



2007 Greenbrier Neighborhood City Council Candidate Forum October 10, 2007

The three Democrats and two Independents vying for election to the Charlottesville City Council answered questions from the Greenbrier Neighborhood Association on October 10, 2007. Topics included the impact of the Meadowcreek Parkway on neighborhood streets, the future of the proposed YMCA at McIntire Park, and the best way to mitigate cut-through traffic. The event was moderated by Ned Michie, President of the Greenbrier Neighborhood Association.

*The **audio** and **video** is available online on the Charlottesville Tomorrow Weblog http://cvilletomorrow.typepad.com/charlottesville_tomorrow_/2007/10/greenbrier.html*

Complete election coverage is available on the Charlottesville Tomorrow website <http://action.cvilletomorrow.org/cvilleaction/elections.html>

INTRODUCTION

Ned Michie: We're going to start as with most forums with an introduction and each person has about two minutes to introduce themselves and say whatever they like. We have a timekeeper here, Bruce [Gailey], and he's got a 15 seconds is what that means, not minutes, left, and then a stop, so keep an eye on him and he's also got a timer and why don't we just start at this end of the table and work our way down the side.

OPENING STATEMENTS

Satyendra Huja (D): I've been told that I must speak in English and slowly, so I'll try both efforts. First of all, thank you for inviting us to this opportunity and many of these people in the audience I know and it's nice to see you again. I was telling somebody that this place has good memories for me; both my children went to school in this auditorium. I used to go to see their functions. I've been in Charlottesville for the last 34 years and for 31 of those years, I was Director of Planning and Strategic Planning and was involved in many activities, many programs, and if you want to know more about it, you can go to hujaforcouncil.org or I have some more propaganda I can give to you.

I bring a fair amount of experience, creativity and a proven record of service to this community and I feel that I am a public servant, and I like public service so I

think I can provide some help. I also retired about three years back from the City, but I have not been retired from life. I've been very active in many organizations—JABA, Piedmont Housing Alliance and Art in Place, things like that and if I was fortunate enough to be elected, there are four or five things I'd like to focus on. First is to protect and strengthen our neighborhoods. As I mentioned before, neighborhoods are the building blocks of our community and their health is the health of the community. Second, to preserve and enhance our environment in terms of more trees, more energy preservation, more sustainable development, more water quality, those kinds of things. I'd also like to promote a balanced transportation, especially better bus service. Lastly, affordable housing and education for children and my time is running out, but I'm happy to have these two minutes and I'll come back to it.

David Brown (D): I'm David Brown. I was elected to City Council in 2004 and I was thinking coming over here, there's a bunch of things we've done since I've been on City Council that I'm really pleased to have been a part of doing. We enacted a stream protection ordinance. We enacted a steep slope protection ordinance. We signed the Mayors Agreement on Climate Change. We enacted a summer jobs program for kids. We made improvements with buses. Some of the buses run on Sundays. We have a bus that now goes to the County Office Building and Southwood.

I think we've dramatically improved the access people have to information, especially online information. We've enacted a number of different affordable housing initiatives. We're implementing an intelligent transportation system, in other words, synchronized traffic lights and you can especially see that on Main Street with the improvements there. We've put more money into bicycling and pedestrian improvements. Curb-side recycling has expanded. You guys have all probably noticed that. We've enacted historic districts. We're starting the process of making Jefferson School a real hub of the community and there are a couple of things I'd like to be part of in the next four years that I'd really like to see continue.

The first thing is the sustainability initiatives which commits the City to trying to decrease the amount of energy that we use in conjunction with all the cities around the country counteracting global warming. It's not just a City initiative. It's something that we all have to participate in. We all have to start thinking about things like using compact fluorescents, about using Energy Star appliances, about unplugging our cell phone chargers from the wall when we're not using them because they consume energy even when there's no cell phone plugged into them, putting our appliances on power strips, you know, increasing efficiency. The cool thing is, all these things save us, individually, money and we have to figure out how to make those initiatives available not just to the middle class and the upper class but to the lower class, that everyone shares in participating in that. It's just one of the things I want to do and I'm going to weave them into answers down the road here.

Ned Michie: Peter—

Peter Kleeman (I): Good evening. I'm Peter Kleeman and thank you very much for coming out on this beautiful day. I recognize about half the people in the audience and I'm pleased to meet the others. I decided to become a candidate for City Council after about 10 years of being a citizen, an involved citizen, on many of the issues and I've seen many of you at various meetings I have been at and my major areas of concern about the City's future relate to growth, environmental sustainability, transportation issues, but being a citizen, an involved citizen, and working through neighborhoods, I recognize how important it is to open the door to individuals and neighborhood representatives to work closely with the City leadership and the staff and that they become part of the decision-making process in the City.

My personal experience over the past 10 years is that that's not an easy task. If you're an individual and you want to get involved in a particular project, it's very difficult to get the information you need in a timely fashion, to understand who the people are that you can work with and how to bring your ideas into the mix of ideas that are being considered. Typically, this doesn't happen until the very end of the process and at that point, it may actually be too late to see changes of any substantive type just because projects have been planned, monies have been expended, etc.

So I come before you as a candidate, that I believe that I have the background and the experience of working on these issues and understanding the politics and I have the enthusiasm and I think the vision to try to bring the City in a new direction where we can make a break from some of the decisions that we've been carrying over the years and actually recognize that we as Charlottesville are the center of our region. We need to actually be the leadership entity for central Virginia, not just Albemarle but the surrounding counties. They all interact with us and so I hope to work with that grander group, the surrounding counties, Albemarle and Charlottesville and the citizens in neighborhood for a better future. Thank you.

Holly Edwards (D): I feel like I can't see everybody. Good evening. My name is Holly Edwards and I became a part of the Charlottesville community 15 years ago when I moved here as a new nurse. I have since gathered experience at the University of Virginia and at Martha Jefferson Hospital and it was through meeting my patients that I started learning more about the community and the need to advocate for my patients on very different levels and as a result of that advocacy, I became more involved with community organizations and I am currently parish nurse at the Westhaven Nursing Clinic and I'm also the program coordinator for PHAR, which is the Public Housing Association of Residents where I provide the leadership development program. In that program, I encourage people to move to the next level in their lives and I decided that I had

to listen to my own words and move to the next level in my involvement in community service and take that risk to run for City Council.

I believe that my strengths are my ability to provide leadership in areas of the community that have not been ignored, but their voices haven't been heard as loudly as they could have been and I liked to bring a voice and a presence in that way. I have an interest in affordable housing. I've learned a lot from the low income residents that I've served over the few years about the importance of—and the barriers that they're challenged with.

I also have an interest in education. I have children in the public school system here and I'm excited about the things, the good things that are happening at Buford now and I also wanted to bring the importance of health and health care. I like to be able to ask the question—how is health going to be impacted with every decision that's made. We deserve and we do have a very good community.

Barbara Haskins (I): I still think I'd prefer a gong. It's hard to think and watch. I'm Barbara Haskins. I actually live in this neighborhood. I live about a block from Charlottesville High School. I've been in the City since 1981. I'm a state employee and I've worked in public mental health for 20 years and I have a clinical faculty appointment at UVA.

I decided or I felt compelled to run last spring as I kept reading in the paper about the City budget cycle and it just became increasingly horrifying. I try to say something new for them. They've heard it all before, but it is horrifying to me the way the last budget cycle was unfolding in terms of what I would consider profligate spending and that came on the heels of years of double-digit increases in home assessments and the City Manager and City Council sort of deciding let's just take it all. There're been lowerings of the tax rate but no real decrease in taxes at all, and I became worried that there wasn't anybody on City Council that was thinking about this side of things. A lot of people can think of projects and visions and goals and they're all wonderful things, but, you know, my concern is when I was a child, one year I got the Sear's catalog and went through and marked everything I wanted for Christmas and gave it to my mother, like, not a problem, Santa's bringing that stuff, right? And this is when she felt compelled to break some big news to me, and sometimes I feel that there's so many wonderful ideas, there's so many things none of us could possibly be against, but, to me, it's like the Sear's catalog when I was 7 or whatever. There's just got to be a little bit more financial grounding in this.

I have campaign materials there, but the bigger issue is how is Charlottesville going to continue to structure itself, to pay to be itself and should it stay to be itself because it's such a little tiny 10-square-miles, 40,000 people, many expenses.

