortable feeling that pedestrians have when you have traffic at your back. This is specifically talking about this 2 lane one-way that we have here and the idea that when you have a pedestrian crossing, you have a really observant driver who sees it but unfortunately their vehicle may create a visibility block for a person coming across a blind spot. The faster speeds on one-way streets, especially those 2 lane one-way streets create this tunnel vision affect where drivers often have difficult times seeing the store fronts and the person behind them. Having two-way traffic does make navigating downtown easier when we are dealing with construction. The ability to detour traffic and move them around when we are dealing with major intersection closures like Mr. Talian was mentioning. And getting them back to the stores that so desperately need that.

Mr. White explained the research that Mr. Zaid has done and how interesting it is when cities across the country have started to change their course from one-way to two-way. That originated around the 90's and so much of that is a result of the repopulation of their downtown. More people and this idea of slowing it down are improving that overall pedestrian environment and again that navigability of downtown so it is no accident. Louisville, as just mentioned converted their two-way to a one-way in the 50's just like we did and then in the late 90's early 2000 they began that conversion back to two-way. Mr. White shared the resolution that was adopted as we discussed improving the walkability and traffic and the idea to go to and not through. If you recall you also had a caveat ensuring enforcement, the use of time, and the permanent loading zones for delivery.

Mr. White indicated that Mr. Talian has explained the success story of our loading zones and this is a brief summary when we starting talking about loading zone changes Council directed staff to amend that ordinance regarding loading zone in April and ultimately adopted an amendment. We began a pilot in May and then of course Main Street Renewal began and we made that process more challenging. Staff reported back to you the successes of that. The loading zone pilot program in October the Council body said to keep going with no changes to the loading zone project and I think you just heard today that we are seeing that ongoing success. Again, even despite the challenges of construction. We know that they work well and we have photos of exactly what you are seeing these large delivery trucks and how they are moving around and that the deliveries are still occurring. The reason we are bringing this to you now is in a couple of weeks we are going to ask for your decision one-way versus two-way traffic. Obviously you have been discussing this for a long time and not since 1954. For 20 years we have had active discussion through the Downtown Masterplan process. Staff submits that the loading zones are working and working well. The Downtown 2040 Plan talks specifically about the vision and that we have realized the significance of this, but to further that success downtown we need more. We need to be doing something different and need to follow some of these successful models that have worked for other communities. The Main Street Renewal Project is ahead of schedule and we are super excited about that, but now we are getting to the point of needing to have lead time for ordering materials. Certainly we do not want to order the wrong materials or order materials and decide later to back out. Especially speaking of signal poles and just the perception of that. If we don't have a firm direction at this point we will have to go back through this a second time. Staff's recommendation and the recommendation here is that we proceed with two-way conversion with the downtown plan and for all the reasons we have talked about and all of the steps that we have

followed with direction of Council. We are happy to discuss this with you now and in a couple of weeks.

Mr. Perrow questioned why Council has to make a decision on two-way traffic. It is understood that it will be appropriated eventually for the stop lights but isn't that already in the budget? Ms. Svrcek responded by stating yes that is in the budget and roughly 4 years ago the City Manager made a decision that the prior City Manager made a decision and went along with that decision and believes that we need to move to two-way. However, Council decided that they wanted to make the decision and that is where we are today. Mr. Perrow asked if it specifically stated that we needed that last vote, in that last resolution that it would go back to Council. Ms. Svrcek indicated that she believed so. Ms. Dolan wanted to be reminded of the price tag associated with this. Mr. White responded by stating plus or minus \$600,000.00. Ms. Dolan questioned if the money had been appropriated. Ms. Svrcek spoke that it is appropriated and is in the budget. Mr. Wilder questioned if that was part the construction. Ms. Svrcek spoke that it had been factored in with construction. Mr. Wilder indicated that he thought we were holding this to see how the loading zones would go. There has been some back and forth. Mr. Wilder indicated that he was asked the other day and I said he had responded "I'm not sure where we are." It was so confusing. Mr. Wilder spoke of this situation before and after he was on council. Mr. Wilder verbalized his appreciation to City Staff regarding the work sessions and the ability to come back together and decide if this is really what we want to do.

