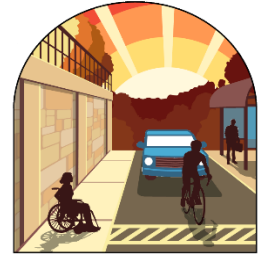


# Barracks Road/ Emmet Street Improvements

## Steering Committee # 1

### Meeting Summary



**July 25, 2019**  
**5:30PM-7:30PM**  
**Neighborhood Development Services Conference Room**

### Agenda

- Welcome and Introductions
- Steering Committee Overview
- Project Scope & Schedule
- Existing Conditions
- Traffic Study Results
- Streets That Work Plan Overview
- Priorities Of The Community
- Community Dialogue
- Next Steps

### Attendance

NAME	AFFILIATION
<b>STEERING COMMITTEE MEMBERS</b>	
Navarre Bartz	Bike & Pedestrian Advisory Committee
Brian Menard	Tree Commission
Lyle Solla-Yates	Planning Commission and Entrance Corridor Review Board
Andrew Mondschein	PLACE Design Task Force
Mary Hughes	UVA Office of the Architect
Dan Butch	Albemarle County – Transportation Planning
Thomas Funari	Barracks Road Shopping Center
Tim Heaphy	Venable Neighborhood Association; Barracks Road Resident
Nancy Summers	Meadowbrook Hills/Rugby Neighborhood Association
Holly Masson	Venable Neighborhood Association/ Barracks Road Resident
Clara Belle Wheeler	Meadowbrook Shopping Center
<b>PROJECT STAFF</b>	
Brian Copeland	Timmons Group
Thomas Ruff	Timmons Group
Brennen Duncan	City of Charlottesville – City Traffic Engineer
Kyle Kling	City of Charlottesville – Transportation Project Manager
Joey Winter	City of Charlottesville – City Planner
Michael Barnes	VDOT – Project Coordinator

## **Group Discussion Key Points**

- Existing infrastructure for bicyclist and pedestrian is unsafe. Increase in usage could occur if facilities were safer.
- Vehicle speed along Barracks Road is a large issue.
- Existing characteristics of the corridor must be preserved to fullest extent possible.
  - Design team must find a way to balance improvements and preserving the corridor.
- Tree canopy plays a large role in the characteristic of the corridor.
- Design team must find way to get various stakeholders engaged, particularly students.
- Charlottesville was designed for cars.
- Improvements must be made to enhance bike/ped infrastructure in projects of this nature.
- City determined Barracks was not a regional arterial, therefore the design should implement design principles that are more consistent with neighborhood streets; design team needs to look at how to best address this.
- Development at intersection is not appealing/ aesthetically pleasing. Consider additional streetscape/landscape options to help create a better sense of place.

## **Questions & Concerns from Committee**

- *Why was CVS allowed to be constructed so closely to roadway?*
  - Building is constructed per city code, which allows for close proximity to roadway.
- *Inquiry about adding lanes promised for CVS?*
  - Right of way was dedicated to the City as part of the development for this project. CVS is constructing a turn lane into the site (off Barracks Road); This project will also construct a right turn lane on northbound Emmet to eastbound Barracks.
- *What are the current Right of Way conditions along the corridor?*
  - Complex issue dating back to 1930's when the subdivision on the south side of Barracks Road was created. The City acquired a 15' strip of fee simple right-of-way along most properties fronting Barracks Road on the south side. This 15' strip is located behind the existing 15' prescriptive easement along the road, which means the City has rights to land extending 30' from the centerline of Barracks into adjacent properties along the south side of the road, which is generally along the top of the existing embankment slope.
  - Residents can work with design team to learn more about owners rights and individual property characteristics.
- *What were site conditions like when data was collected? Could this have impacted findings?*
  - CVS was under construction. Design team will likely revisit site and collect additional data once CVS is open and established.
- *It is hard to project with certainty how an area will develop in the future, so traffic engineers use background growth rates and traffic generation from certain land use types to estimate future traffic volumes.*
  - Traffic modelling does not necessarily reflect existing queue lengths, however it can be used as a valuable tool to compare options and arrive at optimum lane configurations that achieve an improved Level of Service (LOS), or V/C ratio when compared to existing conditions and considering build constraints.
- *Will meeting materials and presentation be made available?*
  - Materials will be posted on the website and distributed directly to committee members.

## **Group Activity**

Steering Committee members reviewed draft survey questions prepared by the design team. The survey is intended to collect additional information from the public and will be available at the first public meeting. The goal of this activity was to ensure that the proper questions, or improvement options, were being presented to the public. The findings were as follows:

Question 1: Please rank the following Barracks Road improvements you would most like to see implemented from most important to least important

- *Traffic Calming* needed to be added to the list of priority items to rank.
  - Concerns with speed along the corridor, particularly from those who reside in the area.
  - Resolving speed issue is just as important, if not more important, than relieving congestion
  - Concerns with vehicular speed from cycling standpoint. Corridor is unsafe simply due to terrain. Vehicle speed greatly increases the safety risks.
- Change *Relieve Traffic Congestion* to *Mitigate Traffic Congestion*
  - Committee understands that the current congestion issue may not be completely relieved upon completion of the project. Felt mitigate was a better term.
- Remove *Meadowbrook Road Access* from priority list.
  - Separate question was created to capture feedback related to proposed changes to Meadowbrook Road.
- Change *Improve Bicycle Facilities* to *Improve Bicycle Infrastructure/Access*
- *Maintain Dense Tree Canopy* was added to the list of priority items to rank.

Question 2: Which of the following bike/ped improvements would you most like to see implemented on the south side of Barracks Road between Hessian Road and Hilltop Road?

- Agreed that images should be added to options to provide enhanced clarity to written options. Images will be added.
- Question regarding why there was no option to keep current conditions.
  - There may be interest from the general community on preserving the existing conditions on the corridor and not making any improvements.
  - City Staff and Michael Barnes relayed to the committee that if no bike/ped improvements were made that the City could potentially lose funding for the project.
  - It was decided that a “no build” option should not be included for this reason. A condition of funding is that improvements to bike/ped facilities be included w/ the project.

Question 3: Which of the following Barracks Road/Meadowbrook Road access options do you prefer?

- Question was created based on feedback from committee

Question 4: If it were made safer, would you bike on Barracks Road?

- Question was created based on feedback from committee

## **Next Steps**

- Public Workshop – September 2019
- Technical/Steering Committee Meeting # 2 – October 2019
- Public Openhouse # 2 – November 2019
- Boards & Commissions Meetings – Winter 2019/2020
- Planning Commission Meetings – Winter 2019/2020