QUESTIONS

Ned Michie: Thank you. And I think I failed to introduce myself. I know most people here, but I'm Ned Michie. I'm the President of the Greenbrier Neighborhood Association and I'm your emcee for this evening. The Executive Committee came up with three questions that we're going to start out asking. I think most of the candidates have seen the questions as of a short while ago, but we will start out— Let's start out again with Mr. Huja on this end of the table. The question is: **The County is set to move forward with its portion of the Meadowcreek Parkway and VDOT is planning for groundbreaking in the fall or winter of 2008. Despite City Council's recent vote, our neighborhood is concerned that the County's portion of the Meadowcreek Parkway, which runs between Rio Road and Melbourne Road, might be completed prior to the City portion, which runs between Melbourne and McIntire and if the County portion were open first, that would almost certainly drastically increase the traffic on the roads around Charlottesville High School and in the high school neighborhood. As a Councilor, what will you do to prevent and/or help our neighborhood deal with this potential traffic nightmare?**

Satyendra Huja (D): I would agree with you that it would be a nightmare— Not nightmare, but at least a serious problem for the neighborhood, the cut-through traffic if the Meadowcreek Parkway was not built in a coordinated manner but my understanding is that the City and County have agreed to build at the same time, not separate times. That's what my latest understanding and I just talked to David [Brown], my source of my information, so I think there should not be concern, but if I were on Council, I'd make sure that's what would happen, so it would not be done in a way that we are stuck on Melbourne.

Ned Michie: And Mr. Brown, you can elucidate, but I know that Council has some concerns and they're trying to work with the County and have sort of put some contingencies in place about parkland and working with building the eastern connector or roads plans and that that those could potentially hold up the City end of it and so that adds to our concern other than the fact that the County has already— Has everything in place and we still have to do much more designing than I think the County does.

David Brown (D): Well, I mean, it is a concern and just for people who have followed it, it's particularly a concern because while most of Melbourne Road is in the City, the portion that would connect to the Meadowcreek Parkway is in the County, that sort of the line kind of does a little dip right kind of across from the softball field where the leaves used to be stored and I don't know why, but— So, if they were opened at different times, it would be an issue. It's one of the reasons why I thought it was important that the City move forward and I don't think that any of the conditions that are left are onerous. In fact, they're important conditions, so, for example, one of the conditions that we have is that the parkland be replaced. Well, VDOT is underway and they say within 90 days they

will have acquired the parkland and we say you acquire the parkland, we'll give you the easements.

The second condition is that we want well-designed storm water basins because the original design we had which was to have a pond. That just wouldn't pass regulatory muster with the agencies. It wasn't— Environmentally sort of stopping a stream and backing up to make this pond just wasn't going to fly, so we want to see what that design would be and we've had a committee sort of to look at those designs in a sustainable fashion.

The third issue is we do not want the City easement to be part of an at-grade intersection, but that project also appears to be moving ahead steadily.

My conversations with both VDOT people and with the County people are that as long as things are moving ahead, it will be built at the same time. I think that the problem would exist and we'd have to deal with that problem and we would deal with that problem is if for some reason if the Parkway were significantly delayed or was not built, in which case, the City would have to make sort of a— re-route— well, I'm not sure what we would do, but we would have to deal with that because I think it would be a real drag to have the road in there and people cut through in both directions.

Ned Michie: Mr. Kleeman, I understand you're against the Parkway at all, but the County is going forward so what would this mean for you.

Peter Kleeman (I): Well, my understanding is that the Meadowcreek Parkway is a term that originally referred to the City and County portion together. In fact, it was never an intention of having this divided into these two separate pieces. What has happened because of the desire for avoiding environmental and other protections in the park, the project has been fragmented. The way I understand it, the project was originally a federal project when it was combined and it was looked at as a federal project until 1995 when it was turned and there was problems building roadways through parks and affecting streams, like Schenk's Branch and other environmental issues, so the project then was de-federalized after a large effort on the part of many proponents and it's been fragmented into two separate pieces, one in the County and one in the City.

The Meadowcreek Parkway is now just a County portion. McIntire Road Extended is the City portion, but then these projects still failed to meet good transportation efficiency that they didn't work and there were demonstrations that the project could not work the way it was originally designed and then the saving feature or parents, in the minds of many, of putting in an interchange that was grade separated, that would save the day, but still to this point in time, we don't really have a good design for an intersection and the road collectively. We still don't have a way of handling the storm water for just the Parkway portion, not

even counting the storm water issues associated with the interchange, so I have been a proponent of making these back into one project.

We cannot build McIntire Road Extended without an interchange, yet there is no motion to move these into being one project, so as a City Councilor, I would stand up for bringing these projects into one project, that they could not be done at a separate time, and they would be considered against other alternative ways of meeting our transportation needs and linking to the east of Charlottesville as well as to the north. Thank you.

Ned Michie: Ms. Edwards—

Holly Edwards (D): And I, too, I understand the value of building the roads, the importance of the businesses we have downtown and the cut-through traffic in Greenbrier and I also value the quality of life of our children and the importance of parks and natural space and given the decisions that have been made by Council to move forward, I think it's important to I guess maintain pressure on the County so that everybody remains accountable for exactly what they said they would do when they say they would do it, in the manner that they said they would do it. I am so excited that we are moving forward with this because now maybe we can begin to have conversations about other things other than the Parkway. Maybe we can start talking more about education and the achievement gap and some of the other social issues that have been affecting us for so long. We've been talking about the Parkway for years. It's going to be wonderful to have conversations about other things that have been affecting the quality of life for our children in the community.

Barbara Haskins (I): The image that came into my mind when I saw the question tonight was when you're in school, in the history books they show the railroads being built from California and being built from Ohio and they're going east and west and east and west and you see the people actually connecting the roads and I would ask the County to not finish the last, whatever, ten yards or something of that road until— If there's a big gap, if it's a gap of a few weeks, that's one thing, but if there's a huge gap, I would ask for that road to not be completed assuming also that Park Street and Rio are still available as the normal routes through that area.

I think we interface with the County all the time and we do plenty of giving in those interfaces like with the Ragged Mountain Dam and the amount of cost sharing for that, with the Solid Waste Authority and the amount that the City pays to cost share for that. I just forgot the other two projects I was going to mention, but I think we have shown our good faith and our dollars when we interface with the County, you know, with the YMCA projects. That's not the County per se but we're each putting in \$2 million and we've giving the parkland, if it goes forward. There's plenty of ways where we've demonstrated— We've gone, I think, more

than halfway or more than one-third of the way which is the City's actual weight here, so I would ask them to do that.

In the meantime, you know, the fallback things again depends on how long between the completions of the County side and the City side. You get into traffic calming measures that are fairly radical, if you want to, and I know with Old Lynchburg Road, there's just been so much traffic and these people are so distressed by all the traffic, but they've made it one of the streets that is the punitive fine enforcement area for violation of traffic laws, so it may be if it gets that bad that we want to go to the punitive fines in that area and last thing, we probably need to have a group therapy with the people on Park Street because they've already been there.

Ned Michie: Our next question is sort of a related one. **It's one of the biggest problems citizens of our neighborhood, as well as others, experience on a daily basis is the increase of cut-through traffic on our neighborhood streets. In addition, speeding and disregarding traffic signs in general is a problem. If elected, what steps would you take to try to alleviate these separate but related problems?** And this time, we'll start with Peter and go that way and then David and go that way.

Peter Kleeman (I): We had a question very similar to this last Wednesday, I believe, on the cut-through issue and there's a growth in cut-through traffic just because there's a growth in population and number of vehicles in the City, and the people who know how to use cut-throughs are the people who live in the areas where the cut-throughs are. People from out of town are not cutting through your neighborhood, so my feeling is one way to alleviate cut-through traffic is to do whatever we can under our guidelines for improving our quality of life through connecting and transportation issues is to promote getting people out of their cars or providing ways that people can do what they need to do, whether it's shopping, working, going to dinner, whatever, they can do it without driving. This is part of what's happening with the increased density along the corridors in the Downtown area and Preston Avenue, etc., and could happen in other parts of the City as well.

