

NEIGHBORHOOD LEADERS MEETING

Thursday, June 23, 2022, 5:30 PM

Questions & Answers

Greenleaf Terrace in Barracks Rugby Neighborhood

- We've heard the intersection at Rugby and Rose Hill has found the money to move forward with making that intersection a little more pedestrian friendly - is this true? Anticipated timeline? **(STACY SMALLS, PUBLIC WORKS)**

Response: We have selected contractors and are working through the final pieces of the procurement process. This should be completed in early July. While construction has not been scheduled, it may begin as soon as late July.

- Construction at the Rugby Ave/250 Bypass by McIntire Park update? Any idea when it will be complete? **(STACY SMALLS, PUBLIC WORKS)**

Response: City do have a VDOT project there. It is managed by Parks as it was going to be a trail or something but morphed into some streetscape work.

- Greenleaf Lane water main replacement - anticipated completion date? **(LAUREN HILDEBRAND)**

Response: The new water line work has been installed, and the contractor is concentrating on the water service line work now. Remaining work includes two water line tie-ins at Gentry Lane and Oakleaf Lane and restoration. There will be approximately a week and half of inactivity in July when the crew will be moved to assist with another water line project. Restoration paving will start in late July and we anticipate the completion date is anticipated to be mid to late August. An update of the contractor's progress will be sent to the neighborhood leader in July.

Fifeville Neighborhood

- Biggest concern is the speeding on the old 5th St SW. The police department put up a machine that showed each car's speed which were for the most time, cars were speeding. It's dangerous for us to even get out of the car when a car is coming down the street. No one has ever gotten back to me about what their plans are. Our entire street are really worried about this. **(CHIEF TITO DURRETTE)**

Response: To the best of my knowledge and after consulting with my Traffic Unit Officers, we are not aware of speed trailers being deployed to that area since pre-pandemic. At that time data collected showed that traffic coming through did show signs of some speeding. The unit

did note that the amount of cars parked on the street can inhibit their abilities to record and enforce speeding. If in fact has been a couple of years since we looked at this area, the Police Department will have the supervisor of our Traffic Unit look back into this area and the concerns residents have for speeding.

- I would like to know about what the city is going to do about these unmaintained islands located on 5th Street. They look horrible and I am tired of calling to tell them to cut them..(DANA KASLER, PARKS & REC)

Response: Parks and Rec staff took care of the maintenance last week

Little High Neighborhood

Sidewalks

- What can we do to get more and better sidewalks? (STACY SMALLS, PUBLIC WORKS)

Response: The City is planning a reorganization of the Human Rights, NDS and Public Works (Engineering) staff to better facilitate the planning and prioritization of sidewalk projects. This way sidewalk projects of different scales meeting different goals can be better executed.

- What methodology is used to prioritize which streets are paved, and where do Meriwether Street, 12th Street NE and 13th Street NE lie on the planned paving list? (STACY SMALLS, PUBLIC WORKS)

Response: The results of a Pavement Management System analysis provide a quantitative performance score called the Pavement Condition Index (PCI). Pavement Condition Index (PCI) is an engineering term representing the surface condition of the pavement on a scale of 0 to 100.

*Additionally, as part of our Street Resurfacing Program, streets prioritized on our paving list have to be incorporated into a proper ADA upgrade program and scheduled around other City work (such as water/sewer or streetscape projects). Adjacent sidewalks are required to be repaired/upgraded to ensure compliance with Federal ADA requirements; this includes upgrading or installing curb ramps and hazard mitigation. This maintenance action is required as resurfacing is a qualifying alteration and protects the integrity of the new pavement by doing site work ahead of time to minimize new cuts for concrete work tie-ins. **Current site/concrete work is delayed due to labor resource issues with the City's on-call contractor causing paving plan delays as well.*

Street Status:

- *Meriwether St. - PCI Score of 48, on our planned paving list (FY23). Currently deferred for required waterline work to be completed first*
- *12th St. NE - PCI Score of 48, on our planned paving list (FY23).*
- *13th St. NE - PCI Score of 42, on our planned paving list (FY22). Currently delayed due to required concrete work*

