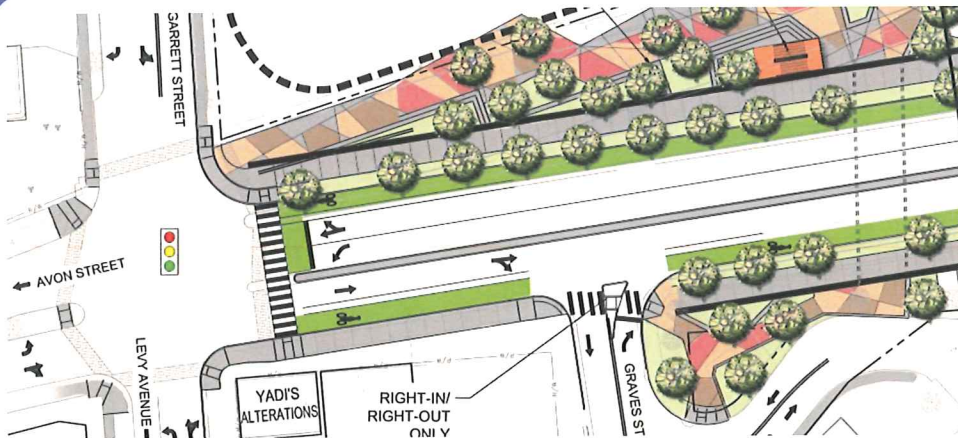


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Please use this form to state your preference.

ALTERNATIVE 1



This alternative includes a concrete median that prevents vehicles from turning onto Graves Street from southbound 9th Street. Vehicles also are permitted to turn right in and out of Graves Street. Vehicles cannot turn left from Graves Street.

Vote Here!

☒ Alternative 1

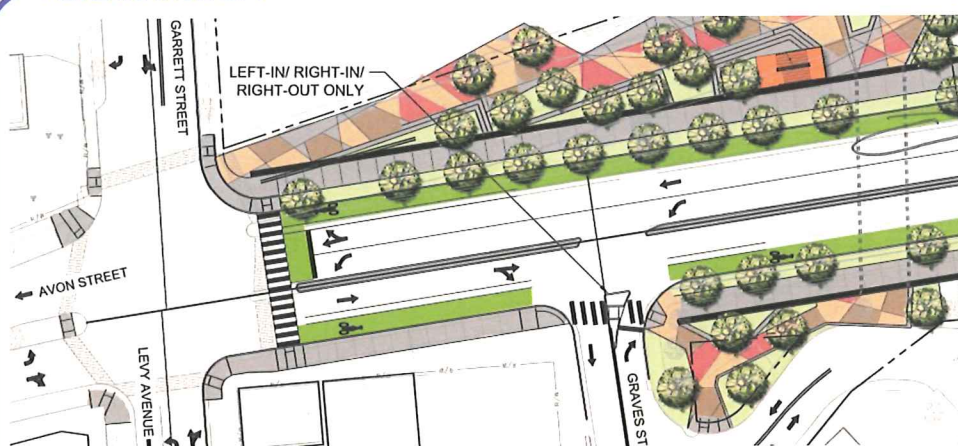
☒ Alternative 1A

Please use the space below or the back of the page for comments.

OK with either.
IF 1A is chosen,
will there be a
break in the bike lane
median to allow bikes
to merge & turn?

Also/unrelated: Does the
LT lane need to be
so long?