As we move forward with projects like the project we just mentioned, the Meadowcreek Parkway, this will actually be a generator of cut-through traffic. People who are going to use those facilities will primarily be regular commuters. They're the ones who will be mapping their cut-through routes through north Downtown in your neighborhood because the McIntire Road itself is an already congested roadway during those commuting times and so the people who are going to be added into that traffic flow, the 20,000 vehicles per day that are going to be on McIntire Road Extended are the Meadowcreek Parkway, they're going to come into a road that is not going to be improved or expanded. It's not going to have any more capacity, but it's going to have turn-offs at Perry Drive and

other places along McIntire Road which will go through the north Downtown neighborhood.

I live on one of those cut-through streets. I know that people cut through from the Greek Orthodox Church over to Park Street, so the issue is one of trying to alleviate the demand for people to use their vehicles, who would be those cut-through drivers, and I think an active transit and bicycle commuting program could go a long way toward that. Thank you.

Ned Michie: Ms. Edwards—

Holly Edwards (D): I would have to echo part of that, because ultimately the way to reduce cut-through traffic is to get people out of their cars and I also think that maybe it's time to create a culture in Charlottesville where people know if that if they're speeding, if they're cutting through neighborhoods, and just rushing to get to different places, that this is the City that you will get a ticket. I know when I come down 29, as soon as I get to Greene County, I slow down because I know that Greene County is going to have somebody there. It's been for years going back and forth to D.C., you know that when you get in that area and you know where I'm talking about if you come down 29 and it's part of the culture of the County that you don't speed through Greene County and I think that if we created that culture here, cut-through traffic, speeding, is just not going to be tolerated and people would begin to take different routes and respect that in the same way we've all learned to respect that stretch of 29 near Greene County.

Barbara Haskins (I): I don't speed in Greene County specifically. One of the reasons I'm an Independent is because I don't want to have to ever go along with something if I don't agree with it and I'm sitting here— These are all wonderful ideas. I think sometimes there aren't solutions. Sometimes there're no good solutions. Sometimes things are going to get uglier. People are going to continue to use cut-throughs unless the alternative is better. And so you can enhance the flow-through streets, you can make it more horrible to take a cut-through, but everyone of us every day makes these kinds of decisions. Buses are great but no one is going to get in that bus unless somehow it makes sense to them personally to do that that day, so I think this is a hard issue.

The Police Department is not up to speed on their staffing. This came up with Old Lynchburg Road. Even if you wanted to really crack down on enforcement of all the traffic problems they're having, there's not necessarily any officers to do that right now. Now, I think one of the things that we talked about there was once you have a red light, then you may be a candidate for photo red enforcement of speeding which is not exactly the issue here of running red lights. I have no idea if there's any street intersection in Greenbrier that would be eligible for a stop light, but my point here is there really actually are very few satisfying, easy solutions to how you're going to stop cut-through traffic and I'm just speaking to the difficulty here.

Also, you know, sometimes there's an accident or something and Grove Road becomes like a very very very busy street and you can tell right away when you see these cars on Grove Road, something happened today and it's horrifying. You can tell when it's a problem, but I also am starting to think like maybe we should be like the lobster in the pot and just get used to this slowly because I'm really not sure how much this gets fixed unless there're very viable, attractive alternatives to drivers.

Ned Michie: Mr. Brown—

David Brown (D): Well, the question about cut-through traffic, I mean, it's both issues that are specific to this neighborhood and issues that are just general to the whole city. I mean, specific to this neighborhood, I mean, people cut through— I mean, there's a specific tract that people cut through. I'm sure we're all talking about the same route with people deciding it's too congested on Hydraulic going to 29 so they go up Brandywine to cut over to get to Rio Road. I mean, you come right past this school and to some degree, if nothing changes transportation-wise, that problem's going to get worse before it gets better because I think when you look at with Albemarle Place coming on 29, I mean, 29's going to get more congested. I think the solutions for this neighborhood in terms of transportation is the Meadowcreek Parkway because that will allow people another choice on how to get to Rio Road besides coming through this neighborhood or besides coming through, going up 29 and to some degree, I think the Hillsdale Connector will help because some people can use this parallel road and 29 becomes less congested, the traffic can flow a little better.

But the bigger picture is looking at the general issues of cut-through traffic because it's an issue that is in virtually every neighborhood and if it's not cut-through traffic, then it's at least traffic and speeding and I, you know, trying to get people out of their car, that's a tough thing. I mean, there are some people who are choosing to get out of their cars. They're bicycling or taking a bus, but a lot of people, their lives depend on their car. They're not really too open-minded at the moment until gas prices double or triple to really getting out of their car. I think we can make— But we can make it as attractive as we can to have reliable buses, to have good bike lanes. We can also—

The big part is we can try to make being a police officer a more attractive career in Charlottesville so we can attract more police officers, be fully staffed and that leads to more officers doing traffic enforcement.

Satyendra Huja (D): There are two approaches to dealing with problems like this. One is to make it very difficult for people who are using cut-through to cut-through, so that they would look for other ways. Other strategies to give them new alternatives to go through and as David mentioned, generally, I think transit— A good transit system— Well, this neighborhood does not have a transit system right now. There's no bus coming here and I would personally

propose an addition of a transit route in this neighborhood coming from Rio all the way to Downtown and the University, so that could help.

But I think also, as Dave mentioned, the Meadowcreek Parkway and Hillsdale also help to give other alternatives to people. I think there could also be some more traffic-calming and traffic feedback. For example, and I can speak from experience, when I'm driving Rugby Road sometimes and I'm a little heavy on my foot, when I see the flashing light which tells me how much speed I'm going by, it reminds me to slow down and then I think the—

I think it would be useful also to have some selected enforcement because if the people know that they're going to hit, then they're most likely to avoid that area, but I think in the long term, we need to do other modes of transportation like transit.

Ned Michie: Thank you. Our third question is as follows: **I'm sure that while campaigning, each of you has learned a lot about where the others stand on the issues. Please tell us the differences you see between yourself and your fellow candidates, including your running mates, on issues that have come up other than those already discussed tonight.** And for this, we'll start with Ms. Haskins and go this way and then do something over here.

Barbara Haskins (I): It may or may not be obvious to you that I am very much sort of a fiscal watch dog, very concerned (a) about the burden on homeowners. We have 10 square miles, one-quarter of the residents in poverty, limited ability to have a commercial base, so the homeowners are pretty much paying the bill. Our tax rate is higher than Fairfax County. We're 95; they're 89 and the County's 68, so the more we have wonderful projects, the more someone's going to have to pay for them and I am just sort of a financial brakes kind of person unless it seems fair to everyone who's paying, but the bigger problem is how should Charlottesville be structured to survive.

I hope that voters ask themselves—can we continue our current status of 10 square miles with a lot of high service needs. The three options are reversion, merger with the County or revisit the revenue sharing agreement, so I'm the fiscal candidate.

I've heard David Brown talking a fair amount about monitoring outflows. I'm just as interested as monitoring inflows. My colleagues are very much into ideas and wonderful things and, again, I'm a little bit more like that's the Sear's catalog, but let's get practical. Things are reversed a lot of times. People say here's what we want, how should we pay for it. I'm much more, much more than the other candidates here's about what we can afford to pay for. What should we want, you know, what's our priority list, given some constraints because I don't really think there's been much constraint, so other candidates talk about leadership.

I'm more of an advocate for the people who are paying to run Charlottesville, and hopefully we can restructure what Charlottesville is but we haven't yet.

Ned Michie: I think this is an important issue how to distinguish yourselves from others and so I'm going to make this a three-minute answer, up to three minutes, and nobody has to take the three minutes if they don't want to, but if you'd like another minute to explain differences between you, that's fine and then we'll move on whenever you're ready to.

Barbara Haskins (I): Well, I think one of the subtexts for me is really what does it mean to be a member of the Democratic Party versus to be an Independent and, you know, that's like the figure [ground] thing, you know, when you do the ink blot test. Some people see the white; some people see the black, and so I think when you talk about being a Democrat, some people see the white, some people see the black in terms of that's a real asset, that's a real detriment, and I don't expect people who see it as a real asset to think any differently, but it's sort of a package deal.

This morning I was at a forum with them and one of the people in the audience came up to me and was talking about the Democrats and that person said tax and spend and I really am trying to not say that, but I think there have been no brakes except perhaps Kevin Lynch internally. There've been no brakes on that kind of momentum and so to some extent, I would expect that to continue with that particular party dynamic.