- Why are sidewalks apparently a very low priority for the City given that sidewalks are a key part of several of the City's other goals such as reducing our carbon footprint, adding greater housing density, reducing automobile traffic, and improving the overall quality of life for all residents? None of these other goals can be achieved if the City doesn't have adequate sidewalks. Our neighborhood, like every other neighborhood in Charlottesville, needs more and better sidewalks; have been on a waiting list for new and improved sidewalks for many years. Where does our neighborhood fall on this list at present and what can we do to make some progress on making our neighborhood more walkable? **(STACY SMALLS, PUBLIC WORKS)**

Response: Currently, the Bicycle and Pedestrian master plan shows the number one priority sidewalk project for the Martha Jefferson neighborhood is 12th Street NE from Meriwether to East Jefferson. The reorganization of city staff in Human Rights, NDS and Engineering (Public Works) is a testament to the city's commitment to properly prioritizing, funding and executing sidewalk projects for equity and climate resiliency reasons. Also, there are some improved sidewalks coming to this area through the East High Streetscape project which will likely commence construction in late 2023.

- There are many senior citizens, small children, and people with disabilities in our neighborhood for whom the lack of sidewalks is a serious safety, health, and quality of life problem. If the city is serious about achieving its climate goals, our neighborhood residents need adequate sidewalks so they can walk safely and won't be tempted to drive the very short distance to the downtown mall or to the greenbelt, etc. **(STACY SMALLS, PUBLIC WORKS)**

Response: The reorganization of city staff in Human Rights, NDS and Engineering (Public Works) is a testament to the city's commitment to properly addressing the prioritizing, funding and execution of sidewalk projects for equity and climate resiliency reasons.

Traffic Calming (STACY SMALLS, PUBLIC WORKS, all 5-7)

- How can we work with the city to have serious discussions about traffic calming for our neighborhood?

Response: The City Traffic team is very short staffed (1-man shop). We have received the petition and as soon as manpower (advertising one position and planning for another) improves, staff will definitely analyze this and other areas of concern in the city. This will also involve more outreach and communication with the community.

- We have had problems with people driving through our neighborhood streets way too fast. We submitted a petition in June 2021 requesting the implementation of traffic calming measures. We followed up with voicemails and a letter last September and phone calls this past spring. The member of our neighborhood association who was in charge of this effort recently wrote to me and said. I have lost patience with the city listening to us. Sorry, I feel done with it.

Response: We deeply apologize for your frustration and take your petition seriously. However, the City Traffic team is very short staffed (1-man shop). We have received the petition and as soon as manpower (advertising one position and planning for another) improves, staff will definitely analyze this and other areas of concern in the city.

- Do we have to wait until a pedestrian or bicyclist is seriously injured or killed by a speeding car to get the city to work with us on traffic calming?

Response: We deeply apologize for your frustration and take the safety of pedestrians and bicyclists seriously. However, the City Traffic team is very short staffed (1-man shop). We have received the petition and as soon as manpower (advertising one position and planning for another) improves, staff will definitely analyze this and other areas of concern in the city.

Affordable Housing (ALEX IKEFUNA, OCS)

- Could the city come up with an impartial metric to assess the affordable housing claims made for new construction proposals? This would be a sort of "truth in labelling" requirement that would impartially quantify the affordable housing component of all new housing construction. Real estate developers are adept at exploiting public sentiment in favor of affordable housing and will shamelessly claim that their projects include affordable housing when they actually do not. A luxury housing project in our neighborhood won approval from City Council because of the developer's cynical and dishonest promise it would include affordable housing. To prevent this kind of thing from happening again, why can't the City rate every housing project using variables like (1) number of people who would be displaced by the new construction; (2) number of new affordable units and percentage of the total; (3) the AMI level for which the housing would be priced; (4) the period of time for which the housing would be affordable; etc.?