ALTERNATIVE 1A



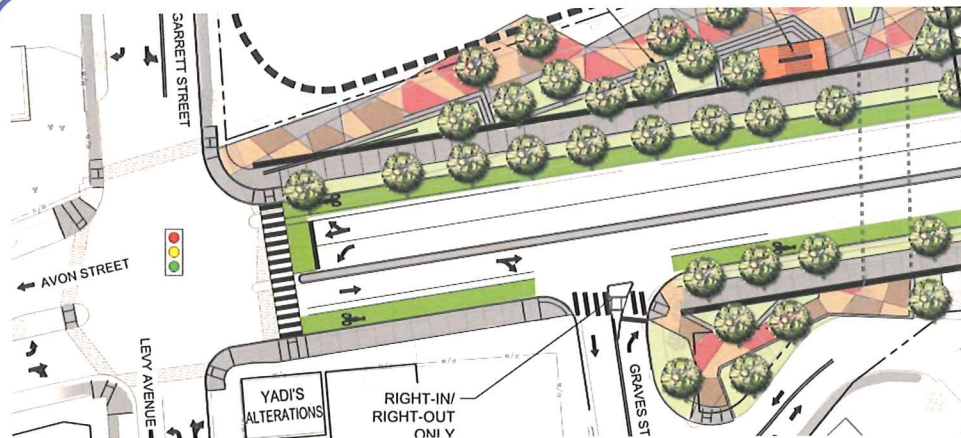
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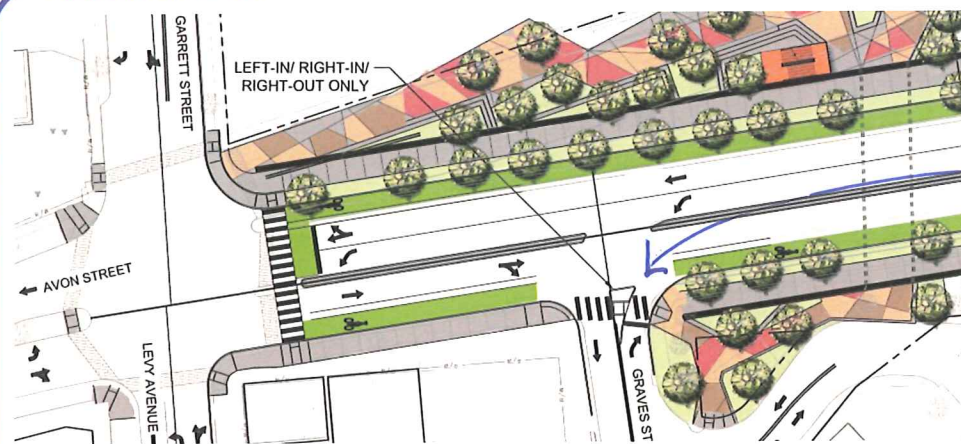
Vote Here!

☐ Alternative 1

☒ Alternative 1A

Please use the space below or the back of the page for comments.

ALTERNATIVE 1A



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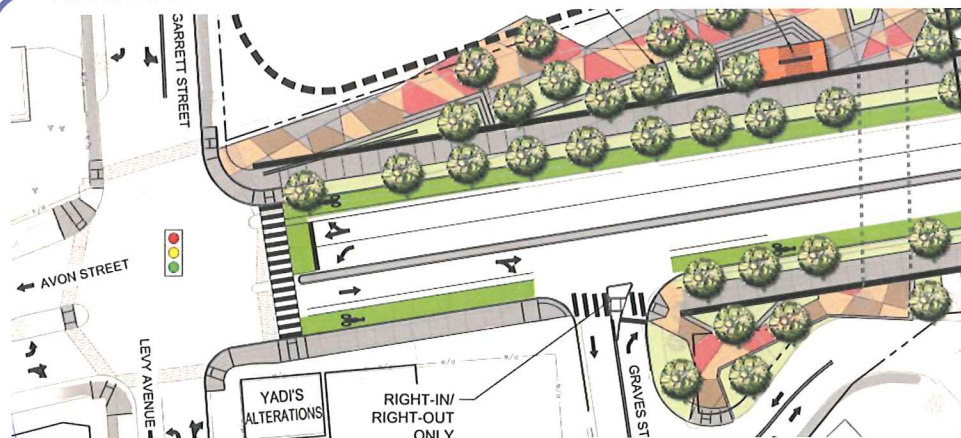
make clear
that there is
no left turn
from graves to
AVON!

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ALTERNATIVE 1



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Vote Here!

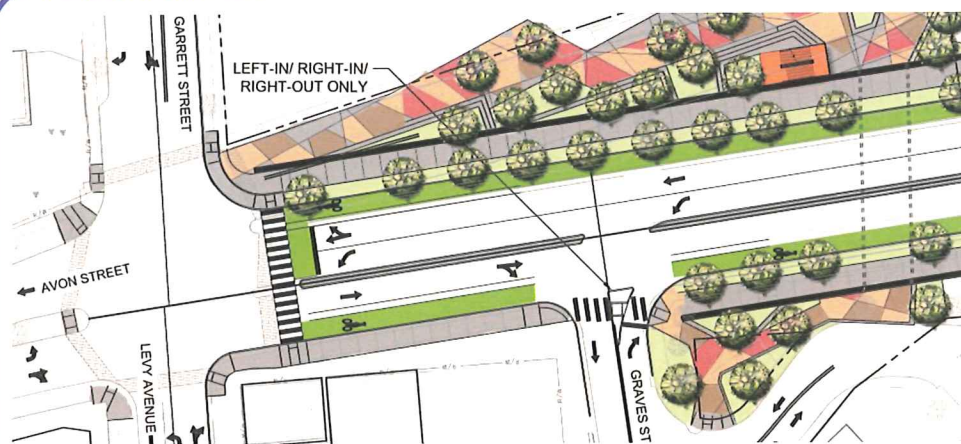
☐ Alternative 1

☒ Alternative 1A

Please use the space below or the back of the page for comments.