Ned Michie: Thank you. Ms. Edwards, what differences have you seen with your other candidates, including your running mates?

Holly Edwards (D): I think I saw it in similarities because we thought it was important to have a campaign theme, Building a Better Community, that we all agreed upon and I guess in terms of an image, we all hear the same music and I think if you put us to music now, the way I dance and the way Mr. Huja dances and the way David Brown dances would have a totally different type, but the music would be the same. And we can hear the same music, but the dance does not have to be the same. And I think that the difference that I bring and the strength that I offer and what I have enjoyed about campaigning with my teammates is that I bring a perspective of the experience that I have with working with people. I'm allowed to ask the questions of how will this affect someone on a day-to-day basis, whereas, you know, for an example, Mr. Huja talks about transportation and expanding it, and I can say, well, I know that the people I work with just really want to have a bus that's going to take them straight from their house straight to work, you know, and then he can look at the bigger picture of, well, maybe we need to look at what the routes are and really fine-tuning those. So, I think that with the three of us, what we bring is— There're different perspectives, but the same goal of building a better community.

Ned Michie: Mr. Kleeman—

Peter Kleeman (I): One of the major things that I've been stressing in my campaign is that I am interested in Charlottesville accepting its role as being the center and leader for our region and I believe leadership is the key issue and I think what I'm bringing to the table is a level of leadership that is not just about the vision for the future, but it's also about the day-to-day activities today. Many of you may or may not know, I guess, that I found that there was some need to do things in our city and I want to find ways to do them and one way that I achieved of doing them is I went and convinced *The Hook* they should write a column and it was called "The Squeaky Wheel" and I was the writer of this for 10 weeks. I had to give it up when I became a candidate and the issue there was to do the grassroots, detailed analysis—how do we get the water to come out of the fountains on the Downtown Hall that have been not flowing for 12 to 18 months or whatever it was and find out who the people were that needed to be contacted to make that happen.

Tripping hazards in the brand new bricks at the Court Square Area and there were some comments made about how we have an old city and that's why we have these tripping hazards in the streets, but we just paid \$1.5 million to upgrade all of those streets and there was a significant tripping hazard right in the crosswalk on Jefferson Street and so I wrote a column about it. I had my 300 words and one photograph and powered by that little bit of journalistic power or whatever that is, I got that fixed within a few months, or other dangerous things that people brought to my attention and I highlighted them, found who the actors were and had the job done.

So I feel like I bring something special among the core of candidates is that not only do I have vision and look forward to making significant changes in the way we view our future or what are we going to be as a community in 2025 or whatever year you'd like to pick, but also how do we make it better today and I'm excited by the fact when I walk on the Mall and even today, one of the homeless people on the Mall came to me and he said, "could you bring me some of your flyers because I want to hand them out to people on the Mall," because somehow or other in my conversations with him about problems of homelessness, I offered him some ideas and he said, I think that this guy can actually understand what my problem is and has a way of doing it. He has a vision and he has a way of acting now, today and so I promised tomorrow I'm going to be giving him some of my old flyers, just the ones that are sitting here and then I saw him later in the day and he reminded me. He said, "Don't forget those flyers. I want them tomorrow."

So, my feeling is I have people supporting me who have been candidates from the Republican Party, I have people who are current sitting Councilors who are supporting me who are Democrats, and I have a broad range of people in

between because I think I speak to the population in general and not to a particular view of the political spectrum.

Ned Michie: Thank you. I will go over to Mr. Huja. What differences do you see between yourself, including on specific issues and your other candidates, including your running mates?

Satyendra Huja (D): Obviously, I'm the tall, dark and handsome one. Really obviously. On a more serious note, we are— we are all good candidates and I think you've heard from each one of us, from David, and I think the definition of leadership in my mind is the ability to perceive the opportunity and problems before they become so, and then motivate other people to work on them, work with them because no City Council person can do all the things that you promise sometimes. Maybe work with those people and I have shown over the years that I have gotten a lot of things done in this town, like the pedestrian mall, the greenbelt, 10th & Page housing, so there're a lot of things.

I feel what I bring to the picture is I do bring experience. I do bring the creativity to get things— Find solutions and getting things done and it's easy to talk about a lot of ideas, but you have to be able to see how you can them done and I think I have shown that I can get them done, but I think we have a difference— Just because we're Democrats, it doesn't mean that we all agree and I think you can see that two of us support the Meadowcreek Parkway and Holly is not so excited about it, so Democrats, I don't think, have ever all five agreed always, and we're independent individuals and I think it would be that way. What we want to think of is best for the community, not just for the Democrats or Republicans. That's just how I think of it.

Ned Michie: Thank you. Mr. Brown—

David Brown (D): Well, in terms of how the five of us disagree, I think you've probably heard most of the specific areas tonight. I mean, I think in terms of the Parkway, in terms of the budget kind of issues, you know, and in some ways, you know, specific issues aren't necessarily what you're really looking for in City Councilors. I mean, it's certainly part of the mix, but what you're looking for, I think, is sort of a combination of background and knowledge and experience that you can feel comfortable making decisions for the City, because a lot of things that come up, I mean, some of the things come up, we know they're going to be here, but I lot of the things that come up are things that we're going to have to deal with a year or two years; some of it we can predict now.

We have to figure out to pay, for example, for expanding our water supply. Other ones are things like cameras on the Mall or a proposal comes to have a day shelter downtown for the homeless. I mean, those are issues and so you can't really think ahead of time exactly where people are going to be and so to some degree, your job, our job as voters, is to kind of think about what a person brings

to the table as a candidate and is it something that's going to help move the City forward and I think when you think of it that way, I mean, we're all quite different, you know, we all have quite different experiences that have brought us here tonight and I think—

And I'll speak in a positive way about some of the characteristics that I think are going to be helpful. I think Holly Edwards, you know, comes both with a background in health care, but more importantly, a lot of work in a part of the community that often doesn't get very engaged with the City. The low income community often feels overlooked. They don't really necessarily have the time or energy or experience to know how the process works and I think Holly has invaluable connections and can help move the City forward in a coherent fashion on a wide range of issues.

I think Mr. Huja- I think the neighborhoods all feel under stress. I think the neighborhoods feel like whether it's cut-through traffic, whether it's noise, whether it's loss of green space in the environment, you know, development and the pressures of development and growth are something that everyone says we have to plan this carefully. Well, Mr. Huja has a long background in planning and I think that's also an asset for the City, which leaves me, you know, I'm a chiropractor in my day job, but I have been mayor now for four years and I feel like I've tried hard to listen to a lot of different points of view on issues, to work hard to make sure I have a full understanding, to meet with people, to see things firsthand, and I think there's a lot of things that we know we're going to have to deal with but there's a lot of things out there that are just going to come up and I think if you look at it that way, you can think about the differences we bring to the race.

Ned Michie: All right. Well, now we come to the portion of our program where you, the audience, get to ask candidates questions. You can direct your questions to any one individual or some subsection of all individuals or if you want them all to answer it, that's fine and when answering your questions, we'll give you two minutes unless it occurs to me to give you something else, but feel free to use less than the two minutes. So, questions from the audience and please speak up when you have one.

AUDIENCE QUESTIONS

Audience Question 1: I'm John [unintelligible]. I'm in the Locust Grove neighborhood, and I was very concerned about the first question as I think some of you already know. I want to mention the issue of bicycling in town. I bicycled to work for five years before I decided it was too dangerous. And I just want to make it clear that shared bicycling and vehicle traffic don't work. I want to hear your plans to do something about making this City much more— This City thinks it's very up to speed with that kind of thing but it's really actually behind the curve

with respect to bicycle lanes and I'm meaning dedicated bike lanes. I'd like to hear about it.

Ned Michie: And so the question is, if anyone didn't hear it, how to make the bicycles, the City more bicycle friendly and specifically, separating bicycles from cars and why don't we start with Ms. Edwards on this one.