Response: Yes, the City can come up with a standard system for assessing affordable housing preferred by a developer as part of the Special Use Permit and rezoning application that meets City Code Section 34-12. The new Affordable Housing Plan recommended developing a tracking system to track proffered affordable housing, including those directly funded with city funds. Development applications are currently reviewed by appropriate city departments to ensure that services and infrastructure are adequate to support the development. Housing implications are also part of the development review process.

- What plans are there to re-house the low-income residents who live in the houses that will be torn down for the new townhouse project?

Response: The City has no ready units for re-housing those that are displaced; however, if City money is involved, the project is required to comply with the City Displacement and Relocation Policy. In addition, the City provides assistance designed to mitigate evictions, including rental assistance.

- At present, there are roughly a dozen low-income residents living in rental houses in the area on or near East Market and 10th and 11th streets. The Little High Neighborhood Association is well aware of the affordable housing crisis in Charlottesville/Albemarle, we would like to see significant increases in well-planned affordable housing in the Charlottesville area, and this definitely includes within our neighborhood. So we are especially concerned about the loss of any affordable housing units within our neighborhood.

Response: The City is equally concerned about the accessibility and affordability of housing in Charlottesville; a challenge that prompted the city to develop a robust Affordable Housing Plan as part of its Comprehensive Plan update. The plan's focus includes recommendations designed to address funding, tenants' rights, racial equity, land use, regional collaboration. The ongoing zoning re-write coupled with the provisions in the adopted Comprehensive Plan will help to spur development of more affordable housing in the city.

Environmental Sustainability

- Given the City's commitment to reducing greenhouse gas emissions, are there plans to convert city public buildings (schools, etc.) to solar power as soon as possible? If not, why not? **(STACY SMALLS, PUBLIC WORKS)**

Response: Yes. We have been and continue to work on this, including evaluating options now as part of the Technical Energy Audits of school and government buildings. More information about the Technical Audits

- Can the City provide some sort of rating for the environmental sustainability of every new construction project? **(STACY SMALLS, PUBLIC WORKS)**

Response: For City projects, we have a Green Building Policy (requiring LEED certification) and have integrated several sustainability measures for projects...but not a rating system.

The City would have to explore what a rating system for private construction would consist of and how it would differ between by-right and other projects. There are already regulations that apply to land disturbing projects. LEED or other green building certification is certainly encouraged, but this system does not apply to all construction projects.

- Can the City work with UVA as well as Albemarle and other nearby counties to create rideshare programs for the very large number of people who work in Charlottesville but who live in Albemarle or even further away? **(GARLAND WILLIAMS, TRANSIT)**

Response: Yes. CAT is working with UVA and Albemarle County to explore and evaluate transportation options aimed at Albemarle residents that commute into the City of Charlottesville. CAT can only provide service to a jurisdiction that requests and funds the additional service. If CAT is asked to provide additional service and has the required resources (e.g., operators, buses and mechanics), CAT is willing to expand the regional service model.

- Given the City's commitment to reducing greenhouse gases, can the City devise programs to encourage households to adopt more sustainable behaviors -- e.g. subsidized compost service for people who can't afford the \$20 or so fee that private compost pickup services charge? **(STACY SMALLS, PUBLIC WORKS)**

Response: This could be further explored, however, budget implications would have to be investigated. Also, the City currently offers free composting drop-off services to City residents through two City-run locations and through the RSWA at McIntire Recycling Center (details at: [charlottesville.gov/composting](https://www.charlottesville.gov/composting)). The City also offers a host of green incentives and rebates that encourage and promote the adoption of sustainable practices. A full list of these incentives and rebates can be found here: <https://www.charlottesville.gov/724/Green-Incentives-Rebates>.

- Can the City ban noise and air-polluting lawn equipment like gas-powered leaf blowers? **(STACY SMALL, PUBLIC WORKS)**

Response: The City does not currently have the authority to do this (Dillon Rule State). There was a bill introduced in the recent General Assembly ([HB 1337](#)) to permit local regulation of use of gas-powered leaf blowers, but it did not move forward. This could be included in the City's next legislative agenda packet.

