

**Special Fry's Spring Neighborhood Meeting
October 26, 2005
5:30 p.m.**

Attendees:

Jeanne S. Chase	Phil D. Chase	Kevin Hener
Paul Merrill	A.K.Wieder	Carol L. Newcomb
S.L. Foard	Ernest H. Breeden	David Schwartz
Sherrie Broddos	Tim Williams	Genii Williams
Leigh Mason	Frank Robinson	David Lee
Kirt Von Daacke	Mary Catherine Gunter	Charles Mollrock
Mary Kay Wilcoxson	Greg Mussar	Susan Mortell
Peter Dennison	Michael Petrus	Phoebe Crisman
Alexander Crisman	Mayor David Brown	Blake Caravati
Kevin Lynch	Jim Tolbert	Ashley Cooper
Dan Clark	Terri DiCintio	Chip King
Adrienne Dent	Ann Goedde	Sean Tubbs
Adrian Pettitt	Ellen Catalano	Michael Farruggio
Millie Anne Van Devender	Glenn Catalano	Eric Geilker

Meeting, Date, and Time

Second Wednesday of the month, Fry's Spring Beach Club, 5:30 p.m.,
Next **regular** meeting date: **November 9, 2005**

Meeting Topic - JPA Railroad Bridge Replacement Project and the Closing of Todd Avenue

Mike Farruggio

Mayor to speak if here

Need to finish by 7:00 p.m. because Beach Club has a paid engagement of a Wednesday night dance group as well as its own Board Meeting

Mayor David Brown

Thanks to Neighborhood Association and to City Staff

Busy week in attending several neighborhood meetings

Appeals for treating people with respect and a positive attitude

Was not here for bridge discussions - playing "catch-up"

Ellen Catalano

Went over procedures looking for a win-win situation

Dialogue is important, not debate

Avoid blame

Mike Farruggio

Demonstrates "time out" procedure to maintain positive meeting

Time line sheet and attendance sheet on side table

Introduces Jim Tolbert, Neighborhood Development

Jim Tolbert

Introduces Dan Clark, Ashley Cooper, Blake Caravati, Kevin Lynch

Goes over Time Line of Bridge - this follows in detail on Page 7

Bridge currently has a two (2) out of a possible one hundred (100) for a sufficiency rating. Fire trucks can no longer use this bridge.

Mike Farruggio

Reminds group of ground rules

Questions will be taken from 6:00 p.m. - 6:30 p.m.

Questions and Answers - 6:00 p.m. -6:30 p.m.

Q: Will bridge meet "dark sky standards" in its lighting of the bridge?

A: V-Dot has to meet city standards.

Q: City concerns that this is a "done deal." Neighborhood residents do not feel the same way. Concerns voiced over memos from V-DOT supporting the non-closing of Todd Avenue, then a sudden switch from original position. What was the process for determining Todd Avenue to be closed?

A: There were numerous meetings with residents of Todd Avenue, public discussions and a design public hearing where the closing of Todd Avenue was clearly presented and decided upon. (Subsequent addition by Cooper and Tolbert).

Q: What is the City's position?

A: Don't know if City took one. We just let V-DOT do it. It is not a good design or safe either one to let a street come out that close to a bridge. This follows a City Council resolution. The City staff is responsible to work with V-DOT.

Q: What is the point in adding the extra lane?

A: Width is necessary to provide the proper transition to and from the JPA/Maury/Fontaine intersection

Q: What was the process for deciding to close Todd Avenue?

How can we reopen this discussion?

A: Process involved meeting with the FSNA and residents.

Public hearing took place in January 2000

City Council would have to reopen discussions

Q: Is process to negotiate open?

A: V-DOT does not intend to have another public hearing

At 2000 hearing - agreed to redesign to avoid cul-de-sac on Todd - not to keep open

Q: Concern about traffic on Shamrock - plans to widen or otherwise improve?

A: Not to that point yet - but open to traffic calming- not a lot of alternatives

Q: Any thought at other end of Todd and Hill as it is difficult in ice and snow?

A: No discussions since 1999

Q: Time frame for starting the bridge?

A: Believe 2008

Q: What is being done for traffic calming on Robertson? Current nightmare.

A: City commitment to do so as part of Cherry Avenue decision - taking a look at it

Q: Is the project now extended down to Stribling?

A: Project was extended to Stribling Avenue at neighborhoods' request for a side-walk extension.

Q: Traffic problems after bridge reopens. What is the long term plan to reroute traffic away from existing neighborhoods?

A: No answer now - have to figure out city wide

Lack of planning in County as all roads funnel thru Charlottesville

Mayor Brown: Open to suggestions for resolving problems. City tools are limited - V-DOT holds a lot of the cards. Sympathetic to having design that works for city residents first. Bridge is unsafe - wants to see if there is an added cost to doing half at a time.