Holly Edwards (D): I met a woman that had just lived here just for a few weeks. I noticed at Cville Market she was looking at her map and kind of struggling with how she would get around. When I talked to her about was it easy for her to get around the City on a bike, she said that where she lived, there were bicycle boulevards and that there was a dedicated lane for bikes, but also I think more importantly, where we moved from, bicycles were part of the culture of traffic. She said that she spent most of the time here biking but doing so defensively and as we begin to think about how we can have dedicated bike lanes or even as we're connecting the trails with the parks and how the bicycle lanes can be a part of that, part of the conversation, part of the ongoing conversation with this, needs to include how can we make people on bikes able to navigate the streets that are available in a way that's going to be safe, creating a culture where cyclists can be safe and creating a culture where it's part of our driving courtesy to be aware of the cyclists that are on the road.

Ned Michie: Mr. Kleeman—

Peter Kleeman (I): Well, I'm a very strong advocate for connecting all the bicycle lanes that we have. We've made some progress over the time I've been here of having bicycle lanes around the University and some in the downtown area and some even in some of the suburban housing areas, but clearly, like any network, if it's fragmented, it doesn't really meet the needs of people. Once you get to the end of your fragment, you're competing with other somewhat dangerous situations.

I've been involved with this. I actually got to become a member and then the Vice President of the Alliance for Community Choice in Transportation dedicated to promoting alternative transportation to automobiles, providing better transit opportunities, pedestrian opportunities, and bicycling opportunities. I've been active in that until, again, when I became a candidate, I had to resign my post as a Vice President because of non-partisan requirements, so this is something near and dear to my heart and I believe that we as a city, if we are going to take a leadership role about saying cars really can't be the major part of transportation future we can look to most cities that were small cities and have grown ahead of us and they haven't paved their way out of their problems. Their problems are bigger than they were when they started trying to pave their way out of their problems and the cities that have been successful are the ones that have provided alternatives, so I believe that that's key.

We have to find a way to reprogram some of the funds that have been dedicated for automobile use and find ways of using them to produce, to reprogram certain lanes perhaps to be bicycle and pedestrian ways, to link these bicycle connections together so people can actually choose not to use their automobile to go back and forth to work.

Also, to link better with transit. We're a city fortunately that you can put your bicycle on a transit system so that if you're wanting to do a long distance trip and there are fragments that have not yet been pinned together, that you can actually link together using transit.

Ned Michie: Ms. Haskins—

Barbara Haskins (I): I think you could talk about different components of this problem. For example, on Locust, right now there's parking on both sides of the street in some parts of it. So the question— Is one talking about in putting bike lanes where there's currently parking or is one talking about putting in bike lanes where there's currently two lanes and really not much more? And I think those are the most complicated parts of it because you already have a status quo, so there's a give and take and that happened on West Main Street when they fixed the bridge and changed things around, so it can be done, but it happened at the time of change and I think that when there's a reconfiguration, it's the most easy time to add bike lanes. I'm not disputing your observation that it's best to not expect them to mingle. I'm talking about how do you implement that. Do you just outlaw parking on half of the side of the street or do you not do that, so any time there's renovation of a street system is the best time to try to put in the bike lanes.

Certainly, in Boulder, there're a lot of places where the bike lanes are not part of the street. They cut through lawn area and that may be something in appropriate parts of the Downtown or in the City that we look at. I'm thinking about Preston Avenue. There's a lot of talk about eventually redevelopment of that whole corridor and so there may be a time then to really make that more friendly where it needs to be changed.

One of the parts about biking that I've thought maybe— I don't want to stereotype genders, is it's really nice to have a shower when you get to work and have a place to change and really great place to put your bike, so if it rains during part of the day and you come out and the seat is soaking wet for your ride home, so, to me, it's not just about the fragmented system, but it's also about making it just practically a lot better so when you get to where you're going and you can't necessarily have every small business person downtown offering showers, but is there some sort of communal solution to addressing that and I agree with you, the more it's the culture, the easier it is to make these things go forward.

Ned Michie: Mr. Brown—

David Brown (D): Well, I mean, I think the issue John is bringing up is the issue of dedicated lanes, not just more bike lanes, but dedicated bike lanes, bike lanes that are physically separated by some pavement or a curb from the rest of the road and I think, you know, I bicycle a lot. I bicycle two or three days a week if I can. When it's hot in the summertime, I don't so much, but most of the year, I try to have days where I just don't use by car and I think there's a lot of streets that you can bicycle in in Charlottesville that are safe with the bike lanes as they exist now. I think there are some streets that I avoid because they are narrow, for example, University Avenue near the Corner, you know, you've got the wall, you've got cars. There's not a whole lot of room in that lane. So, I think we should continue to expand as best we can our bike lanes. We should try to make it safe for bicyclists.

I think we should look— We should ask the bicycling community, ACT, the other bicycling groups to help us identify opportunities for dedicated lanes because I think it would substantially increase the number of people who choose to bike if they felt like it was— If they didn't have to worry about dealing with cars.

And one of the things we have to make sure we don't do is when we look at trying to calm traffic, some traffic-calming measures are really hard on bicyclists. You know, when we, say, on Market Street or on Park Street when we create little bulb-outs at some intersections to narrow the road, well suddenly the bicyclists have to slow up and make sure there's not a car behind them when they attempt to go in that section of the street, so I would certainly welcome specific proposals because I anticipate the City Council will continue to significantly try to fund bike lanes and I think to try to fund dedicated bikeways, whether it's part of the trail system with Meadowcreek Parkway or part of some other trail opportunities would be a great thing.

Ned Michie: Mr. Huja—

Satyendra Huja (D): A few years ago, about 25 years back, I did a bicycle map of the City which was integrated in two ways. One was that it was shared bike lanes. You see some of them right now and some of them were independent, for example, going through McIntire Park, going from the Greenbrier neighborhood through McIntire Park, then through connecting the parks. That is one possibility, but we are an old community and so there are not that many opportunities for dedicated bike lanes, but there are possibilities.

For example, in certain parts of an urban community there are alleys which could be used for dedicated bike lanes and, for example, in Belmont. We do not have that in Greenbrier. You can go through parks, you can go through— And the other thing is that we spend so little money on bike lanes. If you want to make it a viable mode of transportation, you need to put viable dollars in there. If you spent, I think, probably maybe one cent compared to a hundred dollar to roads and other things, but I think we need to dedicate some money to build those bike

lanes, save bike lanes. I think we need to build— Both kinds of bike lanes are needed—shared as well as dedicated wherever possible. In my mind, I don't think we are going to be able to get a complete network of dedicated bike lanes, but I think there are possibilities.

Ned Michie: All right. Who else has a question?

Audience question #2: I really enjoyed listening to you all tonight. I think what I have been hearing for the most part are incremental solutions to what are perceived as incremental problems, whereas, I really see Charlottesville as going through an immense phase transition. I mean, as big as the transition from water to ice. We're just turning into another completely other sort of entity with huge commercial development pressures, population pressures, everybody's going too fast, you know, it's not the wreck of the day anymore, it's the wreck of the hour, you know, on our most traveled highways and by way of introducing my question, it did occur to me as in different neighborhoods in Washington, D.C., you simply see signs on the cross streets that say no through traffic 7:00 a.m. to 9:00 a.m., for example, and so here's my question. If my view of things has any credibility, **what's the most drastic measure you can think of to address drastic change of any kind that you would care to introduce happening in the City?**

Satyendra Huja (D): Can I start? What people consider to be drastic measures after they are implemented, they become the norm. For example, the Downtown pedestrian mall. People thought the world was going to end. When I first built the first bike lane on West Main Street, people thought the world was going to end. It has not ended yet, so the most radical thing I would think I would like to propose and I know people think I've gone off the rocker, but is to really make transit the primary mode of transportation and a very— And make it so that it is frequent, attractive, safe, even free, if possible. You know, we right now, we ride the— We don't pay a toll on the roads, to my knowledge. We do pay a gas tax, but I think if we had a viable transit system in our community, it could be used effectively, efficiently. You don't have to wait for an hour, you know, where [00:59:06 / David said] could be an intelligent feedback system as to when the bus coming, so you're more likely to, I think, deal with the traffic problem. I don't think we can build our way out of traffic problems through roads and so the only way to do it, I can think of is to have— sort of alternate transportation which will radically change our behaviors. I think we would do it if we had a good system.

Ned Michie: Do you specifically want to hear from everybody?

Audience Question: I want to hear from everybody, if you don't mind.