Central Water Line Project

- Does the City Manager's office have input on the route the Central Waterline Project takes? We have many concerns and questions regarding the Central Water Line Project proposed by the RWSA. First of all, we want to make clear we are NOT opposed to public infrastructure improvements per se. If there are clear and compelling reasons why the water line project has to go through our neighborhood, we won't object. But the so-called "southern route" that takes the project through our neighborhood raises all sorts of flags. For starters, this route is the least direct and the most expensive and there are clear alternatives so its choice is curious. **(DEPUTY CITY MANAGER, OPERATIONS/LAUREN HILDEBRAND, PUBLIC UTILITIES)**

Response: The City Manager is a member of the RWSA Board along with Councilor Brian Pinkston. RWSA's Executive Director presented the Central Water line project to the RWSA Board and Council in January 2022. In addition, City staff including the Director of Utilities and the Traffic Engineer have been an integral part of the team evaluating and giving input regarding the routes. The Executive Director also presented the Central Water Line project to City Council at the June 21st work session and plan on presenting to the RWSA Board on June 28th. RWSA will be glad to attend another Little High neighborhood meeting to answer any additional questions. As the construction phase of the project is approaching, approximately 2024, RWSA will reach out to the neighborhood associations to present information, answer questions and receive comments at their meetings.

- Does the City consider its infrastructure plans with regard to goals like racial equity? We've been offered the explanation that the southern route is less disruptive and involves fewer obstacles in terms of underground work. Regarding the notion that the southern route is **less disruptive**, we want to know if the project leaders have really done their homework on the impact it would have on our neighborhood. One option of the proposed route is for it to follow 11th Street NE from East Market to East High (or possibly switch from 11th to 10th street at some point along the way). We would like to point out that tearing up the small stretch between 11th Street between East Market and East Jefferson would have a sharply negative impact on one of our neighborhood's businesses, a child daycare center called **First Steps Infant Development Center**. This thriving business is highly dependent on quick and easy automobile access -- i.e., parents need to be able to drop off and pick up their children quickly on their way to and from work. If parents aren't able to have quick automobile access to this day care center many might opt to take their business elsewhere which might threaten the viability of this business. First Steps is, incidentally, a woman and minority owned business and we think this is precisely the type of business that the City should try to foster if its commitment to racial equity is sincere. The southern route is notable because this option goes through traditionally African American neighborhoods much more so than the alternative options even when this appears more disruptive -- e.g. where is the traffic on Cherry Avenue going to go during construction? Cherry Avenue is a narrow road with a huge volume of traffic. It hardly seems "less disruptive" to take out a lane of Cherry Avenue. **(DEPUTY CITY MANAGER, RDI/STACY SMALLS, PUBLIC WORKS/LAUREN HILDEBRAND, PUBLIC UTILITIES)**

Response: RWSA will coordinate with all businesses along the route as they complete detailed design to ensure their needs are addressed. RWSA has reached out to First Steps Infant Development for input.

Regarding the claim that the southern route is less disruptive than the other options, we want to know:

- Are City planners aware that there is apparently a large underground spring along 10th street and East High? Has the extra time and expense of going through the area around 10th and East High been factored into the decision-making process? **(LAUREN HILDEBRAND, PUBLIC UTILITIES/STACY SMALLS, PUBLIC WORKS)**

Response: This information will be conveyed to RWSA, so it can be incorporated in their detailed design as needed

- The Sentara building project going up at 10th and East High has proceeded very slowly because of the underground spring. When the site was first excavated in 2020, it filled up with a huge amount of water and this was not from rain or runoff from elsewhere. Even in the driest months, I was startled to see several signs warning about **quicksand** marking off a big part of the construction site. We understand all sorts of things have been done to drain the water away. If you drive by it now you will see a steady stream of water flowing down Little High Street from the construction site to the storm drains before 11th Street. **(STACY SMALLS, PUBLIC WORKS/LAUREN HILDEBRAND, PUBLIC UTILITIES)**

Response: This information will be conveyed to RWSA, so it can be incorporated in their detailed design as needed.