Prefer crosswalk remain at Graves instead of pedestrian underpass

ALTERNATIVE 1A



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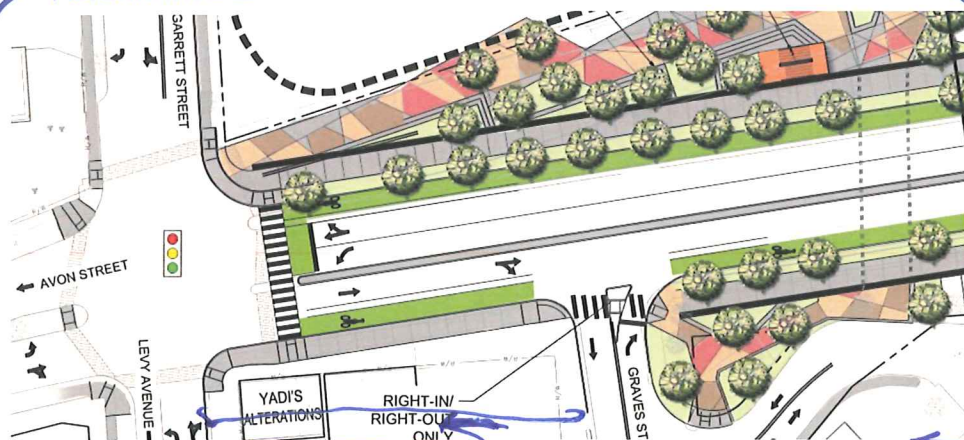
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Please use this form to state your preference.

If you do Alt. 1, you must provide southbound route for traffic from east of the bridge.

ALTERNATIVE 1



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Vote Here!

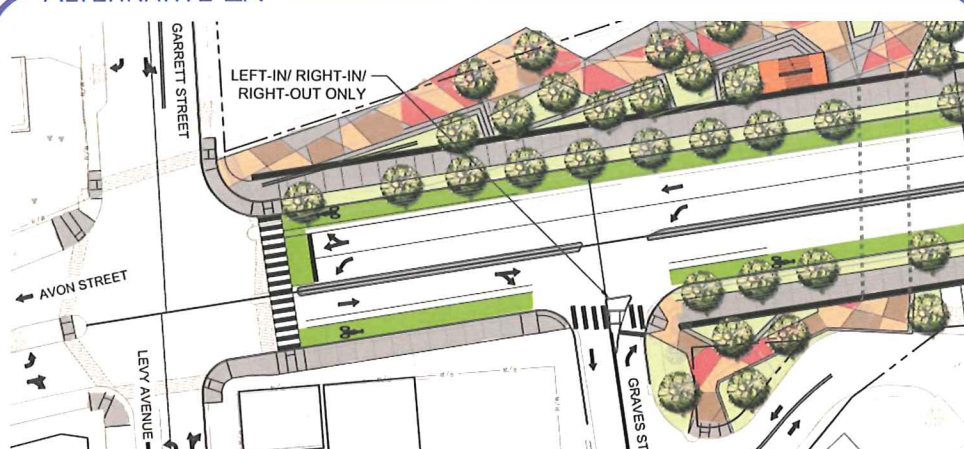
☐ Alternative 1

☒ Alternative 1A

Please use the space below or the back of the page for comments.