Ned Michie: And are you specifically talking about traffic or just—

Audience Question: No, I'm talking about—

Ned Michie: General approach—

Audience Question: The problem and, you know, if there's a drastic solution.

Barbara Haskins (I): I'll go second so I can be done. I thought about several— Or the things that came to mind when you asked that question, first of all, were, you know, to me, the drastic things are the changes in Albemarle County, this just endless amount of development and what-have-you and the endless amount of increasing cars and the increasing people moving, so to me, the real drama is in what we think of as the community of Charlottesville changing. It used to be that no matter where I went in this town, I would run into somebody I know and now that's not true at all. I mean, it's— I've been here a long time, but we're becoming a more anonymous community and everything that comes with that. I mean, I think there's a still a lot of cultural underpinnings here that we are good to each other, that the expectation is to be good to one another, but I'm quite concerned that the more there's anonymity in the larger community, the more that that will be lost except for old timers. You can still see all the letters in *The Daily Progress* about what wonderful people live here and there're all these good Samaritans so I'm glad for that, so to me, that's the drama and I don't—

But my drastic solution doesn't have anything per se to do with that. To me, the really big question is what I said before. I don't think the City as it is currently defined geographically is a good idea. If you were going to set up— If you had this large community and you said, now let's see, how should we design the government here. Let's do a carve out in the middle that's only 10 square miles out of 700 square miles and let's put a lot of— Let's put all the cultural artifacts there and let's put a lot of people in public housing and low income and then let's not have a lot of businesses there and let's finance that.

I thought this was a longer question— Anyway, so, for example, to me, it would incredibly drastic if we were able to revisit the revenue sharing agreement and annex parts of the County so that the actual boundaries of Charlottesville— Is this a two-minute question?

Ned Michie: They all were, but—

Barbara Haskins (I): Okay. Well, I just think the most dramatic thing would be if our boundaries were different as a political entity and we just had a different mix of who is Charlottesville, so—

Ned Michie: Thank you. Mr. Kleeman volunteered to go next.

Peter Kleeman (I): I think we need to reevaluate some of the sentiments that people seem to express all the time, all growth is inevitable. I don't believe that growth is inevitable. I think we can manage growth. We don't have to have a whole group of nine-story boutique hotels to somehow supplement that which we

want Charlottesville to be in the future. I'm not sure if we polled people in the community people would say what we really need is a lot of high-priced boutique hotels in our community. I don't want that. I want to have a town that's sort of a connected social interaction among people of all different types. We're a very transient kind of community with the University being here. Our demands are changing all the time. To think that we need to grow as being this affluent— Into this— I'm not exactly sure who we're growing for, so my feeling is if we sat down and evaluated what would we like this to be, I think that's when these revolutionary ideas come in.

Mr. Huja pointed out saying what if we did put most of our resources towards changing our transportation network to be something that's community transportation and not a private transportation network. Wouldn't that go a long way toward improving our community, improving safety, our environment? It would just— All of the goals that we sat down as a community over the last two years and put in the Vision 2025 plan could be better reached if we sat down and reevaluated what the assumptions are about what's going to happen. Otherwise, we are locked into the idea of these marginal changes and we're just transitioning from this year to next year to next year. We're going to keep on fixing on the problems. As more people come, we have more transportation problems to fix that we can't afford. We have more water problems to fix that we can't afford. We have more sewer problems to fix that we can't afford, so clearly, we need to manage what we're choosing to do with what we need to do to support that and I would actually actively work toward revisioning our future.

Ned Michie: Ms. Edwards.

Holly Edwards (D): My first thought when you asked the question was if I could I could create any drastic change, it would be to change the achievement gap. Every child in every school would be successful. There're people that have too much time on their hands and need to start reading to children. Our graduation rates would increase where all children would be included. All of our children would be prepared to go to college or prepared to pursue a vocation of their choice. All of our children would have opportunities within the business communities. I would create a paradigm shift in the way businesses are run by having children be a part of the networks and the employees and just create a system in our school system where the children and youth feel included and involved in every aspect of the City and the politics, not just coming to City Council because it's part of a requirement but coming to City Council because one day they're planning to be on City Council, but I guess that the drastic change that I'd like to see is having a city where we're known for having gifted children in our school system and where all children are successful.

Ned Michie: Mr. Brown—

David Brown (D): I'm going to continue on the school theme because, you know, I think when Rosa Atkins got hired to be our School Superintendent, the first six months or so that she was the Superintendent I felt like observing it, that there was a lot of community pressure for her to do something bold, you know, we need to redo the way we educate our children and she didn't do that. I mean, I think because she came in, her base of expertise told her that actually there was a number of specific small steps that if they were done put together would make a real difference in the results we are getting in our school system and I think looking back over the first couple of years, people would probably agree with that, that doing something big and imaginative and bold, who knows where'd we be with that, but actually she brought the kind of leadership we needed. She really understood what were the necessary next few steps, so bold for the sake of bold, you know, if you happen to hit the right idea and the right time and the right place, you know, it's a homerun, but there's a lot of initiatives that were undertaken.

I'm sure at the time it was done that Westhaven was seen as a bold move, a great new place for people to live, but it really didn't turn out to be a great idea in terms of the community as it exists now. I think some people might agree.

But I have a specific bold thing I would like to suggest. I think that what I think the school system at some point needs and, again, I'm staying with the schools. Maybe it's because I don't actually have a vote on what the school system does, but I think what the school system needs is really to find the right type of charter school to boost achievement, to find a way of making a charter school within the City be so attractive that there'll be a waiting list of people willing to sign contracts, to monitor homework, to accept longer school days and longer school years, you know, to really invest themselves in that school as parents because it means their kids will succeed and so I think there's something out there in our future. I don't know exactly what it is.

Ned Michie: All right. An interesting question. Other questions?

Audience Question 3: The police got mentioned in passing. **I believe, but I'm not certain, that the Police Department is not fully staffed and I have the suspicion that this is the one area in which Albemarle County is actively paying better than the City does. I would be interested to know how you feel about our police situation. I was going to say do we have crime problem.** Everybody's got a crime problem.

Ned Michie: Let's try to keep your answers to one minute now so we can finish on time.

Barbara Haskins (I): I talked to Chief Longo about this and my understanding of the conversation was that people who would be entering police service are currently in military service and that it's a nationwide problem and as I recall the

conversation, it wasn't so much about paying benefits. It's simply that the labor pool right now is deployed elsewhere.

David Brown (D): It is about paying benefits, but I think we're doing as well if not a little better I think than our counterparts in Albemarle County in terms of paying benefits, but the issue is we have to compete not just locally for people who would like to choose law enforcement as a career but we really have to look beyond the area, you know, so we have to have— We have to make Charlottesville be a place where young men and women who want law enforcement and we have to do that through paying benefits. We also have to do it through— Last year, we put cameras in cars and computers in cars and we got criticized for doing that. I thought it was necessary not only to make them more effective but so they could be joining a force where they felt like, yes, this community is giving me the tools I need to succeed as a police officer.

Ned Michie: Anybody else?

Peter Kleeman (I): I've had the opportunity to talk with a number of the community police officers in the last few years that have come to Charlottesville after Chief Longo came here and community policing became a real issue and I've really— My vision of the Police Department has really changed. It's not so much that there're law enforcement although that's one of their tasks, but they are a real community resource. There's no question about that. They provide great services to many people in so many different ways and so I think the idea of attracting people to the Charlottesville Police Department, we could actually sell that Charlottesville is a place they would like to be a police officer if they're going to be one, because I think we have a community that really respects the fact that a police officer is a real resource and can actually be very— It could be a satisfying job.

I speak with this fellow Tom on the Downtown Mall, the bicycle police officer, and he's just the nicest guy and he has so much fun and, sure, there's challenges in his job but I don't think he would really want to go any place else because he likes the community, he likes the people, he feels like he's really contributing and job satisfaction is a wonderful thing.

Ned Michie: Anybody else feel like they want to chime in on this? If not, more questions?

I have a couple of lightening round questions. **YMCA and McIntire Park— briefly, what are each of your thoughts on that?**

David Brown (D): If there can be a clear commitment on the part of the YMCA to serve not just the affluent but the middle and lower incomes, if we can do it on the softball fields so we're not taking up shelters or space and if the programming works for the City, you know, so in other words, high school kids can go over and

use the gym so participating in the programming, then I think it would be a beneficial partnership for the City.