- What is the plan for detouring / rerouting traffic from East High Street? The southern route puts the length of **East High Street** under construction at various points. Our small neighborhood streets already get a lot of cut-through traffic between Meade Ave and 9th Street. Our two widest streets, Little High and East Jefferson, aren't wide enough for two cars going in opposite directions to pass each other without one of the cars pulling over. East High Street is a high volume traffic corridor so the amount of rerouted traffic on our small neighborhood streets is a concern. Anything that increases automobile traffic through our neighborhood is a safety issue because there are no posted speed limit signs or traffic calming measures and our sidewalks are very narrow and incomplete. **(STACY SMALLS, PUBLIC WORKS/LAUREN HILDEBRAND, PUBLIC UTILITIES)**

Response: The plan for traffic control for the Central Water Line Project will be evaluated and confirmed with the City's Traffic Engineer during detailed design which will occur in the 2023 timeframe.

Burying power lines

- What plans does the city have to start burying power lines? Above ground power lines are vulnerable to the extreme weather caused by climate change and we've had several power outages in the city in just the past year and we're likely to have more and more of these events in coming years. We know that power outages have a disproportionate effect on low-income households (the cost of replacing spoiled groceries, the cost of traveling out of the affected area and staying in a motel, etc.). **(STACY SMALLS, PUBLIC WORKS)**

Response: The city will convey your concern to our partners at Dominion and seek their advice on any plans they may have in the works.

Fry's Springs Neighborhood

- What is the city doing to solve the crises in building permitting and inspections? Especially after the recent storm damage, neighbors have concerns about delays in inspections holding up returning to homes. If a homeowner needs to contract a 3rd party inspector, will they be refunded permitting fees? **(JAMES FREAS, NDS)**

Response: The Building Permit Division is currently experiencing under-staffing that recently impacted the Department's ability to conduct inspections and has presented on-going challenges for the timely review of building permit applications. The root of this problem is long-term issues related to compensation and work conditions but in the last year, the tightening market for construction industry professionals has exacerbated the challenge of losing staff and being unable to fill vacant positions.

We are addressing these challenges with short and long-term solutions. Short-term, we have been contracting for additional labor. This past March we contracted with a firm to provide inspection and plan review support – however, that firm then experienced its own staffing turnover challenges and was unable to continue to support the City, leading to the inspections hiatus mentioned above. Last week we were able to sign an agreement with the UVA Building Official to provide plan review and inspections support. We anticipate shortening the lead-time on inspections from the current 1 to 2 weeks back to 1 to 2 days and we are expecting to make significant headway on the plan review backlog.

Long term we have added an additional building inspector position in the FY23 budget and will be looking to the Class and Compensation study currently underway to reset our building division salaries to be more competitive in the marketplace. Also important will be the new permitting software system, which for the customer will allow for online permit submittal, status tracking, and inspection scheduling but for staff will include workflow management that will improve the work experience. The building permit section of this software has been prioritized for early 2023 roll out.

Staff is investigating what it takes to reimburse applicants for 3rd party inspections. We should be able to announce that step soon.

- Is there a status update on planning for Stribling Ave.? (JAMES FREAS, NDS)

Response: We are working to secure a Design Team.

- Who is the current Bike/Ped Coordinator? (JAMES FREAS, NDS)

The position is currently vacant. A Transportation Planner position will be advertised soon and, once that position is filled, we will work with that person on the Bike Ped Coordinator position.

- Residents are concerned that the CAT advisory board is not actively meeting. The city website simply says meetings are "TBD". If residents have concerns, should they contact the advisory board or the Citizen's Transportation Advisory Committee? How does the city provide their portion of oversight of CAT? (GARLAND WILLIAMS, TRANSIT)

Response: Correct the CAT Advisory Board isn't active, but that does not prevent residents from having interaction with CAT. If residents have concerns, they should contact CAT directly. Residents can call or email. To that end, City Council has direct oversight of CAT, and residents have an additional avenue to express their concerns during Council meetings. If residents want additional service, they should start that conversation with the jurisdiction that would be responsible for funding the service.