Q: How can City Planners justify the closing of a street with traffic flow - close street that is part of the functioning grid?

A: Support grid all of the time - but problem with geometry of bridge and Todd - Matter of design issues practicality outweighs grid concerns

Q: What is the accident record at Todd and JPA? at Robertson and JPA?

A: This would have to be checked on

Q: Did land use plan consider recent new development on Cherry Avenue?

A: Enough play in land use - numbers not significant
Mid 1990's plan accommodates this increase

Q: What will the affect be on local businesses? Affect tax revenues?

A: Discussions with property owners early in the process

Q: Where is the design for the bridge?

A: Preliminary designs from 2002 available

Q: Will the south side of Charlottesville get an auxiliary fire station?

A: Fire department actively looking, but delayed because of discussions with the County. Have considered temporary station during construction.

Q: Who maintains property at the end of Todd?

A: Parks' Department

Q: How much traffic uses Todd?

A: Don't know - able to do traffic count - midweek, possibly a Tuesday, is best

Q: If extra lanes are eliminated on the bridge can Todd be kept open?

A: Will have to ask

Mike Farruggio - Concerns will now be heard, specific, not editorials

Jim Tolbert - Negatives in closing of Todd can be taken to V-DOT and to Council

Concerns - 6:35 p.m. - 7:00 p.m.

Wants bridge built, but wants to be part of the process

Concerns about additional traffic on Todd to Hill and on Robertson due to closing of Todd Avenue

Fire trucks getting to Todd - emergency vehicle access

Concern over bridge being too wide with negative attraction to higher volume of traffic through neighborhood

Maximize options for drivers

Double amount of cars on Robertson

Safety at dead end - increase in crime

Impact on Todd Avenue turnaround - landscaping etc.

Why rebuilding bridge instead of repairing it

Total height of the bridge will be - 23'

Bike lanes will later become used for more automobile traffic

Absence of V-DOT and Fire Department

Terraces used instead of retaining wall

Jim Tolbert

- Make City Council aware of concerns

- Fontaine - Design process to start

- Attempting to keep as a neighborhood street and NOT a thoroughfare

Mayor David Brown

- Concerned about the flexibility of V-DOT

- Concerned to avoid starting over

Blake Caravati

- Need to replace bridge

- About three years before bridge to be built, just beginning, optimistic to finding the right plan on issues involving traffic

Mike Farruggio

- In closing, thanked the City representatives for coming to share in needed dialogue for up to date understanding about the JPA bridge closing and the closing of Todd Avenue.

Adjournment

Respectfully submitted,

Jeanne S. Chase
Secretary, Fry's Spring Neighborhood Association
November 3, 2005
Revised Copy of Minutes

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Jefferson Park Avenue (JPA) Bridge Project

Time Line/Fact Sheet

1980 City Engineer requests immediate attention to JPA Bridge by the Norfolk Southern Railway System due to serious deterioration. Bridge is posted for 10-ton limit.

1980's to present Annual bridge inspections conducted to monitor structural integrity.

1990's Bridge replacement included in Virginia Department of Transportation (VDOT) 6-Year Improvement Plan.

1996 Initial conceptual plan review held with City and VDOT staff

1997 Field Inspection conducted (review project features, access to adjacent facilities, utility relocations, and effect of proposed plans on existing and proposed development) with City and VDOT.

*** Proposed bridge width is 78 feet including sidewalks and bike lanes.

*** Informal meetings held with interested citizens to discuss preliminary bridge design. Todd Avenue closure due to steep grade tying into JPA, minimizing impacts to properties - avoid fill slopes and/or retaining walls along Todd Avenue properties, proximity of Todd Avenue to signalized Fontaine/Jefferson Park/Maury Avenues intersection. Pedestrian access maintained. Decorative treatment of retaining wall/access ramp possible.

2000 January Public Hearing held.

2004 Approved bridge rail design used on West Main Street Bridge. Decorative street lighting is approved.

*** Variable width median (3+' to 18' wide). Raised concrete median separates directional travel lanes over bridge. Landscaped median provides gateway beyond bridge. Cross-section of bridge matches existing cross section of Jefferson Park Avenue.

*** Vertical clearance over tracks remains at 23 feet.

*** Considerations for closing bridge during construction include (1) Reducing construction time; (2) Provides required staging area; (3) Allows for better control of unknown conditions when removing existing bridge/abutments; (4) Will provide continuous pedestrian and bicycle access throughout construction; (5) Reduces construction costs. (Current posting prohibits use of bridge by buses and fire equipment)

*** Detour will use Cleveland Avenue/Shamrock Road/JPA. (UTS/CTS and Fire use alternate routing to avoid RR grade crossing along Shamrock Road).