Mr. Perrow indicated that he is not a huge fan of this. His primary concern is the loading zones. It has been demonstrated that they work in some conditions. We have not really been at normal operating conditions when we have had it. Mr. Perrow indicated that he is still skeptical of it. It appears that the business owners have adapted. It appears that it is working. Mr. Perrow also voiced a stipulation of making sure nothing is done that cannot be undone. There will be some hard scape modifications that will need to be done to make it work. At some point it needs to be decided if it is not working then at what point to we put it back. Mr. Perrow discussed metrics for success and how to determine if it is not working and what are the indicators. Mr. Perrow discussed such indicators as businesses closing and people avoiding downtown. He stated that he feels this is something that will be over a course of years and not months. Mr. Perrow feels that if this goes back to council that it should be considered a briefing and that you are moving forward. Ms. Svrcek indicated that they are happy to do that and that is where we were 4 years ago and council indicated that they wanted to make the decision. Ms. Dolan indicated that she agreed with what Mr. Perrow had stated. Ms. Tweedy indicated that she felt that a vote was needed. Ms. Tweedy felt that in the future that we are looking at a new city manager that council needs to lay it to rest with a vote for the official record.

Mr. Perrow indicated that Council brought it up that they disagreed with this and we voted not to go forward and then turned around and decided to go forward. Mr. Perrow mentioned that if the loading zones are working he feels it is not up to Council to decide. Ms. Svrcek spoke to say that she feels it is the staff's responsibility to come back with the evidence since that is what was asked for. That was being waited on to make a final decision and we need that final decision. There was a general discussion of what is needed from PDC in relation to the two-way traffic decision. Mr. White indicated that it was staff's recommendation to proceed with the implementation of the conversion as stated in the downtown improvement plan. Mr. Perrow questioned members if they are willing to vote. Mr. Wilder indicated yes. Ms. Dolan indicated yes. Ms. Tweedy indicated that she felt that we should confirm it forward. She also felt it would make it easier for businesses to move forward. Mr. Perrow indicated that he does not care for it. We are looking at 3 more years of construction downtown. Mr. Talian spoke to the areas of downtown that would be affected by the continued construction phase. Mr. Perrow indicated that he could see the advantages of have the two-way construction since construction was already in progress versus after. Mr. Perrow indicated that he would move forward with reservations with the staff's recommendation to proceed with the two-way conversion. Ms. Dolan indicated that she too had

some reservations. Mr. Perrow will make the motion on behalf of the committee to move forward with the two-way conversion and individuals will speak to their personal thoughts on the subject.

**2. Liberty University Street Renaming - Victoria Glasgow
Chris Hinkley, LUPD**

Ms. Glasgow presented that Liberty University, Inc. is applying to name and rename the following private streets in the following manner: The unnamed curve will be connected to the existing Tunnel Court and the entire section will be renamed as Field House Lane. The unnamed road in between what is currently Tunnel Court and City View Lane and connects to Towns Court will be renamed Tunnel Court. The currently unnamed segment between what is currently Tunnel Court and City View Lane will be named City View Lane. This petition was reviewed by the Technical Review Committee on December 17, 2019 and by the Planning Commission on January 8, 2020, who had no comments. The project has no fiscal impact.

Mr. Perrow reviewed the information and that this would be going to full Council to approve a street renaming. He requested comments from the committee. With consensus from the Physical Development Committee without reservation that the name should be changed.