- Is the city submitting any projects for federal funding flowing from the infrastructure bill? (DEPUTY CM, OPERATIONS/STACY SMALLS)

Response: The City is always investigating and seeking opportunities that become available from the Infrastructure Bill. As opportunities become available and resources align (i.e., manpower, matching funds, etc.), we will submit for projects.

10th and Page Neighborhood

Community Benefit Agreements:

- Some members of 10th and Page are talking about crafting a Community Benefit Agreement (CBA) and negotiating it with Stony Point Development (owners of the Dairy Market). Should there be another special use permit or other approval in the future, for Stony Point or any developer for that matter, how could a CBA be made part of that approval? I think there is an understanding that this couldn't be imposed on a developer, but if the agreement were negotiated with the developer, and they agreed to it, is there a way for the city to make it legally binding? Right now a lot of promises are made, some of them are kept, some are not, and there's nothing to prevent a developer from going back on their word. At the last planning commission hearing for the rezoning of the church at 10th and Grady, a CBA was mentioned as a possibility, but staff wasn't sure how that would work. **(James Freas, NDS)**

Response: Private agreements would not be part of a zoning action. Attaching to an SUP would not be an enforceable way to address the agreement

- **Required Parking for Developments:** It has come to my attention that the Dairy Market now charges for parking. It is free for the first hour and \$2.50 an hour after that. I personally don't know exactly where I stand on this because there is a good argument to removing parking minimums from the zoning code and encouraging other modes of transportation. However, for the time being, there are minimum parking requirements for new development, and it would seem that requiring payment might defeat the purpose – especially if people are avoiding paying by parking in the surrounding neighborhood. In the case of the Dairy Market, anecdotally, they are. Does the city have any sort of policy or opinion about whether a development can require payment for use of required parking spaces? If not, can they develop a policy and insert it into the code? An original concern of the neighborhood when we met with the developers – long before the Dairy Market was built – was about traffic and parking in the neighborhood. Permit parking is an easy solution, but it's a pain in the rear, and I understand that enforcement is spotty. **(James Freas, NDS)**

Response: The suggestion concerning parking (and charging for parking required by zoning) will be shared with our consultant team as they work on the Zoning rewrite. There is not a policy in place currently.

MHRNA (Meadowbrook Hills/Rugby Road) Neighborhood

- The intersection at 250/Hydraulic/Rugby, which falls under the City's jurisdiction, is an important component to ensuring the success of the entire VDOT effort to improve traffic flow from the intersection at Rt 29 and Hydraulic up to the intersection at Rt. 250/Hydraulic and Rugby. These changes will include a new two-lane "round-about" at Whole Foods and changes at Brandywine and Michie. Those Changes are being done by VDOT. But, due to its importance to the entire effort, is anything going to be done to improve the 250/Hydraulic/Rugby

intersection, which is totally grid-locked during certain times of the day? If so, what changes are proposed? (Stacey Smalls, Public Works Department)

Response: There are some minor changes being done at the intersection itself, mainly lengthening the turn lane in the eastbound direction. The improvements being done on Hydraulic itself, should help ease some of the congestion issues at the 250/Hydraulic intersection.

- Who is responsible for clearing out the Kudzu growing on the property used for the Disc Golf course near the 250/Hydraulic/Rugby intersection? (Dana Kasler, Parks & Rec)

Response: Parks and Recreation Department is responsible for it. They normally do cutbacks in the fall/winter. They have to take care of it in the next 2 weeks.

- 3... Can anything be done about the noise created by the modified mufflers being used on the souped up cars. The noise is unbearable coming from Rt. 29, especially from Cookout where the cars regularly congregate in the evenings, and the nightly drag racing and revving of motors on the 250 bypass, commonplace by 9 PM on most nights -- and a bother to hundreds of people. (Chief Tito Durette)
- **Response: This issue will be on going and should be handled at the patrol level. The new State Code governing this issue is noted below; the code was changed to a primary offense as of July 1, 2022. The previous version was a major hindrance on police ability to improve the quality of life for residents. This new code will enhance enforcement.**
- **The police officers are aware of this issue and believes that the new law put into place on July1, will make it much easier to assist the neighborhood leaders with their complaint on excessive vehicle noise. The new law makes having an exhaust system that is not in "good working order" a primary offense allowing officers to enforce the issue easier. The officers would like to receive clear instruction from the commonwealth as to how they would like us to proceed with the excessive noise complaint.**

