



MEETING NOTES

To: Jeanette Janiczek
City of Charlottesville

From: Sal Musarra
Kimley-Horn

Date/Time: May 16, 2017 / 1:00-2:30

Subject: Belmont Bridge Replacement Project (VDOT Project #0020-104-101 / UPC #75878)
Joint meeting with Bicycle and Pedestrian Committee and Tree Commission Stakeholder Meeting #2

Attendees

Bike and Pedestrian Committee	Members
Tree Commission	Members
Tony Edwards	NDS - Development Services Manager
Alexander Ikefuna	NDS - Director of NDS
Carrie Rainey	NDS - Urban Designer
Keith Aimone	Kimley-Horn
Brian McPeters	Kimley-Horn
Sal Musarra	Kimley-Horn
Don Paine	KGP
Jonathan Whitehurst	Kimley-Horn

PURPOSE

The 2nd Stakeholder Group meeting is a joint meeting with the Bike/Ped Committee and Tree Commission and is the third step in the Belmont Bridge process. This step builds on the outcome of the design charrette and culminates with the June 1st Open House. This meeting will focus on reviewing refined concepts and offering guidance to the project team. This guidance will be used to make changes to the concepts prior to the Open House

AGENDA

Presentation

Project Updates

- Process and Schedule
- Charrette Recap

Discussion

Preferred Concept Design

Presentation

Next Steps

- Open House (June 1st – City Space)

Public Comment

SUMMARY

This was the second meeting between the Bike/Ped Committee, Tree Commission, and the project team for the Belmont Bridge replacement project. Members of the Bike/Ped Committee, Tree Commission, and consultant team were present for the discussion. Below is a brief description of the items discussed.

Summary of Discussion

Project Updates

Following brief introductions, Sal Musarra (Kimley-Horn) gave a background presentation that highlighted project updates, process and schedule, which included the following:

- The project schedule was reviewed. It was noted that we are in the process of using input from stakeholder and community meetings to begin concept development.
- City Design Criteria was reviewed, stating the City Council suggested improvements for the bridge
- Project team touched on the outreach and engagement to date in addition to multiple stakeholder meetings, including over 2,500 touch points, over 25,000 individual data points, and over 1,000 written comments.
- Discussed the takeaways from the charrette held in April

Design Approaches

The design approaches were presented in three different categories, which were defined as Roadway Sections, Corridor, and Design Theme and Architecture. Key elements were shown and discussed as they were presented. Additionally, rough costs were presented and discussed to assist with constraint discussions.

Roadway Sections

Based on information gathered during the process to date, the concepts developed include alternatives for the intersection of 9th Street/Avon Street with Levy/Garrett and 9th Street with Market St. Additionally, the cross sections presented alternatives for old Avon Street by reducing it to northbound only or full closure.

Discussion

Following the presentation of the suggested alternatives, a discussion occurred between the meeting attendees and the project team

- Meeting attendees discussed whether it will be important to have a median width that is large enough to accommodate for trees. If a width of 6'-8' is not possible, then it is the desire to make the median as narrow as it should be, and utilize that dimension in the landscape verge on each side of the roadway.
- If possible, plantings in front of the old Spudnuts should be allowed for in the design
- Many supported the idea of the material used for the median and separation of the bike lanes be concrete. There was not a desire to make it a stamped or colored concrete

Corridor

Corridor concepts that have been developed to date attempted to achieve the goals as presented by City Council, input from the Steering and stakeholder committees, and public input to date. Key highlights from the concepts include:

- Incorporation of a pedestrian passageway located near the intersection of Graves and 9th St.
- Overall, a reduction in surface parking in the interim condition from the existing
- One concept closed Old Avon St. fully and another reduced Old Avon Street to South Street to northbound traffic only to assist with traffic operations at the intersection of Levy/Garrett and 9th St.
- Allowing the existing conditions at all surrounding intersections to remain as they exist today
- Evaluating the potential to modify the intersection at Graves St. to manage turning access
- Providing a potential look at the long-term improvements in the corridor.
- Presenting the need to acquire right of way in appropriate places to accommodate for intersection improvements
- Potential cost of improvements for public ROW as shown in the corridor concepts.

Discussion

Following the presentation of the corridor alternatives, the following discussions occurred:

- Meeting attendees were in favor of evaluating and accommodating both the at grade crossing and pedestrian passageway beneath 9th St.
- Circulation should be considered to provide access to the pedestrian mall during events if possible.
- Additionally, there was support for evaluating vertical circulation, via stairs, on both the north and south side of the bridge.
- If there was a priority for vertical circulation, it would be on the east side of the roadway
- The wall heights on both sides of the roadway have been reduced as much as possible, in order to accommodate clearance for the railroad.
- In general, meeting attendees were ok with closing Old Avon St. at the Graves intersection, and utilizing the ROW for other public spaces.

Design Theme and Architecture

The presented design themes and architecture follow on information presented and gathered at the charrette. Key highlights of elements included in the presentation include:

- Potential locations and types of vertical circulation
- Bridge skirting
- Parapets, fencing, and railings
- Bridge Piers
- Lighting
- Walls and wall treatments

Discussion

Following the presentation of the design theme and architecture, the following discussions occurred:

- The proposed abutment and approach will be a large wall on each side of the roadway. Material and treatment of these walls should be considered when going into final design.
- Meeting attendees believed skirting of the bridge facility should not be a priority. If provided, it should be minimal.
- Views of the bridge are not as important as views from the bridge. If a barrier is necessary for railroad approval, it should be as transparent as possible.
- Piers should be open and not monolithic

Next Steps

Following the stakeholder meetings, revisions will be made to the concept based on feedback provided for the community open house to be held on June 1 at City Space. Feedback from the open house will be incorporated into a final concept to progress to Planning Commission, Board of Architectural Review (BAR) Certificate of Appropriateness and ultimately City Council approval of the conceptual design.