Ned Michie: I appreciate it. Mr. Huja—

Satyendra Huja (D): David said basically— I have some concerns about whether it will be successful and benefit our community, at least the community who needs the most help, but I think if those conditions that David mentioned, I think it could be an asset. I still not have given up on the idea of saving our own pools, also, but I know it's going to be difficult and expensive to do that.

Ned Michie: Mr. Kleeman—

Peter Kleeman (I): I really believe in having these recreational resources in the community. I think having the centralized facility in McIntire Park really will detract from the benefits in the communities where the current pools are. The discussion that I read in the paper and with people from whom I've spoken seem to be basing this whole decision on the capital costs associated with these large investments, so we'll spend less money, but we'll get less recreational benefit out of it and my feeling is we really need to look at the whole life cycle cost of this and figure we do have a AAA bond rating; we can borrow money at reasonable rates, that maybe the capital expenditure is not the key issue. It's how many— What kind of benefits can we provide to our growing community and we have a number of people who've spoken saying that they currently think that we don't have enough resource time and that maybe the expenditure would be a very good investment and could have a good payback over the life of these— the new pools to replace the ones that we have or fixing them, that it's not all about capital costs or we wouldn't do many of the things we do in the City in a way of infrastructure development.

Ned Michie: So you're against the YMCA?

Peter Kleeman (I): I'm against having the YMCA replace the other alternatives and if it's going to be in our community at PVCC, I think it's almost as available as it would be at McIntire Park for most of the grand regional users.

Holly Edwards (D): I want to reiterate on all those ifs but making capital ifs again, that David Brown mentioned. My primary concern is and has always been that the children that need the facility most won't have access to it, or if they have access to it, won't feel welcomed there. And I'm also concerned that— because my daughter is on the City Swim Team, that there will be adequate and substantial programs for City residents and that we're making sure that the Y that's going to be developed is not going to usurp any of the City needs.

Ned Michie: Thanks. Ms. Haskins—

Barbara Haskins (I): Several issues— I wouldn't support taking any of the currently in use area of McIntire Park. It shows you how well I read maps. When I looked at the map in the paper, it looked like it was behind the firehouse in the woods, that they were going to use the woods area but certainly don't take any of the currently developed areas. I have problems philosophically with us sharing the cost with the County when they have twice the population and we're donating the land. Just philosophically I don't like that and my biggest sort of data bit is that when you read in the paper, what you always see is that there was a survey done of City residents and what the City residents said they wanted was a warm water pool. Therefore, we don't need a lap pool.

I think— I am a City swimmer. I've been doing it forever. I think that that was in most people's minds based on the assumption that we still had the two City pools that we have and if you say to people what do you want next for a recreational facility, they think, well, a warm water pool, that sounds like a good idea. I don't think you can say that people knew that there would be no lap pool and then they still voted for a warm water pool. If we can only have one pool, I would certainly agree with putting it at Smith and tying into the Boys & Girls Club and I think there should be a warm water pool and lap pool there. I'd take one more pass at the numbers because I understand that the Y is seducing us with the costs but I think there are other issues besides the costs.

Ned Michie: The question's been sparked. I want to get the candidates if nobody else has a question—

Audience Question 5: I am [unintelligible] and I live over here on [unintelligible] Street. I love looking at the Art in Place as a town and I really enjoyed over the past many years. I saw in the paper that we paid— that we're paying \$15,000 for the Whale Tail which I think is a beautiful piece of art. **I was wondering if you all had thought that it was a good use of the City's money to spend money on the Art in Place or if there's any other ways that we may be able to reward the artists besides paying them for their work.**

Ned Michie: Again, try to keep your answers brief, but do you generally— What do you think of the Art in Place?

Satyendra Huja: I do support the Art in Place but you may not realize that most of the money for Art in Place does not come from the City. The City only puts up \$5,000 per year and sometimes they buy a little sculpture, but most of the money is private money, so it's not— And I think it's a good investment in our community.

Ned Michie: Mr. Brown—

David Brown (D): I agree with Mr. Huja. I think investing to some degree in art is a good idea. I think we are paying perhaps twice as much for this piece of

sculpture as we paid for other ones, but there were— I got more emails asking us to please keep the Whale Tail than anything else since I've been on City Council from City residents. And, you know, if that means we decide not to buy a piece of sculpture next year, I think that might be a good trade to have made.

Ned Michie: Mr. Kleeman—

Peter Kleeman (I): I'm a strong supporter of the arts and I know that many communities spend way too little on art and I think art is part of the cultural setting in which people are living and learning and when you ask people who have struggled through school and when you're trying to get somebody to change their life, oftentimes it's through those connections with art and music and I think we have an active music— there's the Music Resource Center program that captures a certain need in our community and it provides something for everybody. It helps some people dramatically and provides a resource for everybody else.

The Art in Place— I love the Art in Place. I think it's great. I think if we could institute something where we could generate more funds like 1% for art is a theme in a many urban areas like Philadelphia. You build something; 1% of the total value goes to the art programs for the City and they have one of the most fabulous art experiences going through Philadelphia as a result of that and I think that we could do something like that. Work with the private community and the business community and open the evaluations to have art of different types. It should be provocative. It should be informative. It should be beautiful in every sense of the word and I definitely would support it and I don't think it's too much for us to pay.

Ned Michie: Ms. Edwards, briefly your thoughts on Art in Place and City money towards the arts.

Holly Edwards (D): I guess using Barbara's analogy—when I look through the Sear's catalog, I saw the Whale Tail and I was just fascinated by the organizing of the neighborhood around the piece of the art and also I also thought about how we could memorialize the moment and thinking about, again, back to my talking about the children—if the tail is in Charlottesville, where's the head? Can we get our children involved with where does the— Well, where does the whale travel to? Can there be stories and images that we can involve our children so we can memorialize the moment and always keep the Tail as a part of the tales about Charlottesville. It's a lot of fun thinking about that and this journey to City Council hasn't always been fun, but to think about being able to fun things like that, it makes this rather intriguing.

Barbara Haskins (I): I love the Art in Place. I think it's part of why we're a special place. These are things you don't see in other communities. I'm not sure the Whale's my favorite. I love the gators that were right down the hill from there.

There's a new one on the bypass towards the firehouse that's fabulous. I guess the way I would approach this— A couple of things: one would be the paper— You mentioned \$5,000. The paper said \$5,000 to \$7,000 a year on art, so, okay, let's pretty much stick there for now. If the Whale Tail is \$3,000, then I wouldn't go over budget for the Whale Tail. I would keep the budget where it is and it's kind—

It was kind of shocking to find out this guy can blackmail us like that. Well, I'm going to take it somewhere else and sell it. I can't believe we have that kind of contract going in, so maybe we can look at the kind of promissory deal we cut with these people. I can't believe he really would take it down. I think he was bluffing. It took months to get up, but I think we should have a better clearer deal on how long we get to show the art or do we buy it or whatever and so we should learn from this.

Ned Michie: I'd like to give the candidates a chance, if I may, if any of them wants to ask another candidate a question. Anybody want to take me up on that?

Satyendra Huja (D): Well, I'd be interested to hear from Peter. **What do you think are the new ideas you'll bring if you become a City Councilor?**

Peter Kleeman (I): Well, I think one of the things that I have been a champion of all along is public involvement and I think that we have a fabulous public and we need to get them more involved and I did run under the auspices of the Democrats for Change and one of the things that I suggested when I got involved sort of backed into that was that I would have office hours to be able to connect with the people who were in the community who really wanted to have a direct link to people who would be City Councilors and I was delighted that that got picked up for a while after that election, that there was a for a while Meet Your Councilor every Wednesday at the Mayor's Office—

David Brown (D): Peter came every single Wednesday.

Peter Kleeman (I): Not every one, but I did want to make sure they were not wasting their time, but it just seems to me that the whole thrust of our whole modern society is total involvement. Think of all the people who are bloggers on the web who are talking about everything and these are people who are paying attention and reading much more than probably any of us will read on any of those topics that they're addressing and it's a resource to tap into and my feeling is that we as a City just need to make a significant commitment to tap into that. Let that be part. We have this huge investment in electronic technology that we send out lots of information but we're better at sending it out than getting it back and I think that that's the biggest change that I would make.