*Alt 1B
New right-of-way*

ALTERNATIVE 1A



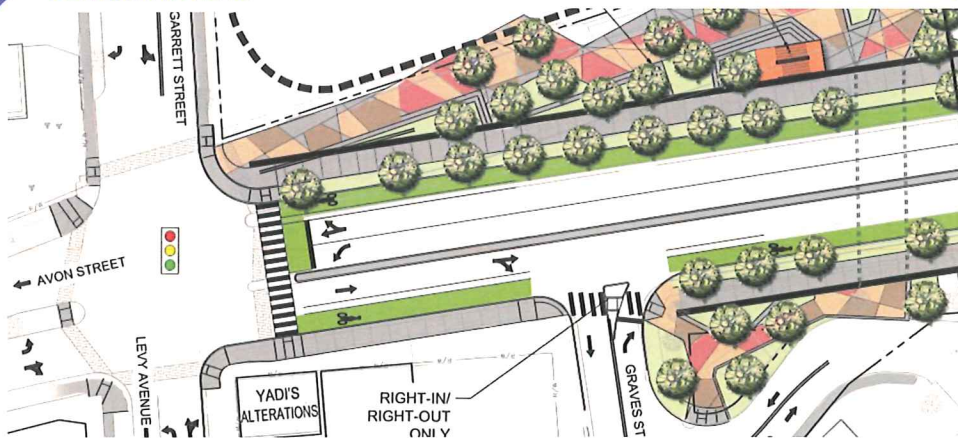
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Vote Here!

☐ Alternative 1

☒ Alternative 1A

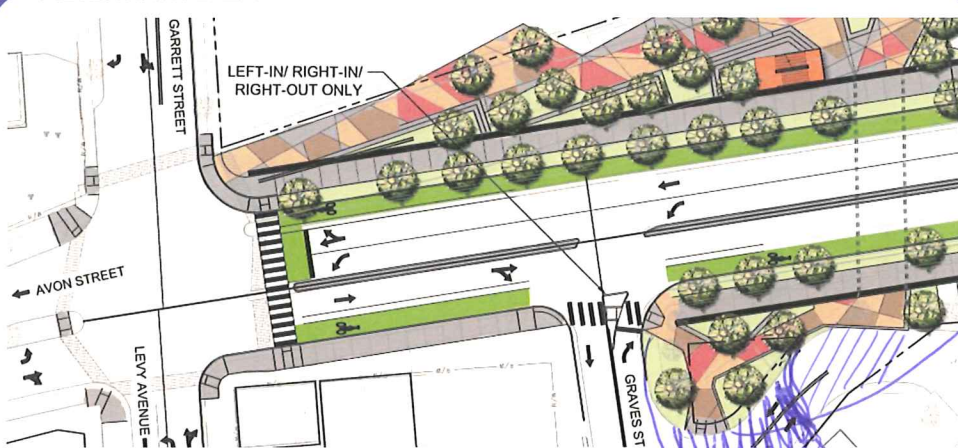
Please use the space below or the back of the page for comments.

*close Monticello rd
off here and
create neighborhood
park/playground.*

*This will eliminate
the dangerous
intersection,
and will be an
asset to a family
neighborhood.*

*Forces trucks to
take South St to
industrial park.*

ALTERNATIVE 1A



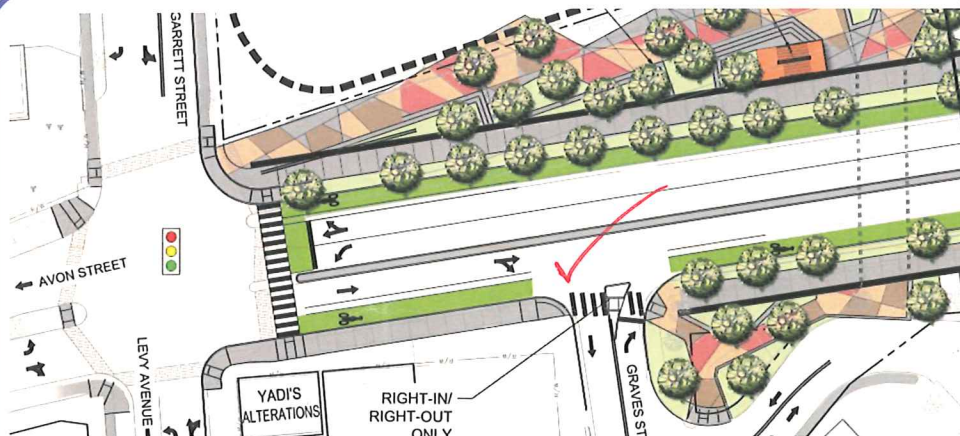
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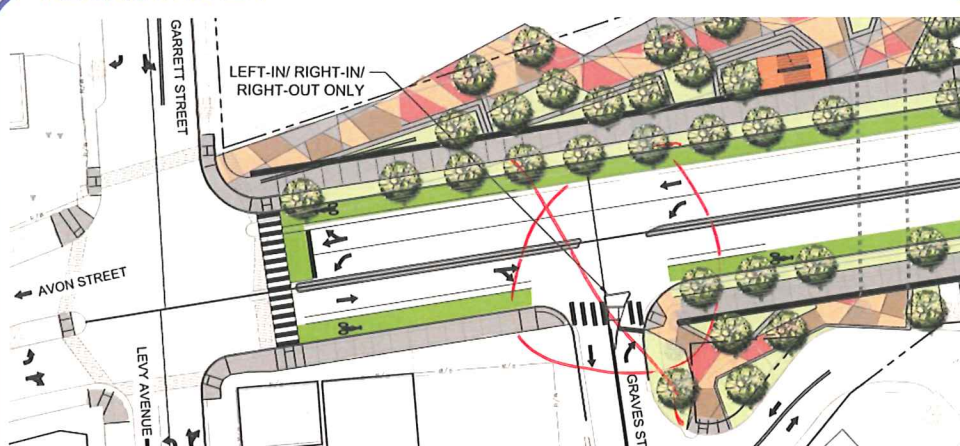
Vote Here!