<https://law.lis.virginia.gov/vacode/title46.2/chapter10/section46.2-1049/>

§ 46.2-1049. Exhaust system in good working order - Virginia

§ 46.2-1049. Exhaust system in good working order. A. No person shall drive and no owner of a vehicle shall permit or allow the operation of any such vehicle on a highway unless it is equipped with an exhaust system in good working order and in constant operation to prevent excessive or unusual levels of noise, provided, however, that for motor vehicles, such exhaust system shall be of a type ...

law.lis.virginia.gov

- When can we expect the minutes of the last meeting? (Alex Ikefuna, OCS)

Response: The minutes of April 28, 2022 was not recorded; however, going forward, the meetings will be recorded and uploaded on the website for public access. The recorded meeting will be accessible within 5 days after the meeting.

- I've noticed that there are recordings of many of the meetings held by various organizations in town. How do we go about getting our meetings recorded? If the meeting was recorded, it would not be necessary for Teresa (or someone else) to take minutes. **(Alex Ikefuna, OCS)**

Response: The City has started recording the Neighborhood Leaders meeting and the information will be made available to the public through the website/YouTube.

Questions from the June 23 meeting

- Brennen: With the staff challenges, will the implementation of Safe Routes to Schools items that were developed before the pandemic have any chance of being implemented ahead of the new school year? If any items are slated for implementation, please offer some idea of project scope and timeline. **(Stacey Smalls/Brennen Duncan, Public Works)**

Response: Safe Routes to Schools items that were identified in the SRTS mini-grant program were partially implemented with flex posts last year. The additional items would need more in depth design, funding and construction.

- Brennen: have we purchased the mobile speeding signs for areas where repeat occurrences are known (was under consideration previously) **(Stacey Smalls/Brennen Duncan, Public Works)**

Response: No mobile speeding signs have been purchased as of yet

- Brennen: Johnson Village neighborhood previously requested a 4-way stop at the intersection of Trail Ridge & Shamrock. It is understood that a prior study is outdated and residents engaged at the time are no longer active. Is this something we can revive, study, or was there a different conclusion reached? **(Stacey Smalls/Brennen Duncan, Public Works)**

Response: This intersection is on the list of studies to be completed when additional staff can be added to the traffic department.

- Jonathan: has the city considered implementing a neighborhood level-composting program? (Something that could be handled by the current vendor with a separate pickup arrangement. **(Stacey Smalls/Jonathan, Public Works)**

Response: Yes – the City has and continues to consider ways to expand the current composting program offerings as we recognize the importance of removing organics from the landfill. Two options that have been initially considered for residents are expanding the number of locations of the current 24/7 Drop-Off program and looking at curbside collection programs such as the one in Falls Church, VA.

- ***Challenges related to expanding the 24/7 program include available locations to host a drop-off station and roles/responsibilities /resources related to managing/preventing sites from becoming a dumping locations for other waste materials.***

- *Challenges related to a curbside residential compost program are largely related to funding, education/outreach, and appropriate levels of user fees and subsidization of the service*
- *Related considerations that have been operating in parallel include recommendations from the Landfill Diversion Study (ongoing) and the potential for organics landfill diversion services for commercial entities (informed by a community commercial food waste Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis that was completed in June 2022)*

Increased staff capacity and funding needs are considerations for all of the above considerations.

- How can residents actively submit CIP recommendations for consideration during the budget process? (Krisy Hammill, Budget Director/Sam Sanders, DCM)

Response: The City Manager is willing to explore future means of connecting residents directly to the budget development process, but current staffing capacity does not support new gathering efforts. However, there is an effort to administer a new Citizen Survey to gather direct feedback from the community. The survey will feature specific questions aimed at collecting direct feedback on budget and CIP priorities.

Here is the link to the meeting of June 23, 2022:

<https://www.youtube.com/watch?v=mVDirv7jU0A>