3. SMART SCALE Proposed Projects - Lee Newland

Mr. Newland indicated that every 2 years there is a SMART SCALE application process that if the City desires to put any projects through. In this process this year they have started a pre-application as part of the process. The pre-application is due by the end of March and if you do not submit a project for the pre-application you can then not submit an application in the process which ends in August. Staff has reviewed and we have several projects that we would like for Council to consider to allow us to be able to submit pre-application for. The first one is the Candler's Mountain Road Interchange with the Lynchburg expressway. This was brought to us by the Virginia Department of Transportation. They have the bridge over the expressway that in dire need of maintenance work done to it. There is also lower than the standards going over the Lynchburg expressway. They have some state of good repair funding to be able to work on that bridge. At the same time they would like to include the entire interchange in a SMART SCALE application. By having the state of good repair funds will increase the cost benefit ratio and make the project a better scoring project. Mr. Newland showed the Committee a picture on the screen of what the project entails. There was a general discussion of what the project will entail.

Ms. Tweedy questioned what it would do to the Chick-fil-A traffic. Mr. Newland explained that Chick-fil-A is supposed to close and moving over into the Hobby Lobby parking lot. There was a general discuss of the flow of traffic.

Mr. Newland indicated that the second project is the roundabout at Wards Ferry Road and CVCC Campus Drive. This project was part of the Wards Road Corridor Study that has come through Council and they have approved it. This would install a roundabout at this location (Mr. Newland was working off a map on the screen). Mr. Perrow questioned whether this was the 7 million dollar roundabout. Mr. Newland responded by stating that it is about 6.5 million dollar roundabout. Mr. Newland indicated that we would have to use VDOT's estimating and that put it about 6.5 million dollars. This project does require some right-of-way to be purchased to be able to put this in. Mr. Perrow questioned if this would be acquired from the state. Mr. Newland responded by stating yes. Ms. Dolan spoke that this was a highly traveled road. Ms. Dolan questioned whether there was a point where you would say that it is too dangerous to put in a roundabout. Mr. Newland indicated that Wards Road would be an example of a place that would have too much traffic for a roundabout. Mr. Newland indicated that the roundabouts can be made bigger to make them work. Mr. Newland reported that SMART SCALE is a government funded

project and that no city money would be required. Staff involvement time would be required. Mr. Perrow agreed that this is fine to put in SMART SCALE if you have to use VDOT's funding in hopes of getting a good deal from the state for land acquisition. Mr. Perrow indicated that he felt that the entrance turn should be at a sharper angle with reduced size to reduce speed if possible. Mr. Perrow used the roundabout at 5th Street as an example of how traffic blows through because there isn't a lot of movement that is needed to maneuver through. Ms. Tweedy indicated that we have gotten several complaints in this area. She questioned whether the roundabout would be bigger than the one on Atlanta Avenue. Mr. Newland responded yes. He also indicated that this is a full size roundabout.

Mr. Perrow stated that this is just a review and questioned Mr. Newland on what was needed at this point. Mr. Newland indicated that this was a review and that it would be brought to full council in March. Mr. Perrow questioned the committee on their thoughts of a consensus to move to full council and it was agreed. Mr. Perrow recommended proceeding forward with the application process.

Mr. Newland mentioned that the MPO will be putting an application in for the intersection of Greenview Drive and they have asked for our support for that as well. Mr. Perrow questioned whether the MPO or Campbell County. Mr. Newland responded by stating that the MPO will be submitting it for Campbell County. It will be the MPO's application. Mr. Newland indicated that it was so close to City Limits and it does affect traffic in Lynchburg they have asked for our support. Mr. Perrow questioned whether that was part of this recommendation. Mr. Newland responded, yes it would be part of this recommendation. Mr. Perrow asked the committee for comment and indicated that a consensus for recommendation was reached.