☒ Alternative 1

☐ Alternative 1A

Please use the space below or the back of the page for comments.

ALTERNATIVE 1A



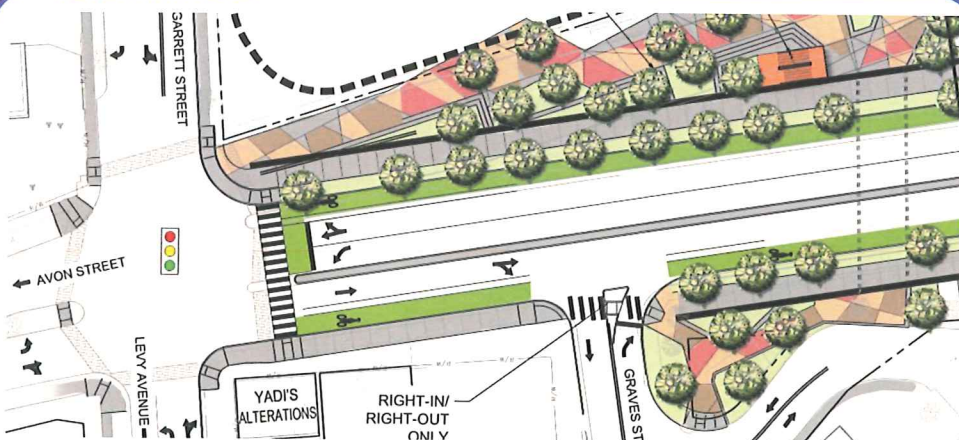
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Vote Here!

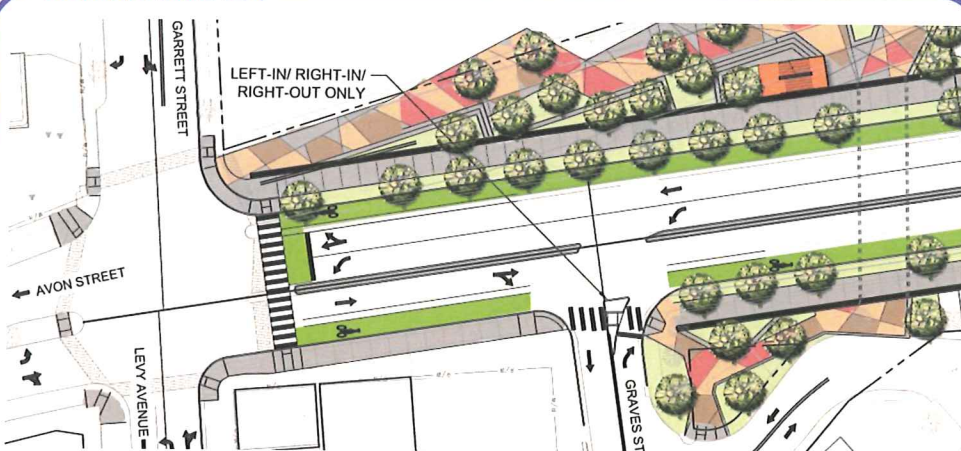
☐ Alternative 1

☐ Alternative 1A

Please use the space below or the back of the page for comments.