I would try to be a conduit to get information into the City, into the staff, into Council, into the City Manager's office to just look at what opportunities are out there and I think that we really need to be a City Council that is aware and will act on opportunities and actually create opportunities as a result of that.

Ned Michie: I appreciate it. Who else wants to ask somebody a question.

Holly Edwards (D): I want to ask a question. **I really admire the stand that you've taken on the budget and the stories that you've told about why you wanted to run, but I was wondering what are the issues that you have that same passion for?**

Barbara Haskins (I): You mean outside of politics?

Holly Edwards (D): Within issues for the City or I asked the question so however you choose to answer it.

Barbara Haskins (I): Well, my passion is ballroom dancing and you've heard me say this for weeks now. I ran because I just thought what is going on down at City Hall. Is there anyone who's thinking about what they're doing to taxpayers and, you know, we said this morning, people come up to us who think that they're going to get a receptive audience and so people come up to me and say I'm getting taxed out of my house and so I know that there are some people in the City who are getting taxed out of their houses and it just seemed last spring like there was just magic money to spend and it was after many springs, so that's why I'm doing this. Otherwise, I was completely happy in my personal life, trust me.

Ned Michie: Who else wants to take a shot? Anybody else wants to ask a question of another candidate?

Barbara Haskins (I): And this lady came— Did you have your hand up? If you came, you should get to ask a question.

Ned Michie: I agree.

Audience question: I was in England this summer and walking around the streets of London and looking up at the office building across from Parliament and I saw a surveillance camera and I didn't feel intimidated. I didn't feel like my rights or privileges were being imposed upon. I feel safer with that here. And a week later, when the terrorists were leaving their cars there and bombs, all the news you saw the tape recording of that person leaving the car. They had a hard record of who was doing that. It wasn't somebody's opinion and that's how they were able to catch him so quickly. **I strongly support the surveillance cameras downtown. We need it for the safety. It will take care of having a**

lot of people that would have to be present, police officers or whatever, and I strongly support it and I'd like to know your opinions on the cameras.

Ned Michie: Why don't we take 30 seconds each, if you can.

David Brown (D): I'll start since I've actually given a lot of thought to this. The problem for me is that the cameras wouldn't take the place of police. The cameras wouldn't prevent anything and, in fact, the cameras being proposed for an area where very little crime occurs to begin with, which is the Downtown Mall, and it would cost \$300,000 to implement. Now, what would it do? For whatever crime did occur where the cameras were, it would help investigate the crimes and it could help prosecute some crimes and there's value in that. There's no denying it, but I don't think it's worth the price tag and I disagree a little bit about the feeling of surveillance and being watched in public.

Ned Michie: All right, Ms. Haskins—

Barbara Haskins (I): I agree with your sentiment. It's not really a violation of privacy to be out in public and have cameras. It's so normative increasingly around the world that that argument doesn't go too far for me. In a public place, there's less of an expectation of privacy than in your home or somewhere. My take on the cost is, again, the City is paying for things that benefit a lot of people. To me, the most interesting angle is this is a response to a fear of crime and to the extent that this was a group of kids that were doing things, I mean, there's really complicated dynamics underneath that and I'm concerned when there's a short response to a complex problem.

Ned Michie: Thanks. Why don't we work our way down here.

Holly Edwards (D): My concern my camera is that there's nothing takes the place of having the presence of police and I think that the camera brings a double-edged sword of what exactly are we going to use the camera for. Again, it doesn't prevent crimes, but having the camera can be your best friend if you are involved in a crime, so I just struggle with if the cameras are there, what will the content of the film be used for. What will the actual intent be and until that's really clear, I'm going to advocate for there's nothing better than having police presence.

Ned Michie: Mr. Kleeman—

Peter Kleeman (I): I'm not a strong advocate of putting cameras on the mall. I understand that there's quite a few cameras on the Mall already that have been placed by local businesses. They have cameras, and I have never been able to find out how much coverage the private camera network has, but my guess it's quite substantial and there are some wall-mounted above or roof-mounted cameras and then you can see various corners and *The Hook* has one. There's

several live cameras that are there, so my feeling is it's really not the role of the City to get involved with trying to provide the cameras and the funds, I think, to look at that when there are other private industry, private business people who are looking out for other reasons and this surveillance is an offshoot of their own personal interests about their own properties. I would count on them to provide that.

Satyendra Huja (D): Cameras personally don't bother me very much but I don't see that in Charlottesville they would do much for us in terms of preventing any crime and I think as Peter said, if there are already a number of cameras on the Mall and if business people feel more secure, maybe they can put their own. I don't know why we should be putting up more cameras, unless you want to put a camera on every corner and then you're talking about millions of dollars of putting up cameras and monitoring them, and there's an ongoing cost of monitoring them, so it doesn't seem to me that the risk is worth the return.

CLOSING STATEMENTS

Ned Michie: Great. We've been here about an half and a half. We got started a little late but we're ending appropriately with that. The candidates, if you want, why don't you wrap up just very briefly, say whatever you want to say. Shoot for 30 seconds and where do you want to start? Ms. Haskins—

Barbara Haskins (I): Sure, I love finishing. It should be pretty obvious by now I'm the spending watchdog and I think our structure as a political entity is very, very flawed and the farther down the road, further down the road, the more it's going to be untenable. The end.

Holly Edwards (D): And I guess I would be the social justice watchdog and I'd like to bring voice to a lot of issues and concerns that really impact the quality of life for all the citizens here and also just the importance of health and health care.

Ned Michie: Mr. Kleeman—

Peter Kleeman (I): I'd like to thank you all for coming out and for organizing this and I think what I offer as a candidate is a conduit for getting us all to work a little bit closer together. The City working with the neighborhoods and individuals and individuals having the opportunity to move forward. I attended earlier today as did Mayor Brown, the opening of the Neighborhood Leadership Institute at the Transit Center and there was just an incredible number of people who have signed up because they're interested in working toward a better city. I think the number was 60 or something and there was 30 in my group last year. That's 90 people in two years who are eager to plug in to the City and I think the reaction of many people last year was, well, the City does a lot of great things but I still can't figure out how to plug in. There's no portal to get in there to be on a committee or to be at the table or these other kinds of things. I feel like that's job no. 1 for

the next Council is to figure out how to tap that wealth of knowledge and excitement and exuberance toward making the City a better place and having been on the other side of some of those issues, trying to get my voice interjected into some discussion, I think I know how to open some of those doors and I would like to take a shot at that. I don't believe I can do that if I'm not on Council I would be one of those voices in the audience but if I am on Council, I think I can actually open some doors and actually make a more connected and vibrant discussion among all neighborhoods and citizens and the Council and the staff, etc.

Ned Michie: Thank you. Mr. Brown—

David Brown (D): Well, I've enjoyed being on City Council. I've enjoyed being mayor. Everybody should try that some time and I feel like I've brought something to it. I feel like I've worked hard, I try to listen, I try to bring sort of a straightforward, hopefully commonsense approach to dealing with the issues that come up, and the issues that face us. I feel like I'm accessible and I try to get input from a lot of people and I try to see things for myself firsthand as best I can and I'll continue to do that for another four years if you'll allow me the privilege, although what I plan to do is entice one of my fellow Councilors should I be on Council again into being mayor so I can sit over in the seat Blake Caravati used to sit in so I could like sit over there and cause trouble when I get bored like Blake used to do.

Ned Michie: Mr. Huja—

Satyendra Huja (D): I again want to thank you all for coming today and this is my hometown. I've never lived anywhere as long as I've lived here, 34 years, and I'm very proud of this hometown. And I think it's a great place to live, but I think it can be better; and it can be better not only for some of us, but for all of us, and I think if I had the opportunity, I would try to make some of those improvements and I will try to listen to you and work with you to find creative solutions.

I have a habit of— There used to be logo on my office, "Think outside the box." [It can be] too much of a cliché, but I think you need some of that sometimes to come to creative solutions and I think if I had the opportunity I would be happy to try to do those things.

Ned Michie: Well, great, I want to thank the audience for being here. I want to thank Charlottesville Tomorrow for podcasting this and I want us all to thank the candidates both for being here and for being willing to put themselves out and to serve our city.