4. Percival's Island Bridge

- **Clay Simmons**

Mr. Simmons presented that Public Works is in the process doing rehabilitation on the Percival's Island Bridge. Part of that project was to replace the upper layers of decking which set on top of the old railroad ties that were on the original railroad bridge. During the design of that project only the bottom and sides on those ties were visible so when we went and started removing the upper layers of decking we found a surprise which was a number of the ties were rotten. They were rotten to the point that they could not be rehabilitated in place and the ties are also an odd size. They are quite old and to order new material would severely delay the project. We got back with the engineer and the engineer came up with the unique solution of recycling the existing decking. While it is not great for pedestrian use it would still be adequate to reuse that material and build new ties from that so that we don't have any material cost. The labor cost would go up significantly as well as there is going to be a good extension on time on the project. We are looking at about a 20 day extension. They have removed about a third of the decking and we found about 40 ties in that third of the project that's been removed where it is visible. We may see as many as 120 ties that are going to have to be replaced. The proposal that you see in front of you and the change order that we are seeking is for that estimate. We are looking to take that to council this evening and get approval to get the contractor moving forward. The City Manager has already granted approval to keep us going up to the City Manager's authorization limit and we would love to get this project finished out.

Mr. Perrow requested the thoughts of the committee. Mr. Wilder questioned whether there are funds in the budget for the additional amount. Mr. Simmons responded by stating that there are. The Riverside Park Overlook had a healthy budget going into it and there have been no overruns in that project and the contractor is pretty much rapping up. There is adequate funding from that project that we can roll into this one. Mr. Perrow indicated that he had spoken to Mr. Simmons about this yesterday as he was skeptical of the solution and that there had to be some other way to do it. Mr. Perrow indicated that city staff had looked through many options. It was also explained some of the factors that require this bridge to be built pretty heavily. The superstructure of the

bridge would be affected to support the pedestrian traffic, light traffic and ambulance if needed. Mr. Perrow questioned whether the Goshen Plant was approached regarding supplies, for railroad ties. Mr. Simmons indicated that he reached out through the contractor. Mr. Simmons indicated that the time of the initial decision that railroad ties were a dime a dozen and that it should not be a big deal. It was explained that it is really the length more than the dimension is the factor. There was a general discussion of how the ties are different than what can be purchased today. Mr. Perrow indicated the reason that he had asked about the Goshen Plant is that they manufacture railroad ties and should have a large supply. Mr. Perrow indicated that he was concerned about long term rot and what could be done to prevent this in the future. Mr. Simmons responded by stating that there is a treatment product that the vendor has been using. This treatment is being used on handrails that they put in the restoration of those. The plan is to use that same treatment on the planking when we recycle it and we think that we will see good life out of that. Mr. Perrow suggested still checking in with the Goshen Plant as they manufacture railroad ties. Mr. Perrow discussed the cost of \$64,010.00 plus or minus. Mr. Simmons confirmed this amount. Ms. Dolan questioned whether we wanted to wait until the Goshen Plant was contacted. Mr. Perrow indicated that he felt it didn't matter. There was consensus among the committee to approve the change order and move it forward to full council.

Roll Call:

Ms. Dolan: Ms. Dolan questioned whether there was another problem with the Link Road and Boonsboro Road area light. Ms. Dolan explained that just the morning the traffic was backed up going downtown for about 3 blocks. Mr. Newland indicated that we now have a traffic engineer and we would look into it. Mr. Newland indicated that it varies with the traffic.

Mr. Wilder: Mr. Wilder questioned Mr. White on the status of the property on Washington Street. Mr. White indicated that we had to restart the court case and we are working with the public to get that same involvement at the court hearing. There was a general discussion on the history of this situation. Mr. White indicated that as of now it is in private hands and it does not meet the criteria for the imminent danger of collapse that we use.

Ms. Tweedy: None.

Mr. Perrow: Mr. Perrow indicated that he was Winston Ridge Road the other day and he noticed on the left at an intersecting road there is a house that looked like it was about ready to collapse. Mr. Perrow indicated that he was on Parksvew Drive. The committee viewed this area on the screen to determine the exact location. It was determined that it was on 400 Prince Street.

Mr. Perrow adjourned meeting at 9:15 a.m.

Next meeting: March 10, 2020