*I have no opinion.
The left turn lane
is obscenely long
and could probably
handle this. (1A)*

ALTERNATIVE 1A



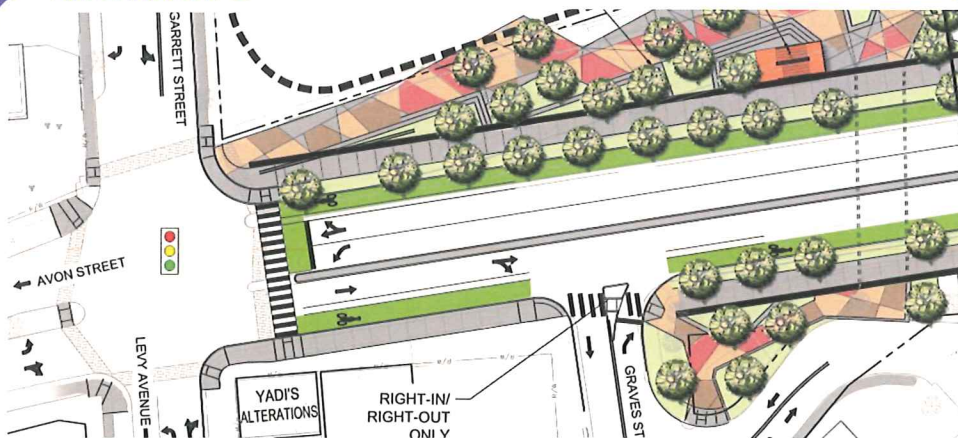
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☐ Alternative 1

☒ Alternative 1A

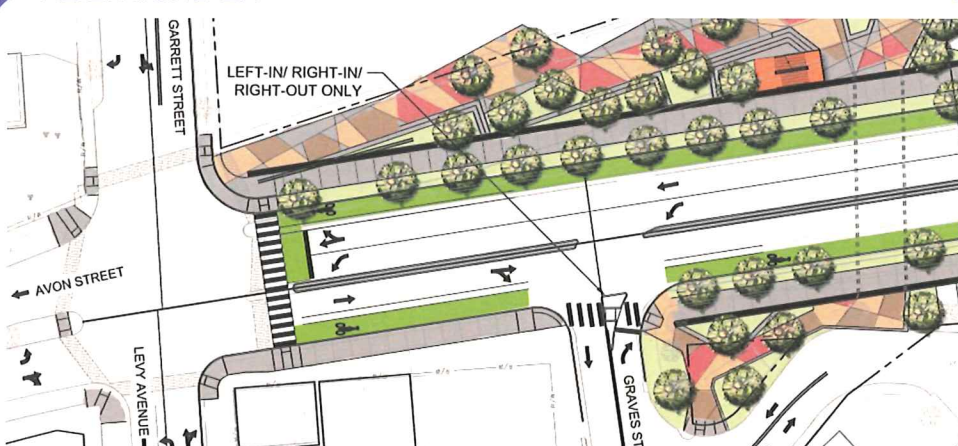
Please use the space below or the back of the page for comments.

We NEED to be able to make left turn onto Graves.

OK to restrict to R/T only ~~exist~~ exit.

Otherwise, traffic would be forced to turn left onto Levy then forced to accommodate sharp triangle-shaped left only turn. BAD IDEA!

ALTERNATIVE 1A



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Include break in bike lane buffer
heading South to provide
access from bike lane
to left onto GRAVES

Hi,

I had to leave the Open House on June 1st early and was unable to complete the questionnaire that was at the meeting. I don't see this questionnaire on-line and wanted to email my comments.

1- I prefer the pedestrian underpass only. The existing crossing seems dangerous for cars and people.

2- Grave St Access- I prefer Alternative A. Removing the ability to turn left onto Graves St while going southbound. This turn is too dangerous and impedes traffic.

3- Vertical circulation - I prefer Option 1 if it's not overly expensive. Having the mezzanine and full steps on both sides will be useful.

Thank you!

Darren Pace

Charlottesville

Hi All,

I'm sorry that I won't be able to join the open house June 1 - it happens at the same time as the Minds in Motion concert for all City of Charlottesville 4th graders (gotta get there early, as this is a super-crowded event).

Anyway, the message that I wanted to pass on is the importance of maintaining a crossing where Graves street meets Avon (I think as the main road as being called Avon, although I think the project folks may be referring to it as 9th). Anyway, I'm talking about the crossing right at Lampo/The Bridge. Forcing pedestrians to only cross down at the light is NOT an option. To paraphrase a neighbor of ours, "If they come back to us with a design that doesn't include a crossing there, we need to find a new design firm."

Personally, I'm content with the at-grade crossing that exists there. That said, I'd be open to other options such as a tunnel (provided it felt like an open, safe place and not a dark culvert). Maintaining that pedestrian connection at that point across Avon is essential to the success of the larger project, especially when it comes to connecting downtown with Belmont.

Thanks again to all for your hard work on this project! I'm looking forward to attending future open houses.

Best,